

The Sustainability Commission met virtually at 1400 UTC on 9th April 2025

All files can be found on this shared folder: [2025-2028 commission](#) any access issues please reach out to rebecca.videlo@sailing.org.

[May 25 slides.pptx](#)

Members Present:

Sigrid Beckmann	Heiko Thoelmann	Maja Lesny
Vaclav Bravec	Marianna Douka	Beatriz Gonzalez Luna

1. Opening of the Meeting
a. Chair's Opening Remarks

SB opened the meeting, thanked members for joining. SB welcomed Dave Hughes to the commission as our second board liaison after Line's unfortunate departure. SB is looking forward to working with DH, since he is a great sailor and a very active member of our community.

b. Apologies for Absence

Apologies were noted for Dave Hughes, Ferran Muniesa, Lara Polijsak, Peine Chen and Nuno Gomes.

c. Minutes of the meetings on previous meeting

No objections to the minutes of the previous meeting were raised.

d. Matters Arising

No Matters were raised by members.

2. Update from office
a. 11th Hour Racing Impact Award

AR outlined the Impact Award, an evolution of the previous Sustainability Award. The proposal to transition from the Sustainability Award to the Impact Award was presented to 11th Hour, who have approved the change. 11th Hour has confirmed they will continue to support the award for 2025.

AR explained the new Impact Award will focus on WS's membership. Entries will be submitted through or supported by MNAs and Classes.

The timeline is currently under development. Traditionally, entries open in late June/early July and close in early September. This year, might be slightly later depending on judging format, which is currently being decided internally.

Commission members are encouraged to get involved and assist with shortlisting entries down to a top 10 for the judging panel. Interested individuals are encouraged to volunteer. A commission member may also be asked to join the judging panel.

It was also noted that discussions are ongoing with 11th Hour regarding a longer-term contract for the award and potential wider collaborations.

[New Version of the World Sailing 11th Hour Sustainability Award.docx](#)

b. Impact Report and Carbon Footprint

RV updated the commission on the 2024 Impact Report. RV reminded the commissions that the structure of the report will move away from the traditional Agenda 2030 report to an Impact Report, aligned with the "Ready for the Future" strategy, focusing on environmental, social, and economic impact.

The Impact Report is in the final stages of copy and is expected to launch in late June/early July, following World Oceans Day and World Environment Day. The Development and Communications Departments have collaborated on this.

RV highlighted that within the report a detailed carbon footprint is included, which is currently with One Carbon World for verification. The 2024 footprint shows an 11% reduction compared to the 2019 baseline. Scope 3 emissions, notably supply chain and business travel, are the primary contributors. Total emissions for 2024 were 5075.4 tCO₂e, a 13% rise from 2023.

RV outlined that the reduction targets WS is committed to.

- Reduce its corporate footprint by 50% by 2024
- Half the overall footprint from the 2019 baseline by 2030
- Achieve net zero by 2040, as part of the UN Sport for Climate Action commitment.

RV noted that work with Deloitte to create WS's Climate Action Project has influenced the carbon footprint boundaries:

- Level 1 covers corporate operations, including office activities, staff travel, business travel, and wholly controlled events (annual conference, awards, development symposium).
- Level 2 includes events the organisation operates but doesn't fully own, such as the Youth Worlds, where the organising authorities make operational decisions.

RV highlights that the footprint shows the significant impact of venue choice on delegate travel to events, such as the Annual Conference and team travel to events, such as the Youth Worlds and the Last Chance Regatta. Notably, the impact of Annual Conference in Singapore in 2024 increased average delegate travel from 1.7 tCO₂e for Malaga to 4.6 tCO₂e for Singapore and resulted in nearly 2000 tCO₂e for delegate travel and accommodation for the event.

Despite this, since WS is an international organisation, international travel is required to achieve and deliver objectives. RV mentioned that the WS footprint is relatively small when comparing to other international federations and yet WS still delivers a global impact. Therefore, the potential for footprint reduction will be limited compared to larger organisations.

BV asked if the impact on the carbon footprint is considered during the decision making process for possible venues such as for conference or events?

AR responded that at the moment this is not when choosing a venue. However, AR reminded the commission that they can make a recommendation to the board that this should be considered more heavily when making decisions and provide specific examples.

BV responded that since election years typically have a larger attendance it would make sense to host the conference in venues which are more accessible and have a lower footprint.

AR encouraged the commission to put this forward as a recommendation to the board.

HT questioned the necessity of an annual conference, suggesting a larger conference every two years as a potential alternative. The difficulty of not having annual face-to-face meetings was highlighted in response, especially for a global organisation reliant on Member National Authorities and volunteers. The importance of face-to-face interaction for certain business and quadrennial

matters was emphasised. It was acknowledged that while staff travel can be controlled, the number of delegates attending events cannot be easily limited, and delegate travel significantly contributes to the carbon footprint.

