

## Events Committee Agenda (cont.)

The Events Committee met at 09:30 – 18:00 hours on  
Thursday 10 November 2016 at the Renaissance Barcelona  
Fira Hotel, Barcelona, Spain



*Please refer to the World Sailing website [www.sailing.org](http://www.sailing.org) for the details of the submissions on this agenda.*

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### Present:

Sari Multala  
Chris Atkins – Vice President  
Riccardo Simoneschi – Acting Chairman  
Gary Bodie  
Tomasz Chamera  
Guillaume Chiellino  
Jan Dawson  
Kamen Fillyov  
George Wossala  
Zvi Ziblat  
Alfredo Ricci  
Wearn Haw Tan

Takao Otani  
Stefan Rahm  
Corinne Rolland-McKenzie – Acting Vice Chair  
Cory Sertl  
Nadine Stegenwalner  
Adrian Stoggall  
Sylvia Vogl  
Oleg Ilyin  
Sarah Kenny  
Fiona Kidd  
Alejandro Abascal

### Apologies received:

Carolijn Brouwer  
Pedro Rodrigues  
Pablo Masseroni – Chairman  
Nelson Ilha

### Also in attendance:

Alastair Fox (Director of Events)  
Katherine Mason (Events Executive)  
Yann Rocherieux (Athletes Commission)

## 1. Opening of the Meeting

In the absence of the Events Committee Chair the Vice Chairman welcomed the committee members to the Events Committee meeting.

A video from the Chairman was shown to the committee members.

## 2. Minutes of the Previous Meeting

### (a) Minutes

The minutes of the Events Committee meeting of 7 May 2016 were noted. The minutes can be downloaded at [www.sailing.org/meetings](http://www.sailing.org/meetings)

### (b) Minutes Matters Arising

There were no other matters arising not covered elsewhere on this agenda.

## Events Committee Agenda (cont.)

### 3. Conflicts of Interest

Any conflicts of interest were discussed and noted.

### 4. Executive Committee Update

The Vice President Chris Atkins gave an update on the Executive Committee meeting minutes held in September 2016. It was explained that The Board approved recommendation from the working party not to deliver equipment for the Youth Olympic Games.

### 5. 2016 Olympic Games

(a) The Committee received the following final reports from the Rio 2016 Olympic Games.

i) Events Committee report;

The Chairman suggest that a document is finalised listing all the recommendations which will be taken into account moving forward to 2024.

The Events committee recommends World Sailing to work closely with the IOC in order to gain flexibility in achieving a better outcome.

i) Technical Delegate report; [Appendix 1](#)

ii) Medical Commission report; no further comments were made; [Appendix 2](#)

iii) Media report. The IOC media report has not yet been published however it was noted that World Sailing media statistics for online content had increased tenfold on London 2012. Further work is needed to ensure that television coverage is utilised as much as possible through rights holders. World Sailing are already working with OBS.

iv) After a positive discussion, The Chairman recommended a working party to take the lead and activate these recommendations and make a manual. Members of the working party will be Fiona Kidd, Yann Rocherieux, Nadine Stegenwalner, Adrian Stoggall and Oleg Ilyin.

### 6. 2018 World Sailing Championship

The Committee received a progress report on the 2018 Aarhus World Sailing Championship from the Director of Events.

An overview of the venue was given, it was noted that while final plans on where specific facilities will be placed, there is now a clear understanding of space available at the venue.

World Sailing and the Olympic classes are working closely with Aarhus and it was noted that the Athletes commission should also be included in this process moving forward.

The 2017 test event will run from 7-13 August and will be capped at 50 entries per class but this can be expanded if needed. A key goal for the Aarhus test event will be to ensure that race areas are the correct size and location.

ENP program will run from 2017. While the final budget for funding is still to be finalised, the selection criteria will run in line with the 'Definition of an Emerging Nation' document.

## Events Committee Agenda (cont.)

- (a) The committee noted the final Qualification System.  
It was noted that it was important to make sure that the quota places are filled as early as possible to ensure full quotas are met.
- (b) The committee reviewed policies for the Support Team Regulations.
- (c) The committee considered submission 038-16 from the International 49er Class Association and Nacra 17 Class Association regarding entry quotas for the 2018 Sailing World Championship and made the following recommendation to Council.

Recommendation to Council: Reject

The Events Committee will appoint a Qualification Commission made up of members from the Events Committee, Olympic Classes, Aarhus Organising Committee and World Sailing Staff to ensure the remaining quota places can be offered to sailors.

- (d) The committee considered submission 040-16 from the Confederacao Brasileira de Vela regarding coach boat restrictions and made the following recommendation to Council.

Recommendation to Council: Reject

The Coaches Commission, Athletes Commission and other relevant committees should form a working party to review coach boat policies and make recommendations in the future.

## 7. 2020 Olympic Games

- (a) The Committee received a progress report from the Director of Events.  
The Committee noted the letter from The Board to the MNAs regarding Olympic Class quotas for Tokyo 2020. The decision had been made based on six guiding principles;
  - i) To seek to meet the aims and objectives of Agenda 2020
  - ii) To minimise disruption to athletes, teams and MNAs
  - iii) To ensure sailing to retains at least 10 events
  - iv) To continue to work towards gender equity both in events and number of athletes
  - v) To allow for further innovation within the sport
  - vi) To evaluate the potential to showcase an additional eventFor Tokyo 2020 in accordance with the IOC, World Sailing will work towards gender equity at a sport level and then to focus on gender equity at an event level for 2024.
- (b) Qualification System: It was commented that Continental Qualification Events were very important in the overall qualification system. There is still a lot of potential left for these events and the Olympic Classes would like to request that more support and engagement is needed for continental events which are not Sailing World Cup events.

