



## PARLIAMENT OF NEW SOUTH WALES

Joint Standing Committee on Road Safety (Staysafe)

### Electric and hybrid vehicle batteries

#### Questions on notice

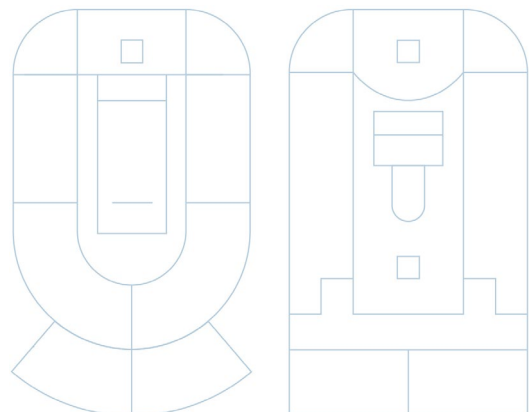
##### NSW State Emergency Services

1. Over the past three years how many incidents have you attended where a fire has resulted from an EV vehicle?
2. On page 11 of the submission, it says:

"EVs are silent at idle and emergency responders have been seriously injured during rescue activities when the accelerator has been inadvertently pressed and the vehicle is still switched on."

Does that include any of your personnel?

3. What areas do you think that might be helpful in? It's noted the submission about the different types of risks to workers and understanding that. Was there something in mind, or do you want to elaborate on the opportunities for further research?
4. Has there been any attending of fires or problems with the disposal of batteries?
5. There have not been any stored in a household somewhere where a flood's come through and that's caused a problem?



Page 39 **Mr EDMOND ATALLA:** Over the past three years how many incidents have you attended where a fire has resulted from an EV vehicle?

**Interpretation of the current New South Wales State Emergency Services (SES) data does not identify the specific vehicle type involved in a motor vehicle accident that requires response related to Rescue.**

**The Hon. MARK LATHAM:** I go to page 11 of the submission. It says in one of the dash points:

EVs are silent at idle and emergency responders have been seriously injured during rescue activities when the accelerator has been inadvertently pressed and the vehicle is still switched on.

Does that include any of your personnel?

**Current NSW SES Health and Safety reporting systems indicate that no personnel have been injured during rescue activities associated with Electrical vehicles.**

**The Hon. NATALIE WARD:** Thank you very much, Chief Superintendent, for coming along today and also for the work of the emergency services and all the teams. We are very grateful, so please extend our thanks to them. In an answer to Mr Cross's earlier question, you referred to further research. What areas do you think that might be helpful in? I note the submission about the different types of risks to workers and understanding that. I'm interested in the data and I've got a couple of questions around that. Was there something in mind, or do you want to elaborate on the opportunities for further research? You can take that on notice if you'd like the opportunity to give that some consideration.

**NSW SES would like to see ongoing research and evidence based procedures that are focused on the safe implementation and the uptake of electrical and alternate fuel vehicles to better understand the issues and risks associated with Alternate fuel vehicles and the development of mitigation and response measures. This includes the development of guidelines for emergency services responders to consider when responding to emergency incidents involving emerging technology, along with advocating for a safer operational environment for all personnel allowing the development of procedures, equipment and training that is fit for purpose and adaptive to a changing operational environment .**

**NSW SES would like additional research into the performance of electrical and alternate fuel vehicles in the following environments.**

- **Road crash rescue scenario's – training, equipment and procedures that are informed by ongoing research as technology evolves to ensure these procedures adequately address any emerging issues. This includes vehicle design components that influence rescue techniques.**
- **Flood rescue – stability and design limitations of alternate fuel vehicles in flood environments particularly in flowing waters. Additional research in to the current procedures related to this type of rescue and the adaptability of these current procedures to be utilised when dealing with vehicles of this nature**
- **Floods – electrical vehicles and charging stations ( public and private) immersed in floodwater. This is related to the performance of these vehicles and charging stations post event during the recovery phase – any risks associated with related to deterioration of the battery system.**

- **Storms – research associated with charging stations ( public and private) damaged during storm events. This research needs to inform policies and procedures across all emergency services.**

**Mr WARREN KIRBY:** This may well be on notice. Has there been any attending of fires or problems with the disposal of batteries? We heard from a previous witness that it's common for garbage trucks going up from fire because of battery disposal. We've heard of a number of problems with households not being able to get rid of, particularly, the cheaper quality batteries. Is that something that has become an issue for you?

**There is no validated evidence of this being an issues related to any responses undertaken by the NSW SES**

**Mr WARREN KIRBY:** There have not been any stored in a household somewhere where a flood's come through and that's caused a problem?

**There is no validated data related to this issue. Please note the response that additional research related to this needs to be undertaken particularly related to flood environments. Additional information may be obtained from insurance data.**