REPORT

FINA APPOINTED TASK FORCE

PART 5 – SAFETY COVER AT THE FUJAIRAH EVENT

1. INTRODUCTION

Swimmers competing in the 10 km World Cup races are elite athletes who are training and competing in an Olympic sport and therefore deserve the professionalism demanded of any Olympic discipline, and certainly when it comes to safety.

Part 5 covers:

- The safety cover in the FINA Regulations.
- The safety cover organogram in Fujairah.
- The safety cover comparison of reports.
- The conclusions related to the safety cover in Fujairah.

2. SAFETY ASPECTS IN THE FINA RULES AND REGULATIONS

The following safety/security aspects are given in the FINA Rules:

2.1. Open Water Swimming Rules (OWS)

OWS 2. A Safety Officer and a Medical Officer should be present
OWS 3.2.1. ... the Safety Officer can stop the race.
OWS 3.31. The Safety Officer shall be responsible to the Referee for all aspects of safety related to the conduct of the competition.
OWS 3.32. The Safety Officer shall check that the entire course, ... is safe, suitable, and free of any obstruction.
OWS 3.33. The Safety Officer shall be responsible for ensuring that sufficient powered safety craft are available during the competition ...
OWS 3.34. The Safety Officer shall provide prior to the competitions to all swimmers a tide/ current chart...
OWS 3.35. The Safety Officer shall ... advise the Referee if, in their opinion, conditions are unsuitable for staging the competition.
OWS 3.38. The Medical Officer shall ... advise the Referee if, in their opinion, conditions are unsuitable for staging the competition.
OWS 5.3. A certificate of suitability for use of the venue shall be issued by the appropriate local health and safety authorities.

2.2. FINA By Laws 12

Preamble. Organisers are requested to do everything within their power to ensure that order, safety and security are maintained in and around the competition venue(s) before, during and after competition sessions.
BL 12.3.1 The Organising Federation, Organising Committee or Club in charge of the organisation must appoint a Security Officer, in overall command of all order, safety and security matters.
BL 12.4.1. Persons attending Security Meetings shall be those responsible for order, safety, security, medical care and fire service.
BL 12.4.3 Presentation of the Security Officer and persons in charge of order, safety and security, medical care and fire service shall be done at the Technical Meeting(s) before the opening of the championships.

2.3. FINA Medical Rules

1.1.c. the protection of their health and safety of the competitors.
6.8. At all times, the priority must be to safeguard the health and safety of athletes. The outcome of the competition must never influence such decisions.

2.4. FINA Open Water Swimming Manual

- Safety is the paramount issue in the organisation and conduct of any open water swimming event. The first step in planning an open water swim is the consideration of all safety factors.
- It is essential to brief safety crews.
- All marshals should be issued with safety equipment and clothing including weather protection and life jackets.
- Personnel assigned to water safety should be to the ratio of 1 to 20 competitors.
- Emergency exit points should be marked for swimmers to leave the water.
- Consider what is the safe number of swimmers to have in the water at any one time.
- Motorised safety craft should be employed with full warning, first aid and warming facilities.
- In accordance with OWS 5.2, 5.3, 5.4 and 5.5 the venue and course is subject to the issue of a certificate of suitability issued by the appropriate local health and safety authority.
- It is recommended that the Safety Officer and Medical Officer ensure the absence of hazards.
- Where applicable, swimmers should be encouraged to apply UVL protection.
- Swimmers in obvious distress and those deemed to be incapable of continuing for a variety of reasons should be removed expeditiously from the water and assessed with appropriate urgency by a doctor. Rendering assistance to swimmers in such situations should always supersede official rules of disqualification through "…intentional contact…" with a swimmer.
- The provision of an appropriately equipped first aid post and medical centre is mandatory and must be part of the obligations of the Organising Committee.
- In the event of a medical emergency there must be an adequate system of rapid transfer to secondary or tertiary medical services. This will demand access for motorised ambulance service and clear communication with a

receiving hospital. A clear protocol of emergency evacuation must be made available to the FINA Medical Officer.

