

THOMCO & ZURICH's

EMS "Safety Net" Seminar

**Chicago, IL
June 8 - 10, 2005**

EMS RISK MANAGEMENT

PRESENTED

BY

THE AMERICAN AGENCY DIVISION

Overland Park, KS

“Why are you having crashes”

“How to Arrive Alive”

“Do No Harm”

IS IT WORTH IT!!!!!!!

- 40% OF ALL AMBULANCE CALLS ARE DISPATCHED EMERGENCY
- 20% OF THEM ARE NOT TRUE MEDICAL EMERGENCYS
- 15% OF THEM WILL NOT BE SEEN OR TREATED UNTIL SEVERAL HOURS AFTER ARRIVAL AT THE MEDICAL FACILITY

- ONLY 5% OF ALL PATIENTS TRANSPORTED BY AMBULANCE WILL REQUIRE SOME FORM OF ALS BY EITHER A PARAMEDIC OR ADVANCED EMT

- NATIONAL STATISTICS SHOW
THAT
- 10 – 20% OF ALL COMMERCIAL
DRIVERS
CAUSE
- 80 – 90 % OF THE ACCIDENTS

EMS SAFETY REVIEW

1985

66% OF ALL EMS CRASHES
OCCURRED IN THE INTERSECTION

1990

22% OF ALL EMS CRAHES
OCCURRED IN THE INTERSECTION

WHAT WE LEARNED

11% OCCURRED DURING
EMERGENCY DRIVING

AND

11% OCCURRED DURING
NON-EMERGENCY DRIVING

THE MAJOR FACTOR IN THE
REDUCTION IN CRASHES WAS
PROVIDERS REALIZED THEY
COULD CONTROL THEIR
INSURANCE COST WITH A
SAFETY PROGRAM AND A
DEDICATED SAFETY MANAGER

NOW 2005
WHAT HAS CHANGED

NUMBER - 1 INTERSECTIONS

- IMPROPER USE OF SIREN
- DO NOT COME TO A COMPLETE STOP
- FAILURE TO MAKE EYE CONTACT WITH OTHER DRIVERS
- FAILURE TO CLEAR EACH LANE OF TRAFFIC

NUMBER – 2

REAR ENDING OTHER VEHICLES

- FOLLOWING TOO CLOSE
- STOPPING TOO CLOSE TO VEHICLES
- FAILURE TO USE THE “REAR TIRE CONCEPT”
- BRAKING WITH LEFT FOOT

REAR TIRE CONCEPT

- WHEN STOPPED IN TRAFFIC, ALWAYS SEE THE REAR TIRES OF THE VEHICLE IN FRONT OF YOU AND 8 - 10 FEET OF PAVEMENT
- DO NOT START TO MOVE UNTIL THE VEHICLE IN FRONT HAS STARTED TO MOVE

NUMBER – 3

BACKING YOUR VEHICLE

- FAILURE TO USE GROUND GUIDE
- GROUND GUIDE AT THE RIGHT REAR OF VEHICLE
- SHOULD BE AT THE LEFT REAR
- MY PARTNER MUST STAY WITH THE PATIENT
- I DON'T WANT MY PARTNER TO GET OUT IN THE RAIN OR COLD

NUMBER – 4 BACKBOARDS

- FAILURE TO SECURE TO THE MAIN STRETCHER
- ABUSE OF THE BACKBOARD
- FAILURE TO USE MAIN STRETCHER SAFETY RESTRAINT SYSTEM
- FAILURE TO USE OVER THE SHOULDER SAFETY SYSTEM

NUMBER – 5

PATIENT HANDLING

- FAILURE TO USE THE CORRECT PATIENT HANDLING EQUIPMENT
- FAILURE TO USE MAIN STRETCHER SAFETY RESTRAINT SYSTEM
- FAILURE TO USE OVER THE SHOULDER SAFETY RESTRAINT SYSTEM
- I CAN'T USE THEM, I HAVE TO BE ABLE TO TAKE CARE OF THE PATIENT

