



## 89<sup>th</sup> UIM GENERAL ASSEMBLY

Sunday, 23<sup>rd</sup> October 2016

Fujairah, UAE – 8h00

### **Agenda point 1 – Opening of the General Assembly**

The President welcomed everybody to the 89 UIM GA. Before starting the GA meeting proper, he presented Major Ahmed Alblooshi, MD of Fujairah International Marine Club, with the first UIM Training Centre certificate and congratulated him and the FIMC for their strong commitment with the UIM Youth Development Programme. The President also thanked Major Ahmed for having hosted the 89<sup>th</sup> UIM General Assembly and meeting week in an exemplary way.

### **Agenda point 2 – Names' appeal and verification of mandates**

The Secretary General confirmed the names of the Voting Delegates of the National Authorities attending. 28 Voting National Authorities were present, including Sri Lanka, which was adopted full member in the course of the meeting 2/3 majority would be obtained with a minimum of 19 votes, the simple majority with a minimum of 15 votes. 3 corresponding members were present: Montenegro, Korea, Sri Lanka (adopted full member prior under Agenda pt. 7)

Australia – Kim Bull	New Zealand – Denise Preece
Austria – Erwin Lang	Norway – Svein Elgvin
Belgium – Kathy Van Den Hende	Poland – Andrzej Marcinkowski
China – Wan Hongjun	Portugal – Luis Miguel Ribeiro
Croatia – Davor Hundic	Qatar – Sami Abu Shaikha
Czech Republic – Karel Krämer	Russia – Yunis Lukmanov
Estonia – Vahur Joala	Slovakia – Marian Jung
Finland – Jari Lehtonen	Sri Lanka – Prassane Ranaweera
Germany – Peter Bardenheuer	Sweden – Mikael Lundblad
Hungary – Peter Sandor	Switzerland – Ivan Motta
Ireland – Denis Dillon	Turkey – Emre Güler
Italy – Umberto Panzeri	UAE – Ahmed Alblooshi
Latvia – Atis Slakteris	UK – Jeni Jelf
Lebanon – Edmond Chaghouri	USA – Fred Hauenstein

### **Agenda point 3 – Approval of the 2015 General Assembly minutes**

The minutes had been circulated with all Members and no related comments were received. They were approved unanimously.

### **Agenda point 4 – Tribute to deceased members**

As a tribute to the members deceased during the year and to Italian driver Massimo Rossi who had recently lost his life in a race, the President invited those present to observe a minute of silence.

## **Agenda point 5 – President’s speech on the state of the Union**

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The President did not wish to further elaborate following the speech he had made at the Open Forum the day before. He did once again underline the necessity to secure the financial stability of the UIM and he asked the members for full support in this endeavour. While the costs of the UIM have remained at the same level as earlier, the revenue streams have been decreasing. On a more positive note, the President informed that a sponsor had been found to cover the entire cost of the UIM awards giving Gala, which would therefore result cost neutral to the UIM.

## **Agenda point 6 – Nomination of vote counters**

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No electronic voting system had been installed, given the few matters to be voted on. The voting material made available to the voting delegates comprised a green card for voting “YES”, a white card for “Abstention” and a red card for voting “NO”.

Elek Kozma (Hungary) and Ieva Taunina (Latvia) were proposed as vote counters and were confirmed unanimously as such by the General Assembly.

## **Agenda point 7 – Secretary General report**

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The Secretary General report had been circulated (see attached) and only those points were presented to the Assembly which required to be voted on.

### *Membership requests*

- Request for upgrade from corresponding membership to full membership submitted by Sri Lanka: The GA approved acceptance of Lanka Powerboat Association as full UIM member with 26 votes in favour.
- Request from Thailand for re-admittance with provisional corresponding membership status, after having cleared all previous debts: The GA approved this request with 25 votes in favour.
- The ‘last minute’ request from India for corresponding membership, submitted shortly before the General Assembly, was approved with 27 votes in favour.

### *Presentation of proposed changes to the by-laws:*

No such proposals had been submitted by the National Authorities.

By-laws Art. 4.3.1.1, submitted by Council (proposal attached) : The GA approved with 26 votes in favour, 1 against, 0 abstention

By-laws Art.12 submitted by Council (proposal attached) : The GA approved with 27 votes in favour

Svein Elgvin took the floor for a brief farewell address as President of the Norwegian N.A. and thanked the UIM for the friendship he had received in this community over the years. He extended special thanks to Raffaele Chiulli for his support and guidance. The Norwegian N.A. tried to always come prepared and to contribute with expert delegates to work in Committees and Commissions. He also praised Per Benson for his hard work and support over 38 years of active service within the Powerboating institutions. Per Benson gave a brief look back on his career within the UIM, during which he had been working with six Presidents and four SG’s, and he reiterated his willingness to continue working within the UIM.

The UIM President thanked both Svein Elgvin and Per Benson for their support and he confirmed that there will always be a role within the UIM family for experienced UIM members who wish to continue to cooperate and to make available their expertise.

Luis Miguel Ribeiro referred to the matters being submitted for vote to the General Assembly and asked that such proposals be made available to N.A.s in advance of the GA. The SG took good note of this request and explained that some of these proposals had only been confirmed by Council the night before the General Assembly. He gave assurance whereas the office would endeavour to circulate matters to be voted on with as much anticipation as possible.

### **Agenda point 8 – Treasurer report**

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The 2015 Report has been circulated and it was discussed at length at the Council meeting in Tallinn. It was indispensable that new sources of revenue were found for the future in order to keep the UIM finances in positive balance. He thanked the office for the good news regarding the funding of the next Awards Giving Gala, and he thanked the UIM Financial Officer Alain de Maria for his excellent work.

The Treasurer thought this was the right moment to set a signal also for the attention of the National Authorities and to raise the membership fees by 10%.

The Treasurer report was approved by the GA with 26 votes in favour

In the second vote on the proposed 10 % increase of the annual membership fees the GA adopted said proposal by 20 votes in favour, 4 abstentions and 2 votes against.

### **Agenda point 9 – Nomination of polling committee for elections**

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The selection of candidates for the polling committee was restricted to non-voting delegates who, in addition, could not be concerned by any of the elections. The following nominations were endorsed unanimously by the General Assembly: Manuel Pando (Chairman); Sijbrand Booij (member); Aleksandar Petrovic (member)

### **Agenda point 10 – Statutory election of Administrators**

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Elected: Fred Hauenstein (USA, first round), Ivan Motta (Switzerland, 2nd round)

Not elected : Mohammed Harib (UAE), Davor Hundic (Croatia), Jean-Marie Lhomme (France), Jerzy Wojewoda (Poland)

### **Agenda point 11 – Statutory elections of COMINSPORT President – COMINTECH President – COMINSAFE President – COMINOFF President – PLEASURE NAVIGATION Commission President.**

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*Comments from Kimon Papachristopoulos(KPPC), legal advisor :*

Before the President announced the election results, KPPC wished to point out that there was one candidate standing for the Presidency of two Commissions. He referred to the provisions of the By-Laws governing this aspect.

Accordingly, the results of the COMINOFF elections will be given first. The procedure was set out by Kimon and his proposal was endorsed by the GA

#### *COMINSPORT PRESIDENT*

Elected: Fred Hauenstein (USA)

#### *COMINTECH PRESIDENT*

Due to equal results of the two candidates, a second election round was necessary.

Elected: Mikael Lundblad (Sweden)

Not elected: Umberto Panzeri (Italy)

#### *COMINSAFE PRESIDENT*

Elected: Robert Wartinger (USA)

#### *COMINOFF PRESIDENT*

Elected : Jean-Marie Van Lancker (Belgium)

Not elected : Harald Halvorsen (Norway)

#### *PLEASURE NAVIGATION COMMISSION PRESIDENT*

Elected: Jean-Marie Van Lancker (Belgium) who, however, waived this election, given that he could not be President of two Commissions, as this would be contrary to the provisions of the UIM By-Laws. In his place Peter Bardenheuer would be the acting President for one year, in accordance with a decision taken the day before by Council when dealing with this scenario. The Presidency of the Pleasure Navigation Commission for the remaining three years will be opened up for election at the 90<sup>th</sup> UIM General Assembly in Oct. 2017. The General Assembly endorsed this way of proceeding by 25 votes in favour, with no abstentions nor votes against.

## **Agenda point 12 – Statutory elections to assign the members of COMINSPORT, COMINTECH, COMINSAFE, COMINOFF and the PLEASURE NAVIGATION Commission**

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### *COMINSPORT MEMBERS*

Elected: Giacomo Borgonovi (Italy), Vahur Joala (Estonia), Susan Keay (United Kingdom), Erwin Lang (Austria), Pelle Larsson (Sweden), Petr Pylaev (Russia), Luis Miguel Ribeiro (Portugal), Peter Bardenheuer (Germany)

Not elected: Jean-Marie Lhomme (France), Wiktor Synoracky (Poland), Aaron Tabori (Hungary)

Peter Bardenheuer took the floor to inform that he would not occupy his seat in COMINSPORT, given his nomination as acting Chairman of the PLEASURE NAVIGATION Commission, in line with what had been discussed in the Council meeting on the previous day.

