

**Reporting Committee – Events Committee and Equipment Committee
Other Committee – Constitution Committee**

Alternative Proposal Submission for Paris 2024 Olympic Sailing Competition

Individual Men's and Women's Two Person Dinghy events - International 470 Class

A submission from the International 470 Class Association, International 420 Class Association, Chinese Yachting Association, Japan Sailing Federation

ALTERNATIVE EVENT OVERVIEW		
Name of proposed event. Must include reference to the following: 1. Mixed / not mixed (Men's or Women's) 2. Crew number 3. Dinghy/ Skiff/ Multihull/ Windsurfing/ Kitesurfing/ Keelboat/ (or specify other)	The proposed alternative for the 10 th event is a 'Men's Two Person Dinghy' event The current 9 th event, the 'Mixed Two Person Dinghy' will then have to be converted into a 'Women's Two Person Dinghy' event	
In relation to the proposed event, please specify the proposed Equipment, or relevant class association governing the use of Equipment.	International 470 Class	
What is the format for the proposed event?	Fleet Racing as in the Tokyo 2020, Rio 2016, London 2012 and Beijing 2008 Olympic Games	
IOC CRITERIA		
Does the proposed event align with the Olympic Agenda 2020+5?	<ul style="list-style-type: none"> • aligns with agenda Includes: <ul style="list-style-type: none"> • relevance to the youth • innovation • universality • participation of the best athletes 	YES YES YES YES YES
Does the proposed event keep full gender equality for both number of events and athlete quotas? If yes, please detail how	YES Full gender equality for both number of events and athlete quotas is guaranteed by splitting a Mixed event into separate Men and Women events, with the same quota in each of these events.	
Does the proposed event prioritise universality and maximise accessibility of the sport? <i>If yes, please detail how.</i>	YES The proposed event and associated equipment had been used for racing in over 60 countries from all 6 continents at World and continental championships and regional Games between 2010 and 2020. It is a low cost per athlete, long-lasting and safe boat, with manufacturers in many places around the world. The	

	<p>470 can be sailed by athletes having the widest body range among the current Olympic classes, it is one of the best boats for continents like Asia and Africa, and has a very well developed pathway using popular youth classes and a full-fledged junior 470 racing program around the world.</p>
<p>Which World Championship organised by World Sailing was this proposed event tested at?</p>	<p>The 470 Class has been holding World Championships since 1970 for men and/or open fleets and since 1985 for women fleets. All ISAF/World Sailing combined World Championships organized until now (2003, 2007, 2011, 2014 and 2018) have used the 470 for the men and women two-person dinghy events. In addition, the 470 was one of the boats sailed in all IYRU/ISAF Sailing world championships in 1994, 1998, 2002 and 2006. The 470 has always performed superbly in all those different venues and varying sailing conditions and this is the best guarantee to protect the 10th medal for Sailing and to have a successful event set in 2024.</p>
<p>In comparison with the sailing programme as a whole for the 2020 Olympic Sailing Competition, what would the impact of including the proposed event be against the following criteria:</p> <ul style="list-style-type: none"> • Cost / complexity to OCOG and NOCs • Cost/complexity to National Federation • Cost/complexity to athletes • Athlete quota size <p>Please be concise in your response to this question.</p>	<ul style="list-style-type: none"> • For OCOG there will be substantial decrease in both cost and complexity as the proposed event will use the existing venue shore facilities and share the same field of play, race committee, equipment inspection team and procedures and the same jury as the Mixed Two Person Dinghy event is meant to use. • For NOCs and National Federations there will be no increase in cost and complexity but rather a decrease in both: the equipment (470 boats) already exists in good numbers because of the current Olympic campaigns, and it is far less costly than any equipment for the mixed offshore boat; at the same time the pathway/training resources are already in place, as the proposed events have been in the Olympic Games since 1988. The knowledge and expertise built up through those years will continue to serve the Olympic teams, without the need to create new or additional infrastructures in the National Federations. This is a huge advantage for NOCs and National Federations. • For the athletes there will be immense simplification of their Olympic campaigns, as the majority had been campaigning in this form for Tokyo 2020, and the junior fleets have been racing in the same form in the pathway classes, which are constantly feeding the 470 Class. There will be no need to create new mixed teams by splitting and combining existing men and women teams, with the disruption that this will bring until the best combinations are tested and set as new Olympic teams. • The athlete quota size will not be adversely affected, as the proposed event will simply replace a two-person event with another two person event.