NUMBER – 6

STRETCHERS

- MOVING THE STRETCHER WITH THE PATIENT “HEAD FIRST”
- NOT LOOKING FOR UNSAFE AREAS WHEN MOVING THE STRETCHER
- GOING OVER CURBS
- MOVING THE STRETCHER ON UNEVEN TERRAIN

- YOU SHOULD ALWAYS CARRY THE STRETCHER ON UNEVEN TERRAIN
- THAT'S WHAT ALL THE EXTRA FIREMAN ARE THERE FOR!!!!
- ONLY WHEEL THEM ON HARD SURFACES

- IF YOU MOVE THE STRETCHER WITH A PATIENT HEAD FIRST TOWARDS THE VEHICLE...
- ALWAYS TURN THE STRETCHER USING SLOW MOTION, WITH BOTH PARTNERS IN CONTROL OF THE STRETCHER

NUMBER – 7
VEHICLES TURNING LEFT IN FRONT
OF YOU

CRASHING INTO OTHER VEHICLES
WHO TURN LEFT IN FRONT OF YOU

FAILURE TO PAY ATTENTION

NOT ANTICIPATING WHAT THE OTHER
DRIVER MAY DO

NUMBER – 8

FIELD TRAINING OFFICERS

- FAILURE OF FIELD TRAINING OFFICERS TO VERIFY THAT ALL NEW EMPLOYEES KNOW THE ORGANIZATION'S...
- POLICY AND PROCEDURES

NUMBER – 9

FIELD SUPERVISORS

- FAILURE TO DISCIPLINE EMPLOYEES WHEN THEY MAKE A MISTAKE, OR DO NOT FOLLOW THE POLICY AND PROCEDURES
- THERE IS NO TRAINING FOR FTO'S OR FIELD SUPERVISORS

HELP IS ON THE WAY

- BLACK BOXES BY “ROAD SAFETY”
- NEW SIMULATORS
- DRIVE CAM
- VEHICLE RADAR FOR DUST STORMS AND BLINDING SNOW
- SAFETY RESTRAINT SYSTEMS FOR CREW IN PATIENT COMPARTMENT

NEW SYSTEMS WILL HELP STOP, AND MINIMIZE CRASHES

“Wave – sensor” Radar

Control actuator will stiffen
the front suspension to
Keep the vehicle level

An onboard computer will signal a
A small motor will pre-emptively tighten
all seat belts

A new braking system so when the driver
depresses the brake pedal, the brake
assist will boost pressure for stronger
braking

**Backing Alarms for Ambulance
If and when Ford Motor Company
will permit the Body Modifiers to
use their Wiring Harnesses**

LOW IMPACT CRASH

- TRUCK DRIVER WAS NOT PAYING ATTENTION
- DID NOT CHECK HIS SIDE VIEW MIRRORS
- TURNED INTO THE AMBULANCE
- AMBULANCE HAD SIREN AND EMERGENCY WARNING LIGHTS ON









