

FÉDÉRATION INTERNATIONALE DE LUGE DE COURSE
INTERNATIONAL LUGE FEDERATION



OFFICIAL REPORT

TO THE INTERNATIONAL OLYMPIC COMMITTEE

ON THE ACCIDENT OF
GEORGIAN ATHLETE NODAR KUMARITASHVILI
AT WHISTLER SLIDING CENTER, CANADA
ON FEBRUARY 12, 2010,
DURING OFFICIAL LUGE TRAINING FOR
THE XXI. OLYMPIC WINTER GAMES

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1. A TRIBUTE TO NODAR KUMARITASHVILI



When Nodar Kumaritashvili made the Georgian Olympic Team, it was the proudest moment of his life, the fulfillment of a goal he had worked so hard to achieve. His journey had already made him a champion at home—and now he was an Olympian. He was filled with pride to be able to represent his family, his town and his country at the Olympic Winter Games.

Born in the small town of Bakuriani in the Republic of Georgia, his young life was full of challenges and economic hardship. But his family provided a nurturing environment—and they encouraged and supported his dreams in every way they could.

The community of Bakuriani was characterized by a passion for winter sport and marked by a proud tradition of men who embraced the life of a luge racer. Nodar's father was his first role model—a luger who had competed during the days of the Soviet Union. His uncle Felix Kumaritashvili was a luge coach, who not only guided his development as an athlete, but became the coach of the Georgian Luge Team at the Vancouver Winter Games.

Nodar's dream fueled his competitive drive and his rise as one of his country's best lugers. In competition after competition, he proved that he had the talent to perform at a world-class level. But the journey to the top was never easy for Nodar or his teammates. They had to endure financial hardships and overcome immense logistical challenges to make it to the races where they earned their rankings. So many nights and days were spent on the road in cramped cars as Nodar and his teammates drove for hours and sometimes days just to get to a World Cup event or a training camp. Despite these hardships and limited funds, Nodar competed around the world and succeeded in qualifying under FIL's rules for participation in the Winter Games. He earned the right to participate and deserved the chance to compete in the 2010 Olympic Winter Games in Vancouver.

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Tragically, his dream was not to be realized. The awful accident that ended his dream cut short a life full of promise, but he was doing exactly what he wanted to be doing on the day he died, he was racing toward a goal that he had pursued with uncompromising devotion since he was a young boy.

For the first time in 35 years the International Luge Federation (FIL) lost a member of its family. While the FIL is grief stricken by Nodar's tragic death, his legacy as an athlete, a competitor, a dreamer and an Olympian is just beginning in many ways. The FIL is committed to work with Nodar's family, the Georgian Luge Team, the Republic of Georgia and the International Olympic Committee (IOC) to build a positive legacy for Nodar Kumaritashvili in Bakuriani. And the FIL is equally committed to doing everything in its power to ensure, around the globe, that this tragic incident never happens again.

It is the deep desire of the FIL to ensure that the Closing Ceremony wish expressed by John Furlong, the CEO of the Vancouver Games, comes true in our lifetime: "May the legacy of your favorite son—Nodar Kumaritashvili—never be forgotten and serve to inspire youth everywhere to be champions in life."

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2. FIL QUALIFICATION PROCESS FOR OLYMPIC GAMES 2010

Over the last several Olympic Winter Games, the FIL has worked closely with the IOC to ensure that the luge competition at the Olympic Games is of the highest quality. For the men's competitions, this has meant limiting the event to 40 athletes. Nodar Kumaritashvili qualified as one of those top ranked 40 athletes.

EVENTS

Men's Singles – 4 competition runs

Women's Singles – 4 competition runs

Doubles – 2 competition runs

ATHLETE/NOC QUOTA

Athletes Quota	110 Athletes
	40 Men
	30 Women
	20 Doubles
NOC Quota	10 Athletes
	3 Men
	3 Women
	2 Doubles

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QUALIFICATION SYSTEM

The Olympic Games qualification is based on the rankings achieved on the FIL World Cup Circuit. Each World Cup is limited to a 5 athletes per National Federation (NF) in the men's discipline. Each athlete must additionally obtain a license from the FIL in order to participate in any World Cup competition. This license is either obtained through an FIL pre-approved National Federation (i.e. Germany, Italy) or the FIL directly issues the license after the athlete's successful participation in official FIL qualification camps.

