# Time v Risk v Outcome

This paper has been written based on experience and current thought processes within the rescue service, to look at the way forward and what can be done to move us in the right direction, to open thought processes on techniques and how we utilize equipment for best practice.

Through time, we have gained vast amounts of experience and knowledge on vehicle entrapment rescue, developments in technology and tools have progressed rapidly over the last decade.

We are constantly moving forward with proactive rescuers and research, moving the subject forward all the time. Could these new tools that we now have at our disposal be having a negative affect on the rescue scene?

For example, we now have very good equipment available to us for glass management techniques, enabling the rescuer to manage glass in a safe and effective manner with little contaminates created. Do these techniques if used at the wrong time, add time to the casualty release, has anyone died from glass contaminants caused by glass management?

Time is of the essence and we do not always have time to wait for lengthy glass management procedures when we have a critically injured casualty that needs to be in definitive care as-soon as practicably possible.

Now we must ask ourselves:

Is this technology slowing down rescue times? When we are faced with a severe entrapment and there is a need to get the patient to a trauma facility.

We are faced, at times with the same thoughts on Stability, do we waste valuable time over stabilizing a vehicle? yes we need to make a solid work platform and a safe environment for the rescuers, but this can also end up extending the rescue times by poor stability having to be re visited and stability taking to long due to crews being unsure due to lack of knowledge and Training. Is the vehicle stable, YES or No lets not over complicate the process, at the same time we must not compromise safety, we are there to improve the situation not make it worse.

Do these techniques have their place? Yes, of course they do, this is how we progress, the main area for concern is their application, we must ask, is the application relevant to the situation? Just because we have it, does not mean its the best choice for that situation, we do not always have to use it!

We find ourselves using up valuable time to apply these new techniques which do a good job and look professional, but let's be honest do we always have the luxury of time. With the advancement in medical research we now know that scene time and entrapment times need to be reduced to improve survivability on scene and post incident.

Would traditional methods speed up the rescue process, do we need to be that clinical with our methods where the outcome will not benefit from them? This isn't to say that we through caution to the wind, but perhaps we stop and think about what and why we are

doing this, what benefits does it bring and how will this alter, change or improve the rescue environment for the good of the rescuers and our prime mover the casualty.

Reassessing our techniques inline with medical intervention with realistic timelines to deliver the casualty to a medical facility with minimum delay, is the direction we need to be taking.

There is a real danger of letting modern equipment and techniques delay the rescue for the sake of creating a work environment which in real terms has little to no benefit to the on scene rescue environment and the casualties outcome.

We should be realistic about our use of evolutions and realistic about the expected outcomes. Carrying out tasks because they look good Is no longer acceptable. We need to re evaluate our methods and understanding of the overall objectives and what the outcome needs to be.

Another area for concern. Poor extrication methods and time wasted because we are unsure what to do with incidents involving vehicles with multiple undeployed airbags (SRS systems). With a good general understanding of these systems and the control measures that can be put in place, there should not be a compromise of the extrication plan. Training on extrication evolutions can be carried out, working around these systems with minimal risk.

Taking the easy route out for the casualty because of undeployed SRS is again not acceptable. We are there for them so lets do it the right way.

If that uncertainty is there do the research and visit vehicle sales rooms and get to know what the hazards are, there is a huge amount of information available in the rescue world to cast aside any concerns you may have.

With the understanding that extrication time and scene time needs to be reduced **without compromising the casualty/s** do we now need to look at what we do and what direction we are moving in? Do we need to step back and re evaluate the direction we are taking? Do you feel that perhaps the market is taking us slightly off track, or is it the right track but with the wrong cross over information?

With all this In mind, one factor that we can change is the way incidents are managed. Poor leadership, lack of knowledge, understanding, poor decision making, not orchestrating the management of rescue crews and at times taking the easy option because you lack the understanding of what is needed at the scene.

Is all this casualty centered?

Managers that attend such incidents need to be kept up to date with the latest procedures and ways to orchestrate the rescue scene with a sound knowledge of the problems we now face, relying on training that was received many years ago is not acceptable.

Oh well we got them out in the end is NOT the answer.

We all need to take responsibility for our role on scene, crews are of little use if they lack confidence and skill on the tools, managers are of no use if they are still managing the scene going on what they learnt 20 years ago, you could have the best crew with all the

right skills but if the scene isn't managed and briefed correctly the crews skills are useless, all these factors need to come together to form a proficient rescue team.

We are getting there and delivering a very high standard in most cases.

What direction do you want Vehicle entrapment rescue to take for 2012 onwards?

To summarize:

A realistic approach is the key, this can only be achieved through inter agency rescue training. Modern day technology is on our side we just need to use it the correct way at the right time.
Pick the right rescue techniques and use them for the purpose that they are needed and not just for the sake of it. Time is relevant and we do not have the right to waste it.
Realistic time frames and a clear dialogue is one way to resolve the rescue environment.
Do what is needed and avoid over complicating techniques and procedures.

Please send in any comments or additional ideas for thought to: mail@rtc-rescue.com