

Using simulators to Train and Assess Drivers – A focus on Category C simulators

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•Presentation of Promotrans

- Key figures
- training areas

•The driving simulator

- State of the market
- Why a simulator?
- Introduction to the THALES simulator
- Instructors' assignment, profile and preparation

Training activities and use of the simulator

- National legal framework: *arrêté ministériel*
- 2009 training & activities figures
- Constraints
- Conclusion

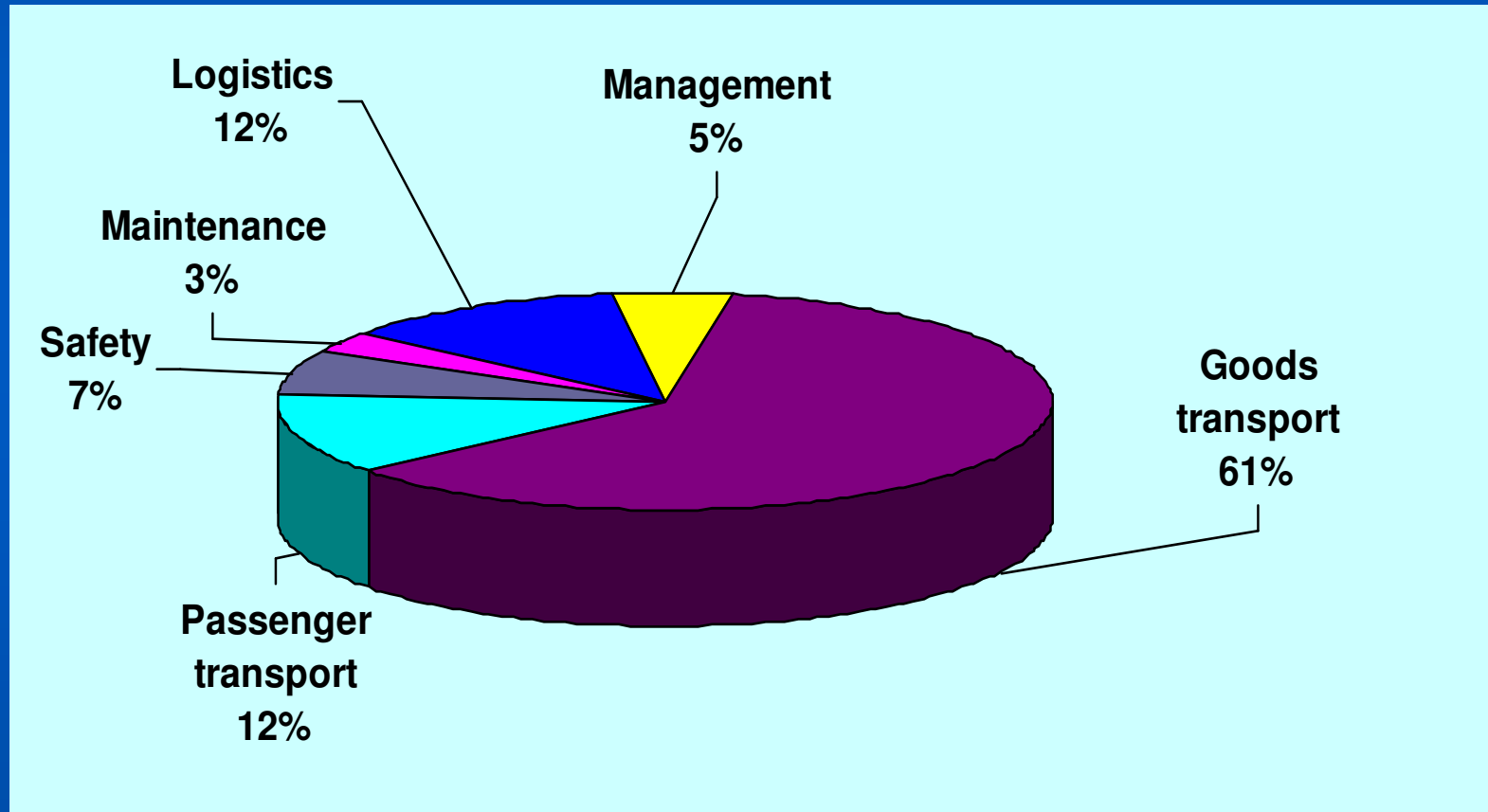
Key Figures

- ✓ National training association in transport and logistics
- ✓ Established in 1966
- ✓ 30 training centres nationwide
- ✓ 570 permanent staff
- ✓ 3,000,000 hours of training per year
- ✓ 43,000 people enrolled (trainees, apprentices, students)

