

	<b>Terryville Fire Department Best Practices</b>	
	<u>Subject</u> <b>Motor Vehicle Accidents</b>	BP# 3-12
	<u>Authority</u> <b>Chief of Department</b>	Initiated 9/1/2016  Revised

**A. PURPOSE**

1. These best practices have been established to ensure the proper response and safety of our members when dispatched to motor vehicle accidents (MVA).

**B. GENERAL GUIDELINES / CONSIDERATIONS**

1. All members shall comply with all safety related best practices.
2. Reflective safety vests should only be worn by support personnel (traffic, EMS, etc.) and not by personnel conducting fire suppression activities.
3. The first arriving chief or officer must provide for safe apparatus positioning for responding EMS and fire crews.
  - a. Position apparatus a safe distance from the scene and if necessary use the vehicles to shut down traffic lanes.
  - b. Apparatus may be repositioned after a scene size-up is complete or hazards have been mitigated.
4. Most MVAs will require traffic control, therefore it is important for Fire Police units to respond as soon as possible to assist in making the scene safe.
5. Incidents involving heavy rescue, hazardous materials, fuel leaks or an electrical emergency (wires down) should have all traffic stopped or diverted until the hazard has been mitigated.

**B. OPERATIONAL PROCEDURES**

1. Incident Size-Up – An overall survey of the incident scene shall be performed by the first arriving officer who will ensure the following is completed:
  - a. Apparatus positioning
  - b. Traffic control

- c. Scene survey
  - d. Vehicle stabilization
  - e. Provide EMS assistance as needed
  - f. Secure the vehicle (ignition, battery, etc.)
2. Vehicle Stabilization – Any vehicle that is occupied with patients that need treatment or is located in an unsafe position shall be stabilized.
- a. Stabilize vehicles as required
  - b. Stabilization shall be performed on vehicles in unstable situations, such as on their roof, side, or uneven ground.
  - c. Consider the use of step chocks, wheel chocks, cribbing or winch (on Rescue 24).
  - d. Turn off vehicle ignition and set parking brake or place in park
3. Injured persons – The following procedures are for MVAs with injuries.
- a. Ensure EMS is responding.
  - b. Vehicle stabilization must be completed on each vehicle containing injured persons.
  - c. Crews shall assist/supplement EMS crews as necessary
4. Heavy Rescue / Entrapment – The following procedures are for MVAs with victims trapped requiring heavy rescue for extrication.
- a. Position apparatus keeping in mind access to heavy rescue tools and equipment.
  - b. Traffic control.
  - c. Complete scene size-up, looking for additional hazards (electrical, etc.)
  - d. Vehicle stabilization must be completed.
  - e. Assist EMS crews as necessary
  - f. One 1 3/4" hoseline stretched to protect extrication crews
  - g. All extrication should be coordinated with EMS personnel working with the trapped victims.
  - h. All personnel assigned to the heavy rescue / extrication should be in proper PPE.
  - i. Depending on the severity of injuries, proper care should be taken so as to preserve the scene for the police investigation which may follow.

5. Fuel Spills – The IC shall determine the extent of the spill. Large spills shall be guided by Best Practice # 3-11, Flammable Liquids Incidents.
  - a. Ensure all personnel are wearing proper PPE.
  - b. Minor spills/leaks may be controlled by applying speedy-dry or other absorbent onto the liquid.
  - c. An engine crew shall remain on scene, standing by until the hazard has been mitigated and scene secured.
6. Down wires / electrical hazards – The following procedures are for MVAs with electrical hazards, such as wires down or compromised utility poles.
  - a. Position apparatus at least one utility pole away from a solid standing pole in case of wire failure or snapback. If electrical wires are down across roadway, all traffic should be stopped and/or diverted.
  - b. Requests for electric utility company shall be made as soon as possible.
  - c. A complete scene size-up to determine the extent of the electrical hazard, assuming that all wires are live until the utility company confirms otherwise.
  - d. For wires on a vehicle, do not permit any personnel to approach the vehicle and all vehicle passengers should be instructed to remain within the vehicle.
  - e. Secure vehicle battery if safe to do so.
7. Hazardous Materials – The following procedures are for MVAs with a hazardous material spill or leak.
  - a. Position all apparatus at a safe distance, uphill and upwind of the incident. Shut down all roadways as soon as possible.
  - b. Initiate the Incident Command System (ICS) and request the Brookhaven Town Fire Marshal Haz-Mat Team to respond based on scene size-up information.
  - c. Use binoculars to conduct a survey of the scene (attempt to identify materials involved, conditions of occupants, etc.)
  - d. Isolate and deny entry into warm zone until the Haz-Mat team arrives and begins Haz-Mat operations.
8. Aviation Requests – The following procedures are for MVAs requiring a medivac via Suffolk County Police Department Aviation Section.
  - a. Confirm the need for aviation with the EMS provider treating the patient.

- b. Attempt to have an engine respond near the landing zone. The apparatus should position itself away from but with access to the landing zone. Stretching a hoseline is not necessary. During hours of darkness, the apparatus should turn off all emergency lighting and headlights so as not to interfere with the helicopter crew.
9. Bus Accidents – The following procedures are for MVAs involving a bus with passengers.
- a. If bus is a school bus with children, notify the school district as soon as possible.
  - b. All students should be evaluated by EMS.
  - c. Consider establishing triage and staging areas depending on the number of patients.
  - d. Do not release students/minors to parents or school district personnel until they have been cleared by EMS.
  - e. Consider establishing a reunification area for parents to meet their children.