### *COMINTECH MEMBERS*

Elected: Erik Christiansen (USA), Algo Kuus (Estonia), Jari Lehtonen (Finland), Umberto Panzeri (Italy), Luis Miguel Ribeiro (Portugal), Peter Sandor (Hungary), Gordon Sutherland (United Kingdom), Jerzy Wojewoda (Poland)

Not elected : Sergey Zhironov (Russia)

### *COMINSAFE MEMBERS*

Elected: Nasser Al Dhaheri (UAE), Luigi Collarini (Italy), Daniel Dehaemers (Belgium), Colin Jelf (United Kingdom)

Not elected, but appointed consultant : Assaad Nehme (Lebanon)

### *COMINOFF MEMBERS*

Elected: Ahmed Ibrahim Alblooshi (UAE), Erik Christiansen (USA), Denis Dillon (Ireland), Emre Güler (Turkey), Harald Halvorsen (Norway), Mikael Lundblad (Sweden), Jussi Valtonen (Finland), Kathy Van den Hende (Belgium).

Not elected : Jeni Jelf (United Kingdom)

### *PLEASURE NAVIGATION COMMISSION MEMBERS*

Elected: Peter Bardenheuer (Germany; acting Chairman); Denis Dillon (Ireland), Andrey Kitashov (Russia), Miquel Mallafré (Spain), Kathy Van den Hende (Belgium)

Appointed: Vittorio Gobetti, Radio Controlled Committee coordinator

## **Agenda point 13 – Report by the President of COMINSPORT**

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The report is attached to the minutes.

A suggestion was made by Phil Stacey regarding the rule change Proposals adopted by Council: the new approval system not allowing NA delegates to vote any more, he was of the opinion that the results of the voting by Council on these proposals should be made available to the NA delegates.

Jeni Jelf noted that the General Assembly had not been told the results of the voting in Council. In her opinion the NAs as key stakeholders should be entitled to know the results of the votes in Council. All voting results should have been made available to the NA delegates without delay. She requested that the results of the vote be released to NA's prior to the start of the GA.

The GS presented an on-screen list with the results of those proposals that had received diverging recommendations and required the special attention of the Council. These voting results were displayed on screen to the GA. An explanation of the voting was provided with numbers of votes in favour, abstentions and votes against.

Per Benson noted that the outcome from the general proposals was withdrawn for further study, this had been agreed by Council.

The SG admitted that this was limited information and hoped what had been presented was sufficient.

FH confirmed that all proposals had been dealt with in accordance with the new procedures in Council.

## **Agenda point 14 – Report by President of COMINTECH**

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The report is attached to the minutes.

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**Agenda point 15 – Report by President of COMINOFF**

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The report is attached to the minutes.

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**Agenda point 16 – Report by President of COMINSAFE**

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The report is attached to the minutes.

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**Agenda point 17 – Report by President of the PLEASURE NAVIGATION Commission**

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The report is attached to the minutes.

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**Agenda point 18 – Report by Chairmen/Chair persons of Formula 1 Committee, Formulae Committee, Safety Cockpit Committee, OPC, Aquabike Committee, Formula Future Committee, Equality Committee, Athletes Committee**

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The reports are attached to the minutes.

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**Agenda point 19 – Report by the Environmental Working Group**

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A full presentation had been made during the week. The Working Group was focusing on new environmental issues such as low emission impact standards, training, etc. The 2016 Environmental Award had been launched and was open for nominations until 15<sup>th</sup> Dec. The full report is attached to the minutes.

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**Agenda point 20 – Report by the Youth Development Programme**

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John Puddifoot thanked all NAs for their support and underlined that he was very much looking forward to working with the many National Authorities who were joining the YDP activities in 2017. The full report is attached to the minutes.

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**Agenda point 21 – Report by the UIM Promoter Partners**

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H2O had made a presentation the previous day at the Open Forum and President Nicolo Di San Germano didn't wish to add further comments.

The same applied for Promoter Powerboat P1. Robert Wicks thanked the N.A.s on behalf of Powerboat P1 and their Promoter in India for having admitted India as new UIM member and expressed his wish that this addition was to be a success for many years.

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**Agenda point 22 – Setting of place and date for the 2017 UIM General Assembly**

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Montenegro, UIM Corresponding Member since 2015, had submitted a bid for hosting the 90<sup>th</sup> UIM General Assembly in 2017. After careful examination of the bid file by the UIM office, the application had been submitted to Council for review and opinion and the bidding N.A. had been invited to present their application to the N.A.s on occasion of the Open Forum. The bid from Montenegro had found the support of the UIM Council and was therefore submitted to the General Assembly for approval.

The proposed date, in accordance with Art.7.2 of the UIM Statutes, was the third full week in October, 15<sup>th</sup> – 22<sup>nd</sup> Oct. 2017.

The place proposed by the Montenegro N.A. was the City of Budva, on the Adriatic Sea.

The GA approved this proposal by 25 votes in favour.

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**Place and date for the next UIM Awards Giving Gala**

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The SG informed that the required sponsorship to cover the costs of the Gala Event could be secured and it could be confirmed that the 2016 World Champions were going to be honored in Monaco on Saturday 4<sup>th</sup> March 2017.

This meant that the next UIM Council meeting would be held in Monaco in the afternoon of Friday 3<sup>rd</sup> March.

The President thanked all those attending and in particular the hosts from Fujairah for having made the 89<sup>th</sup> UIM General Assembly and meeting week such a success.

He closed the meeting at 13h45.



## COMINSPORT PRESIDENT'S REPORT TO 89<sup>th</sup> GENERAL ASSEMBLY

Sunday, 23<sup>rd</sup> October 2016 – Fujairah

### Agenda point 13

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Cominsport met twice since last year, a mid-term meeting in Monaco where we discussed many new proposals and ideas which resulted in additional rule proposals. We met three times this week and fine-tuned several new rule proposals as well as having good discussions about the 2016 season.

Changes have been made along with more discussion aiming to make entry into circuit racing easier, for adults as well as children, and retention of existing racers. Included is a lot of ongoing work to make a transition path from entry-level racing to higher levels with performance targets for the classes to ensure a proper growth of experience.

As always, Cominsport thanks Thomas and his staff, Chantal, Laurie and Joanna for their very competent help through the year. Without this staff, our work could not come to fruition.

Thank you

Fred Hauenstein  
Cominsport President



## COMINTECH PRESIDENT'S REPORT TO 89<sup>th</sup> GENERAL ASSEMBLY

Sunday, 23<sup>rd</sup> October 2016 – Fujairah

### Agenda point 14

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I'm happy and honored to have chaired the UIM Technical Commission during these four years, most of all for the quality and quantity of the activities carried out and for the matters treated.

I hope that this activity, together with my experience in engineering collected in many fields of motor sports competitions, has produced some results on the way to the technical progress in the powerboating field that during these last years has got and is still getting big evolutions, mostly in the engines field.

Great attention has been given to the study and research of technical rules bringing, as much as possible, to the application of engines having low pollution emissions, with reduced acoustic emissions, low fuel consumption and pushing the alternative use of fuel with the better CO<sub>2</sub> exchange balance like the alcohol base fuel. All this for the safeguard of the environment.

A good work has been done during these years also in the field of the fuels technical verifications:

- new instruments for fuel analysis have been studied, experimented and introduced;
- we have introduced new limits and a system of control for fuels on alcohol basis;
- we have made a revision of the procedures for fuels verifications on the basis of the new limits introduced and of the new instruments;
- we are studying other instruments and technics to further implement the fuels verifications.

In the last seasons the Comintech Commission has worked well about the development of the active safety, in particular for circuit race boats.

We have introduced this work in the last years and we called this work "active safety" and defined as: all things that can be studied and put at disposal of the drivers in order to avoid, as far as possible, dangerous situations that can cause accidents and produce damages to the driver himself or to other racing drivers. (the "passive" safety, regarding helmet, jacket, cockpit a.s.o. is a matter of the Cominsafe and Safety Cockpit Committee)

In principle we have studied the stability of the boat in circuit races, considering the possible variations of the race fields.

In particular we have studied the influence of the propeller axis position in respect of the hull with reference to the stability of the boat (made tests on F4 and "O" Classes).

In fact the higher is the power unit and therefore the propeller axis are raised to the water surface, the lesser is the stability of the boat.

In this situation it is possible that the driver can lose the control of the boat.



With accurate tests conducted on the race, it is possible to determine a height limit of the propeller axis in respect to the hull in order to ensure a fair margin of safety against possible loss of control of the boat, keeping in mind that in this class are competing very young pilots.

Tests conducted for the application of the new procedure and the new devices for verifications have demonstrated that the limit in height, imposed in the rule, is appropriate and the system of measure is very effective.