It was recommended that the Continental qualifiers be the last qualification event. The Events Committee recommend that the Qualification & Quotas working party looks at options for quotas and recommends that this is done in sufficient time for this to be taken into consideration before the 28 Feb meeting. It was also noted that consideration is also given to race management quality and equality.

## Events Committee Agenda (cont.)

(c) Agenda 2020

The following recommendation not based on submission was made to Council

Events Committee Agenda Item 7(d) – Agenda 2020

The Events Committee shall make recommendations on the Tokyo 2020 event program. Including, recommendations on events, any additional events, showcase events, gender equity and quotas before the 28 February 2017 IOC deadline.

The Events Committee acting chairman asked the board to allocate and approve a budget for the sport presentation including provisions for IT in order to showcase the sport properly regardless of format.

(d) The committee reviewed formats and received a report from the Format Working Party: [Appendix 3](#)

It was requested that any further comments and feedback are sent back to the Working Party as soon as possible.

(e) The committee noted submission 010-16 from the Japanese Sailing Federation regarding 2020 Olympic events and equipment and made the following recommendation to Council

Opinion: Defer

The committee supports the principle of the submission.

(f) The committee noted 014-16 from the Bulgarian Sailing Federation regarding 2020 Olympic events and equipment and made the following recommendation to Council.

Opinion: Reject

This would limit the decision making process to every four years.

(g) The committee considered submission 034-16 from the International 49er Class Association and Nacra 17 Class Association regarding Olympic formats and made the following recommendation to Council.

Recommendation to Council: Defer

Refer the contents of the submission to the Events Committee Format Working Party.

(h) The committee considered submission 035-16 from the Japanese Sailing Federation regarding new race format to meet the requirement of 'winner gets gold' and made the following recommendation to Council.

Recommendation to Council: Defer

Refer the contents of the submission to the Events Committee Format Working Party.

(i) The committee considered submission 037-16 from the International 49er Class Association and Nacra 17 Class Association regarding gender and fleet size equity and made the following recommendation to Council

Recommendation to Council: Reject

The Qualification and Quotas working party will look at the quotas for all events as a whole and then make a recommendation in 2017.

(j) The committee received a progress report on the 2024 bid process from the Director of Events.

## Events Committee Agenda (cont.)

### 8. Sailing World Cup

- (a) The Committee received an updated from the Director of Events on the Sailing World Cup 2017 and beyond.

Committee member Corinne McKenzie commented that the Sailing World Cup paper, which was endorsed by the board in September, is making provisions for more events in 2019. This decision would need to be decided very soon. It was also noted that the document refers to the World Sailing Continental qualification events and questions the meaning.

- (b) The committee considered submission 039-16 from the International 49er Class Association and Nacra 17 Class Association regarding multinational teams at Sailing World Cup events in exceptional cases and made the following recommendation to Council.

Recommendation to Council: Approve

### 9. Youth Olympic Games

- (a) The Committee received a progress report on the 2018 Youth Olympic Games from the Director of Events and from the Chairman of the YOG Working Party.
- (b) The Committee noted the qualification system.
- (c) The Committee noted the formats and equipment.

### 10. Youth World Championship

- (a) The committee received a report from the Chairman of the Youth Worlds Sub-committee on the progress of the 2016, 2017 & 2018 Youth Sailing World Championships.
- (b) The committee considered submission 041-16 from The Board regarding regulation 24.5.3(b) – Youth Worlds Equipment and made the following recommendation to Council.

Recommendation to Council: Reject

The timeframe and parameters for substitution should be better defined. The wording should reflect that any action should only be taken as a last resort.

### 11. World Championships

- (a) The committee received a report from the Chairman of the World Championships Working Party on World Championship policies and regulations. It was noted that this work should be continued
- (b) The committee considered submission 042-16 from The Board regarding regulation 25.2.6 – Kiteboarding Expression World Championship and made the following recommendation to Council.

Opinion: No Opinion

### 12. World Sailing Calendar and Ranking System

The committee received a brief report on communication and policies for the World Sailing calendar and ranked events. [Appendix 4](#)

## Events Committee Agenda (cont.)

### 13. Special Events

- (a) The committee reviewed a paper from the Director of Events. The Committee supports the paper and recommends to reject any remaining papers. [Appendix 5](#)
- (b) The committee noted submission 007-16 from the International Kiteboarding Association regarding new regulation 25.8.13 – Special Events and made the following recommendation to Council.  
Opinion: No Opinion
- (c) The committee noted submission 008-16 from the International Kiteboarding Association regarding new regulation 25.6 – Other World Championships - Special Events and made the following recommendation to Council.  
Opinion: No Opinion
- (d) The committee noted submission 009-16 from the International Kiteboarding Association regarding new regulation on Special Events and made the following recommendation to Council.  
Opinion: No Opinion

### 14. Other Submissions

- (a) The committee noted submission 024-16 from the Russian Yachting Federation regarding Olympic equipment and made the following recommendation to Council.  
Opinion: Approve  
The Events Committee recommend forming a joint working party with the Equipment Committee.
- (b) The committee noted submission 045-16 from the IRC regarding Regulation 25.5 – Rating Systems for World Championships and made the following recommendation to Council.  
Opinion: No opinion

### 15. Any other Business

The following recommendation not based on submissions was submitted by The Events Committee;

The Events Committee supports the Classes intention for the World Sailing anti-discrimination policy to include Class events and recommends it be applied at all World Sailing ranked events.

There being no other business the meeting was closed.

