

# **EMS Transport Safety Summit 2012**

## **Safety Systems, Strategies and Solutions**

**Nadine Levick MD, MPH**  
**Chair ANB10(5)**

**CEO, Research Director EMS Safety Foundation**

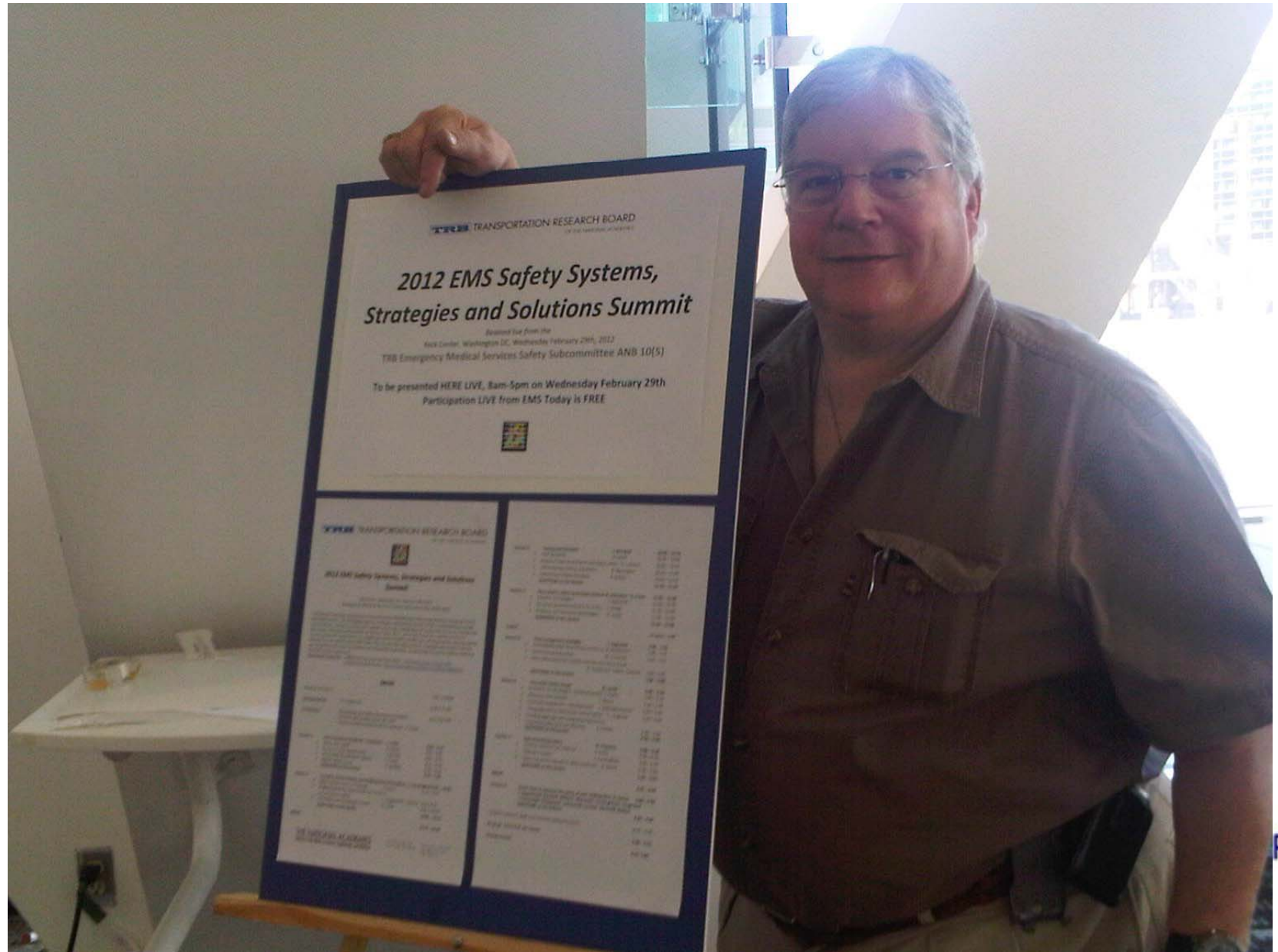
**EMS Subcommittee of the TRB ANB10(5)**  
**EMS Transport Safety Summit**

February 29<sup>th</sup> , 2012



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# Thank you AJ and JEMS!!