- Both swimmer and coach should be aware of any specific safety requirements to be implemented during the race. As a general rule, open water swimmers will approach race day in a similar way to pool swimmers.
- The Safety Officer shall:
  - Be responsible for all aspects of safety.
  - Check that the entire course is safe, suitable and free of any obstruction.
  - Be responsible for ensuring that sufficient powered safety craft are available during the competition so as to provide full safety back-up.
  - Briefs swimmers, handlers, Race Judges and boat crews on all or any potential safety hazards and the action to be taken should any happen.
  - Checks, prior to the start, evacuation procedures and sites of Medical Teams.
  - 15 minutes prior to the start confirm to the Referee that, in their opinion, all safety requirements have been met.
  - The Medical Officer is responsible to the Organising Committee for the provision of adequate medical safety cover.

2.5. FINA 10km marathon swimming world cup 2010-2013 Rules

The Host Member Federation (HMF) shall comply with and conduct the Event in accordance with the FINA Constitution and all FINA Rules and Regulations, handbooks and guideline manuals ("FINA Rules"), the instructions and directions of the FINA Technical Delegate, including those instructions related to security, accommodation, transportation, accreditation, doping control, competition facilities, marketing, television, media, medical, hospitality and protocol and, to submit all arrangements for the Event to FINA no later than 4 months before the Event for FINA's approval.
4.3. Facilities: The following facilities are to be provided in addition to those given for the Start and Finish areas: safety boats as required, having regard to the course.
4.9. Insurance: The HMF/OC shall secure and maintain, at its cost, an adequate general liability insurance with a recognised and financially secure insurance company, covering the risks required by FINA relating to the hosting and staging of the Event. FINA has a right to approve such insurance and to be a co-insured party on the relevant policy.
6.2 Technical Delegate: The Technical Delegate's shall ensure that the FINA Rules and Regulations are applied and respected;

2.6. Agreement for Hosting a World Cup

FINA grants the Host Member Federation (HMF) the right to host the Event subject to the HMF agreeing that: it shall comply fully with the FINA constitution and all FINA Rules and Regulations, handbooks and manuals ("FINA Rules") as may be amended from time to time.

The Host Member Federation (HMF) and Organising Committee (OC) shall ensure that the Event is hosted and staged in accordance with all FINA Rules, including the Series Rules and Regulations relating to accommodation, transportation, media, television, accreditation, doping control, competition facilities, security, hospitality and protocol, which may be updated by FINA from time to

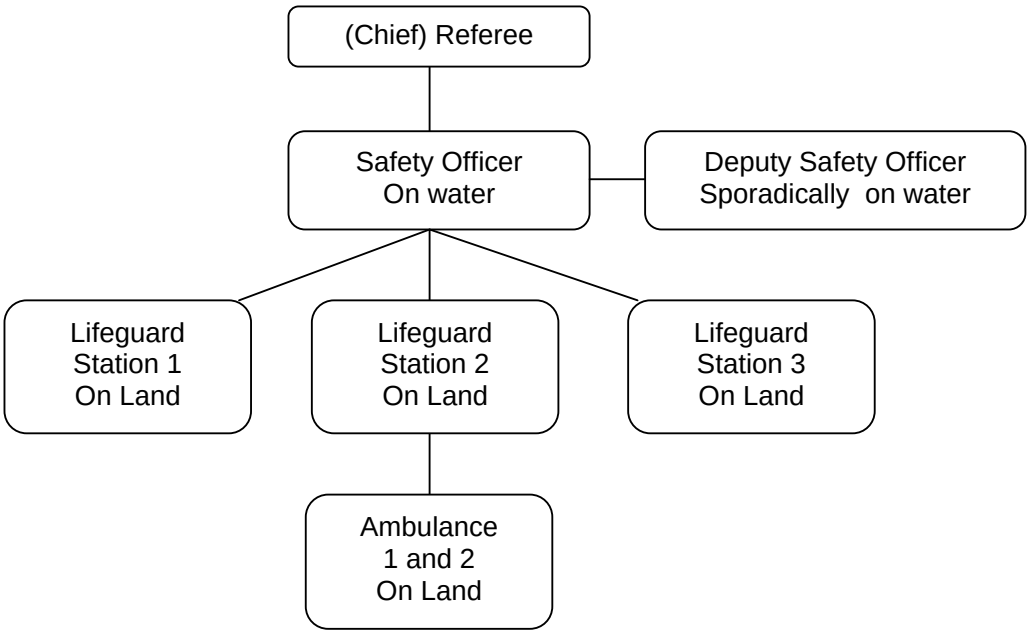
time. The HMF and OC shall also ensure that all arrangements for the Event are submitted to FINA for approval no later than three (3) months before the Event.