## **Events Committee Agenda (cont.)**

EC RIO2016 OGs Report

### **Introduction & Acknowledgments**

This report has been compiled using the input provided by several Events Committee members that have participated and gather information from sailors, coaches, race officials and spectators about the development of the Olympic Games held in Rio de Janeiro last August. Several different points of view will be summarized in the next paragraphs, in order to have, if possible, a holistic picture, bringing together the view of sailors, coaches, team leaders, race officers, juries, umpires, and spectators.

I like to thank the contribution of Events Committee members attending the Rio Olympic Games that have taken their time to send me their notes about the games. So; Oleg Ilyin (RUS); Nelson Ilha (BRA); Tomasz Chamera (POL); Guillaume Chiellino (FRA); Sarah Kenny (AUS); Adrian Stoggall (GBR); Corinne Rolland McKenzie (FRA); Nadine Stegenwainer (GER); Stefan Rahm (SWE); Pedro Rogrigues (POR), Alfredo Ricci and Sarah Gosling (GBR) thanks a lot for your contribution to the sport and to this humble report of the Games.

The outcome of this Games owes much of its success to the tireless effort of our Events Director Alastair Fox, with the permanent support of Scott Perry (EX) both working for the four year period as Technical Delegates

### **Conclusions**

The 2016 Olympic Games were held, and against all odds, they were a great event. All the schedules were met, despite a few situations the racing conditions were fair and we may say they were a success. This should not drive us to forget all the unwanted situations and the frustration of not being able to arrive to reasonable situations in the correct timing.

WS should work in order to have the required level of leverage with the IOC and the OA of each pinnacle event in order to guarantee the Sailors and their MNAs that the conditions in which the tournament will be developed are in optimal situation, of every aspect that can be managed.

Is mandatory that WS has in the future much more leverage, both in the selection of the venue and in the development of the required modifications and on how the different services and logistics are provided for the Teams during the preparation process and at the time of the Olympic Games

### **Venue Infrastructure and Services**

Water pollution and debris management procedures worked well and in conjunction with the very late start up of the pipe belt, preventing the flow of unwanted substances into Marina de Gloria, helped to achieve a minimum acceptable standard. Nevertheless the launching zone for Boards and Multihull needed to be transferred inside the Marina as the pollution level in the beach was very high. Also high swell produce conditions that require that change. The size of the venue and the incompleteness of the roads connecting the launching areas make this situation stressful for the sailors. In case of heavy rains during several days the situation would have been completely worse leading to an unacceptable venue.

The temporary facilities were in some cases of low quality. The breakdown of the ramp, if happened during competition days will also have lead to an unacceptable venue situation. In some aspects the venue was better at the time of the first Test Event in 2014, than after the construction work, that in many aspects look unfinished.

### **Measurement**

The scheduling of measurement slots prevented some sailors from getting on the water at all before race day1, particularly with the more complex boats like the Nacra 17. Secondly, the decision making process in connection with the damaged sails in the 470 fleet after the wind squall, was less than ideal. The decisions made/processes followed should separately be reviewed to ensure a better, consistent with main events process and improved decision making in the future.

### **Provided Equipment and Boat and Sails Customization**



## **Events Committee Agenda (cont.)**

The Public draw of the provided equipment has been almost a breakthrough respect previous situations. The allocation process took too long and was far from the original schedule.

The customization of the boats was good, particularly with the boards.

Stickers in the sails presented some issues of quality in the Lasers and of location in the boards.

Laser sails have flaws

### **Communications (Including Team Leaders Meetings)**

Team leader meetings generally good except the venue/location did not work particularly well given noise levels in dining room (meal service about to start shortly after meetings), radio noise and the PA system not working several times.

Some issues with the coordination of the official paper noticeboard and the electronic noticeboard.

### **Race Management**

Generally very good and at least as good as London. Weather information proved unreliable in terms of getting the sailors on the outside courses in before the squall caused significant sail damage. It may be relevant to review decisions made on use of reserve days to catch up on missed races (ie 470 Mens/Women not racing on the reserve day, which turned out to be the best breeze for several days to follow.)

Fairness of racing on Medal race course was potentially an issue in the early days of the regatta. However, potential unfairness of racing in those conditions was balanced by achieving the full schedule of racing which minimised the impact of random results. This does however highlight the need to ensure the full schedule of races occurs and probably also why full points carrying forward not just finishing position is fairer, (if some racing and the medal races are close to shore when less ideal conditions may contribute to more random results.)

### **Jury & Umpiring**

Jury experience was perceived not as positive as at previous Games. The Protest process should be time efficient, consistent in outcome and transparency. The process appeared at times to be cumbersome and inefficient and resulted in sailors being required to stay unreasonably late at the venue after racing. Teams perceived lack of consistency in the rulings in a number of cases. The jury failed in some cases to follow the policies in place for the Games. Protest facilities were not ideal. No seating in waiting area, no food after hours and very difficult to get food in to venue for athletes caught up in protests late in the evening.

Generally no issues with umpiring although there appeared to be some inconsistency in approach to acceptable timing of penalty turns in medal races and some penalties were not correctly applied.

### **Media**

A great work has been done by the WS Media Team, providing great footage and timely presentation of what happened every day, making a full coverage of every aspect of the games.

The different Right Holders policies makes it very difficult to judge the success of the broadcasting of sailing, but is evident that presentation of sailing to the media still needs major improvement.

Lacking to have the Medal positions as the finalist went around the course in the Medal Race, make it impossible to the audience to understand the impact of what was happening in those races where the medals were defined

A number of issues with tracker and delays. Difficult to find links/relevant information online (eg finding mark rounding data – which was proving more reliable than the tracker at times). More needs to be done to provide relevant and understandable information to educate the media on medal race days. On more than one occasion I observed members of the media struggling to understand (and trying to get information about) the medal race implications – before, during and after the races.