Training areas

- ✓ Driving (Driving licence C, D, CPC driver)
- ✓ Transport management (CPC manager)
- ✓ Logistics
- ✓ Passenger transport
- ✓ Maintenance of trucks and utility vehicles
- ✓ Safety

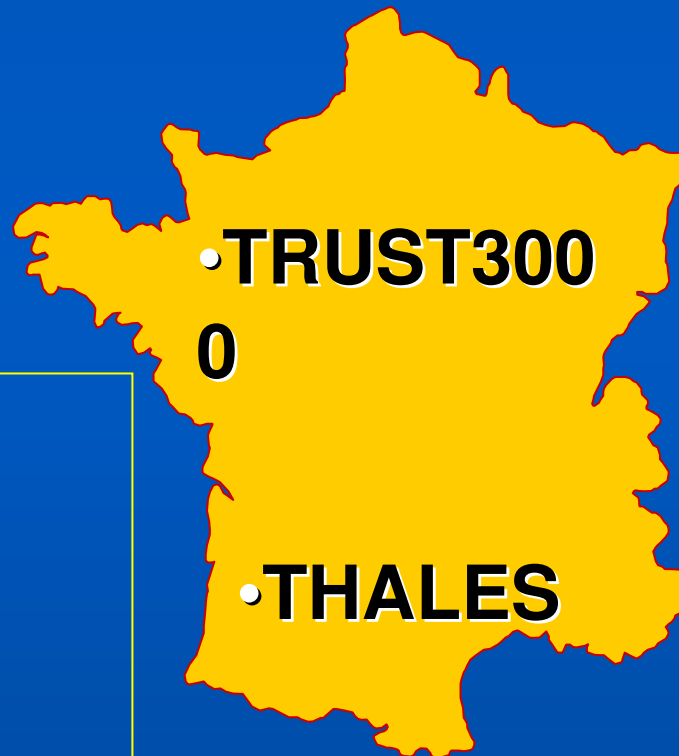
Breakdown of Training Activities



The driving simulator

State of the French market

16 top-of-the range driving simulators nationwide



10 Mobile simulators

Promotrans: 1

AFT: 9

6 Fixed simulators

AFT: 1

AFPA: 2

(Ministry of employment)

Vocational schools: 3

(Ministry of Education)

The driving simulator



1 THALES TRUST3000

= Top-of-the range mobile driving simulator with Promotrans since January 2001

The driving simulator



Why a simulator?

- Necessity to be in keeping with a rapidly-evolving road freight transport industry
- Necessity to comply with European safety requirements
- Necessity to adopt a more fuel-efficient driving
- Necessity to facilitate professional integration through exercises based on real-life
 - driving situations
- Necessity to improve the image of the road freight sector
- Necessity to attract young people to the sector
- Necessity to take action with regard to the shortage of truck drivers in Europe

Presentation of THALES TRUST3000

- 1 Top-of-the range mobile simulator with Promotrans since January 2001
- In compliance with Directive 2003/59
- Faithful reproduction of the HGV driver's environment by projecting images (town, country, mountains, traffic, weather) visible through the windscreen and in the external rear-view mirrors
- Faithful reproduction of the dashboard, engine noises and realistic gear changes
- Dynamic parameters (acceleration and deceleration)



Instructor's assignment, preparation and profile

Instructor's assignment

- ✓ 1 instructor dedicated to the simulator and 2 other instructors for replacement
- ✓ Use of CREX software: tool for creating training exercises enabling instructors to achieve training objectives

Instructor's preparation

- ✓ 1-week training by THALES
- ✓ Hands-on practical training & self-training

Training objectives

Training objectives of the driving exercises

- Fuel-efficient driving (eco-driving)
- Anticipating danger
- Improving road safety
- Coping with emergency situations

Each exercise includes the following parameters

- Objective of the exercise
- Vehicle type and load
- Weather conditions
- Traffic scenarios
- Evaluation criteria