8.1. The HMF and OC shall secure and maintain, at their cost, an adequate general liability insurance with a well-recognised and financially secure insurance company covering the risks required by FINA relating to the hosting and staging of the Event. FINA has a right to approve such insurance, the insurance company and to be the co-insured on the relevant policy.

2.7. Conclusions from the Task Force

It is the opinion of the Task Force that safety aspects are covered most sufficiently in the OWS manual, which has been written as a guideline and not as strict rules, thus leaving room for interpretation. It should be considered to incorporate these aspects into the Rules and Regulations governing World Cup races so that there stricter guidance is given to race organisers so that adequate safety standards, as defined by FINA, are mandatory.

3. SAFETY COVER – ORGANIGRAM IN FUJAIRAH



4. SAFETY COVER – ACCIDENT MAP PROVIDED BY THE UAE

The Map received from the UAE Swimming Federation is given below as well as in APPENDIX E-01.

Venue Map provided bu the UAE Swimming Federation

5. SAFETY COVER – RECEIVED NAMES

The following names lists were received from the UAE Swimming Federation. During its meeting in Fujairah and Dubai on 14 and 15 January 2011 the Task Force heard the people highlighted in yellow.

FINA Officials

Name	Nationality	Function
Mr Valerijus Belovas	Lithuania	FINA Technical Delegate Member of the FINA Technical Open Water Committee
Dr Mohamed Diop MD	Senegal	FINA Medical Delegate Member of FINA Sports Medicine Committee

UAE Officials and Referees with Organisational Responsibilities

Name	Nationality	Function
Mr Ayman Saad Expatriate living in the UAE	Egypt	Executive Director of the UAE Swimming Federation and Head of the Organising Committee
Mr Abdulla Mubarak Al-Zahmi	UAE	Referee and Male Race Referee FINA International Referee – List number 8
Mr Mohamed Faraj Suleiman Al-Alili	UAE	Female Race Referee UAE National Referee since 2003
Mrs Sarah Marks Expatriate living in the UAE	Australia	Administrator, Public Relations and Public Announcer at event

Turn Judges of Buoy 1

Name	Nationality	Function
Mr Abdo Kamel El-Gamal Expatriate living in the UAE	Egypt	Turn Buoy 1 Referee (Marker) 25 years of experience UAE National Referee
Mr Ahmed Moubarak El-Zahmi	UAE	Turn Buoy 1 Referee (Spotter) UAE National Referee
Boat driver		

Turn Judges of Buoy 2

Name	Nationality	Function
Mr Abdulla Mohamed Abad	UAE	Turn Buoy 2 Referee (Spotter) Experience over many years UAE National Referee
Mr Mohamed Idris	UAE	Turn Buoy 2 Referee (Marker) UAE National Referee
Boat driver		

Turn Judges of Buoy 2

Name	Nationality	Function
Mr Mousa Hassan Hatem	UAE	Turn Buoy 3 Referee (Marker) UAE National Referee
Mr Obaid Salem Obaid	UAE	Turn Buoy 3 Referee (Spotter) UAE National Referee
Boat driver		

Pontoon Referees

Name	Nationality	Function
Mr Amr Mohamed Badawi Expatriate living in the UAE	Egypt	Referee at feeding pontoon 1 UAE National Referee
Mr Sorour Khamees Saad	UAE	Referee at feeding pontoon 2 UAE National Referee

