

The Sustainability Commission met at the World Sailing Annual Conference at 1030 UTC on 5th November 2025

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

Members Present:

Sigrid Beckmann	Ferran Muniesa	Irina Perez Leroux
Ece Asya Ikizler	Nuno Gomes	Heiko Thoelmann
Maja Lesny	Mariana Douka	Beatriz Gonzalez Luna

1. Opening of the Meeting

a. Chair's Opening Remarks

SB welcomed everyone to the meeting, acknowledging it's first-time meeting in person, and thanked everyone for attending.

BGL welcomed everyone to the meeting and praised members for their continued work in these important areas, reminding the commission of the board's 5 key priorities for the office and wider community for this quadrennial.

b. Apologies for Absence

Apologies were noted for Asya for not being able to attend in person, Vaclav and Amy.

c. Minutes of the meetings on previous meeting

Minutes of the October meeting were approved.

d. Matters Arising

No matters were raised by members.

2. Chair's Annual Report

SB provided a detailed report of the year's activities, providing an overview on key projects and achievements in 2025. Key areas include:

- 2024 Impact Report
- Agenda 2030 refresh
- 11th Hour Racing Impact Report
- Life Cycle Assessment Project
- Marine Megafauna Guidance

- Sustainability Sessions
- Partnerships with Metstrade and the Minpuri Foundation
- Sailing Grand Slam Sustainability initiative

NG provided an update on the Youth Sailing World Championships, preparations are going well but it is clear that when organising a large-scale event organising authorities are primarily focused on the core logistics of the sport and sustainability is a secondary thought. So, it's key WS keep pushing to ensure this is addressed.

FM provided an update on the sustainability collaboration between the Sailing Grand Slam and WS. FM provided insight into the measurement of impact for the events and notes the increasing governmental pressure for major event to demonstrate sustainability action. FM thanked RV for her work in this collaboration and suggested that next steps should look at how to engage the sailors in sustainability.

[World Sailing Sustainability Commission annual report 2025.pdf](#)

3. Sustainability Department and Office Update

- a. Receive a short update on key activities

AR spoke to the refresh Agenda 2030 has undergone, consolidating the 56 targets to make the strategy more management and digestible for the sailing community. The proposed "refresh" aims to simplify the strategy by consolidating the work into three primary, clear strategic pillars:

1. Climate Action: The focus is on aligning with the UNFCCC Sport for Climate Action framework, targeting a 50% reduction by 2030 and reaching Net Zero by 2040 as an organization.
2. Nature and Biodiversity: The key goal here is ensuring all major events achieve a net positive gain on nature, instead of having a negative environmental impact.
3. Inclusion: This pillar focuses on achieving gender parity for both athletes and race officials at major events, alongside improving geographical representation.

The refresh also involves adjusting the strategic timeline. While the agenda was initially aligned with the 2030 Sustainable Development Goals (SDGs), the refresh looks toward 2032 ("2030 + 2") to better align with the Olympic cycles and other World Sailing strategic documents.

AR noted that for the 11th Hour Racing Impact Award, they received a "fantastic number" of applications (28 in total) with a diverse spread of geographies, This

high engagement demonstrates significant interest in sustainability initiatives across the sport.

SB echoed the success of the award and spoke to the benefit of 20% of prize money going back into the MNA or class association. AR confirmed that a report is required on what the winner spent the funding on and the funding will be ring fenced so it can only be used for impact projects.

RV noted the Sustainable Event Handbook has been developed and review by the Events working group and wider commission. The handbook provides practical sustainability requirements for regatta organisers, including waste management, logistics, inclusion and reporting. It should be launched by the end of the year.

AR confirmed that we this handbook includes references to the Clean Regatta programme by Sailors for the Sea, since it a great tool for sustainable event delivery.

AR provided an update on the LCA project, noting that WS is the first sport undertaking an LCA, so the IOC is monitoring the progress closely. The project t kicked off in October and currently gathering data from manufacturers of Olympic classes for the manufacturing process, Marine Futures are contracted to undertake this area of work. Phase 3 looks at the use phase of the equipment and campaign cost, RV will undertake this area of the project, interviewing 3 athletes from each class ensuring a geographical spread due to cost disparity. This will allow an intensity metric to be created to truly understand the cost of campaigning.

b. Marine Megafauna Guidance

RV provided an overview of the Marine Megafauna Guidance produced by WS in collaboration with the Marine Mammal Advisory Group (MMAG). The aim is to educate the community, de-weaponise strikes and encourage reporting of sightings and strikes. Alongside the guidance a risk assessment tool has been produced for event organisers to map their interaction with nature and associated risks.

DF expanded on the guidance and shows the commissions example case study on Orca interactions, there are more case studies being produced which will include a range of events form offshore to inshore racing and include an inshore

dinghy event too. Case studies collaborators include SailGP, The Ocean Race and E1 Series for example.