This work may be applied on all other classes where we can increase the active safety, specially in the classes where the young drivers compete.

**After many years of experimentation we can announce that it was held the first experimental application of the RPM data recorder on all powerboats in competition of the 2016 F1 H2O World Championship raced in Evian (France) and some experimentation in F2 W.C. races.**

The Comitech and I, personally, have been studying for almost 8 years the introduction of a data recorder to be applied to engines in racing, as a new strategy to implement the level of the technical verifications on the engines in competition. The Comitech started this study since such a long time because since many years very sophisticated engines with complete control of the engine through ECU-Box (electronic computer unit) were introduced; with these kind of engines it is easier to obtain a tuning of the engine through software electronic strategies rather than through mechanical tuning as it happened in the past.

Just think that last year the World Federation of Motorcycles introduced the RPM recorder in Moto 3 to implement the verification; while having all pilots the same ECU-Box obligatory.

In order to contrast this possible fraud some strategies have already been introduced; just like the specific case of F1 H2O where it was decided to put at disposal of the drivers identical ECU-Box units, guarded by the technical officers. The ECU-Boxes are given to the drivers only when the boats are put into the water, eliminating, as a matter of fact, the necessary time to make a tuning on the software and/or control mapping of the engine.

This step is itself a very good thing in order to avoid the fraud but, as always supported by the Comitech in these years, it is not sufficient.

In fact it is possible to carry on a tuning to the engine acting outside the ECU-Box; more precisely we have demonstrated that in some cases it is possible to make it happen that a control signal of the engine arriving from the ECU-Box could be altered or could be made ineffective with the aim to take an advantage.

It would be very difficult to discover in which way this tuning could be done, also because the possible solutions are a lot. This is why it was thought much easier to verify, through the application of a data recorder, the real number of maximum turns to which the engine works for all the duration of the race and verify that it corresponds to the specifications of the engine itself.

This kind of request corresponds to the studies and testing that the Comitech and I, personally, have been carrying on since some years; these works allowed us to have contacts with some data recorder manufacturers, among those AIM Company which constructs and sells, all over the world, these control apparatus. AIM Company strongly believes in this project of new engines control strategy (in fact one year ago it developed a data logger for RPM suitable for application to Moto 3 World Championship) and it offered itself for supplying for free all the materials necessary for the application of RPM data logger on all



the powerboats racing the F1 H2O World Championship and to give to me all the technical support necessary to the development of this verification strategy.

I want to thank for this great work the AIM Company and also the UIM Secretary General, Mr. Thomas Kurth, who has led to the definition of the cooperation agreement between UIM and AIM Company.

During these years as a Chairman I have been giving all my experience matured in the motor sports field; in fact the engineering activity carried out in my ordinary work brings me in almost all fields of motor sport (car, motorbike, karting and even snowmobile, aircraft a.s.o.) of course I have also been enriched by the activities carried on in this various and complex sector as power boat.

This various activities allow me to know many peoples, companies, application and more importantly, the progressive evolution in motorsport.

This my position has also recently allowed to start the development of an electric engine with very high power and low weigh especially for high speed racing boats; this project is carried out at the Italian Federation in partnership with a large Company that operates in the field of electric motors for traction and they are interested in our project.

Umberto Panzeri  
Comintech President



## COMINOFF PRESIDENT'S REPORT TO 89<sup>th</sup> GENERAL ASSEMBLY

Sunday 23<sup>rd</sup> October 2016 – Fujairah

### Agenda point 15

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2016 has overall been an interesting year for offshore racing. Titled events there has been three XCAT races and three Offshore 3 titled venues. And there is more to come.

The review of the XCAT rules has taken a tremendous lot of time. There has been some arm wrestling about the rules, the organization and the responsibility between WPPA and UIM.

Hard times has it also been within the WPPA at the end of the year, the promotor for the XCAT serie. The future is still very unpredictable, but a lot of work is going on to save the serie.

The offshore 3 world championships races have had challenging moments, but in the end we can congratulate four, good world champions. I think that we never ever have been struggling so much to get a proper field on the water, only to find out in the end that several boats had technical irregularities. Competitors who take doping drugs are strongly penalized. Some of our teams are doping the engines, but with only limited penalty. Right or wrong?

Offshore do have the highest requirement of participation for a title, we have proposed to have that level as a benchmark for UIM titles. There will be a further study on this.

The interest for monohull racing classes have expanded and we have for 2017 two new experimental classes for 150 and 200 hp.

We did put up a task list at our Cominoff Mid Term meeting, where people were very enthusiastic. An Excellent Job has been done by the Rule book working group with Mr Halvorsen who has been impressive in their work and made up 74 "Cleaning Up" proposals. The majority has also been supported. Big thanks. And partly thanks to his job, together with XCAT Cominoff have set a record that I hope never will be broken - 154 proposals. Nobody can't say that we have not been working!

UIM Council did also have a Summer meet in Estonia. Like to thank the Estonian N.A. for an excellent organization in conjunction with a venue with three World circuit championships.

It was a very important Council meeting as the main agenda item was a "Goal and Vision" for the future of the UIM. The result was presented to you at the Open Forum. Great ambitions. Hard work to get all things done.

Like to thank my colleagues in Cominoff and Council, I do admire your work and efforts. Many thanks to the staff of the UIM office, you are doing better and better.

A Great thank goes also to Ahmed Ibrahim Alblooshi for the excellent organization of the General Assembly. I Have done 37 GA, this has been the best organized and the most friendly GA.

Thank you  
Per Benson



## COMINSAFE PRESIDENT'S REPORT TO 89<sup>th</sup> GENERAL ASSEMBLY

Sunday, 23<sup>rd</sup> October 2016 – Fujairah

### Agenda point 16

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Mr. President, Mr. Secretary General, Fellow attendees and guests,

I would like to briefly report on the safety activities and the status of safety in our powerboat racing.

There were a number of analyses and demonstrations accomplished since the last General Assembly. These included evaluation of hatch structures for Offshore and Circuit, helmet information and advice, evaluation of head and neck restraints, evaluation of restraint devices for the driver and a number of other topics. This information was written into reports that were put on the UIM website and are there to help educate drivers, officials and builders. If you have not taken a look, I urge to look at this material and see if might help your understanding of the subjects related to personal safety.

Another significant activity was the on-site evaluation of the rules compliance and safety status of two classes of boats. The comparison of the existing status of the boats in the XCAT series and O-500 class with the rules was performed by scrutineers, and in the case of the XCAT, a team composed of 6 individuals, Sergio Abrami, Tom Stanley, Gianfranco Venturelli, Per Benson, Gordon Sutherland, and myself. XCAT rule proposal changes were developed from this work and a schedule was put together to implement the safety changes during the 2016 racing season. For those that might not be aware, the XCAT series introduced new engines into the series that increased the power applied to the boat significantly, and this was a major factor fueling the necessity of evaluating the safety status.

I mention this activity, one of a number of safety activities, because this kind of review, similar to review of O-500 cockpits, needs to be done in a number of classes to know where we stand and to determine if improvements are needed. The development of racing performance continues, the competition heightens, and safety needs to keep pace.

The UIM strives to promote powerboat racing in a climate where the general public views racing as moderate to high risk. This makes it difficult to attract increased participation from the general public. The risk is perceived by the public as injury or death. All forms of media, especially social media, splash spectacular pictures of boat racing crashes worldwide, almost instantly. Boat racing is spectacular as an activity and thus the crashes, also. There are two ways to build the story that racing is generally safer than it appears, one, actually reduce the number of deaths/injuries occurring, and two, develop the story that uses the statistics relating to the occurrence of injury and to spread this story appropriately. This story will use the injuries that occur related to the exposure to injury. In other words if there is a racing category which has a racing exposure of a certain number of total hours in a season compared to a certain number of injuries, we will be able to tell a more powerful story. Right now, only P-1, has the complete story, the complete story for their category. The good news is that a number of NA's have the data to calculate their

averages and to build the story. This information is very useful for maintaining or reducing the cost of insurance. I stand ready to help explain how this can be simply done by NA's, and in the UIM office also. To summarize this point, we are working in UIM to increase our participation as shown in the Open Forum, the actual increase in safety and the perception regarding safety has to improve or it can continue to inhibit growth.

Statistically, there were four fatalities worldwide in powerboat racing so far this year, one in UIM racing, two in one accident in a NA race and one in another type of race event. Injury rates have continued at about the same rate as the last couple of years. The rates are staying about the same of fatalities and deaths, however the actual number may be reducing consistent with lower participation. The number of event sanctions is about the same, but the actual number of racers in many of the traditional classes has reduced, therefore the exposure to the racing environment has reduced. As the exposure may increase again with the efforts of all of the UIM initiatives to grow the sport, attention to safety becomes even more important.

One of the significant challenges that is inherent in our safety work is enforcement. There have been indications that there is a reduction in enforcement of some of the safety rules. There are two general types of rules, rules to keep the racing game "fair" and support competition and the other type of rules related to safety. We cannot afford to ignore these rules, perhaps, a more thorough examination of the safety rules is in order. I bring this to your attention because we all are responsible.

