



The Olympic Classes Sub-committee met at 09:30 – 13:30 hours at the Bandar Hotel, Muscat, Sultanate of Oman on Sunday 10 November 2013

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Present:

Corinne Rolland-McKenzie – Chairman (Finn)	Luisa Smith (470)
Jeff Martin – Vice Chairman (Laser)	Stanislav Kassarov – (470)
Chris Atkins – Vice President	Ben Remocker (49er FX)
Edwin Lodder (Nacra 17)	Marcus Spillane (49er)

Apologies

Carlo Della Vedova (RS:X)
Eric Faust (Laser Radial)

1. Opening of the Meeting

The Chairman opened the meeting and welcomed everyone to the Olympic Classes Sub-committee which was held in Muscat, Sultanate of Oman.

2. Minutes from the Previous

- (a) Minutes
The Sub-committee noted the minutes of the Olympic Classes Sub-committee meeting of Friday 2 November 2012 (circulated and approved after the meeting). The minutes can be downloaded at www.sailing.org/meetings.
- (b) Other Matters Arising
There were no other matters arising not covered elsewhere on this agenda

3. Events

- (a) The Sub-committee noted the report circulated before the meeting from the ISAF Head of Competitions on the 2014 ISAF Sailing World Championship. See attached Appendix.

The Olympic Classes Sub-committee noted that the report did not cover the role the Classes will play regarding the media support and that there will be further communications between ISAF and the Olympic Classes on this. In line with the Olympic Classes Contract, payment by ISAF of the 10,000 Euro to each Olympic Class will be implemented in 2014.
- (b) The Sub-committee noted the report circulated before the meeting from the Sailing World Cup Manager on the ISAF Sailing World Cup 2014. See attached Appendix

The Sub-committee noted the report circulated before the meeting from the Head of Competitions on the 2016 Olympic Sailing Competition. See attached Appendix

Olympic Classes Sub-committee Minutes

- (c) The Sub-committee received a progress report from the Head of Competitions on the 2020 Olympic Sailing Competition.

4. Format for the 2016 Olympic Sailing Competition

- (a) The Sub-committee reviewed the proposed format for the 2016 Olympic Sailing Competition.

Recommendation:

The Olympic Classes support the principles of the Events Committee Format Working Party report but also recommend that Submission 068-13 regarding the final day format for the 49er and 49erFX is considered.

- (b) The Sub-committee reviewed the proposed Olympic Qualification system.

Recommendation:

The Olympic Classes broadly support the Events Committee Quotas and Qualification Working Party report but further discussion is needed on Continental groupings, tripartite places and scheduling the 2015 / 2016 World Championships and Continental Qualification Events.

5. Marketing & Media

- (a) The following points will be considered as a working basis:

Objective: Four year plan to promote Olympic sailing and sailors.

Strategy: To work in close relationship with ISAF / Classes / Events

Profiling sailors

Identify and promote key elements specific to sailing (identity and strength) and promote throughout general and specific releases.

Events communication plan: Class 'Worlds, ISAF Worlds, SWC, Olympic Games

- (b) A paper from the Technical & Offshore Department on tracking and on-board cameras was received. The intention is for each class technical committee to work with the ISAF Technical department in order to identify the most appropriate location and means of fixing the onboard cameras and tracker for the ISAF Worlds and Olympic Games. This should be done as soon as possible to be fully prepared for the coming events. The ISAF Technical Department will initiate communications with each class
The ISAF Head of Competitions Department reported that he was anticipating holding a meeting early in 2014 with OBS and will push them to use smaller onboard cameras at the 2016 Olympics.

6. ISAF World Rankings

- (a) The Sub-committee reviewed the current ISAF World Rankings.

Recommendation:

The Olympic Classes recommend that the World Ranking system is reviewed to ensure they reflect the success of the best sailors in the world.

7. Race Officials and Management

- (a) The Chairman of the Race Officials Committee was invited to address specific items were the Olympic classes can work jointly with ROC. One of the main issues is to identify

Olympic Classes Sub-committee Minutes

and encourage new and young national race officials.

- (b) The ISAF Office to send the Olympic classes the ISAF Race Officials travel grant document which has a budget of £5,000 per year to award up to 20 travel grants.

8. Submissions

The Sub-committee considered any submissions deemed important by the Olympic Classes Sub-committee and made recommendation to the ISAF Classes Committee:

- (a) Submission 085-12

Recommendation to ISAF Classes Committee

The Olympic Classes Sub-committee approves submission 085-12 – Reduce Costs for the Olympic Sailing Competition and noted that a Working Party is already in place including a representative from the OCSC.

- (b) Submission 010-13

Recommendation to ISAF Classes Committee

The Olympic Classes Sub-committee recommends deferring submission 010-13 – ISAF Advertising Code – Competitors to have the right to display advertising on bibs at ISAF Events – Appendix 1 Regulation 20.

The Olympic Classes believe ISAF should retain the right to advertising on bibs and this submission should be deferred until 2014 when the ISAF event structure has been confirmed.

