

The Events Committee met online at 0900 UTC on 27 August 2025

Members Present:

Wolfgang Mayrhofer (AUT) Chair	Aiko Saito (JPN) Vice-Chair	Walter Boddener (BRA)
Shevaun Bruland (AUS)	Tayfun Erey (TUR)	Nuno Gomes (ANG)
Ferran Muniesa (ESP)	Piotr Oleksiak (POL)	Ed Russo (FRA)
Markus Schwendtner (GER) Olympic Classes SC Chair	Anna Holmdahl White (SWE)	Geoff Wooley (NZL)

In attendance:

Daniel Belcher (AUS) Vice President	Cory Sertl (USA) Vice President	Lisa Darmanin (AUS) Athletes' Committee Vice Chair
David Graham (CEO)	Michael Downing (Interim Director of Events)	Corinne McKenzie (Events Consultant)

Apologies:

Saskia Clark (GBR)	Paula Douat (COL)	Tian Wang (CHN)
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1. Opening of the Meeting

- a. The Chair welcomed committee members and observers to their fourth formal meeting of their term.
- b. A quorum of 13 members was established.
- c. The chair noted 3 apologies received from members prior to the meeting.
- d. The Committee noted the declarations made in the Conflicts of Interest register.
- e. The Committee noted the minutes of the meeting on 2 July 2025 at 1100 UTC (available at <https://www.sailing.org/inside-world-sailing/organisation/governance/commissions-committees-edi/committee-minutes-archive/>).
- f. There were no Matters Arising from the minutes not covered elsewhere.

2. Update from the Board

- a. The members received an update from the two Vice Presidents responsible for liaison with the Events Committee.

Since the last Committee meeting, the Board had met twice and have advanced the five strategic priorities. The Vice Presidents noted the new additions to the Executive Office with General Counsel, Head of IT, and Olympic Transition Project Manager joining the team.

In addition to the good work progressing the Paralympic reinstatement priority, the drive to improve the sport's presentation, the development of a digital infrastructure scope, the Vice Presidents highlighted the teamwork and transparency of the Committee's work have provided the organisation. Progress on the Dakar 2026 Youth Olympic Sailing Competition and its legacy objectives, and the appointment of Race Officials were noted as areas of progress.

A reminder about the timelines for visas and proposals for Annual Conference 2025 was given as the latter have changed with the new constitution.

In closing, the Vice Presidents expressed thanks to the Chairs, members of the committee and working group leaders for their sustained efforts over the last eight weeks.

- b. The committee noted the minutes of the Board meetings since their last Events Committee meeting.

3. Update from the Events Committee Chair/Co-Chair

- a. The Events Committee Chair provided an update, noting that all working groups are highly active and showing strong results. The Chair expressed appreciation for the commitment, expertise, and energy of the working group leaders, co-leaders, and members, including those outside the Events Committee. Participation was also noted in the CEO board-led panel on invited events, which links to a later agenda item. Collaboration is ongoing with Glen Stanway (Chair of the Equipment Committee) to plan further event reviews, particularly considering the overlapping 11.4, 11.5, and 11.7 regulations.

Monitoring continues via Monday.com, though recent activity specific to the Events Committee has been quiet.

The Chair stressed the importance of managing conflicts of interest transparently as discussions intensify, encouraging committee members to maintain openness and honesty.

- b. The Co-Chair thanked all working group members, especially those outside the committee, for their significant contributions and forward-looking ideas. She noted that the value of life and the sport of sailing have been changing since the pandemic, presenting opportunities to evolve and move forward positively.

The Co-Chair also acknowledged alignment across groups, athletes, and leadership, with the Format Working Group Leader providing clarity to ensure the committee stays on the right track. She emphasised that the Events Committee's main role is to create exciting events, particularly looking ahead to LA 2028.

The Co-Chair shared that she is standing for the Vice President election but assured continued full commitment to the Events Committee regardless of the outcome. In addition, she expressed confidence in LA 2028 as an excellent opportunity and reaffirmed dedication to delivering a major, exciting event. There are no additional updates from the Work Quarter/Qualification group, as activity has been minimal in this period.

- c. The Chair provided context for the Events Committee and observers on the state of Olympic sailing and the committee's role in addressing challenges. The current situation has
 - Sailing as an established Olympic sport with unique, attractive components (water, wind, environment).

- Challenges include low viewership, high costs for athletes and organisers, limited sponsorship and ticket revenue, and complex formats that are difficult to understand.
- The IOC and broadcasters have made clear that further development is needed for sailing to remain a valued Olympic sport.

The need to change vs. the desire for stability is recognised by the committee as the tension between transformation (innovation and adaptation) and stability (predictability and continuity). Both poles must be acknowledged to maintain the sport's identity while evolving for the future.

