

Safety Panel Update April 2025

1. Safety Panel & Commission

While safety is a priority for all Committees and Commissions within World Sailing, it is the focus of the Safety Panel and Safety Commission.

The Safety Panel was established in 2017 to assist the Board by monitoring safety related matters in the sport of sailing. Consisting of members of the Executive Office from a variety of departments and reporting to the Board, the Safety Panel manages the incident reporting portal, reviews incidents logged and monitors developments in safety matters.

Consisting primarily of representatives from other specialist Committees and Commissions, the Safety Commission was established in 2023. The Safety Commission assists the Safety Panel in analysing incidents, develops Safety procedures, leads the coordination of initiatives across Committees and Commissions as well as advocating for safety matters and producing safety materials. The Terms of Reference for the Safety Commission are available [online](#).

The current members of the Safety Panel are:

Katrina Ham – Offshore and Safety Manager
Jaime Navarro – Director of Technical and Offshore
Urvasi Naidoo – Director of Legal and Governance
Matthew Wheaton – Competitions Manager
Alexandra Rickham – Director of Sustainability
Hannah Stodel – Para Sailing Manager

The members of the Safety Commission for 2025-2028:

Eurico Miguel Fernandes Teodoro - Chair
Josep Pla - Board Liaison Vice-President
Nebojsa Nikolic - Medical Commission representative
Matt Allen - Oceanic & Offshore Committee representative
Niall McLeod - Equipment Committee representative
Kiran Badloe - Athletes Commission representative
Michele Marchesini - Coaches Commission representative
Shevaun Bruland - Events Committee representative
Christophe Gaumont - Race Officials Committee representative

2. Incident Reporting Requirements and Safety Policy

At the 2024 Annual Conference, changes were approved to clarify requirements regarding incident reporting. Following the governance reforms, the requirements can be found in Regulation 16 and the [World Sailing Safety Policy](#).

Launched in 2018, the [World Sailing Incident Reporting Portal](#) allows logging of incidents. In the 6-months 1st October 2024 – 31st March 2025, 9 incidents were logged by the Executive Office, 4 incidents resulted in fatalities.

3. Safety Focus

To further develop the focus on Safety, the Safety Panel is focusing on the following areas:

- Incident Reporting Portal:

Upgrading of the to add additional features and questions (eg: additional fields tailored to the incident type). A review into the portal was started in early 2025, working with the Head of IT and Digital Infrastructure on the possibility of using Monday.com as the new platform to allow the portal to be integrated with other systems. This is on pause until a new Head of IT and Digital Infrastructure is appointed.

- Incident Reporting Privacy Policy:

To further encourage reporting of incidents the Safety Panel believe that a clear policy regarding what information is gathered and how it is used was necessary. It is also important to give confidence to the community that personal data is not shared beyond what is absolutely necessary for the legitimate purpose of improving safety. In the majority of cases no personal data is actually shared and if it is shared it is strictly kept to those who need to know. Following advice from Legal, the incident reporting list was removed pending amendments to the list to remove any potential personal data. The Safety Panel is finalising the Safety Privacy Notice which will be published when the incident list is reinstated. The objective is to publish before the start of June 2025.

4. Safety Equipment

- Sailing Helmets:

British Standards Institution (BSI) has started work on a new project to convert and update the older BSI PAS 028 document for marine helmets into a new British Standard that is fit for the future. This is **BS 8728 - Marine safety helmet** whose scope is "*to specify the requirements and test methods for protective helmets for use in and on water environments to enable the selection of the appropriate helmet depending on the risk analysis in order to reduce the risk of head injury*". This includes sailing and other watersports. So far, the discussion has centred on activity risk descriptors and appropriate test parameters to enable helmet types to be categorised dependent on hazard protection. It is hoped this will enable organisations to choose helmets appropriate for their activity dependent on their own risk assessment. The process is open to British Manufacturers, eventually it is hoped that the new BSI standard could lead to a new EN standard. World Sailing will continue to monitor progress.

- Impact Vests:

ISO TC188/SC1 is currently reviewing ISO 12402 and has created an ad hoc group (AHG) to draft a new restructured version of the ISO 12402 series and provide a draft by the end of July 2025, in time for review and comment for the next plenary meeting of ISO/TC 188 SC1 on 24 - 28 November 2025 in Berlin. World Sailing is monitoring progress, particularly regarding Part 6 which will include requirements for impact protection as an amendment to Part 6 of ISO 12402 and will be further discussed at the Berlin meeting. World Sailing is monitoring the developments. Of interest, a resolution to restart the revision of ISO 12401:2009 has been approved following cancellation in January 2025 due to a missed DIS submission deadline.