

2016 Olympic Events and Equipment

Regulation 23.1.4

A submission from the International RS:X Class Association, Belarus Sailing Federation, Colombia Sailing Federation, Cyprus Sailing Federation, Czech Sailing Association, Egyptian Sailing & Water Ski Federation, French Sailing Federation, Hellenic Sailing Federation, Hong Kong Sailing Federation, Yachting Association of India, Israel Yachting Association, Japan Sailing Federation, Korea Sailing Federation, Malaysia Yachting Association, Federacion Mexicana de Vela, Moldovian Yachting Federation, Myanmar Yachting Federation, Federacion Peruana de Vela, Singapore Sailing Federation, Sailing Federation of Ukraine, Venezuelan Sailing Federation

Purpose or Objective

To change the slate of Olympic events/equipment for Rio 2016 to include 'Boards'/RS:X

Proposal

That the 2012 ISAF Conference changes its decision to select kiteboarding for Rio 2016

Current Position

The ISAF Mid-Year Meeting in May 2012 selected kiteboarding

Reasons

A: ISAF Interpretation of July 16th issued on July 19th 2012

1. In 1a, the interpretation states the vote in May 2012 did not change the list in regulation 23.1.4 as contemplated by 23.1.7 so ISAF can change the decision to include Boards'/RS:X

B: The above interpretation fails to address any of the errors in the process leading up to the May 2012 decision, which follow...

The ISAF Evaluation Process

2. The ISAF Executive Committee made Submission 097-10 based on the recommendations of the ISAF Olympic Commission and stated that there should be an evaluation of both men and women's "Board or Kite-Board". It stated that the evaluation process would cover both Men's and Women's windsurfing. Council accepted it and further decided that the final decision on equipment should be made no later than November 2012. This was confirmed in the press release issued by ISAF issued soon afterwards but never implemented
 3. At the 2011 Mid-Year Council Meeting, Goran Petersson said that the sailing world, media and the IOC were looking very closely at the way ISAF dealt with the issue of deciding Olympic Events and Equipment and that the outcome of the debate to follow and the final decision would be crucial for the future of the sport
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4. The November 2011 ISAF Council meeting asked the Equipment Committee to do everything possible to have the results of their evaluation ready for by May 2012. It also decided that a specialized evaluation team should look at the format and event management implications for kite **for ISAF Events. No mention was made of considering kite for the Olympic Games**
5. Technical and Race management Reports were provided for kite but no evaluation of the RS:X was ever done. The technical report was written by Markus Schwendtner the secretary of the IKA with help of his Vice President Bruno de Wannemaeker and Mike Gebhardt a kite coach. The RS:X Class was not invited to submit comparative information
6. By failing to carry out an evaluation of the RS:X and kite course racing equipment, the ISAF Council failed to act in accordance with its Regulations and its previous decisions.
7. Council failed to accept the recommendation of its own Events Committee for the selection of the RS:X for the 2016 Olympic Sailing Competition and to follow the recommendation of the Olympic Commission.
8. The RS:X Class Association tried to make a submission to the May 2012 Mid Year meeting but was told that said submission was not considered urgent or necessary because the issue would be on the Council agenda and that Regulation 23.1 would be followed. They were not.

The Cost of Competing

1. IOC President Jacques Rogge stated in December 2009 that the Olympic classes should be as cheap and as universally widespread as possible.
 2. The ISAF Olympic Commission report recommended that every effort should be made to **reduce costs for sailors and MNAs**. They also suggested that a **more systematic approach** is required in selecting Events and Equipment and **proposals should be properly argued and justified**.
 3. The ISAF Executive Committee stated in their Submission 097-10 that equipment should be **one design and capable of being supplied to major events** (clause 5.23.3) and that **costs should be as low as possible**.
 4. The ISAF evaluation did **not include a rigorous or independent analysis of kite racing equipment costs** as there was no equipment evaluation. It failed to consider development costs. No comparison was made between the costs of the kite racing and that of RS:X.
 5. Council agreed with Submission M10-11 which referred to significant change having a major impact on sailing around the world because...
 - 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 high level on.**Therefore cost is not just the cost of buying new equipment but the cost of loss of investment already made in equipment and the cost of campaigning.**
 6. The ISAF kite format trials report stated that there are 14 hull builders and 19 kite builders. There are no current limitations on fins. Competitors can use three kites and one hull during an event. **The report failed to refer to the fact that since the kite-board is built to a box rule it is likely that the wealthier nations will spend considerable sums on development work** to the disadvantage of the poorer nations, a matter that is contrary to the ethos expressed by the IOC and others.
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7. ISAF Regulation 23.1.2(b) places an emphasis on athletes' skill rather than equipment development and to limit the impact of equipment on performance.
8. 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.
9. **The decision to select kite over the RS:X is against ISAF Regulations because equipment development costs will be very significant to the disadvantage of small MNAs. The decision was also against the best advice of the IOC (via its President) and the ISAF Olympic Commission.**

