

CTIF



INTERNATIONAL ASSOCIATION
OF FIRE AND RESCUE SERVICES



Tio brandmän skadade när gasoldriven bil exploderade

■ Standardisering av insatskort till alla fordon pågår

Fordon med alternativa drivmedel blir fler.

Vilka risker de innebär vid olyckor är inte alltid känt.

I Tyskland skadades tio brandmän när ett gasoldrivet fordon exploderade efter en olycka.

■ CTIF, internationell organisation för räddningstjänst, och SIS, Sveriges standardiseringsinstitut, arbetar för att få till stånd en ISO-standardisering av insatskort, utbildningsmanualer och en standardiserad märkning för nya fordon som tillverkarna förväntas tillhandahålla.

– Vi har fått igenom hur det ska se ut för personbilar och standardiseringsarbetet är i full gång med deltagare från CTIF. Nu handlar det om busar och tunga fordon. Ett mål är att CTIF ska ge access till en databas där räddningstjänster ska ha fri tillgång till aktuell information, säger Tore Eriksson, ordförande för internationella CTIF som har 37 medlemsländer.

Behovet aktualiserades efter en olycka i Tyskland i augusti. En personbil körde av vägen och in i ett träd. När den frivilliga brandkåren anlände till olyckan var bilen i lågor.

Brandmännen skulle starta insatsen när fordonet plötsligt exploderade. Föraren antas ha omkommit i själva olyckan.

Vid explosionen skadades tio brandmän, varav fem så allvarligt att de med helikopter fick föras till specialistvård. Alla överlevde lyckligtvis.

– Det var ren tur att ingen av brandmännen var alldeles intill fordonet vid explosionen, då hade katastrofen varit ett faktum. En liter gasol ger samma explosiva effekt som ett halvt kilo dynamit, sa Ralf Thomsen, representant för den regionala räddningstjänstorganisationen, efteråt.

Tore Eriksson konstaterar att alla räddningstjänster behöver information om risker med moderna fordon och alternativa drivmedel.

– Det finns över 1 miljon frivilliga brandmän bara i Tyskland. De har inte råd att köpa sig information, men måste ha tillgång till den, säger Eriksson. Vi har tillgång till en databas som utvecklats i Österrike, den ska vi göra tillgänglig för alla.

CTIF och SIS är med och driver arbetet så att färger eller märkning av grova elkablar och gasinstallationer ser likadana ut oavsett fordon. Det är viktig information för att kunna bända eller klippa i karossen på ett säkert sätt.

Vid framkomst till en olycka är det angeläget att direkt kunna avgöra vilken typ av drivmedel ett fordon använder.

– En del tillverkare vill sä-



Insatskort för busar.

ta informationsmärkningen i tankdocket, men det är inte säkert att man kommer åt att öppna det. Därför vill vi ha insatskort för alla fordon.

Insatskort ska finnas för alla fordon, oavsett drivmedel. Kortet ger också annan viktig information, exempelvis om krockkuddar, bältessträckare, start- och stoppfunktion, och annan avancerad utrustning.

– Nästa år får vi dessutom vätgasfordon i Europa. De är inte farliga i sig, men en ny fordonslösning innebär ytterligare en komplikation.

Tore Eriksson räknar med att en standardiseringsprocess kan ta några år.

– Vi har redan insatskort för i princip alla personbilar och en hel del tunga fordon. Standardiseringen är nödvändig

för att förbättra kvaliteten på insatskortet och göra informationen mera lättillgänglig för räddningsspersonal.

– Arbetet har väckt stort intresse och vi hoppas att tillverkarna på frivillig väg ansluter sig redan innan den formella ISO-processen är avslutad.

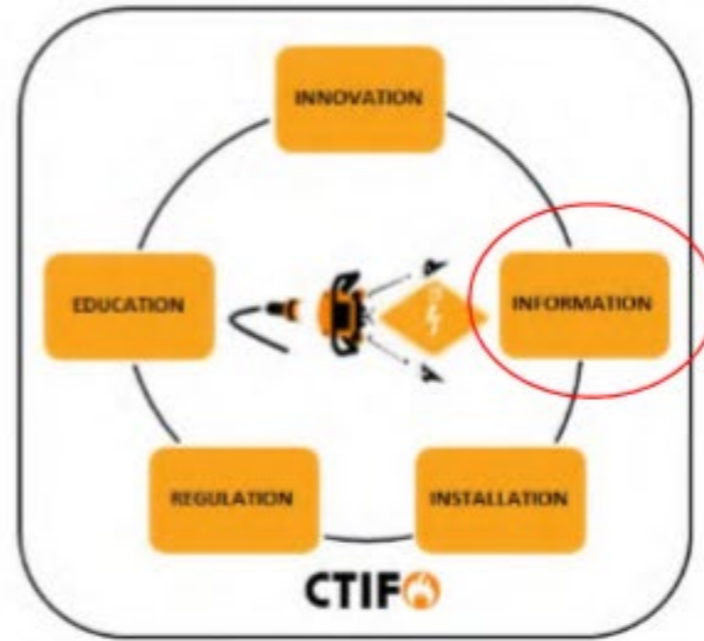
Han konstaterar också att standarden måste vara internationell.

– Det hjälper inte med nationella krav. Biltillverkarna som bransch är nationella grupper, men bilmärknaden är internationell. Som risk betraktad rör sig fordon över nationsgränserna. Nya typer och modeller, som inte är så väl kända, kan bli inblandade i en olycka i princip var som helst.