## Events Committee Agenda (cont.)

### Spectator Experience

Medal Ceremonies, although once again procedures were not followed by sailors and teams, the ceremonies were far much better than in previous Games, the layout was great and although the participation and location of the spectators and families of the sailors was not optimal, the layout was one of the better in all the Games, providing an spectacular view of the Medallists and the crowd under the Sugar Loaf

Having the ticketed area right next to the competition venue / controlled access area was a positive. Lack of elevated seating in the ticketed area was far from ideal.

Lacking a boat park and information about the sport

OBS broadcasted regattas that were not raced in front of the spectator beach, so the public was able to see boats racing and no information was given to follow what was happening in front of them

Having 4 medal races a day created a much more vibrant atmosphere and encouraged more spectators and media than the RSX medal race day. This should be continued when weather conditions permit.

Where courses are in areas where it was not possible to view from shore (e.g. Niteroi, Pai, Naval), there should be more focus on providing video/ commentary. Ideally all courses would have video/ commentary coverage and a venue would be provided for dedicated TV/ information updates (as seen at some Class world championships with tracking data and commentary covering multiple courses which still works very well to connect the public with the racing).

Issues to be improved and controlled in the future

- 1) Venue Infrastructure and Services
  - a) The Venue was unfinished at the time of the opening
  - b) Splitted boat park and launching areas cause unnecessary difficulties
  - c) Breakdown of the launching ramp
  - d) Water Polution and Debris management
  - e) Lack of hygiene in changing rooms and sanitary facilities
  - f) Poor and inconsistent security procedures
  - g) One boat park arranged by MNA Teams
  - h) Food facilities were inadequate and though arrangements were made to have as much as possible coverage of the day, the windows of food availability didn't satisfy the Teams needs
  - i) Food for ITOs and NTOs was not adequate
  - j) Transportation services for late hours after finishing the protest procedures was bad
  - k) Work areas for IROs and IJs was too small, and in the case of the Jury too noisy
  - l) Internet access was poor
  - m) None existent Volunteer and Security Staff training
  - n) Poor quality pontoons
  - o) Poor quality fuel damaging engines
  - p) Poor services in the container park
  - q) Not appropriate boats for umpires and juries
- 2) Measurement
  - a) Problems with the schedule, making it too tight for some classes preventing many sailor to train in the day before competition starts
  - b) Some regrets about consistency with main events
  - c) Replacement policies
  - d) Regulations not always well defined, as in Buoyancy aids
  - e) 470 sail changes were Jury determined Measurers were wrong in allowing
  - f) Damage replacement listing were very late
- 3) Provided Equipment and Boat and Sails Customization
  - a) Public Draw was a good improvement and should be kept
  - b) Laser sails were faulty
  - c) Allocation process took too long affecting sailors
- 4) Communications (Including Team Leaders Meetings)

## Events Committee Agenda (cont.)

- a) Most of the documentation last version was delivered to the teams late, as in Coach Boats when most MNAs have already sent their equipment
- b) TOA
- c) Meeting rooms
- 5) Race Management
  - a) Meteo on 49ers and 470 regatta
  - b) Sugar Loaf course and unfair racing
  - c) Target times on some Medal races were not accomplished
  - d) Security procedures
  - e) Meteo alert
- 6) Jury & Umpiring
  - a) Rule 42
  - b) Re-Opening of Protest and Redress
  - c) SITUATION WITH COACHES
- 7) Media
  - a) Regional Right Holders didn't broadcast much sailing
  - b) Internet availability for results, tracking and video footage was poor
- 8) Spectator Experience
  - a) Medal Ceremonies, although once again procedures were not followed by sailors and teams, the ceremonies were far much better than in previous Games
  - b) Boat park and showcase of sport inexistent
  - c) OBS did not include Medal standings as Medal Race progress thru round marking, making it impossible to know which crew was winning
  - d) OBS broadcasted regattas that were not raced in front of the spectator beach, so the public was able to see boats racing and no information was given to follow what was happening in front of them
  - e) Additional screens were missing
  - f) Lack of stands (elevated seating)

## Events Committee Agenda (cont.)

### OLYMPIC GAMES RIO 2016 REPORT FROM WS MEDICAL OFFICER

Sailing competitions during the Olympic Games 2016 in Rio de Janeiro took place in the Guanabara Bay. Being aware of the potential environmental dangers of polluted waters on Rio sailing fields and raised media interest, World Sailing decided to closely monitor and evaluate the situation in Rio during and after the *Aquec 2015 Sailing Event* and extended this activities throughout the *Olympic and Paralympic Games Rio 2016*.

#### Before the Olympics

Starting before the *Aquec 2015 Sailing Event*, the Brazilian authorities were requested to share the water quality data with the World Sailing (WS), World Health Organization (WHO) and the International Olympic Committee (IOC). These data raised concern based on the fluctuation of *E. coli* and *Enterococci* contamination and focused the attention to the risk of the acute gastroenteritis associated with polluted waters, as the available scientific evidence suggests that the most frequent adverse health outcome associated with the exposure to faecally contaminated recreational water is enteric illness. Transmission of pathogens that can cause gastroenteritis is biologically plausible and the association has been repeatedly reported in epidemiological studies including studies demonstrating a dose-response relationship. Although independent testing of the waters in Guanabara Bay showed high viral load, it was difficult to estimate the risk for sportsmen's health. As we currently do not have the global consensus on the viral testing of water, and more accurate predictor of human health risk would be to detect, quantify and then model risks based on infectious virus particles in the water of interest, WS decided to follow the WHO/IOC recommendations and monitor the situation based on the official data provided by the Brazilian authorities according to the internationally accepted standards.