Education is key in helping to support improved safety as the education can explain "why" something is done. This emphasis on education is shared by many of you, for both officials and participants, in order to help improve safety. There is more we can do.

Remember, safety is supported by three things, Education, Enforcement, and Technology. Let's work to do a better job.

I want to conclude with my thanks to the members of Cominsafe and all of the UIM and NA members that are working to improve safety. Special thanks to the UIM office for their support this year and their support of the safety projects which have been accomplished this year.

Respectfully submitted,

Bob Wartinger



## PLEASURE NAVIGATION & RADIO CONTROLLED COMMISSION PRESIDENT'S REPORT TO 89<sup>th</sup> GENERAL ASSEMBLY

Sunday 23<sup>rd</sup> October 2016 – Fujairah

### Agenda point 17

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Mr. President, members of the Executive Committee, Council members, Commission and Committee members, Ladies and Gentleman of the NA's, hereby I give you the report and overview of activities of Pleasure Navigation and Radio Controlled in the 2016 season.

- **Radio-Controlled:**

The UIM World Championship for six classes in Radio-Controlled has been organized in Piacenza, Italy, in September with 55 entries, representing 6 nations from Italy, Germany, Holland, Spain, Russia and Slovenia. It has been a very successful event, which has demonstrated the interest in Radio-Controlled events, and which also shows us that no many resources are needed to organize a Radio-Controlled event. National authorities who are interested in organizing a radio-controlled event, can take contact with Mr. Gobetti, president of the Radio-Controlled activities under Pleasure Navigation, by UIM.

- **Endurance Group B:**

The European Championship Endurance Group B was organized from 27-29 May in Badalona, Spain. There were 12 entries from 5 nations, being Spain, Italy, Portugal, Germany and Belgium. It was a good event, but the only problem always showing up on the events in Spain is the insurance from foreign competitors. But we are confident the Spanish federation will work on that to resolve the problem in future events.

I also want to thank the Spanish Federation, la Real Federacion Espanola de Motonautica, for the support they always give to the Pleasure Navigation Commission.

The World Championship Endurance Group B was organized from 7 to 9 October in Como, Italy, with 25 entries from 6 nations, being, Italy, Spain, Germany, Switzerland, Monaco and Belgium. I would like to express my thanks to the Italian Federation, Federazione Italiana Motonautica, and their local organizers for the excellent organization of this event, which was in collaboration with the legendary annual 'Centomiglia del Lario' race.

As we can notice from the number of entries in both continental and world championship, the Pleasure Navigation Endurance Group B is still a growing class, with a lot of potential for the future. Some rules have been changed during this GA week in Fujairah, to allow other boats, waiting at the sideline, to compete in these championships, but which were now just a little bit too long. Length has been changed and a workgroup will review the technical rules as to make the rules more clear and tight. We hope to attract so

still more teams from more nations in the future and to promote the Pleasure Navigation Endurance Group B.

In 2017, the European Championship will be held from 11-12 August in Vigo, in the North of Spain, and the World Championship will be held in Italy, date and location to be announced by the FIM.

- **Endurance V1:**

As you know this class was racing in 2014 and 2015 together with the Class 1 series. This season, there still has not yet been a promoter for these classes, and no races were scheduled on the calendar at the beginning of the season. The V1 and C1 boats have received the possibility to participate in the event at Chioggia, in September in Italy, but not many V1 boats could participate due to the late decision on this race and not ready with their preparations of their boats. The C1 boats did not participate and will have a race in November in Abu Dhabi. As the local organizer did not want to pay for the transport of the V1 boats, this will be an event only for C1 boats.

We are still looking forward to work with a new promoter for the Class 1 and V1 series together, but till now, there has not been found yet a new promoter.

To keep the Endurance V1 (together with Class1) alive, in this transition period of no promoter, a possibility could be a number of races directly organized under supervision of the UIM, with a local organizer. I received an offer from a local organizer in Italy, to organize 3 race weekends for V1 and Class1, which would be most probably in 3 different countries, one of them being Italy.

It is really important for the teams to have a due calendar in time, as to be able to prepare for the championship and satisfy their sponsors.

Last but not least, I want also express a big thank you to my Commission members Peter, Miquel, Jeni, Jerzy and Mr. Gobetti, for their support and work in the commission.

I also want to thank our president, Mr. Chiulli, for his continuous support, and Thomas, together with the UIM office staff, always ready to help me and to give me an answer when needed. Even if it is during a weekend, when at a race location, they are always available to help or give me an answer on my question.

All together, we can continue to work in the good direction for 2017.

Jean-Marie Van Lancker  
UIM International Pleasure Navigation Commission





## **FORMULA 1 COMMITTEE CHAIRMAN'S REPORT TO 89<sup>th</sup> GENERAL ASSEMBLY**

Sunday, 23<sup>rd</sup> October 2016 – Fujairah

### **Agenda point 18A**

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Thanks to the work of the H2O racing team, Nicolo, Lavinia and many others for another great year of F1 racing. Thanks in particular to Luis for his running of the series' races with suitable and fair judgment.

We encouraged the idea of training new officials for the future by having them shadow but not replace existing officials at race events.

Again thanks to Thomas and the UIM staff for their support as well as thank you to Ahmed and the Fujairah International Marine Club for hosting a great UIM General Assembly.

Fred Hauenstein  
Formula 1 Committee Chairman



## **FORMULAE COMMITTEE CHAIRMAN'S REPORT TO 89<sup>th</sup> GENERAL ASSEMBLY**

Sunday, 23<sup>rd</sup> October 2016 – Fujairah

### **Agenda point 18B**

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2016 was a wonderful racing season!

I am really satisfied with the 2016 Formula 2 Championship and I wish to congratulate and thank all the Drivers and Teams who participated at this long, hard fought and fascinating Championship.

Today all the participating Teams have reached a great professionalism in logistic, in the technical part and also in image; besides I am very happy that also extra-European Teams have entered.

At present Formula 2 is absolutely the largest category; forty-five super-licences have been issued and this is something fully satisfying and make me think that we have to go on working all together along this way in a sporting and friendly way.

All the Organizers (also the new ones in Finland and France) prepared and organized themselves to host a high number of boats, on an average of 20/22 for each titled event (sometimes also 26 boats!).

So I thank the National Authorities of Finland, Switzerland, Norway (two races), Lithuania, France, and Portugal for the World Championship and United Kingdom for the European Championship which have been believing in this Formula 2; I think that their organizational effort has been rewarded by the numerous participations and by the performance in water that today Formula 2 offers.

I think that this organizational system of Formula 2 events is positive; I thank, for all the work carried out and for the cooperation given, all Members of Formulae Committee, Sports and Technical Commissioners (who during the races work with no break times), the Drivers Representative and the President of F2 Association who have always been close to me, in positive and also in negative or difficult situations.

During Formulae Committee meeting have been discussed 17 proposals; the most important two of them are relevant the introduction digital log book and data recorder.

We finally finalized the 2017 calendar. Also this year we received many applications for F2 World Championship (seven) and one for Continental Championship.

I thank the UIM President, the Secretary General and the Offices staff (Chantal and Laurie) for their consistent and precise collaboration during this very long Formula 2 racing season.

At last I wish to all of us to live one more time in 2017 the same emotions always with the sporting and friendly spirit which distinguishes the Formula 2 races and which gather us in the passion that we all have for this wonderful sport!!!

Giacomo BORGONOV  
CHAIRMAN Formulae Committee



## **SAFETY COCKPIT COMMITTEE CHAIRMAN'S REPORT TO 89<sup>th</sup> GENERAL ASSEMBLY**

Sunday, 23<sup>rd</sup> October 2016 – Fujairah

### **Agenda point 18C**

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This past year was different because I did not go to the 2015 General Assembly. The biggest issue was the non-availability of many of the cockpit registration records. I came up with a plan to digitize the records that I had, which has been done. The majority of the cockpit registration records that we don't have are older than ten years and could be said to have expired according to the rules. I attended the council meeting held in conjunction with the Gala in order to get council's approval to ask the builders with expired registrations to resubmit test panels and new questionnaires. Council approved. This trip cost me a little over €600.

Late in 2015 I did two studies for the new website. One was for Offshore Hatches and one was for Circuit hatches. The reports on these two studies are now on the new website. The UIM paid €3700 for the Offshore study and €5000 for the Circuit study.

In April I was asked to attend the two XCAT races in the Emirates and participate in a Safety Audit along with Gianfranco Venturelli, Sergio Abrami, and Bob Wartinger. We had discussions with the WPPA personnel, measured the containers that are used to ship the boats, went with the technical commissioners during scrutineering, talked to the teams, measured boats, and viewed the races. Following the races we made some recommendations for the 2016 rules. We presented these recommendations at the mid-term meeting in Monaco. Following the mid-term meeting I prepared a report on the Safety Audit which is now on the new web site. There were addendums to the report made for each of the teams specifying ways to improve their safety. The UIM paid €2250 for this report. My cost was about €1850.

