

Safety Panel Update

1. Introduction

- (a) World Sailing initiated a Safety Panel in November 2017. The purpose of the Safety Panel is to assist the Board in ensuring safety in the sport of sailing. In particular, the Panel assess reports of safety incidents and identify and monitor trends in order to take any corrective action to continuously improve safety standards within the sport.
- (b) Submission MO1-18 approved by Council introduced regulation 38 on 'Safety reporting' requiring MNAs, Classes and Rating systems to report any incident of which they become aware and which:
 - (a) occurs at an event using the RRS;
 - (b) which falls within their jurisdiction; and
 - (c) falls within the scope of an incident reporting system established by the Board from time to time.
- (c) Incidents are reported through the 'Incident reporting portal': <https://www.sailing.org/inside-world-sailing/activities-services/technical-offshore/technical-services/technical-and-offshore-safety/incident-reporting/report-safety-incident/>
- (d) The Safety Panel meets regularly, monitors the portal and discusses the incidents. Maintaining a list of reported incidents: <https://www.sailing.org/inside-world-sailing/activities-services/technical-offshore/technical-services/technical-and-offshore-safety/incident-reporting/incident-investigation-reports/>
- (e) Current members of Safety Panel are:
 - Jaime Navarro – Director of Technical and Offshore
 - Alastair Fox – Director of Events
 - Simon Forbes – Technical Manager
 - Maddie Dunn – Sport Manager
- (f) Reports from the Medical Commission and Race Officials appointed to events note the following areas for improvement from a race management perspective:
 - (a) Lack of safety coverage at events
 - (b) Lack of coordination of support vessels and coaches
 - (c) Apparent lack of compliance with and communication of safety guidelines
 - (d) Lack of reporting of incidents
 - (e) iQFOiL: shoulder dislocations, ankle and foot fractures and Formula Kite: shoulder dislocations, ankle and foot fractures, non severe cervical injuries
- (g) With the introduction of Windfoiling and Kites the Medical Commission has reported an increase in injuries in sailing events, however recent incidents involving multiple fatalities over the last year highlight the need to review the approach to Safety in all disciplines and events.
- (h) The Safety Panel has met monthly since November 2017 to review the reported incidents. The analysis and tracking of the Panel have led to the following proposal in order to develop and advance the implementation of safety processes and frameworks for safety in and around events, racing and training.

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2. Strategy

- (a) The Safety Panel is discussing the development of a strategy focused on the following areas:
 - (a) Awareness of incident reporting system through WS communication channels:
 - (i) A monthly or quarterly news piece focusing on a safety awareness related topic, (best practices, incidents reported, safety equipment, etc) which would be used to reference the reporting system.
 - (ii) Periodical communication to WS Classes and MNA's referencing the reporting system
 - (iii) Lead by Safety Panel / Staff
 - (b) Development of Safety Guidelines, Analysis of Incidents and Development of Safety Reports,
 - (i) Lead by the proposed Safety Commission (see below recommendation)
 - (c) Development of Surveys and Event Reports to assess race management
 - (i) Lead by the proposed Safety Commission (see below recommendation)
 - (d) Increased collaboration with the Industry for well-founded decisions;
 - (i) potential partnerships with safety gear manufacturers (harness, helmets, impact vests, etc) utilizing our reach and influence to communicate research and development of the industry and promote best practices
 - (ii) maintain relationship with notified bodies, the International Standards Organization, and other safety related organizations
 - (iii) Lead by Safety Panel / Staff

3. Recommendation

- (a) The Safety Panel recommends that the Board appoints a Safety Commission for approval at the 2022 Annual Conference in November to coordinate all safety related areas within World Sailing.

The Commission would be updated by the Safety Panel on reported incidents identified by the Panel to be of relevance and tasked with developing and monitoring investigation reports, coordinating the different groups within World Sailing looking into safety related matters (i.e.: Medical Commission, Personal Safety Equipment WP, Safety within Race Officiating etc.)

Following the development of reports, the Commission would identify the relevant bodies within World Sailing (MNAs, Classes, Committees, Race Official, Coaches, Event Organisers, etc.) to make safety recommendations intended to prevent recurrence.

It is not intended that the Safety Commission's role will be to apportion blame or liability. The Safety Panel shall review and approve the Safety Commission recommendations, in particular with a view to managing potential liability to World Sailing.

4. Next Steps

- (a) Regulation 8 governs the terms of reference and composition of Commissions. The Executive Office would draft a Submission from the Board for the Annual Conference to amend regulation 8 to include reference for the Safety Commission and will develop the draft terms of reference and the proposed framework for Board approval.
- (b) Draft terms of reference would include:
 - (a) analyse incidents received by the World Sailing Safety Panel,

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- (b) make recommendations and identify relevant bodies within World Sailing to develop safety procedures or corrective actions where appropriate,
 - (c) monitor work relating to safety made by Committees, Commissions and other relevant bodies within their subject relevant areas,
 - (d) coordinate any combined/collaborations of work on safety related matters progressed by other Committees, Commissions and other relevant bodies,
 - (e) report progress on safety related matters to the Safety Panel which advises the Board.
- (c) The constitution of the Commission should allow the following representatives:
- (a) A Vice-President (the Athlete and/or Equipment liaison VP)
 - (b) A Medical Commission representative,
 - (c) An Oceanic & Offshore Committee representative,
 - (d) An Equipment Committee representative,
 - (e) An Athlete Commission representative,
 - (f) A Coaches Commission representative,
 - (g) An Events Committee representative,
 - (h) A Race Officials Committee representative,
 - (i) other specific areas of expertise (i.e., ISO standards, race management, foiling, high speed racing and special events)

5. Issues

(a) Strategy/Objective Implications

World Sailing Safety Policies and Procedures are required to prevent and protect those participating in sailing, promote the values of safe sport and protect the integrity of sailing, World Sailing, MNAS.

(b) Financial Implications

There is no financial implication expected in connection with the appointment of a Commission.

However, financial implications associated with the work undertaken, and any policies and procedures once they are in force could include:

- any more developed investigation and management by other professional bodies
- advice regarding safety matter by any appropriate professional body
- development and inclusion of training and educational materials for stakeholders
- any required training of World Sailing staff

(c) Consultation

The Executive Office has already begun consultation on individual safety related areas with relevant groups within World Sailing which has resulted in this proposal for decision – for example the Coaches Commission, Medical Commission, Athletes' Commission, Events Committee, Equipment Committee and MNAs.

(d) Legal, Governance and Compliance

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Input from the Legal and Governance department will be required to ensure all policies or procedures developed by the Commission comply with World Sailing's Constitution, Regulations and all applicable laws, rules and regulations. The Constitution and/or the Regulations may need to be amended to refer to any future Policies and Procedures to ensure they are binding (if required). This may require submissions to be made and Council approval.