Safety Officers

Name	Nationality	Function
Mr Osama Nabil El-Shazly	Egypt	Event Safety Officer Educated FINA Official: List number 5, Event organiser since 2000, experience in organisation of over 20 similar events Certified lifeguard from the Egyptian Diving and Lifesaving Federation
Mr Tamer Ahmed Moustafa Expatriate living in the UAE	Egypt	Deputy Safety Officer No lifeguard certificate
Mr Nabil Mohamed Majari Expatriate living in the UAE	Tunisia	Lifeguard at Station 1 Certified Lifeguard American Red Cross
Mr Adel Abdelsattar Expatriate living in the UAE	Egypt	Lifeguard at Station 1 Certified Lifeguard American Red Cross

Mr Zubeer Mohamed Majari Expatriate living in the UAE	Tunisia	Lifeguard at Station 2 Certified Lifeguard American Red Cross
Name is forgotten by Ayman Saad		Lifeguard at Station 2 Qualification is forgotten
Hisham Hazem Expatriate living in the UAE	Egypt	Lifeguard at Station 3 Certified Lifeguard American Red Cross
		According to

Ambulances

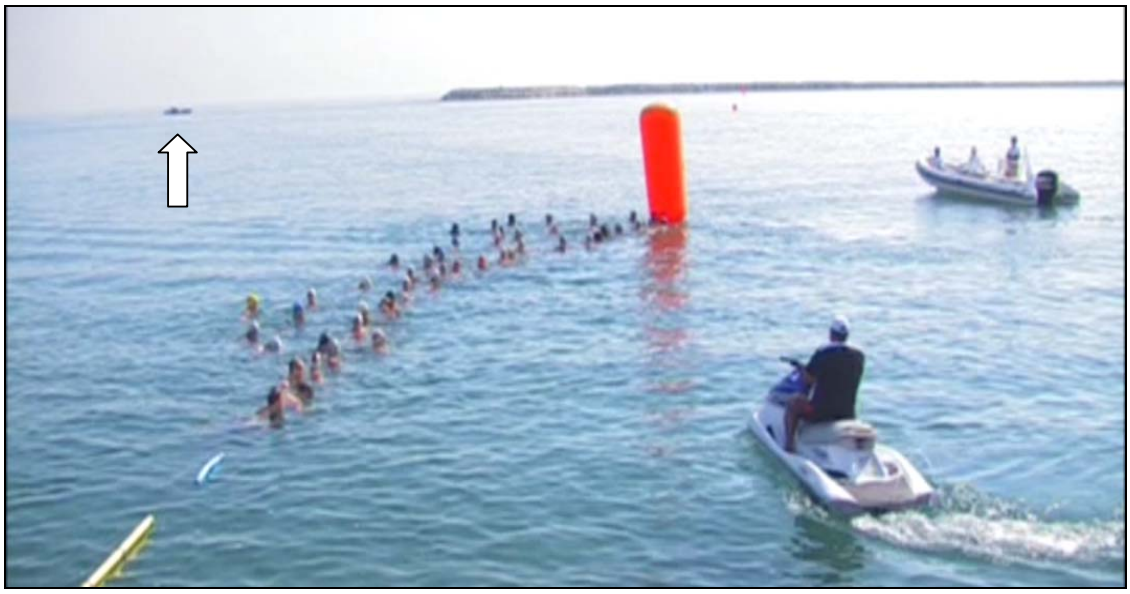
Name	What
Ambulance 1 (*) Name not provided	The ambulance was from the Fujairah Hospital – Fujairah Medical Zone – Ministry of Health
Ambulance 2 (*) Name not provided	The ambulance was from the Government Department and Offices of the Fujairah Civil Defence

(*) Dr Subash C. Gautam MD, Indian expatriate living in the UAE, Head of the Department of Accident Emergency Unit of the Fujairah hospital, informed the Task Force that UAE ambulances have no paramedics on board unless a medical ambulance is requested. The provided ambulances had drivers only and one of the ambulances had one male nurse on board. The distance from the venue to the nearest hospital was 5.7 km, which could be covered in a 5 to 10 minute drive.

Coast Guard Boats

Name		What
Coast Guard Boat 1	Names not provided	The coast guard boats were provided by the Ministry of Interior of the UAE – Fujairah Coast Guard Section.
Coast Guard Boat 2	Names not provided	
Coast Guard Boat 3	Names not provided	

The role of the coast guard boats was to provide security of the event, namely avoid intrusion in the Bay. Therefore the coast guard boats were anchored outside of the Banana Bay as can be seen on the arrow on the below picture.