PER LARSSON

Mer fakta: www.ctif.org





ISO 17840



39 member Countries



Tore Eriksson
President

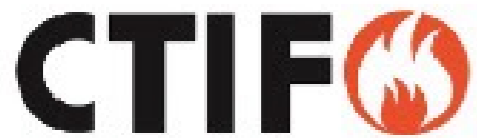
<http://youtu.be/rNdhC4WHbos>



CTIF 

INTERNATIONAL ASSOCIATION
OF FIRE AND RESCUE SERVICES

Skilled Firefighters - Safe Citizens



INTERNATIONAL ASSOCIATION
OF FIRE AND RESCUE SERVICES

EXECUTIVE COMMITTEE



Hubert Vetter
Vice President
AUSTRIA



Michel Bour
General Secretary
FRANCE



Tore Eriksson
President
SWEDEN



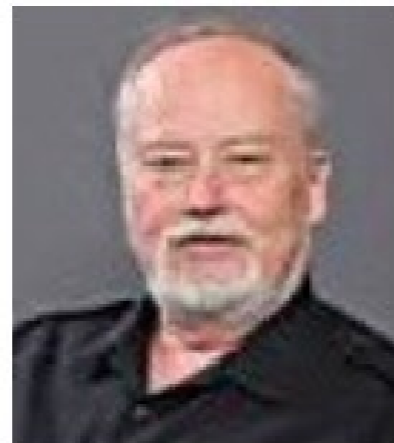
Marc Mamer
Treasurer
LUXEMBURG



Ante Sanader
Vice President
CROATIA



Zdenek Nytra
Vice President
CZECH REPUBLIC



Ole Hansen
Vice President
NORWAY



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SLOVENIA



Don Bliss
Vice President
USA



Dennis Davis
Senior Project Adviser
United Kingdom

Commissions and Working Groups

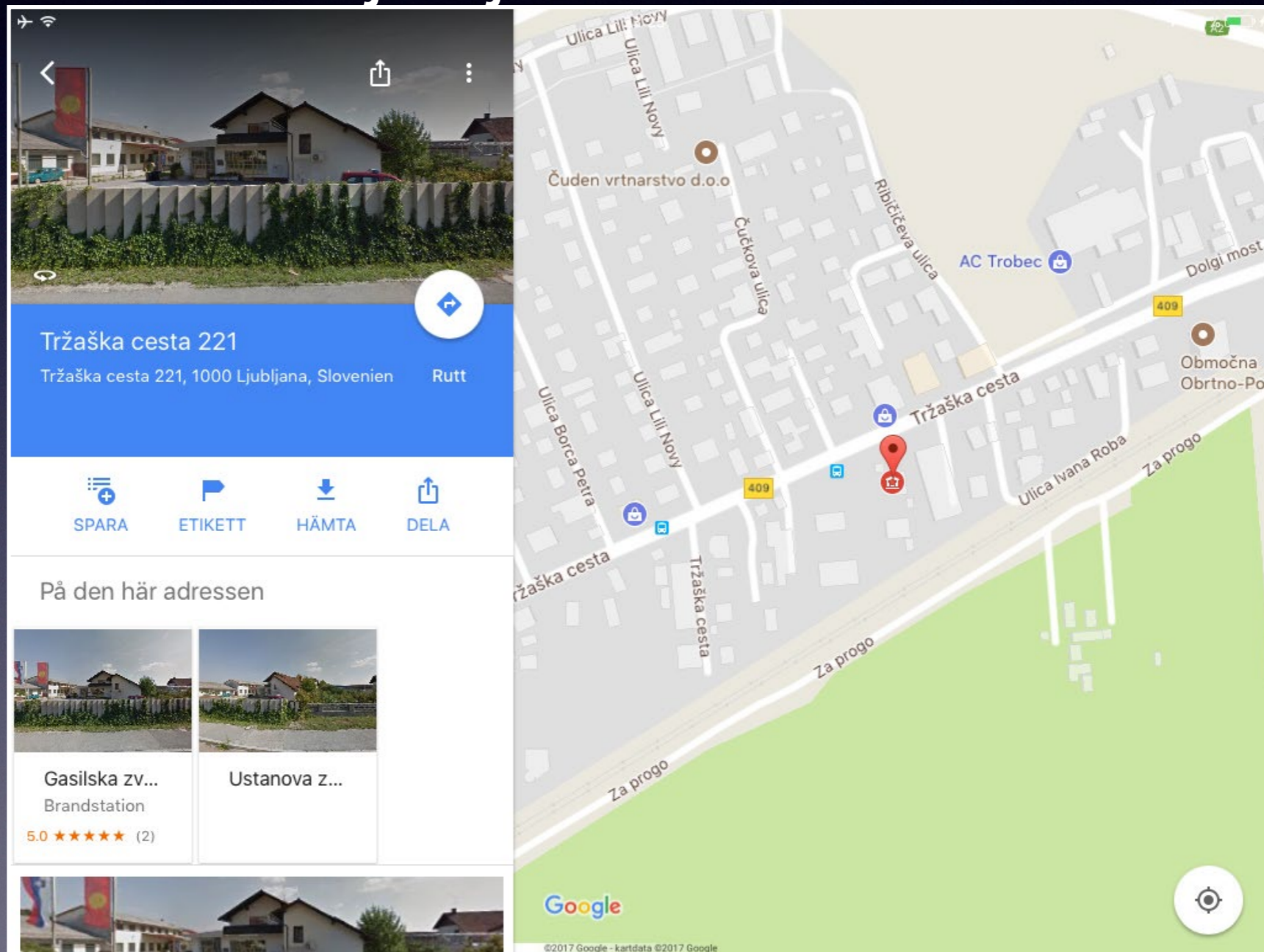
- Competitions
- Commission Europe
- Danube Countries
- Extrication and New Technology
- Fire Prevention
- **Fire Investigation *New***
- Fire and Rescue at Airports
- Forest Fires

Commissions and Working Groups

- Hazardous Materials
- Rescue-Health Service
- Women in Fire and Rescue Services
- History
- Youth Fire Brigades
- Volunteer Fire Fighters
- Education and Training
- **IT technology for Fire & Rescue Services *NEW***

CTIF office

Ljubljana Slovenia



Since 2016 the CTIF Hazmat Commission has after a long time ago, again a membership in the **UN ECOSOC**



sub-Committee of Experts on the Transport of Dangerous Goods (TDG).

This sub-committee is the highest authority for TDG, in order

to ensure consistency between all regulatory systems. The United Nations has developed mechanisms for the harmonization of hazard classification criteria and



hazard communication tools (GHS) as well as for transport conditions for all modes for transport.

In the past we had a working group for the future of the different systems for labeling of dangerous goods and the hazard identification numbers. With this we will continue to get more useful guidance for our firefighters.

The possible new identification number code should allow them to start and sustain safe actions at an hazmat incident, minimize danger to themselves and to other persons and the environment. The new guidance should be for the initial stage until more valid and de-

Autumn Executive Meeting Ljubljana, Slovenia

The Autumn EC meeting was held during the weekend 15th—16th of December at the training center in Ig.



The new CTIF Secretary **Neža Strmole** has started her work at the CTIF Office and participated in the meeting.



GAMES in Villach, Austria 2017

Great Success



Extrication and New Technology Commission



**ISO Standardisation
Kick-Off meeting February 2015**



Extra follow-up

Gas propelled car exploded in Kramfors, Sweden 16/11 2016



The explosion blew away the roof of the car and it landed approx. 1 meter from one firefighter

At 19.20 the High-Coast Rescue Service were alerted to a car fire in Ry, in the municipality region of Kramfors.

The car had started to burn and then it exploded, it was a gas-propelled car. We took a defensive position and allowed it to burn out before finishing the intervention. It was parked in a quite remote position and there was no risk for fire spread.

We were lucky and nobody was injured, Mikael Lundberg, Officer on Duty at the High Coast Rescue Service.



Gas-propelled bus exploded in Gothenburg, Sweden 2016-07-12



How should the Fire & Rescue Service attack a burning gas propelled vehicle?



