



EMERGENCY PACKS

Public Consultation

Road Safety Research and Education
May 2015

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

Introduction

As part of the Road Safety Strategy 2013-2020, it is proposed to Make it compulsory for a breakdown emergency pack including a first aid kit, a high visibility vest, a breakdown triangle and a torch to be carried in all vehicles (Action 105).

One of the tenets of the Road Safety Authority is to adopt an evidence-based, best practice approach to all its activities. However, there is very little reported evidence currently available on the road safety impact of the inclusion of these items in all vehicles.

In order to address this deficit of information, the Road Safety Authority has conducted some preliminary research to ascertain to what extent breakdown emergency packs are required (compulsory) or recommended (not compulsory) in other countries. The practices adopted by other countries are set out in this document, where information was available.

The RSA has also received anecdotal feedback from a small number of stakeholders as to the potential benefits or otherwise of implementing Action 105 as described.

In order to provide the Department of Transport Tourism and Sport with a more robust basis for potentially implementing Action 105, the Road Safety Authority wishes to engage in a public consultation, and is seeking feedback from the following groups:

- Members of the general public
- Health professionals, particularly those involved in emergency medicine
- Members of the motor industry
- Emergency personnel
- Safety equipment suppliers
- Other interested parties

The RSA wishes to ascertain views from a wide range of stakeholders on the proposed implementation of Action 105.

In order to help inform opinion, we have set out some supportive information in this document. The RSA recommends that participants read this document to understand the background and context around the proposed introduction of emergency packs in all vehicles. Details on how to participate in the consultation are provided on page 10 of this document.

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i) Current regulations for emergency packs in Ireland, and proposed amendments.

Private Cars

There are currently no regulations in place that make First Aid Kits (FAK's) or other emergency pack items, compulsory in private cars. It is proposed that a first aid kit, a torch, a high visibility vest and a warning triangle be made compulsory for private cars. Consideration will be given to implementing this for (a) new cars registered from 1st January 2016, or (b) for both new and existing¹ cars from 1st July 2016.

Small Public Service Vehicles (SPSV's)

A first aid kit, a warning triangle, a high visibility vest, a torch and a fire extinguisher are required in SPSV's. The legal basis for the provision of safety equipment in SPSV's in Ireland (such as taxis and hackneys) comes from The Taxi Regulation Act 2003 (permanent feature vehicle size and safety equipment) Regulations 2008. <http://www.irishstatutebook.ie/2008/en/si/0569.html>

There are no changes proposed for compulsory equipment in SPSV's. Therefore, these vehicles are not included as part of Action 105, and are not included as part of this public consultation.

Large Public Service Vehicles (LPSV's)

The presence of a first aid kit and a fire extinguisher is checked as part of the CVRT (Commercial Vehicle Roadworthiness Testing) programme. LPSV's registered after 01 January 2010 are checked at CVRT for the presence of a warning triangle. The legal basis for the provision of a first aid kit in Large Public Service Vehicles (LPSV's) in Ireland (i.e. vehicles with more than eight passenger seats used for hire and reward purposes) comes from Article 79(2)(b) of [the Road Traffic \(Construction, Equipment and Use of Vehicles\) Regulations, 1963 to 2014](#). The legal basis for provision of a fire extinguisher in LPSV's comes from Article 79(1) of [the Road Traffic \(Construction, Equipment and Use of Vehicles\) Regulations, 1963 to 2014](#).

It is proposed that (in addition to these) a torch and a high visibility vest be introduced as compulsory for all LPSV's, and that an advance warning triangle will be compulsory for all LSPV's, both new and existing.

Light Goods Vehicles

There are currently no regulations in place that make First Aid Kits or other emergency pack items compulsory in LGV's. It is proposed that a first aid kit, a torch, a high visibility vest and a warning triangle be made compulsory for LGV's. Consideration will be given to implementing this for (a) new LGV's registered from 1st January 2016, or (b) for both new and existing LGV's from 1st July 2016.

Heavy Goods Vehicles

An advance warning triangle is required in HGV's, the presence of which is checked at CVRT. The legal basis for provision of an advance warning triangle in HGV's in Ireland (i.e. goods vehicles with a design gross vehicle design weight in excess of 3.5 tonnes) comes from Article 38 of the [Road Traffic \(Lighting of Vehicles\) Regulations, 1963](#). It is proposed that a First Aid Kit, a torch and a high visibility vest be introduced as compulsory for HGV's. Consideration will be given to mandating these additional items for (a) new HGV's registered from 1st January 2016, or (b) for both new and existing HGV's from 1st July 2016.

