



## **Geneseo First Response(GFR)**

### **Policy and Standard Operating Procedure for Emergency Vehicle Operations**

**Source** - New York State Department of Health, Bureau of Emergency Services, Policy No. 00-13.

**Purpose** - There shall be established a system for the safe operation of all EMS emergency response vehicles.

**Scope** - These policies are binding on every driver and certified care provider in charge of patient care.

#### **Types of Responses -**

**Non-emergency Operations** - anytime an EMS response vehicle is out of the station on an assignment other than an emergency run shall be considered a non-emergency operation.

**Emergency Operations** - shall be limited to any response to a scene that is perceived to be a true emergency situation. True emergencies are defined by EMD and dispatch policy for a response to any situation in which there is a high probability of death or life-threatening illness or injury. The risk of emergency operations must be demonstrably able to make a difference in the patient outcome.

#### **Emergency Vehicle Operations**

##### **First and Foremost – *DO NO Harm!***

1. Emergency operations are authorized only to responses deemed by dispatch protocol to be emergency in nature, where the risks associated with emergency operations demonstrably make a difference in the patient's outcome.



2. Upon dispatch, emergency operations are only authorized when the dispatch call type justifies an emergency response.
3. All operations considered non-emergency shall be made using headlights only - no light bars, beacons, corner or grill flashers, or sirens shall be used. During a non-emergency operation, the EMS response vehicle should be driven in a safe manner and is not authorized to use any emergency vehicle privileges as provided for in the V&T Law.
4. Emergency operations are authorized at a scene when it is necessary to protect the safety of EMS personnel, patients, or the public, Ex: By utilizing emergency lights or light bar indicators.
5. EMS response vehicles do not have an absolute right of way; it is qualified and cannot be taken forcefully.
6. During an emergency operation, the vehicle's headlights and all emergency lights shall be illuminated, and the siren used as required in the vehicle and traffic law.
7. Once on the scene, the decision for determining the type of response for additional EMS vehicles responding to the scene shall be made by a NYS certified provider(EMT-B) following assessment of the scene and all patients. It will be the responsibility of that certified responder to notify the dispatcher or other responding units of the type of response that is warranted, emergency or non-emergency.
8. EMS response vehicles shall not exceed posted speed limits by more than ten (10) miles per hour.
9. EMS response vehicles shall not exceed posted speed limits when proceeding through intersections with a green signal or no control device.
10. When an EMS response vehicle approaches an intersection, with or without a control device, the vehicle must be operated in such a manner as to permit the driver to make a safe, controlled stop if necessary.



11. When an EMS response vehicle approaches a red light, stop sign, stopped school bus, or noncontrolled railroad crossing, the vehicle must come to a *complete stop*.
12. The driver of an EMS response vehicle must account for all lanes of traffic prior to proceeding through an intersection and should treat each lane of traffic as a separate intersection.
13. When an EMS response vehicle uses the median (turning lane) or an oncoming traffic lane to approach intersections, they must come to a complete stop before proceeding through the intersection with caution.
14. When traffic conditions require an EMS response vehicle to travel in the oncoming traffic lanes, the maximum speed is twenty (20) miles per hour.
15. The use of escorts and convoys is discouraged. Emergency vehicles should maintain a minimum distance of 300 – 400 feet when traveling in emergency mode in ideal conditions. This distance should be increased when conditions are limited.

#### **Agency-Specific Policies -**

1. Failure to abide by this policy will result in disciplinary action, including suspension of the right to drive GFR Vehicles. If the individual is a Crew Chief, this will result in the suspension of the right to run calls. Additionally, if such actions are repeated, the offender's right to operate GFR vehicles will be terminated; if the individual is a Crew Chief, this will result in demotion to Attendant.
2. If you are a Crew Chief, it is your responsibility to recognize if a Clearing Attendant is driving in an unsafe or reckless manner and, therefore, your duty to relieve them of their right to drive a GFR vehicle for the remainder of your shift. You must also contact the Clearing Chief or Chief of Operations to inform them of this incident to ensure remedial driver training can be conducted.



3. If GFR vehicles are damaged under your operation, you must immediately contact the Squad Car Lieutenant, Clearing Chief, or Chief of Operations. Based on the severity of the damage and the nature in which the damage was caused, the designated backup vehicle will be put in service, and the operator may be relieved of the remainder of their shift.

**Signed -**

Chief of Operations:

Madison Geddes

EMT-B

*Madison Geddes*

Clearing Chief:

Ryan A. Fischer

EMT-B

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Clinical Chief:

Avery Sadler

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