RD

# Welcome to those joining us at EMS Today

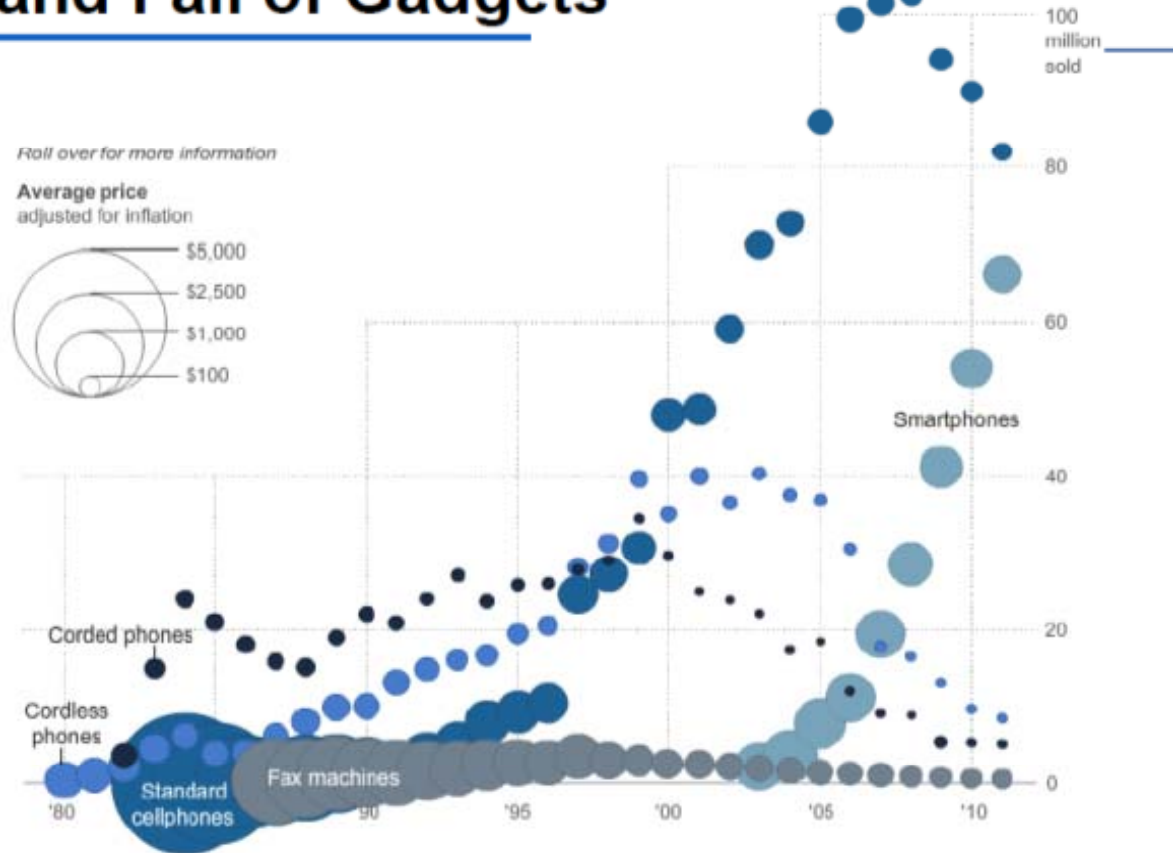


# Since 2009

- New perspectives
- New technologies
- New generations focus
- New vehicles
- New platforms
- New policies/standards
- New international models

# Communication Technology trends

## Rise and Fall of Gadgets

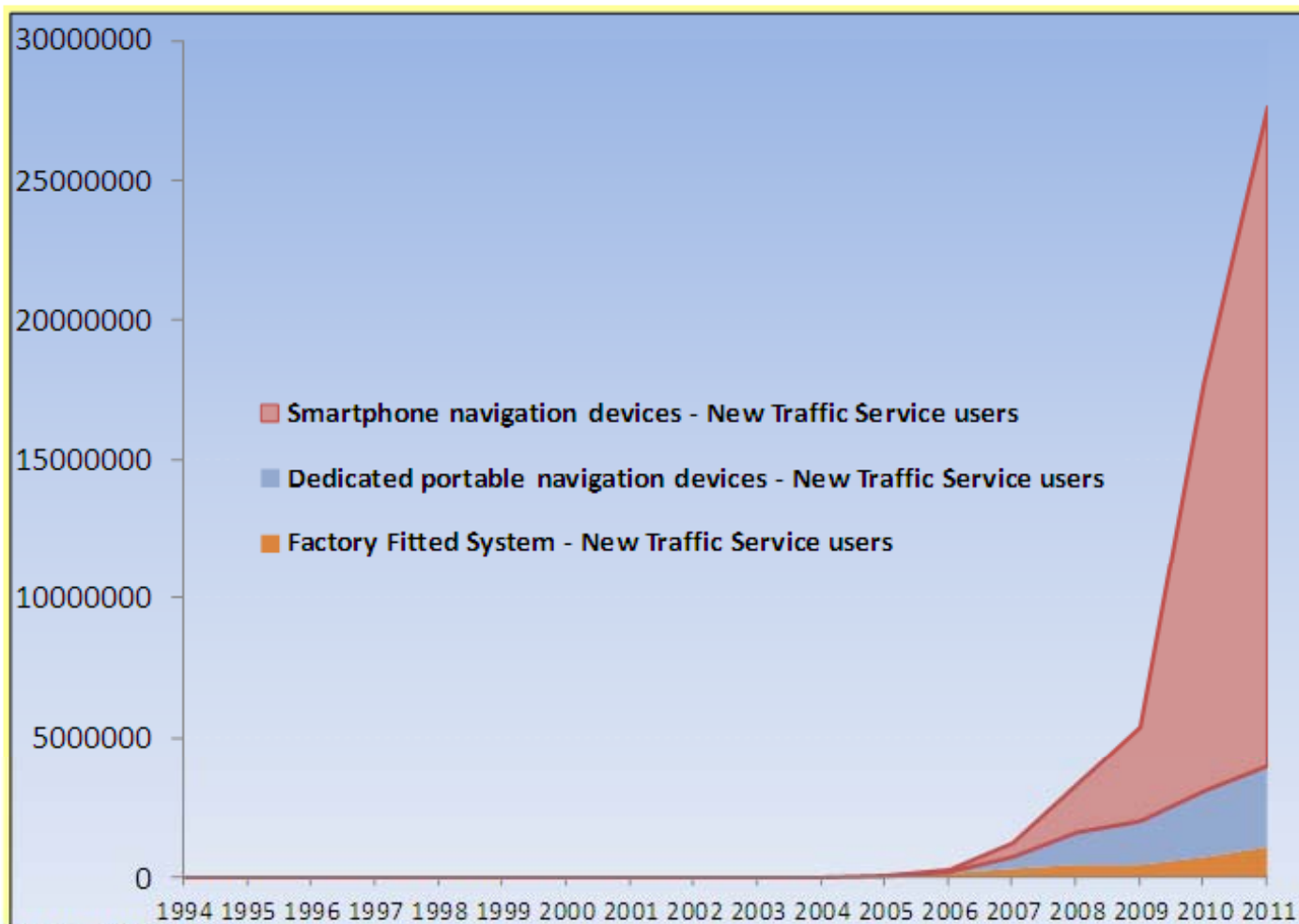


NOTE: 2010 data are estimates and 2011 data are projections. GRAPHIC: Alicia Parlapiano / The Washington Post - January 10, 2011