- (c) Submission 011-13

Recommendation to ISAF Classes Committee

The Olympic Classes Sub-committee approves submission 011-13 – ISAF Advertising Code – Advertising space on Jib of 49er and 49erFX – Appendix 1, Regulation 20.

- (d) Submission 049-13

Recommendation to ISAF Classes Committee

The Olympic Classes rejects submission 049-20 – Safety in Nacra 17 and 49erFX Racing areas - Safety policies are the responsibility of event organizers

9. Relevant issues to be addressed by the OCSC in other Committees

Equipment Committee

The Chairman of the Equipment Committee was invited to address specific items where the Olympic Classes can work jointly with EqC

- (a) Evolution of the Olympic Equipment: classes to liaise with the EqC and the ISAF Technical Department regarding the future possible evolution of their equipment (WP?). Noted the Classes have already provided feedback to ISAF Technical Department.
- (b) Evolution of Equipment inspection at ISAF event and in club regattas.
- (c) Evolution of IHC
- (d) Development of Equipment inspectors at national level events.

10. Any Other Business

(a) Status of Sub-committee

The Olympic Classes believe they should be able to make submissions directly, and should make recommendations to Council directly and therefore it would be more appropriate to hold status as an ISAF Committee. Olympic matters are generating lots of submissions and discussion proper to the Olympic classes and represent one of the major areas of ISAF work

(b) WSC Proposal

The Olympic Classes will support the proposed vision for the ISAF Sailing World Cup if the Olympic Classes retain the right to hold their Class World Championship and award the title of 'World Champion' to the winners.

(c) Use of Footage

The Chair of the meeting brought up the question of who can use or request access to footage taken at an event for protest hearings etc, and that this needed further consideration and clarification.

There being no further business, the meeting was closed

Santander 2014 ISAF Sailing World Championships**1. Dates**

The dates of the Santander 2014 ISAF Sailing World Championships are 8-21 September.

The draft dates for each event are shown in the table below. The final dates for each event will be confirmed in the Notice of Race that will be published as soon after the 2013 ISAF Annual Conference as possible.

Event	Registration & Equipment Inspection	Racing
Men's Windsurfer	9-12 September	13-19 September
Women's Windsurfer	9-12 September	13-19 September
Men's One Person Dinghy	8-11 September	12-18 September
Women's One Person Dinghy	8-11 September	12-18 September
Men's One Person Dinghy Heavyweight	11-14 September	14-21 September
Men's Two Person Dinghy	10-13 September	13-20 September
Women's Two Person Dinghy	10-13 September	13-20 September
Men's Skiff	11-14 September	14-21 September
Women's Skiff	11-14 September	14-21 September
Mixed Multihull	11-14 September	14-21 September

2. S14 Test Event

The Santander 2014 test event provided an excellent opportunity for ISAF, the S14 event organisers and the RFEV to test the venue, the field of play, race management teams, equipment inspection, Jury facilities, event equipment, communication plans and event management. 221 boats competed in the test event from 52 nations. The S14 event organisers also ran a very successful Emerging Nations Programme camp during the test event. The RFEV and S14 event organisers are currently reviewing the test event with ISAF and will ensure that all the equipment and volunteers that are required will be in place for the 2014 ISAF Worlds.

ISAF appointed the following officials to the test event:

Nino Shmueli – PRO

Jan Stage – Jury Chairman

Jurgen Cluytmans – Equipment Chairman

Alastair Fox – Technical Delegate

In addition the following ISAF Staff members attended the test event to support the S14 event organisers and ensure a successful 2014 ISAF Worlds:

Jason Smithwick – Head of Technical and Offshore

Tamsin Rand – Communications Manager

Rob Taylor – Technical and Offshore Department Co-ordinator

Daniel Smith – Website and Media Co-ordinator

The test event was a great success and the City of Santander ran an excellent cultural programme alongside the event.

3. Venue – on shore

The on shore venue is very good. The boat parks, the regatta office and competition management offices are very compact and will work well. Although there is some concern over the Nacra 17 boat park.

