

2016 Olympic Events and Equipment

Regulation 23.1.4

A submission from Yachting New Zealand

Purpose or Objective

To change the equipment for the Olympic Event of Men's Board and/or Kite Board and the Women's Board and/or Kite Board to the RS:X Board. The proposed Olympic events/equipment for 2016 are as listed above.

Proposal

That the Olympic Events and Equipment for 2016 be

~~Men's Kiteboarding~~ **Men's Board - RS:X**

~~Women's Kiteboarding~~ **Women's Board - RS:X**

Men's One Person Dinghy - Laser

Women's One Person Dinghy - Laser Radial

Men's 2nd One Person Dinghy - Finn

Men's Skiff - 49er

Women's Skiff – 49erFX

Men's Two Person Dinghy - 470

Women's Two Person Dinghy – 470

Mixed Two Person Multihull – Nacra 17

That the Kite Board be included as an event in ISAF Sailing World Cup Regattas effective immediately.

Current Position

As above.

Reasons

The ISAF Mid-Year Meeting in May 2012 considered the equipment for the events of Men's Board (RS:X) and /or Kite board (evaluation) and Women's Board (RS:X) and /or Kite board (evaluation) and selected the Kite Board as the equipment.

Regulation **23.1.3(c)** provides that:

“Selection of New Equipment (for both a New or Retained Event)
New Equipment shall only be selected following Equipment trials or other

evaluation against the specified criteria, and shall be decided no later than November of the year four years before the Olympic Games.”

This submission supports the reconsideration of the decision to select the equipment for the Event and supports the selection of the Board (RS:X) for both the Men’s and Women’s Events.

The submission also proposes that the Kite Board be included in ISAF Sailing World Cup Regattas to determine whether the Kite Board can be viably and safely integrated with other Olympic Classes and the costs of resources required.

Reasons;

The decision to select Kite Board as the Olympic Equipment was premature and there is more practical testing and information required before the decision to change from the RS:X which is an existing ISAF Class with wide reach across a significant number of countries. The Kite Board could not be selected as the Equipment as this selection does not comply with the Regulations.

The factors which should be considered in making a decision are:

Kite Equipment

1. The Kite Board evaluation was a format test and did not specifically evaluate any particular equipment. ISAF Regulation **23.1.6** requires any new equipment contracts to be agreed prior to May 1 in the year four years prior to the Olympics, which required the contracts to be in place by May 1 2012. As there were no contracts in place with any Kite Board manufacturer by this date, it is not possible under the Regulations for Kite Board to be selected as the Equipment for 2016. On the basis that the RS:X is an existing class and has an existing contract with ISAF, the only Equipment which can be considered under the Regulations for 2016 is the RS:X.

If Regulation **23.1.6** does not apply and the Kite Board is not excluded then the following points should be considered in selection of the Equipment.

The Cost of Competing

1. The ISAF Executive Committee stated in their Submission **097-10** that equipment should be one design, capable of being supplied to major ISAF events (**clause 5.23.3**) and that costs should be as low as possible.
 2. While there was no comparison in the evaluation of the costs between the RS:X and the Kite Board, the RSX has historically offered the least expensive Olympic Equipment and campaign costs for small and emerging sailing nations.
 3. The ISAF evaluation did not include a rigorous or independent analysis of kite racing equipment costs as there was no evaluation of specific Equipment. The Evaluation consequently did not consider development costs for a “non one design class” and traditionally these can be very expensive resulting in more affluent countries being able to conduct development work to the disadvantage of less wealthy nations. This is contrary to the ethos expressed by the IOC.
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4. Regulation **23.1.2(h)** places an emphasis on the avoidance of unnecessary or excessive equipment costs, development costs, measurement costs, coaching costs, race organisation and race official costs and television and other media costs.
5. The kite format trials report stated that there are 14 hull builders and 19 kite builders. Currently there are no guidelines on fins and competitors can use three kites and one hull during an event.
6. Council agreed with Submission **M10-11** which referred to significant change having a major impact on sailing around the world due to...
 - a) The loss of investment in current equipment
 - b) The impact on the MNA's ability to buy new equipment
 - c) The need to acquire new expertise to compete at the highest level
7. The Board RS:X has been an integral of ISAF World Cup and Olympic Regattas for over a decade. It is proven that the RS: X can be run in conjunction with other Olympic classes on a restricted number of courses and associated race management and judging resources. As the Kite Board has not been included in major ISAF Olympic Class regattas, there is no evidence that it is able to be integrated into an ISAF or Olympic regatta without significant additional resource requirements.
8. No comparison was made between the costs of race management for Kite Board and RS:X. Kite racing is currently a development class inside a box rule and therefore a measurement system with additional costs will be required by organisers.
 - Kite racing will require more coach boat assistance than other classes to get the sailors to the racing area in offshore winds, to support sailors and water re-launching in light winds and to help change kite sizes. If current venues are unsuitable to launch & race kites, extra expense may be required by race organisations to set up and run another course.
9. Because of the uncertainty surrounding the RS:X, MNAs cannot advise their sailors on the following matters
 - Kite Board equipment as it is has not been chosen;
 - The race format remains as it is presently, undecided;
 - Governance and risk management processes.
10. Risk management & insurance costs may be different for kite than RSX sailing and further research by ISAF should be carried out.

Participation and Emerging Nations

1. The RS:X has demonstrated that it has a wide competition base across a large number of countries. A number of these countries do not have sailors participating in other Olympic Events.
 2. The IOC sets participation levels for sports and events for the Olympic Games. It has determined that the discipline shall be practiced in a minimum of 3 continents and 50 countries for men and 35 countries for women. The RS: X qualification for the 2012
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Olympic Qualification included sailors from 54 countries and six continents, 51 nations in the men's fleet and 37 nations competed in the women's fleet.

3. Kite Course Racing does not currently meet these criteria with 21 MNAs competing in the men's fleet and 10 in the women's fleet at the relevant World Championships.
4. Data from the most recent world championships show RSX is more compliant with **ISAF Regulation 23.1.2 (d)** with the average age for the men at the RS:X 2012 World Championships being 25. The average age for the men at the 2011 Kite racing World Championships was 32.
5. Emerging sailing nations such as Colombia, Cuba, Egypt, Guatemala, Iran, Jamaica, Oman, Peru and the Philippines now have windsurfing development programs. Windsurfing is integrated into MNA 'learn to sail' programs worldwide.
6. The RS:X is the biggest Olympic class for both men and women. It is readily available with worldwide distribution channels and is the least expensive of the current Olympic events both to buy and campaign. The RS:X is considered currently as the strictest one design Olympic class with affordable and durable equipment that is presently available worldwide.

Youth Sailing

1. Submission **097-10** recommended that the Equipment should be suitable, appealing and accessible for youth, ensuring that there is a single step pathway for Youth Olympic Competition.
 2. Wind surfing has a clear one step junior/youth pathway, integrates with other classes and is well established around the world.
 3. There is a consistent pathway for youth and junior competitors, requiring only one change of equipment from the Bic Techno 293 to competing in the Olympic fleet on the RS:X. The 2012 Bic Techno Worlds are expecting entries in the vicinity of 500 competitors with fleets spreading throughout all sailing nations.
 4. ISAF have selected the Techno 293 for the Youth Olympic Games and the RS:X for the ISAF Youth Worlds through to 2015
 5. The RS:X Continental championships in Asia, Europe, North America and South America include Youth divisions.
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