

Regulation 11.7 Equipment Re-evaluation Procedures for Brisbane 2032

1. Introduction

- 1.1 This paper seeks alignment from the Equipment Committee on the scope, process and timetable for the re-evaluation of Olympic Equipment required under Regulation 11.7 ahead of the Brisbane 2032 Olympic Games.
- 1.2 The Equipment Committee is responsible for deciding the re-evaluation procedures, subject to approval by the Board, and subsequently recommending to Council whether the current Equipment should be retained, evolved or replaced.
- 1.3 The Executive Office and the Regulation 11.7 Task Team have prepared an initial working draft. This paper seeks agreement on the framework before the detailed criteria and procedures are developed, consulted upon and returned to the Committee for recommendation to the Board later in 2026.

2. Recommendation

- 2.1 That the Equipment Committee:
 - (a) notes its responsibilities under Regulation 11.7 and the subsequent decision-making pathway;
 - (b) endorses the proposed scope, evaluation process and timetable set out in this paper;
 - (c) agrees that the procedures should include event-specific and general criteria together with appropriate commercial, technical and equipment governance requirements; (see Appendix 1) and;
 - (d) directs the Executive Office and Regulation 11.7 Task Team to develop the detailed procedures, undertake stakeholder consultation and return them to the Equipment Committee for recommendation to the Board.

3. Regulatory context and responsibilities

- 3.1 Equipment selected for each Olympic Event must be re-evaluated at least every eight years, including where there is no current proposal to change the Equipment. The purpose is to provide fair and objective market access, reduce the risk of monopolies and support continuing price competitiveness and equipment quality.
- 3.2 Regulation 11.7 requires the procedures to:
 - (a) allow Classes and manufacturers of other equipment suitable for the Event to tender;
 - (b) use criteria which are open, fair and non-discriminatory; and
 - (c) publish those criteria as part of the invitation to tender.
- 3.3 The decision-making pathway is:
 - (a) the Equipment Committee decides the procedures and the format of any equipment trials, subject to approval by the Board;
 - (b) the Board approves the procedures and trials and may appoint the Evaluation Panel following a recommendation from the Equipment Committee;
 - (c) the Evaluation Panel applies the approved criteria and reports to the Equipment Committee;
 - (d) the Equipment Committee recommends to Council whether to retain, evolve or replace the Equipment; and
 - (e) Council recommends the final equipment decision to the General Assembly under Regulation 11.6.

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- 3.4 The re-evaluation complements, but is distinct from, the Olympic Event review. It tests whether incumbent Equipment for an established Event should continue following an open process. Where a new Event is selected, there is no incumbent Equipment, and a separate equipment selection is conducted against criteria approved by the General Assembly.

4. Proposed scope

- 4.1 The detailed procedures are proposed to cover:
- (a) event-specific criteria defining the essential characteristics and requirements of the Equipment for each Event;
 - (b) general criteria applicable across all re-evaluations, including Olympic Vision alignment, accessibility, sustainability, technical readiness, one-design integrity, supply capacity and campaign cost;
 - (c) commercial requirements, including transparency of prices, royalties, licensing, certification and administrative fees, and the approach to price adjustments;
 - (d) technical and equipment governance requirements, including class rules, building specifications, certification controls, builder approval, tooling, technical audits and permitted modifications;
 - (e) intellectual property, licensing and continuity arrangements that protect market access and continuity of supply; and
 - (f) evaluation process, evaluation panel appointment, reporting, legal review and associated evaluation costs.
- 4.2 The process also provides an opportunity to establish clearer roles, responsibilities and obligations for Olympic Class Associations, right holders, designers and manufacturers, helping to address recurring governance, technical and commercial issues across Olympic equipment stakeholders.
- 4.3 Agreement is not sought at this meeting on the detailed wording of these requirements. The purpose is to confirm that they fall within the intended scope before the final procedures and consultation draft are developed.