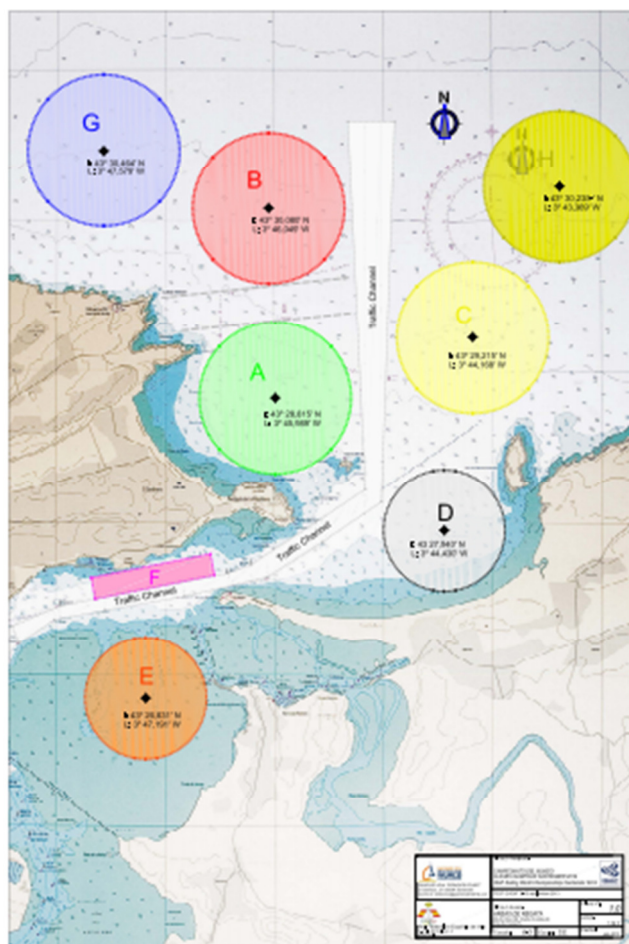
The new ramp, Boat Park and the 'dune' spectator areas that have been built for the ISAF Worlds are excellent and will provide a fantastic sailing legacy for the City of Santander.

Space on venue has been identified for the broadcasting compound which has not previously been allocated. There is some work to be done to ensure the preferred location is appropriate as it is still under construction and it may be possible for some adjustments.

Major improvements are required with regard to communications infrastructure (broadband / fibre / cable) as the current facilities do not meet the needs for broadcasting, media or timing/scoring.

4. Venue – Field of Play

During the test event the ISAF and the S14 event organisers discussed the Field of Play and decided to add 2 further offshore course areas to ensure the competition schedule can be delivered. The Medal Race course needs very careful management to ensure that it is free of commercial and spectator boat traffic. The final locations and sizes of the course areas will be confirmed in the Notice of Race.



5. Host Broadcaster and Swiss Timing

Both the Host Broadcaster and Swiss Timing attended the event to ensure they understood the venue and confirmed the facilities they required. Swiss Timing carried out full testing of their tracking system during the test event.

Alastair Fox

ISAF Head of Competitions

Santander 2014 ISAF Sailing World Championships - Format**1. Background**

During the Santander 2014 test event ISAF and the S14 event organisers developed the following format proposal for the 2014 ISAF Sailing World Championships. This format is a combination of the fleet racing events of the Perth 2011 ISAF Sailing World Championships and the Events Committee Format Working Party proposals for the Rio 2016 Olympic Sailing Competition.

2. Format

The regatta will consist of an opening series and, provided a minimum of 6 races have been completed in the opening series, a medal race. The opening series may be divided into a qualifying series and a final series. The top ten finishers in the opening series of each event will advance to the medal race. The target times will be based on the times approved for the 2016 Olympic Sailing Competition.

Event	Number of Races
Men's Windsurfer	15 + Medal Race
Women's Windsurfer	15 + Medal Race
Men's One Person Dinghy	10 + Medal Race
Women's One Person Dinghy	10 + Medal Race
Men's One Person Dinghy Heavyweight	10 + Medal Race
Men's Two Person Dinghy	10 + Medal Race
Women's Two Person Dinghy	10 + Medal Race
Men's Skiff	15 + Medal Race
Women's Skiff	15 + Medal Race
Mixed Multihull	15 + Medal Race

3. Scoring System

Low Point System of RRS Appendix A. 1 point for a win, 2 for second, 3 for third, etc.

Double points for the Medal Race, 2 points for a win, 4 for second, 6 for third, etc.

One discard after five races of the qualifying series are completed. The Medal Race will not be excluded.

Alastair Fox

ISAF Head of Competitions

Future vision for the ISAF Sailing World Cup

1. Background

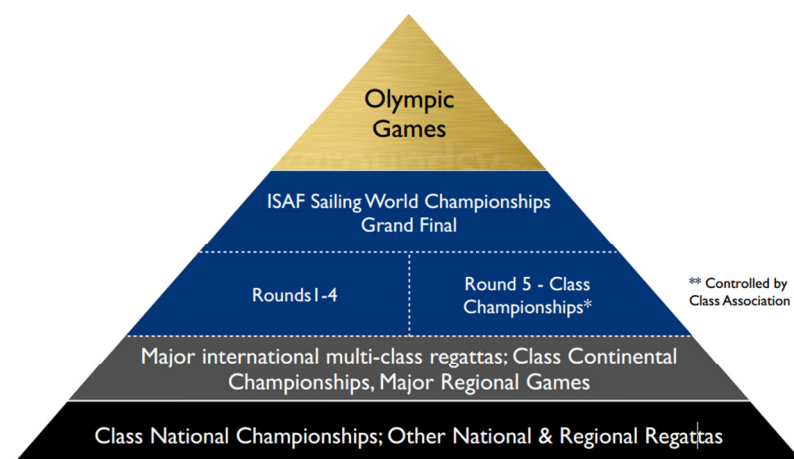
At the May 2013 ISAF Mid-Year in meeting Copenhagen the ISAF President announced that the existing ISAF Sailing World Cup is not a success, and its future success is essential for Olympic sailing. At the Mid-Year meeting the ISAF Events Committee expressed strong support for an ISAF Sailing World Cup focused on the elite sailors in Olympic Events. Between May and September a series of Presidential Forums were held to review the existing ISAF event structure. The Presidential Forums were chaired by the ISAF President and included members representing Athletes, the Executive Committee, the Events Committee, the Coaches Commission, the ISAF Secretariat and OC Sports - a global sports marketing and events company specialising in professional sailing.