Other vehicles, such as agricultural tractors and motorcycles, are not considered as part of this consultation process.

¹ Existing means vehicles already registered with the Revenue Commissioners and in use on public roads.

ii) The RSA rationale for proposing the inclusion of each item

The potential road safety benefit of each item for inclusion in the road safety pack has been set out below for information.

Torch:

What road safety benefit could a torch provide?

In the event of a breakdown or a collision at the roadside during hours of darkness, a torch would assist drivers and passengers find a safe place to stand away from on-coming traffic, and or/attend to any obvious vehicle defects or personal injuries. It could also help warn oncoming vehicles of the presence of people standing at the side of the road, and potentially also reduce the possibility of a collision. Given Ireland's extensive network of rural, and often poorly lit roads, the availability of a torch is all the more relevant for Ireland.

Warning Triangle:

What road safety benefit could a warning triangle provide?

In the event of a breakdown or a collision at the roadside during daylight or during hours of darkness, a warning triangle alerts other road users to a potential hazard on the roadway. Other motorists will know that they should slow down and take precautions, to avoid a further collision.

First Aid Kit:

What road safety benefit could a First Aid Kit provide?

In the event of a breakdown or a collision at the roadside, the occupants of the vehicle could attend to minor injuries sustained. This could apply to occupants of their own car, or another car involved in a collision or which has stopped as a result of a health emergency. The benefits of this First Aid Kit will depend on the skill and confidence of the people involved to deliver basic first aid. However, the people involved would have basic equipment to enable them to follow instructions from ambulance dispatch centres while waiting the arrival of paramedics.

High Visibility Vest/Jacket

What road safety benefit could a High Visibility Vest/Jacket Kit provide?

In the event of a breakdown or a collision at the roadside during daylight or during hours of darkness, a person wearing a high visibility vest/jacket has increased visibility to other road users. This alerts other road users to a potential hazard on the roadway. Other motorists will know that they should slow down and take precautions, to avoid causing injury.

Feedback from specialists in emergency medicine.

Initial feedback from specialists in the area of emergency management suggests that the use of high visibility vests and warning triangles in particular are likely to have road safety benefits, as every year they manage a number of incidents where a person/vehicle involved in a break-down at the roadside is subsequently struck by another vehicle resulting in a fatality or injury.

iii) Practices in other countries

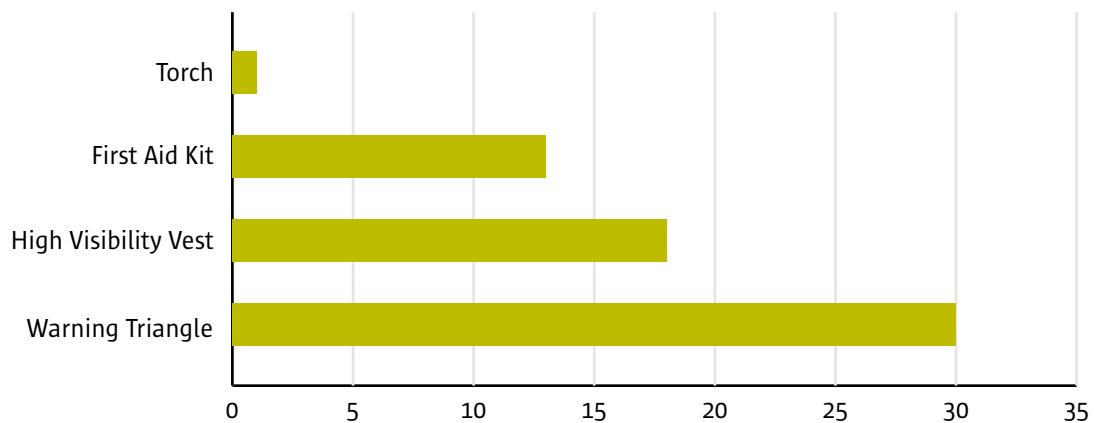
The RSA Research Department reviewed published information from the European Commission, and supplemented it with results from an online survey sent to the members of IRTAD (International Traffic Safety Data & Analysis Group) to ascertain to what extent other countries mandate that vehicles contain emergency equipment.

