

2024 World Sailing Safety Survey

1. Background:

At the 2023 Annual Conference, the newly established Safety Commission highlighted the lack of incidents reported to World Sailing. This impacts on the ambitions to make the sport as safe as possible, by limiting the ability to identify trends, learn from incidents and share best practice. An objective was set to review Regulation 38 to improve the reporting of incidents to World Sailing. To assist in this ambition, and as an initiative of the Safety Panel, the World Sailing Safety Survey was designed to collect information on current safety practices to gain a better understanding on the barriers to incident reporting while raising awareness of current reporting requirements. World Sailing Classes, Rating Systems, Member National Association's (MNA) and Special Events were requested to complete the survey. The survey was open for 6 weeks and reminders were sent to encourage participation.

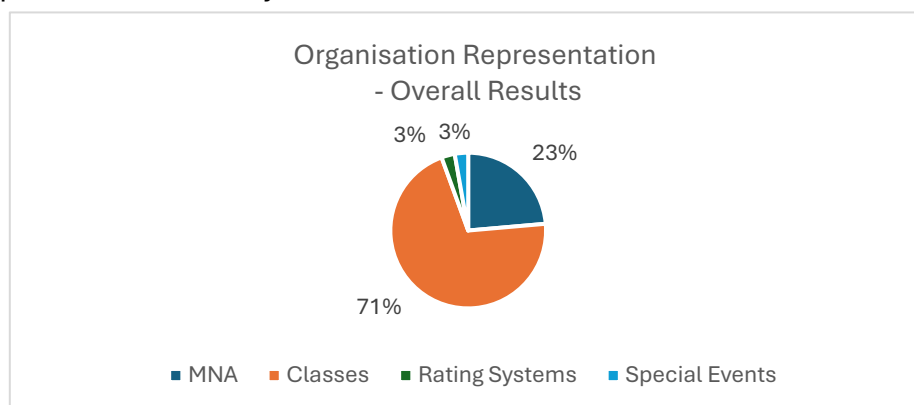
2. Results:

2.1 Response Rate

72 responses were logged, with over 70% of the responses received coming from World Sailing Classes. When comparing the response rate, Rating Systems had the highest response rate of 100% in comparison to MNA's where only 12% completed the survey. Of the Olympic Classes, 42% completed the survey.

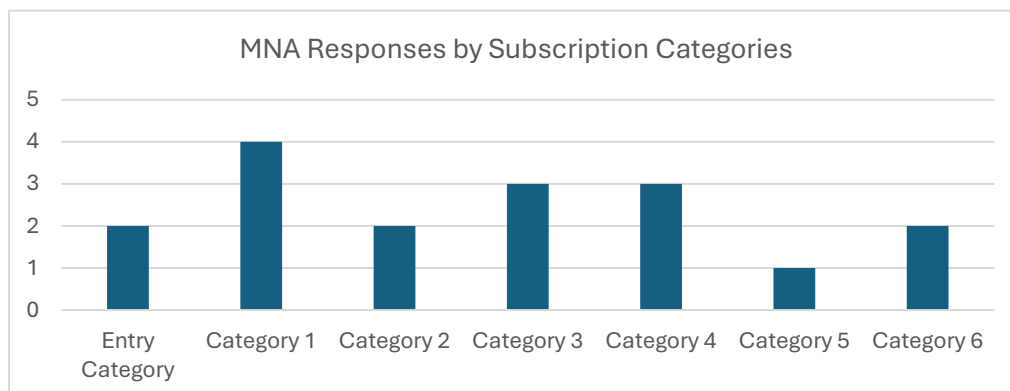
	Responses Received	Response Rate
MNA	17	12%
World Sailing Classes	51	45%
Rating Systems	2	100%
Special Events	2	20%