The Presidential Forums have developed a new mission for ISAF: ***To build a clearly understood and professionally organised Olympic sailing annual calendar that each year crowns one undisputed World Champion in each Olympic Event and enables elite-level athletes, national teams, the Olympic Classes and ISAF to generate significant sporting & commercial value beyond the Olympic Games.*** The desired outcome of the new ISAF event structure is: ***To provide all nations, all sailors and all events with a clearer structure to operate within, clearer goals and a better way of measuring progress resulting in increased alignment and hence value at all levels from beginner to elite***

2. Existing ISAF Event Structure

The Olympic Games is the pinnacle event held every four years. The ISAF Sailing World Championships is the pinnacle ISAF event held every four years. There is an annual ISAF Sailing World Cup, an annual Olympic Class World Championship and an annual ISAF World Ranking list. Below the ISAF Events are a series of non-Olympic Class World Championships, Olympic Class regattas, Class continental championships, Regional Games, national championships and other national regattas. This structure is not delivering commercial value for sailors, MNAs, the Olympic Classes, event organisers or ISAF. A core objective of the new event structure is to deliver increased commercial value to all stake holders.

3. New ISAF Event Structure



4. Sailing and Commercial Benefits

For ISAF the new event structure will be a valuable platform for promoting and developing sailing around the world. The ISAF Sailing World Cup will be replaced with the ISAF Sailing World Championships.

- The new event structure will clearly distinguish Olympic Classes from the non-Olympic Classes.
- The new ISAF Sailing World Championships will deliver an Olympic level of competition increasing the profile of elite sailors and national teams while increasing sponsorship potential.
- There will be a clear pathway for aspiring elite level sailors and developing national teams and with the inclusion of the Class Championship Round a way to showcase the participation and universality of Olympic sailing.
- The new event structure will increase the importance of the major international multi-class regattas; Class Continental Championships and major Regional Games. These events will drive participation and universality and provide opportunities for nations to develop the next generation of elite sailors.

- The new event structure will provide a much clearer story for the media and the ISAF Sailing World Championships will deliver a predictable and professionally run platform delivering better return on investment for sponsors.

5. ISAF Sailing World Championships

Following the Santander 2014 ISAF Sailing World Championships the ISAF Sailing World Cup will be replaced by a new annual ISAF Sailing World Championships for the Olympic Classes. The ISAF Sailing World Championships will be comprised of a Grand Final, 4 ISAF Sailing World Championships Rounds and a 5th Class Championship Round. The Paralympic Classes should also be integrated into the ISAF Sailing World Championships subject to discussions with the IFDS.

6. ISAF Sailing World Championships: Rounds 1- 4

Rounds 1-4 will include all Olympic Events with fleet sizes of 25 representing the best sailors in the world and the option for some wild cards places. Leading competitors will be offered a tour card for competing at the ISAF Sailing World Championships. To enable aspiring elite level sailors to compete in the ISAF Sailing World Championships Rounds there will be a system of annual promotion and relegation of tour card holders. The racing format will be that of the Olympic Sailing Competition. The venues will be spread globally, selected to offer excellent competitive sailing conditions in today's key sailing and commercial markets.

7. Class Championships: Round 5

The Olympic Class Championships will be an integral part of the ISAF Sailing World Championships. The fleet sizes, regatta formats & qualification systems will be managed by the Olympic Class (subject to ISAF approval). The Olympic Class Championships will be an opportunity for the best Olympic Class sailors from all nations to compete with the elite tour card holders with the aim of becoming a tour card holder the following year. The regattas will be known as the 'ISAF Sailing World Championships, <Class Name> Championships Round'.

8. ISAF Sailing World Championships Grand Final

The Grand Final will be optimised to raise the media interest and the value for elite Olympic sailors. Qualification to the Grand Final will be based on performance at all of the ISAF Sailing World Championships Rounds. Only the top 10 competitors in each Class will qualify. The winner of the Grand Final in each Class will be crowned the undisputed 'ISAF Sailing World Champion <Class Name>'.