Medical Team of the Fujairah Hospital

Name	Nationality	Function
Dr Subash C. Gautam MD Expatriate living in the UAE	India	Head of the Department of Accident Emergency Unit of the Fujairah hospital
Dr Mohamed Jaffar MD Expatriate living in the UAE		Department of Accident Emergency Unit of the Fujairah hospital

6. SAFETY COVER – COMPARISON OF REPORTS

The Task Force received the reports from the UAE Swimming Federation, the Technical Delegate, the Safety Officer, the Male Race Referee, the Female Race Referee and the Lifeguards. The reports were compared on the aspect of safety cover and the comparisons reveal the following:

6.1. Written report from the UAE Swimming Federation's Secretary General

The report provided by Mr Saeed Al-Hamour, Secretary General of the UAE Swimming Federation (see Appendix 15) speaks about:

- Three safety boats provided by the coastguard and the host club.
- Four water motorcycles (jet skis) to provide safety and spotting for swimmers.
- One boat provided for the FINA representative.
- One boat for the Organising Committee.
- Two motorcycles (jet skis) for the event referees Male and Female.
- Three security stations, one on the North rocks of the track, one on the south sandy beach of the track and one on the finish area. Each station has two trained lifeguards and they have one jet ski ready for emergency cases.

The report speaks about safety boats provided by the coastguard while using the term security boats would have been more appropriate.

Looking at the safety of the competitors, the report states:

- That there were four motorcycles to provide safety and spotting for swimmers. No mention is made if these spotters were lifeguards.
- That there were six trained lifeguards in three different lifeguard stations distributed over the course with each station one jet ski.

From the report we deduct that there were in total 10 swimming spotters / trained lifeguards with in total 7 jet skis at their disposal for safety.

6.2. Oral report from the UAE Swimming Federation's Executive Director

The report provided during the hearings by Mr Ayman Saad (Egypt), Executive Director of the UAE Swimming Federation speaks about:

- Three security boats provided by the coastguard and the host club.
- Two water jet skis to provide safety and spotting for swimmers.
- One boat provided for the FINA representative.
- One boat for the Organising Committee.

- Two motorcycles (jet skis) for the event referees Male and Female.
- Three security stations, one on the North rocks of the track, one on the south sandy beach of the track and one on the finish area. Each station has two trained lifeguards and they have one jet ski ready for emergency cases.

From the report we deduct that there were in total 8 swimming spotters / trained lifeguards with in total 5 jet skis at their disposal for safety. This is already a discrepancy in reporting from within the same federation.

6.3. Report of the Technical Delegate

The report provided by Valerijus Belovas, FINA Technical Delegate (see Appendix 12) speaks about security only, not about safety:

- Three big boats provided by the coastguard with divers.
- Four jet ski to provide security with lifeguards.
- Two more jet skis for referees.
- Three lifeguards for security were based on an elevated area on land with one jet ski ready for deployment.
- One boat was provided for the Technical Delegate
- One boat was provided for the Organising Committee.

Looking at the safety of the competitors, the report states:
- That there were four motorcycles to provide safety and spotting for swimmers with lifeguards.
- That there were three lifeguards on land with one jet ski at their disposal.

From the report we deduct that there were in total 7 swimming spotters / trained lifeguards with in total 5 jet skis at their disposal for safety.

6.4. Report of the Safety Officer

After having received a short report of the Safety Officer Mr Osama Nabil El-Shazly (see Appendix 18), the Task Force received a more detailed report from him regarding the safety situation at the Fujairah event (see Appendix 19) containing the following points:

- There were three security boats from the coast guard and all three boats were located at the entrance of the bay and remained there all the time. They were not involved in the safety of the swimmers but were merely there for the security of the event.
- There was one FINA boat with, amongst others, the Technical Delegate.
- There was one boat from the Organising Committee that also included media.
- There were three boats moving all the time between buoy 2 and 3 and between buoy 3 and 1, outside of the course to not hinder the swimmers. There were no lifeguards on these boats.
- There was one boat available to transport officials and coaches to the feeding pontoons.
- There were three boats for the turning judges, each close to a turning buoy and manned with at least two people per boat, but no lifeguards in these boats.