Table 1 – Response rate to survey



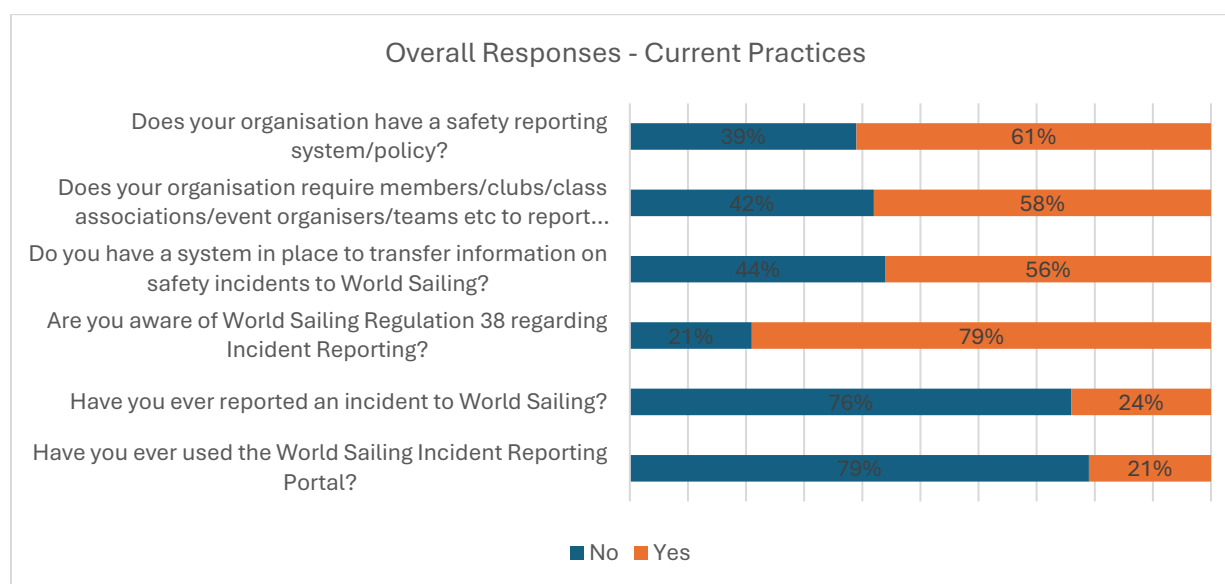
Graph 1 – Organisation representation. Sample size 72.

Of the 17 responses received from MNA's, they were spread over the 7 different Subscription Categories.



Graph 2 – Respondent MNA's by Subscription Category. Same size 17.

2.2 Current Practices



Graph 3 – Overall responses to current practice questions. Sample size 72.

a) Safety Policies

Overall, 61% of respondents selected “yes” to having a safety reporting system/policy in place. This varied from 50% of Special Events to 100% of Rating Systems. However, results show that only 58% of organisations require their members/clubs/associations/event organisers/teams to report safety incidents to them. This ranged from 50% of Special Events and Rating Systems to 65% of MNA's.

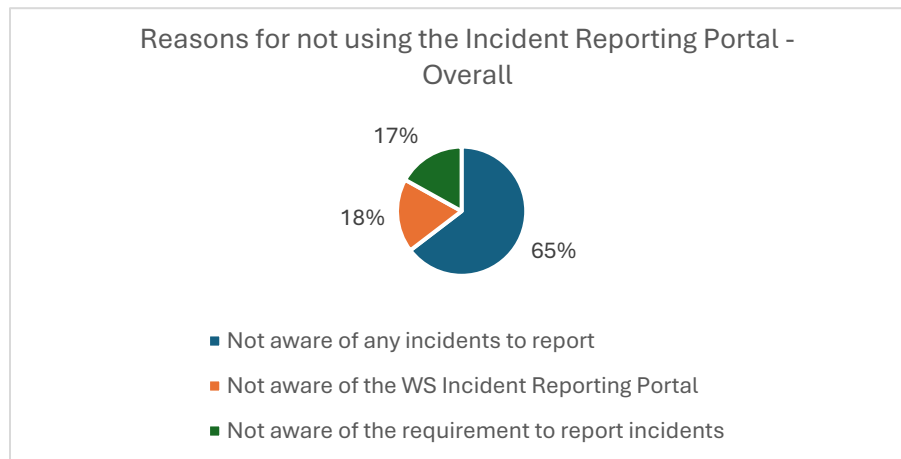
Only 56% of respondents reported that they have a system in place to transfer information on safety incidents to World Sailing, ranging from 35% of MNA's to 65% of Classes.

b) Regulation 38

A large majority of the respondents (79%) selected that they are aware of Regulation 38 regarding incident responding, however only 24% selected that they had reported any incidents, with no Special Events or Rating Systems having responded “yes” to reporting any. 25% of Classes and 24% of MNA selected that they had reported incident to World Sailing at some point.

