

Events Committee Report to Council on Format, Events to put under Review (Regulation 11.4), and World Cup

August 2025

Table of Content

Executive Summary	2
1 Contextualizing remarks	5
2 Format	7
2.1 Considerations	7
2.2 Recommendations to Council.....	8
2.2.1 Recommendation 1: Maximum Number of Opening Series Races and Target Durations	8
2.2.2 Recommendation 2: Variable Leg Lengths.....	9
2.2.3 Recommendation 3: Course Layout Options and Grandstand Finish Zones ...	9
2.3 Next steps	9
3 Events to put under review (Regulation 11.4)	10
3.1 Scope	10
3.2 Process and Methods	10
3.2.1 Process.....	10
3.2.2 Review methods	10
3.3 Key findings	11
3.3.1 Scorecard.....	11
3.3.2 Survey.....	12
3.4 Recommendation 4 to Council: Events to put under review (Reg. 11.4).....	13
3.5 Additional Comments.....	14
3.5.1 Events not proposed for review.....	14
3.5.2 Miscellaneous items	14
3.6 Appendices	15
3.6.1 Appendix A – Scorecard	15
3.6.2 Appendix B – Stakeholder survey.....	16
4 World Cup.....	17
4.1 Advice to Council.....	17
4.1.1 Advice 1: World Cup Strategy	17
4.1.2 Advice 2: World Cup Key Factors of Success	18
4.1.3 Advice 3: World Cup proposed phased calendar	19
4.2 Next Steps.....	19

Executive Summary

The Events Committee puts forward to Council three recommendations regarding *Format* and one recommendation related to *Events to put under review according to Regulation 11.4*. Please note that each of the four recommendations, while part of an overall picture, is individually put forward for vote unless Council decides to have an en bloc vote for groupings or all of them.

In addition, this report contains three pieces of advice related to the further development of the *World Sailing World Cup*. They are presented as information to Council and as expert advice to further support the efforts and directions outlined in the Olympic Vision and the World Sailing Strategy documents regarding an establishment of a WS World Cup.

Format

In line with Regulation 11.8(a), the Events Committee was tasked in its work plan to digest the format analyses from the previous quad, present direction of travel of the Olympic formats taking into consideration IOC implementation requirements, and to formulate recommendations for the format of each Event of the 2028 Olympic Sailing Competition in Los Angeles. Using their expert knowledge, broader stakeholder input, and a rich and open discursive process, the Events Committee comes to the following conclusions.

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	Maximum Number of Opening Series Races	Target Time
Men's Windsurfing	iQFOiL	12	7–12 minutes
Women's Windsurfing	iQFOiL	12	7–12 minutes
Men's Kite	IKA Formula Kite	12	≤12 minutes
Women's Kite	IKA 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 direction;
 - + 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.

Vote in the Events Committee: These recommendations are based on a unanimous vote (13 votes Yes, *en bloc*) for all recommendations.

Events to put under review

In line with Regulation 11.4, the Events Committee was tasked in its work plan to make a recommendation to Council to put at least four Events under review for the 2032 Olympic Sailing Competition in Brisbane. Using their expert knowledge, broader stakeholder input and a rich and open discursive process including results from a World Sailing survey to its MNA Team Leaders, the Events Committee comes to the following conclusion.

Recommendation 1: Events to put under Review (Reg. 11.4)

It is recommended that the following four Events are placed under review for the 2032 Olympic sailing competition (alphabetical order):

- Mixed Dinghy
- Mixed Multihull
- Kite Men
- Kite Women

Vote in the Events Committee: This recommendation is based on the following vote:

10 votes Yes

0 votes No

3 Abstentions

Addendum: The Events Committee also asks Council to take note of the additional comments in section 5 of this report.

World Cup

The introduction of a World Sailing World Cup is an important element of World Sailing's

strategy in the area of Events and Commercial. The Events Committee was tasked in its work plan to support the development of a World Cup starting from 2026 calendar year, specifically considering accessibility, sustainability, financial affordability, and practical feasibility, with the primary responsibility resting at the Board level. Using their expert knowledge, broader stakeholder input and a rich and open discursive process, the Events Committee comes to the following conclusion.