General Principles:

Athletes will be ranked by World Cup points on December 31, 2009. Athletes must meet the FIL qualification criteria (see detail below). Olympic places are awarded to the NOC represented by these athletes, the NOC selects the athletes.

System in Detail:

Athletes must have competed in a minimum of five (5) World Cup or Junior World Cup races during the pre-Olympic (2008-2009) and Olympic season (up until December 31, 2009) combined and have earned a minimum of five points from the World Cup or Junior World Cup or both combined

OR

An athlete must have earned the following minimum World Cup points in the Olympic season in one race prior to December 31st, 2009:

Men – 10 points (31st place)

Women – 20 points (21st place)

Doubles – 25 points (16th place)

In the case of equal World Cup points, a tie breaker system will be used.

If there is a tie in points earned by December 31, 2009, and thereby the number of qualified athletes exceeds the available spaces, the following will prioritize the athletes for ranking (tie breaker):

- a. Athlete who has the better race seed (at the time the space becomes available).
- b. If the seeds are equal, then the athlete who has the better placing in a single race in the Olympic season.

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- c. If best placing is the same, the athlete who has the greater number of better placings during the Olympic season. (I.e. a 12th, 16th, and 18th placed athlete ranks higher than a 12th, 17th, and 18th placed athlete.)

NOTE: This tie breaking system is ongoing from December 31, 2009 until January 18, 2010 when the NOCs need to confirm to FIL that the earned places will be taken up (as NOCs enter or do not enter their athletes, new places could become available. However, the tie in points is based upon the original December 31, 2009 ranking list.)

HOST NATION QUALIFICATION

The host nation is guaranteed one position each in men's singles, women's singles, and doubles if those athletes have reached the minimum qualification standards of the FIL. If the minimum standards have not been met by these athletes, a special request can be made by the nation to the FIL whereby a review will be conducted to ensure the safety of all athletes involved before admission is granted.

The host nation places will fall under the overall athletes' quota.

REALLOCATION OF UNUSED QUOTA POSITIONS

As positions become available, the FIL office will refer to the ranking list of December 31, 2009. First priority for unused quota positions will go to qualified athletes who have met FIL minimum qualification standards from non-represented countries. Review will be conducted to ensure the safety of all athletes involved before admission is granted. Once a country is represented in at least one discipline (men's singles, women's singles, or doubles) then the remaining unused positions will be allocated to the next ranked qualified athlete in each discipline.

QUALIFYING TIMELINE

Date	Qualifying events (dates & places)
1 November 2008	Start of Qualification period
31 December 2009	End of qualification period

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- 4 January 2010 FIL office will confirm to NFs and NOCs the number of allocated starting positions and their respective events (men, women, doubles) that are available.
- 18 January 2010 NOC's must inform the IF and VANOC that the earned places will be taken up and submit to FIL the list of selected athletes
- 25 January 2010 FIL will confirm re-allocation of the places not taken up by NOCs on 18th January
- 31 January 2010 Deadline for Vancouver 2010 Organizing Committee to receive entry forms submitted by the NOCs

For the Vancouver 2010 Olympic Winter Games, several NOC's – Hungary, Croatia, and Tonga – were ready to send athletes for competition. These athletes did not meet the FIL criteria and, despite pleas from the NOC's, the FIL did not make any exceptions to the qualification criteria. The FIL believes its current qualification system is correct and stringent enough. It does not foresee making any recommendations to the IOC for changes.

Qualification Process for Nodar Kumaritashvili for Olympic Games

And Whistler Track Training Overview

In order to meet qualification criteria for the Olympic Games, Nodar Kumaritashvili competed in the following:

2008/2009 – 55th overall in World Cup Standings

World Cup competitions:

Sigulda LAT

Winterberg GER

Oberhof GER

Altenberg GER

2009/2010 – 44th overall in World Cup Standings

Nodar was integrated in the seasonal program of the Russian National Luge Team within the scope of the FIL "Partnership Program".

World Cup competitions:

Calgary CAN

Igls AUT

Altenberg GER

Lillehammer NOR

Cesana ITA

With these races, he met the requirement of having raced in a minimum of five World Cup races over the required two year period. These races resulted in Nodar Kumaritashvili being ranked 38th by December 31st, 2009, thereby earning him an Olympic allocation.

