



# MINUTES

of the meetings of the  
EUROPE CONFEDERATION WATERSKI COUNCIL  
held  
ONLINE (Zoom)  
on Monday 23rd March 2020  
and Monday 30th March 2020

## 1. Attendance and apologies for absence

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Candido **Moz**            *Chairman*  
Dimos **Alexopoulos**  
Ricardo **Botas**  
Christophe **Duverger**  
Stian **Lilleberg**        *Treasurer*  
Hannu **Rintanen**  
Donal **Connolly**  
James **Timothy**        *Secretary*  
Morten **Froulund**  
Manon **Costard**        *Athlete Representative*

The meetings commenced at 1800 CET.

## 2. Duplication of Record Certificate

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The question of whether to reprint a record certificate which had not been passed on to the athlete by the federation was discussed. It was decided that, on this occasion, it would be done.

## 3. Expenses Claim

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It was agreed to pay a late presented travel expenses claim based on the fact that late expenses had been frequently paid in the past. However, it was agreed that a letter should be sent out to officials re-iterating that all claims should be made by the end of November in the year that they were incurred or risk losing the claim.

## 4. Officials Panel

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The officials panel for the 2020 season was discussed and amendments made.

## 5. Rule Book

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Amendments to the E&A Additional Rule Book were discussed and agreed (the discussion continued 30th March). Many items were no longer needed and are therefore being deleted. See

later paragraph 11 regarding Additional Rule 29 (Boat Testing and Eligibility).

There was also discussion as to what the minimum standard of driver at a RL tournament should be. It was agreed that D2 should be a minimum but it would be impossible to introduce this so late for the 2020 season. Instead D3 will still be the minimum for this year with the proviso that the D3 driver would always be under the supervision of a D1 or D2 driver who would take responsibility for the D3 driver. In situations where there was no D1/D2 driver available, the CJ would have to assume responsibility.

## **6. Officials Conference**

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Because the Officials Conference has been postponed until 2021, there will be a set of online resources made available so that officials will be able to update themselves on changes to the Rules etc. Content for the resources should be provided to Donal by 27th March.

## **7. Corona Pandemic**

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Due to government restrictions, many organisers are having to postpone events. These will be reviewed on a rolling 60 day window and re-instated into the calendar where possible. It is acknowledged that the autumn could be a very busy time. A letter will be sent to all organisers stating that these are extraordinary times and if an event cannot be held, the usual penalties will not apply. The situation will be kept under constant review.

## **8. New Training & Examination Platform**

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Donal introduced the Moodle platform which has been used extensively by educational institutions for many years now. It will be the new platform for examinations and will also host resources for the postponed 2020 Officials Seminar. Candido and Donal have been very busy uploading content and have been very impressed with what they can do with the system. As well as examination resources there will be guides and tutorials for judging, homologation and driving. Video examples will feature a lot.

## **9. Sure-Path**

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James summarised where Sure-Path was with regard to ratification for tournament use. There were ongoing discussions with regard to ownership and use of data but James indicated that of more concern in the short term was the practicality of entering data into the system whilst in the boat. Ideally, Sure-Path should be able to integrate with whatever scoring system was in use in order to automate the collection of Skier Name, Driver Name, Boat Speed, Rope length etc. The current scoring systems were not ready for this yet and therefore, in James' view, the system was not yet ready to be put forward for Council approval. Efforts will be made to speed up development and integration of the scoring systems in order that Sure-Path can become useable under tournament conditions.

James suggested that in the meantime, deviation data could be made available at the judging tower (without the additional boat/skier/driver data) in addition to end-course to aid judges in real time monitoring of the boat path. Donal indicated that it would still be necessary for the system to be used and properly evaluated at a minimum of two tournaments before approval could be given.

## **10. Boat Deviation**

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The current (approved) methods for real time monitoring of boat path were discussed. Of the two, (Corson and SplashEyeDrive), only SplashEyeDrive was a viable proposition. This necessitated the availability of video cards which cost EUR 200.00. Efforts would be made to ensure they were available at Championship and Elite events.

## 11. Drivers' Commission

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It is intended to try and create a new form of the Drivers' Commission. The commission would be tasked with things like selection of drivers for World events and the setting of a Level 1 examination structure for driver progression (and in time the same for Levels 2 & 3). There is also a need for a structured method for maintenance of standards and if necessary, of demotion.

It is also proposed that the Commission be made up of two experienced drivers, two of the newer drivers, two skier representatives and one chairman who would not necessarily be a driver or skier.

In preparation for this, the current driver list will be polled as to whether they think it is a good idea and if so, would they be willing to stand for an election process. Donal will carry this process out.

In discussing E&A Additional Rule 29 (paragraph 5) , it was agreed that the procedure for approval of tournament boats should be more rigorous, in fact more like the AWSA approval process. This could be another topic for development by the Drivers' Commission.

## 12. Other Business

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1. Manon raised again the question of the Women's World Slalom Record and still frames and video were again reviewed. After lengthy (and sometimes heated) debate, it was acknowledged that despite the situation being far from ideal, there was no practicable action available that would result in any change to the decision. Lessons had to be learned:
  - a. There should be clarity and transparency with the evidence used to make these decisions.
  - b. There should be a repository where evidence could be easily found and seen.
  - c. The ratification process should be more like that used for Tricks.
2. Donal raised whether we should be doing a print run of the new Rule Book given that there have been so many changes. Participants at the upcoming seminar will be asked whether they would be willing to pay for a printed copy and depending on the response, a decision will be made.
3. The question of what sanction should be applied to the driver(s) involved in last year's pulled tournaments was discussed. It was decided to recommend to the Admincom that there should be a reprimand and notice of a suspension from RC and RL tournaments lasting 6 months from the date of notice.
4. It was agreed (30<sup>th</sup> March) to publish example end-course videos at the E&A Officials Webinar, 4<sup>th</sup>-5<sup>th</sup> April.

## 13. 2020 Meeting dates and venues

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4 <sup>th</sup> -5 <sup>th</sup> April	E&A Officials Webinar		
27 <sup>th</sup> April	WSC Online Meeting		
14 <sup>th</sup> -15 <sup>th</sup> November	November meeting	GBR	TBC. London Heathrow

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**Secretary**  
James Timothy

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**Chairman**  
Candido Moz

Original text: English

The Minutes are subject to approval at the next Meeting.

Federations please note: The Minutes are sent to all International Officials. Please pass on any relevant information to your National Officials.

Meeting session: Monday 23<sup>rd</sup> March 1800 - 2050 CET; Monday 30<sup>th</sup> March 1800 - ???? CET