This has provided information from 37 countries on their practices with regard to the compulsory provision of emergency pack items in all vehicles.

The results are summarised in Table 1 below. In the greater majority of countries, a warning triangle is compulsory (30 of 37). High Visibility vests are compulsory in 18 countries, and First Aid Kits are compulsory in all vehicles in 13 countries. In a further 10 countries, First Aid Kits are compulsory in specific vehicle types (e.g. commercial vehicles). There is only one country where a torch is compulsory.

Full detail of the countries in which each item is compulsory can be found in Appendix 1.

Table 1: Number of countries where emergency pack items are compulsory



On the basis of the data compiled, the RSA recommends the inclusion of a high visibility vest, a warning triangle, a first aid kit and a torch in private cars. While torches are not commonly mandated in other countries, the RSA believes that given the rural and sometimes poorly lit landscape of Ireland, a torch would be advisable to include as part of the pack.

While a number of countries require fire extinguishers as a compulsory item, the RSA has reservations on the practicalities of this for private cars, due to its size and weight potentially causing damage or serious injury to vehicle occupants in the event of a collision. Furthermore, for safety reasons, should a fire break out in a vehicle, the RSA would recommend that occupants exit the vehicle and get to safety rather than risk injury by attempting to extinguish a fire. Note that there is already a legal mandate in Ireland for the carriage of fire extinguishers in both large public service vehicles (PSV's, i.e. buses with more than eight seats used for hire and reward purposes) and in vehicles used for the carriage of dangerous goods (i.e. fuel tankers).

iv) Costs to members of the public for the purchase of each item

Should the RSA ultimately recommend the inclusion of the emergency pack items in new vehicles, the cost of inclusion of these may fall to either the car manufacturer or the dealer, on the basis that these items may be required in new vehicles, and will not have to be procured separately by the consumer.

However, should the RSA recommend the inclusion of the emergency pack items in vehicles already in use, this may mean that private individuals will need to purchase the items at their own expense.

In order to provide members of the public with an informed view of the likely cost of each item, the RSA has consulted with a major retailer in Ireland and has set out estimated costs as per below:

- First Aid Kit: cost ranges from €15 - €17 for a kit suitable for a private car
- Torch: Cheapest model retails at €5, but more sophisticated models can cost €10 and above.
- High-Visibility Vest: retails at €5.99
- Warning Triangle: €10

Some retailers also provide Emergency Kits which contain all of the above items, plus additional items such as replacement bulbs, breathalysers, and Lens Adaptors. These range in cost from €30 to €40. Note that the extra items (bulbs, breathalysers and lens adaptors) will not be required as part of the current proposal for Ireland.

v) Cost benefit of introduction of emergency packs in Ireland

The table below shows the number of vehicles in each of the main categories and the cost of meeting the requirements proposed as part of Action 105, set out in this consultation document. The number of new vehicles registered in 2013 is used as a reference for estimating the cost of equipping new vehicles with emergency packs over the first 12 months of the implementation of the new regulations.

The total cost in column d) below is achieved by multiplying the cost of each item required in column c) by the number of each type of vehicle in Ireland (column b)). The total cost is the total cost required to equip all of these vehicles with the necessary equipment to fulfil Action 105.

Table 2

Vehicle Type	No. of Vehicles in Ireland *	Emergency Pack Items	Total Cost
New Private Cars in 2013	71,348	FAK: €1 million Torch: €356,740 High-Viz Vest: €427,374 Warning Triangle: €713,480	€2.5 million
New Goods Vehicles in 2013 (note: includes HGV's and LGV's)	11,024	Torch: €55,120 Vest €66,033 FAK €165,360 Warning Triangle €110,240	€396,753
New LPSV's in 2013	208	Torch: €1,040 High-Viz Vest : €1,246 Warning Triangle €2,080	€4,366
All Private Cars already in use on the road	1,838,817	FAK: €27.6 million Torch: €9.2 million High-Viz Vest: €11 million Warning Triangle: €18 million	€65.8 million
LPSV's already in use on the road	8,280	Warning Triangle: €82,800 Torch: €41,400 High-Viz Vest: €49,597	€173,797
Goods Vehicles already in use on the road (note: includes HGV's and LGV's)	306,825	Torch: €1.5 million Vest €1.8 million FAK €4.6 million Warning Triangle €3 million	€10.9 million
			€79,774,916

*Source: Irish Bulletin of Vehicle and Driver Statistics 2013

Table 3 below shows the cost of a collision, for each of the four types of collisions (fatal, serious, minor, and material damage) and the total cost of the collisions which occurred in 2012.