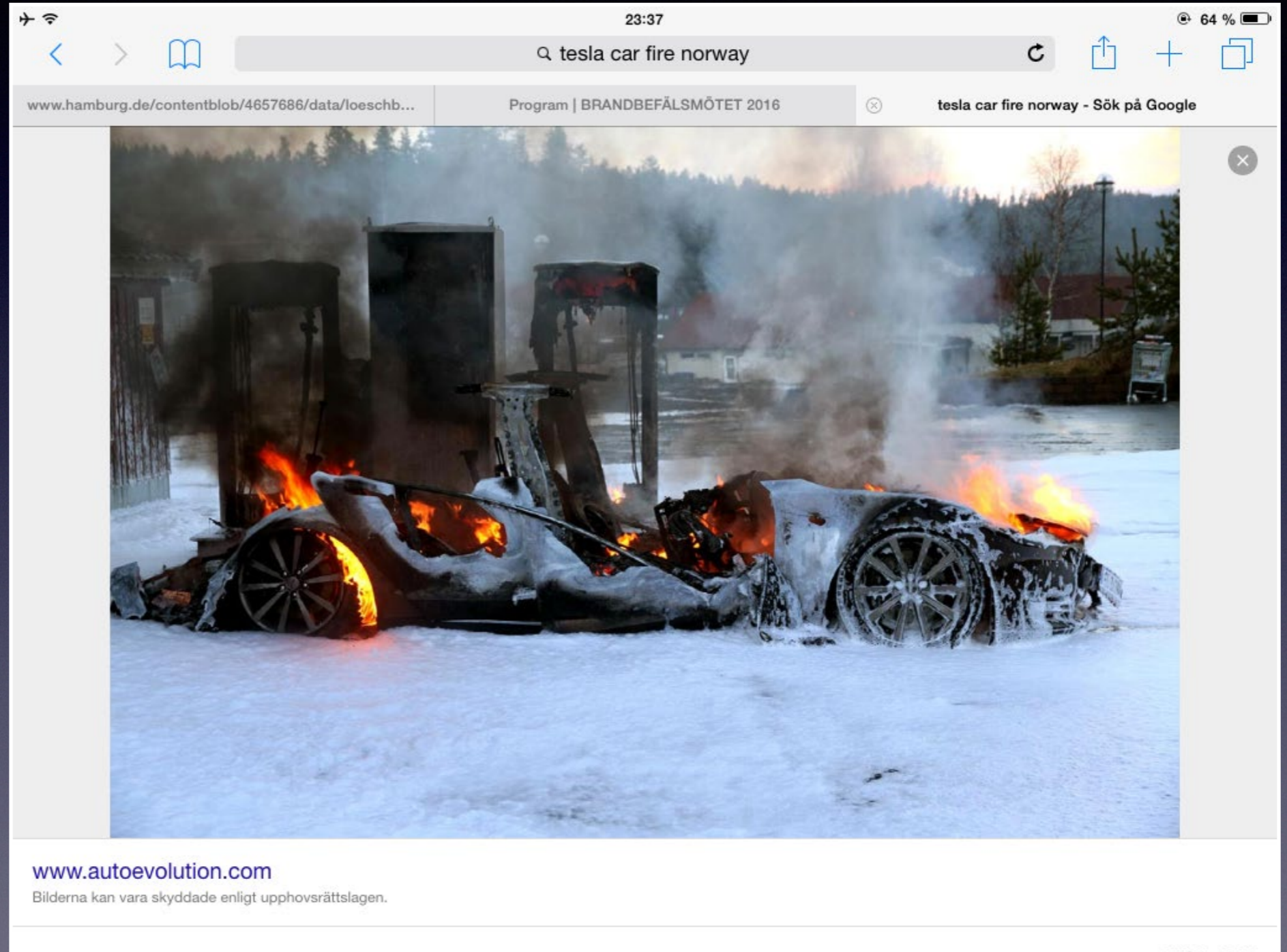
RÄDDNINGSTJÄNSTEN
STORGÖTEBORG



EV Electrical Vehicles & Hybrids

Energy Storage Systems

Solar Panels



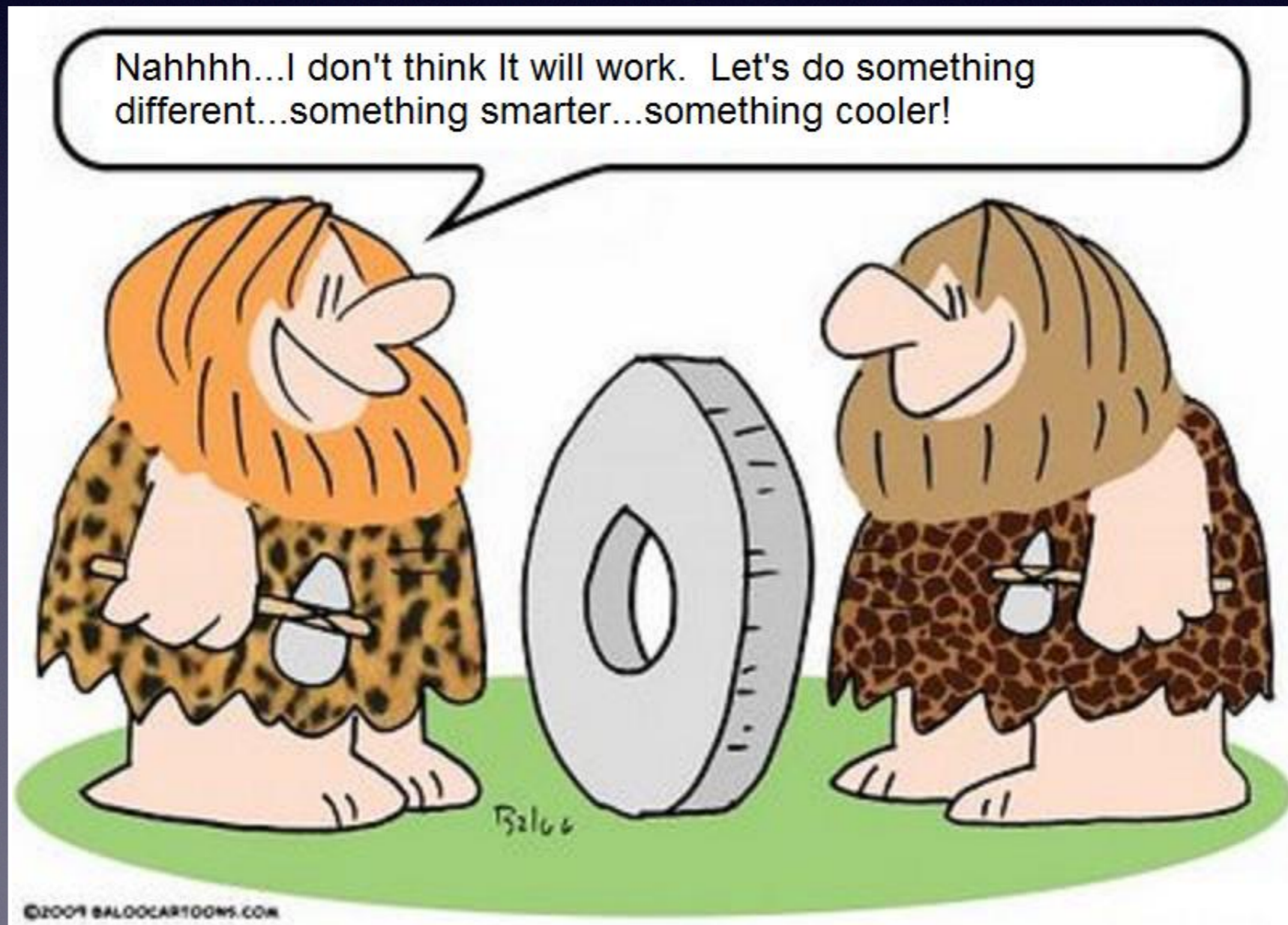
Tesla battery reignited days after catching on fire in crash as NTSB investigate fire response to another Tesla crash

Fred Lambert - May. 10th 2018 8:12 am ET 🐦 @FredericLambert



New Challenges

What is the National Authority doing?
– The Colleagues?





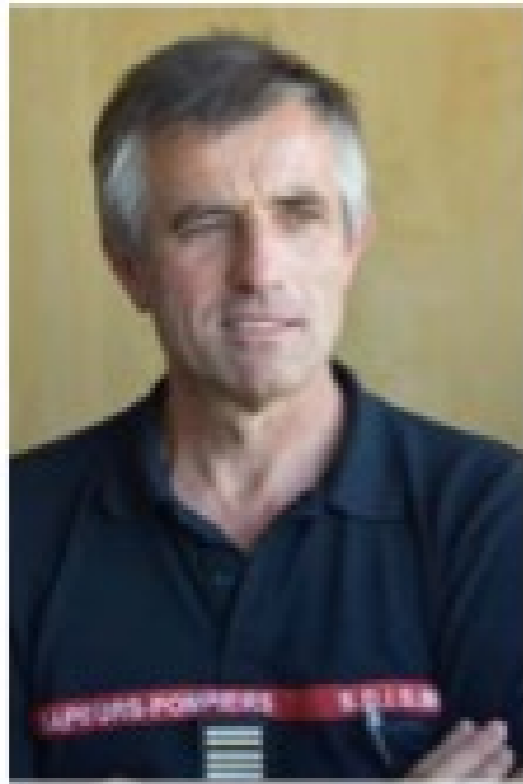
Colonel Serge DELAUNAY
Chef d'état-major
Comité National Secours Routier
CTIF Extrication and new technology commission