Advice 1: Establish Strategic goals

It is advised that 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.

Advice 2: Key Factors of Success

It is advised that for the potential for success of the World Cup the key factors of success (listed in section 4.2.2) are, at a minimum, considered fully and taken onboard when establishing the World Cup Series and the World Cup Final as one continuous regatta.

Advice 3: Phased calendar

Advice 3.1: It is advised that 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.

Advice 3.2: It is advised that 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.

Vote in the Events Committee: based on a unanimous vote (13 votes Yes, *en bloc*) for all pieces of advice.

1 Contextualizing remarks¹

Sailing at the Olympic Games is in a precarious position. On the bright side, it is an established part of the Games, has many attractive components like water, wind, nature, clean etc. that uniquely contribute to the Olympic Games. On the less bright side, sailing is on the defensive as it is complicated to understand in the way it is currently conducted even for insiders, costly for athletes, MNAs, and local organizers while bringing little sponsorship money and few ticket sales, and among the least popular sports when measured by viewership both online and offline. Consequently, the messages from the IOC and the broadcasters were crystal clear: *further development is needed* to become an even more valued member of the Olympic family. And both the IOC and the broadcasters left little doubt what they meant, with the IOC putting several conditions (conditions!) in writing and the broadcasters supplying strong guidance. As a consequence, we need to *transfer what is valuable of our history* as a sport in general and at the Olympics to the new Olympic future and *leave behind what has run out to be useful* (even if we might love it or some might lose a competitive advantage) given the strong emphasis the IOC puts on viewership-friendly, economically viable and environmentally clean Olympic Games.

The Events Committee is well aware of this. It recognizes the voices urging us to go wholeheartedly for *change* by transformation, redirection and evolution ('What has to change to remain who we are?'). At the same time, other voices point out that in order to change we also need areas of *stability* that allow continuance, certainty, and predictability ('What has to remain stable in order to successfully change?'). Therefore, we must find ways to *acknowledge both the pole of change and the pole of stability*.

But in doing so, let us not fool ourselves: we sailors and our organisations such as World Sailing, MNAs, and classes are creatures of habit (and in this we are no exception to the rest of mankind). We have a *preference* for the well-known and often complained about *status quo over an uncertain future* filled with vague promises of better conditions. Yet, the problems related to sailing at the Olympics are massive: falling participation rates in some Olympic classes, format weaknesses, high monetary cost of campaigning, logistical barriers, gender and weight imbalances, equipment quality concerns, low amount of supplied equipment, entry and development hurdles for emerging nations to become competitive, intensive Olympic campaigning's toll on athletes and coaches regarding physical health and psychological well-being are just some of the most pressing issues. Are we all aware of them: by and large, yes. Are we decidedly enough tackling them? Not really sure due to a number of reasons, nearly all of them understandable. But a too complacent stance *risks being left further behind or at least continued reduction in value* to the Olympic movement.

We have various *levers for moving forward*. Importantly, they include the kind of *events* we offer, what *format* these events have, how we *broadcast* the events, and which *equipment* we use for the various events. *Evolutionary steps in events and equipment* and *bold measures regarding format and broadcast* seem to be the way forward at this stage. Within its remit, the EC recommendations regarding events and its format as well as calendar and affordability are trying to do just that. For some, they might not be far-reaching enough, for others, they might

¹ These remarks constitute the view of the Events Committee Chair, are not necessarily shared by the other members of the Events Committee and have been shared but not discussed in the EC meeting on 27 August 2025.

be going too far. And, of course, much of what our sport needs remains outside the remit of the Events Committee and is located in various parts of the World Sailing ecosystem. I am confident that overall the Equipment Committee, arguably the committee closest to EC, can subscribe to this notion and will see that as one point of reference. And when important stakeholders such as classes, coaches, MNAs, Council, and General Assembly *join forces* with the various Committees and Commissions as well as the Board working on these areas, our sport will *move in a positive direction*.