20

# Smartphone navigation devices

## US New Traffic Subscribers 1996 to 2011



Courtesy: Navteq

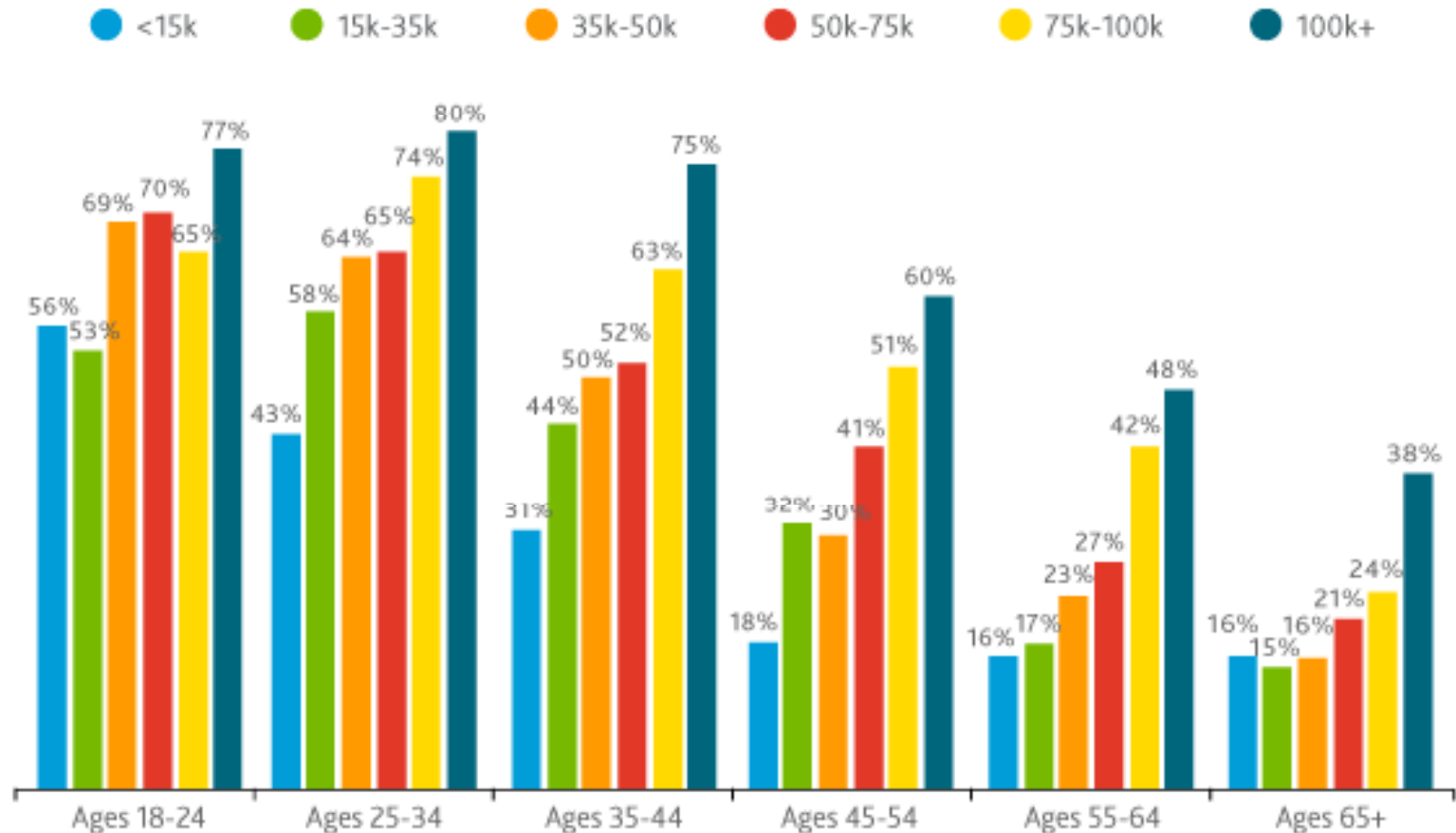
U.S. Department of Transportation <#>



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# January 2012, USA

## Smartphone penetration by age and income



Source: Nielsen



**nielsen**  
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# Generation - Y





# A History of the Business of Social Media :-)

# The new world of social media

**1978**  
Ward Christensen and Randy Suess, two computer hobbyists, invent the **computerized bulletin board system (BBS)** to inform friends of meetings, make announcements and share information.

**1993**  
Students at the University of Illinois at Urbana-Champaign develop **Mosaic**, the browser credited as making the World Wide Web available to the public, and Web pages as we know them today. [www.born.com](http://www.born.com)

**1994**  
The Internet is referred to as the **Information Superhighway**. Newsweek features an article, "The Internet! Bah!" that discounts the influence of the Internet and predicts it will never replace traditional media.

**1998**  
Blogging service **Blogger** launches. The dotcom bubble bursts and the future of the Internet is uncertain.

**2000**  
Seventy million computers are connected to the Internet. Social networking site **Friendster** launches. It grows to 3 million users in three months. Its user base peaks in 2008.

**2002**  
**AOL** has 34 million members. **MySpace** launches.

**2003**  
**Google** buys **Blogger**. Linden Lab introduces the virtual world **Second Life**. **LinkedIn** launches as a social networking site for professionals.

**1994**  
Beverly Hills Internet launches **GeoCities**, a service that allows users to create their own websites.

**1995**  
The Web has one million websites.

**1997**  
**GeoCities** surpasses one million members. **AOL Instant Messenger** lets users chat. Blogging begins. **Google** launches.

**1999**  
**GeoCities** goes public. **Friends Reunited**, the first social network to achieve popularity, was founded in Great Britain to locate past school friends. **Yahoo** buys **GeoCities** for **\$3.37 billion**.

**2001**  
**Google** gets **400 million** searches a day. **Twitter** is born.

**2004**  
**Viacom** returns with an offer to buy **Facebook** for **\$1.5 billion** but the deal falls through. **Yahoo** tries to buy **Facebook** for **\$1 billion**, but **Facebook** declines the offer. **Facebook** extends its membership to anyone over the age of 13 and releases **Facebook Platform**, a service that lets third-party developers create apps for the site.

**2006**  
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**2008**  
**Facebook** is ranked as the most-used social network worldwide, with more than **200 million** users. The site's traffic is twice that of **MySpace**.

**2009**  
**Twitter** breaks the news story about a plane landing in the Hudson River. **Unfriend** is the New Oxford American Dictionary word of the year. **Microsoft** launches **Bing** to compete with **Yahoo** and **Google**.

**2010**  
**ITV** sells the relatively unsuccessful **Friends Reunited** to Brightsolid Limited. **Facebook** reaches more than **400 million** users. It surpasses **Google's** weekly traffic. **MySpace** popularity declines to **57 million** users.

**2004**  
**MySpace** is the most popular social networking site in the U.S.

**2005**  
**News Corp** buys **MySpace** for \$580 million. **Viacom** offers to buy **Facebook** for \$75 million. **Facebook** declines. It launches for high school students.

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**2004**  
**MySpace** outperforms **Friendster** in page views. **Digg** launches as a social news site where people can share content from anywhere on the Web. **Bebo**—an acronym for Blog Early, Blog Often—launches as another social networking site.

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**2011**  
**Apple** introduces a music-based social network called **Ping**. **News Corp.** sells **MySpace** to digital media firm **Specific Media** for **\$35 million**.

**2012**  
**Facebook** files for an IPO and plans to raise **\$10 billion** by the time it begins selling shares this spring, valuing the company between **\$75 billion** and **100 billion**—a stock-market record.

**2010**  
To compete with **Facebook** and **Twitter**, **Google** launches **Buzz**, a social networking site integrated with Gmail. In its first week, millions of Gmail users created 9 million posts. **AOL** sells **Bebo** to Criterion Capital Partners.

**2010**  
**Apple** releases the **iPad**.

**2010**  
The population of **Internet** is estimated at **1.97 billion** users, nearly **30 percent** of the global population.