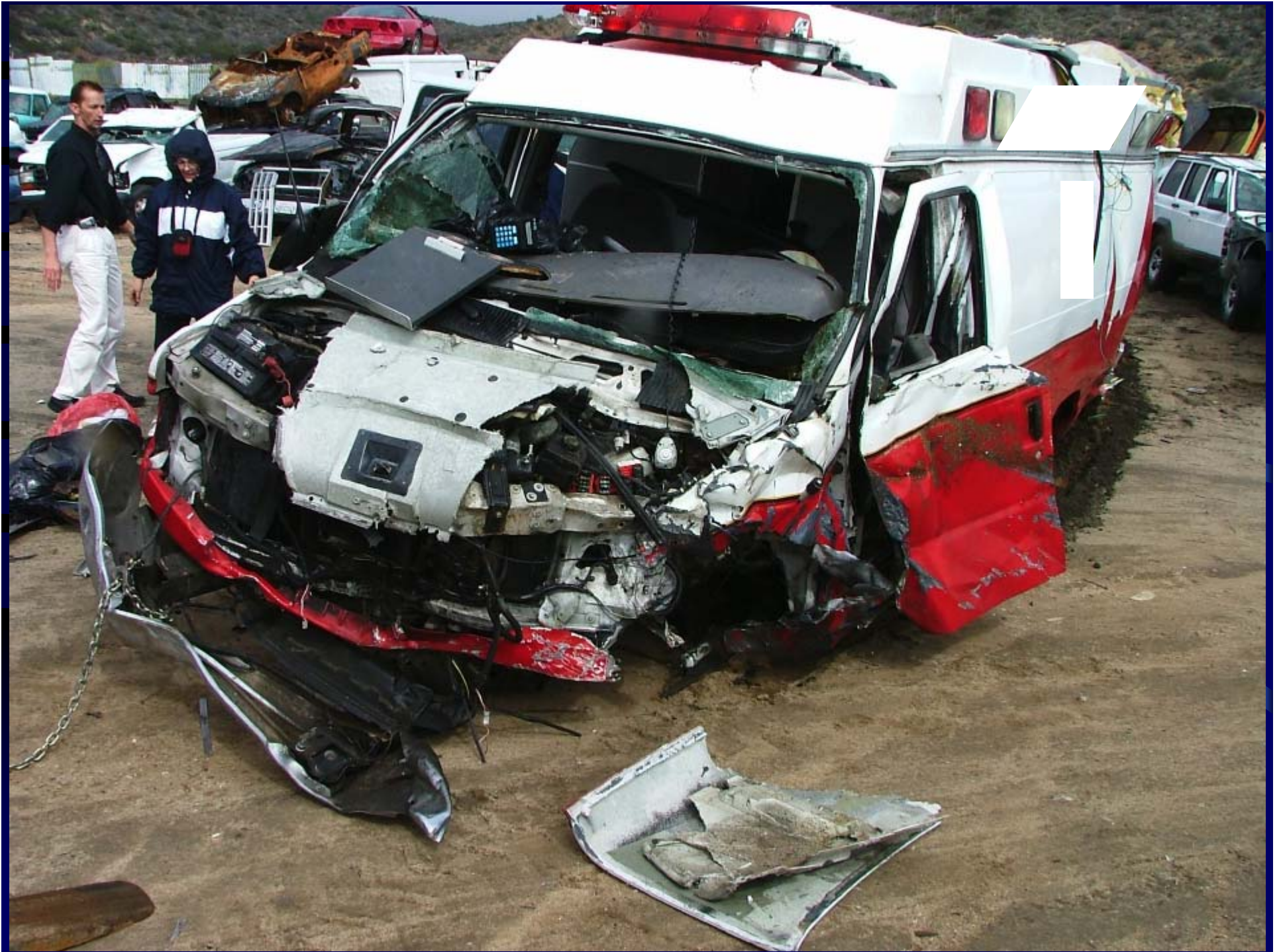
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HIGH IMPACT CRASH

