
**FIRE AND RESCUE SERVICES -
STRUCTURAL AND INDUSTRIAL**
**Identify, control, and lessen hazards in
fire and rescue service operations at
accident sites**

level:	5
credit:	6
final date for comment:	March 2008
expiry date:	December 2009
sub-field:	Fire and Rescue Services
purpose:	People credited with this unit standard are able to: identify and control accident scene hazards; prepare for rescue and extrication activities; and identify manufacturer-fitted supplementary restraint systems (SRS) and use safety equipment to protect rescuers and casualties from non-deployed supplementary restraint systems.
entry information:	Open.
accreditation option:	Evaluation of documentation and visit by NZQA and industry.
moderation option:	A national moderation system of moderation networks has been established by the Fire and Rescue Services Industry Training Organisation.
special notes:	<ol style="list-style-type: none">1 Compliance with the fire and rescue service provider's Health and Safety policy and procedures is mandatory.2 Assessment against this unit standard may take place under real or practical simulated conditions.3 Definition <i>vehicle</i> describes any manufacturer assembled craft, machine, automobile, engine, or plant, unless otherwise described, that is mobile and can be involved in an incident or accident that results in the entrapment of people.

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- 4 *Fire and rescue service provider's requirements or Standard Operating Procedures (SOPs) refer to policies and procedures on safety and operation set down by each fire and rescue service employer or host organisation.*

Elements and Performance Criteria

element 1

Identify and control accident scene hazards.

performance criteria

- 1.1 The most suitable positioning for service vehicles is selected consistent with providing barrier protection to the scene and attending personnel in accordance with SOPs.

Range: may include but is not limited to - motorway (multi-lane one way, multi-lane two way), arterial urban roads and causeways, suburban roads, arterial provincial and state highways, provincial and rural roads, tracks, off road.

- 1.2 Potential environmental conditions are identified in terms of how they may adversely impact on accident scenes and influence emergency response vehicle positioning in accordance with SOPs.

Range: may include but is not limited to - approach conditions, involvement of hazardous substances, traffic, location of the accident.

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- 1.3 Vehicle(s) and the accident scene are surveyed to identify fuel and payload markings, and residual risks in accordance with SOPs.
- Range: alternative fuel systems, dual fuel systems, hazardous chemical labelling and documentation, hazardous payload stability, payload stability.
- 1.4 Vehicle energy systems are located and isolated in accordance with SOPs.
- Range: may include but is not limited to - energised ignition systems, battery systems, refrigeration systems, compressors, hydraulics, ancillary motors and drives.

element 2

Prepare for rescue and extrication activities.

performance criteria

- 2.1 Additional personal protective clothing is used when preparing for rescue and extrications activities in accordance with fire and rescue service provider's requirements.
- Range: may include but is not limited to - biohazard protection, eye protection, ear protection, respiratory protection.
- 2.2 Scene protection equipment and identification markings are arranged to secure the incident scene and to provide protection to rescuers, support personnel, and the general public in accordance with fire and rescue service provider's requirements.
- Range: day, night, times of low visibility.

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- 2.3 The operating characteristics associated with hydraulic and pneumatic rescue equipment systems are identified in accordance with fire and rescue service provider's requirements.

Range: may include but is not limited to - noise, high-pressure systems, exhaust fumes, capacity limits.

element 3

Identify manufacturer-fitted supplementary restraint systems (SRS) and use safety equipment to protect rescuers and casualties from non-deployed supplementary restraint systems.

performance criteria

- 3.1 Typical deployment sequences of supplementary restraint systems are identified in accordance with manufacturer's instructions and fire and rescue service provider's requirements.

Range: impact, detonation, inflation.

- 3.2 Universal identification markings for supplementary restraint systems in vehicles are identified and explained in accordance with their meaning.

- 3.3 Safety equipment for isolating non-deployed supplementary restraint systems is used in accordance with SOPs.

Comments on this unit standard

Please contact the Fire and Rescue Services Industry Training Organisation info@frsito.org.nz if you wish to suggest changes to the content of this unit standard.

Please Note

Providers must be accredited by the Qualifications Authority or a delegated inter-institutional body before they can register credits from assessment against unit standards or deliver courses of study leading to that assessment.

Industry Training Organisations must be accredited by the Qualifications Authority before they can register credits from assessment against unit standards.

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Accredited providers and Industry Training Organisations assessing against unit standards must engage with the moderation system that applies to those standards.

Accreditation requirements and an outline of the moderation system that applies to this standard are outlined in the Accreditation and Moderation Action Plan (AMAP). The AMAP also includes useful information about special requirements for providers wishing to develop education and training programmes, such as minimum qualifications for tutors and assessors, and special resource requirements.

This unit standard is covered by AMAP 0039 which can be accessed at <http://www.nzqa.govt.nz/site/framework/search.html>.