



World Sailing Impact Report

2025

sport / nature / technology



Contents

Introduction	3
Environmental	7
- Environmental 2025 Highlights	8
Social.....	20
- Social 2025 Highlights	21
Appendix	35





President's foreword

In recent years, we have worked to ensure that sailing is a sport where everyone feels they belong. In 2025, that commitment translated into tangible progress, particularly in advancing inclusion across all areas of our sport.

A defining focus of the year was our collective effort towards reinstatement in the Paralympic Games. This was not the work of one organisation alone, but of a global community coming together with a shared purpose. Thirty-nine nations contributed

verified evidence of Para sailing activity, reflecting both the scale of participation and the strength of collaboration across our Member National Authorities. This unified effort demonstrated clearly that Para Inclusive sailing is active, growing and ready to return to the Paralympic stage.

At the same time, we continued to expand opportunities for sailors of all abilities. The first World Sailing Inclusion Championships brought together athletes from 28 nations, creating a new model for inclusive

competition that welcomed a wider range of impairments within a single championship environment. It showed what is possible when we design our sport around access, dignity and performance in equal measure.

Progress was also made in strengthening gender equity and diversity across leadership, coaching and officiating. From achieving gender parity at Board level to expanding pathways for women through targeted development programmes, we are beginning to see a more representative

sport take shape, while recognising there is still more to do.

These achievements reflect a simple but powerful idea: sailing moves forward when we work together. Across nations, programmes and people, we are building a sport that is more inclusive, more connected and better equipped for the future.

Quanhai Li,
President, World Sailing.

Creating the foundations for long-term impact

In 2025, our focus was on building the conditions for lasting progress. Across World Sailing, that meant moving from strong individual initiatives towards more integrated systems that can support the sport over the long term.

Ultimately, this work is about safeguarding the future of sailing in a changing world and ensuring the sport remains accessible, relevant and resilient for future generations.

As we look ahead to the next Olympiad, our priority is clear: to ensure sailing is more inclusive, more resilient and better equipped to respond to the environmental and social challenges shaping its future.

A major part of that work has been structural. Inclusion remained a strategic priority, with the first World Sailing Inclusion Championships in Oman establishing a new model for world-level competition and

demonstrating what is possible when accessibility is built into the design of an event from the outset.

At the same time, our bid for Paralympic reinstatement brought together 39 nations in one of the most significant collective mobilisation efforts the sport has seen in recent years. Whatever the outcome, that process strengthened governance, improved evidence gathering and aligned the global community behind a shared objective.

We also made important progress in embedding sustainability more deeply into the sport's decision-making. Clean Regattas continued to grow, but more importantly, the expansion of Clean Classes showed how sustainability can move from optional event action to a more structural expectation across competition calendars.

Our work on a marine-specific life-cycle assessment for Olympic equipment marked another strategic step forward. By creating a shared evidence base across classes and manufacturers, we are helping ensure that environmental impact becomes a formal consideration in the future shape of the sport.

We also strengthened our focus on nature through the development of Marine Megafauna in Sailing, created in collaboration with the Marine Mammal Advisory Group to help protect whales, dolphins and other marine wildlife in the waters where our sport takes place.

Alongside this, the launch of the World Sailing Academy strengthened our development model by connecting education, access and long-term capability building. This more blended approach is helping us support

coaches, officials and athletes in a way that is more consistent, more global and more inclusive.

What stands out most in this report is that progress has come through partnership. Member National Authorities, athletes, event organisers, industry partners and expert advisors have all played a role in turning ambition into action. Across inclusion, education and environmental action, we are seeing what can happen when different parts of the sailing community work towards common goals. That collective effort will be essential as we continue to turn ambition into measurable impact.



David Graham,
Chief Executive Officer, World Sailing.

Progress against Agenda 2030

In 2025, we successfully completed six targets within the World Sailing Sustainability Agenda 2030, marking progress across climate action, biodiversity, governance and social inclusion.

Our Sustainability Agenda 2030 is closely aligned with both the International Olympic Committee's Sustainability Strategy and the United Nations 2030 Agenda for Sustainable Development. Structured around six core operational areas, the framework contains 56 targets designed to drive meaningful and measurable progress across the sport.

We developed an accessibility standard, the World Sailing Accessibility Guide.

Target 19 – We achieved a 50% reduction in our company carbon emissions against our 2019 baseline.

Target 23 – With the support of our partners, we produced guidance to mitigate the negative impacts sailing can have on marine cetaceans.

Target 42 – We developed an online reporting tool for all World Sailing classes to report on their environmental impact.

Target 48 – We achieved 50% gender equality across all our elected governing bodies.

Target 53 – We promoted activities to encourage social inclusion in sailing.

Target 54 – We developed resources and digital tools to better equip our members to create their own social inclusion programmes.