In addition, Nodar Kumaritashvili specifically trained at the Whistler track as follows:

2009 International Training Week November 9-15, 2009

November 9, 2009:

2 Runs Novice Start

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November 10, 2009:

1 Run Novice Start

2 Runs Junior Start

November 11, 2009:

1 Run Lower Ladies

2 Runs Ladies Start

November 12, 2009:

1 Run Ladies Start

2 Runs Men's Start

November 13, 2009:

3 Runs Men's Start

November 14, 2009:

3 Runs Men's Start

November 15, 2009:

3 Runs Men's Start

20 Runs Total

2010 Olympic Winter Games

February 10, 2010

1 Run Ladies Start

1 Run Men's Start

February 11, 2010

2 Runs Men's Start

February 12, 2010

2 Runs Men's Start

6 Runs Total

3. WHISTLER SLIDING CENTER TRACK INFORMATION

CONSTRUCTION AND HOMOLOGATION

The Whistler Sliding Center (WSC) was constructed from June 2005 – December 2007 with the design from Udo Gurgel (IBG Design, Germany).

Every new track goes through a homologation process. This is the process by which the International Federation (IF) approves the track and allows it to be opened for international training and competitions. In the case of sliding tracks, two IF's share the usage of one venue – the FIL (International Luge Federation) and the FIBT (International Bobsled and Tobogganing Federation). Therefore, a Track Building Commission exists that has members from both Federations who are deemed to be experts in their respective sport. However, each Federation conducts its own homologation and issues a certificate to the venue owner accordingly.

During construction, several visits and checks are executed by the Track Building Commission. At each stage, a protocol is issued regarding the status of the construction and determinations of the Commission. At the completion of construction, and after an initial determination by the Commission that it is ready for athlete usage, the track owner invites a select group of international elite athletes to "test" the track under iced conditions. If the "test" is deemed successful, the track is then homologated by each respective Federation separately.

WSC was homologated by FIL on March 11th, 2008.

USAGE AND TRAINING AVAILABILITY

Following the homologation and per FIL rules, the WSC planned two International Training Weeks. In addition, as per IOC rules, one test event was held prior to the Olympic Games. Official Training during the period of the Olympic Games also provides additional opportunity for training, while also serving as an additional step in qualifying to race (athlete must complete at least one timed run on the full length of the race course, and be within 7% of the top athlete in his training group during Official Training):

The schedule for WSC was as follows:

International Training – November 8-15, 2008

Olympic Test Event, FIL World Cup – February 16-21, 2009

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International Training – November 9 – 15, 2009

Olympic Games Official Training – February 10 – 12, 2010

Due to the speeds being faster than originally calculated by the design firm, the FIL asked the organizers for additional training days, above and beyond the requirements. This included conducting a mandatory “progressive” training. The progressive training required that every athlete new to the track must start their training by taking 3 runs from the novice start, 2 runs from the Junior Start, and one run from Lower Ladies start before moving up the track to the race starts. This would ensure that athletes would have the opportunity to gradually adjust to the increasing speed on the track, while not taking away the opportunity for the required number of runs that had to be offered from race starts.

The organizers complied with this request and agreed with this extra safety measure.

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TRACK/RUN HISTORY**2007/2008 Season:**

Luge runs: 1,077 (total 2,155) (Bobsleigh: 335; Skeleton: 743)

Crashes: 15 (total all disciplines)

2008/2009 Season

Luge runs: 9,672 (total 15,115) (Bobsleigh: 2,153; Skeleton: 3,290)

Crashes: 73 (total all disciplines)

World Cup – Luge 2009 – 186 runs, 16 crashes

International Training Week – Nov. 2008

144 athletes/23 countries

2,482 run total

2009/2010 Season at time of Olympic Games

Luge runs: 8,794 (total 15,376) (Bobsleigh: 2,512; Skeleton: 4,070)

Crashes: 115

International Training Week – Nov. 2009

125 sleds/28 countries

2,250 run total

Total runs taken on track: 32,646

Total number of crashes: 203

4. ACCIDENT INFORMATION

6th Official Training Run, Nodar Kumaritashvili

The fatal run for Nodar Kumaritashvili was the 6th and last training run allotted for the Olympic luge competition. The FIL Technical Delegates examined the television footage available from that run, received the observations and report from the Royal Canadian Mounted Police (RCMP) and conducted a physical inspection of the track to best determine what happened.