9. Transition

- There are existing contracts in place with ISAF Sailing World Cup event organisers, the Olympic Classes and the Santander 2014 ISAF Sailing World Championship event organisers so a period of transition is necessary. ISAF and OC Sports will engage with the key stakeholders to ensure the new event structure delivers increased values for sailors, MNAs, the Olympic Classes and event organisers.
- The Olympic Classes currently have the right to hold a World Championship. Under the new structure, the annual 'World' Champion is the winner of the ISAF Sailing World Championships, and therefore the current Class World Championships are re-titled 'ISAF Sailing World Championships, Class Championships Round'. The Class Championship Round will then become an essential part of the ISAF Sailing World Championships allowing the Olympic Classes to continue to drive participation and universality in an improved event structure offering better commercial opportunities.
- The only new event in 2014 will be the introduction of a 'proof of concept' Grand Final. It is anticipated that this event will be held in October or November. The existing bid process and guidelines for the 2018 ISAF Sailing World Championships will be modified to reflect the new event structure.
- 2015 will be the first year of the ISAF Sailing World Championships with some new venues introduced whilst existing ISAF Sailing World Cup contracts are honoured. The concept of the Tour Card will be introduced to enable qualification of the top 10 in each Class to the Grand Final at which the ISAF Sailing World Champions for 2015 will be crowned.
- 2016 will see the continued development of the ISAF Sailing World Championships with ownership and commercial rights increasing over time. As this is an Olympic year the Grand Final is run mainly as a sponsor activation event and an opportunity to showcase the Olympic medallists. The latest that ISAF will have full control and commercial ownership of the ISAF Sailing World Championships will be 2017.

10. Recommendation

The Executive Committee and the ISAF Secretariat should work with OC Sports, and the relevant ISAF stakeholders and Committees, to finalise the details and implement the new ISAF Sailing World Championships following the transition plan.

2016 Olympic Sailing Competition

1. October 2013 Site Visit

The ISAF Technical Delegates met with Rio 2016 on 17 & 18 October and had meetings with the following departments: Sports, Results, Technology, Sports Presentation, Venues, Broadcast and Environment / Sustainability. The Rio 2016 Sailing Competition Manager, Walter Böddener, is now working full time and he will make a presentation on the Rio 2016 plans for the Olympic Sailing Competition at the Council Meeting during the 2013 ISAF Annual Conference.

2. Venue

A venue re-development plan for the Marina da Gloria is currently in the approval stages in Rio. It is hoped that approval for the re-development of the marina will be given in November and that work will begin in January 2014. The necessary work for the 2014 test event will be the short term priority with longer term projects scheduled to be completed in time for the 2015 test event.