Technical standards

1

7

2



Events

12

5

0



Training

5

0

2



Venues & facilities

2

2

0



Members

7

2

2



Participation

3

3

1



Complete



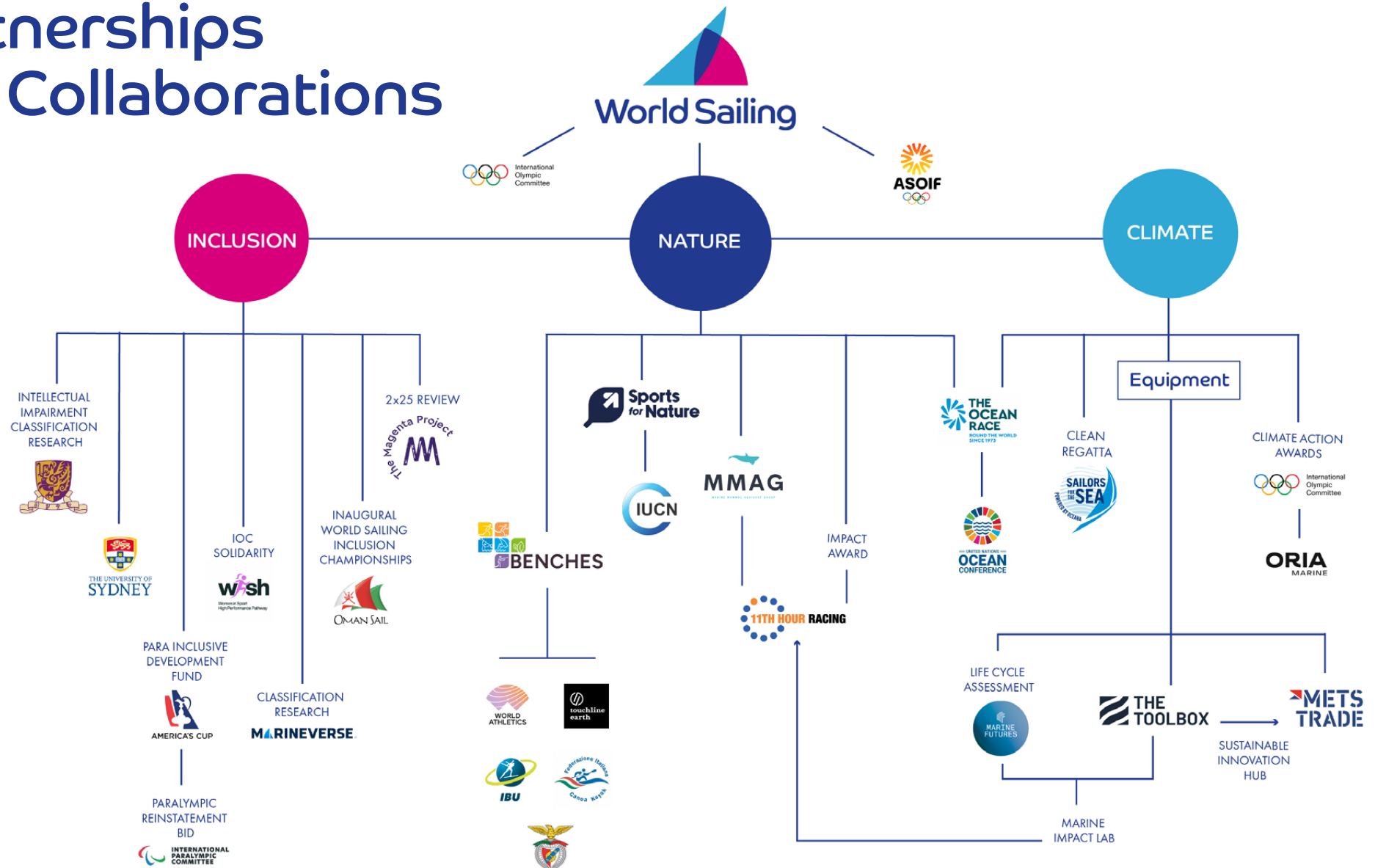
Ongoing

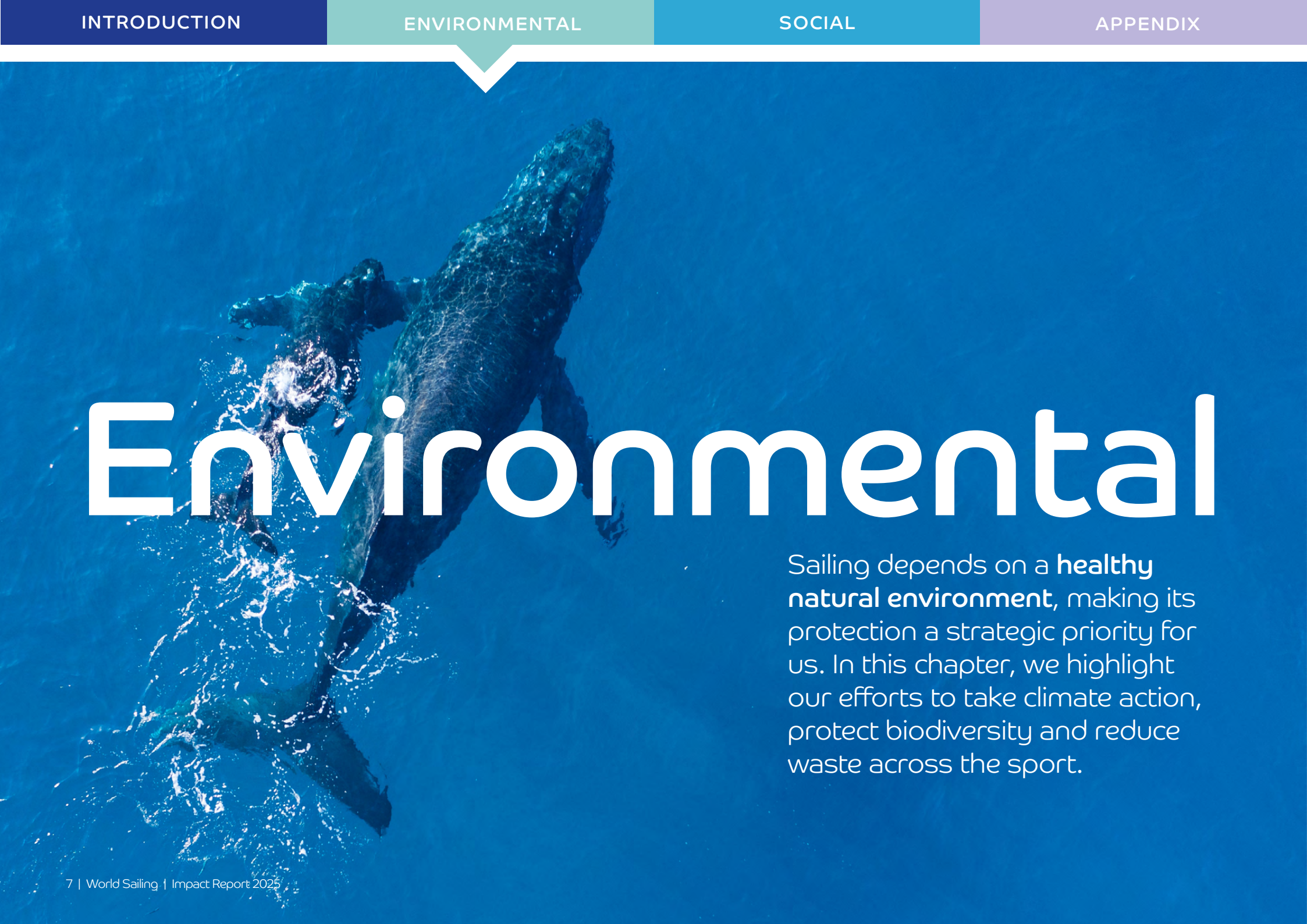


Not started



Partnerships and Collaborations





Environmental

Sailing depends on a **healthy natural environment**, making its protection a strategic priority for us. In this chapter, we highlight our efforts to take climate action, protect biodiversity and reduce waste across the sport.

2025

Environmental
SNAPSHOT

↓ **59%**
carbon foot-
print reduction
compared to
2019 baseline

PAGE 9



Marine
Megafauna in
Sailing guide-
lines published

PAGE 15

219
Clean Regattas
a **43%**
increase
from 2024

PAGE 11



LCA assessment
of equipment for
all Olympic Classes
commences

PAGE 13

International
recognition for
sustainability
in sailing

PAGE 18

17 out of **32**
environmental
targets in Agen-
da 2030 have
been achieved
since 2018

PAGE 35



IN FOCUS

Our carbon footprint

Our total carbon footprint in 2025 was 2,321.3 tCO₂e, representing a 54% reduction compared with 2024 and a 59% reduction against our 2019 baseline year.

Scope 3 emissions continued to account for the vast majority of our footprint, at 2,314.6 tCO₂e, while Scope 2 emissions were 6.7 tCO₂e and Scope 1 emissions remained at zero.

Since 2019, we have reduced Scope 1 emissions by 100%, from 707.7 tCO₂e to zero, while Scope 2 emissions have fallen by 77.8%. Scope 3 emissions also decreased by 53.2% year on year and by 42% compared with the 2019 baseline.



Our total carbon footprint in 2025 was reduced by

↓ **59%**
against our 2019 baseline

Since 2019 we have reduced **Scope 1** emissions by

100%

Since 2019 we have reduced **Scope 2** emissions by

77.8%

Since 2019 we have reduced **Scope 3** emissions by

53.2%

IN FOCUS

Carbon footprint methodology

Our 2025 carbon footprint was calculated across seven areas of activity, covering corporate operations and headquarters activity, as well as the Youth World Championships, Annual Conference, eSailing World Championships, Offshore Double Handed World Championships and World Sailing Inclusion Championships.

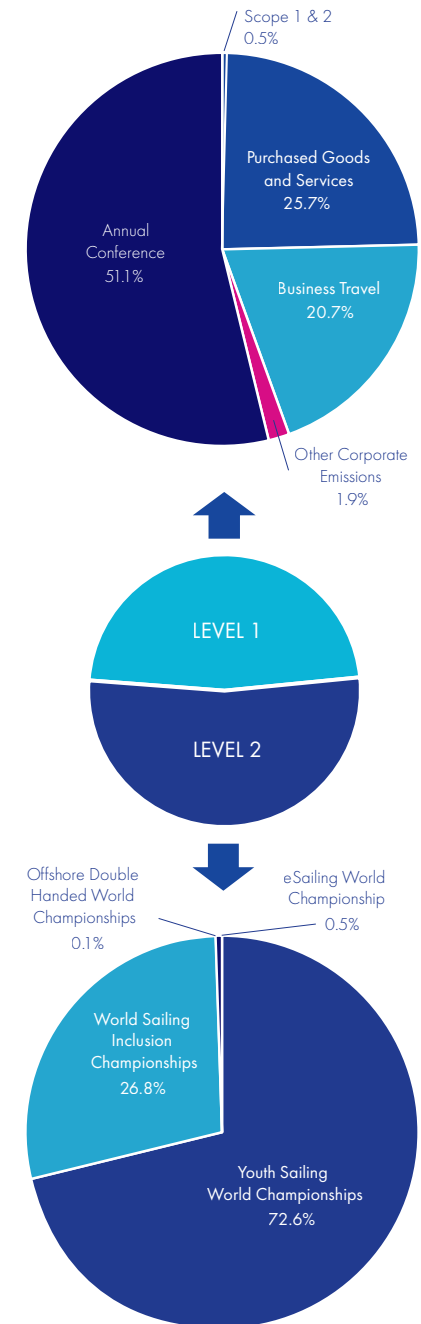
The assessment captured greenhouse gas emissions from sources including office space, staff travel, employee commuting and homeworking, accommodation, food and drink, courier services, procured goods and services, and event-related supply chain activity. Where electricity was included, emissions were calculated using the location-based method.

Having established our overall carbon footprint, we also analyse where those emissions arise. Breaking emissions down by activity allows us to identify the areas with the greatest environmental impact and prioritise future reduction efforts where they can deliver the most meaningful change.

The charts below distinguish between our core organisational activities (Level 1) and emissions associated with major World Sailing events (Level 2).

LEVEL 1	tCO ₂ e
Purchased Goods and Services	318.7
Corporate Business Travel	256.7
Other Corporate Emissions	23.5
Annual Conference	633.0
Scope 1 & 2	6.7
Total Level 1	1238.45

LEVEL 2	tCO ₂ e
Youth Sailing World Championships	783.6
World Sailing Inclusion Championships	289.5
Offshore Double Handed World Championships	1.1
eSailing World Championship	5.4
Level 2 Total	1079.526



Reducing the impact of event delivery

There was a substantial uplift in the Clean Regattas programme across World Sailing Classes in 2025. The total number of events reached 219 – a 43% increase on 2024 – with every event achieving at least ‘Participant’ level recognition under the Clean Regattas framework.

However, growth in 2025 was not only defined by scale, but by raised ambition. The number of events attaining Platinum status (meeting at least 19 of the programme’s 20 best practices) increased by 59% compared to 2024. Silver-level events, requiring delivery of at least 12 best practices, more than doubled, rising by 116%. This progression reflects a more mature approach to sustainability delivery, with organisations moving beyond baseline compliance.

The geographical footprint of the programme also expanded. Nine countries hosted Clean Regattas for the first time in 2025: China, Croatia, Czechia, Morocco, Saint Vincent and the Grenadines, Sint Maarten, Slovenia and Switzerland helped to bring up the total number of host nations to 44.

Several strategic developments underpinned this growth. Most notably, an increase in the number of Clean Classes helped drive uptake at event level.

International Kiteboarding Association, International WingSports Association, Formula Wave Class and International Optimist Dinghy Association are now formally recognised as Clean Classes.

By shifting from individual event-level decisions to a class-wide commitment, sustainability is embedded structurally across entire competition calendars. For example, the 29er Class played a direct role in Slovenia and Czechia hosting their first Clean Regattas, while the WingFoil World Cup enabled China, Switzerland and Morocco to join the programme for the first time.

The total number of events reached 219

↑ **43%**
increase on 2024

The number of events with Platinum status

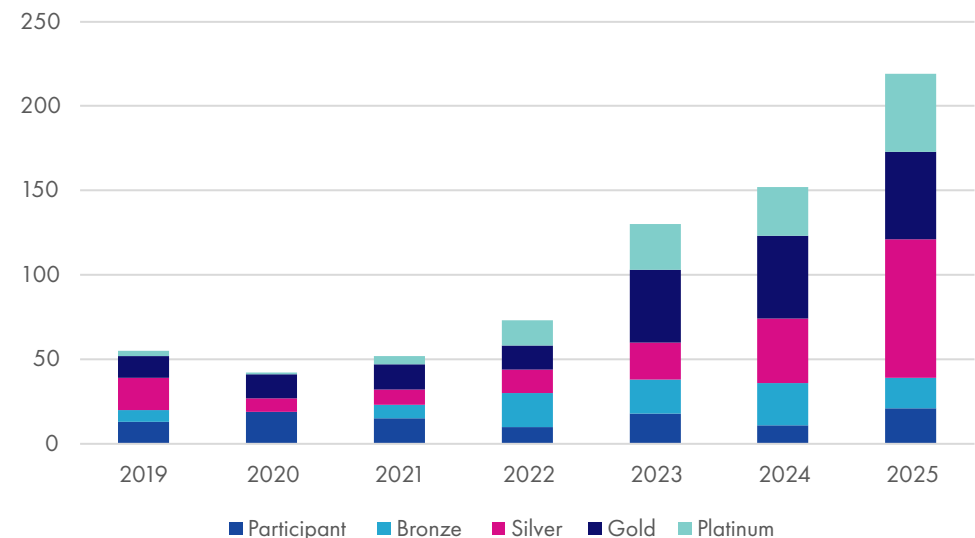
↑ **59%**
increase on 2024

The total number of

44
host nations

Education and awareness were also central to progress. Sailors for the Sea, the organisation behind the Clean Regattas and Clean Class programmes, delivered two dedicated Sustainability Sessions during the year, strengthening knowledge-sharing and reinforcing best practice across the global sailing community.