- At the Technical Meeting, the UAE Event Director informed Mr. Osama El-Shazly that he would receive four people for the safety:
  - Tamer Ahmed Moustafa (Egypt)
  - Nabil Mohamed Majary (Tunisia)
  - Zubeer Mohamed Majary (Tunisia) and
  - Hisham Hazem (Egypt).
- There were no lifeguards on the feeding pontoons, only race officials.
- There was one lifeguard station on the North Rocks (this is on the left side of the start/finish area). That station was manned by one lifeguard, namely Hisham Hazem from Egypt.
- There was one lifeguard station on the sandy beach at the start area. That station was manned by two lifeguards: Nabeel Mohamed Majari and his brother Zubeer Mohamed Majari, both from Tunisia.
- The two above described lifeguard stations were located close to the finish area. One on the left of the finish area (on the rocks) and one on the south of the finish area (on the sandy beach) at less than 100 m distance from each other.
- There were no lifeguard stations on the beach or on the rocks between feeding pontoon 1 and buoy 2.
- There were no lifeguard stations on the rocks behind feeding pontoon 2.
- There was a fourth jet ski available (in the start and finish area) for emergency cases but that was not used to constantly monitor and spot swimmers. That jet ski was sometimes occupied by Tamer Ahmed Moustafa and sometimes by Amir Badawi.
- There were in total four jet skis available for the race used as follows:
  - One for the male race referee
  - One for the female race referee
  - One for the Safety Officer
  - One as a reserve in case of emergency.
- The following people are certified and trained lifeguards: Ossama El-Shazly (Egypt), Tamer Ahmed Moustafa (Egypt), Amir Badawi, Nabil Mohamed (Tunisia), Zubeer Majary (Tunisia) and Hisham Hazem (Egypt).
- There is a public lifeguard station on the East side of the swimming track manned by a person that does not belong to the Organising Committee.

Looking at the safety of the competitors, the report states:

- That there were two lifeguard stations on land organised by the Organising Committee both at the start/finish area. There was apparently also a public lifeguard station on the East side of the swimming track manned by a person that does not belong to the Organising Committee.

Looking at the safety of the competitors, the report states:

- That there was one jet ski to provide safety and spotting for swimmers with the safety officer.
- That there were four lifeguards on land with one jet ski at their disposal.

From the report we deduct that there were in total 5 swimming spotters / trained lifeguards with in total 2 jet skis at their disposal for safety.

6.5. Report of the Male Race Referee

The report provided by Abdulla Mubarak Al Zahmi, Male Race Referee (see Appendix 20) speaks about:

- One boat for FINA delegate.
- Three security boats from the coast guard.
- One boat for media.
- Three jet ski covering the event as follows:
  - One for the safety officer.
  - One for the male race referee.
  - One for the female race referee.
- Two lifeguard stations: one on the North rocks of the track, one the south shore of the track.

Looking at the safety of the competitors, the report states:
- That there was one jet ski to provide safety and spotting for swimmers.
- That there were two lifeguard stations on land.

From the report we deduct that there were at least one jet ski and one lifeguard available for safety.

6.6. Report of the Female Race Referee

The report provided by Mr Mohamed Faraj Suleiman Al-Alili, Female Race Referee (see Appendix 21) speaks about:

- Three security boats.
- One boat for FINA delegate.
- One boat for media.
- Four security jet skis available for safety.
- The three authorised lifeguards for the race on the beach.

Looking at the safety of the competitors, the report states:
- That there were four jet ski to provide safety and spotting for swimmers.
- That there were three lifeguards on land.

From the report we deduct that there were at least four jet skis to provide safety and three lifeguards for safety.

6.7. Overview of the reporting

A. Coast Guard Boats and Officials Boats

	Report UAE Swimming Federation	Report Technical Delegate	Safety Officer	Male Race Referee	Female Race Referee
Boats from the Coast Guard	3	3	3	3	3
Boat for FINA Representatives	1	1	1	1	
Boat for the Org. Com. - Media	1	1	1	1	

The reports are quite identical by stating that there were in total 3 security boats, one boat for the FINA and one for the Organising Committee (with media).