2 Format

This part of the report builds on the earlier recommendations of the Format Working Group, which were approved by both the Events Committee and the World Sailing Council. These initial recommendations focused on aligning Olympic sailing with the expectations of the International Olympic Committee and Olympic broadcasters - aiming to reduce complexity, improve clarity, and enhance the sport's overall appeal to a global audience.

While progress has been made through the recommendations already approved, several important format-related areas remain to be addressed. These include:

1. Shortening the Opening Series by removing at least 20% of races in all events.
2. Retaining one dedicated final/medal day per event.
3. Shortening the duration of dinghy races.
4. Limiting the number of formats in the “final/medal series” to a minimum (initial recommendation: a maximum of two);
5. Ensuring medal decisions are made in the final race.

This part of the report presents recommendations covering points 1 to 3. Points 4 and 5—regarding the final race structure and ensuring that medal outcomes remain undecided until that race—will be the subject of a future report.

2.1 Considerations

In response to IOC conditions and broadcaster's strong guidance, a revised Opening Series structure is proposed for LA28.

This recommendation is guided by several key considerations:

- The IOC's requirement to deliver the Opening Series within a three-day racing window;
- the need to ensure medal outcomes are not determined before the final race;
- the importance of predictable and concise race durations to support broadcast planning; and
- the goal of enhancing audience engagement while maintaining sporting integrity.

The proposed structure is based on a 6-hour broadcast/racing window, reflecting prevailing wind patterns at the 2028 Olympic venue. Racing should occur when scheduled as it will not be possible to extend the broadcast window due to sunset.

A range of factors were carefully considered for each class, including:

- Fleet size
- Course configuration
- Fleet spread
- Finishing time variability

The discussion focused on optimising these elements to support both fairness and event delivery efficiency. Additionally, the Working Group recommends reviewing and refining finish time windows for each class, depending on conditions, to minimise downtime and improve broadcast reliability.

The following structure is proposed as a consistent framework for LA28. It represents a tested

hypothesis and will require further validation through structured testing.

2.2 Recommendations to Council

[Please note that each of the following recommendations, while part of an overall picture, is individually put forward for vote unless Council decides to have an en bloc vote for groupings or all of them.]

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

The following is intended to support reliable event delivery, enhance storytelling and audience comprehension, and improve the competitiveness of the final stages of competition. The intention is to schedule as many races as possible within the three-day Opening Series window; however, the Working Group acknowledges that catching up on lost races may not be feasible due to time and broadcast constraints. It was also noted that the Race Committee would not be expected to catch up on missed races at the expense of another scheduled event. Therefore, the Working Group comes to the following conclusion.

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	Maximum Number of Opening Series Races	Target Time
Men's Windsurfing	iQFOiL	12	7–12 minutes
Women's Windsurfing	iQFOiL	12	7–12 minutes
Men's Kite	IKA Formula Kite	12	≤12 minutes
Women's Kite	IKA 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

2.2.2 Recommendation 2: Variable Leg Lengths

It is important to be potentially flexible regarding variable leg lengths to help meet target time for race durations without compromising the tactical integrity of the race. Therefore, the Working Group comes to the following conclusion.

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.

2.2.3 Recommendation 3: Course Layout Options and Grandstand Finish Zones

Several important factors contribute to improve both race management and the spectator experience. Therefore, the Working Group comes to the following conclusion

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 direction;
 - + 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.

2.3 Next steps

The Format Working Group is actively working on a proposal for the final race formats across all Olympic sailing events. A key objective is to ensure that medal decisions are made in the final race, maintaining competitive tension and maximising audience engagement. This work is ongoing and will take into account class-specific characteristics, different facets of fairness, and broadcast considerations. The final format proposal will be presented in a subsequent report.

3 Events to put under review (Regulation 11.4)

The Events Committee was tasked to lead the work relating to Olympic Sailing Events for Brisbane 2032 and future Olympic games. For 2025, one primary task was to submit a recommendation to Council about at least 4 events from the 2028 Olympic Sailing Competition to put under review for the 2032 Olympic Sailing Competition.