Clean Regattas 2019-2025



CASE STUDY

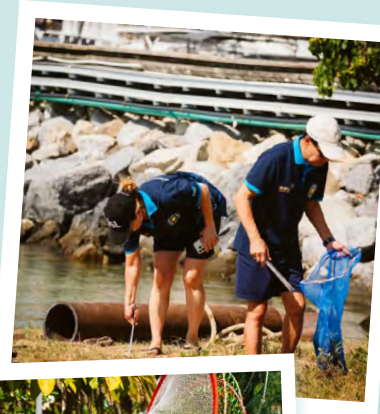
SSL prioritises high-impact actions

When the Star Sailors League (SSL) appointed a dedicated sustainability lead, Afrodite Zegers-De Kleine, in September 2025, Platinum Clean Regattas certification became a clear objective and a catalyst for action.

Sustainability was already embedded into the league model itself. RC44 boats were reused and remodelled rather than newly built, teams competed using shared equipment to reduce transport emissions and the event format minimises the number of motorboats required. SSL's headquarters also operates from a solar-powered harbour.

Following a full policy review, further operational improvements delivered tangible impact. Refuelling procedures were redesigned to prevent spills, shifting fuel transfer to controlled marina environments. Single-use plastics were reduced through reusable alternatives, and selected venues invested in carbon offsetting and tree planting initiatives.

Rather than attempting all 20 Clean Regattas best practices at once, SSL prioritised high-impact, achievable actions, scaling efforts within available budgets while maintaining momentum toward long-term goals.



IN FOCUS

About Clean Regattas and Clean Classes

The Clean Regattas programme is a voluntary framework designed to support events of all sizes around the world. Organisers complete a self-assessment based on 20 sustainability best practices, earning recognition from Participant through to Platinum level. Scoring is determined by the number of best practices achieved.

The programme has helped organisers strengthen event delivery while reducing environmental impact.

Building on this success, the Clean Class initiative embeds these standards across entire class calendars, rather than relying on individual event decisions. By adopting the Clean Regattas framework at class level, sustainability becomes a consistent expectation across all events.

Measuring the impact of Olympic equipment

In October 2025, Olympic-class boat manufacturers began onboarding to a marine-specific life-cycle assessment (LCA) tool as part of our 12-month project to measure and reduce the environmental impact of equipment used at the Games.

For the first time in any Olympic sport, all eight Olympic sailing classes committed to a comprehensive LCA, analysing the impact of boat production, use and end of life.

MarineShift360 – developed by Marine Futures with support from 11th Hour Racing – is providing the methodology and training to ensure a consistent and comparable approach across classes and manufacturers. Early adopters, including iQFOiL and ILCA, strengthened the framework by sharing insights from previous assessments.

The project will establish environmental data as a formal input into Olympic decision-making. From 2032, any class seeking Olympic inclusion will be required to submit an independently analysed LCA, placing environmental performance alongside technical and sporting criteria.

Future phases will extend the scope beyond manufacture to include campaign logistics, such as equipment transport and athlete travel, informing both class selection and event delivery.

The initiative was revealed during a panel at Metstrade, where engagement with industry partners centred on circularity and end-of-life solutions. In collaboration with Metstrade and The Toolbox, World Sailing co-hosted the Sustainable Innovation Hub, showcasing practical approaches to reuse, repurposing and recycling, alongside benchmarking tools and education modules. World Sailing Academy mini-modules on circular design, life-cycle assessment and end-of-life options were shared through Metstrade channels and adopted by partner organisations.

The Toolbox and World Sailing co-hosted the Sustainable Innovation Hub at Metstrade.



This engagement continued with the launch of the Marine Impact Lab, developed by Marine Futures and Foxall Munro with support from World Sailing and other sector partners. The Lab provided a structured forum for marine businesses to translate sustainability ambition into measurable action, supported by practical tools and shared learning.

“By integrating life-cycle assessment into its equipment rules, World Sailing is setting an important precedent, demonstrating how environmental impact can be considered alongside performance when shaping the future of the sport.”

Julie Duffus, Head of Sustainability, International Olympic Committee.

“This project provides the evidence we need to make smarter choices and shape the future of Olympic equipment. By working with our classes and manufacturers on a shared LCA framework, we can balance performance with environmental responsibility and help the whole sport move forward.”

Alexandra Rickham, Director of Sustainability, World Sailing.

CASE STUDY

An ambitious multi-phase project

Ollie Taylor, Founder of Marine Futures, has spent over seven years advancing understanding of the environmental impact of marine equipment through the MarineShift360 project. This work was initiated in response to the publication of our Agenda 2030 sustainability strategy in 2018, which set ambitious targets around life-cycle assessment (LCA) and sustainable materials.



©Marine Futures

The result is a multi-phase project designed to identify where the greatest environmental impacts occur across Olympic sailing classes. It combines robust technical modelling with extensive stakeholder engagement, spanning class associations, manufacturers and global supply chains.

Structured across four phases, the project examines equipment impacts, compares manufacturing approaches, assesses “use phase” impacts such as travel and equipment replacement and ultimately identifies the most effective levers for change.

In 2025, the focus has been on stakeholder engagement, defining scope and boundaries and initiating large-scale data collection across the industry. This has involved

collaboration with more than 30 companies, alongside complex, multi-layered supply chain inputs.

Using the MarineShift360 platform, this data is translated into life-cycle models, enabling detailed hotspot analysis and scenario testing. These insights will inform future regulation, from materials and manufacturing to competition structures.

By establishing a clear evidence base, the project supports more targeted decision-making, ensuring sustainability efforts focus on the areas with the greatest potential impact, both within sailing and across other equipment-intensive sports.



Ollie Taylor, Founder of Marine Futures

“The most important thing is understanding where impact actually occurs before you act. Otherwise, you risk putting time and effort into areas that don’t really move the needle.”



Our evidence-based approach to biodiversity protection

As race calendars expand and boats reach higher speeds, the need for a structured, evidence-based approach to biodiversity protection has become increasingly clear.

Sailing takes place in some of the world's most biodiverse waters, where whales, dolphins and other marine megafauna are often present. This creates a growing challenge for event organisers and sailors alike. Around half of reported vessel strikes result in injury or death to the animal, often causing significant damage to boats as well.

"These guidelines are a testament to the power of multi-stakeholder collaboration, bringing together the world's best marine scientists with the sailing community. Every sailor can be a citizen scientist."

Damian Foxall, Marine Mammal Advisory Group co-founder.



In response, World Sailing and the Marine Mammal Advisory Group (MMAG) published the **Marine Megafauna in Sailing** guidelines in 2025. Developed jointly, the document provides a practical framework to help sailors, events and federations better understand and manage the risks associated with marine megafauna interactions.

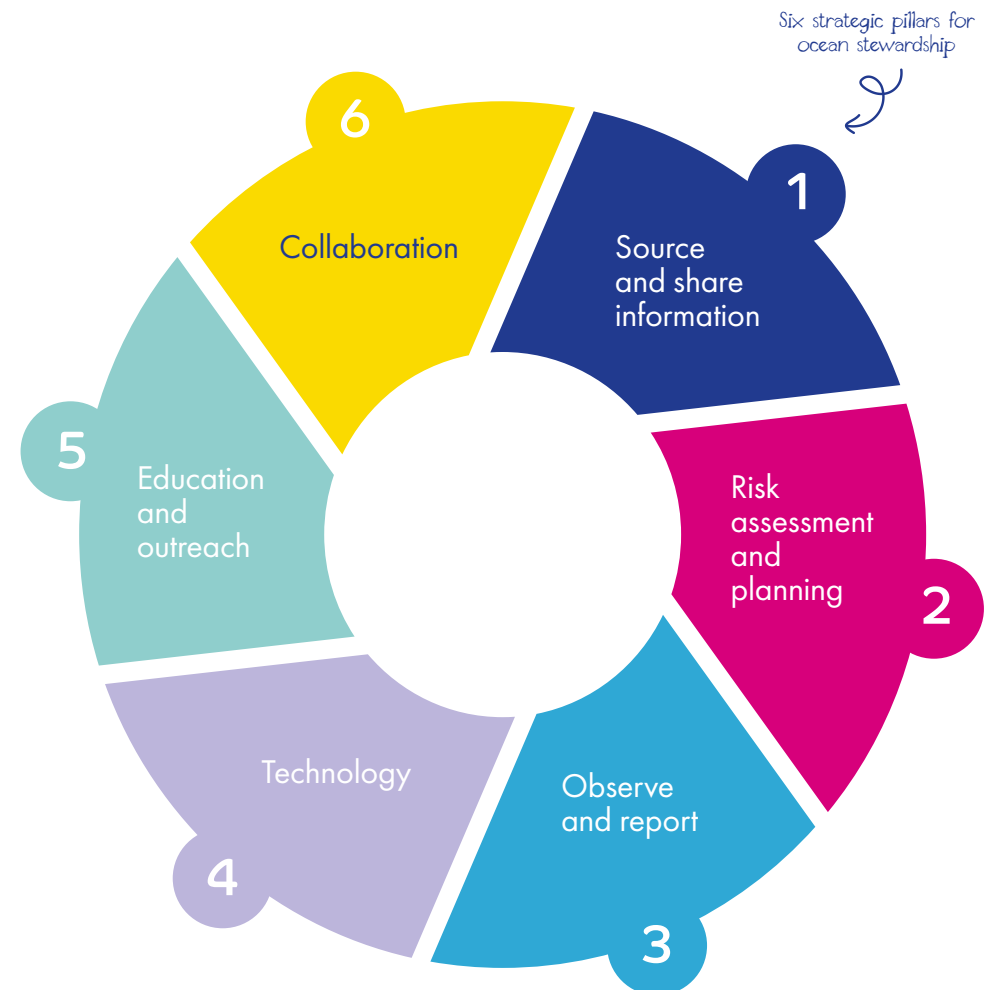
At its core, the guidance recognises that protecting biodiversity requires a comprehensive strategy rather than a single intervention. It is built around MMAG's six-pillar approach: sourcing and sharing the most up-to-date information; undertaking robust risk assessments; enabling live reporting and citizen science; deploying technical solutions; strengthening education and outreach; and fostering collaboration across the sector.