Instructor's assignment, preparation and profile

Instructor's profile

- ✓ Category C or EC, D or ED driving licence

- ✓ A vocational certification as HGV driver
- OR
- ✓ A BEPECASER (qualification for teaching driving)
- OR
- ✓ 5 years driving experience

- ✓ ICTs skills and competences (Intelligent Transport System)

- ✓ Self-sufficient, showing initiative

Training activities and use of the simulator

National legal framework

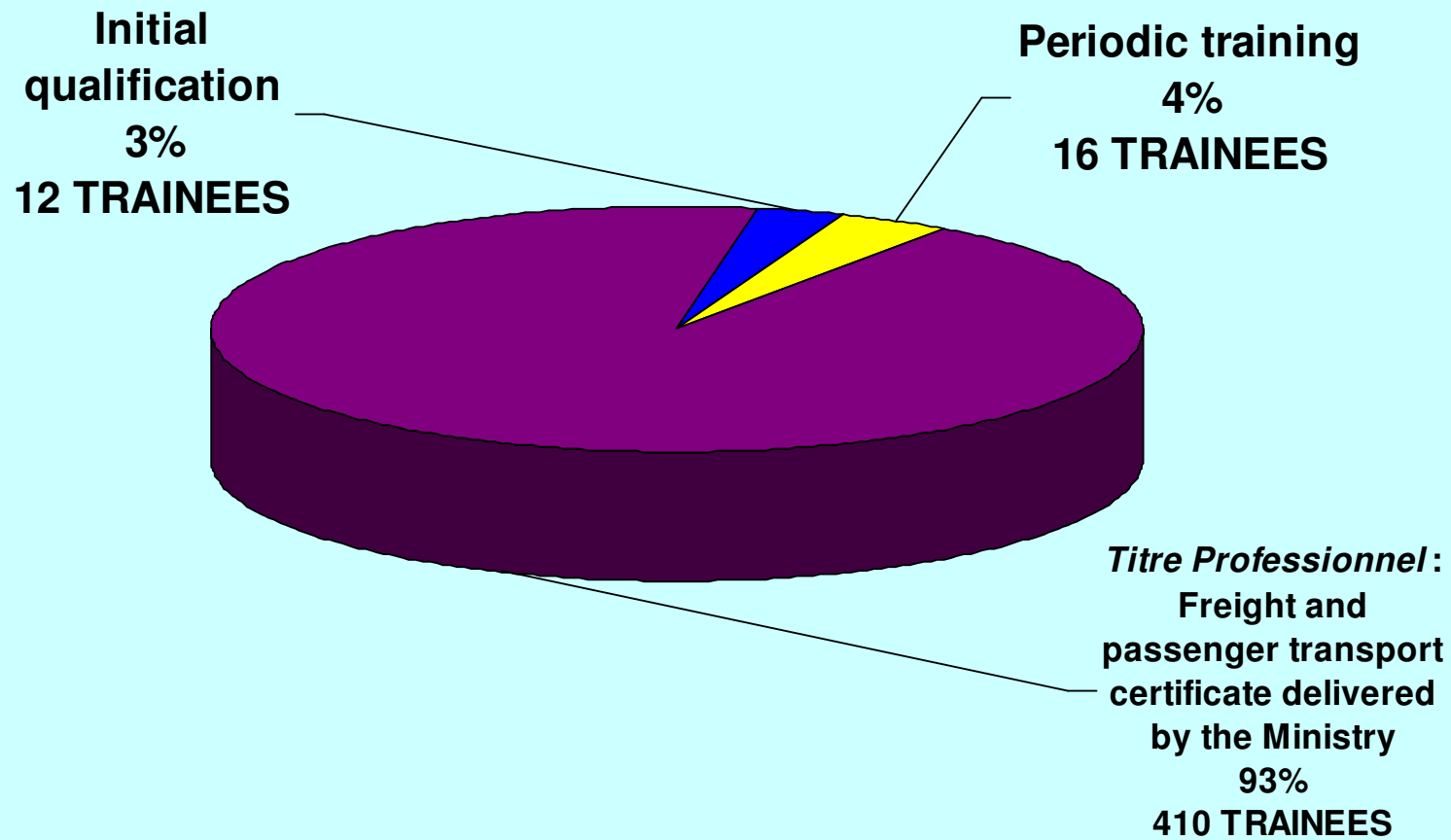
Recommendations set out in the *Arrêté ministériel*
(enforcement order from the Ministry) of January 3, 2008