B. Water Motorcycles (Jet Skis)

	Report UAE Swimming Federation	Report Technical Delegate	Safety Officer	Male Race Referee	Female Race Referee
Jet Ski for spotting swimmers	4	4			4
Jet Ski for Male Event Referee	1	1	1	1	
Jet Ski for Female Event Referee	1	1	1	1	
Jet Ski for Safety Officer			1	1	
Reserve Jet Ski			1		
Jet ski at the lifeguard stations	3	1			
Total number of Jet Skis	9	7	4	3	4
Jet Ski for safety only (for spotting swimmers and for lifeguards)	7	5	1+(1)	1	4

The reporting on the number of Jet Skis differs from 7 to 1 Jet Ski available for safety.

C. Lifeguard Stations on land

	Report UAE Swimming Federation	Report Technical Delegate	Safety Officer	Male Race Referee	Female Race Referee
On land Lifeguard Stations	3	3	2	2	
Each manned with lifeguards	2	1	1-2	NP	3
Total number of lifeguards on land	6	3	3		3

NP: not provided in the report.

6.8. Discrepancies in the reporting

The different reports contradict each other in numbers of safety boats, jet skis and lifeguard stations on land.

After carefully reviewing the received information, the Task Force is of the opinion that there were many discrepancies in the reporting. Such discrepancies

raised doubts as to the level of safety cover being provided which thus may have impacted on what occurred.

Therefore the Task Force put a special emphasis on this subject during the hearings.

At the hearings, the Task Force obtained the following figures related to the safety cover:

A. Water Motorcycles (Jet Skis) at the hearings

	Report Technical Delegate	Safety Officer	Male Race Referee	Female Race Referee
Jet Ski for spotting swimmers	4			
Jet Ski for Male Event Referee	1	1	1	1
Jet Ski for Female Event Referee	1	1	1	1
Jet Ski for Safety Officer		1	1	1
Jet Ski for Deputy Safety Officer		1	1	1
Jet ski at the three lifeguard stations	3	3	3	3
Total number of Jet Skis	9	7	7	7
Jet Ski for safety only (for spotting swimmers and for lifeguards)	7	5	5	5

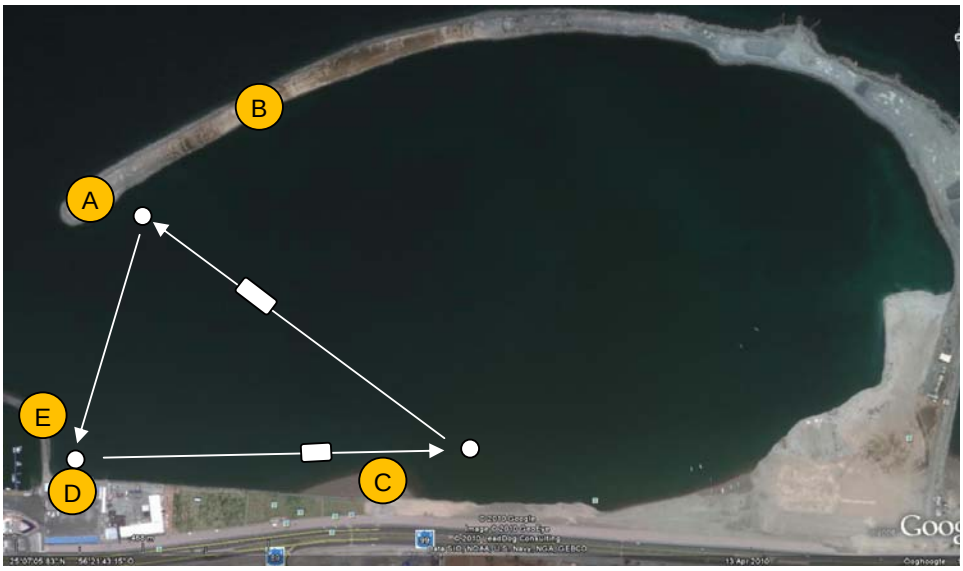
Three month after the incident, all people (except the Technical Delegate) remembered the same numbers while in their report one day after the event, the numbers were different.