Cost of Collisions and Casualties (Source: RSA Road Collision Factbook 2012)

The cost of collisions was based on those as outlined in the 2004 Goodbody Economic Consultants' report entitled 'Cost Benefit Parameters and Application Rules for Transport Project Appraisal' which was commissioned by the Department of Transport. Using the updating mechanism as set out in the Goodbody Economic Consultants' report which is to inflate the year 2002 cost values to 2012 values using the growth in Gross National Product (GNP) per person employed, the estimated cost of all fatal and injury road collisions reported to and recorded by An Garda Síochána in 2012 is €772 million.

(Source of GNP per person employed growth rate: CSO)

Table 3

Type	Number of Collisions	Cost per Collision	Total cost (€)
Fatal	152	2,706,144	411,333,888
Serious	333	361,531	120,389,823
Minor	5,125	35,607	182,485,875
Material Damage	20,561	2,849	58,578,289
Total	26,171	N/A	772,787,875

Cost Benefit Analysis

Based on the information presented in table 2 and table 3, the introduction of emergency packs in new private cars (cost €2.5 million) would result in a net cost benefit to Ireland if it prevented one fatal collision alone (cost €2.7 million). There would be an even greater benefit if just one fatal collision was prevented in a new goods vehicle or LPSV due to the road safety benefits associated with the introduction of an emergency pack in these vehicles (cost for equipping all new goods vehicle €396,753 and €4,366 for a LPSV). This is due to the smaller number of these vehicles in Ireland, and the fact that there are fewer requirements necessary to ensure that these meet the requirements of Action 105.

Note that there were 37 fatal collisions involving goods vehicles in 2012, resulting in a total cost of €100 million to the State. There were 7 fatal collisions involving PSV's in 2012 at a total cost of €18.9 million.

If emergency packs were introduced in **all vehicles** listed in table 2 above, the total cost would be €79.8 million approximately. This compares to €772.79 million approximately which is the cost of all collisions occurring in 2012. The cost of collisions occurring in 2012 is therefore 10 times the cost of introducing the emergency packs in all vehicles.

Not all collisions could be avoided by the introduction of emergency packs. However, it is possible that a number of fatal collisions could be avoided altogether, or a number of potential fatal collisions could result in less severe collisions (serious or minor injury or material damage). If, for example, over a five year period, the inclusion of emergency packs in all vehicles prevented 29 fatal collisions or 221 serious injury collisions or 2,241 minor injury collisions the introduction of emergency packs would pay for itself, i.e. the cost of providing these to all vehicles would balance out the financial cost of these collisions.

It is the view of the RSA that the provision of emergency packs is likely to result in a road safety benefit to Ireland.

vi) Proposed standards for Emergency Pack Items

First Aid Kits

According to the NSAI (National Standards Authority of Ireland) there are no ISO standards for First Aid Kits.

A German standard, DIN 13164 is adopted as the standard for first aid kits in cars in some EU countries (e.g Germany and Belgium) and has also been adopted here in Ireland by the Taxi Regulator, along with recommendations for an appropriate equivalent Health & Safety Authority approved kit.

There is also a BS (British Standards Institution) standard BS 8599-2 for first aid kits in cars which applies in the UK. It is not yet compulsory to have FAK's in motor vehicles, but the business standards company has recently published a new piece of guidance for use at the scene of motor accidents. [BS 8599-2 Motor vehicle first aid kits – Part 2: Specification for the contents of motor vehicle first aid kits](#) will bring existing UK regulations on first aid kits up to date. The standard will help to ensure that the appropriate equipment is on hand in case of an accident and will follow the standard first aid kit at work. There is currently no mandatory requirement for motor vehicles to carry first aid kits in the UK as is the case in many countries in Europe.

The specific requirements to meet these standards described above are included in Appendix 2, and they vary slightly. As part of this consultation document, the RSA is seeking feedback from the public, and other stakeholders as to which standard would be most appropriate for Ireland.