Access to reliable, expert-interpreted data is the foundation.

Improved information supports more accurate pre-event risk assessments, allowing organisers to evaluate species presence, migratory patterns and local habitats before setting race areas. This, in turn, informs the development of a 'Nature' Action Plan, which is a recommended protocol guiding events and teams through mitigation planning, delivery and post-event review.

A key principle is the separation of boats from biodiversity wherever possible. This includes identifying exclusion zones to avoid sensitive areas and, where avoidance is not feasible, implementing practical measures to reduce the risk of collision or disturbance.

Case studies from major events illustrate how racecourse adjustments, trained marine mammal observers and detection technologies such as drone surveillance have been applied in practice.



CASE STUDY

Exploring ecosystem services to sport with the BENCHES project

Representatives from across sport and sustainability gathered in Lisbon in October 2025 for the Biodiversity in Sport Summit at SL Benfica's Estádio da Luz.

The event marked the mid-term conference of the EU-funded BENCHES project, which aims to strengthen sports organisations' understanding of, and impact on, biodiversity. World Sailing is a project partner and participated in a panel about biodiversity risks within supply chains, alongside Nuno Gomes, representing the 2025 Youth Sailing World Championships in Portugal.

World Sailing's Director of Sustainability, Alexandra Rickham, also participated in a BENCHES webinar exploring the value of ecosystem services from an athlete perspective.

The session applied the ecosystem services framework – traditionally used to assess the value of forests, rivers and wetlands – to sport, asking what natural environments provide to athletes and competition, rather than focusing solely on sport's impact on nature.

Other BENCHES partners include SL Benfica, World Athletics, the International Biathlon Union, the Italian Canoe Kayak Federation, the Sant'Anna School of Advanced Studies and Touchline.

The project, which runs between 2024-2027, will conclude with the development of a sport-specific biodiversity assessment tool that will be free to use for all sports organisations.



Co-funded by
the European Union



Sant'Anna
Scuola Universitaria Superiore Pisa



IN FOCUS

International recognition for sustainability in sailing

Our sustainability efforts received international recognition through a Highly Commended distinction at the IOC Climate Action Awards in the International Federation category. The award recognised our work to decarbonise on-water operations during the sailing competition at the Paris 2024 Olympic Game in Marseille.

Working with the Oria Marine Support Fleet Project, we monitored fuel consumption, emissions and efficiency across 285 support vessels, tackling one of the sport's largest sources of operational emissions while creating a model for future Olympic events.

The project was also shortlisted in the Inspired Innovation category at the Sport Positive Awards 2025. By combining advanced tracking technology with a gamified approach to fleet management and behaviour change, the initiative established a blueprint for more efficient support fleets at future regattas and Olympic Games, with the potential to reduce emissions by more than 20%.



IN FOCUS

Marine restoration project celebrated

At the World Sailing Awards, the LIFE Recreation ReMEDIES Project was named winner of the World Sailing 11th Hour Racing Impact Award. As World Sailing's highest recognition for marine sustainability, the award honours initiatives that demonstrate exceptional impact, innovation and replicability in line with Sustainability Agenda 2030.

Funded by the EU LIFE Programme and led by Natural England, the project brought together partners including the RYA's Green Blue initiative, the Ocean Conservation Trust, the Marine Conservation Society and Plymouth City Council. Together, they worked to restore seagrass meadows and protect sensitive seabed habitats while enabling people to continue enjoying the water responsibly.

The judges recognised not only the project's measurable environmental impact, but also its potential to be replicated by sailing organisations around the world. It provides a practical model for how sport can protect biodiversity through collaboration, science-led decision-making and community engagement.



Sara Sutcliffe, RYA CEO

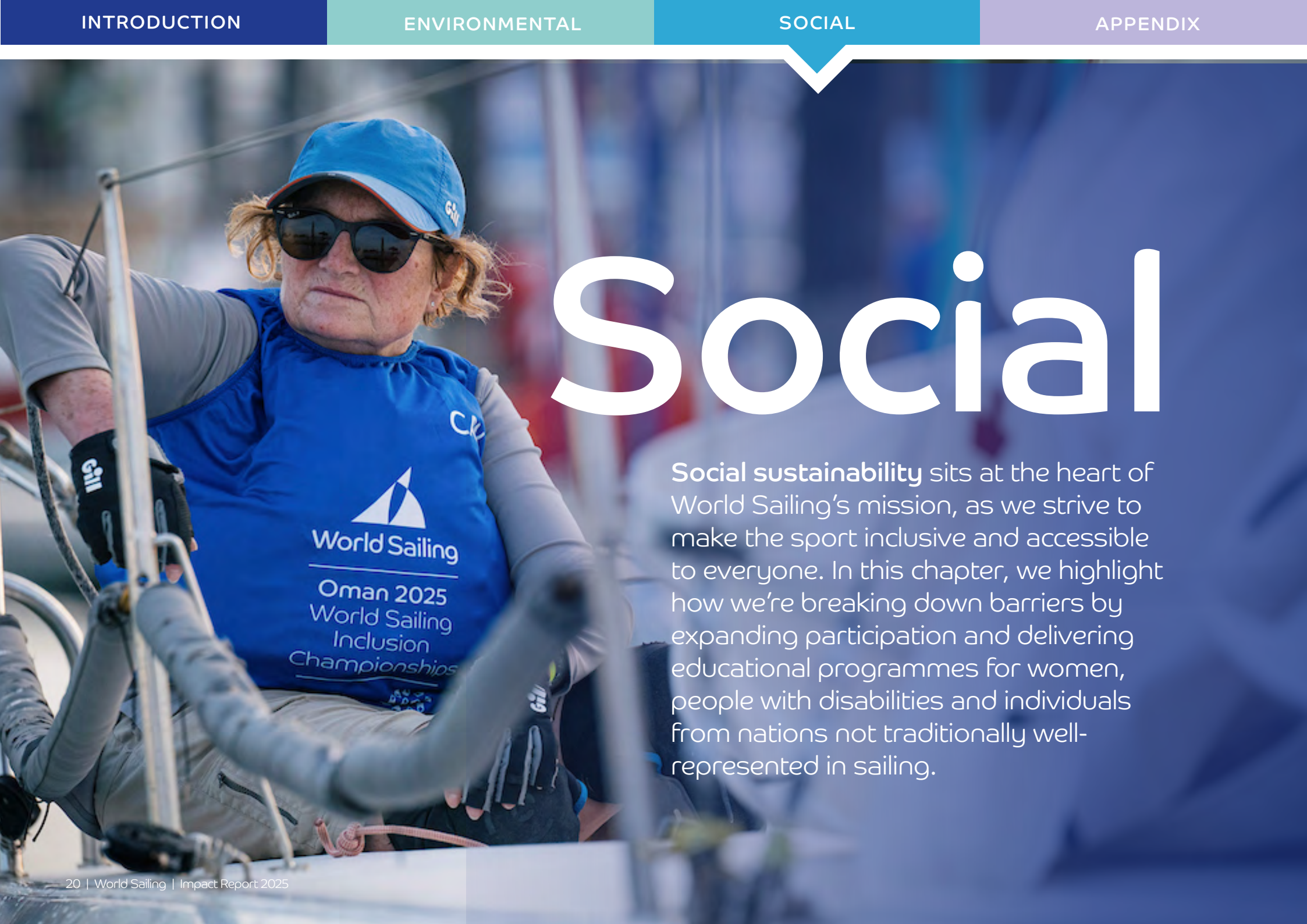


WORLD SAILING
AWARDS IRELAND
IMPACT AWARD



The project brings together conservation organisations and the recreational boating community to restore and protect vulnerable seagrass meadows and maerl beds across five Special Areas of Conservation along England's southern coastline. saveourseabed.co.uk

LIFE Recreation
ReMEDIES



Social

Social sustainability sits at the heart of World Sailing's mission, as we strive to make the sport inclusive and accessible to everyone. In this chapter, we highlight how we're breaking down barriers by expanding participation and delivering educational programmes for women, people with disabilities and individuals from nations not traditionally well-represented in sailing.

2025

Social SNAPSHOT



39

nations supported
our bid for
Paralympic
reinstatement

PAGE 23

50:50

gender balance
on the
World Sailing
Board

PAGE 26

83%

believe female
representation in
sailing has improved
since 2019

PAGE 28

43%

of participants
across level
1 courses
were women

PAGE 29

+1.5k

users registered
on the World
Sailing Academy
in 2025

PAGE 30

8 out of 15

Agenda 2030
environmental
targets achieved
since 2018

PAGE 35



A new benchmark for inclusive international sport

In 2025, we launched the inaugural World Sailing Inclusion Championships in Oman, creating a new global platform for sailors with a wide range of impairments to compete at the highest level of the sport.

Designed as the flagship event within our Inclusion pillar, the Championships reimagined the traditional Para sailing model. Alongside established physical impairment classes, athletes with visual and intellectual impairments competed within the same world-level framework, creating an environment that prioritised access, dignity and performance in equal measure.

The vision was simple but ambitious: if truly inclusive world championships did not yet exist at this scale, World Sailing would create them.

The first edition delivered a powerful statement of intent. Held at Mussanah Marina, the event attracted one of the largest country representations ever seen at a World Sailing Para event,

with 28 nations competing on Omani waters, demonstrating strong global demand for more inclusive competition pathways.

Oman secured hosting rights through a competitive international bid process, standing out for its accessible venue infrastructure, sustainability initiatives and long-term commitment to growing inclusive sailing in the region.

With an established national Para programme and ambitions to broaden participation across impairment groups, the Championships were embraced not as a one-off event, but as a catalyst for lasting regional change.