**2010**  
The **Internet** surpasses **newspapers** as a primary way for Americans to get news. It's the third most popular news platform, with many users using social media and personalized feeds to gather news.

**2011**  
**Apple** introduces a music-based social network called **Ping**. **News Corp.** sells **MySpace** to digital media firm **Specific Media** for **\$35 million**.

**2011**  
There are more than **550 million** people on **Facebook**. **65 million** tweets sent through **Twitter** each day, and **2 billion** video views per day on **YouTube**. **LinkedIn** has **90 million** professional users and goes public.

**2011**  
**Facebook** reaches an annual revenue of **\$3.7 billion**.

**2011**  
**Twitter** hits **1 billion** page views per month, **2 million** posts per day and plans to start generating some revenue. **Pinterest** launches as a content curation site.

**2012**  
**Facebook** files for an IPO and plans to raise **\$10 billion** by the time it begins selling shares this spring, valuing the company between **\$75 billion** and **100 billion**—a stock-market record.

**2012**  
**Twitter** reaches **12,333** Tweets per second during the **Super Bowl**.

**2012**  
**Google+** launches. **Pinterest** drives more traffic to retailers than **LinkedIn**, **YouTube** and **Google+**, reaching **10 million** monthly unique visitors faster than any other standalone site—over it secures **\$27 million** in funding from Andreessen Horowitz, Pinterest competitor **Snip.it** launches.

SOURCES: UNCF, MEDIABISTRO, FACEBOOK, TECHCRUNCH, MASHABLE, WSJ, BBS DOCUMENTARY, FINANCIAL TIMES, DESIGN, UNCF, PUSHER

# The Cloud is Global





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## TRB MISSION

- To provide leadership in transportation innovation and progress through research and information exchange, conducted within a setting that is objective, interdisciplinary, and multimodal.

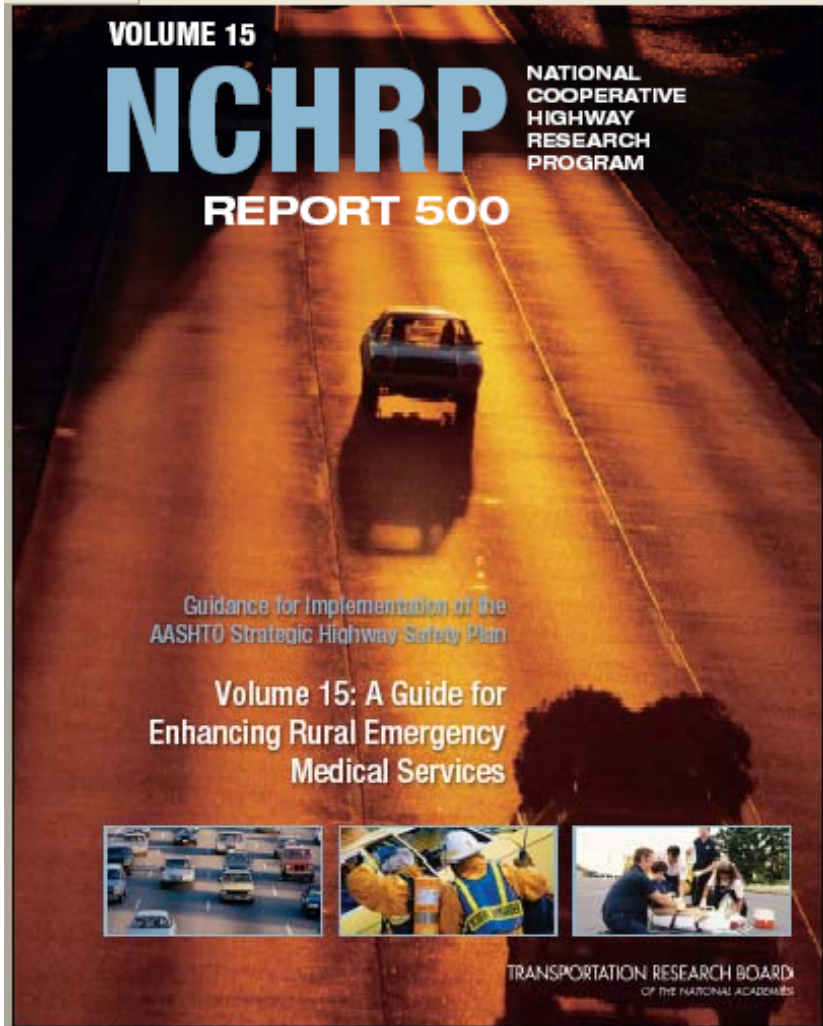


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# Special role for EMS at TRB

- One of the Key 4 E's
  - Engineering
  - Education
  - Enforcement
  - Emergency Medical Services**

# Transportation Research Board is an excellent resource... we should be using it!!



**TRB** TRANSPORTATION RESEARCH BOARD  
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# ANB10 (5) TRB EMS Subcommittee Mission

- *'Bridging the gap between what we do and what is known  
- Enhancing ambulance transport safety through shared knowledge of technical data'.*

# Fragmentation Panacea

ANB10(5) is an independent platform for:

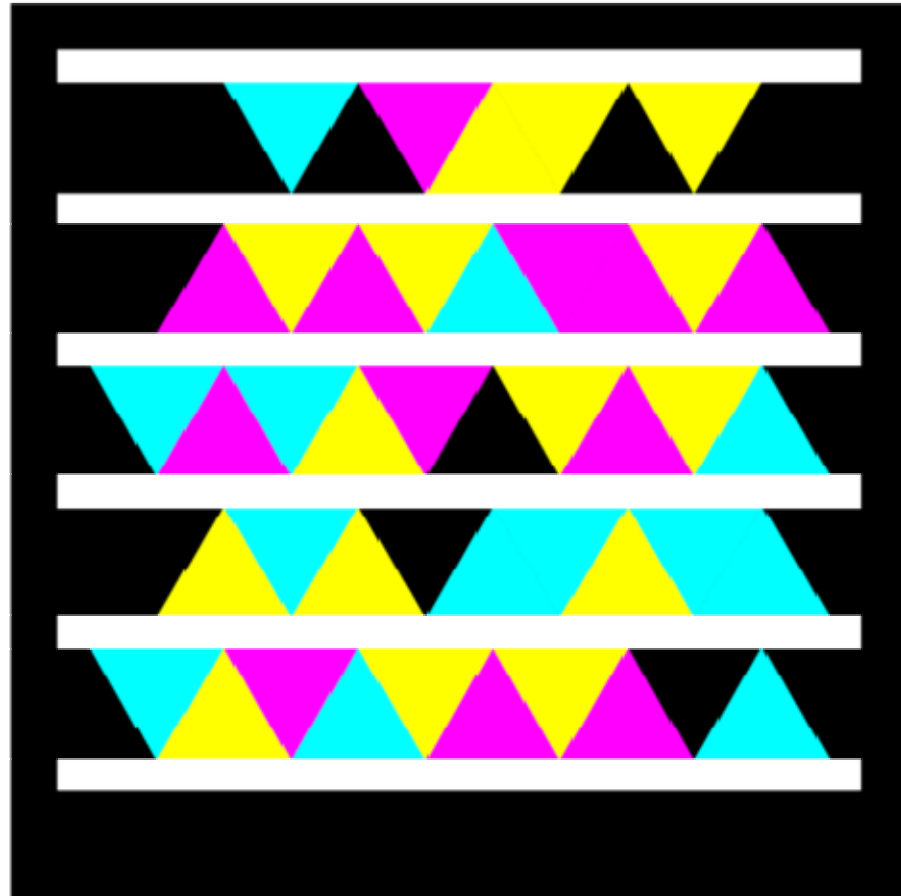
- Bringing fragmented information together
- Uniting diverse disciplines
- Focus on technically robust information