WS deployed a medical team to study the impact of the environment on participants, particularly to assess the epidemiology and impact of gastroenteritis (travellers' diarrhea or TD) to sportsmen participating in the sailing Pre-Olympic testing event *Aquec Rio* in August 2015. During the event, the WS medical team analyzed available data and inspected sailing fields and marina facilities to evaluate sanitary procedures in place and the possible impact on sailors' health.

Thereafter, the launching areas in Marina da Gloria and Flamengo beach were identified as "hot spots" for infection while the procedures and daily collection of data on water testing were to be implemented by the local organizers. Food and fluids from the soiled containers or taken with soiled hands were identified to be a "hot spots" for infection, too. Thus, the teams were advised how to minimize that risk and WS medical team held three meetings with medical officers of participating teams and cooperated with them in monitoring the health situation during the *Aquec Event*. Before the event, WS issued health advice that was distributed to all MNAs.

Beside evaluating and correcting hygiene and sanitary procedures, health promotion activities and monitoring the water testing during the *Aquec Sailing Event 2015*, the major aim of WS medical team was to study the impact of the environment on sailors. The WHO and other interested expert groups have formulated in the past few years interdisciplinary programs for the prevention of outbreaks during sport events and WHO has closely been cooperating with IOC since 2004, providing expert advice for organizers and helping them to reach appropriate level of public health protection during the Olympic Games. WS medical team closely cooperated with their experts and other aquatic sports representatives. On previous sport mass gatherings, communicable diseases usually played a minor role but continued media interest on polluted Guanabara Bay made it necessary to investigate the risks and to make appropriate contingency plans. Therefore, the study to explore the incidence and impact of the polluted waters of Guanabara Bay on sportsmen was launched. The study also had to identify risk factors for diarrheal disease during the sailing event and eventually develop the effective prevention programs for the sailing event on the *Rio 2016 Olympic Games*. Overall, 43 participants reported TD, meaning that the total TD attack rate over the period of *Aquec Rio 2015* sailing event was 10.9% for the total study population. The rates did not significantly differ between age groups or gender. Exposure to water resulted in no significant increase in TD among sailors, rather surprisingly they showed a trend to lower rates (8,6% for sailors) as compared to the control group staying on the shore, while others exposed to potentially contaminated water had a similar rate as the control group. The analysis on differences by classes

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of boats also showed no significant differences. That means that the crews on boats that tend to capsize more frequently or sailors immersed in the water before start, etc. had no elevated risk. Therefore, we strongly considered the option that not the water of the Bay but other factors may have been decisive in the population groups with higher rates. Possibly, the general preventive measures put in place by WS medical team were effective. As the incubation time for the various pathogens resulting in TD is short and the average time from arrival and onset of diarrhoea on *Aquece Sailing Event 2015* was 10 days, and from the first contact with water 7 days, the source of infection was obviously often not the first exposure to water, but either a later one or a pathogen acquired elsewhere. The origin of traveller proved to be the most relevant host factor as previously confirmed in other studies.

The Study on the impact of the environment on sailors health run during the *2015 Aquece Rio International Sailing Regatta* concluded that the athletes, coaches and race officials did not significantly increase health risk through water contact in the Field of Play, providing all appropriate preventive measures were taken. However, the study showed that the particular attention had to be placed on the eating behaviour of all athletes, coaches and race officials: street vendors should be completely avoided and hotel kitchens are not the guarantee for the safe food. Those staying at the Olympic village will have the highest possible standard of catering but all others should take appropriate precautions.

Based on those findings and measures that local organizer were undertaking, decision to move forward as planned with the Field of Play in Guanabara Bay were made.

After the *Aquece Sailing Event 2015* and *Olympic Games Rio 2016*, WS team was continuously provided with the data on water quality in Guanabara Bay and visited Rio on three occasions before the Olympic Games to inspect the site and monitor the progress that was made. In addition, WS team continuously participated in the meetings of the IF Medical Commission Chair Meetings on Water Quality and coordinated the efforts and decisions with all stakeholders.

In sailing sport the competitors can incidentally come into the direct contact with water. They are occasionally splashed or sprayed with water and boats are capsizing more or less often depending on the wind conditions and type of the boat. Although sailing is not a primary water contact sport like swimming where body and mouths are constantly exposed (immersed or submerged) to water, WS, the IOC and the WHO wanted to secure the highest possible safety for Olympic sailors. They agreed that the decisions to race on specific course areas in the Field of Play on *Olympic Games 2016*, would be based on recreational water primary contact standards.

WS acknowledged that water quality varied daily, especially following heavy rainfall that could lead to sewage overflows and that microbial contamination and related health risks could be considerably increased for several days following rainfall. Before the *Olympic Games 2016*, decision was made: in case of water quality being below the primary contact standards, WS may move racing to alternative course areas based on a review of the wind direction and strength, wave height and current; if the water quality happens to be below the secondary contact standards it was decided that WS may move racing to an alternative course area. For making decisions on using the Marina da Gloria and Flamengo Beach ramps, WS decided to follow the Brazilian secondary contact standards, as launching the boats from the Marina da Gloria and Flamengo Beach ramps proved not to be a primary contact activity. It was estimated that athletes launching from the ramps would only have incidental contact with the water and that the additional contingency plans could be introduced. In addition, it was proved during the *Aquece Sailing Event 2015* that once the boats were in the water, it was normal practice for all boats to be towed out to the Field of Play by their coach's boats, which further minimised the contact with water whilst in the Marina da Gloria. The Windsurfers and Multihulls, as well as all the boats competing in the medal races, were scheduled to launch from the Flamengo Beach ramp. It was agreed that if the water quality does not meet the primary contact standards at the Flamengo Beach ramp, WS may move the Windsurfer and Multihull events as well as the boats competing in the medal races to the Marina da Gloria ramp. In addition, decision was made that if it happens that the water quality at the Flamengo Beach does not meet secondary contact standards, WS will move the Windsurfer and Multihull events as well as the boats competing in the medal races to the Marina da Gloria ramp. All other boats were scheduled to

