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To : Fédération Française Motonautique

Mr. Gilles Guignard, President

Monaco, 24<sup>th</sup> April 2019

**Re : Letter from Rouen Yacht Club dated 28<sup>th</sup> Feb. 2019 / use of FHR**

Dear President, dear Gilles,

Further to the letter dated 28<sup>th</sup> February addressed to the Members of the UIM COMINSPO and COMINSAFE by the Rouen Yacht Club with the endorsement of the FFM, requesting to review the mandatory use of the FHR for drivers participating in the 2019 edition of the “24 Hours of Rouen”, a meeting was held on 14<sup>th</sup> April in Amsterdam involving two of the signatories of said letter, David Moore and Phillippe Chiappe, and the Chairmen of UIM COMINSPO, COMINSAFE, Safety Cockpit and F1 Committee, Fred Hauenstein, Bob Wartinger, Tom Stanley and Luis Ribeiro

All agreed on the proven value of the FHR in lowering the risk of injury in a crash. At issue is the question of prompt egress from cockpits in the event of an accident. Although the majority of extractions and driver egress that have occurred in the past two seasons have been without reported difficulties, the concern was expressed that there had been some difficulties in driver egress occurring despite the use of these devices by many drivers, although no permanent injuries have been sustained during egress.

During the meeting, a plan to further define the details of these difficulties and find a solution was developed. Although the work started immediately with some positive solutions put forward, it was recognized that to accomplish this effort and train all the competitors will take time that may not be available before the 2019 edition of the “24 Hours of Rouen”.

Although known egress solutions and training are available to address the egress delay situations, the issue appears to be reluctance on the part of certain drivers to use the FHR devices due to fear that some sort of delay in escaping their cockpit would present unacceptable delays due to the difficult conditions of rescue during the 24 hour race at Rouen. Coupled with the time available for training drivers in egress procedures, their fears may not be overcome before the staging of the 2019 edition of the “24 Hours of Rouen”. In light of this situation, it appears that the safe participation of the drivers so affected may be better served by allowing these competitors to decide on their own whether they wish to use the device or not during the 2019 edition of the “24 Hours of Rouen”.

With this change, it will be mandatory that these drivers train in the proper adjustment, use and egress procedures and mandatorily use the FHR device while competing in the 2019 second round endurance championship in Augustow, Poland.

Best wishes,



Thomas Kurth  
Secretary General