After careful review of the video footage, the run appears to have been routine until the exit of curve 15. At that time Nodar appears to have hung on to the curve too long. This resulted in him being sent to the right hand side of the straightaway (going into curve 16) when he steered the sled out of that curve instead of being left of center on the straightaway which is the preferred positioning going into curve 16. When Nodar did enter curve 16 late as a result, he appears to have made the decision to try to hold the sled down rather than letting it go high up in the curve which is the normal path when coming too late into curve 16. This resulted in him having a low trajectory through the beginning of the curve. However, as he was holding the sled down in the curve the G-force experienced also became more powerful. In this case, the pressure became so strong as he was riding at the bottom of the curve that it eventually resulted in his head and body giving into the G-force causing an equal and severe weighing down of the head and body later in the curve. Once this happened, he most likely lost control of the sled as it shot up towards the roof of the curve. However, rather than hitting the roof, two things happened. First, his right hand with a spiked glove came out onto the ice. Second, the G-force experienced caused a subsequent strong downward pressure of the right shoulder initiating a radical steering motion of the sled. Both actions literally served to pivot it in a similar way a sharp turn is made when a handbrake is applied to a car at a high rate of speed. This resulted in sending the sled down towards the wall on the other side at an exceptional angle.

When a sled hits a wall two things normally happens; either the runners on the sled break which partially absorbs the impact and causes the slider to crash while remaining inside the track or the sled bounces off the wall and sends the slider off the wall while remaining inside the track. In the case of Nodar neither happened. Nodar appears to have hit the wall at an exceptional angle that caused the sled to compress rather than break or bounce off. This resulted in the sled serving as a catapult when it decompressed launching him and the sled into the air. This cause and effect was outlined by the local traffic police's on-site investigation of the accident scene.

The catapult effect of the sled sent Nodar over the wall onto the outside of the track. Once he departed the track he hit a metal pole tragically ending his life. Due to the unusual behavior of the sled at the moment of impact, the sled was inspected by both the police and FIL experts to determine if there were any deficiencies in sled construction. The findings

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showed that the sled met all FIL criteria and standards and was found to be compliant to every regulation.

In trying to re-create the run the FIL Technical Delegates retraced the driving line taken by Nodar with a special focus on the driving line starting in curve 14 through a physical inspection of the track. They did not find any track deficiencies in the iced portion of the track itself (i.e. bumps or cuts in the ice, incorrect ice profiles) that would have caused or forced Nodar to have taken the driving line he did on the fateful run. The inspection then focused on the wall at the end of curve 16 over which Nodar flew outside the track. A review was therefore conducted as to the determination of the wall height prior to the accident. As with all tracks currently in existence the height of walls to accompany the original concrete track construction at the Whistler Sliding Center (WSC) was based on various computer simulations and by physical inspections by FIL technical personnel in cooperation with the FIBT. Although the track was homologated it is not unusual for the technical personnel to require modifications. In the case of the wall height at the finish area where the fatality occurred, neither the computer simulations nor the technical experts who homologated the track and subsequently monitored the runs since the inception of the track (over 30,000 runs) foresaw the possibility of the event that happened.

The findings from examining the fatal run indicate that Nodar did commit driving errors starting in curve 15/16 which as an accumulation ended in the impact that resulted in him leaving the track and subsequently hitting a post, causing blunt force trauma to the base of his skull, causing the fatality. This is a tragic result that should not have occurred as a result of an initial driving error.

5. IMMEDIATE RESPONSE

Below is a chronological listing of events covering the response immediately following the crash of Nodar Kumaritashvili during the 6th and final training run leading up the Olympic Luge competition.