## Events Committee Agenda (cont.)

launch from the Marina da Gloria ramps and it was agreed that if the water quality does not meet secondary contact standards, WS and Rio 2016 will issue the specific contingency plans and guidance, prepared and distributed to the athletes, coaches and officials before the event to ensure the safe use of the Marina da Gloria ramps.

Health promotion activities continued throughout the period before the Olympics and The WS Medical Commission issued updated *World Sailing Medical Guidelines for the International Team Coach* published on the WS website

([http://www.sailing.org/tools/documents/MedicalGuidelinesfortheInternationalTeamCoachrev616-](http://www.sailing.org/tools/documents/MedicalGuidelinesfortheInternationalTeamCoachrev616-182671.pdf)

[182671.pdf](http://www.sailing.org/tools/documents/MedicalGuidelinesfortheInternationalTeamCoachrev616-182671.pdf)). WS and its Medical Commission also regularly sent comprehensive advice to all MNAs updating them on the current health situation and necessary preventive activities. For the *Olympic Games Rio 2016*, the WS Medical Commission recommended to the teams to consider chemoprophylaxis and Hepatitis A and Typhoid vaccines as well. Recommendation was to check routine immunizations, including diphtheria, pertussis, tetanus, polio, measles, mumps and rubella. As the *Olympic Games Rio 2016* were held during the influenza season in the Southern hemisphere, for those not already immunised in the last 9 months, it was suggested to receive vaccine at least two weeks prior to departure.

WS Medical Commission presented its study on Rio and its health plans to the *IF Medical Commission Chairpersons Meeting* in October 2015 in Lausanne. WS plans, current epidemiological situation and activities were also presented to the WS Council on the *WS Mid Year Meeting* in Lausanne in May 2016 where WS Medical Officer also had a meeting with IOC Medical Commission representative.

### Olympic Games 2016

Procedures and decision charts established and agreed upon before the Games were followed consistently during the Olympics. The WS and Rio 2016 competition management teams, together with the WS and Rio 2016 medical experts, reviewed the water quality data every day. All decisions to use the launching ramps and course areas were based on these documents and the reviews of the water quality reports including reporting on registered medical cases. Communication/reporting system of health related events between the team leaders, WS Medical Officer and Organizers' health support was established and helped WS team to react, intervene and make appropriate decisions.

The WS Medical Commission representative, Dr Nebojša Nikolić was in Rio for the duration of the *Olympic Games Rio 2016* and organized two meetings with all team officials in charge of their team's health and was at their disposal during the whole event. In addition, IOC Medical Representative Dr. Brian McCluskey was invited to present the current health situation during the Games on one of those meetings.

For the *Paralympics Rio 2016* WS deployed ex WS Medical Commission member and medical expert in the problems of paralympic sailing Dr. Stephen Wilson who was completely and continuously briefed on the situation in Rio before and during the Olympics. That enabled him to take responsibilities of WS Chief Medical Officer seamlessly and successfully.

Being aware of the recent Zika virus disease outbreak in Brazil, WS closely monitored epidemiological situation in Brazil. In early 2016, Brazil along with many destinations in the Americas, was experiencing an outbreak of the Zika virus. As The *Olympic Games Rio 2016* took place during the winter season in Rio de Janeiro, when it was expected that the cooler and drier weather would reduce mosquito populations and the risk of infection due to mosquito borne diseases including Zika, it was estimated that Zika would be at its lowest. According to the reports regularly published in the months before the Olympics, the Zika epidemic was in decline. The Rio de Janeiro authorities were also undertaking an extensive programme of vector (mosquito) control activities and were increasing these activities in the lead up to, and during the Rio 2016 Olympic Games. During the Olympic event WS team on one occasion requested additional disinsective measures when higher number of mosquitoes was noticed in marina area, what was followed promptly. Personal protective measures that were to be taken throughout the whole day to prevent mosquito bites were published in updated *World Sailing Medical Guidelines for the International Team Coach* and the *WHO Public Health Advice Regarding the Olympics and Zika virus* and were available to all teams at: <http://www.who.int/mediacentre/news/releases/2016/zika-health-advice-olympics/en/>

## Events Committee Agenda (cont.)

There was a comprehensive medical cover at the sailing venue and at the hospital Americas Medical City, which was the designated hospital for the sailing event. Ambulance and primary health facility was available for participants on the site in Marina da Gloria. Also, a large health centre was set up in Olympic Village and could be used by all accredited participants during the Games. The Rio 2016 Organising Committee had met all of the WS requests to improve the sanitary measures at the Marina da Gloria to the highest possible level. In addition, a number of actions were taken on the Field of Play to improve the water quality. All WS recommendations issued before the Games were followed and Marina de Gloria “sewage belt” was finished in time before the Games, while the intervention activities for Flamengo beach Botafogo Bay and Marina de Gloria were prepared and in place during the event. On all “hot spots” for infection on launching areas in Marina de Gloria and Flamengo beach organizers followed the request to place enough showers and hand sanitizers in the zones where sailors were exiting from the water and cleaning the boats, enabling them to immediately clean themselves. Sanitizers were also available on the docks where referrers and jury disembarked and on all gathering points. Additional water hoses in sufficient number were placed in all boat parks.