SDIS44



Remise Award / Best Practice Procedure CTIF



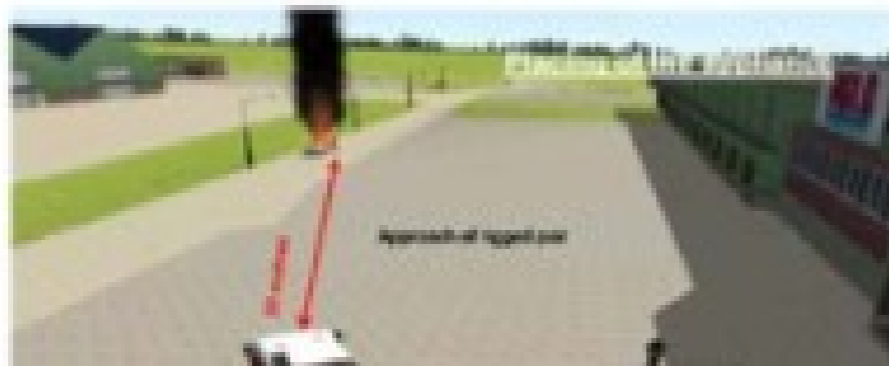


Michel Gentilleau

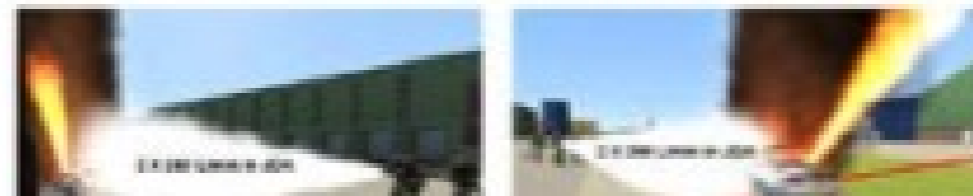


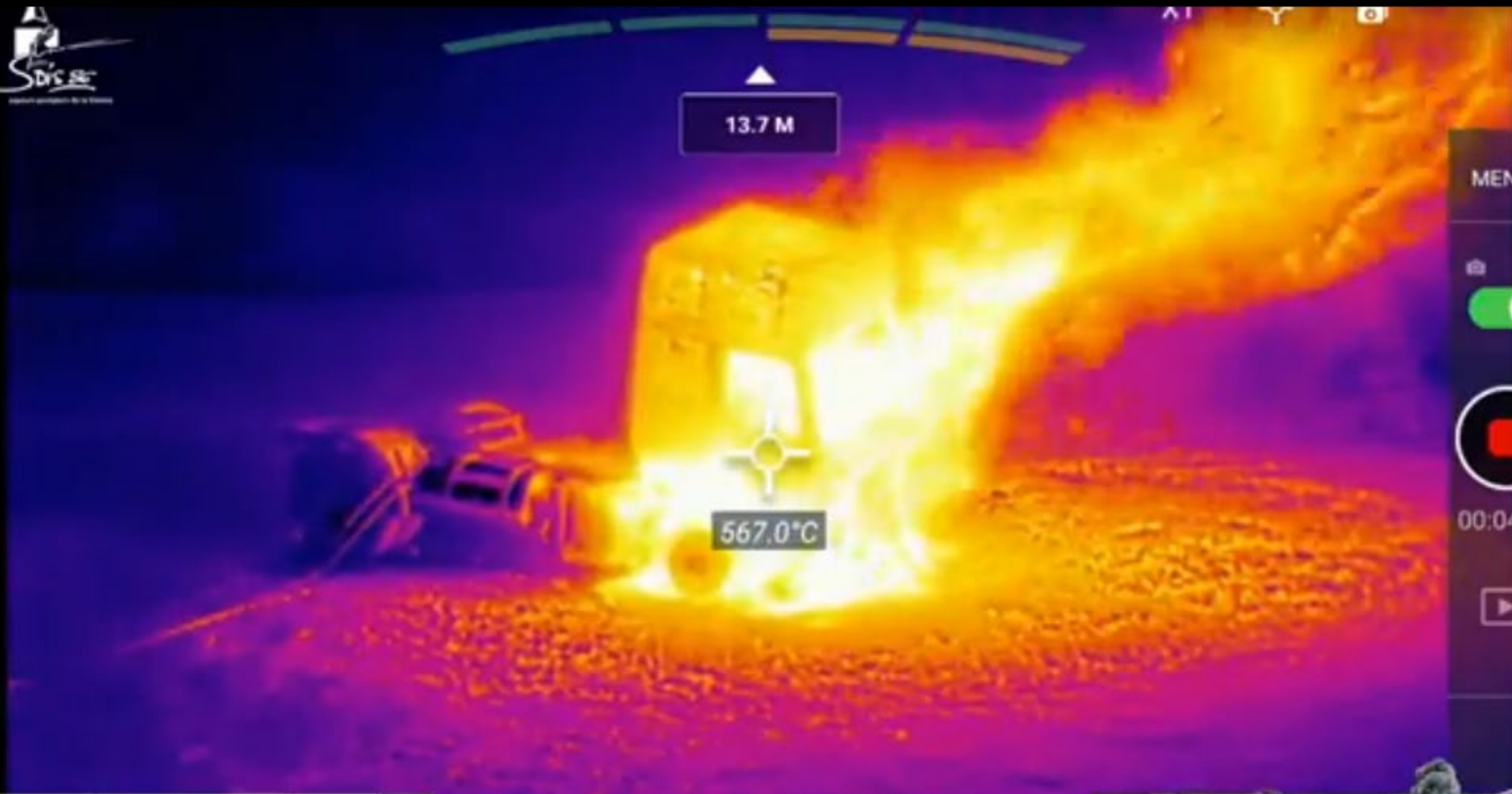
Serge Delauney

Preparation



Dangerous areas





MENU

00:04:04

3^{ème} édition des journées techniques
INTERVENTIONS D'URGENCE SUR VÉHICULES



ISO standardization



Road Vehicle

Your contact:
Valérie MAUPIN
Direct line : + 33
valerie.maupin@

ISO/C
and

COMMEN
DECISION

Labels designed in accordance with the principles of ISO 17840-4 are shown in Table A.1.

Table A.1 — Sample labels

High pressure hydraulic accumulator (powered by compressed gas)			
---	--	--	--

Table 5 — Left zone pictograms

Gas behaviour due to density	Pictogram (Text or image)	Note
Gas, lighter than air		Elements of ISO 7000-5955
Gas, heavier than air		Elements of ISO 7000-5955
Gas, combination of both E.g. LNG		Elements of ISO 7000-5955

Table 6 — Right zone pictograms

State of aggregation ^a of stored gaseous fuel	Pictogram (Text or image)	Note
Liquid		Element of ISO 7000-1413
Compressed		ISO 7000-2977
Cryogenic		ISO 7000-0027