3.1 Scope

Reviewing Events is required under World Sailing Regulation 11.4 Events Review, which states that:

- a) No later than 31 December seven years before an Olympic Sailing Competition, the General Assembly must decide to place at least four Events under review.
- b) ...
- c) The decision of the General Assembly must be made on the recommendation of Council
- d) The decision of Council must be made on the recommendation of the Events Committee

3.2 Process and Methods

3.2.1 Process

To achieve this task, the Events Committee (EC) established a Working Group (WG) with experts from within and outside the EC entrusted with preparing the ground for a discussion in the EC that proceeded along the following lines:

- Developed a process for Event review
- Developed a structured set of criteria for assessing Events to put under review
- Used the criteria to assess events, then consider options for which / how many Events to place under review
- Studied the positions of stakeholders/interested parties
- Formulated a recommendation to the Events Committee, including the possibility of various options, in order of preference

3.2.2 Review methods

3.2.2.1 Scorecard

A scorecard was developed to assist the WG in evaluating each Event and its performance or suitability against an agreed set of criteria (see Appendix A). Its development was in line with the following process:

- Relevant documents were reviewed (World Sailing Olympic Vision, World Sailing Strategy, IOC Agenda 2020+5 and other IOC guidance and conditions provided to World Sailing).
- The process undertaken by WS Events Committee in previous quads was reviewed.
- It was agreed that men's and women's Events would be evaluated together for the purposes of this analysis (using averaged data where data differed between genders,

- e.g., number of MNAs competing).
- Criteria were developed based on the documents reviewed, plus practical considerations for stakeholders (MNAs).
 - Criteria were weighted for relative importance. (However, it should be noted that when the 'importance factor' was applied to the raw scores, it did not have any effect on the final position of Events on the Scorecard).
 - Criteria were divided into subjective and objective criteria.
 - For objective criteria, data was collected or scores were discussed and agreed by the WG.
 - For subjective criteria, WG members independently assessed each Event and submitted their scores. Scores were de-identified and averaged.
 - The Scorecard expresses scores as a percentage of maximum points available.

3.2.2.2 Survey

On behalf of the Events Committee, World Sailing conducted a survey of key stakeholders, designed to achieve multiple objectives and inform the work of both the Events and Equipment Committees now and in the coming two years.

The survey questions relating to the objective of this WG were:

- Cost of campaigning (to validate the Scorecard evaluation against stakeholder opinion)
- Should the event stay/be retained for the 2032 Olympic sailing competition? (To evaluate stakeholder opinion and compare to overall Scorecard results).
- Other questions regarding the equipment and format of Events also provided context for discussion.

3.3 Key findings

3.3.1 Scorecard

Overall, the scorecard filled in by the experts of the Working Group shows the following results (Table 1, for details see Appendix A).

Table 1: Scorecard Results

Rank	Event	Score (% of max. Score)
1	M/W Windsurfer	83.3
2	M/W Dinghy	80.7
3	M/W Skiff	74
4	Mixed Dinghy	71.3
5	M/W Kite	70.3
6	Mixed Multihull	61.7

Four Events (green) scored highly on the scorecard mainly due to high participation of MNAs, low cost of equipment, and ability to compete using supplied equipment at major events.

It was noted that there was considerable feedback from stakeholders regarding the relatively high cost of campaigning in the Mixed Multihull and Kite Events, and these Events also demonstrated some of the lowest MNA participation in Olympic qualifiers (excluding men's kite).

3.3.2 Survey

In addition to the scorecard filled in by experts in the working group, the survey tapped into a broader range of stakeholders via the MNAs. Table 2 shows overview survey results

Table 2: Survey Results (for comparison, the final column shows the comparable results from the scorecard)

EQUIPMENT	SURVEY Summary question	SURVEY Q100, 65 respondents	SCORECARD
	Do you think this event, with its current equipment and format, should stay on the Olympic program? (Same question asked for each Event) % yes OR yes but with equipment/format changes	Which of the following events and their equipment should remain unchanged and selected for 2032? Multiple answers permitted (all 10 events listed, men's and women's separately); responses graphed in Appendix B % yes	Criteria weighted for importance (Appendix A) % of max score
iQFOiL M/W	89	63 M/62 W	83.3
ILCA 7/6	95	72 M/69 W	80.7
49er/FX	100	78 M/74 W	74
470	67	34	71.3
Kite M/W	70	32 M/32 W	70.3
Nacra	41	32	61.7