Although organizers secured the regular cleaning of the sanitary areas, after few reported individual cases of gastroenteritis, WS inspection found insufficient and inadequate procedures of sanitizing. So, organizers were demanded to correct and tighten the procedure. It was not only executed but also helped us to maintain adequate epidemiological environment.

After the Olympic Event, WS medical team launched the follow up study on illnesses on *Olympic Games Rio 2016* with shortened questionnaire modified from the questionnaire run on *Aquece Event 2015*. As during the Event the teams were reacting very protective in sharing vital health information, aim of the study was to get an insight in health situation during the sailing Olympic Event. Study was launched on *SurveyMonkey* platform in the form of anonymous questionnaire. Results showed that during the Olympic event 10 cases of gastroenteritis were registered and that acquired illness did not influence the performance of the athletes at the Games. Approximately the same number of incidents was reported during the event, so we can conclude that we successfully secured the healthy environment on the *Rio 2016 Olympic Games Sailing Event*.

Constant and dedicated cooperation between all stakeholders, including IOC and WHO, World Sailing’s dedication to provide the highest possible safety for Olympic sailors, technical improvements, cooperation and transparency of the organizers, with strong health promotion that became a part of sport culture in sailing, resulted in safe and healthy environment for the *Olympic Games Rio 2016*.

We dare to say that on this Olympic Games sailing sport has set the new standard in international sport family in approach to the health of its sportsman.

I am sure for the benefit of all.

Dr. Nebojša Nikolić  
WS Medical Commission

## Appendix 3

**outline**



## Events Committee Agenda (cont.)

### 2020 Olympic Sailing Competition Format

#### **Preamble:**

Current format and mainly its Medal Race concept does not present attractive enough and understandable scenario on the winners, breathtaking competition, not bringing required spectators' attention nor showcasing our sport.

#### **Background:**

- 2016 Olympic Format Competition review,
- conclusions of previous reports from 2016 Olympic Sailing Working Party to continue its work towards further development of format
- follow up the documents presented to Events Committee in 2015 and 2016
- submissions 035-16 (JSAF), 036-16 (49er Class) and proposals of 470 and RS:X Classes

#### **Areas of consideration:**

- IOC expectations on sport's presentation
- World Sailing goal and priorities
- linkage with technologies
- sailing conditions in Enoshima
- resources
- comprehensive approach consisting of marketing, media and events orientation

#### **General directions:**

- a) make it easy to understand – winner of The Final Race becomes the winner of the regatta (clear and understandable for media and public)
- b) use up-to-dated technologies to showcase sailing (data, 3D/2D – classification on each mark, broadcasting)
- c) setting up The Final Race
- d) minimize human factor's involvement
- e) format evolution should be more suitable for each type of event
- f) event grouping:
  - Tactical Boats (470, Finn, Laser, Laser Radial)
  - Faster Boats (Boards, Skiffs, Multihull)

#### **Technologies**

World Sailing needs to take all possible actions to develop technologies related to sport presentation and format itself such as:

- a) effective broadcasting
- b) 3D/2D presentations
- c) starting, boats rounding and finishing with overall position throughout the race
- d) protests procedures



## **Events Committee Agenda (cont.)**

### **Event Format:**

#### **Proposal 1**

- 1.1 Faster Boats (Boards, Skiffs, Multihulls)
  - a) Qualifying Series: 16 races, 4 races per day
  - b) Final Race: 1 race (top 4 from Qualifying Series)
- 1.2 Tactical boats (Finn, Laser, Laser Radial, 470)
  - a) Qualifying Series: 12 races, 3 races per day
  - b) Final Race: 1 race (top 4 from Qualifying Series)

#### **Proposal 2**

- 1.1 Faster Boats (Boards, Skiffs, Multihulls)
  - a) Qualifying Series: 12 races, 4 races per day
  - b) Semi Final Series: 4 races, one day (top 8 from Qualifying Series)
  - c) Final Race: 1 race (top 4 from Semi Final Series)
- 1.2 Tactical Boats (Finn, Laser, Laser Radial, 470)
  - a) Qualifying Series: 9 races, 3 races per day
  - b) Semi Final Series: 3 races, one day (top 8-12 from Qualifying Series)
  - c) Final Race: 1 race (top 4 from Semi Final Series)

### **Courses**

Courses will be windward/leeward with following adaptations by the events: starting reach, final reach, boundaries (theatre) style, middle gate, slalom finish.

### **Target times**

- 1.1 Faster Boats (Boards, Skiffs, Multihulls)
  - a) Qualifying Series: 20-25 minutes
  - b) Final Race: 10-15 minutes
- 1.3 Tactical boats (Finn, Laser, Laser Radial, 470)
  - a) Qualifying Series: 30-35 minutes
  - b) Final Race: 10-15 minutes

### **Scoring system**

- Low Point Scoring System of RRS Appendix A (1 point for a win, 2 for second, 3 for third), optional change negative points to positive points (i.e. 25 for a win, 24 for second)
- one discard after five races are completed in each series except The Final Race,
- the Final Race and Semi Final Series start from zero.

### **Starting**

## Events Committee Agenda (cont.)

- numeral starting 5' sequence (flags and digital board),
- digital OCS / communication to penalized boat.

