

TRANSPORTATION EMERGENCY RESCUE COMMITTEE

JUDGE'S CRITERIA WORKSHEET

SIZE-UP/EVALUATION		
Below Average	0 - 3	* No real organization to check the scene, assess hazards, victims not immediately located, problems in developing an "attack". **a negative if no attempt made to contact visually/audibly the victim (and maintain contact) and to give instructions e.g. "do not move -- we're here to help you and will be right with you" etc.
COORDINATION & CONTROL		
Average	4 - 7	* The scene is surveyed in a thorough manner to determine "what is what hazards are present to rescuers, what are the locations of victims, a plan developed to mitigate the situation.
Above Average	8 - 10	* Well organized, thorough check of scene to locate hazards and victims. Exceptional feedback obtained, develops a safe/efficient approach to handling situation.
INCIDENT COMMANDER		
Below Average	0 - 3	* Little command presence shown, not recognizable. * IC becomes unnecessarily involved with "hand on" part of operations. Poor / unclear instructions to rescuers.
Average	4 - 7	* The officer takes command and directs operations to utilize the resources at hand. The commander must be recognizable. * Clear, concise instructions to be given to crew members.
Above Average	8 - 10	* No doubt who is in command. Obviously has evaluated the situation and is one step ahead of what is really taking place. * Takes advantage of all resources available to bring situation to a satisfactory conclusion. An officer who is genuinely concerned for his crew's well being, e.g. checking on status of operations, checking on condition of individuals, etc. Instructions are given in such a manner that there is no doubt what is expected.
OFFICER CONTROL		
Below Average	0 - 3	* Little control on what the crew is really doing. Allows "freelancing" or operations to be conducted contrary to the overall plan.
Average	4 - 7	* The officer maintains control of the crew to ensure a coordinated approach is taken. On the look out for any "freelancing".
Above Average	8 - 10	* Exceptional working relationship with rescue crew. Good communications insures that team works in a coordinated manner and in a controlled manner. Officer is obviously approachable and open minded to input suggested by crew members.
SCENE STABILIZATION SAFETY		
Below Average	0 - 3	* Scene hazards are not identified and therefore not addressed.
Average	4 - 7	* Scene hazards are identified and addressed. * On site crews must be notified on hazards or potential hazards.
Above Average	8 - 10	* Not only are scene hazards identified and addressed with all crew members knowledgeable of dangers but these matters are continually monitored to ensure that hazards are kept to a minimum, e.g., tool clutter and vehicle parts left in area of activity during operations.

PERSONNEL SAFETY

Below Average		0 - 3	<ul style="list-style-type: none"> * A disregard for individual and team safety is apparent and may require a "Freeze" of the situation.
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Average		4 - 7	<ul style="list-style-type: none"> * The minimum head, eye, body, hand and foot protection provided and utilized. Personnel work in a safe manner and aware of dangers on the scene.
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Above Average		8 - 10	<ul style="list-style-type: none"> * Personnel have an obvious concern for their own safety as well as others on the scene. * Protective gear is properly worn. * Crew members continually monitor each other for compliance with safe work practices. * Self imposed "Freeze" signals are utilized if need be. * Warnings/cautions of "Breaking glass", "Cutting the post", etc. are utilized to improve overall safety.
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PATIENTS SAFETY

Below Average		0 - 3	<ul style="list-style-type: none"> * Little if any communications with patients. * Obvious lack of concern for patients physical well-being.
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Average		4 - 7	<ul style="list-style-type: none"> * Communications is established with patients (and maintained). * The patient is properly protected from physical harm during operations.
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Above Average		8 - 10	<ul style="list-style-type: none"> * There is an obvious attempt to deal with victims in a very safe manner. * The rescuers are obviously aware that they are there to assist someone in need and treat them in a manner they would like themselves or their families to be treated.
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VEHICLE STABILIZATION

Below Average		0 - 3	<ul style="list-style-type: none"> * The vehicle is not satisfactorily stabilized.
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Average		4 - 7	<ul style="list-style-type: none"> * Are adequate means employed to stabilize the vehicle prior to rescuer access and tool use?
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Above Average		8 - 10	<ul style="list-style-type: none"> * Not only is to vehicle adequately stabilized, but a definite attempt is made to ensure it continues throughout the operation
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RESCUER ACCESS

Below Average		0 - 3	<ul style="list-style-type: none"> * Is access is slow, unsafe and with compromise to the patients?
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Average		4 - 7	<ul style="list-style-type: none"> * Does the team gain access in a safe and timely manner?
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Above Average		8 - 10	<ul style="list-style-type: none"> * There is no doubt that the access to the patient is a priority and is conducted in a safe and timely manner with considerations for everyone's well-being. Prior to direct access to the interior the rescuers have been in contact with patients.
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CONTROLLED MATERIAL RELOCATION

Below Average		0 - 3	<ul style="list-style-type: none"> * Material in the wrong places, or an insufficient amount is relocated. * Material relocation is conducted in a unsafe manner.
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Average		4 - 7	<ul style="list-style-type: none"> * The right material, right amount of material is safely and efficiently relocated.
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Above Average	8 - 10	* Material in the correct amounts and following the overall plan is relocated in a safe and timely manner.
KNOWLEDGE OF EQUIPMENT		
Below Average	0 - 3	* Team members obviously are unfamiliar with the proper, safe and efficient use of the equipment.
Average	4 - 7	* The team members individually, and as a team, display a good knowledge of the equipment and utilize same in a safe manner.
Above Average	8 - 10	* Team members have an obvious superior knowledge of the equipment and how it is utilized in a safe and efficient manner to get the job done.
OPTIONS		
Below Average	0 - 3	* Options taken were not reasonable to accomplish tasks at hand. No secondary options considered - "tunnel vision".
Average	4 - 7	* Reasonable options were taken to accomplish the tasks at hand. Other options had been considered if needed.
Above Average	8 - 10	* Good viable options considered with a demonstration that a "Plan B" was available/or utilized if needed. * The overall scenario was taken into consideration with no evidence of any "tunnel vision".
PATH FOR PATIENT EGRESS		
Below Average	0 - 3	* A less than adequate means of egress was accomplished.
Average	4 - 7	* A good means of egress has been accomplished that would allow for the proper and safe removal from the vehicle.
Above Average	8 - 10	* A means of egress was accomplished with all necessary hazards removed that would allow for the proper packaging and removal of patients without compromising their status. * The type of opening you would like for you or a member of your family so there is a minimum amount of negative movement of the patient.
SPEED IN RELATION		
Below Average	0 - 3	* Poor use of time or too much emphasis on speed with disregards for safety, etc.
Average	4 - 7	* Time was reasonably well spent to accomplish tasks.
Above Average	8 - 10	* The team was well coordinated, well drilled and utilized time in a most efficient manner to accomplish tasks.