Delivering such an ambitious new event also generated valuable learning. Integrating multiple impairment groups required adaptations to race management, communication and athlete support. From clearer visual course identifiers to personalised boat labelling for

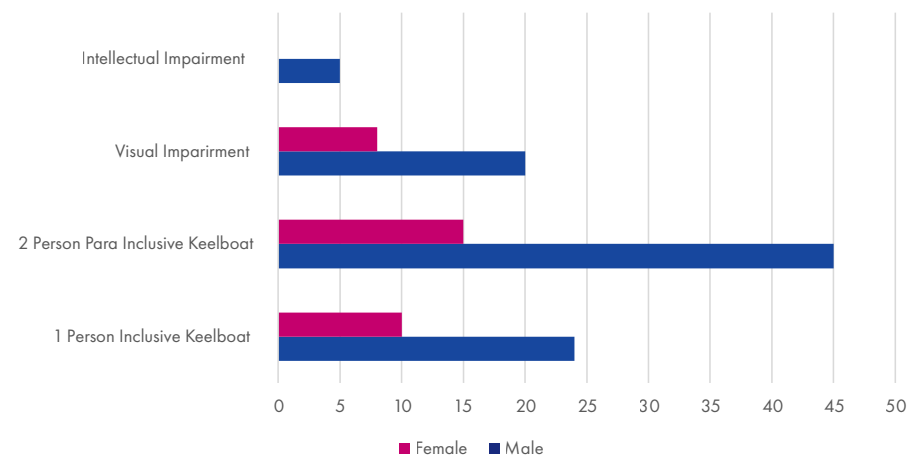
athletes with intellectual impairments, practical innovations were introduced throughout the competition. Coaches and volunteers also stepped forward to support new race formats, reflecting the collaborative spirit at the heart of the Power of Inclusion strategy.

By the end of the Championships, the impact was unmistakable.

Athletes who had previously lacked appropriate competitive pathways were able to compete within the same championship environment, share the same start lines and experience the same sense of belonging.

With plans already underway for the 2026 edition in Portimão, Portugal, and a revised equipment model to meet growing demand, the Inclusion Championships have rapidly evolved from a bold concept into a sustainable and growing programme.

Inclusion Championships 2025



A huge community effort towards Paralympic reinstatement

Thirty-nine nations. That was the number submitted to the International Paralympic Committee (IPC) in 2025 as evidence of active Para sailing competition worldwide, exceeding the IPC benchmark and marking the strongest global position sailing has held since its removal from the Paralympic programme.

Reinstatement to the Paralympic Games became the defining focus of 2025. What followed was one of the most comprehensive data mobilisation projects ever undertaken within the sport.

From early 2024, we started preparing for a formal IPC bid process, and when the templates were released the task was clear: provide verified competition evidence, athlete data, classification records and proof of activity across IPC regions dating back to 2019. The response from the global community was immense.

Through direct engagement and targeted communication, MNAs were asked to contribute detailed competition records. Several federations committed significant resources, and, alongside this effort, a volunteer audit group formed to independently verify submissions before formal presentation – a meticulous process carried out across time zones via shared platforms and regular review sessions.

The final submission confirmed 39 nations with active Para sailing competition. Importantly, this growth was not confined to established programmes. The data uncovered emerging activity in countries previously unrecorded, highlighting the true reach of the sport.

The bid also demonstrated progress towards the World Sailing Para Inclusive Strategy's wider pillars. Evidence was submitted on youth participation, increasing female representation and expanded provision for athletes with intellectual impairment – an area in which World Sailing is investing in research-led classification development in partnership with international universities.

While the IPC decision is expected later in 2026, the process itself has strengthened governance, unified MNAs behind a shared objective and reinforced the credibility of Para sailing on the global stage.



39

nations with
active Para sailing
competition

CASE STUDY

Expanding access to inclusive sailing

Inclusive sailing continued to expand in 2025 through a more connected development pathway, combining grassroots participation, regional competition and international progression.

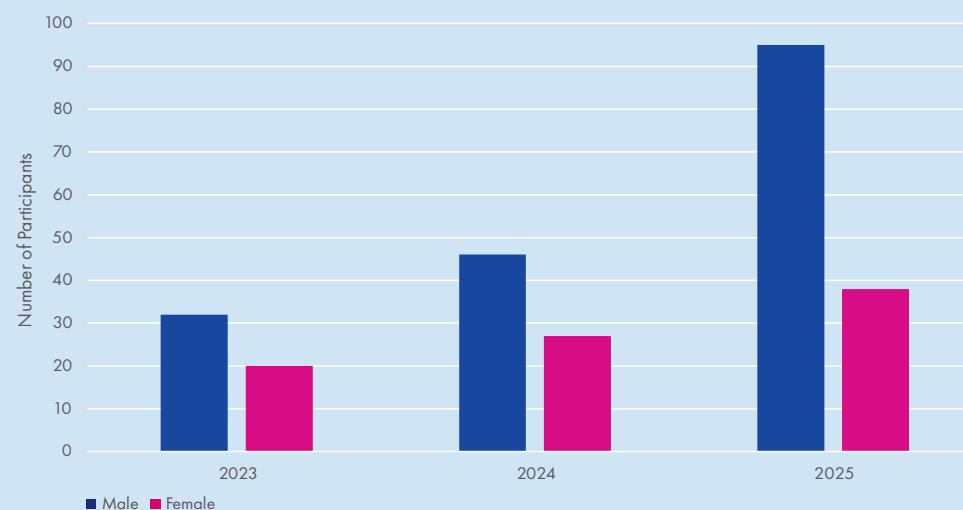
Across Asia and Europe, the Inclusive Development Programme and Asian Inclusive Sailing Series helped reduce barriers to participation by promoting integrated competition, simplified equipment pathways and proportionate cost models that make the sport more accessible to emerging sailing nations.

India illustrated the impact of this approach. Following engagement through the Inclusive Development Programme, the national federation progressed from limited Para sailing activity to hosting the Asian Inclusive Sailing Series.

At the same time, partnerships with rehabilitation centres and schools for visually impaired sailors created new entry points into the sport, while regional events provided athletes, coaches and race officials with valuable international experience ahead of world championship competition.



Asian Inclusive Sailing Series 2025



Inclusive Development Programme Participation Rates 2023-2025

CASE STUDY

Creating pathways for athletes with intellectual impairments

In collaboration with the University of Sydney and the Chinese University of Hong Kong, World Sailing advanced targeted research into classification for athletes with intellectual impairment. Moving beyond traditional IQ-based assessment, the project focuses on measuring functional impact within sailing itself.

Using a virtual reality Hansa 303 simulation developed with MarineVerse, sailors complete controlled, sport-specific tasks assessing decision-making, spatial awareness and rule application. This enables consistent, evidence-based evaluation of how impairment affects on-water performance.

Led by experienced classifiers and supported by academic researchers, the programme aims to strengthen classification integrity while creating a clearer pathway for athletes with intellectual impairment to compete at world level.



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and entertainment
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Gender parity at Board level demonstrates Steering the Course impact

Gender parity at leadership level marked a major milestone in World Sailing's drive toward greater equity across the sport.

For the 2025-2028 term, the Board achieved a 50:50 gender balance, while women represented 38% of members across World Sailing Committees and Commissions.

Supporting this progress has been our Steering the Course initiative, which continues to mobilise thousands of women worldwide to take part in sailing while creating pathways into technical and leadership roles.

A key commitment is the delivery of a minimum of three Women's Technical Courses and three Women's Race Official Clinics each year. In 2025, courses were delivered across Africa, Asia and South America, including Algeria, Egypt, Brazil, Hong Kong, China and Chinese Taipei.

Through these initiatives, 75 women completed technical training, strengthening the global pipeline of qualified coaches and officials. Women accounted for 30% of participants in World Sailing Technical Courses for Coaches in 2025, while 61 women took part in Technical Courses for Officials across 13 programmes worldwide.

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50:50
gender balance

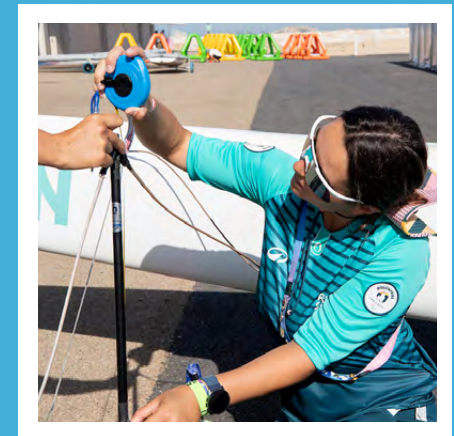
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Technical Courses
for Coaches in 2025



Female representation among race officials also increased significantly, reaching a 62:38 male-to-female split in World Sailing event appointments in 2025, while participation in the National Race Officials Training Programme reached 43% women. However, disparities remain in other areas of the pathway. At the Youth World Sailing Championships, women represented 18% of coaches, compared to 82% male, underlining the need for continued focus on leadership and high-performance coaching pathways.

Leadership pathways for women in high-performance coaching have also expanded through the WISH Programme, backed by the International Olympic Committee's Solidarity Fund. A sailing coach joined the programme's fifth cohort in 2025, adding to the four sailing coaches who have already benefited from the initiative and its leadership development opportunities.

Digital learning is also widening access to training and resources. The launch of the World Sailing Academy in June 2025 introduced a new e-learning platform supporting both national federations and World Sailing programmes. Within its first months, 1,218 sailors, coaches and officials registered, with women accounting for 31% of users.

Dedicated spaces such as the Women in Sailing Hub host resources including Taking the Bias out of the 'Start Line' and the 'Sailing Programmes for Social Inclusion Guidebook', helping clubs and event organisers build more inclusive sailing environments.

62:38

male-to-female split
in World Sailing event
appointments in 2025

Participation in the
national Race officials
Training Programme
reached

43%

Women accounted for

31%

of the 1,218 sailors,
coaches and officials
who registered with the
World Sailing Academy
in the first months
following launch



CASE STUDY

8 in 10 sailors say that female representation has improved

Six years on from the Women in Sailing Strategic Review (2019), early findings from The 2 x 25 Review, led by The Magenta Project in partnership with World Sailing and 11th Hour Racing, suggest encouraging progress across the sport.

A strong majority of respondents (83%) believe female representation in sailing has improved since the original survey, while 39% report that there are now more opportunities for women and individuals from underrepresented minorities to access sailing as a hobby or pastime. Among women specifically, 31% say they see greater opportunities in the sport.

These initial insights were presented at the World Sailing Annual Conference 2025 as part of an interim update to the landmark 2019 study, which surveyed more than 4,500 participants across 75 countries and highlighted widespread gender imbalance and experiences of discrimination throughout sailing.

While the results indicate that perceptions of representation and opportunity are beginning to shift, the findings also suggest that progress remains uneven across different areas of the sport. The presentation therefore provided an early snapshot of change six years on from the original review, with the full findings of The 2 x 25 Review due to be unveiled in 2026.

83%

believe female representation in sailing has improved since 2019

39%

(among women specifically) report greater opportunities in sailing



The Magenta Project
M



Early findings suggest encouraging progress across the sport

CASE STUDY

Reshaping the talent pipeline

The launch of the World Sailing National Race Officer Training Programme (NROTP) in 2025 marked a deliberate shift towards widening access to race management, and, crucially, creating more pathways for women within the sport.