B. Lifeguard Stations on land at the hearings

	Report UAE Swimming Federation	Report Technical Delegate	Safety Technical Officer	Male Race Referee	Female Race Referee
On land Lifeguard Stations	3	3	3	3	3
Each manned with lifeguards	2	2	2	2	2
Total number of lifeguards on land	6	6	6	6	6

We conclude that also here the reporting is identical while the reported figures in writing were not identical.

C. Location of the Lifeguard Stations on land at the hearings



At the hearings, the persons interviewed stated the following:

	Station 1	Station 2	Station 3
Report UAE Swimming Federation Secretary General	D	C	B
Report UAE Swimming Federation Executive Director	D	C	A to B
Report 1 of the Safety Officer	D	E	(*)
Report 2 of the Safety Officer	D	E	(*)
Report 3 of the Safety Officer	D	E	C (**)
Report of the Male Race Referee	D	A	C
Report of the Female Race Referee	D	A	C

(*) The safety officer was absolutely firm in his statement that there was no lifeguard station on the rocks in A or B or in between.

(**) The Safety Officer informed the Task Force that this station was managed by a lifeguard of the city of Fujairah (and that no jet ski was available there). At our visit, there was no lifeguard station in this location.

From the above data we can see that there is a discrepancy in the reporting, even during the hearings. The Task Force tends however to put more belief in the statements, both written and oral, of the Safety Officer.

7. CONCLUSION

After having analysed the reports and interpreted the hearings, the Task Force concludes the following:

A. Jet skis spotting swimmers

- There were not four jet skis consistently spotting swimmers as stated by the Technical Delegate.
- There were only two jet skis for spotting 77 swimmers. One of them was manned by the Safety Officer (an accredited lifeguard), while the other one was used infrequently by the Deputy Safety Officer (not an accredited lifeguard).
- The safety jet skis were not adequately equipped for either rescue or safety.

B. Lifeguard Stations

- To what was reported to the Task Force; there were three lifeguard stations. Based on the Safety Official report and other information analysed, there is reason to believe that there were only two lifeguard stations, both close to the finish area where the four lifeguards were located, namely in D and E (see map on previous page).
- There was no jet ski constantly available for each lifeguard station. The jet ski that could be used by the lifeguards was the one of the Deputy Safety Officer, who used his jet ski infrequently.
- The lifeguard stations were not equipped with lifeguard equipment.
- The lifeguards in the stations had no binoculars, therefore it is impossible from that point to spot and supervise swimmers along the entire course.

The above clearly demonstrates that adequate safety measures were not appropriately identified and implemented by the Organising Committee.

The Organising Committee believed they were meeting the recommendations suggested by the OWS Manual of a ratio of 1 safety person to 20 competitors, however the positioning of Safety Personnel on land during this event was inadequate given the course design.

There appears to be inconsistency in the reports provided by the organisers which is further highlighted by the fact that there are discrepancies between their reports and those provided by the participating federations and athletes.

It was raised by the heard swimmer's representative that concerns were voiced related to safety at World Cup events, including Fujairah. Their concerns were serious and their feeling was that their concerns were not considered.

FINA TOWSC Member Sam Greetham (GBR) informed the task force that in the 2009 event in the UAE, there were insufficient qualified officials, no safety officer had been appointed, and there were not sufficient boats to escort swimmer. He also informed the Task Force that he is unaware of any follow-up to his submitted report from that race to address these issues. The other TOWSC members interviewed also confirmed that they knew of this report and that no follow up had taken place. They also confirmed that there had been reports of other incidents in recent years which have also gone unattended.

It was reported in the letter of the Technical Delegate sent to the TOWSC, that he acknowledges that there are deficiencies currently in the way that events are run and that there needs to be reviews and changes made

Taking all of this into consideration the Task Force believe that there was an inherent lack of preparation and significance placed on the safety aspects required at the Fujairah Event.

These safety issues needing attention appear to be consistent concerns among all heard groups and are outlined and further elaborated on, with suggested recommendations, in Part 8 of this report.