



TECHNICAL		Very Basic	Basic	Efficient	Very Efficient	Thorough	Score
<b>1. Initial Team Approach and Team Action</b>							
1.1	<b>Hazard Identification &amp; Risk Control</b>	<ul style="list-style-type: none"> <li>There was very little safety warnings.</li> <li>Very little control or management of risks.</li> </ul>	<ul style="list-style-type: none"> <li>Limited safety warnings.</li> <li>Insufficient control and management of risks.</li> </ul>	<ul style="list-style-type: none"> <li>Sufficient/adequate safety warnings.</li> <li>Risks are controlled and neutralised within reasonable timeframes.</li> </ul>	<ul style="list-style-type: none"> <li>Efficient risk identification.</li> <li>Good risk control and neutralisation in expected timeframe.</li> </ul>	<ul style="list-style-type: none"> <li>Complete risk identification.</li> <li>Full &amp; correct risk control and neutralisation quickly.</li> </ul>	<b>10</b>
1.2	<b>Safety and Scene Assessment</b>	<ul style="list-style-type: none"> <li>Poor risk Assessment or reporting given for physical, vehicle, dynamic and casualty hazards on Scene.</li> </ul>	<ul style="list-style-type: none"> <li>Limited risk assessment and reporting given for physical, vehicle, dynamic and casualty hazards on Scene.</li> </ul>	<ul style="list-style-type: none"> <li>Adequate risk assessment and reporting given for physical, vehicle, dynamic and casualty hazards on Scene.</li> </ul>	<ul style="list-style-type: none"> <li>Good and constant assessing of risks and reporting given for physical, vehicle, dynamic and casualty hazards on Scene.</li> </ul>	<ul style="list-style-type: none"> <li>Constant assessment and dealt with hazards to ensure a safe operating environment.</li> </ul>	<b>10</b>
1.3	<b>Initial Medical Access</b>	<ul style="list-style-type: none"> <li>Technical personnel provide no initial access to casualty for medic.</li> <li>Little /or no protection for medic and casualties.</li> </ul>	<ul style="list-style-type: none"> <li>Technical personnel provide basic initial access to casualties for medic.</li> <li>Basic protection for medic and casualties.</li> </ul>	<ul style="list-style-type: none"> <li>Technical personnel provide safe, <b>quick</b> initial access to casualties for medic, but delays.</li> <li>Efficient protection for medic and casualties.</li> </ul>	<ul style="list-style-type: none"> <li>Technical personnel provide <b>rapid</b> initial access to casualties for medic safely.</li> <li>Very efficient protection for medic and casualties.</li> </ul>	<ul style="list-style-type: none"> <li>Technical personnel provide <b>prompt</b> initial access to casualties for medic safely.</li> <li>With great protection for medic and casualties.</li> </ul>	<b>10</b>
<b>2. Stabilisation</b>							
2.1	<b>Initial Stabilisation</b>	<ul style="list-style-type: none"> <li>Very little stabilisation (either in early access or primary).</li> </ul>	<ul style="list-style-type: none"> <li>Insufficient or inappropriate stabilisation.</li> </ul>	<ul style="list-style-type: none"> <li>Minimal stabilisation but adequate or with delay.</li> </ul>	<ul style="list-style-type: none"> <li>Minimal stabilisation complete and adequate to provide medical assess.</li> </ul>	<ul style="list-style-type: none"> <li>Stabilisation complete and adequate, prioritizing casualty vehicle to provide medical assess.</li> </ul>	<b>10</b>
2.2	<b>Final Stabilisation</b>	<ul style="list-style-type: none"> <li>Stabilisation is not effective and allows for whole vehicle movement and no solid working platform and causes a deformation of the vehicle.</li> </ul>	<ul style="list-style-type: none"> <li>Stabilisation is not suitable for the scenario and allows for some movement.</li> <li>Basic working platform.</li> </ul>	<ul style="list-style-type: none"> <li>Some stabilisation points are adequate but vehicle still moves constantly and efficient working platform.</li> </ul>	<ul style="list-style-type: none"> <li>Adequate stabilisation points.</li> <li>Minor vehicle movements occur, secondary stabilisation not considered and very efficient working platform.</li> </ul>	<ul style="list-style-type: none"> <li>Complete stabilisation without vehicle movements, secondary stabilisation where necessary, solid platform to work on and no deformation of the vehicle.</li> </ul>	<b>10</b>