I did not attend the council meeting in Tallinn in July.

There were two races that were of particular interest to me although I wasn't able to attend. One was an F500 race in June in Barcis, Italy and the other was an Offshore 3D race in Chioggia,

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Tom Stanley – Safety Cockpit Committee Chairman

Italy. In both cases there were a lot of discrepancies in the cockpit measurements and documentation. My take-away from these races is that we have to work much more closely with the boat builders during the registration process to ensure that the resulting cockpits meet the rules. We cannot depend on the boat builders to read the rules. An extreme example of this came to my attention recently with a biography of a well-known American race boat builder who built good boats but was dyslectic and wasn't able to read.

Finally, I would like to thank the UIM office staff for their help and untiring efforts. As we have seen today, their response to our needs is excellent.

Respectfully submitted,

Tom Stanley,

Chairman, Safety Cockpit Committee

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Tom Stanley – Safety Cockpit Committee Chairman



## AQUABIKE COMMITTEE CHAIRMAN'S REPORT TO 89<sup>th</sup> GENERAL ASSEMBLY

Sunday, 23<sup>rd</sup> October 2016 – Fujairah

### Agenda point 18D

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#### SEASON 2016

The Offshore World championship in Guadeloupe, was held in good conditions inside an event involving thousands of people and brings a lot of riders (much world champions), on the whole, the event has developed properly. This year for the first time was also held in GP3 class in addition to the GP1.

The Closed Course World championship took place in Italy, Spain and two in China. The races took place in good conditions. Next race will be in Sharjah – U.A.E. For the first time was held in a single race also the World championship in various class with a presence of over 120 pilots.

The Closed Course European championship took places in Croatia and Portugal. The race took place in good conditions. The Endurance European championship took place in France. The race took place in good conditions.

#### UIM AQUABIKE RULES 2016/17

All proposals were reviewed during the committee of 19<sup>th</sup> and will come into force after the G.A. The change will be intended to make it easier and more attractive for the drivers the technical rules.

#### TITLES ATTRIBUTED IN 2016

World Championship			
	Runabout GP1	Circuit	5 Races / 10 Run
	Ski division GP1	Circuit	5 Races / 10 Run
	Ski Ladies GP1	Circuit	5 Races / 10 Run
	Freestyle		5 Races / 10 Run
	Runabout GP2/3	Circuit	1 Race / 3 Run
	Ski GP 2/3	Circuit	1 Race / 3 Run
	Ski Junior GP3.2/.3	Circuit	1 Race / 3 Run
	Runabout GP1	Parallel Slalom	1 Race / 1 Run
	Ski Division GP1	Parallel Slalom	1 Race / 1 Run
	Runabout GP1-GP3	Offshore	1 Race / 4 Run

<b>European Championship</b>	Runabout GP1/2/4	Circuit	2 Races / 6 Run
	Ski division GP1/2/3	Circuit	2 Races / 6 Run
	Ski Ladies GP1	Circuit	2 Races / 6 Run
	Ski Junior GP3.2/.3	Circuit	2 Races / 6 Run
	Freestyle		2 Races / 6 Run
	Runabout GP1	Parallel Slalom	1 Race / 1 Run
	Ski Division GP1	Parallel Slalom	1 Race / 1 Run
	Runabout GP1/2/3	Endurance	1 Race / 3 Run

## THE FUTURE

Objectives that have been set for 2017 is to have a World and European Championship circuit in 4 or 5 races and Raid, Offshore and Endurance World Championship and Endurance Continental Championship in 1 or 2 races.

Thank you to the organizers and all the volunteers who helped the development of various events in the continental and world in 2016.

And thank you my colleagues UIM Commissioners, Race Director and O.O.D. who have worked throughout the season as well as Casimiro, Raimondo, Alec and his team.





**FORMULA FUTURE COMMITTEE CHAIRMAN'S REPORT  
TO 89<sup>th</sup> GENERAL ASSEMBLY**  
Sunday, 23<sup>rd</sup> October 2016 – Fujairah

**Agenda point 18E**

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The Formula Future committee has had only one meeting in 2016 – the only meeting in Fujairah, United Arab Emirates during this 89th UIM General Assembly. The discipline organized a very successful World Championship in Lake of Aluksne, Aluksne, Latvia. 10 countries participated to the Championship. I would like to thank the Latvian Federation for their excellent organization which will be sample for the next years.

This year is one of the largest participation in the Formula Future history in Lake of Aluksne, Aluksne, Latvia. This year Latvia, Russia, Germany, Hungary, Czech Republic, Poland, Portugal, Slovakia, Lithuania, and Estonia participated to the races. Totally 65 young pilots raced in this year's world championship. Last year Hungary is a new county entered Formula Future, John Puddifoot and Latvian Federation gave them great support.

According to the committee members, the Formula Future rules run without important modifications and problems. There is only one rule proposal, from now on children at age 6-7 will able to participating the Formula Future Championships and they will compete to win UIM Dolphin Cup title.

Our target issues are:

- Possible improvements to encourage more national participation in World and Continental Championships.
- After the excellent 2016 World Championship, our main objective is to organize a world championship at that level.

As always, the meeting was very constructive and I would like to thank herewith the committee members for all their work in 2016 and during the Committee activities at the General Assembly.

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Tom Stanley – Safety Cockpit Committee Chairman

The 2017 Formula Future titled event do not have candidate. We have communications with some countries, and finalize the date and venue before the end of this year. But, I have good news for 2018. Fujairah, United Arab Emirates will host the World Championship on October 2018.

With a combination of Youth Development Program – Prop Star Education Center and Formula Future excellent water sport complex and well trained organizing team, we can expect a race that will be an unforgettable experience for both the young pilots and the spectators. I would like to invite all teams and also the non-participating countries to visit the race and get an impression about the Formula Future race and the incomparable atmosphere.

I would like to thank Nadejda Pylaeva for her efforts in Russia, in 2016 they organized more Formula Future races in 13 different regions and more than 100 young pilots was participated these races. Thanks, also to all other countries that worked during the year and organized Formula Future National Championships.

I would like to thank Peter Bardenheuer who had taken care of all the activities of Formula Future during my absence because of my daughter's health problems. Thank you who called and asked during those hard days. Thank god, she is good now.

I will pass the Formula Future flag to my friend Petr Pylaev. I believe he will do his bets to take Formula Future to a higher level. I wish good luck to him.

I would also like to thank U.I.M. President Dr. Raffaele Chiulli for his tireless efforts, the Secretary General Mr. Thomas Kurt and all the U.I.M. staff.

Thank you.

**Emre Güler**  
**Formula Future Committee Chairman**

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Tom Stanley – Safety Cockpit Committee Chairman



## EQUALITY COMMITTEE CHAIRPERSON'S REPORT TO 89<sup>th</sup> GENERAL ASSEMBLY

Sunday, 23<sup>rd</sup> October 2016 – Fujairah

### Agenda point 18F

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Thank you Mr. President, good morning Ladies and Gentlemen.

I'm very glad to say that also this year we have had a lot of people attending our meeting and this is reason of pride for us because it means that many people are interested in Equality activity.

During our meeting we forward to Council for their approval three proposals:

- INFORMATION to be inserted in UIM RULES (ALL DISCIPLINES) – regarding the principle of EQUALITY
- UIM Award "SPORT FOR ALL" – institution and rules

#### SMILING BOAT – SPORT FOR ALL – rules

New discipline; new rule for this activity; hope that it could help National Authorities to start our activity.

I kindly ask to all N.As to send to Equality Committee their project relevant their activity with people with different capacity.

Some suggestions and modifications came from the attending people and well received by Equality Committee.

During the two last meetings of Equality Committee we decided to have a LOGO to identify the IOC principle SPORT FOR ALL.

The LOGO has been drawn by the Russian Children who run in Formula Future discipline.

We had six proposals and we decided for that

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Michela Lauta – Equality Committee Chairwoman



Congratulations go to Russian National Authority and to its Children for their efforts in this matter.

I thank very much all the Members of EQUALITY COMMITTEE for their attendance and for their precious cooperation;

At last I wish to thank very much UIM President, UIM Secretary General and UIM staff (Chantal, Laurie, Joanna, and Alain) for their cooperation.

Please consider all the Members and I at disposal for anything, for any suggestion you could have.

Finally, as always, let us say, and please tell with us ... "YES, WE CARE".

Thank you very much for your kind attention.

Michela Lauta  
Chairwoman EQUALITY COMMITTEE

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Michela Lauta – Equality Committee Chairwoman



## ATHLETES COMMITTEE CHAIRPERSON'S REPORT TO 89<sup>th</sup> GENERAL ASSEMBLY

Sunday, 23<sup>rd</sup> October 2016 – Fujairah

### Agenda point 18G

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The Athletes Committee has since the General Assembly in 2015 consisted of the following people.

