

## Minutes Virtual Meeting – Commission for Extrication and New Technology of CTIF –

4<sup>th</sup> of June 2021

### Participants

Wolfgang Niederauer (Austria), Jörg Heck (Germany), Marco Aimo-Boot (Italy), Mark Bokdam (Netherlands), Jan Tiels (Belgium), Antonio Calinas (Portugal), Mikko Saastamoinen (Finland), Yvonne Nassman (Sweden), Jakub Klucho (Czech Republic), Svein Knutsen (Norway)

Vice-chair: Michel Gentilleau (France)

Secretary: Natalie De Backer (Belgium)

Excused: Tom Van Esbroeck (Belgium), Ivana Kruijff-Korbayova (Germany), Joël Biever (Luxemburg), Kenny Bülow (Denmark), François Christnach (Luxemburg), Milan Dubravac (Slovenia), Serge Delaunay (France), Taina Hanhikoski (Finland), Jaap Molenaar (Netherlands), Ruediger Knoll (Germany), Tore Eriksson (Sweden)

### Welcome & registration & approval of the minutes

#### 1. Opening of the meeting

Michel opens the meeting and welcomes the participants.

#### 2. Approval of the minutes of the previous meeting – check of the to do's

Natalie does a quick overview of the minutes of the previous meeting, with special attention for the 'to do's' that were decided. She asks the members to share all possible information about solar panels, best practices in the implementation of the ISO standard and the use of rescue sheets, as well as about new inventions.

Wolfgang refers to the issue with the patent for using the containers for electrical cars. In Austria, you have to pay for the use of the patent even though you're a non-profit organization. It's not like that in every country, you don't have to pay for the use of the patent in Germany for example. Germany is the core market for selling these containers. Jörg will share some information about the situation in Germany via Natalie. So it's important to check the patent law in your country. Austrian firefighters are now asked not to share pictures of interventions on electrical cars that are submerged in containers.

The minutes are approved.

### Letter to FIA

Mikko explains why it's necessary to collaborate with FIA: it would be a great opportunity to promote the ISO standard worldwide via a new channel. Rally 1 cars will become hybrid cars, rally cross cars will be fully electric. It's important to make a proposal to FIA to put the stickers on these rally cars, that would indicate what the car is driving on. Cars on gas, hybrids or fully electric cars need a different approach. These stickers should make it easier for the firefighters to know which car there handling. Using these rally cars as a demonstration is a good way to promote the ISO projects and reach a new, broad audience.

Mikko shows the draft of the letter that could be send to FIA. It has to be finished and then signed by the president of the CTIF.

**TO DO: Mikko/Michel/Tom: finish the letter, have it signed by the president and sent to FIA**

## Roadmap Euro NCAP

Michel shows the document of the Roadmap Euro NCAP 2023 – this will be validated next week. Starting from September, a start will be made for the Roadmap 2025.

He goes further in detail about the Roadmap 2023:

- Concerning the rescue sheets, these will be in PDF with a maximum of 4 pages. These will be available in all languages. The ERG will only be available in English, German, French and Spanish. There will be one ERG for every car type, valid for all different models.  
The rescue sheets will be checked during normal post-crash inspections on tested vehicles.
- Other important parts of the Roadmap 2023:
  - o Automatic door locking: if there is an accident, the locked doors should automatically unlock
  - o Door opening forces: the post impact door opening forces are measured after the two frontal impact tests.
  - o Additional requirements for electric door handles or handles retracting into door panel and having no possibility for physical grip
    - Door handle should be in the retracted/vehicle in motion position
    - For a retracting door handle it is permitted to apply special actions at the handle to have access to it. For example pushing. Tesla proposes to use 12V battery's to open doors
    - It is not acceptable to direct the user/owner/rescuer of the vehicle to a cable release for the door in the luggage
  - o EV (electronic vehicle) and hybrid vehicle compliance with EVE regulations
  - o Identification of direct hazard disabling equipment
    - Disabling energy stickers on the car, so rescuers can easily disable the energy (CNG, LPG, H2, ...)
    - OEM have to use these stickers, if they want the 5 stars of Euro CAP
  - o Post-crash technology, advanced e call
  - o Multi collision brake
    - Multi collision brake should be added to cars in 2023. It will make the car stop, by using the brakes of the car to make sure that there's no second collision.
  - o Vehicle submergence
    - Open electric windows and doors after submergence
    - If that's not possible, we accept to use a mechanic method.

The presented document can be shared with the members, as soon as it is approved by Euro NCAP. Michel expects no problems with the approval. Topics that are not accepted, will be put in the Roadmap 2025.

Jorg says that it's a very good work, step by step big improvements are made. The other members agree.

Marco says that it would be interesting if buses and trucks are also included in the Euro NCAP app. Michel explains that it is possible if the constructors fill in the right documents. He will take contact with Marco to give some more information.

Michel returns to the Roadmap 2025 – a link to a survey has been sent to the members, to give input for this next Roadmap. Some members have not yet answered, so he asks them to fill in the survey – it's the best way to give input for this Roadmap and new steps in vehicle safety.

## Next meetings

Mikko says that the spring meeting 2022 can be organized in Lapland, Finland (as was scheduled for 2021). It will probably take place in the first or second week of February, because it's off-season so the prices will be a lot cheaper.

Michel explains that the French national firefighters congress will take place in Marseille, around the 14th or 15th of October. He proposes to combine this with a meeting of this Commission, because the Delegates Assembly of CTIF would also take place the time and place. During this meeting, Michel wants to go deeper into the Roadmaps 2023 and 2025.

All present members agree with these proposals and are looking forward to a live meeting.

Mikko and Michel will do some more investigation about the hotels etc.

## Election chairperson

The last subject is about the elections of the new chairperson. Tom has been chairperson for almost six years (two terms of 4 years), so his mandate is almost finished. Michel won't be a candidate, because he wants that the next chairperson is someone young.

Michel explains that they need to send a mail to Natalie if they want to be candidate. During the meeting in France, the new chairperson (and vice-chair) will be chosen.

## Closure of meeting

Michel thanks all participants for joining this meeting. The minutes will be shared as soon as possible.

If the meeting can take place in Marseille, the planned virtual meeting of September will probably be cancelled. The members will be informed about this, as soon as everything is more clear.

Antonio asks if the last versions of the HyResponder EERG documents could be sent to him again. Natalie explains that these are still drafts, the final documents will be created with the input from the participants of the Train the trainer that will take place in June and December. Antonio says that the information would still be very useful since he wants to prepare some things around Hydrogen for the Portuguese firefighters.

Yvonne will share some interesting information about a big crash in Sweden with the members, as soon as the information is validated.