# Multidisciplinary research

- Encompassing all aspects of transportation
- The expertise that EMS needs to address its transportation safety challenges includes:
  - Systems design
  - Transport systems safety
  - Human factors
  - Vehicles
  - Vehicle operations
  - Air medical transport safety
  - Impaired operators
  - Road design and egress and access
  - Highway and operational hazards

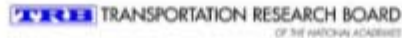


# TRB ANB10 (5) eTag





# Bridging technical experts, operational EMS providers and the government agencies too



## EMS Safety Subcommittee Mid-year Meeting and Safety Summit

Friday, November 7, 2008 1:00 PM - 5:00 PM EST

### Webinar Registration

The purpose of the webinar is to share interdisciplinary peer reviewed and published transportation safety and technical data. Access to transportation safety and technical information is complex and the EMS community is in need of this information to improve operations and practice in providing quality patient care and safe transport today and into the future.

The event will be Chaired by Dr. Nadine Levick (Chair of the EMS Safety Subcommittee of the Transportation Research Board), with an opening address from Dr. Jim Augustin, Medical Director of DC Fire/EMS. The webinar will cover the full spectrum of ground transportation safety issues for EMS and patient transport. The five general topics include Data, Vehicle Operations, Vehicles, Human Factors and Standards.

The webinar will be interdisciplinary, with transportation, data, engineering, human factors participants as well as EMS leaders and organizations and federal agencies and all academic representation. Thirty onsite participants including speakers and moderators form the basis of the webinar.

Fri, Nov 7, 2008 1:00 PM - 5:00 PM EST

[Show More Info](#)



### Information

[Register](#)

[Summary](#) [Hotel & Travel](#) [Agenda](#) [Staff](#)

## EMS (Emergency Medical Services) Summit and Midyear Meeting

October 29, 2009  
Keck Center - Washington, D.C.

Ambulance transport is a complex interface between emergency medical care, transportation, public safety and public health. The technical information required to support the transport management decisions of such a complex system are in the purview of a spectrum of diverse and disparate professions and disciplines. The safety issues that are involved in this unique system bridge data capture, transport systems safety engineering, fleet management, occupant protection, automotive biomechanics, clinical decision priorities and management, occupational safety and health, economics, ethics, and standards and policy development.



The goal of this Summit is to bring these diverse fields of technical expertise together to assist EMS systems to have access to objective and optimal technical information that relates to transportation safety issues in EMS. This Summit provides an independent forum for the exchange of this information among these diverse fields of technical expertise, to develop a means of accessing optimal, most reliable and valid data upon which EMS Systems may base their management, purchase and operational decisions."

Speakers at this Summit include the representatives from the NTSB, NHTSA, lead EMS Services, Policy makers, Automotive Engineering experts and researchers.





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**Please do go and access this information, it comes from technical and operational experts and it is gratis**



# Its out there NOW

- There have been two TRB Summits held, 2008, 2009 and both with vehicle engineering and transportation systems technical expertise
- See [www.trb.org](http://www.trb.org), and for the Summit archives:  
[www.objectivesafety.net/TRBSummit2008.htm](http://www.objectivesafety.net/TRBSummit2008.htm)  
[www.objectivesafety.net/TRBSummit2009.htm](http://www.objectivesafety.net/TRBSummit2009.htm)



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## **EMS Safety Systems, Strategies and Solutions Summit, February, 29, 2012**

- How do we measure system safety?
- What metrics drive safety decision making?
- What are the safety hazards this system faces?
- How do we balance the system safety for the patient provider and public?
- How much should a medic lift?
- What is a safe speed?
- How many hours are safe before we are impaired?
- How many hours of EVOC makes the system safer?
- What are the cost and risk benefits of simulators ?





# EMS Safety, Systems, Strategies and Solutions Summit, February, 29, 2012

- What benchmarks in other industries are relevant to EMS?
- What are the determinants of system safety?
- What technologies enhance system safety performance?
- How do we reach out to all personnel levels?
- What strategies work best with reaching out to each generation?
- What are global best practice models?
- How can we translate global interdisciplinary best practice initiatives to North American EMS?



# 1980's Then....



**And  
NOW!...**



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# 1980's Then....



# And 2009...



# Now...



# Innovative vehicles

<http://www.emssafetyfoundation.org/NAEMSP2012poster.pdf>



## Safety and Operational Innovation: Integrating Global Best Practice and Interdisciplinary Technical Expertise into Ambulance Design

Levick M, Fitzgerald C, Swartz J, Lukjanov A, Rolfen R, Cooper A and the Innovation Consortium of the EMS Safety Foundation



### Abstract

**Introduction:** Ambulance design has fundamentally not changed in 50 years. Historically and to date in the USA, ambulance design is the domain of health care providers and input from technical science of automotive safety and operational ergonomics expertise has been limited at best.

**Methods:** In this study an interdisciplinary team integrating technical expertise from automotive engineering, occupational ergonomics and human factors, clinical EMS and patient transport, epidemiology and ambulance manufacturing was assembled. Identification and analysis of ambulance design from 6 countries was conducted over 24 months, with hands on inspection of 179 different ambulance vehicle types and configurations. The strengths and weaknesses of each design was assessed based on technical principles of human biomechanical tolerance and vehicle dynamics. The optimal features were integrated into the design of two ambulance fleets, the first in Dallas, Texas, USA and the second in Oslo, Norway.