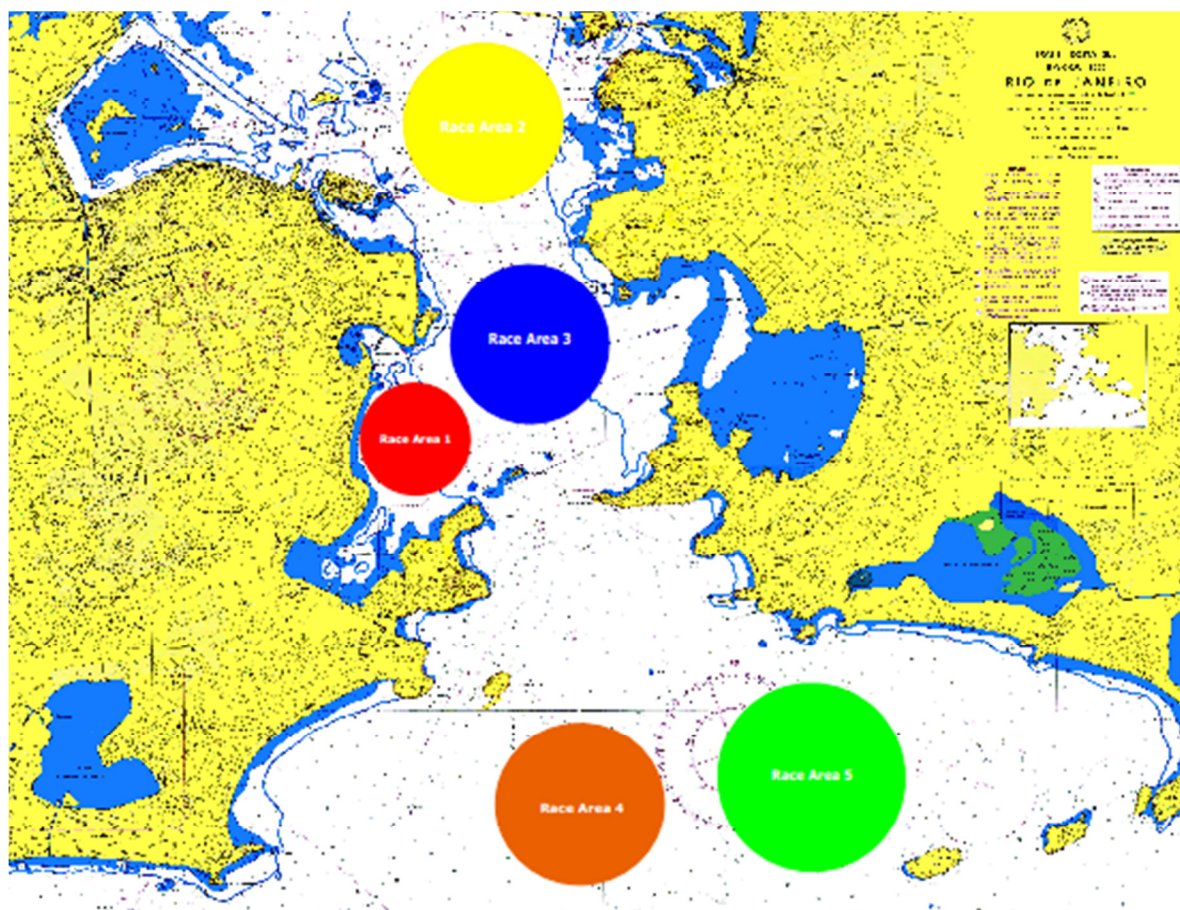
3. Test Events

The 2014 test event will be held from 3-9 August at the Marina da Gloria. The MNA quota will be two entries per event. The Notice of Race will be published in December 2013.

The 2015 test event will be held from 12- 22 August 2015 at the Marina da Gloria. The MNA quota will be one entry per event.

4. Course Areas

These course areas will be tested at the 2014 and reviewed for the 2015 test event. The final decisions on the course areas for the Rio 2016 Olympic Sailing Competition will be confirmed following the 2015 test event.



5. Training Venues

ISAF is working with Rio 2016 to try and confirm the Marina da Gloria as official training venue for the Rio 2016 Olympic Games.

6. Race Officials – NTOs and SSVs

Rio 2016 and the Brazilian Sailing Federation are working together to develop the NTO and SSV team for Rio 2016. ISAF has already organised Race Management and Measurement seminars in Rio and will continue to support Rio 2016 in developing the race management and equipment inspection teams.

7. Wind and Tidal Information

The Brazilian Air Force and Navy are working on providing more accurate wind and tidal data. It is hoped that this information will be made public as soon as is possible.

8. Water Pollution

ISAF and the IOC are working with Rio 2016 to improve the water quality of the Guanabara Bay. This is something that Rio 2016 is taking seriously but that does provide some serious challenges.

9. OBS / Swiss Timing

ISAF will start working as early as possible with both Swiss Timing and OBS to provide the best television coverage and tracking system. ISAF will work with OBS to try and ensure that all Olympic rights holders have access to the Swiss Timing 3d tracking system for their own websites and television broadcast.

10. Format

See the separate Events Committee paper for the full recommendations.

11. Qualification System

See the separate Events Committee paper for the full recommendations.

12. Equipment

See the separate Equipment Committee paper for the full recommendations.

Alastair Fox

ISAF Head of Competitions

2016 Olympic Sailing Competition Format Working Party Report

1. Event Format

1.1 RS X M & W.

- (a) Qualifying Series: 12 races, 3 races per day. The number of races per day may be reviewed by the ISAF Technical Delegates, the Olympic Management team and the RS X Class following the 2014 and 2015 Olympic test events.
- (b) Final: 1 race (top 10 from qualifying series).

1.2 49er, 49er FX, Nacra

- Qualifying Series: 12 races, 3 races per day.
- Final: 1 race (top 10 from qualifying series).

1.3 Laser, Radial, Finn, 470 M & W

- Qualifying Series: 10 races, 2 races per day.
- Final: 1 race (top 10 from qualifying series).

2. DRAFT Competition Schedule

[illegible]

The final schedule will be confirmed by ISAF and Rio 2016 following a review of the 2014 & 2015 Olympic test events.

3. Race Format

Courses will be windward / leeward or trapezoid with optional finishing legs. The finish legs may include windward finishes, leeward finishes, port or starboard reaches from the leeward gate and for the RS X M & W slalom finishes.

4. Target Times

4.1 RS X M & W

- (a) Qualifying Series: 20 minutes in non-planning conditions. 20 – 25 minutes in planning conditions.
- (b) Final: 20 minutes.

4.2 49er, 49er FX, Nacra

- (a) Qualifying Series: 30 minutes.
(b) Final: 20 minutes.

4.3 Laser, Radial, Finn, 470 M & W

- (a) Qualifying Series: 50 minutes.
(b) Final: 20 minutes.

- 4.4 Target times may be modified by the following consultation with the Format Working Party, the relevant Olympic Class and the Olympic Management team. Any final recommendations should be made no later than at the 2014 Events Committee Mid-Year Meeting.

5. Scoring System

- (a) Low Point System of RRS Appendix A. 1 point for a win, 2 for second, 3 for third, etc.
- (b) Double points for the Final, 2 points for a win, 4 for second, 6 for third, etc.
- (c) One discard after five races of the qualifying series are completed. The Final will not be excluded.

6. Rule 42

The Finn Class currently switches off Rule 42 at 10 knots and the 470 Class at 8 knots. The Format Working Party should review Rule 42 policies in consultation with the Olympic Classes, the Athletes' Commission, the Coaches Commission and other relevant ISAF Committees. Any final recommendations should be made no later than the 2014 Events Committee Mid-Year Meeting.