✓ CPC drivers

- **Initial qualification**: 10 hours of practical training including 4 hours on simulator
- **Periodic training**: 2 hours of practical training including ½ hour on simulator

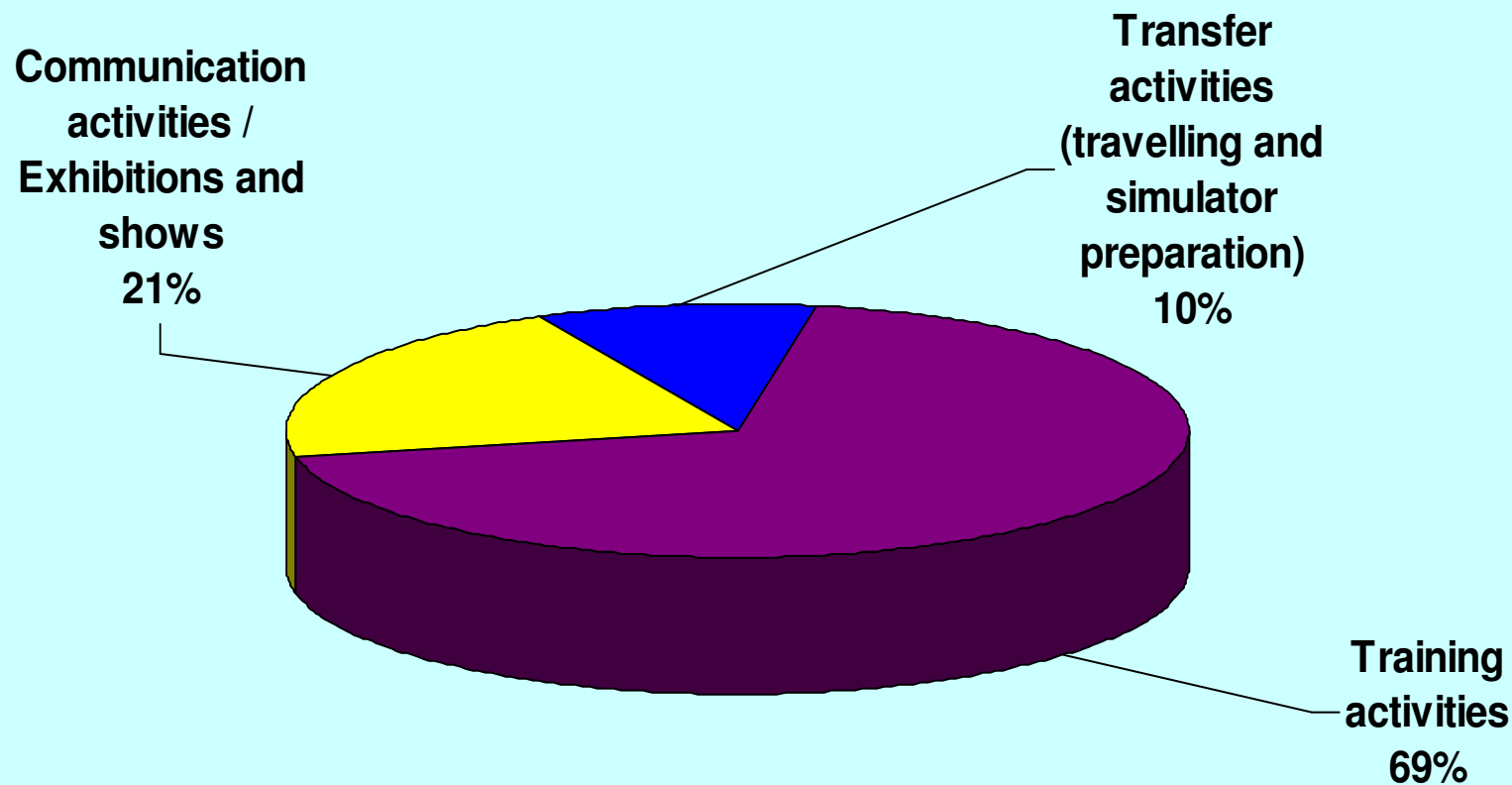
Training activities and use of the simulator