Torch

No particular standards are required, once the torch is in good working order.

High Visibility Vest

A high visibility safety vest is required, meeting the standard EN ISO 20471:2013 (minimum standard Class 2). It shall be marked accordingly. Please click the following link for more information http://www.iso.org/iso/catalogue_detail.htm?csnumber=42816.

Warning Triangle

A reflective advance warning triangle, to UNECE Regulation 27 (please see page 45 of the HCV Testers Manual Dec 2014 <http://www.cvrt.ie/en/About-CVRT/Pages/New-CVR-Testing-Manuals.aspx> for more information) shall be carried within the vehicle. It shall be safely and securely installed within the vehicle in such a way that the warning triangle can present no danger to the occupants in the event of a collision.

vii) How to participate

In order to participate in this public consultation please go to the Consultations page of the RSA website:

<http://www.rsa.ie/EmergencyPacks>

where you will find a link to submit your feedback online via a short 15 minute survey.

If you would prefer to submit your feedback via post, please contact the RSA on info@rsa.ie to request a paper version of the questions. Please put the text 'Public Consultation Emergency Packs' in the subject field of your email and include your name and address for postage.

The public consultation will close on Friday 12th June .

Please submit your feedback before this date.

Appendix 1: Overview of Practices in Other Countries

OVERVIEW OF EMERGENCY PACK KITS AROUND THE WORLD

The Road Safety Authority sent questionnaires to 139 contacts registered with IRTAD. We received direct responses from 23.

The spreadsheet below gives a breakdown of contents for a number of countries, based on information compiled by the EC in the first instance. We have supplemented it with responses received from our RSA research among IRTAD members and have entered any missing data.

See http://ec.europa.eu/transport/road_safety/observatory/doc/safetyequip_car_rules.pdf

Country	Hi Viz Vest	Warning triangle	First aid kit	Fire extinguisher	Torch	Other required or recommended	Enforced with penalties
Belgium	Yes	Yes	Yes	Yes	No		yes
Bulgaria	Yes	Yes	Yes	Yes			
Czech Republic	Yes	Yes	Yes	Buses only	No	Spare fuses & Bulbs, Spare wheel, hand jack, spanner for wheels. (for all cars and lorries) Hig vis vest, first aid kit and spare fuses (motorcycles)	yes
Denmark		Yes					
Germany	YES	Yes	Yes	No			
Estonia	Yes	Yes	Yes	Yes			
Greece	Yes	Yes	Yes	Yes	Yes		Yes
Spain	Yes	Yes 2 required					

Country	Hi Viz Vest	Warning triangle	First aid kit	Fire extinguisher	Torch	Other required or recommended	Enforced with penalties
France	Yes	Yes	Yes for vehicles used for Professional purposes		No	2 Breathalysers	Yes except for breathalyser. It is legally compulsory but won't be punished by police
Iceland		Yes	Modified vehicles buses & Coaches	Mobile homes, modified vehicles, buses & Coaches			
Italy	Yes	No	Fleet vehicles			When using a warning triangle it is compulsory to use retro reflective devices or high vis vest. Snow chains/winter tyres must be carried in winter on selected roads.	Yes except no penalties for not carrying snow chains.
Cyprus		Yes					
Latvia		Yes	Yes	Yes			
Lithuania	Yes	Yes	Yes	Yes	no		No. Enforced during technical inspections if required safety equipment not in the vehicle the technical cert is not issued. This cert is a legal requirement.
Lux	Yes	Yes					

Country	Hi Viz Vest	Warning triangle	First aid kit	Fire extinguisher	Torch	Other required or recommended	Enforced with penalties
Hungary	Recommended but is compulsory to wear outside built up areas if you step out of car on the motorway	Yes	Is compulsory but due to recent amendments of legislation it's not punished. However in case of an accident the passer-by is obliged to help an injured person and if this is impossible due to missing first aid kit the driver can be fined.	For vehicles over 3.5 and those allowed to tow trailer of 3-5			Yes
Malta							
Netherlands		Yes	Recommended				
Norway	Yes	Yes					
Austria	Yes	Yes	Yes	Buses		Chock for vehicles GVW> 3500 kg, trailers>750 kg. Vehicles M2,M3,N2 & N3 skid chains (1 st nov to 1 st April. For Buses spare fuses for every kind of electrical fuse, spare lamps, a lamp with yellow or white light independent of the vehicles power sources & spare tyre including tools for a tyre change.	
Poland		Yes	Buses, taxi, driving school & exam cars only	Yes (2 in buses)	No		Yes.
Portugal	Yes	Yes					
Romania		Yes	Yes	Yes			