- Training is immediately stopped.
- The Race Management Team (Race Director, VANOC Luge Competition Manager and FIL Jury and FIL Technical Delegates) meets in Control Tower of the Whistler Sliding Center. As an athlete had gone out of the track it is decided not to resume training and conduct an investigation as to what has happened and implement measures to ensure the event does not occur again (in circumstances where an athlete has been evacuated from the track by ambulance due to injury the training/competition is resumed once ambulance services are again available at the track). Due to time schedule it is decided to tentatively resume training the next day and that an additional training run will be added.
- The Team Captains are called in for a meeting and informed of the changes in the schedule. At the end of the meeting news is received that Nodar Kumaritashvili has died. The Team Captains are then informed they will receive on-going updates through the VANOC sports information system at the Olympic Village (these are delivered from 18:00h onward and ongoing throughout the next 12 hours).
- The Royal Canadian Mounted Police (RCMP), upon verification of a fatality, closes the track and starts a routine 'sudden death' investigation along with the Coroners Service of British Columbia. The investigation team consists of re-constructionists and a forensic ID section.
- The RCMP interviews the Race Management Team as part of their investigation.
- The RCMP and the Coroners Service of British Columbia completes their investigation and releases the track to the Race Management Team
- The FIL Technical Delegates and Race leadership conduct their investigation (review of video footage, physical inspection of the track and equipment).
- The RCMP and the FIL Technical Delegates share information and findings
- The Race Management Team makes the decision to make the following changes to the track:
 1. Increase the height of the outside wall (sliders left side) by 2.26 meters for a distance of 18 meters.
 2. Addition of a 1 meter high wall on the outside wall (sliders left) for a distance of 10 meters from the end of the current wall.
 3. Increasing the height of the inside wall (sliders right) by 40cm for a distance of 46 meters.
 4. Squaring off the curve of the ice between the base of the track and the side walls of the outrun.
- FIL issues a press release about the accident and announces a press conference will be held the following day at 08:30h at the Whistler Media Center
- During the construction of the changes to the track, the track crew also installs padding on the steel pillars at the finish where the fatal impact occurred.

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- The Race Management Team meets and determines there is a divided opinion as to remain at the original start height or reduce it. As there is not a unanimous decision it was decided to err on the side of caution and lower the start to the current women/double start. This start was subsequently renamed the Olympic Men's Start. Although this change will only result in a reduction of the speed by about 10 kilometers per hour it was felt it will serve as an emotional and psychological benefit to the athletes.
- Teams arrive at the Whistler Sliding Center on the morning of Feb.13th to resume training. The Team Captains are informed at a meeting at 07:30h of the final changes made to the track and decisions regarding start height.
- FIL conducts a press conference at 08:30h as scheduled at the Whistler Media Center with President Josef Fendt, Secretary General Svein Romstad and VANOC Vice President, Sport Tim Gayda
- The Race Management Team meets and again does not have a unanimous decision as to the start height for the women and doubles events. Once again, it is decided to remain conservative and lower the start for the same reasons as stated above. The new start is subsequently named the Olympic Women's and Doubles' Start.
- 17:00h – Olympic Men's Luge Competition starts on its originally scheduled time.

At the time of the accident President Josef Fendt and Secretary General Svein Romstad were in Vancouver at the IOC Session. Once informed of the accident, Fendt and Romstad met on an on-going basis at the IOC offices with IOC President Jacques Rogge, IOC Olympic Games Director Gilbert Felli, VANOC CEO John Furlong, IOC Sports Director Christoph Dubi and other members of IOC and VANOC to determine appropriate actions to deal with the tragic situation. Once the needed game plan was determined it was decided that Secretary General Romstad would return to the Whistler Sliding Center to meet with The Race Management Team and the RCMP, while President Fendt would remain in Vancouver with the IOC to coordinate efforts on that end.

6. CONCLUSIONS/UPDATES

Care for Nodar Kumaritashvili Family

Immediately following the conclusion of the 2010 Olympic Winter Games in Vancouver, Canada, the FIL transferred 10,000 Euro to the Kumaritashvili family to assist with immediate expenses related to the tragic event. This amount was transferred for charitable reasons. In addition, the FIL has created a collection effort through its website to offer further assistance. At the time of this report this effort is proceeding well. Among the donations received are several from luge athletes around the world who have raised monies via E-Bay auctions and other fundraising efforts. The International Olympic Committee (IOC) is also making a donation to the family. The Association of International Olympic Winter Sports Federations (AIOWF) has also donated 10,000 CH to the family. Finally, VANOC has made donations to the Kumaritashvili family and also has an insurance policy for the event of a death of an athlete during the Olympic Winter Games and the funds payable under this policy will be transferred to the family in the near future.

Since the accident, the FIL has also kept in continual contact with the family. Members of the family have visited the FIL office in Berchtesgaden, Germany. In addition, President Fendt, upon the request and invitation of Nodar's parents, attended the traditional Orthodox memorial service conducted 40 days after the funeral. This event took place on March 23, 2010 in Bakuriani in the Republic of Georgia.

Nodar Kumaritashvili's Legacy

Following the wishes of the Republic of Georgia and the Kumaritashvili family a luge track is foreseen to be built in Bakuriani, Republic of Georgia, which will be named after Nodar. At the moment of this report the exact details have not yet been finalized. The FIL is working with the authorities in the Republic of Georgia, the Republic of Georgia NOC and the IOC to realize this wish. It is envisioned that the track built will be approximately 400 - 500 meters long. FIL is conducting a feasibility study and will report its findings to the IOC by summer 2010.