Key issues identified include:

- Falling participation in some Olympic classes
- High costs of campaigning
- Logistical and equipment challenges
- Gender and weight imbalances
- Barriers for emerging nations
- Physical and psychological toll on athletes and coaches

The path forward includes:

- Focus on evolving event types, formats, broadcasting methods, and equipment.
- Both incremental and bold measures may be necessary to modernise the sport.
- Coordination with other World Sailing entities (Equipment Committee, classes, coaches, MNA, council, General Assembly, boards) is critical.

The Chair emphasised that while some recommendations may be viewed as too conservative or too radical, the committee's work aims to ensure sailing's positive trajectory within the Olympic movement.

4. World Sailing Championships

- a. The Interim Director of Events gave a progress report for Fortaleza 2027, as negotiations have nearly concluded. Planning for the event is on schedule, with expectations that formal announcements will be made next month regarding:

- Event dates
- Test event
- Notice of race
- Opening of the entry system

A site visit, including representatives from Olympic classes, is planned. Overall, the committee expressed satisfaction with the current progress and anticipation for an exciting championship in Fortaleza. The Organization Committee are hoping to confirm competition dates by the end of July 2025.

- b. Planning for the Gdynia 2027 championships is progressing well, with negotiations in their final stages. The aim is to make formal announcements regarding event dates, the test event, and the Notice of Race ahead of the next committee meeting, though some

details remain to be finalised. A reminder there are two key components of the Gdynia championships:

- Olympic events – primary focus of the Events Committee.
 - Para events – overseen by the Parasailing Committee, with ongoing dialogue with relevant para classes. This work aligns with the IPC reinstatement bid mentioned earlier.
- c. The Vice President reported the Invited Events Working Group is scheduled to have its last meeting in the coming week where it aims to agree a recommendation to the World Sailing Board. Following the decision of the World Sailing Board, contract negotiations with the respective hosts will be conducted ahead of public announcements.

5. Olympic Sailing Competition – Los Angeles 2028

- a. The rapporteur noted that the Council approved the Events Committee's proposed qualification system at the last meeting. The next step is submission to the IOC for approval once the IOC template is received. Publication by the IOC is expected in Q2 of 2026 (after Easter). The early decisions aim to help teams align internal selection policies with World Sailing timelines. MNA's are reminded to maintain regular dialogue with their NOCs regarding logistics, accreditation, and quota acceptance.

The rapporteur also recapped that there are two venues for LA 28:

- Belmont Shore – kiteboarding and windsurfing
- Port of Los Angeles – dinghy, skiff, and multihull events

Events at Port of LA start at least one day after Belmont Shore events, i.e., there is no overlap. The exact competition schedule is still under development, dependent on format decisions with tickets expected to go on sale late this year.

A draft field of play will be released early next year before teams arrive for training.

Work is ongoing to map boundaries, considering weather data and local input with mitigation plans in place for kelp/seaweed in Port of LA inner harbour area.

Cabrillo Beach Youth Waterfront Sports Centre has been identified as key training site.

Planning for upgrades and operation of the site is ongoing; fair access will be ensured for all teams. Support for storage and commuting from Belmont Shore is available.

LA28's weather provider engagement is in progress, data will be distributed via NOCs.

Water quality testing is ongoing as per World Sailing standards. LA28's logistics partner for LA 28 is still to be announced, freight and import support details will follow.

Overall, the rapporteur is confident in the progress and positive dialogue with LA28 organisers and the IOC.

- b. The Format Work Group Chair thanked the whole working group for working extremely hard to get to the current stage. The report covers a wide range of issues related to the formats, and the recommendations cover the number of races, target times and course configurations. The format of the final race/s will be presented at the next events committee meeting.

When evaluating the options, a range of factors was considered, including fleet size, course configuration, fleet spread, finishing time variability and the broadcast window that we work within.

Recommendation 1: Maximum Number of Opening Series Races and Target Durations

It is recommended that ...

- for the respective Events the maximum number of races in the opening series and the target time for each race is in accordance with Table 1 (see below);
- the World Sailing Race Management Policies for the Olympic Sailing Competition are updated to reflect that the race committee is not expected to catch up any missed races at the expense of another event;
- further technical and practical testing is conducted to confirm the viability of this structure across all Olympic sailing events.

Table 1: Maximum number of opening series races and target time

Event	Equipment	Opening Series Races	Target Time
Men's Windsurfing	iQFOiL	12	7–12 minutes
Women's Windsurfing	iQFOiL	12	7–12 minutes
Men's Kiteboarding	Formula Kite	12	≤12 minutes
Women's Kiteboarding	Formula Kite	12	≤12 minutes
Men's Dinghy	ILCA 7	8	30–35 minutes
Women's Dinghy	ILCA 6	8	30–35 minutes
Men's Skiff	49er	9	25 minutes
Women's Skiff	49erFX	9	25 minutes
Mixed Dinghy	470	8	30–32 minutes
Mixed Multihull	Nacra 17	9	25 minutes

Recommendation 2: Variable Leg Lengths

It is recommended that...

