

**OTIF**



**ORGANISATION INTERGOUVERNEMENTALE POUR  
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN  
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-  
NATIONAL CARRIAGE BY RAIL**

**INF. 15**

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Joint Meeting of the RID Committee of Experts and the  
Working Party on the Transport of Dangerous Goods  
(Geneva, 17 - 27 September 2013)

**Item 7 of the agenda: Reports of informal working groups**

**Telematics Information for Emergency Responders**

**Transmitted by the International Association of Fire and Rescue Services (CTIF)**

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**Background documents**

Informal document INF. 35  
Others

**Introduction**

1. The use of Intelligent Transport Systems technologies is increasingly being embraced by commercial transport operators and freight owners. For a number of reasons, including improved logistics, they lower rates of incidents and may further improve security in the future. These systems, which include the use of telematics, have the ability to transmit a large amount of information on the vehicle movement and its cargo.
2. There exists a wide variation in how this technology can be applied and there are different demands regarding the data security of the information being carried.

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3. Telematics in the future could be a very useful aid to emergency response, providing a means of transmitting and making data available in case of incidents involving dangerous goods (hazardous materials) for the emergency responders.
4. The membership of the CTIF Hazardous Materials Commission comprises the leading emergency responders on behalf of dangerous goods drawn from many European countries and North America. CTIF Hazardous Materials Commission would like to contribute to the discussions on the meaning of telematics for emergency response the viewpoint of the emergency responders.
5. CTIF Hazardous Materials Commission would like to note the work of the Telematics Working Group and supports the overall objectives of this group.

### **Main points**

6. In response to the discussions at the Telematics Working Group of September 2012, CTIF Hazardous Materials Commission would like to fully endorse the viewpoint that telematics could be a very useful aid to emergency response, providing a means of transmitting and making data available in case of incidents involving dangerous goods (hazardous materials).
7. The CTIF Hazardous Materials Commission supports the work being undertaken to establish international standards (ISO) for this technology. Without common standards, the decision on what technologies to adopt is going to be largely made by individual transport operators. This is not feasible for emergency response purposes.
8. 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.
9. 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.
10. Telematics information may improve safety by reducing the risk of terrorist attacks on transport movements involving dangerous goods.
11. 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.
12. Emergency responders require the following information as a minimum:
  - a. UN Number
  - b. Hazard Identification Number
  - c. Labels
  - d. Quantities of each type of dangerous goods.
13. If, however, additional information can be transmitted, then this should be used and also made available to the emergency responders.
14. Examples of useful additional information include:
  - a. Emergency contact number(s)
  - b. Origin and destination of the journey
  - c. Type(s) of packagings
  - d. Design of the vehicle and trailer
  - e. Properties of the substance(s)

## INF.15

15. 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.
16. Therefore, the written information on the dangerous goods currently carried in the vehicle must remain. Telematics should not lift the requirement for paper systems.
17. In addition, the current marking systems for vehicles and packages remain important for emergency responders as well as for those handling and/or storing dangerous goods.

## Conclusions

18. As emergency responders, CTIF Hazardous Materials Commission supports the use of telematics as an aid to emergency response.
  19. Proposals have been put forward on the types of data that are essential for emergency response purposes. However, emergency responders must be consulted on what information they require, before any final decisions on telematics have been made.
  20. CTIF Hazardous Materials Commission also emphasises that common international standards must be established to make the use of telematics for emergency response purposes feasible.
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