

From: Kevin McGinnis [k.mcginis@roadrunner.com]
Sent: Tuesday, November 11, 2008 1:42 PM
To: directors@nasemso.org
Subject: [directors] FW: EMS Transportation Safety Subcommittee of the National Academies Transportation Research Board (TRB)

NASEMSO Directors List
Colleagues,

Below and attached are informational items concerning an "Ambulance Transport Safety Summit" held in DC on November 7.

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Mark your calendar:

June 8-9, 2009, NASEMSO Mid-Year Meeting, Hilton Alexandria Mark Center, Alexandria, VA
September 20-25, 2009, NASEMSO Annual Meeting, Peabody Hotel, Little Rock, AR

-----Original Message-----

From: RENE FECHTER
Sent: Monday, November 10, 2008 10:06 AM
To: Robert Bass
Cc: Cyndy WRIGHT; Phil Hurlock
Subject: EMS Transportation Safety Subcommittee of the National Academies Transportation Research Board (TRB)

MEETING SUMMARY:

The EMS Transportation Safety Subcommittee of the National Academies Transportation Research Board (TRB) in conjunction with the National Ambulance Transportation Safety Task Force held an inaugural Ambulance Transport Safety Summit in Washington DC on Friday November 7, 2008 at the National Academies Keck Center. The event was chaired by Dr. Nadine Levick (Chair of the EMS Transport Safety Subcommittee of the National Academies TRB), along with Mr. Rick Pain from the National Academies TRB.

The goal of summit was to review and discuss transportation safety and the need for technical data so that EMS operations can make strides in providing quality patient care and safe transport. Dr. Levick provided opening remarks and suggested that preliminary data show the areas of both highest risk and least available scientific information in the pre-hospital safety field to be the transportation aspects of pre-hospital care, and patient handling in the EMS environment.

A common theme that surfaced included a need for need dynamic testing for both vehicles and methods for securing equipment within the vehicles. It was suggested that vehicle selection and ergonomics were factors that could significantly reduce driver fatigue and increase the likelihood of attendants remaining seated in a secure position during transports. Overall, the conference was a showcase of real world applications and best practices from a host of international subject matter experts. At this point there were no clearly identified funding sources for the concepts presented. During closing remarks, it was suggested that the NTSB and/or CIREN could satisfy part of this need by conducting a retrospective analysis.

*The attached documents include the respective presentations.