- the first upwind leg should remain sufficiently long relative to fleet size to preserve the core strategic and tactical value of the start and first beat;
- the length of the second upwind leg may be shortened to help reduce overall race time while maintaining fair and meaningful competition; and
- this approach should be tested and refined by Race Officials with the respective Olympic class, to support consistent delivery.

Recommendation 3: Course Layout Options and Grandstand Finish Zones

It is recommended that World Sailing Race Officials, with the respective Olympic Classes should...

- explore both upwind and reaching finishes across all course configurations;
- study the feasibility of implementing a grandstand finish zone that works across a range of wind conditions;

- develop diagrams and layout plans for
 - stadium-style courses, with start/finish variations based on wind
 - the Belmont venue area, taking into account the pier, beach access, and slalom racing options.
- progress these refinements in 2025 in preparation for detailed venue planning and broadcast coordination.

The report proposed recommendations 1-3 for the Format of the Los Angeles 2028 Olympic Sailing Competition and each recommendation was approved by the Committee.

For: 13

Against: 0

Abstain: 0.

The full text of the recommendations to Council are appended to these minutes in the Events Committee Report to Council.

The WG leader thanked members for their support and reiterated more recommendations would follow in due course.

6. Olympic Sailing Competition – Brisbane 2032

- a. The Working Group Chair thanked the working group members and acknowledged their efforts in developing recommendations for Olympic sailing events. As required by World Sailing Regulation 11.4, at least four Olympic events must be reviewed every four years.

The evaluation process used a structured scorecard was created, combining objective data (publicly available) and subjective assessments from working group members.

Men's and women's events were assessed together, reducing 10 events to six groupings. Survey feedback from stakeholders, including 38 MNAs representing all continental regions, was incorporated.

Four events scored highest: men's and women's windsurfer and dinghy events. High MNA participation, lower equipment costs, and use of supplied equipment contributed to high scores.

The bottom four events were clearly identified, consistent across scorecard and survey results. Consequently, it is recommended to place the bottom four events under review.

Placement under review does not necessarily mean changes will occur; events may remain unchanged or adjustments to equipment or format may be implemented.

Key challenges and positives for all 10 events were documented to inform potential improvements. Events not under review may still have equipment reviewed or modified under other regulations (11.5, 11.7).

Recommendation 4: The following four events are placed under review for the 2032 Olympic Sailing Competition:

- Men's Kite
- Women's Kite

- Mixed Dinghy
- Mixed Multihull

The report proposed recommendation 4 for review of Events for the Brisbane 2032 Olympic Sailing Competition and the recommendation was approved by the Committee.

For: 10

Against: 0

Abstain: 3.

The full text of the recommendations to Council are appended to these minutes in the Events Committee Report to Council.

- b. This item was addressed together with 7.d.

7. Various Working Areas

- a. The Working Group Chair reported four meetings since March with contributions input from working group members, guests and World Sailing staff. Their work is based on the 2019 calendar framework but separated rankings/World Cup to focus solely on calendar.

Considered two types of regattas:

- Fixed-date events (Regional Games, long-established PMRs like Palma/Kiel) where little influence possible.
- Flexible events (World Sailing properties, Olympic class championships) where the main focus.

Priority given to athletes & team leaders when there was a stakeholder interests conflict. Key World Sailing Championship test event dates were shared:

- Fortaleza (24–31 Jan 2026)
- Gdynia (14–19 July 2026)

Four regatta categories are being defined in the report to help with the prioritisation of the regattas. A calendar overview by quadrennium and a 8-year rolling calendar overview were presented.

Committee members offered strong support for an 8-year calendar and structured approach. They recognised this as critical for cost reduction, logistics, and athlete planning.

There was broad consensus on the principles: clear categorisation, long-term visibility, and athlete-centred scheduling. The main refinements suggested relate to flexibility in Jan–Feb for Southern Hemisphere regattas, clearer PMR criteria, the role of Olympic qualifiers, balancing July–Aug between training vs. public visibility, and (5) urgent need to resolve supplied equipment for 2032.

- b. The Working Group Chair present the report with the aim to establish a World Cup Series (open regattas) and World Cup Final (selective, qualification-based). The goal is to create a pinnacle annual sailing event beyond the Olympic Games and class World Championships.

