

Open letter to FIS

Schluein, 30 September 2025

Eight years of development – four years of knowledge from the FIS – and yet blockade

Ready for immediate use – Urgent appeal for athlete safety and performance in alpine skiing

To the FIS officials and the interested public,

Every serious accident in alpine skiing demonstrates once again how urgently athletes need effective protective systems.

We, Roland Duss, Ing. HTL MB, and Fabienne Duss, have invested more than 8,000 hours of development work in our solutions over the past few years. The result is a series of internationally protected patents that can make racing safer and faster.

It's not about us. It's about ensuring our solutions get the attention they deserve – so that a new era in skiing can begin, with a new level of safety for all athletes.

Origin and development

Our plates are our own independent developments, the lateral suspension and remote release / ski release were developed at the request of the FIS

- **We have been working on our ski suspension since 2016 .**
- **Four years ago , we proactively sought contact with Atle Skaardal . This resulted in a very pleasant exchange.**
- **Atle Skaardal made it clear: "The manufacturers themselves are unable to find a more secure solution."**
- **His vision: a standard plate like the tire in Formula 1 – only in this way can the same standard be guaranteed for all drivers.**
- **And he didn't believe that manufacturers would ever work together to create a security solution.**
- **At the same time, he explicitly expressed a desire to reduce the lateral forces acting on the ski. We interpreted this suggestion as an official signal from the FIS and took it very seriously. We then developed a solution in which the lateral suspension is integrated directly into our binding plate. This feature was patented and subsequently presented to him.**

This means that an official FIS input has been technically implemented – in the highest quality, ready for series production and ready for use – even with the height of 50mm maintained in DH and all other disciplines.

Series readiness , delivery capability and quality

- **Our boards have been tested over four winters, with up to 120 days of skiing on one board – without any loss of functionality.**
- **"Those who order now will have the plates in time for training before Sölden – and even if all World Cup teams or the FIS were to order for all athletes at the same time, we can reliably deliver before every World Cup race thanks to our extensive network of proven mechanical suppliers from the past."**
- **We have secure supply chains and partners who are able to produce the panels in series immediately.**
- **With my experience as a purchasing manager and mechanical engineer , I have ensured that the panels are available in consistently high quality .**
- **The plates are retrofit parts and fit all common skis and bindings used in racing – ready for immediate use by the entire field of riders.**

Advantages at a glance

Performance and security combined:

- **Conventional binding plates stiffen the ski in the binding area and block its natural flexion and torsion. This increases the risk of ski skew and thus serious falls.**
- **Our proprietary plate solution maintains the free flexion and torsion of the ski – allowing the ski to follow the terrain without restriction.**
- **Even the standard plate with our Shocklings drastically reduces G-forces – this protects the knees and significantly reduces the risk of injury.**

Lateral suspension and remote release:

- **Lateral spring and damping elements reduce the Z values to a healthy level.**
- **Remote release releases skis from the boot in a controlled manner - independent of the binding**

We have patented, practical solutions - but we are not making any advance payments like we did with the binding plates - we would be very happy to do this for the FIS on a contract basis (lateral suspension and remote release).

Neutrality and independence:

- **We are the only completely neutral provider : no outside money, no investments, no manufacturer ties.**
- **Only a few manufacturers have purchased disks for testing purposes – beyond that, there are no other dependencies.**

- **It shouldn't be a question of whether a brand cooperates. It is the FIS's duty to equip the entire field with a safe system.**

Shocklinqs – making suspension and damping visible:

- **Replaceable Shocklinqs (one element that springs and dampens) in different heights and firmnesses.**
- **Color scheme like in motorsport (Formula 1) makes setups visible and understandable.**
- **New attractiveness for fans and sponsors, with clearly defined safety standards.**

Background and analogy to motorsport

In other racing sports, mandatory technical safety solutions have long been introduced, for example:

- **HANS system in Formula 1 .**
- **Airbags in MotoGP leather suits .**

Both revolutionized security – because the associations decided that it applies to everyone .

The FIS has also made airbags mandatory: They have been mandatory for all athletes since this season. Last year, individual exceptions were still possible – a practice that is incompatible with a safety-relevant system. Therefore, it is logical that there should be no exceptions when it comes to the safety of all athletes.

This makes it clear: The FIS not only has the opportunity, but also the duty and responsibility to introduce binding solutions such as our plate – without back doors or special regulations .

Only the FIS can decide that there is a solution for all riders .

Our position and our claim

This development was realized over the years without external funding and without revenue. After this significant upfront investment, it is logical and justified that we now also participate in the results and implementation. We have made a clear decision:

- **Our patents will not be sold or torn up .**
- **Our solutions are available exclusively through us .**
- **We will not allow our technology to be copied by third parties or indirectly brought to FIS.**

Our goal is a long-term, committed collaboration with FIS to ensure this security solution is sustainably embedded and fairness is maintained for all involved. This is also in line with the spirit of the FIS Statutes and the Olympic principles of fairness and equal treatment . The only fair approach is to ensure that our technology is used where it belongs – under our responsibility and control.

Our appeal to the FIS

Dear President Eliasch, dear officials:

The technology is tested, patented, ready for production, and available immediately . We urge you to:

- 1. Confirm the approval of our systems bindingly.**
- 2. Recommend use in all FIS races (World Cup, Juniors, Masters).**
- 3. Join us in setting minimum standards that guarantee athlete safety.**

Particularly important: The integration of the lateral suspension into our binding plate was developed, patented, and presented at the express request of Atle Skaardal – an FIS official at the time. This represents a technical implementation of an official FIS proposal . Now it is the FIS's responsibility to make this solution mandatory – just as no exceptions are permitted for airbags.

Outlook

to support athletes not only at World Cup races , but also to organize targeted tests with World Cup riders in advance within the framework of existing training opportunities.

to lead alpine skiing into a new era – with a level of safety on par with motorsport.

It's not about us. It's about skiing finally taking advantage of the solutions that have been available for years – and about the FIS living up to its responsibility.

With sporting greetings,

Roland Duss, Ing. HTL MB & Fabienne Duss, co-inventor

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