2014 Sochi Olympic Luge and Bobsled Track

During the homologation process and the ensuing sessions of the Whistler Sliding Center, it was determined the track was faster than originally calculated by the design firm (Udo Gurgel – IBG Design, Germany). The original calculations called for a top speed around 136 km/h while the actual top speed recorded was 153.98 km/h (Felix Loch/GER). Although it was determined by the FIL that this speed was within the ability of the luge athletes, it was determined that this was not a direction the FIL would like to see the sport head. As such, President Fendt wrote a letter to Sochi 2014 Organizing Committee on April 27th, 2009 stating that the FIL will not homologize the proposed Sochi track if the speeds were to exceed 130-135 km/h.

With the clear guidelines having been provided to Sochi 2014 Organizing Committee prior to the preliminary design of the new track having taken place, the FIL believes speed will not

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be an issue for that track (or other tracks constructed in the future). At the moment of this report, the FIL has approved the preliminary track design.

Whistler Sliding Center (WSC)

At the time of this report, no final determination has been made as to additional changes that may be needed to the Whistler Sliding Center. The WSC is scheduled to host the 2013 FIL World Championships. As is traditional with the hosting of the World Championships, the WSC will also host a World Cup event in the season prior (2012). It is anticipated by the FIL to resume competition from the original start heights for all disciplines for these competitions. However, due to the seriousness of this particular accident, several meetings of FIL technical experts are scheduled at the time of this report to discuss the viability of this desire.

Final Note:

The FIL has determined, as is verified within this report, that it was aware of the high speed reached on the Whistler track. Based on this, it implemented changes it believed would mitigate the challenges posed by the higher than anticipated speed. The extra measures to ensure athlete safety were instituted as knowledge of the track was gained (i.e. additional training days, required progressive training from lower starts to acclimate athletes). Additional physical safety features were added by track and ice experts after each international sliding session, starting as early as homologation in 2008. Thousands of runs were conducted on this track prior to the Olympic Winter Games by which FIL became convinced that it had managed to establish a safe environment for athlete competition. The fatal accident occurred in the final training run prior to the Olympic luge competition. At that time, all the athletes had qualified for participation in the Olympic competition through the mandated 7% rule (discussed earlier in the report) and although there had been crashes during that and other training sessions there were no indications there would be the possibility of an athlete actually leaving the track.

The FIL, based on its investigation, believes the accident of Nodar Kumaritashvili to have been the result of him leaving the track due to the reaction of the sled as it hit the wall at the exit of curve 16 causing a "catapult" effect. This bowing of the sled has not been seen before and was therefore not predictable by technical and safety experts. No athlete would have control in dealing with this type of "catapult" effect. The existing safety wall, which had already been lengthened and raised in the area of the accident, was deemed to have been correctly calculated and constructed to handle a crash in this area and to prevent the departure from the track by an athlete (under normal crash situations). Additionally, the construction in this area was designed to allow for the necessary egress out of the track (by an athlete after a crash) and the necessary access to the track by rescue personnel following a crash in this area. With the unknown and unpredictable dynamics of this crash, the calculation and construction of the walls in that section of the track did not serve to prevent the tragedy that happened.

The FIL is determined to do what it can to avoid a tragedy like this from occurring again. In order to ensure this, changes to the sport and tracks are being reviewed at the time of this report. Any changes eventually implemented will be done following the rules and

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regulations of the FIL. This means proposed changes to the sport, such as track design and sled technology to further enhance safety measures, will be reviewed by its expert commissions and forwarded for approval by the Executive Board and/or the FIL Congress as appropriate.

Any proposed changes to the tracks must be presented to the joint FIL/FIBT Track Building Commission with approvals by both International Federations prior to implementation.

Thank you

The FIL would like to thank the International Olympic Committee, Vancouver Olympic Organizing Committee, Canadian Luge Association, Royal Canadian Mounted Police and the Coroners Service of British Columbia for their assistance in providing information for this report.

Contact

International Luge Federation (FIL)
Rathausplatz 9
83471 Berchtesgaden
Germany
Phone: +49 8652 66960
Fax: +49 8652 66969
E-mail: office@fil-luge.org