AR mentioned that green travel choices are becoming more prevalent as a choice. And that sometimes there is only one host who bids to hold the event. Therefore, it's harder to put pressure on the host city to reduce its impact.

SB noted that the numbers are very compelling and would be powerful to show this to the board.

BGL notes that it's very interesting to see the data and encourages people to think twice about how the events are put together and the impact of travel. Reinforcing that there is two sides to this one based on expenditure and then geographical spread. BGL asked if there is data on where delegates for the AGM travelled from.

RV confirmed that we can get hold of this and share it with the commission.

c. Sustainability Sessions

RV updated the commission on the Sustainability Sessions. Season 2 has now concluded and reached over 700 people live, a 40% increase from the previous year's attendance of around 430.

RV noted that the sessions are gaining momentum and traction, inspiring more organisations, including prominent ones within the sport, to discuss sustainability.

d. Campaign Potential

AR outlined that a campaign around plastic and plastic pollution in the marine environment is under consideration. The momentum around plastic pollution has died in recent years since Covid, but plastic pollution is a tangible issue that impacts lots of our communities. Recently a lot of organisations have been in touch surrounding the issue and wanting to collaborate together.

The campaign would align directly to Agenda 2030,

- Abolishing the use of plastics (with exceptions for essential single-use plastics and boat branding) at all its events by 2019.

- Encouraging the abolishment of single-use plastics at national sailing events by 2030.

The issue of plastic pollution is currently topical with the Global Plastic Treaty discussions and plastic pollution being the theme of World Environment Day this year.

AR explained that initially this will be a soft touch approach where collaboration with organisations surrounding the push for the Global Plastics Treaty, activation for World Environment Day and exploring activities for Plastic Free July. But with the long-term goal is to develop a solid campaign, leveraging the tangible nature of the issue and the potential for membership engagement.

SB likes the idea and encourages members to drop thoughts or ideas into the chat to start brainstorming.

HT encouraged thinking beyond only plastics but also towards all single use items e.g. paper plates.

e. Annual Conference Plans

AR explained that there hasn't been a face-to-face Sustainability Commission meeting for the last couple of years, and since the Annual Conference is in Ireland this year it may be more accessible for members to get to.

Initially it would be good to know who if any commission members are already planning to go to conference due to having other meetings, etc. A poll will be sent out to determine attendance at the conference to decide on the viability of organising a face-to-face meeting or activation.

In previous years, a sustainability forum was held, but this was not possible last year due to the compressed conference schedule.

AR confirmed that a decision on whether to hold a meeting and its format (potentially hybrid) is needed early in the conference planning process, likely before our next meeting. Holding a meeting at the conference is not a requirement, but an optional add-on if feasible and well-attended.

BGL also suggested forming a shared WhatsApp group or similar for the conference where delegates have the option of coordinating transfers to/from

the airport. This was previously done in Sarasota, where delegates shared transfers and it worked really well. It's not only a cost saving for delegates but also an emissions saving too.

AR thanked BGL for the suggestion and will raise it internally.

MJ suggested that something similar to Uber Green may be useful, this is something she uses at her company and provides database of trips and reports on emissions.

AR thanked MJ for the suggestion and encourage other members to get in touch if they have any idea for conference.

SB suggested that as homework the commission members can take a couple of weeks to think about this and provide some ideas for conference planning regarding getting around on the ground in Ireland.

3. Working Group/Work Plan Updates

No updates were given due to small number of attendees.

AR also noted the workplan which was developed on a short time scale and is keen to engage members in moving this forward. Also provide feedback on the workplan if there's any areas that need adding or amending.

SB asked for clear deadlines in the workplan. AR noted that there are timelines in relation to quarters but this can be refined with the help of the commission.

[Work Plan Sustainability Commission.docx](#)

4. AOB

BGL extended the thanks of the board to the commission on work being done in this area, with the board considering this a priority and emphasising the importance of increasing efforts.

BGL recommended focusing on how sustainability is integrated into regional games and development initiatives for countries that are beginning to sail. It is believed that it is easier to implement sustainable practices from the start rather than trying to reorganise later.

BGL reminded the commission to engage with all members, even those who were absent from the meeting, to ensure everyone is involved.

HT mentioned the Sustainability Agenda 2030, around single use plastics except boat stickers, which is in contrast to EurILCA who are banning bow stickers on boats.

AR confirmed that Agenda 2030 was written back in 2016 and since then technology around sticker shas improved along with race management on start lines. So, we are seeing this evolution in stickers being removed in a lot of events.

AR also mentioned that there are plans underway for an Impact Report Launch Event in London in June, date to be confirmed. This aims to engage stakeholders, including our partners in our work. The event will likely have a hybrid component, but commission members who are passing through London are encouraged to attend. Please let us know if you are planning to be in London or the UK in June since it would be great to have commission members present.