Traditionally underrepresented in officiating roles, women made up 43% of participants across Level 1 courses and 31% at Level 2, signalling meaningful progress in addressing gender imbalance at different stages of the officiating pathway.

Delivered across 14 Member National Authorities, the programme prioritised geographic and cultural diversity, with courses spanning Africa, Europe, Asia and the Americas, and delivered in English, Spanish, French and Arabic. This accessibility has been key to unlocking participation from regions where opportunities – particularly for women – have historically been limited. Notably, Africa accounted for 36% of participation to date, with projections rising above 50%, suggesting strong engagement from emerging sailing nations.

Beyond access, the programme is translating participation into tangible progression. Of the 108 Level 1 attendees, 63 have already qualified as Club Race Officers, while the remainder are progressing through certification.

At Level 2, 17 of 26 participants have achieved National Race Officer status. These outcomes demonstrate that when structural barriers are reduced, women not only participate but succeed.

By targeting nations with limited officiating infrastructure and embedding inclusive participation, the NROTP is helping to reshape the talent pipeline, ensuring that the future of race management is more representative, global, and equitable.

43%

of participants across level 1 courses were women

31%

of participants across level 2 courses were women



National Race Official Training Programme Participation

An integrated and impact-driven development model

World Sailing Academy: A foundation of global development

In 2025, our development programme matured into a more integrated, accessible and impact-driven model, with the World Sailing Academy firmly at its centre.

What began as a digital learning platform has evolved into the backbone of coach, official and athlete development worldwide. More than 1,500 users registered on the Academy during the year, engaging with 12 courses covering topics including safeguarding, sustainability, race management and coach education. With more than 1,600 course engagements recorded, the Academy has enabled a shift from one-off interventions to a continuous blended learning model.

Participation was truly global, with users from every region of the world. Europe accounted for 40% of registrations, followed by North America (16%), Africa (13%), Asia (12%), South America (11%) and Oceania (7%). The delivery of courses in multiple languages has further widened access, helping to break down barriers for Member National Authorities and sailing communities across diverse regions.

+1.5k

users registered
on the Academy
during 2025

12

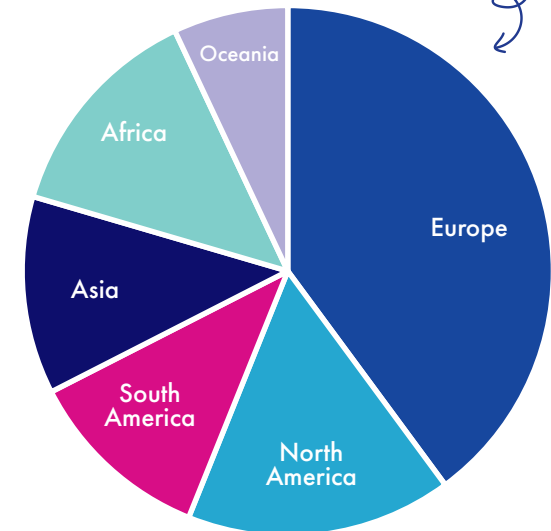
courses

1.6

course
engagements
recorded



World Sailing
ACADEMY



World Sailing Academy Regional Regulations

Strengthening athlete and coach pathways

The Academy has become a key component of our athlete and coach development programmes. Its impact was particularly evident within the Emerging Nations Programme (ENP), where online learning is now integrated into longer-term development pathways.

In 2025, the Youth Emerging Nations Programme was extended over a six-month period, incorporating structured online sessions before competition. Athletes were identified earlier, coaches became more involved in the selection process and preparation included technical, logistical and venue-specific guidance ahead of the Youth World Sailing Championships. The programme supported 21 athletes from 16 countries, with a near-equal gender split of 11 female and 10 male sailors.

The long-standing seven-week scholarship programme was also redesigned into two dedicated pathways: High Performance Coach and Development Coach. Combining four weeks of residential training with extended online mentoring through the Academy, the new model makes participation more accessible while increasing long-term impact.

Coaches continue to receive support after returning home, helping to embed knowledge and strengthen development systems within their national programmes.



Building technical capacity worldwide

The Academy has also transformed technical education and official development. The National Race Officer Training Programme has been fully integrated into the platform, with the Fundamentals of Race Management course now serving as a prerequisite for in-person Level 1 and Level 2 training, followed by online assessment. This represents a significant evolution of the race official development pathway and a practical example of hybrid learning in action.

Alongside Academy-based learning, 161 officials attended seminars designed to strengthen officiating knowledge and consistency, while 13 technical courses for officials engaged 230 participants globally, including 61 women. Seven Technical Courses for Coaches reached a further 381 participants in locations ranging from Libya and Latvia to Uruguay, with women representing 30.3% of attendees.

Regional initiatives further reinforced this work. In Africa, preparations for the Youth Olympic Games Dakar 2026 strengthened collaboration with National Olympic Committees through a combination of training camps, Academy education and direct engagement.

161

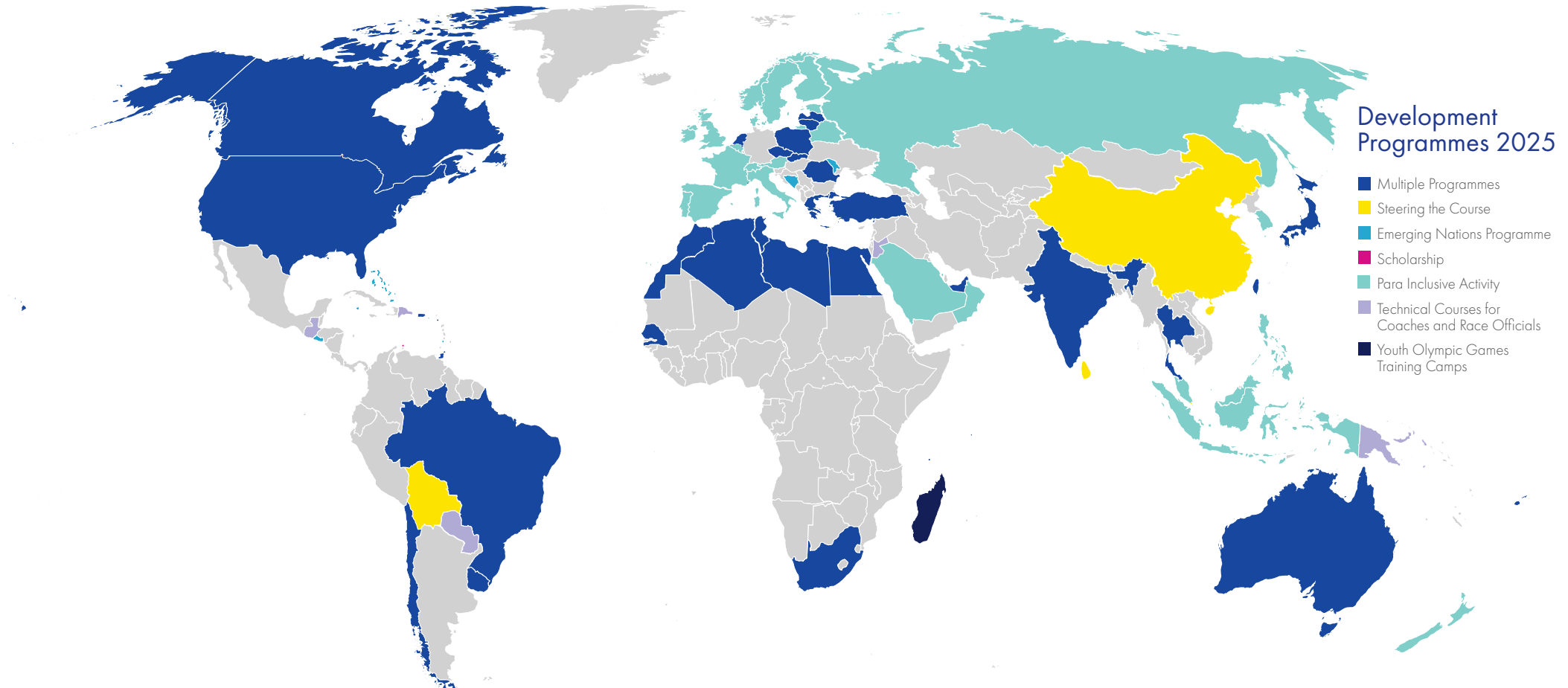
officials attended seminars designed to strengthen officiating knowledge and consistency

230

global participants for technical courses for officials

381

global participants for technical courses for coaches



Worldwide View of Participation

Algeria	Bolivia	China	Fiji	Indonesia	Lithuania	New Zealand	Republic of Korea	South Africa	Trinidad and Tobago
Antigua	Belize	Chinese Taipei	Finland	Ireland	Macao, China	Norway	Romania	Spain	Tunisia
Arabia	Belgium	Czechia	France	Italy	Madagascar	Oman	Russia	Sri Lanka	Türkiye
Aruba	Brazil	Denmark	Germany	Japan	Malaysia	Paraguay	Senegal	St Vincent and the Grenadines	United Arab Emirates
Austria	Brunei	Dominican Republic	Great Britain	Jordan	Moldova	Philippines	Serbia	Sweden	United States of America
Australia	Canada	Egypt	Greece	Kingdom of Saudi	Monaco	Portugal	Seychelles	Switzerland	Uruguay
Bahamas	Cayman Islands	El Salvador	Hong Kong, China	Latvia	Morocco	Poland	Singapore	Thailand	U.S. Virgin Islands
Bahrain	Chile	Estonia	India	Libya	Netherlands	Puerto Rico	Slovakia		

CASE STUDY

"An incredible experience" for Kyle D'Juran

"Winning the Sportsmanship Award at the Youth Sailing World Championships was one of the most meaningful moments of my sailing journey. It was voted on by the sailors and coaches, which made it really special. While my results didn't fully reflect what I was capable of, being recognised in that way meant a lot to me and is something I'm really proud of.

That experience came through the Emerging Nations Programme, which I qualified for after winning a national championship in Trinidad and Tobago. Coming from a small sailing nation, the programme was a huge opportunity. Training in Portugal with top coaches and sailors from around the world was a big step up, and it pushed me both technically and mentally.

One of the biggest things I learned was how important mindset is. I used to get frustrated by things I couldn't control on the water, but the programme really helped me focus on staying calm and composed.