2.3	<b>Lifting &amp; Re-Assessment</b>	<ul style="list-style-type: none"> <li>Very little stabilisation with no re-assessment.</li> <li>Uncontrolled lift without using <b>safety cell</b> → (Passenger Safety Structure). <b>Control lifting without backup system</b></li> </ul>	<ul style="list-style-type: none"> <li>Basic stabilisation, little reassessment and faults corrected.</li> <li>Minimal lift control with basic use of safety cell → (Passenger Safety Structure). <b>Control lifting with minor backup system and with fails</b></li> </ul>	<ul style="list-style-type: none"> <li>Efficient stabilisation, Effective re-assessment is performed.</li> <li>Lifting is controlled with good use of the safety cell → (Passenger Safety Structure). <b>Control lifting with backup system applied but some fails</b></li> </ul>	<ul style="list-style-type: none"> <li>Very efficient stabilisation and reassessment.</li> <li>Lifting is controlled with a very good use of the safety cell → (Passenger Safety Structure). <b>Control lifting with some backup system applied without fails</b></li> </ul>	<ul style="list-style-type: none"> <li>All techniques performed lead to thorough stabilisation and re-assessment at the right time.</li> <li>Lifting is controlled with full use of the safety cell → (Passenger Safety Structure). <b>Control lifting with a perfect backup system</b></li> </ul>	<b>10</b>
<b>3. Vehicle Preparation</b>							
3.1	<b>Vehicle Safety and Hazards</b>	<ul style="list-style-type: none"> <li>Poorly visible effort to prepare the vehicle or identify risk critical issues.</li> </ul>	<ul style="list-style-type: none"> <li>Some effort to prepare the vehicle but risk to casualties &amp; rescuer personnel.</li> </ul>	<ul style="list-style-type: none"> <li>Sufficient effort to prepare the vehicle but with some risk to casualty &amp; rescuer and delays to the operations as risks revisited.</li> </ul>	<ul style="list-style-type: none"> <li>Sufficient effort to prepare the vehicle but with occasional delays to operations as risks revisited.</li> </ul>	<ul style="list-style-type: none"> <li>Crews identify and manage risk in a logical manner with no risk to casualties or rescuer.</li> </ul>	<b>10</b>
3.2	<b>Assessed Regularly</b>	<ul style="list-style-type: none"> <li>Poor rechecking at relevant stages to the rescue process and no minimization of risks to both rescuers and Casualties, in any stages of operations.</li> <li>Uncontrolled during lifting operations</li> </ul>	<ul style="list-style-type: none"> <li>Basic rechecking at relevant stages to the rescue process and is aware of the risks to both rescuers and Casualties, in any stages of operations</li> <li>Poor control during lifting operations</li> </ul>	<ul style="list-style-type: none"> <li>Efficient rechecking at relevant stages to the rescue process and controlling some of the risks to both rescuers and Casualties in all stages of operations.</li> <li>Controlled during lifting operations</li> </ul>	<ul style="list-style-type: none"> <li>Very efficient rechecking at relevant stages to the rescue process and good control over the risks to both rescuers and Casualties in all stages of operations, including during lifting operations</li> </ul>	<ul style="list-style-type: none"> <li>Thorough rechecking at relevant stages to the rescue process and total control of the risks to both rescuers and Casualties in all stages of operations, particularly during lifting operations</li> </ul>	<b>10</b>
3.3	<b>Full Protection and Glass management</b>	<ul style="list-style-type: none"> <li>Poor glass management; no regard given to safety, no basic Casualties protection demonstrated.</li> </ul>	<ul style="list-style-type: none"> <li>Basic glass managed; little regard given to safety.</li> <li>Basic Casualties protection demonstrated.</li> </ul>	<ul style="list-style-type: none"> <li>Glass correctly managed with some regard given to safety.</li> <li>Efficient Casualties protection demonstrated.</li> </ul>	<ul style="list-style-type: none"> <li>Glass correctly managed with more regard given to safety.</li> <li>Efficient Casualties protection demonstrated.</li> </ul>	<ul style="list-style-type: none"> <li>Glass thoroughly managed with full regard given to safety.</li> <li>Thorough Casualties protection demonstrated.</li> </ul>	<b>10</b>
<b>4. Tool Management</b>							
4.1	<b>Rescue Tools handling &amp; Techniques &amp; Workspace managed correctly</b>	<ul style="list-style-type: none"> <li>Incorrect use of equipment demonstrated.</li> <li>Poor techniques or vehicle knowledge.</li> <li>No workspace management carried out.</li> <li>Constant inappropriate and unsafe tool handling.</li> <li>Uncontrolled during lifting operations</li> </ul>	<ul style="list-style-type: none"> <li>Basic use of equipment demonstrated.</li> <li>Basic techniques or vehicle knowledge.</li> <li>Basic workspace management carried out.</li> <li>Tool handling generally poor with only occasional examples of good practice demonstrated.</li> <li>Poor control during lifting operations</li> </ul>	<ul style="list-style-type: none"> <li>Sufficient use of equipment knowledge demonstrated, techniques or vehicle knowledge.