Notes on survey findings (see also Appendix B):

- The survey was distributed to MNAs (via team leaders / team managers). 60% of respondents identified as team leader/manager, or MNA/NOC administrator.
- 65 responses were received, with responses received from 38 unique MNAs, representing all continental regions.
- The bottom 4 Events in the survey were the same as the bottom 4 events on the Scorecard (Men's/Women's Kite in the Formula Kite, Mixed Dinghy in the 470, Mixed Multihull in the Nacra17)
- 6 Events received significant stakeholder support for being retained unchanged on the Olympic program (Men's/Women's Dinghy in the Laser, Men's/Women's Windsurfer on the iQFOiL, Men's/Women's Skiff on the 49er/49erFX).
- The 'cost of campaigning' estimate of the WG (for the Scorecard) was validated by the survey data.
- Where men's and women's Events were presented individually, there was no significant difference in survey opinion, validating the decision of the WG to evaluate

men's and women's events together.

3.4 Recommendation 4 to Council: Events to put under review (Reg. 11.4)

Overall, the EC comes to the following conclusion.

Recommendation 4: Events to put under review (Reg. 11.4)

It is recommended that the following four Events are placed under review for the 2032 Olympic sailing competition (alphabetical order):

- Mixed Multihull
- Men Kite
- Women Kite
- Mixed Dinghy

Table 3 shows a summary of key points relating to the Events proposed for review.

Table 3: Key challenges and positives for Events proposed for review

Event	Key Challenges	Positives
Men/Women Kite	• Cost of equipment • Consistency of equipment • Athlete weight range • Universality (women)	• Youth and broadcast appeal • Showcases a unique element of the sport • Universality (men)
Mixed Dinghy	• Youth appeal • Universality	• Cost of equipment • Consistency of equipment • Mixed sailing • Highly established pathway
Mixed Multihull	• Cost of equipment and campaigning • Variation of equipment • Universality	• Showcases an exciting element of the sport: 2 person foiling • Mixed sailing

For the Events placed under review, more extensive evaluation will take place next year with decisions to be taken at the Annual Conference in 2026, as per Regulation 11.5 (a) and (b).

Possible outcomes for Events under review:

- Retain Event, retain equipment (no change)
- Retain Event, evolve equipment (must decide what evolution is required)
- Retain Event, new equipment (must decide criteria for new equipment)
- Remove an Event and replace with a new one (must decide what is the new Event)

It should be noted that under Regulation 11.4(b)iii the equipment for any Event may be evolved as required, including those Events not placed under review. In addition, under Regulation 11.7 (in line with policy D10 Anti-trust policy for Olympic equipment) the Equipment Committee will re-evaluate all equipment selected for Olympic Events.

The conversation in the EC considered placing more than 4 Events under review, however it

was decided that the data did not support this.

3.5 Additional Comments

3.5.1 Events not proposed for review

The following Table 4 summarizes the main points outlined in the working group discussion and from the survey with regard to the Events not proposed for review.

Table 4: Key challenges and positives for Events not proposed for review

Event	Key Challenges	Positives
M/W Windsurfing	- Optimal athlete weight - Variance of equipment - Challenge of format and need for technology to manage OCSs - Ability to race in light winds	- Good universality (men > women) - Broadcast appeal - Youth appeal - Innovative and appealing race formats - Ability to have supplied equipment
M/W Dinghy	- Format (racing length) and broadcast appeal	- Global reach and high universality across nations in all Olympic qualifiers - Low cost of equipment and campaigning - Supplied equipment at major events - Overall accessibility to compete
M/W Skiff	- Optimal weight for the 49er FX - Cost of equipment - Universality, particularly women	- Popularity with stakeholders - Broadcast appeal - Youth appeal

3.5.2 Miscellaneous items

Media appeal, broadcast/viewer interest

There was considerable discussion highlighting that improvements in broadcast delivery, media engagement, racing presentation, and digital officiating could significantly enhance the way all sailing Events are presented at the Olympic Games. The WG acknowledges this topic is outside its remit but does encourage the Events Committee and the Specialist Sailing Committee to focus on the broadcast techniques and methods used at the World Sailing Championships to raise the baseline level of coverage in the sport.