7. Background and Reasoning

- 7.1 The Format Working Party made its initial recommendations on the 2016 Olympic Format in November 2012. It was agreed that the Olympic Sailing Competition was too long and needed to be shortened in the future; the London 2012 competition schedule was 14 days long.
- 7.2 Following the recommendations made in November 2012 new formats were trialed at the 2013 ISAF Sailing World Cup and Olympic Class regattas. The Format Working Party engaged with the Olympic Classes and key ISAF stake holders to review the new formats. The ISAF Technical Delegates also reviewed the likely sailing conditions in August in Rio with the Rio 2016 Sailing Manager and other senior Brazilian ISAF Race Officials.
- 7.3 The Format Working Party recommendations reflect the need for a shorter overall competition schedule of 10 days. The number of races scheduled and the scoring system should enable the best sailors to rise to the top and there are enough reserve days to ensure the competition schedule is completed.

8. Recommendations

- 8.1 The Technical Delegates should work with the Rio 2016 Sports Department to deliver the policies stated in Points 1-5.
- 8.2 The Format Working Party should work with the Olympic Classes, Race Officials Committee, the Coaches Commission and the Athletes Commission to make any further race management recommendations for the 2016 Olympic Sailing Competition; for example, the introduction of windward gates, middle gates, theatre style (restricted) courses close to the shore as trialed by the 49er Class, etc. to allow the Olympic format to remain current with the format used at other Olympic Class regattas. Any final recommendations should be made no later than at the 2014 Events Committee Mid-Year Meeting at the latest.
- 8.3 To help sailors prepare it is essential that as many decisions affecting the Rio 2016 Olympic Sailing Competition as possible are made at the 2013 ISAF Annual Conference.
- 8.4 The ISAF Technical Delegates and the Olympic Management team should evaluate the Rio 2016 Olympic Format at the 2014 & 2015 Olympic test events and implement any necessary changes to ensure a successful Rio 2016 Olympic Sailing Competition; for example, creating flexibility in the final competition schedule and course area schedule to ensure all racing is completed.
- 8.5 The Format Working Party should continue to work with the Olympic Classes and ISAF stake holders on recommendations for the 2020 Olympic Sailing Competition.

INTERNATIONAL SAILING FEDERATION

Sailing

EVENTS (10)

Men's Events (5)	Women's Events (4)	Mixed Event (1)
Windsurfer – RS X One Person Dinghy – Laser One Person Dinghy (Heavyweight) – Finn Two Person Dinghy – 470 Skiff – 49er	Windsurfer – RS X One Person Dinghy – Laser Radial Two Person Dinghy – 470 Skiff – 49er FX	Multihull – Nacra 17

ATHLETES QUOTA

1. Total Quota for Sailing:

	Qualification Places	Host Country Places	Tripartite Commission Invitation Places	Total
Men	207	8	2	217
Women	154	7	2	163
Total	361	15	4	380

2. Maximum Number of Athletes per NOC:

	Quota per NOC	Event Specific Quota
Men	8	1 boat per event
Women	7	1 boat per event
Total	15	

3. Event Quotas for Sailing:

ISAF / IOC Draft 1	Total Boats	Total Athletes
Men		
Windsurfer	36	36
One Person Dinghy	46	46
One Person Dinghy (Heavyweight)	23	23
Two Person Dinghy	26	52
Skiff	20	40

Women		
Windsurfer	26	26
One Person Dinghy	37	37
Two Person Dinghy	20	40
Skiff	20	40
Mixed		
Multihull	20	40
	274	380

4. Type of Allocation of Quota Places

The quota place is allocated to the NOC.

ATHLETE ELIGIBILITY

All athletes must comply with the provisions of the Olympic Charter currently in force and only those athletes who have complied with the Olympic Charter may participate in the Olympic Games. This includes Rule 41 of the Olympic Charter (Nationality of Competitors).

Additional IF Requirements:

To be eligible to participate in the Rio 2016 Olympic Games, all athletes must:

- Have appeared on the official ISAF World Ranking List at any time between 01 August 2014 and 01 June 2016.
- Have competed in at least one of the Olympic Qualification Events.

In order to qualify an NOC an athlete must satisfy the same nationality requirements as for the Olympic Games.

QUALIFICATION PATHWAY

QUALIFICATION PLACES

The qualification events are listed in hierarchical order of qualification.