<p>Will the proposed event use existing venues/fields of play at the 2024 Olympic Sailing competition?</p>	<p>YES</p> <p>The proposed Men and Women Two Person Dinghy events will use the existing venue facilities and use the same field of play as the Mixed Two Person event. The substitution of a keelboat event with the proposed events greatly simplifies the venue/FOP requirements as no additional berthing dock space or special launching cranes are required. The 470 dinghies will use the same boat park and can be launched using the same facilities as all the other existing Olympic classes.</p>
FURTHER CRITERIA	
<p>If the proposed event is not a mixed event, please indicate which of the three existing mixed events you propose to split.</p>	<p>Mixed Two Person Dinghy (470)</p>
<p>If you propose to split a mixed event, please confirm that the two single gender events use the same equipment as the existing mixed event.</p>	<p>Both events will use the International 470 Class, which has been used in exactly the same configuration for men and women since the 1988 Olympic Games, and had been selected for the Mixed Two Person Dinghy event in 2019. This is again a huge advantage for NOCs and National Federations, as the same equipment they own can be used by either men or women teams in their development squads.</p>
<p>What are the reasons for proposing this event? <i>Please limit your response to a maximum of 500 words.</i></p>	<ul style="list-style-type: none"> • The proposal reinstates a unique event set, tried and tested successfully since 1988, which differs from all other Olympic events in required skill set, technique, athlete body type and racing style. • The 470 is a highly manoeuvrable, tactical racing boat in light and medium conditions, and fully controllable and high performing in the strongest winds and heavy seas, with an outstanding safety record. It is the only Olympic class adjustable to suit different sailing styles and crew weights. • The best athletes participate: to win, they must be fully accomplished in boat tuning, tactics, strategy, technique, boat handling, agility, teamwork and above all, to have top physical condition and excellent kinetics technique. • The 470 is a well-controlled one-design class, with detailed class rules and building specification developed over the years. The class delivers a level playing field, with competitive equipment readily available from many independent builders around the world. A durable boat - the women's silver medal boat in Rio 2016 was a 3½ year-old boat that had sailed in most major events around the world during the 2013-2016 campaign- it is currently by far the most affordable two-person Olympic boat, easy to maintain and therefore ideal for small and emerging nations. • It is a boat for every nation: more than 60 nations have

	<p>participated in the class World, continental championships and regional Games since 2010, with 21 of those nations having won medals since 2015. 13 nations from 5 continents have won medals in the last 4 Olympic Games. Since 1988, the 470 has been used in fully matched men and women events, using 100% identical equipment, with the same training drills, sharing skills, knowledge and coaches, bringing ease of development to nations and simplifying logistics and campaign planning.</p> <ul style="list-style-type: none">• The 470 has been a widely accessible Olympic event, with a proven pathway from Youth to Olympic with well-developed affordable solutions in youth classes such as the Cadet and 420, across all continents. The International 470 Class runs development programmes for emerging nations and young sailors, supporting their participation at events and assisting them with training clinics and expert coaching during Championships.• The 470 has been the premier non-sailboard Olympic solution for light and medium weight men and women athletes. According to athlete body range data from the 2012 and 2016 Olympic Games, men helms weighed between 59-69 kg, crews weighed between 63-79 kg, with heights between 167-183cm and 166-193cm respectively, while women helms weighed between 48-67 kg, crews weighed between 61-74kg, with heights between 156-178cm and 165-187cm respectively.• No age limits: a boat for 17 years old Olympians to 47 years old Olympic Champions!• From 5 to 35 knots of wind, 470 racing options are highly flexible and adaptable to a wide range of different racing environments with practically all possible available race formats. Wind shift management, tuning for the best boat speed, boat to boat tactics, boat handling and manoeuvring and the athlete's physical condition are showcased in a 470 race, with great media appeal and easy video coverage.
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