It was also noted that all Events should be able to be sailed in a wide range of conditions to ensure broadcast reliability, especially in the lower wind ranges. This topic is being addressed by the Format WG and the Athlete Weight Advisory Group.

Format

The WG noted that improvements in format were needed for all Events, as highlighted by the recent conditions from the IOC and the strong broadcaster guidance. This is outside the scope of this WG and is being addressed by the Format WG.

Equipment

Noting that the Equipment Committee has the ability review the equipment used in each Event under Regulation 11.4(b)iii, it was felt that recommending an Event for review for an equipment-related concern, when other elements of the Event are satisfactory, was not warranted.

Overall slate

Further evaluation of the Events under review should consider the overall slate of Olympic events, ensuring alignment with the following key factors identified as important:

- The cost of equipment and the complexity of campaigning has been consistently highlighted as a pressing issue.
- Ability to have supplied equipment that is highly consistent.
- Universality remains a critical consideration for future events.
- Events can be reliably raced in a wide range of wind conditions.
- Events that showcase a wide range of sailing and skillsets.
- Athletes of a range of weights can compete in Olympic sailing events.

3.6 Appendices

3.6.1 Appendix A – Scorecard

REFERENCE / SOURCE				SCORECARD CRITERIA	WEIGHT / IMPORTANCE
WS Strategy	WS Olympic Vision	IOC	Practical considerations for Stakeholders		Low Medium High
	M			Is the Event exciting to watch for broadcast viewers?	
	M			Is the Event easy to understand for non-sailors?	
	M			Is the Event appealing to the broadcast media?	
	M			Does the Event appeal to younger broadcast audiences?	
	M			Does the Event attract participation of the world's best Olympic sailors?	
	M			Does the Event showcase skill and athleticism in sailors?	
	A/D			Is there a clear pathway for this Event from youth and domestic participation to Olympic? Or is the event attractive to youth from other pathway classes?	
	S			Does the Event demonstrate sustainability initiatives and minimise environmental impact?	
	M/S			Can the Event accommodate innovative use of digital technologies? (ie. to enhance spectator experience, reduce environmental impact, improve officiating?)	
				Does the Event demonstrate a unique aspect of sailing and diversity of skills and equipment (ie. minimising overlap between sailing events on the Olympic slate?)	
	A/D			Does the Event offer continuity for MNAs and sailors? (ie. a dependable pathway for sailor development and MNA investment in athletes and equipment)	
				Does the Event avoid excessive television broadcast or media costs?	

				Does the Event utilise the same Field of Play and resources as other events?	
Above – criteria scored using aggregated scores of individual expert judgement					
Below – criteria scored objectively using data					
	A/S			Does the Event use supplied equipment at major events (ie World Championships & Olympics)?	
	D			Does the Event maintain gender equality of athletes? (yes = 1, no = 0)	
				Does the Event allow for mixed participation and gender balance in roles ie. helm/crew? (yes = 1, no = 0)	
				Does the Event positively impact quota? (One person events = 3, 2 person events = 2, 3 people = 1, 4+ people = 0)	
	A/D			Number of MNAs competing in qualifying events for the 2024 Olympic games (expressed as a ratio of event quota)	
	A/D			Number of continents represented (at last World Championships)	
	A			Number of continents in top 10 at Olympics	
	A			Rate the cost of an Olympic campaign for the Event for MNAs and sailors. (lower cost = 3, moderate cost = 2, high cost = 1)	