**Results:** The vehicles developed were built into an OEM size that had our required global safety and operational performance target, and that had electronic stability control, interior design was configured around range of reach and workstation task motions, with controls forward and rear facing seating and no second bench. Head impact hazards were reduced with creative use of portable equipment go-bags which minimized need for extensive cabinetry. Loading of heavy equipment was low in exterior compartments to minimize potential back injury when lifting. Overall vehicle cost was less than the standard current ambulance vehicle designs previously used in each service, to purchase price alone - not considering the overall cost savings in increased fuel efficiency.

**Limitations:** These fleets were developed by innovative EMS and medical transport services and ambulance manufacturers. There are substantive cultural obstacles relating to conceptual change that do exist in many services that would need to be addressed for broad based dissemination.

**Conclusions:** Ambulance design is a complex integration of the technical realities of a number of diverse disciplines. Integrating these fields and global best practice can be achieved to develop and implement enhanced ambulance design that is both operationally and cost effective.

### Introduction:

Ambulance design has not fundamentally changed in 50 years (Fig. 1), despite great strides in automotive safety and occupant protection over that time. Historically and to date in the USA, ambulance design is the domain of health care providers, and input from technical science of automotive safety and operational ergonomics expertise has been limited at best. The majority of the 480,000 ambulance vehicles in the USA are an "aftermarket retrofit" not fitted to a chassis, built by an aftermarket retrofitter without input of injury data or accepted independent occupant protection or crashworthiness science - even though there is clear evidence in the scientific literature that current ambulance design practices have both occupant protection and ergonomic design hazards that are predictable and unacceptable (Fig. 2).



Fig. 1 Ambulance vehicles 1960 & 2011



Fig. 2 Technical data

### Methods:

This study was conducted under the umbrella of the EMS Safety Foundation, a global interdisciplinary innovation, collaboration, and knowledge transfer platform. In this study an interdisciplinary team integrating technical expertise from automotive engineering, occupational ergonomics and human factors, clinical EMS and patient transport, epidemiology and ambulance manufacturing was assembled. Identification and analysis of ambulance design from 6 countries was conducted over 24 months from May 2009 - May 2011, with hands on inspection of 179 different ambulance vehicle types and configurations. Participation in 3 successive large international EMS Congresses of ~20,000 delegates - Rettmobil, in Fula, Germany, 2009-2011 - facilitated detailed access to the 179 vehicles (Fig. 3). Additional analytical interdisciplinary interactive workshops across 103 scientists of disciplines were held in Washington DC, USA, and Fula, Germany (Fig. 4). The strengths and weaknesses of each design were assessed based on technical data and principles of human biomechanical tolerance, vehicle dynamics, crashworthiness (Fig. 5a), human factors analysis and ergonomics (Fig. 5b). The optimal features were integrated into the design of two ambulance fleets, the first in Dallas, Texas, USA (Fig. 6) and the second in Oslo, Norway (Fig. 7). Subsequent to vehicle design and development, a further operational hands-on interdisciplinary workshop was held with each vehicle model, respectively in Dallas, Texas, USA and, for the Norwegian vehicle, Fula, Germany to which it was transported.



Fig. 3 - Rettmobil Delegations 2009-2011



Fig. 4 - Interdisciplinary Workshops and Podcasts



Fig. 5a - Task Analysis measurements



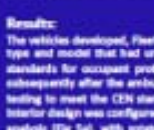
Fig. 7 - Fleet Y Oslo, Norway



Fig. 5b - Occupant Safety performance



Fig. 6 - Fleet X Dallas, Texas USA



### Results:

The vehicles developed, Fleet X in Dallas Texas (Fig. 6) and Fleet Y in Oslo, Norway (Fig. 7) were all built into an OEM van type and model that had undergone stringent global safety and crashworthiness testing to meet automotive safety standards for occupant protection and destructive crashworthiness safety performance as a vehicle (Fig. 5a), and subsequently after the ambulance retrofit Fleet Y models have undergone additional operational performance impact testing to meet the CEV standards. These vehicles also had electronic stability control, as well as high fuel efficiency. Interior design was configured around occupant protection priorities, a spectrum of range of reach and operational task analysis (Fig. 5a), with rotatable forward and rear facing seating and no second bench. Head impact hazards were reduced with creative use of portable equipment go-bags which minimized need for extensive cabinetry. Loading height was 27 inches, to minimize any potential back strain during patient loading and unloading. Heavy equipment was positioned low in exterior compartments to also minimize potential back injury when lifting. Overall vehicle cost was less than the standard current ambulance vehicle designs previously used in each service, to purchase price alone - not considering the overall cost savings in increased fuel efficiency.

### Limitations:

These fleets were developed by innovative EMS and medical transport services and ambulance manufacturers. There are substantive cultural obstacles relating to conceptual change that do exist in many services that would need to be addressed for broad based dissemination.

### Conclusions:

Ambulance design is a complex integration of the technical realities of a number of diverse disciplines. Integrating these fields and global best practice can be achieved to develop and implement enhanced ambulance design that is both operationally and cost effective.

Contact:

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 cell - +1 917 982 2979



# Alternate vehicles

## IMPROVED RESPONSE TIMES WITH MOTORCYCLE BASED FAST RESPONSE PARAMEDICS IN AN URBAN SETTINGS

**Ong Marcus, MBBS, FRCS Ed (A&E)**

Registrar, Department of Emergency Medicine, Singapore General Hospital

**Chan YH, PhD**

Head Biostatistics, Clinical Trials and Epidemiology Research Unit, Ministry of Health

**A/P V Anantharaman, MBBS, MRCP, FRCS Ed (A&E), FAMS**

Senior Consultant and Head, Department of Emergency Medicine, SGH Clinical Associate Professor, Faculty of Medicine, NUS



### introduction

Pre-hospital response intervals are known to be an important factor in the level of care provided by any Emergency Medical System. In big cities, response intervals are known



### aims/objectives

To see if response intervals can be improved with motorcycle based Fast Response Paramedics (FRP) compared with standard ambulances in an urban setting.

### methods

A prospective, observational study. Simultaneous dispatch of motorcycles based FRPs equipped with Automated External Defibrillators and standard ambulances for cardiac arrest, cardiac, respiratory conditions and road traffic accidents.