Chairman: Marit Strømøy, Norway, F1

Members:

- Pål Virik Nilsen, Norway, X-Cat and F2
- Alberto Pascali, Italy, Offshore
- Duarte Benavente, Portugal, F1
- Petr Ishutin, Russia, F4

We have gathered information and reports from a wide range of Drivers Representatives of different series and classes. In systems where to my knowledge, there is no selected person on an international level, an experienced driver has been contacted to give a report. With social media opening up a new world of opportunities and possibilities of getting into contact with a lot of people, the sport is now more visible and transparent than ever on many levels.

This year's report will include these reports from the Drivers Representatives. As we will read in some of the reports, there are strong opinions among the drivers. I hope the opinions will be read, valued and respected in the different committees. This is an important tool for all of us in the UIM in order to bring the sport to the next level.

As a committee leader I've been present in the Council meetings of the GA in Monaco 2015 and in the council meetings during the Midterm Meeting in 2016. I've also been present and active during the committee meetings and working groups in the same events.

To speak on behalf of the drivers is not always easy. The opinions are often many, varied and sometimes they harmonize badly with a Committee or a working group's general assumption. In situations I've been pushed forward and spoken without always agreeing myself. I want to stress the fact that I'm representing a lot of people and opinions from different categories, countries, regions etc.

To get a big group of Drivers reps from all over the World to meet once or twice a year is difficult and expensive. However, we need to make sure that no category or class falls out of our system. At the moment Circuit racing is strongly represented but we hope to enclose all categories in the future.

Best regards

Chairman of the Athletes Committee

Marit Strømøy

# Environment, Alternative Energies and Sustainable Development



## UIM General Assembly - Open Forum

Riccardo Ballesio

Environmental Working Group - Chairman

Fujairah, UAE – October 21<sup>th</sup>, 2016

# Agenda

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1. UIM Environmental Working Group
2. UIM specification for low impact event
3. Reports of the commissioners in 2016
4. Solar Boat Challenge



# UIM Environmental Working Group

## Role

Advise the UIM on policies to be adopted in terms of environmental protection, alternative energies and support for sustainable development and, through its members, support the UIM programs and activities in this field

## Responsibilities

- **Raise awareness on environment, alternative energies and sustainable development** among UIM NAs and stakeholders
- **Disseminate knowledge and ensure know-how transfer** in the above areas
- **Promote environmental responsibility** in the planning and staging of UIM events
- Ensure compliance of UIM affiliated members with the Environmental Code
- Promote the creation of an Environmental Working Group within National Federations
- **Organize environmental seminars** and establish a high profile network of correspondents
- Prepare an annual environmental report
- Present the EWG work and findings at the UIM Council and General Assembly
- Advise the national environmental working groups on how to tackle environmental issues
- Liaise with external institutions such as public authorities, environmental organizations and other sporting bodies

# The UIM way for a sustainable sport

Standards/Green Series



Education/Training/Communication



Cooperation among key Institutions

Green Partners



**Confirmed in the UIM strategic plan**

# Standards/green series



- Solar Boat Race
- Electric engines
- UIM specifications for Low Impact Event





- UIM Newsletter dedicated to the Environment
- Cooperation with YDP for the environmental aspects
- Promotion of the Environmental Award



NEWSLETTER

**Riccardo Balleis,**  
chairman of the  
Environmental Working Group,  
tells us everything about the  
UIM green projects.

**UIM Newsletter  
December 2014**

**UIM NEWS**

**UIM green pages**

- Environmental Working Group Chairman interview
- 2014 UIM Environmental Award & Special Mentions
- Vripack: story of a solar-racer-award-winner
- Solar 1: inspired by nature and powered by innovation
- Prince Albert II of Monaco Foundation: a great initiative for the yachting industry

**Inside the UIM**

- First Equality Committee meeting. Yes they care!
- Athletes Committee, The UIM athletes' voice
- Portrait of the newly appointed UIM Vice President
- Out & About

Could you tell us about the missions/activities of the UIM Environmental Working Group?

The UIM Environmental Working Group (EWG) has been established by the UIM Executive Committee (ExCo) in 2009 with a specific mandate to advise the UIM on policies to be adopted in terms of environmental protection, alternative energies and support for sustainable development and, through its members, support the UIM programs and activities in this field. The ExCo also identified specific responsibilities: raising awareness on environment, alternative energies and sustainable development among UIM NAs and stakeholders, disseminating knowledge and ensure know-how transfer in the above areas, promoting environmental responsibility in the planning and staging of UIM events, ensuring compliance of UIM affiliated members with the Environmental Code, promoting the creation of an Environmental Working Group within National Federations, organizing environmental seminars and establish a high profile network of correspondents, presenting the EWG work and findings at the UIM Council

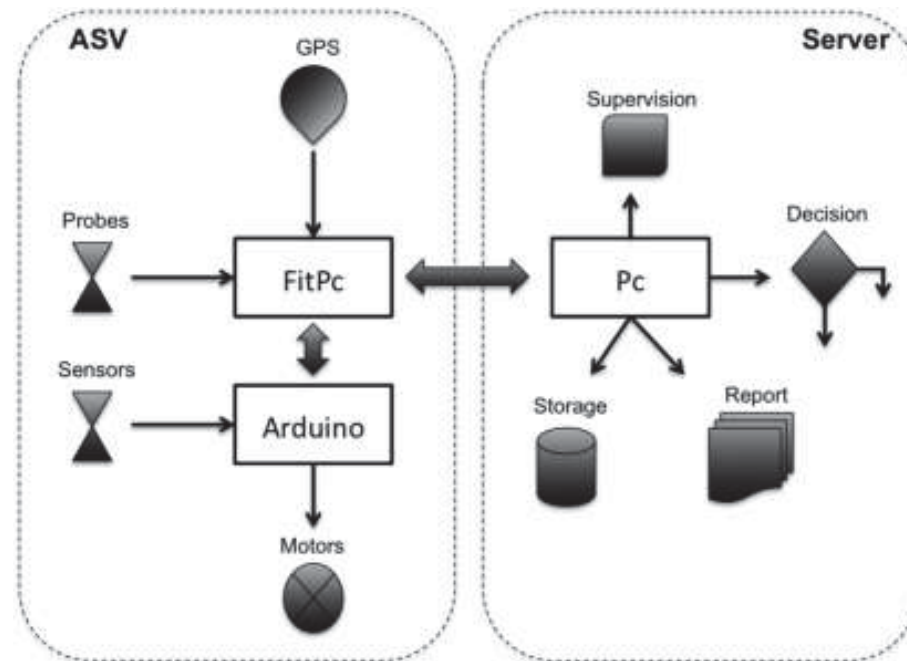
UIM - 1, avenue des Coccolons - Stade Louis II - MC 98000 Monaco - Tél. +377 92 05 25 22 - [www.uimpowerboating.com](http://www.uimpowerboating.com)





- Cooperation with sport management Institutes
- Cooperation with research centre

## Water Monitoring by Autonomous Surface Vehicles: Project iNEMO



# The UIM way for a sustainable sport

Standards/green series



Education/Training/Communication



Cooperation among key Institutions

Green Partners







## **SPECIFICATIONS LOW IMPACT EVENTS**

# Main topics

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The specifications show up

- the fields **where action is possible**
- the specifics of what can be done and **how to assess the impact of each process and/or action**
- provide a **method to measure CO<sub>2</sub>eq emissions produced** by anything that can be linked to the event, to have a benchmark that can be used to decide on the impact reduction line and/or compensation, if any
- Describe **actions to reduce the Environmental Impact** of the event

# KEY REFERENCE STANDARDS

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**ISO 20121:2012** – Event sustainability management systems.  
Requirements with guidance for use

**UNI EN ISO 14064-1:2012** – Specification with guidance at the organization level for quantification and reporting of greenhouse gas emissions and removals.

**UNI EN ISO 14064-2:2012** – Specification with guidance at the project level for quantification, monitoring and reporting of greenhouse gas emission reductions or removal enhancements.

**UNI EN ISO 14064-3:2012** – Specification with guidance for the validation and verification of greenhouse gas assertions.

**UIM Environmental Code** **Still in force**

**UIM Rules Book**

# Key topics

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- The type of event, the kind of activities and the size
- The location of the event
- The characteristics of the workforce or workers, including volunteers
- The demands of the stakeholders both inside and outside UIM
- The event's supply chain.