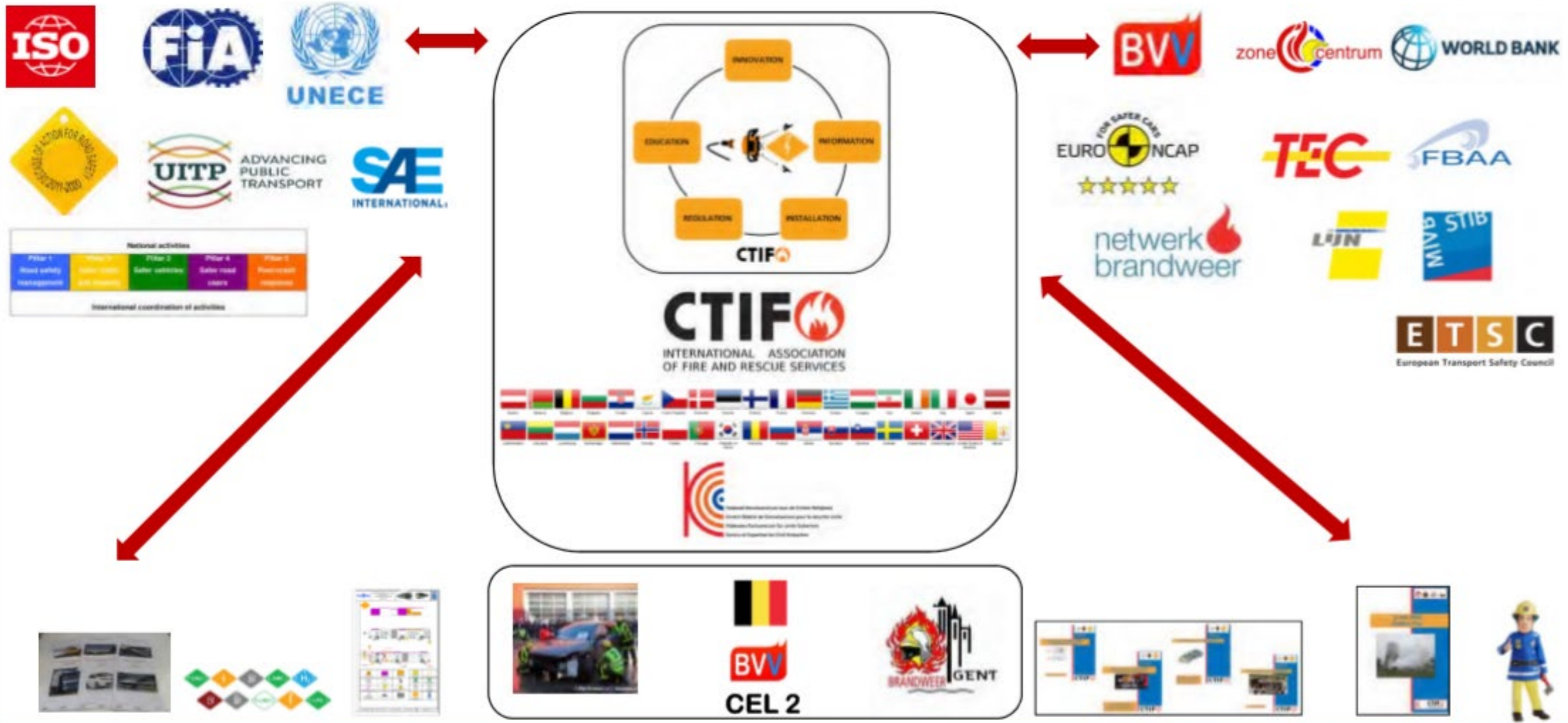
Descriptio

Vehicle on

Vehicle on

Vehicle on

Electric Vel

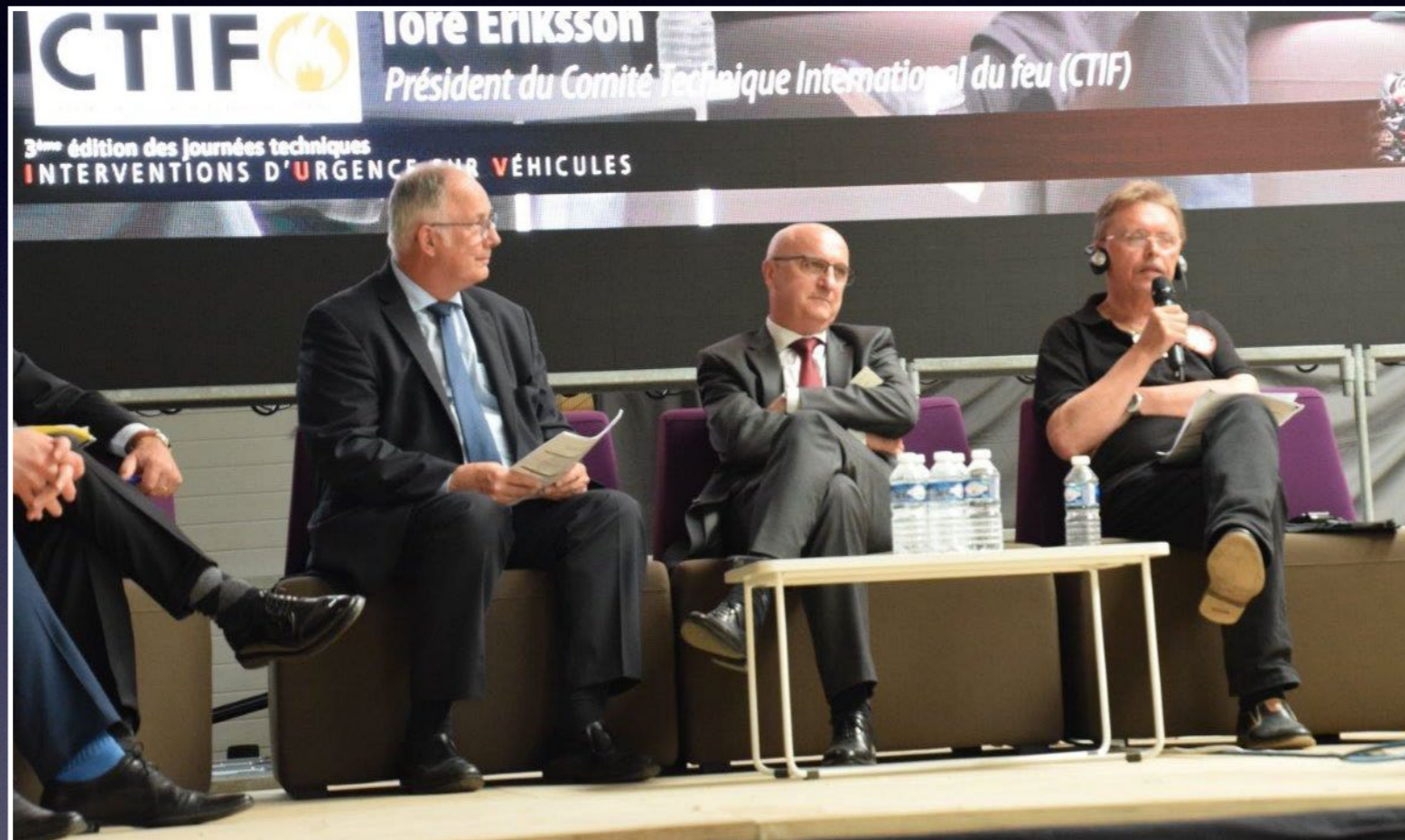


CTIF
INTERNATIONAL ASSOCIATION
OF FIRE AND RESCUE SERVICES




SAFER CITIZENS THROUGH SKILLED FIREFIGHTERS

EURO NCAP 2025 Roadmap



FIRE, RESCUE & NEW CHALLENGES

SEMINAR NOVEMBER 9-10 2018

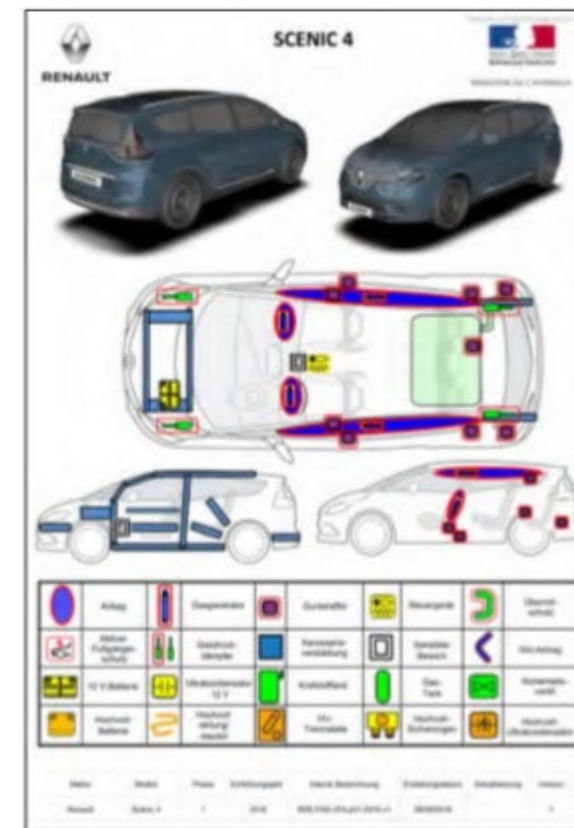
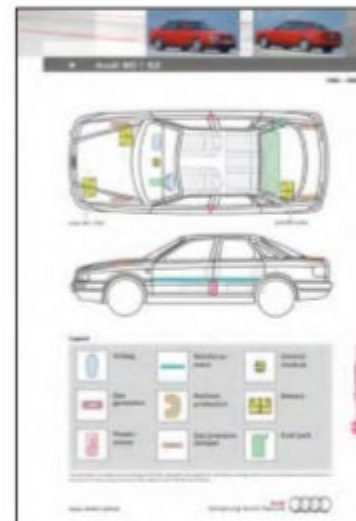
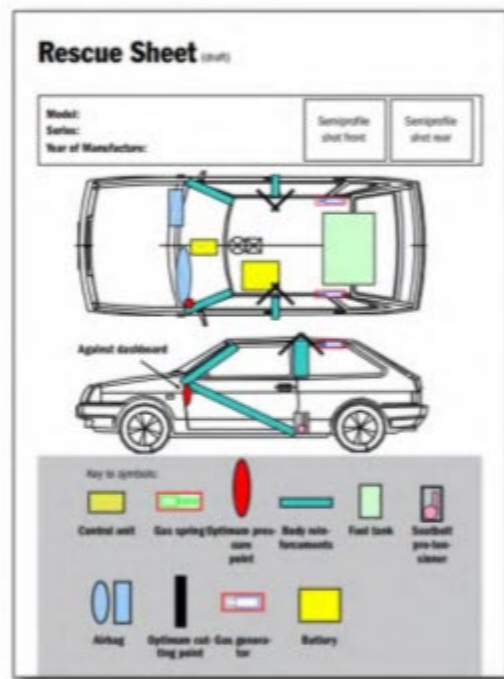
A rescue drone is shown in flight against a background of a large fire. The drone is black with red accents and has a camera mounted on its front. It is flying towards the left side of the frame. The fire is bright orange and yellow, with a dark smoke plume rising from it.

ISO 17840 Rescue Information

KURT VOLLMACHER
TOM VAN ESBROECK

PART 1

STANDARD TEMPLATE RESCUE SHEET FOR PASSENGER CARS



PART 2 STANDARD TEMPLATE RESCUE SHEET FOR BUS AND TRUCK

Rescue sheet for bus and truck

Publication end 2018

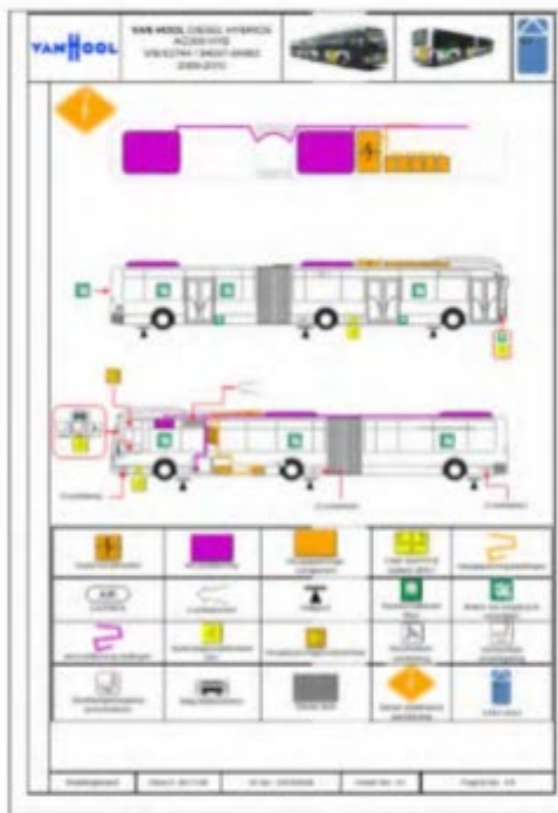


Figure Van Hool

1. Identification / recognition	Page --
2. Immobilisation / stabilisation / lifting	Page --
3. Disable direct hazards / safety regulations	Page --
4. Access to the occupants	Page --
5. Stored energy / liquids / gases / solids	Page --
6. In case of fire	Page --
7. In case of submersion	Page --
8. Towing / transportation / storage	Page --
9. Important additional information	Page --
10. Explanation of pictograms used	Page --

