

# Appendix B

## Report from the Legislation Working Group, Weeze

**Present: Bill Atkinson (chair), Hans Mucska, Jurgen Langenberg**

### Items on the agenda:

1. Telematics and provision of emergency information
2. Question from Dick Arentsen on whether other countries have a dedicated Safety Officer during incidents
3. UK Emergency Action Code consultation

### Item 1

Following on from the discussion at the last meeting about telematics. The recommendation was to submit an Inf paper to the Joint Meeting on behalf of CTIF, detailing the our views on information provided by telematics. The following wording was drafted as an initial suggestion:

- Emergency responders need more data for incident management to improve safety, efficiency of response and to help in deciding the appropriate actions to take at incident scenes.
- We support the introduction of telematics as a means of transmitting and making data available in case of incidents involving dangerous goods (hazardous materials).
- In case of incidents, information provided via telematics will enable faster identification of dangerous goods loads, reducing the problem of mixed load identification and quantification and reducing the attendance time of emergency responders.
- Telematics information may improve safety by reducing the risk of terrorist attacks on transport movements involving dangerous goods.
- We support the idea that different systems (eCall, eFreight etc) must be compatible.
- The Public Service Answering Points (PSAP), e.g. the control rooms of fire services, do not require information from telematics for monitoring purposes but as a quick source of information in the event of an incident involving vehicle(s) carrying dangerous goods.
- Emergency responders require the following information as a minimum:
  - o UN Number
  - o UN Hazard Class
  - o Labels
  - o Quantities of each type of dangerous goods.
- If, however, additional information can be transmitted, then this should be used and also made available to the emergency responders.
- Examples of useful additional information include:
  - o Emergency contact number(s)
  - o Origin, route and destination of the journey
  - o Type(s) of packages
  - o Design of the vehicle and trailer
  - o Properties of the substance(s)
  - o etc

- It is not sufficient, for safety reasons, to rely on telematics as the only source of information available to the emergency responders on the dangerous goods loads.
- Therefore, the written information on the dangerous goods currently carried in the vehicle must remain.
- In addition, the current labelling systems for vehicles and packages remain important for emergency responders as well as for those handling and/or storing dangerous goods.

The details for submitting the Inf paper will need to be agreed. For example, it would be a good idea to have the text available in both English and in German. It should also be agreed who will attend the meeting to participate in the discussion.

## **Item 2 – The Role of the Safety Officer**

The question was posed by Dick Arentsen by email enquiring whether countries have a dedicated Safety Officer function within the Fire Services, as this was a recommendation made in an American Standard Operating Procedure document. The delegates debated this function and concluded that there was no specific role currently within the Fire Services of Germany, Austria or the UK. The incident management may be divided into designated sectors (or functions). However, for specific materials where special knowledge is needed such as radiological or biological materials, special advisors may be used. Such advisors should be available within a specific time period, either remotely by telephone or at the scene. However these functions are not part of the laws governing fire-fighting, but are drawn from other laws including environmental legislation.

The committee decided to refer the question to the main group to see if there are any other countries adopted a specific role of Safety Officer. However it is the feeling of the group that safety is an important function that should not and cannot be separated out. It is the responsibility of the Officer in Charge, but all officers must take responsibility for their own safety and that of their colleagues.

Recommendation: Hazmat Commission Members to advice Dick of any specific Safety Officers in their national Fire Services.

## **Item 3 – UK Emergency Action Code Consultation**

Time did not allow for a discussion. However it was agreed that members should contribute views on EAC directly to Bill Atkinson.

## **Recommendations**

1. To submit the wording suggested as an Inf Paper (in English and in German) to the Autumn Joint Meeting (personnel to be decided)
2. For members to make contact with their national JM representatives and to explain the rationale behind the paper and the function of the Commission

3. For members to respond directly to Dick Arentsen on the issue of Safety Officers within their nation.
4. For members to respond directly to Bill Atkinson with any views on the UK Emergency Action Code consultation.