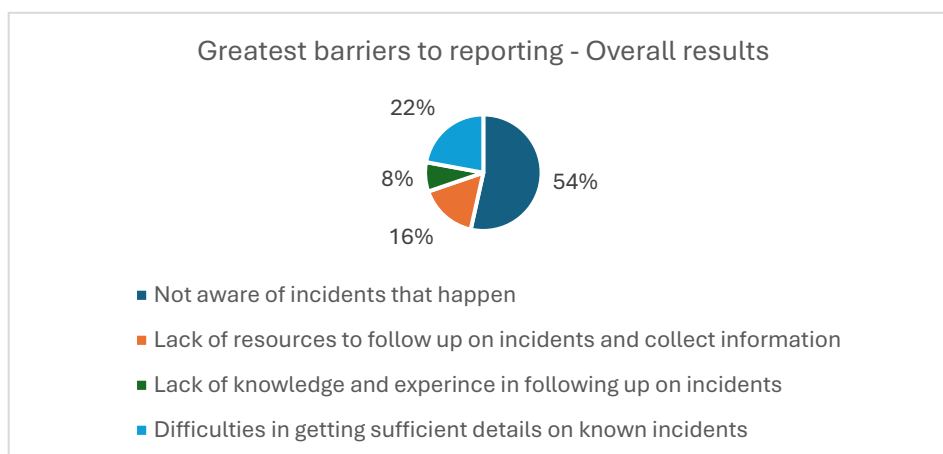
c) Incident Reporting Portal

Only 21% of overall respondents selected “yes” stating that they had used the World Sailing Incident Reporting Portal. With 65% of responses, the most common reason selected for not using the Incident Reporting Portal was “Not aware of any incidents to report”.



Graph 5 – Reasons for not using the portal. Sample size 72.

2.3 Challenges



Graph 6 – Barriers to reporting. Sample size 72.

54% of the reasons selected as the greatest barrier to reporting was that organisations are “not aware of incidents that happen”. This second most popular reason was “lack of resources to follow up on incidents and collect information”. Only 7 (8%) respondents selected “lack of knowledge and experience in following up on incidents”.

Other reasons provided made reference to challenges around the use of the English language and the absence of a perceived requirement to report. However there were two re-accuring themes in the other reasons given.

- 1) Reference to event being run by other organisations (clubs/event organisers etc) and that the perception that reporting responsibility should be on them.
- 2) Lack of clarity on the threshold for reporting. Organisations noted the difficulty in identifying what needs to be reported.

2.4 Contacts

52% of respondents provided contact details for the Executive Office to assist in following up on incidents going forward.

3. Conclusion

The results highlight the challenges regarding the desire to increase incident reporting. The low response rate, in particular from MNA's and Special Events could indicate that safety is not a priority for World Sailings membership. While majority of the respondents noted that they have a safety reporting system/policy in place, not all require their members/clubs/class associations/event organisers/teams to report incidents. The lack of

awareness of incidents that occur at events organised by local clubs and associations was also the overwhelming barrier to reporting to World Sailing. This highlights a vital gap in the reporting process, as World Sailing does not have the connection with these parties and is reliant on the respondent organisations to pass on information.

This Incident Reporting gap was emphasised by 79% of respondents reporting their awareness of Regulation 38 and reporting requirements, but only 24% having reported an incident. However, this could also be influenced by the current lack of clarity around reporting thresholds noted by the respondents. The challenges around the lack of resources available to bodies to conduct investigations varied and reflects the challenges the Safety Panel face when following up on incidents.

4. Recommendations:

The Safety Panel has identified the following recommendations.

- Encourage Classes/MNA's/Special Events to develop a Safety Reporting System where reporting is encouraged and includes a mechanism to transfer information to World Sailing via the Incident Reporting Portal.
- Support the Regulation 38 Submission and accompanying Safety Policy as prepared by the Regulation 38 Working Party to provide clarity on reporting thresholds.
- Include direct reference to Safety Incident Reporting Requirements in contracts and agreements with MNA's, Classes, Rating Systems and Special Events going forward to ensure a process is established to facilitate the transfer of information to World Sailing.
- Continue to raise awareness of the Regulation 38 and the Incident Reporting Portal.
- Recommend the Safety Commission adapt the Guidelines for Incident Reporting to be applicable to all aspects of the sport to assist in the incident reporting and investigation process.
- Recommend the Safety Commission continue to develop a "no-blame" culture to assist the membership to undertake investigations.
- Encourage all suggestions/submissions/policies consider the varied resources across the various organisations, including MNA's and Classes as well the Executive Office in their ability to provide support or guidance.