

The Safety Commission met at the Suntec Singapore Convention & Exhibition Centre, Singapore at 13:00 – 17:00 hours (UTC+8) on Tuesday 5 November 2024

1. Opening of the Meeting	1	5. Regulation 38	3
2. Minutes of the Previous Meeting	1	6. Reports from Commission Members	4
3. Commission - Terms of Reference	2	7. Any Other Business	5
4. Safety Panel	2	8. Closed Session	5

Present:

Philip Baum – Vice-President

Sally Honey – Oceanic and Offshore Committee

Walter Boddener – Events Committee

Michele Marchesini – Coaches Commission

Nebojsa Nikolic – Medical Commission

Jo Aleh – Athletes Commission

Shevaun Bruland – Equipment Committee

Apologies:

Nicolas Sloane - Chair

Christophe Gaumont – Race Officials Committee

Others Present:

Katrina Ham – Safety Panel - WS Offshore and Safety Manager

Hannah Stodel – Safety Panel – Para Manager

Urvasi Naidoo – Safety Panel – Director of Governance and Legal

Jaime Navarro – Safety Panel - WS Director of Technical & Offshore)

Matthew Wheaton – Safety Panel – Competitions Manager

Alexandra Rickham – Safety Panel – Director of Sustainability

Matt Allen – Oceanic and Offshore (Chair)

1. Opening of the Meeting

- (a) A welcome from Vice-President and meeting Chair Philip Baum.

Philip Baum welcomed members to the meeting and thanked them for their work over the year. He praised the work of the Regulation 38 Working Party as well as of others who had contributed to the review.

- (b) Apologies for absence.

Apologies were noted from Safety Commission Chair Nick Sloane and Commission member Christophe Gaumont.

- (c) Declaration of conflict of interests.

No additional conflicts of interest were noted.

2. Minutes of the Previous Meeting

- (a) Minutes

The minutes of the Safety Commission meeting of 14 November 2023 were confirmed as being correct.

- (b) Minutes - matters arising

No additional matters arising not covered elsewhere on this agenda were raised.

3. Commission - Terms of Reference

- (a) To note and review the Commission's Terms of Reference.

Members were reminded of the Terms of Reference that were approved in May 2024.

4. Safety Panel

- (a) To receive an update from the Safety Panel

Katrina Ham updated the Commission on the work of the Safety Panel over the past year. She reported that following the departure of Alistair Fox, several new members of the World Sailing Executive Office had joined the Safety Panel.

It was noted that over the past year 71% of incidents happened in offshore sailing. In all 59% of incidents occurred at events using the Racing Rules of Sailing. It was noted that out of the 41 incidents recorded, seven (17%) resulted in fatalities. Reviewing the reporting sources, it was noted that two thirds were found on social media through the work of the office, compared to 20% reported on a voluntary basis on the World Sailing portal. The Commission observed this underscored the need to shift attitudes to safety in the sailing world. As is the case in the aviation and nuclear power industries, amongst the safest in the world, sailing needed to become a place where everyone involved had a bias towards sharing safety issues willingly so as to avoid the double tragedy of a repeated event.

The Commission was updated on the significant increase in the severity of head injuries being reported. Separately, an increase in energy requirements on more sophisticated yachts along with the new sustainability objectives, may have led to the unintended consequence of potential fires from the use of lithium batteries.

The Commission concurred that the lack of information and co-operation from MNAs in the reporting of safety incidents hindered the ability of all interested parties to identify solutions and share best practice. Properly done this would make the sport both more attractive and insurable so growing sailing as an activity for the benefit of all invested in its success.

The proactive reporting of Australian Sailing, the Royal Ocean Racing Club and the Royal Yachting Association was praised. The work done by these groups to action lessons learnt into submissions to the Offshore Special Regulations to improve safety were highlighted.

The Commission reviewed the work over the past year on Safety Equipment, in particular helmet and impact vests. There are currently no specific standards for these items. A proposal had been made with the British Standards Institute in respect of helmets. Also a further inclusion to Part 6 of ISO 12402 Personal Flotation devices is currently under review.

Explaining the work undertaken to date, Katrina highlighted the limitations on resources in the Executive Office to proceed with these as well as the reliance on Stuart Carruthers.

Jo Aleh reported that sailors often change helmets for additional weight advantage. It was important to develop what should be required and also to regulate the use of heavier helmets, for example, due to the risk. Collaboration between the Equipment Committee and the Classes was to be encouraged. Whilst development of

equipment must continue, technical doping needed to be stopped.

It was noted that the Medical Commission has undertaken work on the impact of heat from the use of buoyancy aids and bibs. They also warned that currently there is no research in respect of impact vests.

(b) To review the results of the 2024 World Sailing Safety Survey

Katrina outlined the results of the survey to the Safety Commission. Disappointingly, the survey engagement was poor, with only 12% of MNA's responding.

The biggest challenge identified in the survey was the "reporting gap". Incidents at local clubs/events are often not required to be reported to either the MNA, Class or Rating System. This, therefore, hindered the ability of incidents to be passed onto World Sailing.

It was recommended that MNAs, Classes and other stakeholders develop an internal safety reporting system which led easily to the transfer of information to World Sailing. The survey report also supported the review of Regulation 38 and the development of a Safety Policy.

The recommendation to adapt incident reporting guidelines to cover all aspects of the sport in investigation and incident reporting processes was discussed. Shevaun Bruland noted that Glen Stanaway, who along with Sally Honey led the development of the current Guidelines for Independent Incident Reviews and Reporting, would be keen to assist in this objective.