Country	Hi Viz Vest	Warning triangle	First aid kit	Fire extinguisher	Torch	Other required or recommended	Enforced with penalties
Swiz	No	Yes for all vehicles wider than 1 meter except motorcycles, m/c with side car and crawler vehicles.	Coaches		No		Yes
Slovenia	Yes	Yes	Yes	Truck and Buses	No	Spare bulb. Spare tyre or tyre repair kit (not for single track vehicles). From Nov to March winter equipment is compulsory.	Yes
Slovakia	Yes	Yes	Yes				
Finland	No	Yes	Buses	Buses and recreational vehicles with gas bottles.		Pedestrians must wear a reflector when it is dark. First aid kits recommended in all vehicles and as a gift for 1 st driving licence	Yes in theory but seldom in practice. Enforced in periodic inspection. No monetary fines fail periodic inspection.
Sweden	No	Yes	No	Buses only	No		
UK		No legal requirement but should not be used on motorways for safety reasons	Buses and taxis	Buses and taxis			

Countries that were not on the EC link but responded to the RSA questionnaire:

Country	Hi Viz Vest	Warning triangle	First aid kit	Fire extinguisher	Torch	Other required or recommended	Enforced with penalties
Nz	No	No	No	No	No	Safety triangle recommended High viz mentioned in relation to cyclists and motorcyclists	
USA	No	Buses & Trucks	No	No	No	Other safety devices are required in trucks and buses. Varies by state.	
Australia	No	HGV over 12 tonne required to carry 3 portable warning triangles	No	No	No	Recommended High vis vest & first aid kit .	Yes
Cambodia	No	Yes for all motor vehicles	For passenger vehicles only e.g. buses		No	Sometimes recommended by certain transport associations.	Yes
Israel	Yes	Yes	Yes for vehicles transporting goods/people Taxi, caravans, security vehicles, buses		No		Yes
Chile	No	Yes	Only for freight vehicles, public transportation and school buses.	Fire sprinklers (all vehicles)		Recommends the use of High Vis Vest.	Yes
Argentina	No	Yes	No	Yes(with load control and reachable for driver)	No	First aid kit officially recommended	Yes
Serbian	Yes	Yes	Yes	Vehicles over 3.5 t and Commercial vehicles.	No	2 pcs of wheel chocks legally compulsory for vehicles over 3.5 t and buses.	Yes

There was a follow up question issued regarding who was responsible for providing the emergency kits if they were compulsory. Most responses stated the onus is on the driver. In Israel Emergency triangles /first aid kits are provided in new cars but the onus was on the driver to ensure they are in second hand vehicles

In Argentina it is mandatory for car manufacturers to provide fire extinguishers in vehicles and if they don't they will be penalised. It is up to the driver to provide any other equipment.

Appendix 2: Standards for First Aid Kits

First Aid Kits

- In some countries, it is the driver's responsibility to ensure the First Aid Kit in their car, meets the requirements of the regulations of that country.
- Generally speaking, kits are available to purchase from pharmacies, auto shops and supermarkets.
- The common European standard for First aid kits in cars is DIN 13164. This Standard appears to have originated in Germany; it also applies in Belgium for example.

Standards:

DIN 13164 kit contents, popular automotive vehicle first aid kit, often found as standard in German cars.

(Directly as per DIN standard).

