



VITALS

A Weekly Safety Newsletter For Medical Transport Professionals

Mike Szczygiel (Segal)
888-969-8033
meszczygiel@thomcoins.com

Association Of Air Medical Services Recommended Practice

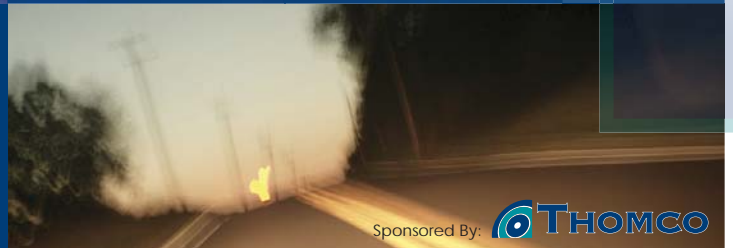
The AAMS Safety Committee published a Safe Driving Guidelines Recommended Practice (RP) in the Fall of 2007. The Guidelines are intended to serve as a medium for discussion and not replace any regulations, standards, policies or procedures. In short, this RP proposes that medical personnel should be held to the same standard as those which the DOT imposes upon motor carriers and drivers: "limiting the day to a maximum of fourteen hours with at least ten hours uninterrupted rest between shifts." I have reproduced the RP as food for thought. What do you think about them?

"It is not recommended that any shifts be scheduled for any period to exceed 14 hours and only if the following six requirements are met:



1. The program can reasonably expect that drivers will not perform any duties beyond those required for readiness of the ambulance, equipment, supplies, and/or administrative duties directly associated with the performance of their transport duties. (No staffing duties in other departments.)
2. Those drivers are provided with access to and permission to rest after daily crew duties are met.
3. Drivers must have at least ten hours of uninterrupted rest prior to any scheduled shift. This is intended to preclude back-to-back shifts with other employment or significant fatigue-causing activity prior to a shift and avoid on-call responsibilities during the period of rest.
4. A driver must have the right to call "time out" from driving duties if the driver (or fellow crewmember) determines that he or she is unfit or feels unsafe to continue driving, no matter what the shift length. There should be no adverse personnel action or undue pressure to continue in this circumstance.
5. Management periodically reviews call volume, frequency and mission duration in determining the efficacy of scheduled shifts. Attempts should be made to limit actual drive time to 10 hours during a 14-hour duty day.
6. Drivers should not accept transports or shifts that they know would extend beyond fourteen hours of drive time."

The AAMS also feels that ground ambulance crews "should not be required to accept or complete transports with adverse driving conditions." "Adverse driving conditions" include ice, snow, fog or anything else that "potentially make driving conditions unsafe." These issues should be addressed by policy.



Sponsored By: 