</li> <li>Efficient workspace management carried out.</li> <li>Tool handling on occasion inappropriate and with risks</li> <li>Controlled during lifting operations</li> </ul>	<ul style="list-style-type: none"> <li>Correct use of equipment demonstrated, techniques or vehicle knowledge.</li> <li>Efficient workspace management carried out.</li> <li>Adequate tool handling with minor risks, including during lifting operations</li> </ul>	<ul style="list-style-type: none"> <li>Thorough use of equipment demonstrated, techniques or vehicle knowledge.</li> <li>Thorough workspace management carried out.</li> <li>Safe and excellent tool handling at all time, particularly during lifting operations</li> </ul>	<b>15</b>
4.2	<b>Warnings given and acknowledged</b>	<ul style="list-style-type: none"> <li>Little to none warnings given throughout the scenario and little effort to communicate with the Medic.</li> </ul>	<ul style="list-style-type: none"> <li>Few warnings given and acknowledgement received throughout the scenario, with some effort to communicate with the Medic</li> </ul>	<ul style="list-style-type: none"> <li>Team gives warnings for more actions and sometimes wait for feedback.</li> <li>Efficient communication with the Medic with some delays.</li> </ul>	<ul style="list-style-type: none"> <li>Major warnings were given and acknowledged throughout the scenario and waited for feedback at all times.</li> <li>Very efficient communication with medic with minor delays.</li> </ul>	<ul style="list-style-type: none"> <li>At all times warnings were given and acknowledged throughout the scenario.</li> <li>Waited for feedback at all times with thorough communication with medic.</li> </ul>	<b>10</b>
4.3	<b>Hazards considered, revealed, identified acted upon</b>	<ul style="list-style-type: none"> <li>Tools used in unsafe manner.</li> <li>Hazards not considered, revealed, identified or acted upon during scenario .i.e. SRS/struts, airbags etc.</li> </ul>	<ul style="list-style-type: none"> <li>Tools used in basic manner.</li> <li>Hazards considered, revealed, identified or acted upon during scenario .i.e. SRS/struts, airbags etc.</li> </ul>	<ul style="list-style-type: none"> <li>Efficient tools use in a consistently safe manner.</li> <li>Most hazards considered, revealed, identified or acted upon during scenario .i.e. SRS/struts, airbags etc.</li> </ul>	<ul style="list-style-type: none"> <li>Tools used efficiently in a demonstrably safe manner.</li> <li>Most hazards resourcefully considered, revealed, identified or acted upon during scenario .i.e. SRS/struts, airbags etc.</li> </ul>	<ul style="list-style-type: none"> <li>Tools used demonstrably efficiently in a demonstrably safe manner.</li> <li>All hazards resourcefully considered, revealed, identified, or acted upon during the scenario .i.e. SRS/struts,airbags etc.</li> </ul>	<b>10</b>

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<b>5. Operations</b>							
5.1	Organised Work Area	<ul style="list-style-type: none"> <li>Work area unsafe and disorganised.</li> </ul>	<ul style="list-style-type: none"> <li>Work area identified with some minor risks and disorganised.</li> </ul>	<ul style="list-style-type: none"> <li>Work area is safe but poorly organised.</li> </ul>	<ul style="list-style-type: none"> <li>Work area is safe and organised but could be improved.</li> </ul>	<ul style="list-style-type: none"> <li>Work area is safe and well organised at all times.</li> </ul>	10
5.2	Technical Performance & Knowledge	<ul style="list-style-type: none"> <li>Unfamiliar with correct extrication techniques.</li> </ul>	<ul style="list-style-type: none"> <li>Shows knowledge regarding techniques but several mistakes are made.</li> </ul>	<ul style="list-style-type: none"> <li>Demonstrates knowledge of techniques but with delays in getting to work.</li> </ul>	<ul style="list-style-type: none"> <li>Demonstrate good knowledge regarding techniques.</li> <li>Techniques are performed correctly but doesn't react to problems.</li> </ul>	<ul style="list-style-type: none"> <li>Demonstrate knowledge regarding techniques.</li> <li>Techniques are performed correctly and reacts effectively to problems.</li> </ul>	10
5.3	Effective Extrication Techniques & Progression	<ul style="list-style-type: none"> <li>Little use of techniques to contribute to the extrication plan.</li> <li>Little effective progression in extrication plan.</li> </ul>	<ul style="list-style-type: none"> <li>Basic techniques were adopted and contributed to a logical extrication plan, with some progression.</li> </ul>	<ul style="list-style-type: none"> <li>Effective techniques were adopted and contributed to a logical extrication plan, with efficient progression.</li> </ul>	<ul style="list-style-type: none"> <li>Very efficient techniques were adopted, adequate actions that lead to very sufficient progression of operation.</li> </ul>	<ul style="list-style-type: none"> <li>Techniques are the most appropriate and were executed to a high standard to achieve a logical extrication plan.</li> </ul>	10