The key elements of the strategy encompass:

- A commercial partner is essential to raise significant sponsorship before launching to fund media investment and event differentiation.
- Define the “End Game” first to ensure the World Cup Final is clearly positioned as the ultimate goal and there is a transparent qualification pathway (e.g., through World Cup Series and class World Championships) published in advance.
- Athlete and stakeholder priorities must be realised by events motivating athletes by offering Olympic-level competition, visibility, and media reach, and costs should be controlled with supplied equipment to allow broad MNA participation.
- Use existing strong regattas with a common event structure but add consistent branding and enhanced media coverage. Ensure format continuity across events for fan and sponsor clarity.
- Phase-in approach leading toward a fully operational World Cup in the 2029–2032 quadrennial with a suggested 4–5 World Cup Series events annually, geographically balanced (Europe, Americas, Asia/Oceania). The Final venue may depend on commercial partner priorities.

The Committee feedback had broad agreement on concept and direction, but recognition that many steps remain. Success depends on:

- Securing a major commercial partner,
- Defining a clear qualification and prize structure,
- Ensuring consistent global branding and formats,
- Managing overlap with existing events.

Recommendation 5: Establish Strategic goals

The World Sailing executive should establish clear strategic goals for the World Cup that reunite the key stakeholders of an eventual World Cup Series and World Cup Final: athletes, MNAs, partners, and regatta organizers.

Recommendation 6: Key Factors of Success

The potential for success of the World Cup requires that the Key Factors of Success (see EC report to Council), at a minimum, are considered fully and taken onboard when establishing the World Cups Series and the World Cup Final as one continuous regatta.

Recommendation 7: Phased calendar in two parts

7.1: A successful World Cup should begin with a clear path to the World Cup Final: how would an athlete or MNA need to perform for them to qualify for the World Cup Final.

This World Cup Final vision and goal is needed to reinforce the participation at the World Cup Series which should be qualifying regattas for the World Cup Final.

7.2: Once the qualification is established for the World Cup Final, the World Cup Series can be launched as part of the qualification phase to this World Cup Final. Finally, a

phased approach would permit the World Sailing Executive to check all the boxes before launching a new WCS/WCF in the next quadrennial.

The report proposed recommendations 5-7 for the Sailing World Cup and each recommendation was approved by the Committee.

For: 13

Against: 0

Abstain: 0.

The full text of the recommendations to Council are appended to these minutes in the Events Committee Report to Council.

- c. The Working Group Chair noted the previous conversation will be a useful reference points for the work group as they turn their attention to this element of their remit. The anticipate bring a recommendation to the next committee meeting. It was noted that the current ranking formula continues to be implements and published as scheduled.
- d. The agenda item on the reduction of material and non-material costs of competing was reported in conjunction with item 6(b). The deputy chair of the work group presented an update of the ongoing discussions and findings of Working Group 4 regarding affordability in Olympic sailing, focusing on equipment, participation, and pathways for emerging nations.

A visual “mind map” was presented illustrating the multiple factors affecting costs in Olympic sailing, including equipment costs, coaching and team leadership, and events and regatta participation costs. This is an interconnected issue where each element contributes to the high costs, making affordability a complex issue.

The discussion points and areas of agreement can be summarised as:

- Stable Classes: Maintaining class stability while allowing flexibility for evolution and potential new classes.
- Support for Emerging Nations: Develop support plans across regions, ensuring access to equipment and participation opportunities.
- Use of Supplied Equipment: Encouraging supplied equipment at qualifiers to reduce costs for less-resourced MNAs.
- Equipment Control: Reducing tolerances in one-design classes to control costs, though higher quality requirements may increase build costs.
- Calendar Coordination: Aligning events and training hubs geographically and temporally to reduce travel and support costs.
- Sharing Technical Knowledge: Leveraging technology such as drones and shared data to level the playing field across nations.
- Pathway Framing: Consider renaming the initiative (e.g., “Olympic Affordable Pathway”) to highlight inclusivity rather than focusing solely on emerging nations.

The next steps of the work group are to:

- Investigate ways to ensure stability in equipment and classes over time to facilitate ongoing regional development plans.
- Develop structured plans for regional clinics, qualifiers, and country-level training.
- Assess the balance between affordable classes with more sophisticated, higher-cost classes to maintain overall sport inclusivity.
- Continue refining the mind map and affordability strategies to guide policy and planning.

Overall, the Working Group is progressing in identifying key factors affecting affordability in Olympic sailing. The focus remains on class stability, accessible equipment, coordinated calendars, and leveraging technology, with a view to creating an inclusive, cost-conscious pathway from grassroots to the Olympic Games.

8. Proposal Assigned to the Events Committee

- a. The Events Committee did not receive any Proposals.
- b. There were no opinions on Proposals to be offered to any reporting body.

9. AOB

- a. The committee discussed the next Council meeting planned in October and agreed all papers would be updated and submitted according to the timeline.

The Chair thanked members and observers, noted that the second session will not be required and closed the meeting at 12:45 UTC