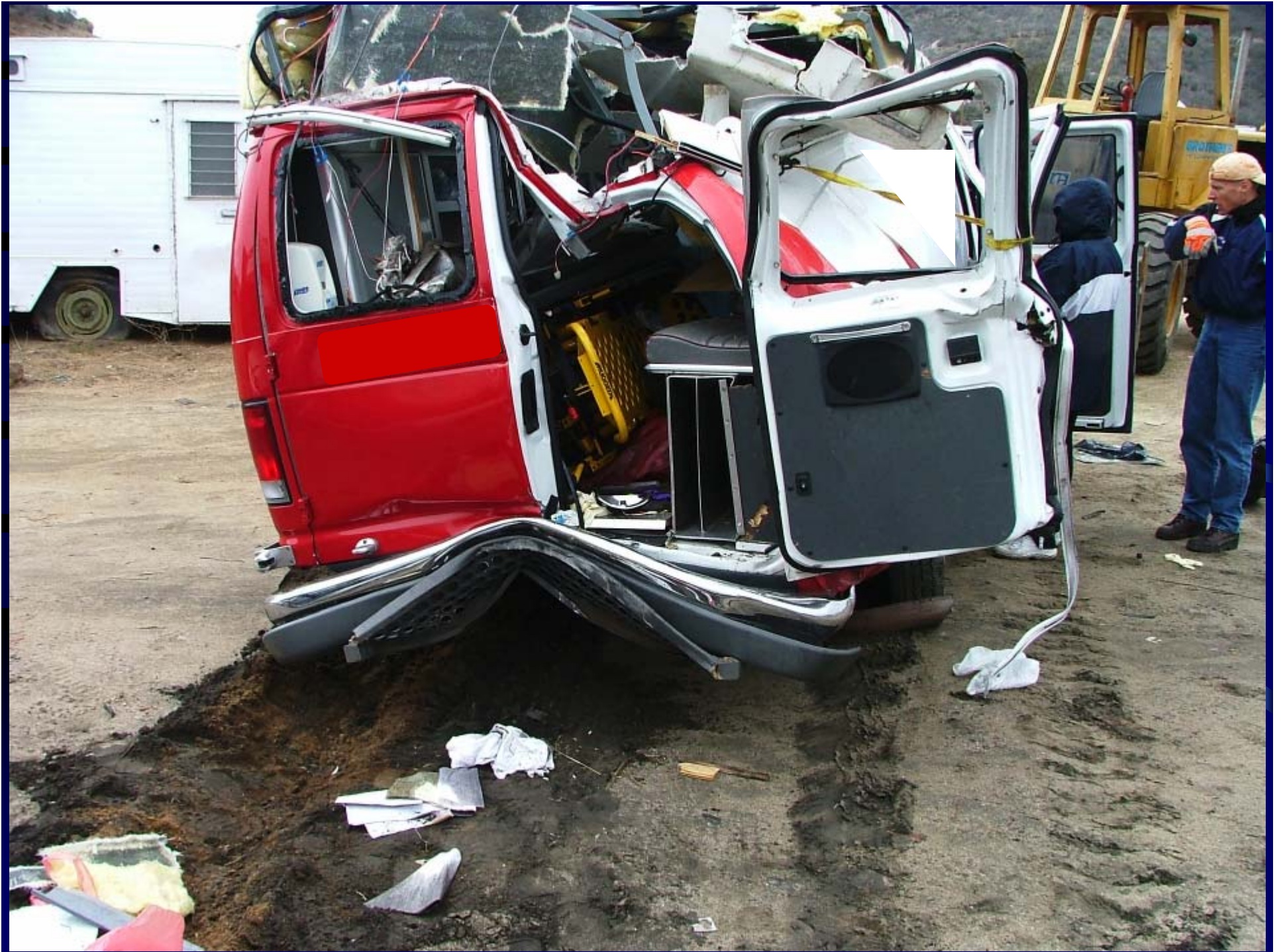
- OPERATOR/DRIVER RAN OFF THE ROADWAY
- TYPE – II AMBULANCE
- ONE PATIENT 80 YEARS OLD, BEING TRANSPORTED FROM ONE LOCATION TO ANOTHER CITY.
- TRANSPORT DISTANCE 100 MILES

- OTHER CREW MEMBERS
- ONE PARAMEDIC
- ONE EMT STUDENT DOING RIDE ALONG
- OPERATOR/DRIVER STATED A TIRE FAILED OR BLEW OUT, CAUSING THE CRASH

- PATIENT DIED AT THE SCENE
- EMT TRIED TO PROTECT THE PATIENT
- AS THE AMBULANCE TURNED OVER END FOR END THREE TIMES BEFORE COMING TO REST, ON ITS SIDE
- FAMILY IS IN THE PROCESS OF LITIGATION











IT'S NOT IMPORTANT TO DO A DAILY VEHICLE CHECK OUT

- CAUSATION: NO DAILY CHECK OUT
- NO RECORDED TIRE PRESSURE
- NO USE OF OVER THE SHOULDER SAFETY RESTRAINT SYSTEM
- IMPROPER INSTALLATION OF THE STRETCHER SECURING SYSTEM





