

M7-EN.8 RESCUE WORK

M7-EN.8.1 Introduction

M7-EN.8.2 Work at scene of accident and traffic regulation

M7-EN.8.1 Introduction

This chapter describes the hazards for the rescue workers during road accidents. There is a distinction between, on the one hand, actual emergency work, and on the other hand, the clearing up after an accident.

The actual emergency work usually takes place under great time pressure. It will often be necessary to rely on the emergency provisions of the law in order to start the work without unnecessary waste of time while providing as much safety as possible for the workers at the scene of the accident.

The actual emergency work includes: traffic regulations, barriers and markings around the scene of the accident, first aid and transportation of injured people, clearing and, if necessary, cleaning of the roadway.

The subsequent clearing work includes: towage of wrecked vehicles and repair of road signs, crash barriers, etc. Here the ordinary rules for short-term or mobile road works apply.

Any effort in connection with road accidents should be prioritized, so that the rescue workers' safety comes first.

The next priority is the effort to reduce the scope of the accident. If there are enough workers at the scene of the accident, the life-saving work of injured people can be started at this point.

The work of making the road passable again has third priority, while the rest of the work of investigation and clearing up is the least priority.

It should be noted that police precincts may have different rules for how the work in connection with traffic accidents should be carried out. (M7-EN8-1.jpg)

M7-EN.8.2 Order of priority of work at scene of accident

The most effective measure will often be to stop traffic completely around the scene of accident until the rescue workers have gained an overview of the situation and have marked a safe workplace.

However, long-term hold-up of the traffic may cause irritation and impatience among road users, just as traffic hold-ups may have big consequences for society, especially on busy road stretches. Therefore an effort should be made to get traffic going again as soon as possible—regardless of whether driving has to be done slowly and carefully.

Rescue workers should not work under highly hazardous conditions, since this will also reduce their efficiency.

Risk factors

- Running over of rescue workers, equipment and injured people
- The road users are not aware of the accident

- Impatient road users jeopardizing themselves, rescue workers or others because of inappropriate manoeuvres on the road

Safety measures

- Use of vehicles and their blue and yellow flashes as part of the marking
- Place vehicles so that they screen rescue workers and injured people, and so that, in case of collision, they are not pushed into rescue workers or injured people
- Always use appropriate safety clothing
- Stop the traffic, if necessary, until it is possible to lead the traffic safely past the scene of the accident
- Never let immediate considerations of economy take priority over the rescue effort
- Always use at least two lanes for the workplace – traffic should be regulated through emergency lanes or through the outermost lane
- Always lead traffic around the scene of the accident and rescue vehicles – never in between.
- Work should always be carried out facing the traffic – even if it means walking backwards over a long stretch of road