Figure ISO

1. Identification / recognition	Electric bus with inductive charging
2. Immobilisation / stabilisation / lifting	Height control bus to driver cabin
	Seat height adjustment to driver cabin
	The only three lifting points
3. Disable direct hazards / safety regulations	To emergency stop engine use (ES)
	Deactivate high voltage possible at one place
4. Access to the occupants	Three doors only
	Use roof exit
	Break these links to obtain access

Figure Van Hool

PART 3 STANDARD TEMPLATE EMERGENCY RESPONSE GUIDE

ERG

Publication end 2018



Figure Van Hool

1. Identification / recognition	Page --
2. Immobilisation / stabilisation / lifting	Page --
3. Disable direct hazards / safety regulations	Page --
4. Access to the occupants	Page --
5. Stored energy / liquids / gases / solids	Page --
6. In case of fire	Page --
7. In case of submersion	Page --
8. Towing / transportation / storage	Page --
9. Important additional information	Page --
10. Explanation of pictograms used	Page --

Figure ISO



Figure Kurt Vollmacher

PART 4

PROPULSION ENERGY IDENTIFICATION

PROPULSION ENERGY IDENTIFICATION

GREY	DIESEL
RED	GASOLINE
GREEN	GAS
WHITE	CRYOGEN LNG
BLUE	HYDROGEN
ORANGE	HIGH VOLTAGE

Figure Kurt Vollmacher



Figure ISO

TRUCK ONE TYPE OF GAS PROPULSION/OTHER PROPULSION

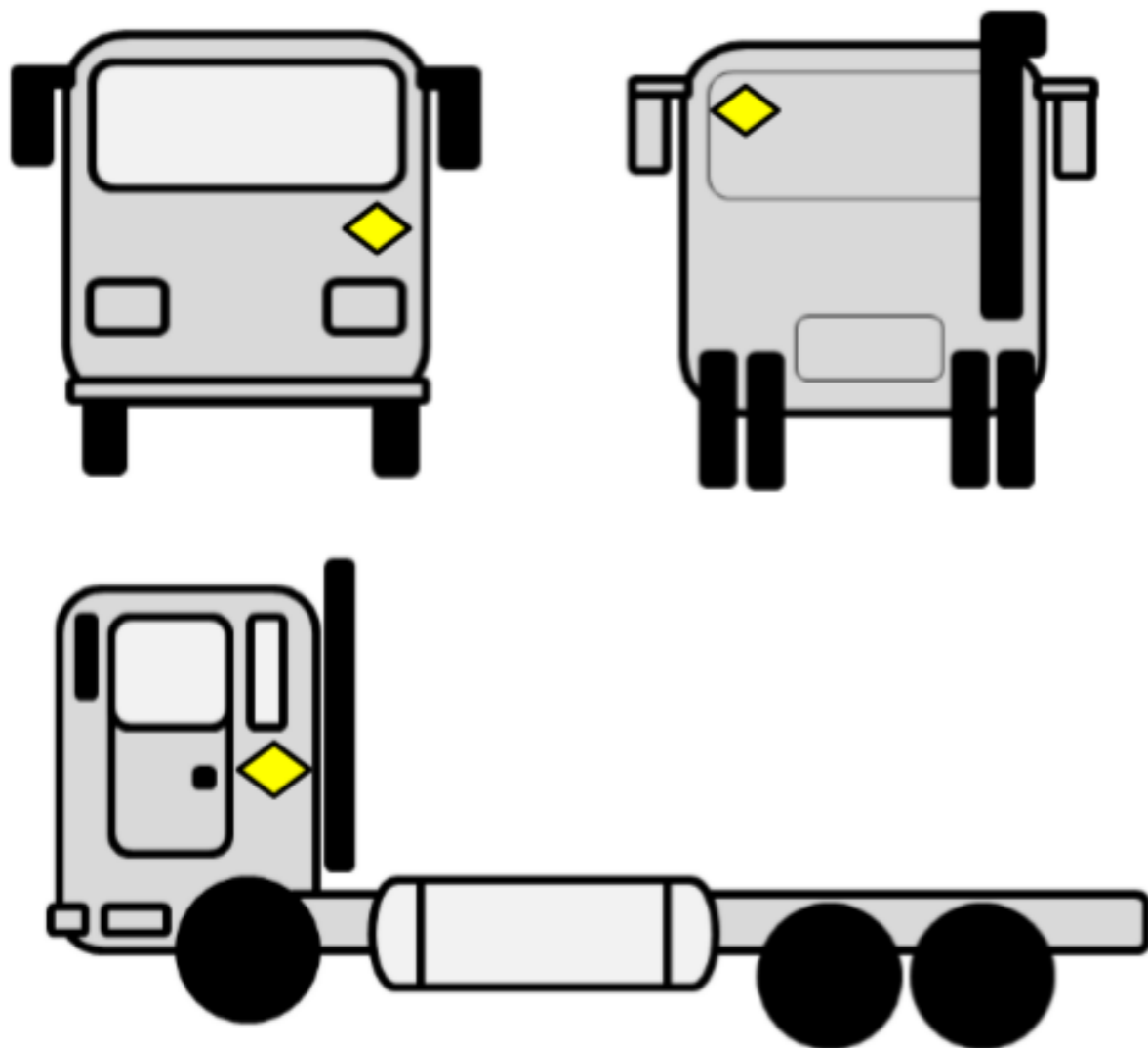


Figure ISO

HEIGHT : 150 mm
WIDTH : 200 mm
Retro reflective

Figures Kurt Vollmacher

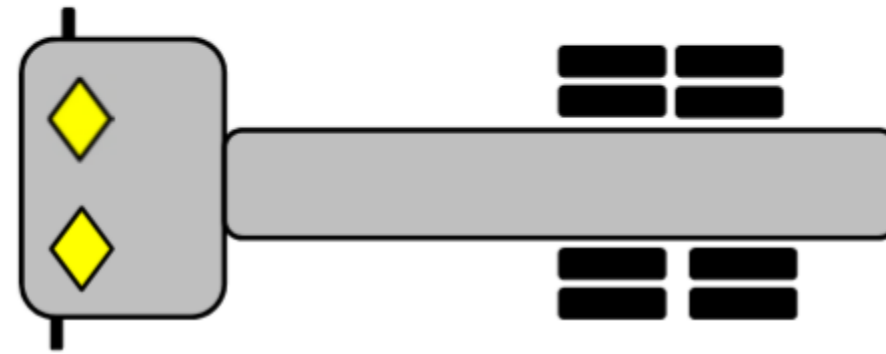
SAFER CITIZENS THROUGH SKILLED FIREFIGHTERS

TOP VIEW

ONE TYPE OF GAS PROPULSION/OTHER PROPULSION



TWO TYPES OF GAS PROPULSION



TRUCK TWO TYPE OF GAS PROPULSION

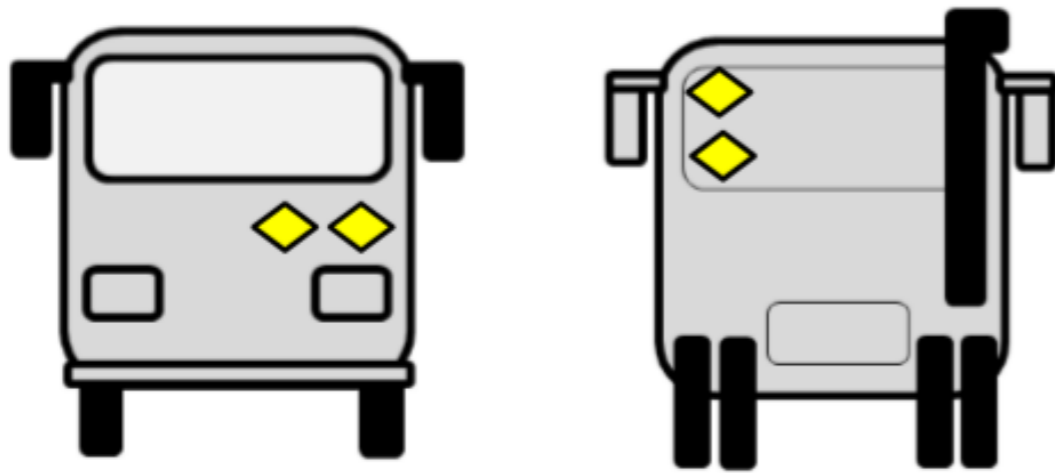
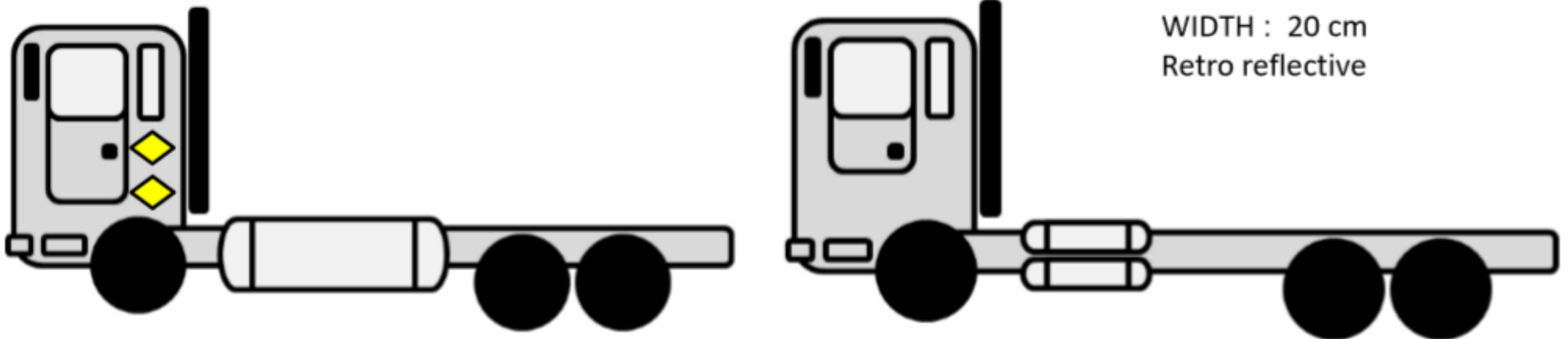


Figure ISO

HEIGHT : 15 cm
WIDTH : 20 cm
Retro reflective



Figures Kurt Vollmacher

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OF FIRE AND RESCUE SERVICES



MEMORANDUM OF UNDERSTANDING





Figure TEC

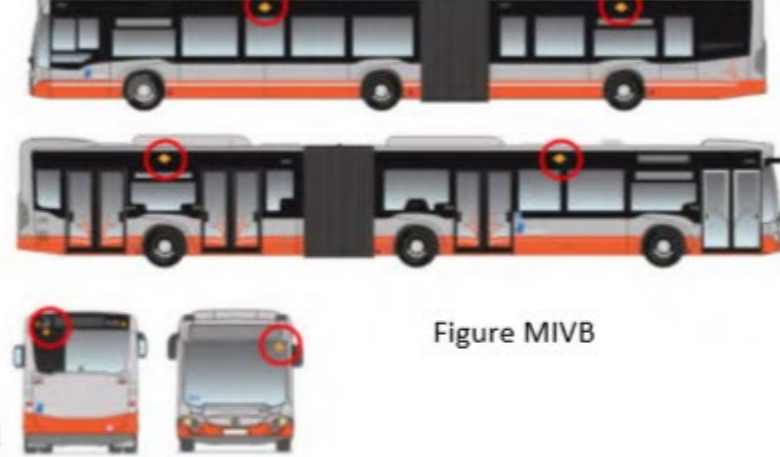


Figure MIVB



MEMORANDUM OF UNDERSTANDING

- Request of 'Symbols', 'Rescue sheet' and 'Emergency Response Guide' complying to ISO 17840 in the purchasing process for new public transport vehicles;
- Use of and maintaining the ISO 17840 symbols on vehicles in the public transport sector;