An additional benefit from the Safety Survey is the list of contacts provided by some of the responders to assist the Executive Office in following up on incidents. The continued need to raise awareness of Regulation 38 and the Incident Reporting Portal was also agreed.

The appointment of an IT Manager was welcomed. Updating the submissions portal for safety had been raised as a priority. It was noted that the use of Monday.com has been considered alongside the submission system, and further work will continue on this. Again the need for additional resources to build any future system was stressed.

5. Regulation 38

- (a) Submission 030-24 from the World Sailing Executive Board and the Oceanic and Offshore Committee Chair regarding Regulation 38 Safety Incident Reporting.
- (b) Lead by Shevaun Bruland, the Safety Commission recalled and discussed the work of the Regulation 38 Working Party. The discussions at the 2023 Annual Conference were recalled noting that the Commission considered the current regulation to be inadequate and required immediate review. The lack of reporting as well as co-operation from MNA's, Classes, Special Events and other stakeholders was highlighted.

Whilst clearly there was a need to review the current Regulations, it was agreed that a culture of positive safety reporting undertaken transparently on a voluntary basis should be encouraged for the benefit of the sport.

Shevaun highlighted that safety is a strategic priority for World Sailing. It is emphasised in Goal 3 of the new World Sailing Strategy.

She recalled the establishment of the working party in collaboration with the Oceanic and Offshore Committee. It was noted that the goals for the Regulation 38

review were to encourage reporting of incidents and to create a safety culture within the organisation, enabling everyone in the community to learn from those incidents and to improve safety in our sport. Given the limitations on resources for both MNAs and the Executive Office it was agreed that safety reporting should only be required by World Sailing in the most serious of incidents, for example, fatalities and serious injuries. The need for a World Sailing Safety Policy was raised. It was agreed by the working party that it should contain clear guidelines on how and when to report incidents. It was noted that this should be included in the governance update, and policy register.

The working party was of the view that there should be an enforceable requirement to report serious incidents to World Sailing, but it was noted that the emphasis should be on positive reinforcement rather than sanctions at this stage. The desire is to set the standard by creating the Safety Policy, and to increase the awareness that this is an important part World of Sailing's functions.

Three changes had been recommended by the Constitution Committee. During the discussion of the changes, Michele Marchesini noted that there was an incident at a sailing school in Italy resulting in the drowning of a child due to entrapment. The incident involved an Open Skiff engaged in capsize practice at the school in next to nothing wind. It was noted that the Authorities were involved in the investigation, and this could impact reporting.

It was agreed that in the interests of progressing the safety initiative, it was important to encourage Council members to approve submission 030-24, to support the Safety Policy as a significant improvement and to pass Regulation 38.

Sarah Treseder, former CEO of the Royal Yachting Association (RYA), was invited to outline the process that the RYA went through when ~~engaging in~~ creating a safety policy. It was noted that the safety policy document should be implemented as soon as possible and support encouraged by stakeholders, and that the policy is ever evolving, and the process to communicate those messages, and the step to action is vital. The RYA observed that the incidents were generally of similar nature, and that there is no "silver bullet" with incidents, but that the ethos of education rather than legislation can encourage reporting and learning from incidents.

While discussing the next steps, it was agreed that there could be confusion as to what should be reported caused by the removal of what was previously outlined as reportable by Regulation 38, and what is now part of the Safety Policy. It was also suggested that a direct link within the regulations to the Safety Policy document would make this efficient and easy to find. It was also noted that the new register of policy documents will make finding policies much easier, once operational.

Matt Allen, chair of the Oceanic and Offshore committee, expressed support and offered endorsement for the submission. He also commended the work by Shevaun and the working party and the contribution of the Constitution Committee. Michele Marchesini noted the support of the Medical Commission and outlined a clear collaboration in shared work in this area. It was agreed that the amended version of the submission should be circulated to the various Committees and Commissions as soon as possible. It was noted that as the Commission does not have the authority to present the Submission to Council, as Chair of the Oceanic and Offshore Committee, Matt Allen will raise the submission. It was agreed that Shevaun Bruland will present the Regulation 38 submission to Council.

6. Reports from Commission Members

Members of the Safety Commission were invited to give updates from their respective areas. Shevaun noted there was nothing extra from Equipment Committee that had not already been covered in the discussions. The link between equipment and safety was noted and she highlighted the importance of communication in this area.

Urvashi Naidoo updated the Commission on work from the legal department including work regarding the Olympic Classes and host agreements and the requirement to comply with the WS safety policy and regulations.

The Safety Commission noted the need to ensure that safety is a high priority for LA2028, as there were several issues with lack of resources with Paris 2024. The challenges posed by the speed of coach or safety boats was discussed. The importance of trained safety personnel was also highlighted. It was also noted that World Sailing should have a set of standards that would guide the provision of resources for the Olympic Games.

Sally Honey noted that out of the 41 total reported incidents in 2024, 29 incidents were linked to offshore sailing. She updated the Safety Commission on specific incidents/statistics including keel loss, man overboard, head injuries and fatalities.

7. Any Other Business

No other business was raised.

8. Closed Session (Commission Members only)

During the closed session, it was noted the Safety Commission supports the recommendation to form a working party to develop and propose the regulation of more extensive keel checks and testing, based on the Australian Sailing report for the SP163 incident.