DF confirmed that with this guidance and tool we hope that in a couple of years event organisers can relate to previous risk assessments or plans created for a venue that another event used previously.

4. Working Group/Work Plan Updates

No update provided due to limited time.

5. Clean Regattas by Sailors for the Sea

Emily Conklin (EC) and Steff Ruf were present from Sailors for the Sea.

EC provided an overview of **Sailors for the Sea**, a non-profit organization that works with the sailing community to promote sustainability and restore ocean health. The primary focus of the partnership with World Sailing is the Clean Regattas Program.

Sailors for the Sea has worked with over 4,000 events in 53 countries, reaching over 2 million sailors and attendees, from small local regattas up to major World Championships.

The Clean Regattas program uses an annual toolkit and is based on 20 best practices divided into five sustainability areas:

1. Elimination of Single-Use Items: Primarily focusing on plastic and promoting reusables.
2. Community Involvement: Connecting local venues to the ecosystem (ocean, lake, etc.) to help sailors understand why they are practicing sustainability.
3. Responsible Waste Management: Ensuring proper disposal, including food waste.
4. Environmental Stewardship: Ensuring all staff and sailors understand the value of the ecosystem.
5. Climate Awareness: A new area (updated from "Green Boating") recognizing that all environmental work is climate action, focusing on reducing emissions and inspiring future action.

EC also explained the Clean Class Initiative. This initiative integrates Clean Regattas best practices into the core operations of entire classes currently involved include the 29ers, Optis and Formula Wing/Kiteboarding.

AR noted the following points:

- The commission's work plan aims to increase the number of Clean Regattas by 20% this year, indicating a clear KPI linked to the program. 2024 saw a 17% increase.
- To increase geographical proliferation, World Sailing is looking to translate the materials into a wider range of languages, starting with Spanish, Chinese, and possibly Arabic, to better support high-potential regions like South America.
- The potential for implementing third-party auditing for high-level events (Platinum or Special Events) was discussed. This would provide an extra layer of verification, similar to an ISO audit, to provide a "double stamp" of credibility.
- Sailors for the Sea provides branding, including the Clean Regattas logo and medallions indicating the level achieved, which events are encouraged to use to make their efforts visible to the public and sponsors.

6. Working Group Activity

a) Events Working Group

Update was provided for the group around the work they are doing, looking at how sustainability can be integrated more into all sailing events. The idea of putting in clauses into world sailing classes contracts was mentioned and creating a Facebook group for event organisers to share ideas and help each other out around sustainability initiatives.

b) Biodiversity Working Group

No update was provided.

c) Engagement Working Group

Ambassador programme was presented by SB. The Engagement Working Group has been focused on developing the Sustainability Ambassador Program, which aims to leverage high-profile Olympic and elite sailors as environmental champions to amplify World Sailing's sustainability message. SB has created a toolkit to simplify ambassadors work with information on key issues and projects.

RV confirmed that she will take this to the communications department internally for their input.

The discussion highlighted several areas for refinement:

- Credibility vs. Burden: Concern was raised that actions must be credible and go beyond minimum activity to avoid "greenwashing."
- Integration: It was suggested to avoid creating an entirely separate program and instead look for ways to integrate or de-silo efforts with existing ambassador programs (e.g., Sailors for the Sea, The Ocean Race) to maximize impact and cover the full range of UN Sustainable Development Goals (SDGs).
- Diversity of Ambassadors: Ambassadors should represent a broad range of sailing (inshore, offshore, foiling, etc.) and be experts in specific topics (e.g., one on plastic, another on biodiversity).
- Beyond Athletes: The committee agreed that while athletes are stars, the program should also look to elevate "non-sailor" champions—such as boat builders, event coordinators, race officials, and coaches—as their actions drive significant change.
- Formalization and Vetting: The plan is to formally implement the program next year. A critical need for a selection panel/Honor Committee and approvals process was identified to deep-dive on candidates and check their backgrounds to avoid potential reputational issues (e.g., the recent example of an organization accidentally selecting an ambassador with a history of domestic violence charges).
- Time Frame: The ambassador role should have a defined time limit (e.g., one or two years) to ensure rotation and avoid competitive exclusion.

DF noted that it would be worth collaborating and gathering key learnings from other ambassador programmes so that the model is streamlined and not duplicated over and over again.

d) Technical/Carbon Working Group

SB confirmed this group are focused on helping with carbon measurements, methodologies and LCA project scoping.

RV agreed and provided some context on tools we have available such as the carbon calculator which is easy to use on the WS website.

AR noted that WS is exploring a carbon calculator dashboard for internal and external use with for example the Sailing Grand Slam and Olympic Classes. Although it is also important to activate on the ground at these events as often smaller events have a negligible footprint.

7. AOB

Next meeting will be in December.

RV agreed to set up regular recurring meetings for the working groups until April so that they can interact, members should still use the dedicated WhatsApp groups to discuss meeting attendance and ideas.