

## Questions Asked

## Legislation Working Group

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- What information is used to carry out the initial risk assessment for designated "hazmat" incidents, eg Orange Plates on Vehicle, HIN, UN No, NFPA "Diamond" etc and what are the strengths and weaknesses of each
- How is this information then used?
- How could this be improved?
- What have we learned from mistakes made at previous incidents
- What do we want the future to look like (this includes what the industry wants to do, what we think we ought to 'fight' for and what we think we can realistically achieve?). This could include: Emergency Action Code, new code, telephone number, RFID chips (like the ones used in security passes and passports), telemetry and vehicle tracking, GHS markings etc etc.

## Jurgen - Germany

- E.g. in my federal state there is no general rule for use of a specific literature or database. In spite of this, the general procedure always does occur in four steps:
- 1) Placard, HIN and UN are used for first decisions as written in "FwDV500" (I sent to you by last mail).
- 2) Usual next steps deal with "Nuessler: Gefahrgutersteinsatz" or in some cases "Eri-Cards" (if they would correct some contents...).
- 3) Special information is taken from the "Hommel" handbook, or data bases like "IGS-fire" or "Chemis" or a new federal data base under construction.
- 4) Fourth step would be information from experts (chemists from the plants or the federal "Analytic task force" or TUIS step 3 (= ICE).
- This lines are just a short information. I'd like to continue the 4-step-system, but coming to the key question of how to mark dangerous goods transports for fire fighting it will not really give an answer...

## UK

- Driver
- Vehicle markings – Orange Plates or Emergency Action Code and UN Number
- Emergency telephone number (bulk tankers)
- Dangerous Goods documentation
- Chemical Databases (eg Chemdata) – in fire trucks
- Portable reference material, eg ERG

## Issues

- Initial information is sometimes the most difficult to obtain and it needs to be simple
- More detailed information is needed later and is usually available but only after some time
- This information needs to be in a form that is easy to use for the emergency responders
- We cannot get an agreement on the merits of an Emergency Action Code across Europe
- This does not address the issues of packaged goods vehicles
- We are moving away from paper and simpler systems to using more information technology solutions
- But what happens if the technology fails?

	How Used	Advantages	Deficiencies
Orange Plate	Alert to DG being carried More information needed Only immediate action is to save life (snatch rescue)	Recognise DG present	No information on the exact hazard of the DG
HIN	Indication of hazard	Some explanation of hazard. Better than plain orange plate	Need to translate. Too many special codes
EAC (UK)	Initial actions	Initial actions given. Better than plain orange plate	Need to translate No indication of Additional Personal Protection
UN Number	Identify the goods using list or database	Able to look up information on the goods or call for information	Need to have a list or database at scene or call for advice
Hazard Warning Symbol	Visual indication of hazard	Easy to understand Can be read easily	Basic information but OK for initial response
Telephone Number (UK Bulk only)	Call for specific response and information	Able to speak to person,	Needs to work!

## The Future?

- We campaign for:
  - Internet tracking of transport
  - Automatic alert of accidents
  - Information on Dangerous Goods to be sent automatically to the emergency responders and be available at scene (eg RFID chip or black box)
  - Some sort of fall-back system is needed in case the technology fails

## Difficulties

- Threshold quantities (Include LQ)??
- Resistance to sharing of information between transport companies
- Commercial sensitivities
- Computer system compatibilities
- What fallback system??
- Telephone number may be good idea BUT
  - Issues of language
  - Who answers the telephone?
  - Imported goods?

## Next Actions

- Define what we want and need
- Campaign in European Working Groups eg. Telematics working group
- Write an Information Paper for the Joint Meeting??