5.4	Team Work and Communication	<ul style="list-style-type: none"> <li>Team works individually with poor interest in communication and little to none communication with the IC and / or Medic</li> </ul>	<ul style="list-style-type: none"> <li>Basic communication between team members and minimal communication with the IC and / or Medic</li> </ul>	<ul style="list-style-type: none"> <li>Team communicates efficiently without simultaneous activities and does not acknowledge important details on communication with the IC and / or Medic</li> </ul>	<ul style="list-style-type: none"> <li>Team communicates very efficiently at all times and acknowledges some minor details with communication with the IC and / or Medic</li> </ul>	<ul style="list-style-type: none"> <li>Team communicates and develops simultaneous activities at all time.</li> <li>Acknowledges all communication with the IC and / or Medic at all times.</li> </ul>	10
5.5	Personal Protective Equipment	<ul style="list-style-type: none"> <li>Poor use of PPE.</li> </ul>	<ul style="list-style-type: none"> <li>PPE used but repeated violations on safe use.</li> </ul>	<ul style="list-style-type: none"> <li>Good use of PPE but with warnings (3max).</li> </ul>	<ul style="list-style-type: none"> <li>Full and correct use of PPE with one minor lapse.</li> </ul>	<ul style="list-style-type: none"> <li>Full and correct use of PPE throughout.</li> </ul>	10
5.6	Protection of Worked Areas	<ul style="list-style-type: none"> <li>Poor protection.</li> </ul>	<ul style="list-style-type: none"> <li>Insufficient protection with evident risks.</li> </ul>	<ul style="list-style-type: none"> <li>Protection in place with some inadequacies.</li> </ul>	<ul style="list-style-type: none"> <li>Perform adequate protection during operations but with delays.</li> </ul>	<ul style="list-style-type: none"> <li>Excellent protection at all times and without delays.</li> </ul>	10

<b>6. Space Creation &amp; Extrication</b>							
TECHNICAL		Very Basic	Basic	Efficient	Very Efficient	Thorough	Score
6.1	Effective internal space creation and vehicle(s) shutdown	<ul style="list-style-type: none"> <li>NO internal space create AND not sufficient for medic access.</li> <li>ANY electrical systems were acknowledge or controlled in time.</li> </ul>	<ul style="list-style-type: none"> <li>POOR internal space created but still not sufficient for medic access.</li> <li>Electrical systems are acknowledge and some are under control but NOT in a proper time frame</li> </ul>	<ul style="list-style-type: none"> <li>Internal space created IS sufficient for medic access, but still not sufficient for the recommended extrication route.</li> <li>Electrical systems ARE acknowledge and SOME controlled in a proper time frame.</li> </ul>	<ul style="list-style-type: none"> <li>The internal space generated IS sufficient for medic access and the recommended extrication route.</li> <li>ALL electrical systems are under control in na almost ideal time frame</li> </ul>	<ul style="list-style-type: none"> <li>Excellent, timely and sufficient internal space created for medical access and extrication route.</li> <li>ALL electrical systems are totally safe and under control in vehicle(s) in na ideal time frame.</li> </ul>	10
6.2	Final Extrication Space	<ul style="list-style-type: none"> <li>Poor final space created for the safe extrication of Casualties.</li> </ul>	<ul style="list-style-type: none"> <li>Basic final space created for the safe extrication of Casualties.</li> </ul>	<ul style="list-style-type: none"> <li>Final space is Efficient but Casualties requires manoeuvring out.</li> </ul>	<ul style="list-style-type: none"> <li>Final space very efficient created for the safe extrication of Casualties.</li> </ul>	<ul style="list-style-type: none"> <li>Maximum space created. Full access achieved with no manual handling issues.</li> </ul>	10