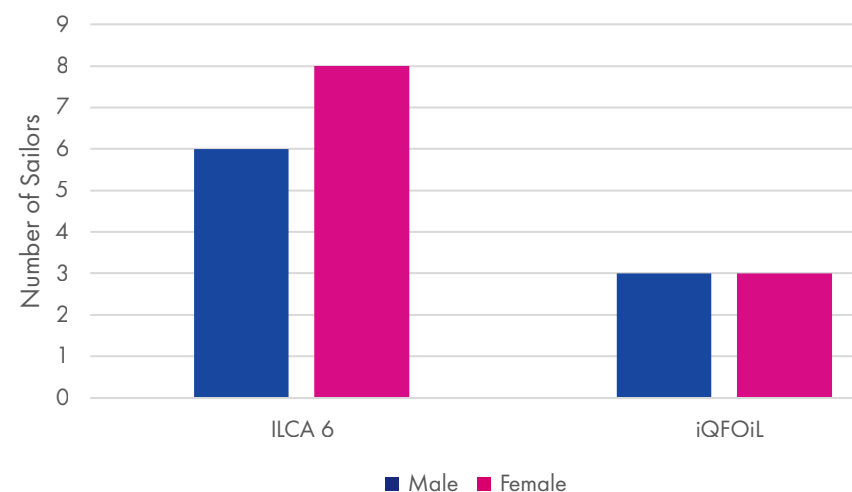
At the Youth Worlds, it was my first time competing at that level. I found it challenging – small mistakes can make a big difference in the fleet – but it was also an incredible learning experience. It showed me the standard required and gave me the motivation to keep improving.

Beyond the racing, the friendships and connections I made were just as important. The programme gave me a strong introduction to the international sailing community, and it's an experience that has shaped how I approach the sport moving forward."



"Winning the Sportsmanship Award at the Youth Sailing World Championships was one of the most meaningful moments of my sailing journey."

← Kyle D'Juran



Youth ENP Participation

CASE STUDY

Sustainability Webinar Series engages more than 3,000 stakeholders

The World Sailing Sustainability Webinar Series continued to play an important role in building awareness and capability across the global sailing community in 2025.

Delivered as part of a growing education offer, the series provided accessible, expert-led insights on key sustainability topics, helping MNAs and stakeholders better understand how to translate ambition into action.

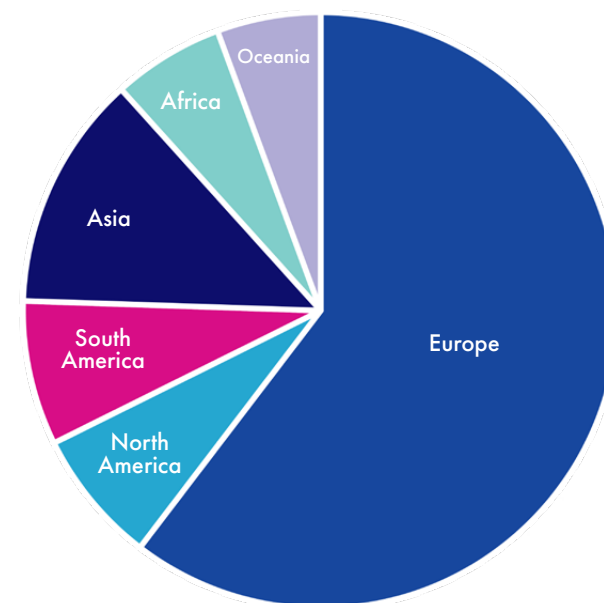
Across the season, the webinars reached a total of 3,311 participants worldwide, highlighting strong engagement with the topic. Europe accounted for 61% of attendees, followed by Asia (13%), North and South America (7% each), and Africa and Oceania (6% each), reflecting both established and emerging interest across regions.

The 2025 series focused on practical, real-world applications of sustainability. Sessions explored collaboration with industry partners, including a discussion with Kuehne+Nagel on sustainable logistics, and innovation in operations through data-driven efficiency solutions for coach boats.

Other sessions highlighted organisational journeys, such as EurlLCA's approach to sustainability, alongside broader social impact themes, including diversity and inclusion through the UpWind initiative and the development of para inclusive sailing.



The series provided accessible, expert-led insights on key sustainability topics



Sustainability Sessions Regional Attendance

Appendix



Agenda 2030

Targets

Targets

		OPERATIONAL AREA	DELIVERY YEAR	ACTIVITY			OPERATIONAL AREA	DELIVERY YEAR	ACTIVITY		
1	World Sailing will create a framework for measuring waste/recyclability/life cycle which World Sailing class manufacturers will be encouraged to adopt by 2020 with the aim of assisting manufacturers to reduce environmental impact.	Technical standards	2025	Olympic Classe LCA project underway. Completion due end of year 2026.	E		6	World Sailing will work with at least three industry bodies to collaborate and publish research that accelerates the end-of-life options for composites (used in boat building) and other boat components by 2020.	Technical standards	2022	Carbon Fibre Circularity Alliance Deloitte and IOC work ERH collaboration.
2	World Sailing will require any new class bids for the 2028 Olympics (and subsequent Olympics) to provide a life-cycle assessment that demonstrates that 90% of the boat (by weight) is recyclable.	Technical standards	2032	Olympic Classe LCA project underway. Completion due end of year 2026.	E		7	World Sailing will work with key industries to promote new products used in our sport with a lower environmental impact and work to make these available to sailors across the world by 2024.	Technical standards	2024	Sustainable Innovation Hub at Metstrade 2025 showcased products and services.
3	World Sailing will require that manufacturers non-reusable or non-recyclable boat building waste does not exceed 20% of the boat hull's finished weight across World Sailing Classes by 2030.	Technical standards	2030	Olympic Classe LCA project underway. Completion due end of year 2026.	E		8	World Sailing will collaborate with marine industry associations and other sectors to promote more sustainable equipment and maintenance regimes by 2020.	Technical standards	2023	IMO Glofouling project collaboration with ICOMIA and IUCN resulting in release of Biofouling Management for Recreational Boating in Q4 2022. Sustainable Innovation Hub at Metstrade 2025 showcased products and services.
4	World Sailing will provide feedback to manufacturers and give guidance on sustainability improvements through validation visits with Olympic Class manufacturers by 2019.	Technical standards	2024	Olympic Classes LCA project underway. Results will provide information.	E		9	World Sailing will implement the International Olympic Committee's responsible sourcing guidelines which Olympic Class equipment manufacturers will have to meet, and World Sailing Classes and Rating manufacturers will be encouraged to adopt by 2024.	Technical standards	2024	Not Started but to be informed by the Olympic Classes LCA project.
5	With the approval of manufacturers, World Sailing will collate and share sustainable best practice by 2020.	Technical standards	2023	Collation of best practices underway.	E		10	World Sailing will specify that all new offshore racing yachts (OSR Cat 0, 1 & 2) constructed after 2022, will produce at least 20% of their power requirements using renewable energy sources whilst racing.	See WS member charter	2024	OSR 2026-27 Appendix M: Offshore Racing Environmental Code.

E ENVIRONMENTAL
G GOVERNANCE
S SOCIAL

Targets

Targets												
		OPERATIONAL AREA	DELIVERY YEAR	ACTIVITY			OPERATIONAL AREA	DELIVERY YEAR	ACTIVITY			
11	World Sailing will maintain an ISO 20121 third party certified management system.	Events	2019	Management system recertification gained November 2023. Audited every 12 months by British Standards Institute.	G		17	World Sailing will reduce the number of coach boats with combustion engines by 50% (vs 2017) that are allowed at World Sailing organised Olympic Class events by 2024. This will be safety dependent.	Events	2024	26% reduction in coach boats at Paris 2024 compared to Tokyo 2020. Quota requirements being set for 2027 World Championships.	
12	World Sailing will abolish the use of single use plastics (with the exception of boat branding) at all of its events by 2019.	Events	2019	Required within all World Sailing owned event contracts. Audits occur at all major events. Control and enforcement can be limited by organising committees.		E		18	World Sailing (the company) will be carbon neutral by 2022 for direct carbon emissions (scope 2).	Events	2022	World Sailing has been neutral for Scope 1 & 2 emissions since 2019.
13	World Sailing will encourage the abolishment of single use plastics at national sailing events by 2030.	Events	2030	MNAs and Classes with sustainability strategies and event requirements are increasing uptake at national level.		E		19	World Sailing (the company) will achieve at least 50% reduction in carbon emissions (vs 2019) by 2024.	Events	2025	Over 50% reduction for 2025.
14	World Sailing will deliver a third party assessed sustainability related management system at an MNA and Class Association by 2020.	Events	2023/4	Italian RS221 Class attained ISO202121 certification in 2023.		E		20	World Sailing will fully integrate the Para Sailing World Championships with the World Sailing World Championships from 2022.	Events	2022	2024 inclusion in the Sailing World Championships. Para activity is planned for 2027 Sailing World Championships.
15	World Sailing will achieve the World Sailing water quality standard at all venues hosting World Sailing events by 2020.	Events	2020	Water quality testing is a standard contractual requirements within owned events.		S		21	World Sailing will collaboratively review and approve an event sustainability standard (certified by ISEAL) which can be voluntarily used by all sailing events by 2020. World Sailing will review approved external standards on an annual basis.	Events	2020	World Sailing's work with Sailors for the Sea Clean Regattas aims to increase the uptake. 2025 numbers increased.
16	World Sailing will specify that all official boats (safety dependent) used at World Sailing organised Olympic Class events will not be solely reliant on fossil fuels for propulsion by 2025.	Events	2025	Required within all World Sailing owned event contracts. Audits occur at all major events.	E		22	World Sailing will develop a biosecurity strategy by 2022 that includes assisting MNAs to create biosecurity plans in addition to a biosecurity plan for World Sailing's own events to minimize the risk of spreading invasive species.	Events	2022	Utilising the biodiversity checklist developed alongside the IUCN, to develop nature protection plans for owned events.	

