

Proposals no. 1
Declaration on safety in cat. 1 competition
CIVL Plenary Meeting 2005

By the Nordic countries (Denmark, Finland, Iceland, Norway and Sweden)

Objective

The objective of this proposal is to get a declaration from the CIVL Plenary Meeting 2005 about what is an acceptable incident/accident level in category 1 events.

Background

The CIVL has traditionally concentrated on supporting FAI category 1 competitions in paragliding and hang gliding. In order to make these competitions as successful and fair as possible the CIVL has mainly worked with creating and developing competition rules, the Section 7.

The statistics from the HG/PG category 1 events show though that the competitions have not been a success as far as lives and health of participants is concerned. The statistics from the last 10 years is the following:

1994	2 major accidents
1995	No major accidents
1996	1 major accident
1997	5 major accidents
1998	2 fatal accidents, 4 major accidents
1999	1 fatal accident, 3 major accidents
2000	1 fatal accident, 4 major accidents
2001	>4 major accidents
2002	1 fatal accident, 4 major accidents
2003	2 major accidents
2004	2 fatal accidents, 14 major accidents

Results over the last 10 years43 Major accidents and 7 deaths!

Also keep in mind that these are figures from existing steward/jury reports where some reports are missing due to misplacement. Be also aware of the fact that among the >58 minor accidents that have been reported, there are hidden some major accidents.

It is both astonishing and shocking to see how CIVL just accepts fatal and serious accidents in category 1 competitions, event after event, year after year, without seriously reacting and stopping all competitions until the cause of these accidents is ascertained and rule amendments are implemented.

We, the Nordic countries, do not know of any other sport in the world, which has similar statistics - at almost every major international event, one or more participants is seriously injured or loses his/her life, neither do we know of any other international sporting organisation, that has not seriously taken the subject of injury and death into discussion. Among those sports where a serious or a fatal accident occasionally occurs, there are immediate actions to prevent these incidences from occurring again. In CIVL we just add a few more rules, but do not discuss the major issues "What is acceptable? How "extreme" is our sport?" In CIVL we don't even have a minute's silence, at the Plenary for those who have lost their lives at category 1 events during the year. We just accept serious accident or deaths as part of the sport or blame them on "pilot error". This is too convenient.

At the same time the FAI/CIVL wish and work for more media coverage, more sponsors and so forth. This is completely unrealistic, if we do not take serious action when it comes to our sports alarming accident rate.

CIVL has to redirect its work from just rule making, to focusing on changing attitudes and safety consciousness. We must be "deadly" serious in our rule making in the future and unfaltering in accepting that this is the way things have been determined. Not acceptable in the future is the frequent willingness to bend the rules and making exceptions to these rules. We all need to decide what is an acceptable incident/accident level at all category 1 events.

We ask the CIVL plenary to declare now, how "extreme" we want our sport to be. The first step is to decide which one of the following alternatives is acceptable and will be basis for all the work within the CIVL, starting from selection of competition sites and organisers of category 1 events.

Proposal

Alternatives:

- 1. Serious and fatal accidents are unacceptable at category 1 events.**
- 2. HG and PG are dangerous sports and therefore serious and fatal accidents are a part of category 1 events.**

On behalf of the Nordic countries:

Denmark

Finland

Iceland

Norway

Sweden

Regards

Hans-Peter Fallesen

CIVL delegate for Sweden

Stockholm, December 10, 2005.