

Reduce Costs for Olympic Sailing

Reduce the Continental Spread of SWC Events in a Single Season

A submission from the International 49er Class Association

Purpose or Objective

To make the Olympic travel schedule more efficient, less costly, and more effective than currently.

Proposal

That ISAF and the SWC Working Party make every effort to hold SWC Events (Excluding SWC Grand Final) on a single continent each season in the months of October to March for the quadrennial 2017-2020.

Current Position

The current position is to schedule World Cup Events on two or sometimes three continents in the months October - March.

Reasons

1. The current situation is to have an event in Oceania (Melbourne) and an event in North America (Miami) every year during the months of the Northern Hemisphere winter. Empirically few teams attend both events and as a result both events suffer in terms of quality and depth of competitor.
 2. The Asian (Qingdao) event of the SWC is usually in the Northern Hemisphere winter window. It is expected that if it shifts to Tokyo (for the 2017-2020 Olympic cycle) in August or September it would solve the challenge of the Asian event, particularly with the 2020 Olympics being in Tokyo.
 3. It is very costly to shift the entire structure of 400 teams, boats, coach boats, and support equipment from Oceania to North America every winter.
 4. Having events on both continents increases the carbon footprint of sailing.
 5. The proposal suggests that it would be advantageous to go to Oceania one year, North America the next year and do two events in close proximity to each other leaving the number of SWC Events the same but increasing the for all sailors and federations. For example, one year the SWC Events could be Melbourne and Sydney, the next year could be Miami and Clearwater.
 6. It would add credibility and marketability to the World Cup by prioritizing top level athlete attendance rather than geographical spread.
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7. The current and planned shipping solution is not satisfactory. Sailors need their equipment at SWC locations earlier than the current schedule allows. Current plans do not give sailors any time for training at SWC venues. As a result teams must currently ship multiple boats to multiple continents or choose to skip one of the winter SWC events.
 8. Estimated Costs Savings to Olympic Sailors:
 - (a) Total Cost Savings per year = \$1,870,000 USD
 - (i) Sailboat Shipping. Assuming the home country takes 10% of spots and has boats, leaving 360 boats to be shipped. At 7 boats per container and \$10,000 per container that total cost is \$510,000 for one extra leg of continental shipping. The equivalent cost to transport within continent is \$50,000 for a savings of \$460,000.
 - (ii) Coach Boat shipping. Assuming 1 coach boat per 2.5 sailboats, 160 coach boats must be transported one extra leg during the current set up. Assuming 4 coach boats per container and \$10,000 for a container that costs \$400,000 to change continents compared to \$40,000 in the same continent, savings \$360,000.
 - (iii) Assuming 10% of the flights are for home continents, leaving 360 boats worth of flights plus 160 support staff that equals 700 flights at \$1,500 each flight for a total of \$1,050,000 per extra continent included in the SWC.
 - (iv) There may be efficiencies within the host continent with regard to race officials, regatta boats (race committee, support boats), ISAF house, publicity efforts, Media and tracking apparatus, etc.
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