



U.S. Department  
of Transportation

**Research and  
Special Programs  
Administration**

400 Seventh St., S.W.  
Washington, D.C. 20590

JUL 29 2004

Michael Fox, Ph.D.  
Founder  
Chemical Accident Reconstruction  
Services, Inc.  
9121 East Tanque Verde Road  
Tucson, AZ 85749

Ref. No. 04-0149

Dear Dr. Fox:

This is in response to your May 24, 2004 letter concerning emergency response information requirements of the Hazardous Materials Regulations (HMR; 49 CFR Parts 171-180). Your questions are paraphrased and addressed as follows:

Q1: Must the emergency response information required under § 172.602 include information regarding non-hazardous material that is loaded on the vehicle with the hazardous material?

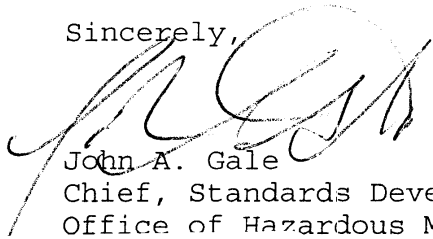
A1: No. Section 172.602 does not require emergency response information regarding non-hazardous materials that is loaded on a transport vehicle with hazardous materials. Emergency response information must be provided only for the applicable hazardous materials as specified in § 172.600.

Q2: Do the HMR contain any requirements for emergency responders on how to handle an incident based on the emergency response information specified in § 107.602?

A2: No. Although the HMR specify the emergency response information that must be provided to emergency responders, the HMR do not specify guidelines on how the emergency responders must use that information.

I hope this information is helpful. If you have further questions, please do not hesitate to contact this office.

Sincerely,



John A. Gale  
Chief, Standards Development  
Office of Hazardous Materials Standards



040149

172.602

# Chemical Accident Reconstruction Services, Inc.



May 24, 2004

Via Priority Mail

U.S. Department of Transportation  
Office of Hazardous Materials Standards  
ATTN: Director  
Washington, D.C 20590

BATH  
§172.602  
Emergency Response  
04-0149

Re: Emergency Response Information

Dear Director:

The Emergency Response Information required by 49 CFR 172.602 is defined as:

“information that can be used in the mitigation of an incident involving hazardous materials.”

This includes the “immediate methods for handling fires.”

My question has to do with the number and variety of hazardous materials on board a specific trailer. For example, what if a semi-trailer was transporting 12,000 pounds of non-hazardous combustible materials, together with ten different hazardous materials totaling no more than 1000 pounds.

Should the “immediate methods for handling a fire” consider the entire load, or just the individual hazardous materials? For example, if there were only 3 ounces of a Water Reactive material on board, and water was the only extinguishing medium available, should fire fighters let the entire trailer burn to the ground (releasing over 13,000 pounds of potentially toxic combustion products) or extinguish the fire with water?

Is the responding fire department expected to flip through the ERG for the 10 different hazardous materials and then make an on-the-spot decision about the best method to mitigate a fire, or are the shippers and transporters supposed to evaluate the entire load and prepare the mitigation strategy before the trailer leaves the dock, thereby making it immediately available to first responders?

Sincerely,

*MICHAEL FOX*

Michael Fox, Ph.D.  
Founder