438 trainees trained on simulator in 2009

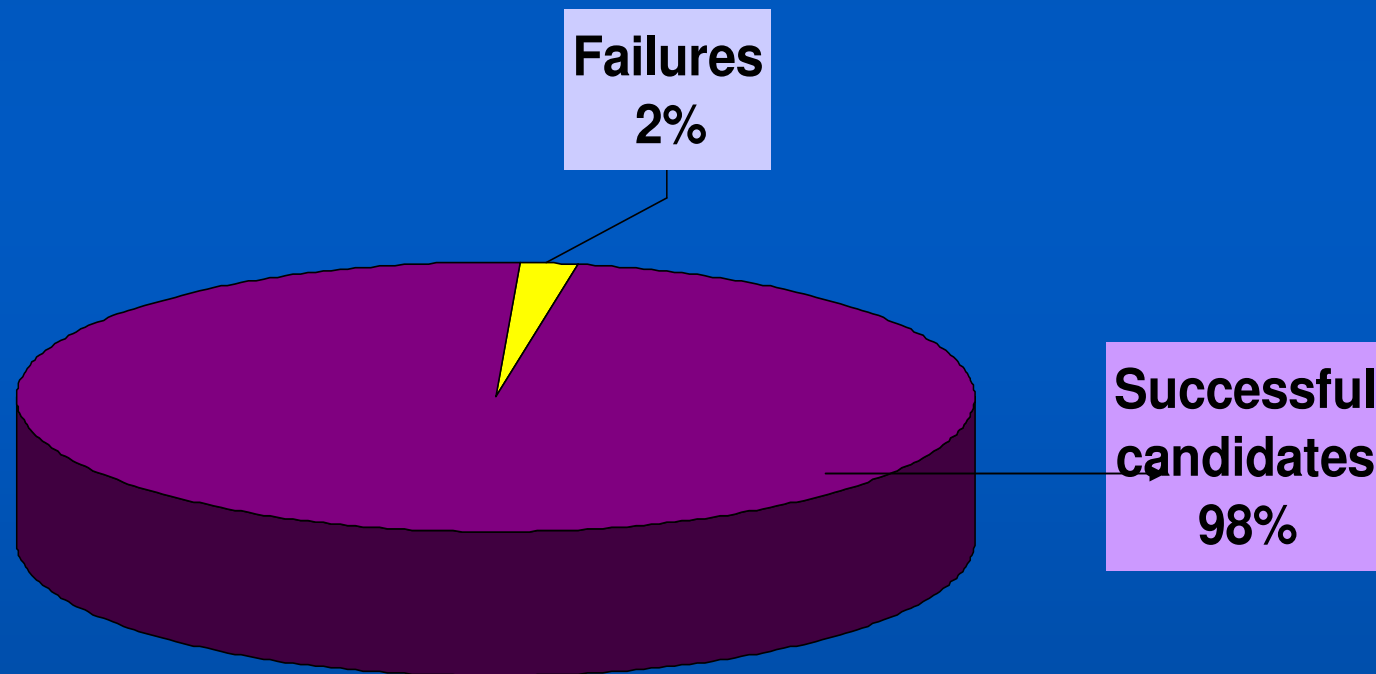


Training activities and use of the simulator

Use of the simulator



Use of the simulator: Learning outcomes



Constraints

- ✓ Total cost = 1 million euros (simulator, trailer and tractor)
- ✓ 3-year maintenance contract with THALES = €60,000
- ✓ Simulator insurance cost per year = €12,278.36
- ✓ Tractor and trailer insurance and maintenance plus fuel costs = €755 per week
- ✓ A 15-minute driving exercise requires 3 hours of preparation work
- ✓ Both installation and disinstallation of simulator in training centres require a whole day

Conclusion

The simulator is indispensable:

- ✓ To meet the needs of a rapidly-moving road transport sector
- ✓ To encourage fuel-efficient driving
- ✓ To improve drivers' learning pathway and professional integration
- ✓ To analyse trainees' learning outcomes
- ✓ To assess individual driving performance

→ Under the Train-the-Trainer Programme for CPC Driver Periodic Training Instructors we recommend a 5-day training on the use of the simulator

THANK YOU!

2010 Driver Competence
Seminar, Brussels,
Belgium