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# OMSZ

## Mentőmotoros Szolgálat

### Főoldal

### Hírek, aktualitások

A kezdetektől napjainkig  
Szakmai információk

#### Motor

M0

M3

Pécs és környezete

Tiszaújváros és környezete

#### A motorok

Motorjaink

Megkülönböztető jelzés

Egészségügyi felszerelés

Navigáció

Védőruházat

Extrák

#### A motorosok

#### Robogó

Bemutakozás

Budai Vár

Római part

#### Robogóink

#### A robogósok

#### Képek

#### Videók

Magyar Mentőmotor Alapítvány

Partnereink, támogatóink

Külföldi mentőmotorosok

Toborzó

Üzenőfal

Sajtó

Kapcsolat



/motorsho



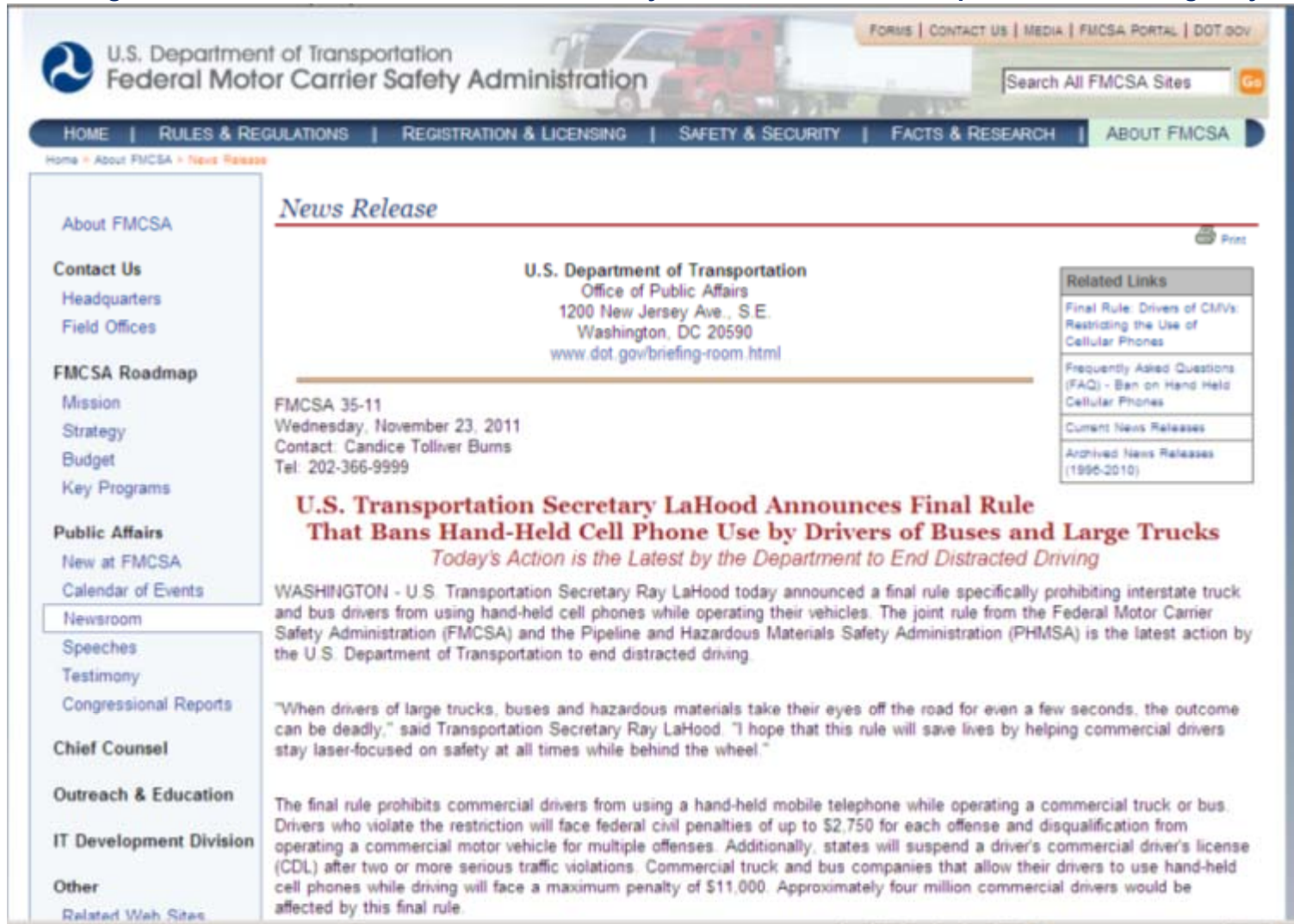
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# Rules/Policies Addressing Known Hazards

- Federal Motor Carrier Safety Administration (FMCSA)
  - Cell phone use – November 2011
  - Hours of Service – December 2011

# Nov 2011, Hand Held Cell Phone Ban

<http://www.fmcsa.dot.gov/about/news/news-releases/2011/Secretary-LaHood-Announces-Step-towards-Safer-Highways.aspx>



The screenshot shows the FMCSA website with a navigation menu at the top and a sidebar on the left. The main content area features a news release titled "U.S. Transportation Secretary LaHood Announces Final Rule That Bans Hand-Held Cell Phone Use by Drivers of Buses and Large Trucks". The release includes the date (Wednesday, November 23, 2011), contact information for Candice Tolliver Burns, and a quote from Secretary Ray LaHood. A "Related Links" box on the right contains links to the final rule, frequently asked questions, current news releases, and archived news releases.

U.S. Department of Transportation  
Federal Motor Carrier Safety Administration

HOME | RULES & REGULATIONS | REGISTRATION & LICENSING | SAFETY & SECURITY | FACTS & RESEARCH | ABOUT FMCSA

Home » About FMCSA » News Release

**News Release**

U.S. Department of Transportation  
Office of Public Affairs  
1200 New Jersey Ave., S.E.  
Washington, DC 20590  
[www.dot.gov/briefing-room.html](http://www.dot.gov/briefing-room.html)

FMCSA 35-11  
Wednesday, November 23, 2011  
Contact: Candice Tolliver Burns  
Tel: 202-366-9999

**U.S. Transportation Secretary LaHood Announces Final Rule That Bans Hand-Held Cell Phone Use by Drivers of Buses and Large Trucks**  
*Today's Action is the Latest by the Department to End Distracted Driving*

WASHINGTON - U.S. Transportation Secretary Ray LaHood today announced a final rule specifically prohibiting interstate truck and bus drivers from using hand-held cell phones while operating their vehicles. The joint rule from the Federal Motor Carrier Safety Administration (FMCSA) and the Pipeline and Hazardous Materials Safety Administration (PHMSA) is the latest action by the U.S. Department of Transportation to end distracted driving.

"When drivers of large trucks, buses and hazardous materials take their eyes off the road for even a few seconds, the outcome can be deadly," said Transportation Secretary Ray LaHood. "I hope that this rule will save lives by helping commercial drivers stay laser-focused on safety at all times while behind the wheel."