### Rule 42, protests and redress

- consider consistency in rule 42 i.e. O flag from 8 knots wind range for Lasers, 470s and Finns. No 42 rule for Boards, Skiffs and Multihulls
- races to be umpired preferably by officials involved with the classes
- no redress other than helping those in danger

### Additional consideration

- Qualifying or Semi Final Series - top three qualify for the Final Race
- repechage: whole fleet (or part of the fleet: 50%, 30% - TBD) except 3 qualified for the Final Race - winner goes to the Final Race; starting from zero, the results of that race do not count to overall scoring

### Additional comments:

1. Submissions presented by Japanese Sailing Federation (035-16), International 49er Class Association (036-16) as well as proposals from International 470 Class and RS:X Class have been reviewed and taken into consideration. Format WP believes those proposals are covered by general frames of this document and will be subject of further discussion accordingly to recommendations presented.
2. Format WP was not able to study any details related to sport presentation, broadcasting and technologies that might be available after "Rio 2016".

### Recommendations

1. Document will be reviewed by the Events Committee to present final recommendations to the Council at the 2016 Annual Meeting
2. Provided decisions are accepted by Council format proposals will be trialled during 2017 by Olympic Classes
3. Format Working Party should work with WS Technical Delegate, "Tokyo 2020" OA, Athletes Commission, Coaches Commission, Olympic Classes, Media experienced people, Race Officials Committee and its Sub-committees to test the format adapting varieties within the frames accepted; for example: scoring, starting system, courses to finalize the Olympic format
4. Final recommendations should be made at the 2017 Events Committee Annual Meeting.

*Tomasz Chamera,*

*Guillaume Chiellino,*

*Corinne Roland-McKenzie*

*Nadine Stegenwalner*

## Appendix 4

## Events Committee Agenda (cont.)

### Sail Rankings Subcommittee

Fall 2016

Four years ago the ranking calculations were changed to align with and promote the Sailing World Cup series. The SWC events became 200 point events and dominated the rankings calculation. Unfortunately, the SWC concept has been less than fully successful in the intervening years and this has inevitably led to a perception that the Sail Rankings do not accurately reflect the actual performance of the sailors. Within the same time period, the Rankings have become much more important as they have been used extensively for qualification to events. The current calculation will succeed if the SWC succeeds in becoming a “must attend” event for the elite level athletes, otherwise the Rankings will continue to be correctly perceived as inaccurate.

Modest changes have been incorporated in the rankings to improve the accuracy including counting the SWC Final as a 200 point event. Other changes including separate scoring for helm and crew have been approved but not implemented. The effort to incorporate additional 50 and 100 point events continues.

The WS Board named additional members to the SRSC which was helpful. In the future, organizing the SRSC as a working party instead of a subcommittee should be a beneficial change. However, the lack of an annual scheduled meeting was a negative change.

Gary Bodie

Chair, SRSC

**Board Recommendation Not Based on Submission**

**World Sailing Special Event Status**

**1. Introduction**

- 1.1 Special Event status originated in the Advertising Code, but is no longer referenced there. It has since been used on occasion to give recognition to specific non-World Sailing events, or to approve exceptions permitted within the Regulations or the Racing Rules of Sailing.
- 1.2 However this usage has not been consistent, and there are no specific policy guidelines.
- 1.3 Today there is also the opportunity to grow the sport and its profile through events that do not originate within the traditional MNA / club / class structure. These events require the approval of World Sailing. It is believed that Special Event status provides a better model for World Sailing's approval and oversight of such events than, for instance, establishing a formal relationship with the organisers.
- 1.4 World Sailing should take this opportunity to establish policy guidelines for Special Events that reflect the emerging events in sailing today, and World Sailing's responsibilities within the sport.

**2. Purpose of Special Event Status**

- 2.1 The purpose of Special Event status should be to enable World Sailing to:
  - (a) encourage, support and promote high profile events in the professional era;
  - (b) exercise consistently its control and oversight responsibilities towards events that are exceptionally permitted under the RRS and other various Regulations.

**3. Recommendations to Council**

- 3.1 Events that require World Sailing approval under the RRS, or have exceptions approved in accordance with other Regulations, should be categorised as Special Events and meet the associated requirements. Other OAs may apply for their events to be granted Special Event status.
- 3.2 Approved exceptions that should trigger Special Event status include:
  - (a) Regulation 25.1: inclusion of word "World" in the title of the event (except for class world championships authorised under Regulation 25.2).
  - (b) Regulation 25.5.2: rating system world championships.
  - (c) Regulation 25.6: other World Championships.
  - (d) Regulation 28.1.3 & RRS 86.2: international event changing the RRS.
  - (e) Regulation 20.2.3.1: amendment to the Advertising Code.
  - (f) Regulation 20.2.3.1(b, c, d): Oceanic events; series of events in more than one country; international series of events with the same sponsor.
- 3.3 Approved Special Events should be reported by the CEO to the Board.
- 3.4 Therefore Special Events range from major event properties (such as the Volvo Ocean Race that are clearly seen as "World" and "Elite", that are professionally managed, have a high level of advertising or sponsorship, and have a high global profile and attract the world's very best sailors), to lower scale events where a small change to RRS or the Advertising Code has been approved. The Board will categorise Special Events into two tiers on the recommendation of the CEO – "Major" and "Standard".
- 3.5 Major Special Events should pay a sanction fee to World Sailing, include appropriate World Sailing branding, and be promoted by World Sailing, all as mutually agreed. As agreed with

## **Events Committee Agenda (cont.)**

the organisers or as required by the Regulations, World Sailing appoints or approves the race officials and other expertise to support the event.

- 3.6 Standard Special Events should pay a sanction fee in recognition of the exception approval(s) granted by World Sailing.
- 3.7 Regulation 25.12.2 (approval fee, prize money) will be applied to all Special Events.
- 3.8 Special event status will be documented in a contractual agreement with the Special Event organizer.