6.3	Time Management	<ul style="list-style-type: none"> <li>Most technical operations were made with delay, reflecting the scenario difficulty, with no time for the extraction of any casualty.</li> </ul>	<ul style="list-style-type: none"> <li>The technical operations were very delayed, reflecting the scenario difficulty, with no time for the extraction of both casualties.</li> </ul>	<ul style="list-style-type: none"> <li>The technical operations were made with some delay, reflecting the scenario difficulty, with no time for the extraction of both casualties.</li> </ul>	<ul style="list-style-type: none"> <li>The technical operations were made with some delay, reflecting the scenario difficulty, despite having executed the extraction of both casualties.</li> </ul>	<ul style="list-style-type: none"> <li>All the technical operations were made at the appropriate time, reflecting the scenario difficulty, with no delay for extraction of both casualties</li> </ul>	15

<b>7. Casualty Packaging &amp; Pathway</b>							
7.1	Casualty Handling	<ul style="list-style-type: none"> <li>Poor support in Casualties packaging in preparation for extrication and no guidance from the medic.</li> </ul>	<ul style="list-style-type: none"> <li>Basic control in Casualties packaging in preparation for extrication and basic guidance from the medic.</li> </ul>	<ul style="list-style-type: none"> <li>Efficient supporting in Casualties packaging in preparation for extrication and efficient guidance from the medic.</li> </ul>	<ul style="list-style-type: none"> <li>Good supporting in Casualties packaging in preparation for extrication and good control from the medic.</li> </ul>	<ul style="list-style-type: none"> <li>Thorough supporting to prevent any adverse movement during the extrication phase and clear guidance from the medic.</li> </ul>	10
7.2	Protection During Operations	<ul style="list-style-type: none"> <li>Poor protection of Casualties provided during operation with high risks.</li> </ul>	<ul style="list-style-type: none"> <li>Basic protection of Casualties provided during operation, with evident risks.</li> </ul>	<ul style="list-style-type: none"> <li>Efficient protection of Casualties provided during operation, with little risks.</li> </ul>	<ul style="list-style-type: none"> <li>Good protection of Casualties provided during operation, with few risks.</li> </ul>	<ul style="list-style-type: none"> <li>Thorough protection of Casualties provided during operation, with controlled risks.</li> </ul>	10
7.3	Final Extrication path and egress	<ul style="list-style-type: none"> <li>Extrication phase not started.</li> </ul>	<ul style="list-style-type: none"> <li>Insufficient final space created.</li> <li>Extrication phase started but the board does not enter the vehicle.</li> </ul>	<ul style="list-style-type: none"> <li>Sufficient final space created but could be improved.</li> <li>Casualty on board but extraction of casualty doesn't start.</li> </ul>	<ul style="list-style-type: none"> <li>Adequate final space created but can be improved.</li> <li>Casualty on board, extraction started but not completed.</li> </ul>	<ul style="list-style-type: none"> <li>Excellent final space created and adapted to circumstances.</li> <li>Casualty on board outside of vehicle and placed on medical area.</li> </ul>	10

<b>8. Assisted Self-Extrication</b>							
8.1	Confirm understanding and signal	<ul style="list-style-type: none"> <li>While rescuer protection is paramount, if it is safe, a rescuer should raise their visor and lower any mask, thus facilitating effective communication with the Casualties.</li> <li>This allows verification that the Casualties is fully responsive and that they understand their circumstance.</li> <li>It is important that from the outset the rescuer allocated to support the Casualties explains to them what is going on and their method of extrication.</li> <li>The rescuer should listen to and manage the Casualties's concerns and offer verbal guidance, as well as emotional and physical support as they leave the vehicle.</li> <li>Check that the Casualties understands. Ask them to wind down their window or give a thumbs up.</li> </ul>					—
8.2	Assist exit and safely	<ul style="list-style-type: none"> <li>Ask the Casualties to move both their legs, if they can't, they won't be able to self-extricate.</li> <li>The door must be fully opened - consider the need to force it away from the Casualties if doing so will assist safe movement.</li> <li>Both the exit space and the identified egress path must be clear of all trip hazards and obstructions.</li> <li>Ask the Casualties to step out of the vehicle and provide support if required. Do not drag or lift the patient.</li> </ul>					—
8.3	Clear plan and access	<ul style="list-style-type: none"> <li>Determine where will the Casualties go on exit and ensure that a suitable means of support is available and nearby.</li> <li>Offering an arm, with the Casualties using it to support their own movement is very low risk, compared to actively pulling the Casualties out of the vehicle.</li> <li>Ensure that the door is fully open. All obstructions are out of the way.</li> </ul>					—