

Project name: Public Rescue Tube (PRT) Project

Location: Denmark and Germany

Duration: 2020 to 2023

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Stakeholder engagement

- **Who are your key stakeholders?**

Response: The German Lifesaving Society (DLRG), the Danish Water Safety Council, the rescue tube producer (Secumar), German and Danish municipalities and various beach, pier and harbour owners and/or administrators.

- **What challenges / opportunities have you faced so far with stakeholders?**

Response: Some stakeholders wanted more PRT's, so we needed to emphasize that the project was still a research project, and that the PRT's was not yet formally recognized as public rescue equipment.

Equipment

- **How did you select the equipment for the PRT project?**

Response: From best practices in Hawaii, interview with Hawaiian administrators and lifeguards. A standard rescue tube from Secumar was then tested and chosen. DLRG has the Secumar rescue tube as standard means of rescue for all lifeguards for almost 10 years now.

- **How do you expect to deal with vandalism and theft?**

Response: That is part of the research criteria's as this is important for types of public rescue equipment (PRE). A GPS/IoT chip may in the coming phase be integrated in the rescue tubes, and some rescue tube locations have camera surveillance on them. A 'moral' placard explaining that this equipment saves lives may also be added. Up to now there is no other means of theft prevention. All incidents will be reported to the PRT project team and the local police.

Community engagement / response

- **How did you get members of the community involved with the PRT project?**

Response: A mix of using existing contacts/network and reaching out.

- **Have you promoted the PRT project? If so, how?**

Response: We have not promoted the PRT project, expect for a kick-off event in Germany. There will be "project days" in Germany under participation of local press from early summer 2020 (if Covid-19 situation allows) promoting the idea and testing the lay-person handling in quick tests with the un-educated public.

- **Have you used a communication strategy? Did this include any behaviour change models? If so, what did you use?**
Response: No communication strategy has been considered.
- **What signage do you use and is it effective?**
Response: ISO 7010 - E040, Lifebuoy. We are not probing for any feedback in public conception of the sign.
- **Was there resistance from the community? If so, why?**
Response: We did not encounter any resistance.

Location

- **How did you determine your trial locations (e.g. drowning data, rescue data, visitation data, physical aspects of the beach or river)?**
Response: This was decided in a dialogue with the stakeholders, with emphasis on high-risk locations with high visitor numbers, historical data was also evaluated. There was also an evaluation in which places the test tubes can be closely monitored.

Challenges

- **What was the biggest hurdle you faced / overcame with commencing the PRT project?**
Response: Initial physical meetings with partners and stakeholders was a limiting factor, due to distance. After COVID-19 restrictions was in place, video-meetings took over, and boosted the frequency of meetings, accelerating the project management, testing and deployment phases.
- **What advice would you give before going ahead with a similar project?**
Response: Identify your core partners/stakeholders, and agree on a project management tool (e.g. Prince2), and follow the phases and documents defined in that tool.
- **Why did you undertake the PRT project?**
*Response: Ring buoys are known to be difficult to swim with and perhaps also dangerous for the rescuer. That debate has been going on for decades in several countries, but there is no evidence for other PRE to be faster, easier or safer to use in various settings. The amount of positive feedback upon first encounter with this project from various regions worldwide enforces the necessity of this data/knowledge.
Both the German and Danish partners in the project are seeking to get clarification and documentation on these issues.
It is worth mentioning, that the project might take considerably longer than the initial three years to obtain the desired data, as the number of incidents where the public rescue tubes are used is expected to be low.*