E ENVIRONMENTAL
G GOVERNANCE
S SOCIAL

Targets

		OPERATIONAL AREA	DELIVERY YEAR	ACTIVITY			OPERATIONAL AREA	DELIVERY YEAR	ACTIVITY
23	In conjunction with partners, World Sailing will produce guidance, as necessary, to mitigate negative impacts sailing can have on marine cetaceans by 2020	Events	2025	Marine Megafauna Guidance released in December 2025 alongside Marine Mammal Advisory Group.	29	Using participation data, World Sailing will develop a programme to promote access to the sport focused on under-represented groups by 2020.	Training	2023/4	Not started
E					S				
24	World Sailing will ensure every World Sailing event engages with the local community through outreach activities by 2020 and encourage national events to replicate.	Events	2020	Included in all World Sailing event contracts.	30	World Sailing will collate and share best-practice sustainability resources and training programmes from other organisations centrally and promote to MNAs and class associations by 2020.	Training	2023	Sustainability Sessions Season 2 reached over 3000 stakeholders.
E					E				
25	World Sailing will achieve athlete gender parity at an event level at all World Sailing organised events by 2019.	Events	2019	Achieved for World Sailing Championships and Youth World Sailing Championships.	31	World Sailing will integrate sustainability related requirements into the criteria for an organisation to become an 'approved training centre' and assist in the implementation by 2019.	Training	2019	Requirements have been a contractual obligation for approved training centres since 2019.
S					E				
26	World Sailing will achieve gender parity for race officials at Olympic and World Cup championships by 2028.	Events	2028	Work underway to accelerate progress. Total appointments in 2024 comprised 31% female appointments. For Paris 2024 32% of appointments were given to females, with gender equity across chief and vice chief positions.	32	World Sailing will include modules on sustainability in all World Sailing training/coaching programmes by 2019.	Training	2019	All programmes have included sustainability modules since 2019. The sustainability department deliver live training to the scholarship programme annually.
S					E				
27	World Sailing will encourage its sanctioned Special Events to achieve a 50% gender parity for competing teams (including shore crew) by 2028.	Events	2028	Increased Women's participation and inclusion opportunities within Special Events.	33	World Sailing will create sustainability content that can be embedded within sail training used by MNAs around the world by 2020. World Sailing 'recognised training' shall include this content into the scheme.	Training	2020	All programmes have included sustainability modules since 2019.
S					E				
28	World Sailing will develop a reuse programme for used equipment benefiting emerging nations and support similar national schemes by 2020.	Training	2024	Not started	34	From 2019, World Sailing will annually recognise those who are helping to make the sport of sailing more sustainable, and who are contributing to the achievement of World Sailing's Sustainability Agenda 2030.	Training	2019	World Sailing 11th Hour Sustainability Award annually awarded. RYA Life REMEDIES Project was the 2025 winner.
E					G				

E ENVIRONMENTAL
 G GOVERNANCE
 S SOCIAL

Targets

		OPERATIONAL AREA	DELIVERY YEAR	ACTIVITY		OPERATIONAL AREA	DELIVERY YEAR	ACTIVITY
35	World Sailing will review and identify certification and best practice standards internationally and support their adoption by 2020.	Venues and Facilities	2020	Certifications and best practices for venues have been collated and World Sailing are actively encouraging venues to adopt the Clean Regatta framework by Sailors for the Sea for sailing events.	G	Members	2018	World Sailing have two members of staff designated to implement Agenda 2030, Director of Sustainability and Sustainability Executive.
36	World Sailing will collaborate with members and partners to help develop sustainability standards for sailing clubs, working with existing organizations by 2020.	Venues and Facilities	2020	Sustainable Clubs Tool available	E	Members	2019	Not started
37	World Sailing will establish a venue data monitoring programme, document best practice and develop a sustainable venue standard by 2020.	Venues and Facilities	2020	Venue data monitoring has been conducted through the Sustainable Club Tool and data on the number and spread of Clean Regattas.	G	Members	2025	Online reporting available to all Classes.
38	World Sailing will develop an accessibility standard in partnership with existing standard producers tailored for use at sailing clubs, venues and marinas worldwide by 2022.	Venues and Facilities	2023	Guidance published in December 2024. This will aid sailing clubs, events and marinas in the required steps to ensure inclusive sailing.	S	Members	2023	The Sustainability Commission has designated working groups around nature, EDI, technical, engagement and decarbonisation, led by experts in these fields.
39	World Sailing will encourage and assist where appropriate to allow all MNAs to have their own sustainability strategy that supports World Sailing's sustainability Agenda 2030 by 2024.	Members	2024	Encouraged MNAs through Sustainability Sessions and wider industry through the Sustainable Innovation Hub alongside the Toolbox.	G	Members	2024	Development underway.
40	World Sailing has a designated member of staff to implement the Sustainability Agenda 2030 and to assist MNAs and Class Associations with improving sustainability.				G	Members	2020	All resources are available for translation upon request. The Youth Sustainability Education Programme resources have been translated into nine languages so far.
41	In collaboration with its members, World Sailing will create a sustainability charter outlining sustainability intent which members can sign up to by 2019.				G			
42	World Sailing will develop an online reporting tool which all World Sailing classes will be encouraged to use to report on their environmental impact by 2020.				E			
43	World Sailing will create working groups comprised of classes, MNAs and appointed experts to share best practice in sustainability as well as address sustainability issues by 2019.				G			
44	World Sailing will create a sustainability tool for MNAs and Class Associations to measure and report on their environmental performance by 2020.				E			
45	World Sailing will enable all sustainability resources to be available for translation upon request and will work with MNAs to translate accordingly.				G			

E ENVIRONMENTAL
G GOVERNANCE
S SOCIAL

Targets

		OPERATIONAL AREA	DELIVERY YEAR	ACTIVITY			OPERATIONAL AREA	DELIVERY YEAR	ACTIVITY
46	World Sailing will provide the opportunity for each MNA to appoint an athlete or individual as a sustainability champion providing them with suitable training and a platform to engage with a wider audience by 2020.	Members	2023	Development to get underway in 2026 as part of Sustainability Commission workplan			Participation	2021	A handbook with case studies to aid in this is under development.
E					S				
47	World Sailing will target a 50% gender equality on its Board and Athletes' Committee by 2021.	Members	2021	The current board is 50:50 and athletes' committee is 56:44.			Participation	2025	Social Inclusion Guidance released in 2025 and included on the World Sailing Academy, online learning platform.
S					S				
48	World Sailing will target a 50% gender parity across all its elected governance bodies by elections in 2024.	Members	2025	This was required for the recent 2025-2028 elections for the World Sailing Board, and the 2025-2028 board has gender equity.			Participation	2025	
S					S				
49	World Sailing will partner with a logistics organisation to create more efficient boat transport options for class associations by 2020.	Members	2024	Kuhene + Nagel was brought on board as World Sailing's logistic partner in 2024.			Participation	2030	Supporting The Magenta Project to encourage greater female participation in the sport.
E					S				
50	Work with members to research current participation rates by 2020 and develop a universal framework for countries to use.	Participation	2023	Research into participation rated with our MNAs is being developed.			Participation	2019	Funds are granted for initiatives directly from World Sailing.
S					S				
51	In conjunction with partners, World Sailing will commission research to fully understand barriers to participation, and will review and develop a strategy to tackle the barriers to participation in sailing with findings to be presented in 2020.	Participation	2020	In conjunction with The Magenta Project, the 2x25 Review was carried out in 2025. Full results published in 2026.					
S					S				
52	World Sailing will support existing successful participation programme and develop a more universal participation programme for MNAs to adopt by 2021.								
S					S				
53	World Sailing will promote activities which encourage and tackle social inclusion within sailing.								
S					S				
54	World Sailing will develop resources and digital tools to better equip our members to create their own social inclusion programmes and activities by 2022.								
S					S				
55	World Sailing will work with partners to create a career pathway for women with the target of achieving the same representative ratio of male to female professional sailors as the total number of male to female sailors registered on World Sailing's sailor ID system by 2030.								
S					S				
56	World Sailing will support the World Sailing Trust to raise funds for women's participation programmes with grants being awarded by 2019.								
S					S				

E ENVIRONMENTAL
G GOVERNANCE
S SOCIAL

Global Reporting Index - GRI Content Index

NO	DISCLOSURE	LOCATION	NO	DISCLOSURE	LOCATION
1	GRI 1 Foundation 2021	Statement of use: World Sailing has reported the information in this GRI context index for the period of 1 Jan 2025 to 31 Dec 2025 with reference to the GRI Standards..	2.18	Evaluation of the performance of the highest governance body	Board Charter
2. General Disclosures 2021			2.19	Remuneration policies	Constitution; Board Charter
2.1	Organisational details	Within report	2.20	Process to determine remuneration	Constitution; Board Charter
2.2	Entities included in the organisation's sustainability reporting	Within report	2.22	Statement on sustainable development strategy	Sustainability Policy
2.3	Reporting period, frequency and contact point	The annual Impact Report covers the period of activity from 1 January 2025 to 31 December 2025. Contact point on back cover.			Agenda 2030
2.4	Restatement of information	No restatements of information			Ready For the Future
2.5	External assurance	Carbon Footprint verified by One Carbon World	2.23	Policy commitments	Sustainability Policy
2.6	Activities, value chain and other business relationships	2024 Impact Report			Agenda 2030
2.7	Employees	World Sailing has 29 FTE. Male to female ratio of 55% to 45%.			Ready For the Future
2.8	Workers who are not employees	World Sailing regularly has 11 full time contractors	2.25	Processes to remediate negative impacts	Agenda 2030
2.9	Governance structure and composition	Governance Structure	2.26	Mechanisms for seeking advice and raising concerns	Ready For the Future
2.10	Nomination and selection of the highest governance body		2.27	Compliance with laws and regulations	
2.11	Chair of the highest governance body	Constitution	2.28	Membership associations	
2.12	Role of the highest governance body in overseeing the management of impacts	Constitution; Board Charter	2.29	Approach to stakeholder engagement	
2.13	Delegation of responsibility for managing impacts	2024 Impact Report	3. Material Topics 2021		
2.14	Role of the highest governance body in sustainability reporting	Governance Structure; Board Charter	3.1	Process to determine material topics	Sustainability Agenda 2030
2.15	Conflicts of interest	Conflict of Interest Policy	3.2	List of material topics	Sustainability Agenda 2030
2.16	Communication of critical concerns	Board Charter	3.3	Management of material topics	Sustainability Agenda 2030
2.17	Collective knowledge of the highest governance body	Board Charter			



World Sailing

June 2026

World Sailing
4th Floor
3 Shortlands
London
W6 8DA
United Kingdom

For any questions, please contact:
Sustainability Department,
sustainability@sailing.org

www.sailing.org

sport / nature / technology