- Use of the 'Rescue sheet' and 'Emergency Response Guide' complying to ISO 17840;
- Close cooperation on emergency procedures;
- Share information with and organize trainings for first & second responders and personnel;
- Installation of a Task Force on the implementation of the above mentioned principles of the memorandum of understanding.



10 Nov 2018

Belgian Public Transport Sector first in the world to adapt the new ISO standard for marking of New Propulsion Vehicles

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For firefighters and First Responders, New Technology have historically not only meant ...

Belgien går nu som första EU-land ut och påbörjar implementeringen av systemet. Man kommer att börja med märka upp flottan av bussar i Bryssel.



Belgian Public Transport Sector first in the world to adapt the new ISO standard for marking New Propulsion Vehicles



Belgian minister Jan Jambon: "First Responders are now facing new types of risks and challenges like never before in history"



**LIEGE
TEC**



Figures Google



BRUSSELS
MIVB



Figures Google

COURSES/PROCEDURES AND TRAINING



Figure Kurt Vollmacher

Vägledning kommer



Extrication and new vehicles

Emergency response on vehicles

This extensive training manual is available in four languages, English, French, Spanish...

📅 29 Feb 2016

[Read more](#)

Brand i fordon – Alternativa drivmedel

Martin Arvidsson & Johannes Strömberg

Oskarshamn, Sandö,
Revinge, MSB
CTIF Extrication and New
Technology

www.ctif.org

Fler aktiviteter?

Retter zu Boden geschleudert Hier explodiert ein Gas-Auto in Rahlstedt

Von Max Weinhold

Rüdiger Gaertner

🕒 14.11.18, 21:36 Uhr

✉ EMAIL

📘 FACEBOOK

🐦 TWITTER

📧 MESSENGER



Explosion am Dompfaffenweg in Rahlstedt: Ein Retter wird von der Druckwelle der Verpuffung zu Boden geschleudert.
Foto: Lars Ebner

REETEX

En serie med förslag

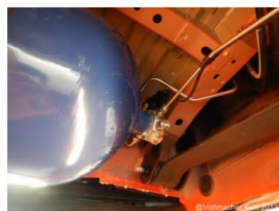
GENERAL RESCUE KEY
"ALL-IN-ONE"



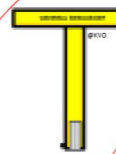
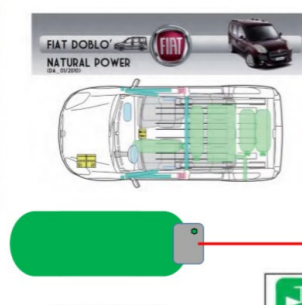
PART 1 "SHUT OFF ELECTRIC POWER"



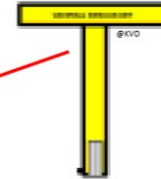
PART 2 "SHUT OFF GAS"



MANUAL SHUT OF GAS



PART 3 GENERAL RESCUE KEY "UNLOCK"