SCORE		
0	No	Not at all
1	A little	Low
2	Somewhat	Medium
3	Yes	High

M = Marketability

A = Accessibility

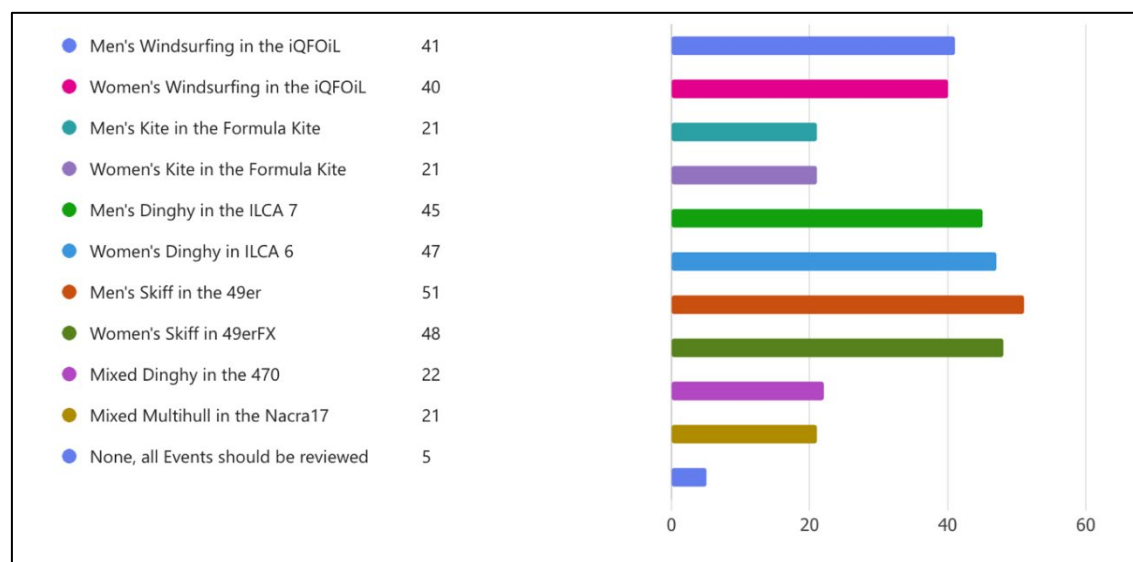
S = Sustainability

D = Diversity

N/A - Not applicable

3.6.2 Appendix B – Stakeholder survey

Which of the following Events, and their Equipment, should remain unchanged and selected for 2032 Olympic Sailing Competition?



N=65; figures show number of yes

4 World Cup

The World Sailing (WS) executive office and Events Committee were both tasked to review the World Cup including its place and relevance within the current and future Olympic circuits. The World Cup is defined in this part of the report of the Events Committee as including both a World Cup Series (several multiclass regattas) and a World Cup Final. This part of the report was discussed in the EC and is presented as information to Council and as advice to further strengthen the efforts laid down in the Olympic Vision and the World Sailing Strategy documents regarding an establishment of a WS World Cup.

4.1 Advice to Council

The following pieces of advice are broken down into three areas:

- World Cup Strategy
- World Cup Key Factors of Success
- World Cup proposed phased calendar

4.1.1 Advice 1: World Cup Strategy

Beyond the Olympics and with the exception of the individual Olympic Class World Championships, the sailing community does not have an annual regatta or a series of regattas that are considered the pinnacle of sailing achievement reuniting the entire sailing community at one site while attracting the best athletes, the best audiences and the best partnerships.

The World Cup Series (WCS) and World Cup Final (WCF) strategic goals should reunite:

- Strongly motivated athletes to attend by offering them a high level of competitive sailing and increasing their media exposure and their fund-raising capacity;
- A strong audience engagement in line with the IOC audience targets;
- A low-cost regatta for athletes with supplied equipment to prioritize maximum MNA participation rates with a target of [60%] of the top [30] ranked athletes of each event participating at the WCS.
- A proper selective, transparent qualification system for the World Cup published sufficiently in advance for athletes to prepare one to two seasons ahead their program to target the WCF.
- A significant commercial partnership as the foundation for the support and financing of a significant media investment in the athletes themselves and a significant global media package.
- A commercially reasonable cost for the Organizing Authority with high participation rates ensuring a sustainable economic model.

