



NASEMSO Safe Transport of Children (STC) Ad Hoc Committee

MEETING RECORD

June 15, 2017
1:00 PM EDT

Attending -- Eric Hicken, Chair, Katherine Schafer (NM), Teresa Merk (AAMS, Cincinnati Children's), Stephanie Busch, Cyndy Wright Johnson (MD), Amy Haughn (AAMS, Nationwide Children's) Angie Poorman (PA), Tom Winkler (PA), Elena Sierra (AAMS), Katrina Altenhofen (Paramedic), Kjelsey Polzin (MN), Jocelyn Hulbert (EMSC HRSA), Jim Green (NIOSH), Dave Bryson (NHTSA), Sandy Sinclair (NHTSA), Jacob Cartner (Engineering Manager, Ferno), Rich Perl (Quantum EMS Solutions) Mary Hedges (NASEMSO)

Call to Order, Welcome, Introductions – Eric Hicken called the meeting to order after a delay due to technical problems.

Review and Approve May 24th Meeting Record – Minutes were reviewed and approved.

New Member Self-Introduction - Rich Perl, President of Quantum EMS, was welcomed as a new member of the Committee. Quantum is a division of Evac Chair. These companies develop innovative products and specific to this committee work, including the ACR.

Pennsylvania Ambulance Crashes with Pediatric Patients – Tom Winkler described two recent crashes that occurred in Pennsylvania that demonstrate the importance of properly securing children in EMS transport vehicles. The most recent crash occurred in central PA and has been in the media – information shared is within public domain. The crash involved an Ambulance that entered an intersection with a green light and right of way. It was T-boned by a vehicle that failed to yield. The driver of the other vehicle was seriously injured and transported to a hospital. The EMT driver and paramedic providing care sustained minor injuries that were evaluated. The mother and child in the back of the ambulance were both properly secured - the child was secure in a conventional car seat. Mother sustained a few bruises and the child sustained no injuries. The second crash was in January on an icy road. The pediatric transport team ambulance skidded on the road and the vehicle rolled. All providers and child were properly secured and no one was injured.

Pediatric Product Comparison Discussion – Katherine Schafer and Stephanie Busch described additional revisions to the spreadsheet. Discussion included leaving the first column for the Conventional Convertible Car Seat line empty. The recommendation is to

refer the reader to both the manufacturer's directions for that car seat and their local EMS protocols.

Discussion of the IMMI Safe Transport device listed at the bottom included the types of readers for the document: EMS procurement officers, Ambulance Inspectors, Transport teams. Dr. Bull has stated in the past her desire to keep the IMMI device in the document for the pediatric transport teams currently using it. After considering the options, the committee agreed to move this device to a fourth tab with a disclaimer at the top mirroring those on the other tabs and stating clearly that these (currently one) devices are no longer manufactured and should only be used by the original purchaser. The concern is that they not be purchased second-hand and used without a maintenance and crash history.

EMS World Panel Update– Brandon Kelly was not available to report.

Corporate & State Partner Initiative Planning – Jim Green provided an overview of the proposal for the creation of a Safe Transport of Children in Ambulances Corporate and State Partner Initiative. The proposal is intended to raise funds from corporate and state partners to lay the groundwork for a future pediatric crash testing research project. The first step is raising awareness among manufacturers, insurers, state EMS offices and others about the risks children now face when transported by ambulance and the need to establish standards for products used to secure children in ambulances. The proposed project would also identify members of three technically oriented teams - neonatal transports, supine pediatric transports, and seated pediatric transports. The technical teams would design testing constraints that would be used as the framework for three new test methods, which would be formatted as three draft Society of Automotive Engineering (SAE) Recommended Practices. Jim would follow a similar process used in creating the 10 SAE standards for ambulances with many of the same industry and federal government partners, as well as new partners specific to the child restraint manufacturers. Rich Perl added that Quantum EMS would be willing to participate. Mary added the the proposal's budget of \$149,497 has been developed with assistance from Rachael Alter and Beth Armstrong. The concept was previously approved by the NASEMSO Executive Committee.

Federal Partner Comments/Update

- **NHTSA** – Dave Bryson shared that CAAS had a remount forum last week and there will be a meeting summary coming soon. NFPA revision process (1917) has a subcommittee that will develop remount standard and CAAS will be considering developing remount standards. GSA triple K specifications only apply to new builds. Remount involves the 'box' being removed and placed upon a new chassis with or without updates to the patient care 'box'. The new VIN number of the chassis cab will require the entire ambulance to meet the current federal standards for a truck (seat belts, mounting) but not necessarily every part of the patient care. When the VIN number is changed the original GSA certification is invalidated. This discussion is very new and again the meeting summary will be published and meetings will be ongoing.

- **EMSC** – Jocelyn Hulbert had no updates.
- **NIOSH** – Jim Green reported that NIOSH released a 7-part video series on May 22, 2017, available on their website, to provide information on the 10 new SAE standards and the injury and the new human factors guidebook by NIST. The videos are available at [Improving EMS Worker Safety Through Ambulance Design and Testing](#)
- **GSA** – John McDonald was not available to report.

Adjourn – The meeting was adjourned at 2:22 PM EDT.

Next Meeting – July 26, 2017 at 1 PM EDT

The meeting record was provided by Cyndy Wright Johnson with assistance from Mary Hedges.