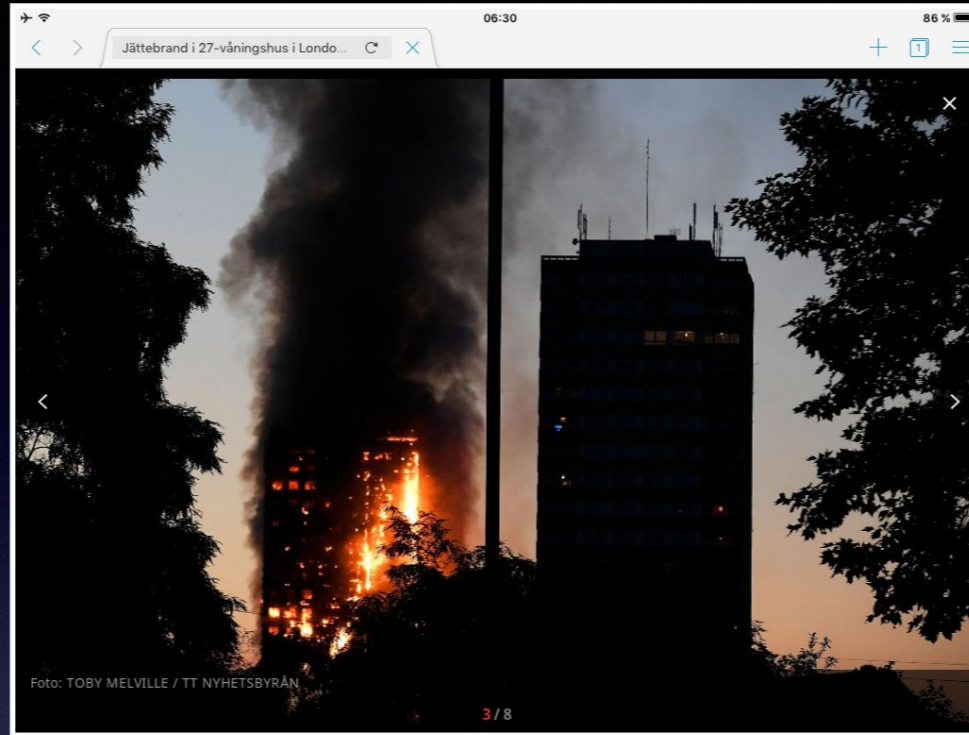


UNLOCK SEATS

DATA TRANSMISSION



Recent incidents

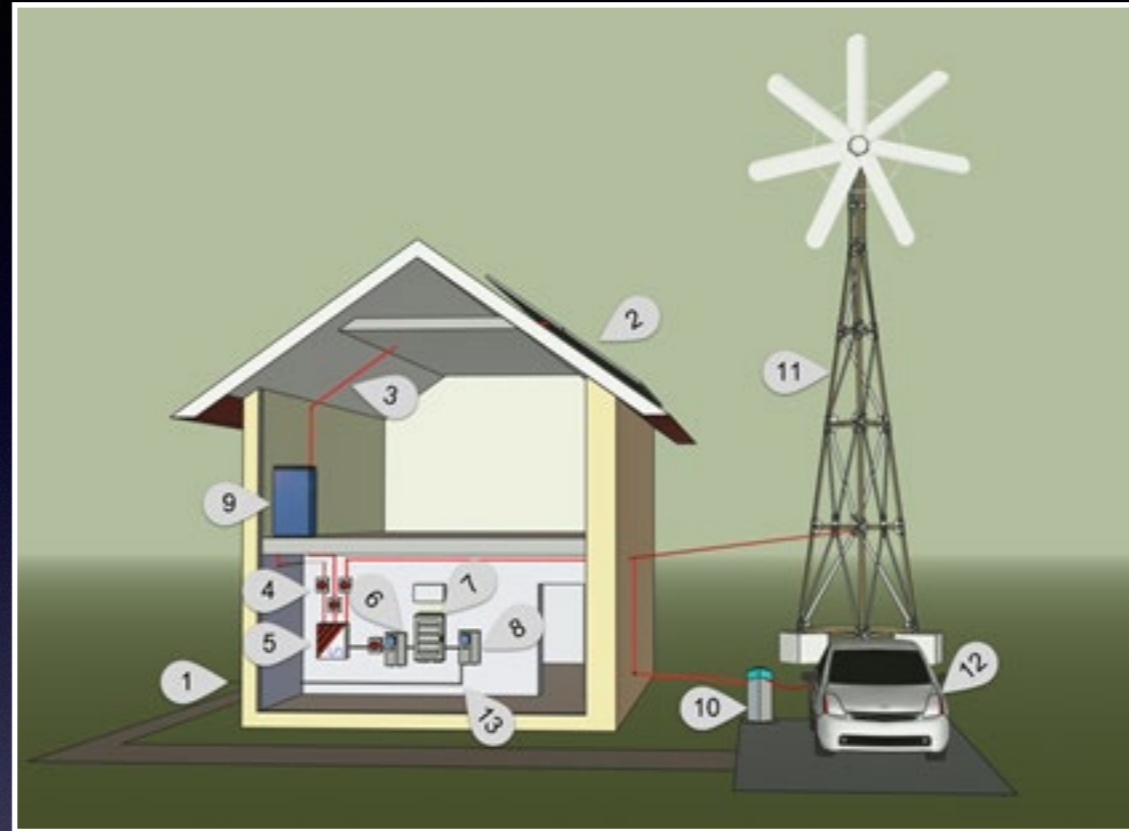


”Nya aktiviteter”

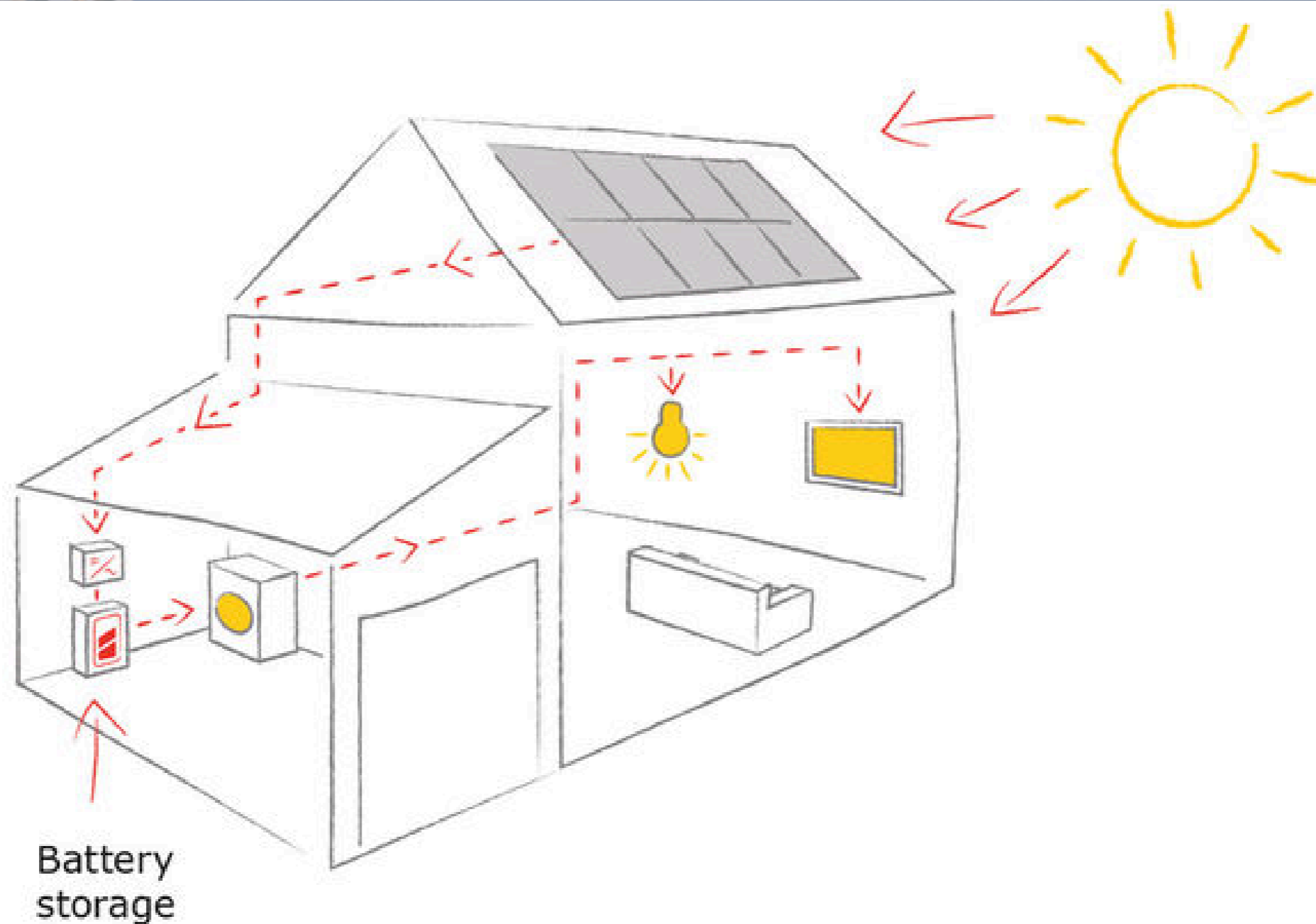
Recent incidents

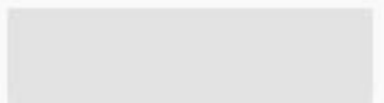
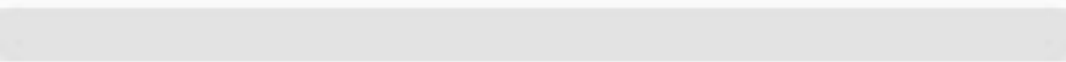


Solar Power Energy Storage Systems



Solar Power Energy Storage Systems





Solar Power Energy Storage Systems

Fires in batteries indoor set special
demands on equipment, methodologies
PPE and antidotes

Lithium-Ion batteries produce the very toxic vapour
Hydrogen Fluoride

It penetrates the PPE
and the skin

Improving Knowledge





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Skilled Firefighters - Safe Citizens

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