- 1 roll of self-adhesive plaster DIN 13 019-A, size 5m roll x 2.5cm width (adhesive tape)
- 8 pieces of self-adhesive bandage, size 10cm x 6cm, DIN 13 019 (first aid dressings/large plasters)
- 1 large sterile first-aid packet DIN 13 151-G (standard first aid dressing, large, 10cm x 12cm)
- 3 medium sterile first-aid packets DIN 13 151-M (standard first aid dressing, medium 8cm x 10cm)
- 1 large sterile dressing for burns DIN 13 152-A (burn dressing 60cm x 80cm)
- 2 small sterile dressings for burns DIN 13 152-BR (burn dressing 40cm x 60cm)
- 3 large elastic gauze bandages DIN 61 631-MB-8, 8cm x 4m (conforming bandage)
- 2 small elastic gauze bandages DIN 61 631-MB-6, 6cm x 4m (conforming bandage)
- 6 sterile gauze wound compresses 10cm x 10cm (non adherent wound dressings)
- 2 triangular bandages DIN 13 168-D (96cm x 96cm x 135cm)
- 1 pair of scissors DIN 58 279-A 145
- 1 insulating emergency foil blanket gold/silver 160cm x 210cm
- 4 disposable vinyl gloves, large
- 1 first-aid brochure (six languages)
- 1 table of contents

Note: Items marked "sterile" generally have an expiry date that should be observed.

Irish Health & Safety Authority General First Aid Applications 2007 Recommended Contents for First-Aid Travel Kit (contents should be kept up to date).

20 Adhesive Plasters

2 Sterile Eye Pads (No. 16) (bandage attached)

2 Individually Wrapped Triangular Bandages

6 Safety Pins

1 Individually Wrapped Sterile Unmedicated Wound Dressings Medium (No. 8) (10 x 8cms)

1 Individually Wrapped Sterile Unmedicated Wound Dressings Large (No. 9) (13 x 9cms)

1 Individually Wrapped Sterile Unmedicated Wound Dressings Extra Large (No. 3) (28 x 17.5 cm)

10 Individually Wrapped Disinfectant Wipes

1 Paramedic Shears

3 Pairs of Examination Gloves

2 x 20mls Sterile water where there is no clear running water **

1 Pocket Face Mask

1 Water Based Burns Dressing Small (10 x 10 cm) ***

1 Water Based Burns Dressing Large ***




1 Crepe Bandage (7cm)

*** Note 2: Where mains tap water is not readily available for eye irrigation, sterile water or sterile normal saline (0.9%) in sealed disposable containers should be provided. Each container should hold at least 20ml and should be discarded once the seal is broken. Eye bath/eye cups/refillable containers should not be used for eye irrigation due to the risk of cross infection. The container should be CE marked.*

**** Note 3: Where mains tap water is not readily available for cooling burnt area.*

The British Standards Institution has, for the first time, published a UK standard for the provision of first-aid kits in all types of road-going vehicle. With a reported 185,000 road casualties in the UK over the past year, the standard aims to ensure vehicles have the most appropriate supplies to enable a first response to roadside injuries. It specifies requirements for the compilation of first-aid items in three sizes of kits – small, medium and large.

Kit selection is based on the number of passengers and the vehicle type, i.e. a small kit for up to three passengers, medium for up to eight passengers, and a large kit for up to 16 passengers. In vehicles such as coaches with more than 16 people on board, two large kits are required. The standard explains that kits may contain other items where identified during a risk assessment, e.g. to deal with hazards that are specific to a particular situation, such as the use of hydrofluoric acid. Requirements are also given for the first-aid container itself.

Number of passengers/vehicle type	Small	Medium	Large
			
1-3 Motorcycles, mopeds, quads	1		
1-8 Cars, vans, taxis & commercial vehicles		1	
1-16 Minibuses, small buses			1
17+ Buses, coaches			2

Contents of British Standard Compliant (BS 8599-2)

First Aid Kits for Motor Vehicles

Contents	Small	Medium	Large
F/A guidance leaflet	1	1	1
Medium trauma dressing	1	1	2
Large trauma dressing			1
Triangular dressing		1	2
Adhesive plaster	5	10	20
Adherent dressing large		1	2
Sterile wet wipe	5	10	20
Sterile dressing ambulance		1	2
Nitrile gloves - pair	1	2	5
Face shield	1	1	2
Foil blanket		1	3
Burn dressing 10 x 10cm	1	2	4
Clothing shears	1	1	1

Working to Save Lives

Údarás Um Shábháilteacht Ar Bhóithre Road Safety Authority

Páirc Ghnó Ghleann na Muaidhe, Cnoc an tSabhaircín, Bóthar Bhaile Átha Cliath, Béal an Átha, Co. Mhaigh Eo.
Moy Valley Business Park, Primrose Hill, Dublin Road, Ballina, Co. Mayo.

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