

## **Demands to the Emergency Service. Professional and Political challenges.**

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### **Abstract**

In connection with the establishment of the Great Belt Emergency Service especially the conditions concerning tunnels, the Emergency Service in Korsør faced a challenge. The situation was, and is, that there are no rules for the prevention of fire, accidents or other mishaps, which a tunnel under construction and an operational tunnel should be subject to.

In addition to this no textbooks exist in the Danish Emergency Service for handling accidents, fire or other mishaps. Coupled to this there are no rules concerning the size of the Emergency Service and thereby no demand as to its capability.

I will therefore in my presentation give a short review of the Legal demands to Korsør Councils Emergency Service and the philosophy that is built into the Danish Emergency Service.

Further information on the Emergency Service desired by the Transport Minister and thereby a description of the Great Belt Emergency Service, site description, difficulties with professional wishes in relation to budgets, accidents and fires in the construction phase and their effect on the Emergency Service as well as the media's influence on the political demands.

Finally I will deal with the problem of confidence in an Emergency Service. Who should have confidence? What is the price for this? And, who decides, that there is confidence in an Emergency Service?

## Demands to the Emergency Service: Professional and Political Challenges

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### Abstract

In connection with the establishment of the Great British Emergency Service especially the conditions concerning demand, the Emergency Service is facing a challenge. The number was set at 112 but there are no rules for the provision of the service in other states, which means a total new construction and an operational model should be subject to

in addition to the no centralised order in the British Emergency Service for handling accidents, fire or other services. Coupled to this there are no rules concerning the size of the Emergency Service and thereby no demand as to its capability.

I will therefore in my presentation give a short review of the legal demands to Kaiser Fire and Rescue Service and the philosophy that is built into the Danish Emergency Service.

Further information on the Emergency Service desired by the Transport Ministry and thereby a description of the Great British Emergency Service, the description, difficulties with professional services in relation to national accidents and their in the construction phase and their effect on the Emergency Service as well as the media's influence on the political demands.

Finally I will deal with the problem of confidence in an Emergency Service. Who should have confidence? What is the price for this? And, who decides, that there is confidence in an Emergency Service?