# GUIDE FOR ASSESSMENT

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## Macro-processes

- Event preparation
- Event management
- After-event management

## Areas of action

- Organization
- Location
- Competition
- Food & beverage
- Hospitality
- Transport
- Communication

## **UIM GREEN LABEL**

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**UIM bronze event:** an event who has calculated his CO<sub>2</sub> equivalent emission and has offset the emissions



**UIM Silver event:** an event who has calculated his CO<sub>2</sub> equivalent emission and has offset the emissions, and is compliant with all the specifications of this document, especially selecting green label providers, studying innovative solution for transportation, etc, etc



**UIM Gold event** an event that is over the limits of this document, being compliant with other and more binding International standards (e.g Environmental Impact assessment of the race)

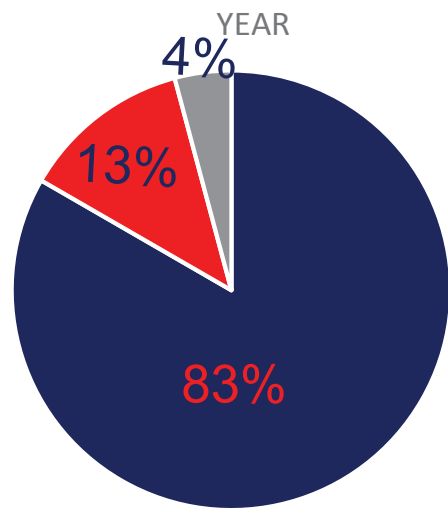
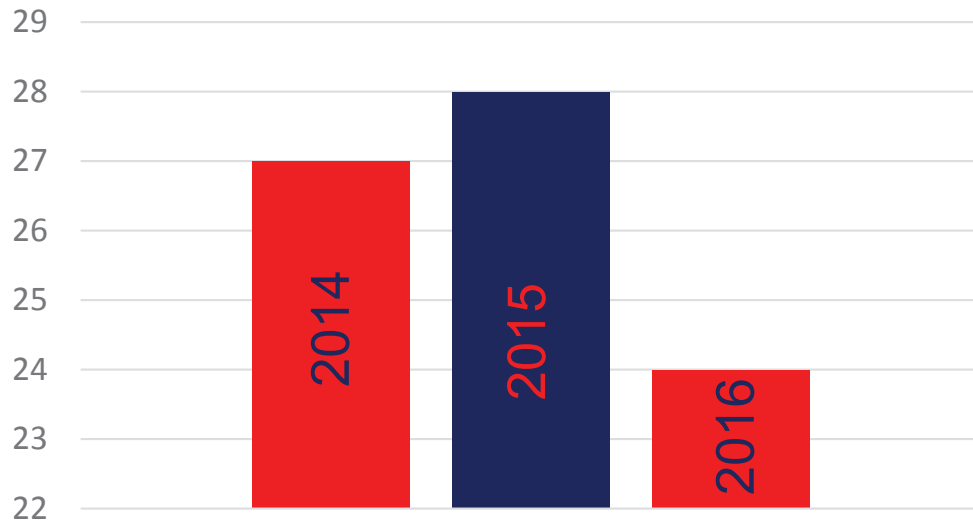


**UIM Commissioners report**

**Section 12 - Environment**

**2016 - Analysis**

# Numbers of report



■ EUROPE ■ MEADLE EAST ■ AMERICA

- Useful information to both the UIM, NA and organisers
- Tool that can measure if improvement is done
- The reports is still low in number, not really representative for the many races worldwide in 2016



# Different standard

## 12.Environment and Ecology

DESCRIPTION	COMMENT	Score
UIM Environmental Code knowledge and usage	Locally appointed person or committee description	
Environment, emissions and sustainability	All engines used were new 4 stroke Suzuki with minimal emissions	5
Eco-friendly accommodation available?	Accommodation was provided on site and was in accordance with good practice	3
Environmental information for spectators	No outside spectators were present, the venue however was provided with adequate waste containers etc.	3
Cleaning up race site before the race	Not applicable as the site is part of the National Rowing center and is maintained accordingly	/
Instructions for participant about environmental protection	The event organisers advised all competitors and officials of the importance of environmental protection, this was done at the Team Representatives meetings	3
Recycling stations in pits and for spectators	Waste bins were provided all around the center	3
Loud speakers positions and directions to minimize noise	Loud speakers were a permanent fixture of the centre however these were sited well and no undue noise pollution was evident	4
Person(s) who take care about collecting waste at the time of the event	The site was cleaned each day and all waste bins emptied	3
Environmental instructions at drivers briefing	No drivers briefing held at this type of event but this was covered at the Team Managers meetings	/
Check of using mats under engines and refueling areas	Not applicable as the boats were stored in a safe place by the event organisers. The fuel cans were filled at the local petrol station	/
Cleaning instructions and restrictions of boats	Not applicable	/
Noise measurement equipment? Find correct place for measurements	The 4 Stroke Suzuki engines were standard production engines with minimal noise.	/
Measuring noise of boats	Not applicable	/

## 12.Environment and Ecology

DESCRIPTION	COMMENT	Score
UIM Environmental Code knowledge and usage	Locally appointed person or committee description	[ 4 ]
Environment, emissions and sustainability	Organizer tries to keep race site available also for coming years. They really try!	[ 5 ]
Eco-friendly accommodation available?	Yes, but should be improved	[ 4 ]
Environmental information for spectators	Yes.	[ 4 ]
Cleaning up race site before the race	OK	[ 5 ]
Instructions for participant about environmental protection	Not much! Can be informed better.	[ 4 ]
Recycling stations in pits and for spectators	Yes. Were cleaned up every day.	[ 5 ]
Loud speakers positions and directions to minimize noise	Sometimes too loud into direction of some teams in the pits. It made some teams nervous!	[ 3 ]
Person(s) who take care about collecting waste at the time of the event	No such! They need somebody who walks around and removes waste at the time of event	[ 3 ]
Environmental instructions at drivers briefing	No	[ 3 ]
Check of using mats under engines and refueling areas	I don't know about check, but drivers used mats	[ 5 ]
Cleaning instructions and restrictions of boats	No instructions	[ 3 ]
Noise measurement equipment? Find correct place for measurements	Difficult to measure, too far away	[ ]
Measuring noise of boats	No	[ ]