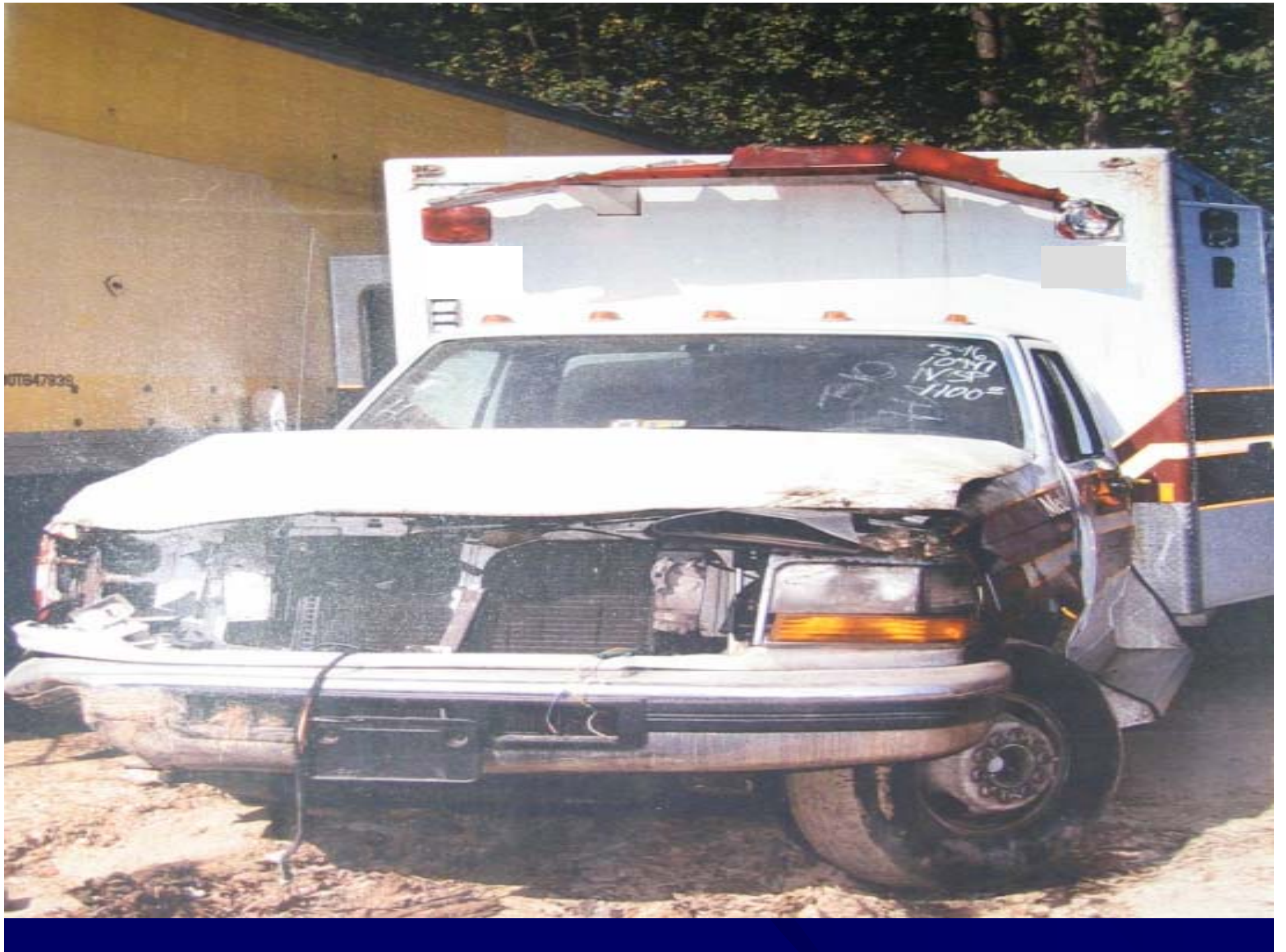




I DON'T NEED NO
SAFETY RESTRAINT
SYSTEM
WHEN I'M IN THE
PATIENT COMPARTMENT

- PATIENT CARE IS MORE IMPORTANT THAN MY LIFE

- MY FAMILY DOES NOT NEED ME!!!!!!!













- I REALLY DID LOVE MY WIFE
AND KIDS

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