The final rule prohibits commercial drivers from using a hand-held mobile telephone while operating a commercial truck or bus. Drivers who violate the restriction will face federal civil penalties of up to \$2,750 for each offense and disqualification from operating a commercial motor vehicle for multiple offenses. Additionally, states will suspend a driver's commercial driver's license (CDL) after two or more serious traffic violations. Commercial truck and bus companies that allow their drivers to use hand-held cell phones while driving will face a maximum penalty of \$11,000. Approximately four million commercial drivers would be affected by this final rule.

Related Links

- Final Rule: Drivers of CMVs: Restricting the Use of Cellular Phones
- Frequently Asked Questions (FAQ) - Ban on Hand Held Cellular Phones
- Current News Releases
- Archived News Releases (1996-2010)



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# Dec 2011, New FMCSA Hours of Service

<http://www.fmcsa.dot.gov/rules-regulations/topics/hos/index.htm>

U.S. Department of Transportation  
Federal Motor Carrier Safety Administration

FORMS | CONTACT US | MEDIA | FMCSA PORTAL | DOT.GOV

Search All FMCSA Sites

HOME | RULES & REGULATIONS | REGISTRATION & LICENSING | SAFETY & SECURITY | FACTS & RESEARCH | ABOUT FMCSA

Home > Rules & Regulations > Hours-of-Service Regulations

## Hours-of-Service Regulations

Overview

**Federal Regulations**

- All
- Driver
- Vehicle
- Company
- FMCSA Hazmat
- Regulatory Guidance

**Rulemakings and Notices**

- Final Rules
- Interim Final Rules
- Proposed Rules
- Notices

**Topics of Interest**

- Current HOS Regulations
- HOS Proposed Rule Summary of Changes
- Hours-of-Service (HOS) Final Rule Summary
- Hazardous Materials
- Intermodal Equipment Providers (IEP)

**NOTE: A new Hours-of-Service (HOS) Final Rule was issued on December 22, 2011. For details, visit the HOS Final Rule page to view the complete rule, summary of changes, questions & answers, and other related information.**

The Hours-of-Service regulations (49 CFR Part 395) put limits in place for when and how long commercial motor vehicle (CMV) drivers may drive. These regulations are based on an exhaustive scientific review and are designed to ensure truck drivers get the necessary rest to perform safe operations. FMCSA also reviewed existing fatigue research and worked with organizations like the Transportation Research Board of the National Academies and the National Institute for Occupational Safety in setting these HOS rules.

The regulations are designed to continue the downward trend in truck fatalities and maintain motor carrier operational efficiencies. Although the HOS regulations are found in Part 395 of the Federal Motor Carrier Safety Regulations, many States have identical or similar regulations for intrastate traffic.

**Who must comply with the Hours-of-Service Regulations?**  
Most drivers must follow the HOS Regulations if they drive a commercial motor vehicle, or CMV.

**In general, a CMV is a vehicle that is used as part of a business and is involved in interstate commerce and fits any of these descriptions:**

- Weighs 10,001 pounds or more
- Has a gross vehicle weight rating or gross combination weight rating of 10,001 pounds or more
- Is designed or used to transport 16 or more passengers (including the driver) not for compensation
- Is designed or used to transport 9 or more passengers (including the driver) for compensation
- A vehicle that is involved in Interstate or intrastate commerce and is transporting hazardous materials in a quantity requiring placards is also considered a CMV.

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**Related Links**

- Retention of Supporting Docs & Use of Electronic Mobile Devices Policy
- HOS Regulations
- Maximum Driving Time for Passenger-carrying Vehicles



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# **New Fleet Operations Standards**

- ISO 39001
- ANSI/ASSE Z.15

# **New Vehicle Standards**

- NFPA 1917

# **New Equipment Mounting Testing Standards**

- SAE 2917, 2956



# New National Platforms

- NAEMT National (and International!) Safety Course
- ACEP Safety Culture
- NIST/DHS/NIOSH initiatives
- EMS Safety Foundation Innovation Consortium
- Interdisciplinary Podcasts

# High Tech Interactive Innovation Center



# **Interdisciplinary and International Collaboration/Integration**

Swedish industrial designer  
meets

North American Ambulance  
builder



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the result of the frequency analysis, green dots mark equipment used every time the ambulance is driven, orange



# Sharing Information with International Colleagues Rettmobil 2012 – May 9-11th



Visitor

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Picture Gallery

Links

## The Fair of Records

The results of the 11th RETTmobil in Fulda: 21,850 trade visitors, satisfied exhibitors and organizers

The 11th RETTmobil, after a successful course, came to an end on last Friday the 13th (!) at 5 P.M. The "overwhelming and total success" of the 11th RETTmobil from Wednesday to Friday in Fulda had not been expected by the makers of the exhibition. They are happy to report that the European trade fair for rescue and mobility has set new records. Never before have there been so many visitors and exhibitors. 21,850 trade visitors have been counted throughout the three opening days, accounting for a 10 percent increase over the previous year.

On the 70,000 square meter site with 16 buildings and a perfected off-road area were presented nearly 400 exhibitors and 45 companies from 17 nations. The majority of visitors - about 8,500 - came on Thursday to find out about the extensive range of goods and services.

This year's highlights in the area of mobility were the height rescue demonstrations as well as real-life crashes with stuntmen in prepared cars. The training sessions and workshops were very well attended, sometimes even overbooked.

The expectations have been exceeded, Manfred Hommel emphasized to the press. As the chairman of the Association of Manufacturers of Ambulances and Emergency Vehicles (IKR), the ideal sponsor of the event, said, the success confirmed the very good concept. The RETTmobil, which brings together an enormously high level of expertise in just three days, and for which there is no competitor in the world, has obtained additional relevance with regard to the natural

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[Standanmeldung RETTmobil 2012](#)

Standanmeldungen zur RETTmobil 2012 sind ab sofort...

News >> 22.05.2011

[Bildergalerie RETTmobil 2011 online](#)

Unter dem Menüpunkt 'Bildergalerie' finden Sie ab...



12th RETTmobil 2012 will come May 9th - 11th 2012

RETTmobil 2012

9th - 11th May 2012 (Wednesday to Friday)

Daily 9 am - 5 pm

Admission: 10 Euros

Parking free for visitors

8 guests are online at the moment



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# No longer are the manufacturers left holding the baby – there is now active interdisciplinary collaboration



# Change and Innovation

- Improved data systems for injury
- Enhanced data on denominator
- New technologies
- New policies/standards
- Interdisciplinary collaboration