

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

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5. Operations							
5.1	Organised Work Area	•Work area unsafe and disorganised.	•Work area identified with some minor risks and disorganised.	•Work area is safe but poorly organised.	•Work area is safe and organised but could be improved.	•Work area is safe and well organised at all times.	10
5.2	Technical Performance & Knowledge	• Unfamiliar with correct extrication techniques.	•Shows knowledge regarding techniques but several mistakes are made.	•Demonstrates knowledge of techniques but with delays in getting to work.	•Demonstrate good knowledge regarding techniques. •Techniques are performed correctly but doesn't react to problems.	•Demonstrate knowledge regarding techniques. •Techniques are performed correctly and reacts effectively to problems.	10
5.3	Effective Extrication Techniques & Progression	•Little use of techniques to contribute to the extrication plan. •Little effective progression in extrication plan.	•Basic techniques were adopted and contributed to a logical extrication plan, with some progression.	•Effective techniques were adopted and contributed to a logical extrication plan, with efficient progression.	•Very efficient techniques were adopted, adequate actions that lead to very sufficient progression of operation.	•Techniques are the most appropriate and were executed to a high standard to achieve a logical extrication plan.	10
5.4	Team Work and Communication	•Team works individually with poor interest in communication and little to none communication with the IC and / or Medic	•Basic communication between team members and minimal communication with the IC and / or Medic	•Team communicates efficiently without simultaneous activities and does not acknowledge important details on communication with the IC and / or Medic	•Team communicates very efficiently at all times and acknowledges some minor details with communication with the IC and / or Medic	•Team communicates and develops simultaneous activities at all time. •Acknowledges all communication with the IC and / or Medic at all times.	10
5.5	Personal Protective Equipment	•Poor use of PPE.	•PPE used but repeated violations on safe use.	•Good use of PPE but with warnings (3max).	•Full and correct use of PPE with one minor lapse.	•Full and correct use of PPE throughout.	10
5.6	Protection of Worked Areas	•Poor protection.	•Insufficient protection with evident risks.	•Protection in place with some inadequacies.	•Perform adequate protection during operations but with delays.	•Excellent protection at all times and without delays.	10
6. Space Creation & Extrication							
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6.1	Effective internal space creation and vehicle(s) shutdown	• NO internal space create AND not sufficient for medic access. • ANY electrical systems were acknowledge or controlled in time.	• POOR internal space created but still not sufficient for medic access. • Electrical systems are acknowledge and some are under control but NOT in a proper time frame	• Internal space created IS sufficient for medic access, but still not sufficient for the recommended extrication route. • Electrical systems ARE acknowledge and SOME controlled in a proper time frame.	•The internal space generated IS sufficient for medic access and the recommended extrication route. • ALL electrical systems are under control in na almost ideal time frame	• Excellent, timely and sufficient internal space created for medical access and extrication route. • ALL electrical systems are totally safe and under control in vehicle(s) in na ideal time frame.	10
6.2	Final Extrication Space	•Poor final space created for the safe extrication of Casualties.	•Basic final space created for the safe extrication of Casualties.	•Final space is Efficient but Casualties requires manoeuvring out.	•Final space very efficient created for the safe extrication of Casualties.	•Maximum space created. Full access achieved with no manual handling issues.	10
6.3	Time Management	•Most technical operations were made with delay, reflecting the scenario difficulty, with no time for the extraction of any casualty.	•The technical operations were very delayed, reflecting the scenario difficulty, with no time for the extraction of both casualties.	•The technical operations were made with some delay, reflecting the scenario difficulty, with no time for the extraction of both casualties.	•The technical operations were made with some delay, reflecting the scenario difficulty, despite having executed the extraction of both casualties.	•All the technical operations were made at the appropriate time, reflecting the scenario difficulty, with no delay for extraction of both casualties	15
7. Casualty Packaging & Pathway							
7.1	Casualty Handling	•Poor support in Casualties packaging in preparation for extrication and no guidance from the medic.	•Basic control in Casualties packaging in preparation for extrication and basic guidance from the medic.	•Efficient supporting in Casualties packaging in preparation for extrication and efficient guidance from the medic.	•Good supporting in Casualties packaging in preparation for extrication and good control from the medic.	•Thorough supporting to prevent any adverse movement during the extrication phase and clear guidance from the medic.	10
7.2	Protection During Operations	•Poor protection of Casualties provided during operation with high risks.	•Basic protection of Casualties provided during operation, with evident risks.	•Efficient protection of Casualties provided during operation, with little risks.	•Good protection of Casualties provided during operation, with few risks.	•Thorough protection of Casualties provided during operation, with controlled risks.	10
7.3	Final Extrication path and egress	Extrication phase not started.	•Insufficient final space created. •Extrication phase started but the board does not enter the vehicle.	•Sufficient final space created but could be improved. •Casualty on board but extraction of casualty doesn't start.	•Adequate final space created but can be improved. •Casualty on board, extraction started but not completed.	•Excellent final space created and adapted to circumstances. •Casualty on board outside of vehicle and placed on medical area.	10

8. Assisted Self-Extrication							
8.1	Confirm understanding and signal	•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. •This allows verification that the Casualties is fully responsive and that they understand their circumstance. •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. •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. •Check that the Casualties understands. Ask them to wind down their window or give a thumbs up.					—
8.2	Assist exit and safely	•Ask the Casualties to move both their legs, if they can't, they won't be able to self-extricate. •The door must be fully opened - consider the need to force it away from the Casualties if doing so will assist safe movement. •Both the exit space and the identified egress path must be clear of all trip hazards and obstructions. •Ask the Casualties to step out of the vehicle and provide support if required. Do not drag or lift the patient.					—
8.3	Clear plan and access	•Determine where will the Casualties go on exit and ensure that a suitable means of support is available and nearby. •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. •Ensure that the door is fully open. All obstructions are out of the way.					—