Using different standard means different informations collected

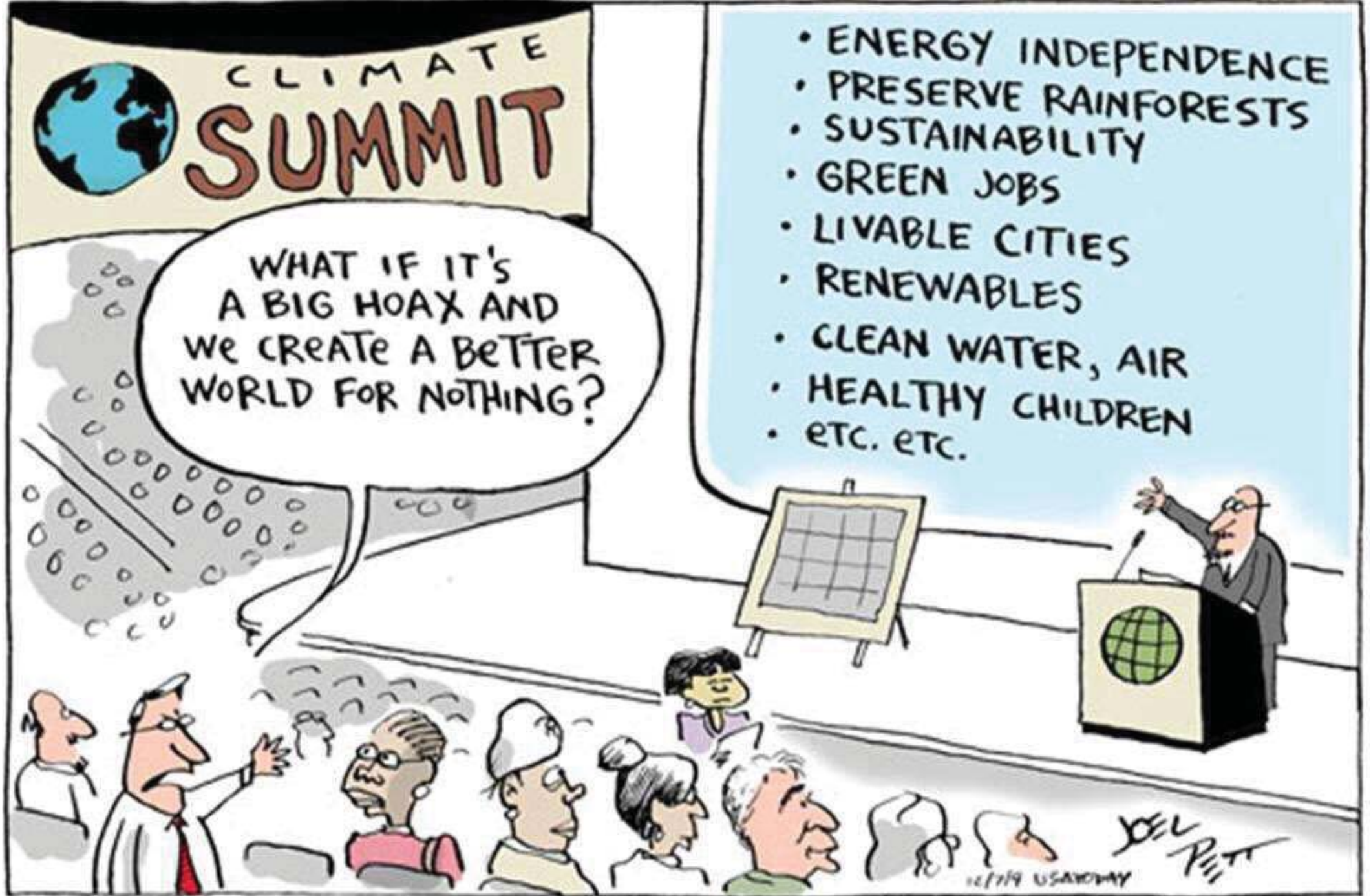
Commissioners need to be updated 😊

Need to use electronic device

Some reports appear filled up without a real analysis

# Analysis

Area	Questions	Score
Organizer	<ul style="list-style-type: none"> <li>UIM Env. Code Knowledge and usage 63%/3.7</li> <li>Environment, emissions and sustainability 71%/3.6</li> <li>Eco-friendly accommodation available? 79%/3.7</li> </ul>	Filled: 71% Average score: 3.7/5
Site management	<ul style="list-style-type: none"> <li>Env. information for spectators 70%/3.1</li> <li>Cleaning up race site before the race 92%/4.3</li> <li>Instructions for participant about environmental protection 83%/3.3</li> <li>Recycling stations in pits and for spect. 79%/3.9</li> <li>Person(s) who take care about collecting waste at the time of the event 83%/4.0</li> </ul>	Filled: 83% Average score: 3.7/5
Drivers information	<ul style="list-style-type: none"> <li>Env. instructions at drivers briefing 83%/3.4</li> <li>Check of using mats under engines and refueling areas 83%/3.7</li> <li>Cleaning instructions and restrictions of boats 83%/2.9</li> </ul>	Filled: 83% Average score: 3.3/5
Noise	<ul style="list-style-type: none"> <li>Loud speakers pos. and dir. to min. noise 79%/3.5</li> <li>Noise meas. Equip.? Find in correct place 63%/1.8</li> <li>Measuring noise of boats 58%/1.9</li> </ul>	Filled: 67% Average score: 2.4/5
	Overall opinion on Environment	Filled: 75% Average score: 4.1/5



- ENERGY INDEPENDENCE
- PRESERVE RAINFORESTS
- SUSTAINABILITY
- GREEN JOBS
- LIVABLE CITIES
- RENEWABLES
- CLEAN WATER, AIR
- HEALTHY CHILDREN
- etc. etc.

WHAT IF IT'S  
A BIG HOAX AND  
WE CREATE A BETTER  
WORLD FOR NOTHING?



# A sport for the new generation, inspired by nature and powered by innovation



**MONACO**  
**SOLAR BOAT**  
**CHALLENGE**

A Sport for the New Generation,  
inspired by Nature & powered by Innovation

[www.ycm.org](http://www.ycm.org)



**2017**

**1904**

**2016**

For over a century Monaco has been a pioneer in powerboating. In 1904, Monaco was already organising the first powerboat meetings. The world's industrialists came from all over the world to Monaco to present their latest developments in combustion engine technology.

**VIDEO**

<https://youtu.be/X6lZCqbE7G8>

# Environment, Alternative Energies and Sustainable Development



## UIM General Assembly - Open Forum

Riccardo Ballesio

Environmental Working Group - Chairman

Fujairah, UAE – October 21<sup>th</sup>, 2016



# OPEN FORUM

## FRIDAY 21 October

### Key Achievements in 2016

1. Three new training centres established, Sri Lanka, St Thomas USA and Fujairah (with UIM and local support)
2. Close co-operation with Formula Future, new engines for Hungary
3. Further support funding achieved from the IOC
4. New Propstars training manual completed.





# New Propstars Training Manual



## UIM Propstars and Formula Future

1. Close co operation between Propstars and Formula Future
2. UIM supplies new engines for Formula Future in Hungary
3. Formula Future DVD now used in all Propstars Instruction
4. Propstars syllabus provides the detailed training
5. Formula Future Incentivises children to participate in Formula Future World Championships
6. A very positive message of co operation between Formula Future and Propstars to all National Authorities.



## Sri Lanka: Progress during 2016



## Jet Bike Training in Sri Lanka





# FIMC Fujairah: The First Propstars training centre in the UAE



# FIMC Fujairah: The First Propstars training centre in the UAE



# St Thomas USA: The First Propstars training centre in the USA



# St Thomas USA: The First Propstars Training Centre in the USA







## The Sri Lanka Experience & My Rib Challenge

### Who I Am

- My name is Jade Bolling
- I am currently 13 years of age
- I represent the Lanka Powerboat Association
- I participated in the UIM Propstars powerboat youth development training programme
- I completed:
  - Basic training
  - Advanced training
  - Competition modules
- Recently appointed as a UIM Propstars Ambassador.



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*Girl Power*

## Who I Am

- My name is Oban Duncan
- I am currently ten years of age
- The youngest ever Scottish Junior RIB Champion (aged 9) 2015
- Ranked fifth in the U.K, 2015
- RYA Level 1 trained (January 2014)
- Successfully passed Sea Survival training course (June 2016)
- Currently have over 300 hours logged operating and handling RIBS of varying horsepower 50 – 250 (HP).



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## Who I Am

- Invited by P1 Superstock UK to provide both demonstrations and open time challenges including P1 powerboat drivers and sponsors at UK events in 2016.



- Conducted my first boat rescue on inland water (Loch Lomond) 2016.

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# My Trip To Sri Lanka

I was invited by the Lanka Powerboat Association (LPA) to attend training in Colombo

We travelled from Glasgow Scotland to Dubai and then onto Sri Lanka.

I travelled with my Mum and Dad and stayed in Columba for four days.



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## The Sri Lanka Powerboat Association (LPA)

The Lanka Powerboat Association was founded in October 2011 and was the 57<sup>th</sup> nation to join the UIM. As a result, Sri Lanka is eligible to host UIM events to showcase the sport and the country to national and worldwide audiences

The LPA have been very proactive in developing UIM training for local children as part of the Propstars Youth Development Programme.



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# My Water and Boat Safety Presentation



## Life Jackets

- Can be manual or automatic activation
- Is blown up like a balloon from a pressurised cylinder
- In automatic, once the sugar paper becomes wet the cylinder is pierced and high pressure air is discharged inflating the life jacket
- You can inflate the life jacket by blowing into the mouth piece if it goes flat
- You can also inflate the lifejacket by pulling a pull cord (manual operation)



## Boat Controls

- Look to see what direction you want the boat to move before you engage gear or throttle, otherwise it will move in the direction you don't want it to go
- Be in control of the boat at all times, never take your hand off:

The Tiller bar



During my participation on the course, I gave a presentation on water and boat safety to my fellow students.



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## The Group



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# My Press Experience

- During the event I was interviewed by various T.V. channels



Sri Lanka Minister For Sport



And me!!



Deputy British High Commissioner To Sri Lanka

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## Giving A Helping Hand



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## “Help”!! Man Overboard

*Practice Makes Perfect!!*



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# Our Instructors at Work



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## Best Improved Individual



- I donated a Scottish Quaich to the LPA for the course 'best improved individual'
- The award for this course was presented to Lara

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## Thank You

- I would like to thank John Puddifoot, Fiona Pascoe and Prassane Ranaweera for allowing me to attend the Lanka Powerboat Association UIM Propstars training course
- Thank you the LPA for your support, friendship and sharing our common passion of powerboating
- I would now like to share with you my recent RIB Challenge achievement...



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# My RIB Challenge

- To develop my experience, skills and craft control, I am undertaking several offshore challenges ranging from relative easy to extreme challenging water conditions
- Until age of sixteen, I must be accompanied by an adult in the boat



Each RIB challenge is documented.

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# My RIB Challenge

- My first offshore challenge took place on 29<sup>th</sup> August on the Bristol Channel, in the United Kingdom
- The challenge was to be the youngest and fastest to be Helm of a RIB, from Cardiff Bay around Flat Holm Island and return to Cardiff Bay (6.5 nautical miles out, 6.5 nautical miles return, 13 miles in total).
- The tidal range in the Bristol Channel is 15 metres, second only to The Bay of Fundy in Eastern Canada, and can change very quickly from calm to rough seas becoming very challenging, as it did during my challenge.

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# My RIB Challenge



Flat Holm Island

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Thank You For Listening

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## To consider key targets and milestones for 2017:

1. To consolidate on the progress made in 2016
2. To target all interested countries and aim to establish a minimum of three new training centres in 2017
3. To write a training manual for Aquabike
4. To provide a risk assessment template for Propstars training centres
5. To provide training centres with guidance notes for key race officials
6. To integrate the J Hydro programme into Propstars in the UAE
7. To receive Propstars Challenges and present an award to the best
8. **KEY message: Talk to me about the programme and how you can be involved in this low cost UIM training programme**



## AOB: Your comments and suggestions



***Key message, UIM Propstars is a low cost affordable programme suitable for all UIM National Authorities.***