Advice 1: Establish Strategic Goals

It is advised that 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.

4.1.2 Advice 2: World Cup Key Factors of Success

The key factors of success can be grouped by the key stakeholders for these regattas:

1. Athletes
 - a. Significant media investment in the top athletes participating in the World Cup to increase their followers and media exposure.
 - b. The cost of participation should be reasonable targeting supplied equipment by 2032. Depending on the sponsor's budget, prize money should be considered to further motivate athlete participation.
 - c. Regarding WCS regattas, if there is more than one fleet for an Event, this option should be considered: using the same ranking system that will qualify the participants for an eventual WCF, the top ranked athletes would be grouped in the Gold Fleet, the next group of athletes in the Silver Fleet and if necessary, the last group of athletes in the Bronze Fleet. There would be no Qualifying Series. There could be a promotion / relegation between Fleets after two days of racing.
2. MNAs
 - a. A qualification system for both the WCS and the WCF that is transparent, consistent over time and allows measured progression from one level to the next for all athletes.
 - b. Taking into account the Calendar guidelines of the Events Committee, an eight-year visibility on the dates when the World Cup regattas would occur
 - c. A reasonable participation cost for budgets that are continually under constraint and a guaranteed place for all MNAs at all regattas.
3. Partners
 - a. At least two WCS regattas / annum as qualifying regattas for the WCF offering partners year-round media exposure.
 - b. The athletes participating in these regattas would have a significant number of followers as a result of the media investments being made for them.
 - c. There should be significant media coverage of the regatta and public relations offerings.
 - d. The WCF venue would depend on the partner's priorities but could be the lieu of future Olympics and in the same window of the year as the Olympics.
 - e. Long term visibility for the partners.
 - f. An attractive and engaging formats for a wider audience.
4. Regatta Organizers
 - a. The media budget as well as the supplied equipment are supported by the WS partner contribution thereby limiting the financial risk of the organizer to everything except these two biggest variables.
 - b. No restrictions on participants at the WCS provided that there is always at least one place per regatta guaranteed for each MNA
 - c. The ideal number of WCS would be between 4 and 5 regattas per year with at least one regatta in the American hemisphere, a second in the Asian and Oceanic region and the rest in Europe.
 - d. Most WCS would use existing multiclass Olympic regattas
 - e. The WCF regatta would be managed to a large degree by the same core team that is managing the WCS.

Advice 2: Key Factors of Success

It is advised that for the potential for success of the World Cup the key factors of success listed above are, at a minimum, considered fully and taken onboard when establishing the World Cup Series and the World Cup Final as one continuous regatta.

4.1.3 Advice 3: World Cup proposed phased calendar

The roll-out of the World Cup should be phased in with a goal of being fully operational for the 2029-2032 quadrennial. This could be achieved by having a phased calendar leading up to 2029 which could be the official launch of the World Cup:

- a) Year 1: Post-Olympic Launch: the WCS would be conducted during the months of April through June.
- b) Year 2: WCS would continue in April through June period with the option to extend into later part of the year, possibly into southern hemisphere
- c) Year 3: WCS would continue in April through June period with American and Southern hemisphere regattas added to the April through June season.
- d) Year 4 – WCF held at or near the Olympic Games venue.

Three more important steps toward launching the World Cup are:

- a) Establishing a clear and fair qualification procedure for the World Cup Final such as the participation in three events: two World Cup Series and one Class World Championship.
- b) WS shall promote and encourage perpetual multiclass regattas (PMR) outside of Europe that could serve as future World Cup Series regattas and allow easier access to the qualification requirements for athletes outside of Europe.
- c) WS should establish minimum criteria for a PMR to become a World Cup Series which would provide targets for PMR to improve their regattas.

Advice 3: Phased calendar

Advice 3.1: It is advised that 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.

Advice 3.2: It is advised that 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.

4.2 Next Steps

As part of the next phase, the World Sailing executive should test this World Cup project with its existing and potential future partners before engaging in the discussions with potential regatta organizers. At the same time, the qualification criteria for reaching a World Cup Final should be established early in the process in order to provide visibility on the end goal.