Number of Boat Quota Places	Qualification Events
138	2014 ISAF Sailing World Championships The best ranked NOCs in each of the ten Sailing events will be qualified as per the quotas in the table below.
47	2015 World Championships The best ranked NOCs, not already qualified at the 2014 ISAF Sailing World Championships, in each of the individual World Championships will be qualified as per the quotas in the table below.
75	2015 / 2016 Continental Qualification Events

	The best ranked NOCs from each continent, not already qualified at the 2014 ISAF Sailing World Championships or the 2015 World Championships, in each of the ten Sailing events will be qualified as per the quotas in the table below. An athlete can only qualify their NOC in one event.
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ISAF / IOC Draft	2014 WC	2015 WC	2015 / 2016 Africa	2015 / 2016 Asia	2015 / 2016 Oceania	2015 / 2016 Europe	2015 / 2016 North America	2015 / 2016 South America	Host	Tripartite	Total Boats	Total Athletes
Men												
Windsurfer	18	6	2	2	1	2	2	2	1	0	36	36
One Person Dinghy	23	9	2	2	1	2	2	2	1	2	46	46
One Person Dinghy (Heavyweight)	12	4	1	1	1	1	1	1	1	0	23	23
Two Person Dinghy	13	6	1	1	1	1	1	1	1	0	26	52
Skiff	10	3	1	1	1	1	1	1	1	0	20	40
Women												
Windsurfer	13	6	1	1	1	1	1	1	1	0	26	26
One Person Dinghy	19	4	2	2	1	2	2	2	1	2	37	37
Two Person Dinghy	10	3	1	1	1	1	1	1	1	0	20	40
Skiff	10	3	1	1	1	1	1	1	1	0	20	40
Mixed												
Multihull	10	3	1	1	1	1	1	1	1	0	20	40
											274	380

HOST COUNTRY PLACES

The Host Country is guaranteed one (1) quota place in each event: eight (8) men's quota places and seven (7) women's quota places. The deadline for the Host Country NOC to confirm the use of their quota places is 1 June 2016.

TRIPARTITE COMMISSION INVITATION PLACES

Four (4) Tripartite Commission Invitation Places are made available to eligible NOCs at the Rio 2016 Olympic Games.

- Two (2) men's quota places in the One Person Dinghy event and two (2) women's quota places in the One Person Dinghy event.
- To be eligible for a Tripartite Commission Invitation Places in Sailing, an athlete must meet the eligibility requirements as stated in Section C...

The International Olympic Committee will invite all eligible NOCs to submit their requests for Tripartite Commission Invitation Places (date TBC). The Tripartite Commission will confirm, in writing, the allocation of

invitation places to the relevant NOCs after the end of the qualification period for the concerned sport (date TBC).

Detailed information on Tripartite Invitation places is contained in the “Rio 2016 - Tripartite Commission Invitation Places – Allocation Procedure”.

CONFIRMATION PROCESS FOR QUOTA PLACES

Following each qualification event, ISAF will publish the results on its website (<http://www.sailing.org/regattasearch.php>) and inform the respective NOCs of their allocated quota places. The NOCs will then have *until 1 June 2016* to confirm if they wish to use these quota places, as detailed in paragraph H. **Qualification Timeline**.

REALLOCATION OF UNUSED QUOTA PLACES

REALLOCATION OF UNUSED QUALIFICATION PLACES

If an allocated quota place is not confirmed by the NOC by the confirmation of quota place deadline or is declined by the NOC, the quota place will be reallocated within the same event to the next best ranked NOC, irrespective of the continent, not yet qualified, based on the results of the 2015 World Championships. If there are still unused quota places following this process the quota places will be reallocated within the same event to the next best ranked NOC, irrespective of the continent, not yet qualified, based on the results of the 2014 ISAF Sailing World Championships.

REALLOCATION OF UNUSED HOST COUNTRY PLACES

Unused Host Country Place(s) will be reallocated *according to the Reallocation process of Unused Qualification Places described above*.

REALLOCATION OF UNUSED TRIPARTITE COMMISSION INVITATION PLACES

If the Tripartite Commission is not able to allocate a Tripartite Commission Invitation Place, it will be reallocated *according to the Reallocation process of Unused Qualification Places described above*.

QUALIFICATION TIMELINE

Date	Milestone
1 August 2014 – 1 June 2016	Period for athletes to achieve eligibility criteria
1 September 2014 – 1 June 2016	Sailing Qualification period.
8-21 September 2014	2014 ISAF Sailing World Championships – Santander, SPAIN
TBD* by 1 August 2014	2015 RS X World Championships 2015 Laser World Championships 2015 Laser Radial World Championships 2015 Finn World Championships

TBD* by 1 November 2014	2015 470 World Championships 2015 49er & 49er FX World Championships 2015 Nacra 17 World Championships Africa Continental Qualification Events: (TBD*) Asia Continental Qualification Events: (TBD*) Europe Continental Qualification Events: (TBD*) Oceania Continental Qualification Events: Melbourne, AUSTRALIA (TBD*) North America Continental Qualification Events: Miami, USA (TBD*) South America Continental Qualification Events: (TBD*)
TBD by the IOC	Deadline for NOCs to submit their requests for Tripartite Commission Invitation Places
TBD by the IOC & ISAF	ISAF to inform NOCs/NFs of their allocated quota places
1 June 2016	NOCs to confirm use of allocated quota places to ISAF
1 June 2016	The Tripartite Commission to confirm in writing the allocation of Invitation Places to the NOCs
By 22 June 2016	ISAF to reallocate all unused quota places
18 July 2016	Rio 2016 Sport Entries deadline

*To Be Determined