Country Participation Around The World

1. The IOC sets participation levels for sports and events. The discipline shall be practiced in a minimum of 3 continents and 50 countries for men and 35 countries for women.
2. Kite Course Racing does not meet these criteria having had no more than 21 MNAs competing in the men's fleet and 10 in the women's.
3. 51 nations competed in the men's RS:X Olympic qualification series and 37 countries competed in the women's. In all 54 countries from six continents registered male and female athletes for the 2011/2012 Olympic qualification series.
4. More MNA's competed in the RS:X men's fleet at the 2011 ISAF Worlds than competed in any other men's event including the Laser.
5. According to the VDWS in Germany 47,872 people learnt to windsurf worldwide in 2011 compared to only 14,073 who learned to kite. A data study found that in 2008, 2.9% of the German population over the age of 14 described themselves as being active windsurfers. 21,000 people were interviewed for the purpose of that survey.
6. ISAF Regulation 23.1.2(e) requires that ...
 - a) events/equipment maximises the number of the best sailors taking part
 - b) and showcases the diversity of the sport.
 Countries like COL, CUB, EGY, GUA, IRI, JAM, OMA, PRU and PHI have windsurfing development programmes.
7. Regulation 21.1.2(g) includes as one of the selection criteria progress towards an equal number of Events for men and women in which to participate. The RS:X women's fleet is strong with participants coming from 5 continents and 40 countries. 80 women competed in the 2012 RS:X World Championship from 37 nations.
8. **In selecting the kite-board, Council failed to have proper regard to the participating numbers in kite-board racing and to Regulation 23.1.2(e). To select the kite-board as a course racing event failed to comply with IOC participation requirements for 50 countries for men and 35 countries for women.**

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 by Youth Olympic Competition.
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2. Furthermore kite can be a dangerous sport and even more so when being undertaken by young sailors. It may be difficult to obtain insurance cover for coaches and event organisers, another issue that ought to have formed part of the evaluation.
3. Windsurfing has a clear one step junior/youth pathway which is well established round the world.
4. **Contrary to ISAF Regulation 23.1.2(d), Kite has no clear pathway from Youth Events and Equipment. In fact MNAs do not have an established youth structure for kite.**

Kite equipment

1. ISAF Regulation 23.1.6 requires any new class and the brands involved to have signed a contract with ISAF by May 1st 2012. The IKA is not in a position to enter into such a contract because there has been no kite equipment evaluation so MNAs cannot advise on:
 - (a) Kite surfing equipment as it is unknown;
 - (b) The race format remains as it is undecided;
 - (c) The competition structure as there is none;
 - (d) Coaching which is not in place;
 - (e) Training which is not available;
 - (f) Governance and Risk Management;
 - (g) Insurance: Kite surfing instructors may be unable to get insurance cover to teach children under 16 years of age and it may be hard to get insurance cover for events in some countries;
2. **The decision to select kite-boards meant that Council failed to comply with Regulation 23.1.6 and failed to consider the above**

Rio 2016 – The Venue and the Geography

1. The venue is close to high hills and high buildings. Wind speeds are expected to be between 3 and 12 knots. Kites may be able to launch off the beach in 4 knots but re-launching from the water in such a light breeze is not possible without assistance.
 2. The organisers will build a 10,000 seater grandstand on the beach close to the Olympic marina. Further down, the beach will be taken up by other Olympic events leaving little or no space for kites to launch. It is understood that a separate venue for kite is being investigated some 20kms away from the main sailing venue so kite may be completely separated. Thus involving additional security issues as well as significant further cost, including that as to race organization and race officials, television and other media costs.
 3. These are matters to which Council is obliged to give proper consideration pursuant to Regulation 23.1.2(h). In addition, for the kites to be run from a different venue may have an adverse environmental impact which is a further consideration to which Council is obliged to have regard under Regulation 23.1.2(k).
 4. Kite surfers need to change kites if wind conditions change during the day. This may require additional trained or support personnel in fast rigid inflatables to ferry competitors to and from the shore or the provision of floating platforms.
 5. The RS:X can be sailed close to shore just as much as Kite Boards but at a kite event, spectators may need to be kept far back to avoid low flying kite lines.
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6. Windsurfing requires minimal event infrastructure. The RS:X can be safely launched off a crowded beach and does not require any special facilities, it being possible to sail out through crowded marinas in minimal winds without difficulty.

Save Olympic Windsurfing [US Windsurfing's blog]

<http://saveolympicwindsurfing.wordpress.com/>

iPad Lobby document here:

<http://itunes.apple.com/gb/book/this-is-windsurfing/id533430355?mt=11>

MS Word Lobby document here:

<http://www.rsxclass.com/download/ThisIsWindsurfing.doc.zip>

Digital Marketing document here:

<http://itunes.apple.com/gb/book/the-paperless-regatta/id532157275?mt=11>