5. Proposed evaluation process and timetable

- 5.1 The working evaluation structure is based on the approach used in 2019 (previous re-evaluations) and allows to avoid sea trials where the documentary and technical evidence is sufficient:
- (a) Phase 1 - document-based assessment against the published criteria and shortlisting;
 - (b) Phase 2 - additional information and technical verification, including production, assembly-site or event visits where required, followed by a report to the Equipment Committee; and
 - (c) Phase 3 - sea trials only where the evidence from Phases 1 and 2 is insufficient to support a recommendation.
- 5.2 The proposed timetable is:
- (a) August to October 2026 - agree the scope, develop the procedures and undertake initial stakeholder and legal consultation;
 - (b) late 2026 - Equipment Committee recommendation and Board approval of the procedures and evaluation arrangements;
 - (c) late 2026 / early 2027 - publish the invitation to tender following the Regulation 11.5 Event decisions;
 - (d) first half of 2027 - complete Phases 1 and 2 and make the Equipment Committee recommendation no later than mid-year where trials are not required;

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- (e) second half of 2027 - conduct Phase 3 where required and complete the Equipment Committee recommendation no later than the 2027 Annual Conference;
- (f) by 31 December 2027 - Council decide the Equipment under Regulation 11.6; and
- (g) by 1 May 2028 - conclude the necessary equipment agreements under Regulation 11.9, unless the Board changes that date.

6. Next steps

6.1 Following the Committee meeting, the Executive Office and Task Team will:

- (a) revise the working draft to reflect the Committee's direction;
- (b) develop the detailed criteria and resolve the outstanding commercial, technical, licensing and cost-allocation matters;
- (c) consult affected Olympic Class Associations, manufacturers, right holders and other relevant stakeholders and obtain appropriate governance and legal review; and
- (d) return the proposed procedures to the Equipment Committee for recommendation to the Board.

Appendix 1 - Draft Criteria and Rationale

A1. Principles applying to the criteria

- 1.1 The procedures and criteria must allow Classes and manufacturers of other equipment suitable for the Event to tender and must be open, fair and non-discriminatory.
- 1.2 The re-evaluation is intended to test continued selection through a competitive process. It does not create a presumption that the incumbent Equipment should be changed.
- 1.3 The criteria should distinguish between:
 - (a) the characteristics required for equipment to be suitable for the relevant Olympic Event; and
 - (b) the technical, commercial and governance commitments required for the Equipment to remain selected for an Olympic cycle.

Reason: This structure allows alternative equipment to be assessed against the needs of the Event while also ensuring that any successful tenderer accepts clear and enforceable conditions for Olympic selection.

A.2 Event-specific criteria

- 2.1 Event-specific criteria will be developed separately for each Event being re-evaluated. It should describe the essential characteristics and performance requirements of the equipment for that Event.
- 2.2 Depending on the Event, these criteria may address the equipment configuration, construction, athlete weight ranges, rig and sail plan, operating wind range and the intended manufacturer or production model.
- 2.3 For illustration, the event-specific criteria used in the 2019 re-evaluation of the Mixed Two Person Dinghy Event described:
 - (a) a displacement, non-foiling boat;
 - (b) glass-fibre reinforced polyester hull construction;
 - (c) a skipper weight range between 50 kg and 70 kg and a crew weight range between 65 kg and 80 kg;
 - (d) a single-trapeze rig with defined mainsail, jib and symmetrical spinnaker areas;
 - (e) suitability for competition in wind ranges between 5 and 35 knots; and
 - (f) the ability to allow multiple manufacturers, such as through a measurement-controlled Class model.

A.3 General criteria

- 3.1 The current draft proposes general criteria that would apply consistently across all equipment re-evaluations, in addition to the event-specific criteria.
- 3.2 Alignment with the World Sailing Olympic Vision and relevant strategic objectives.
- 3.3 Alignment with World Sailing sustainability objectives.
- 3.4 Adherence to one-design principles and the ability to maintain equipment integrity and consistency.
- 3.5 Technical and professional capacity of the Class, right holder, designer and manufacturers involved in the tender.
- 3.6 Technical readiness and viability of the equipment and its supporting rule and certification framework.

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- 3.7 Availability of equipment and capacity to supply the international market.
- 3.8 Use of current World Sailing Standard Class Rules and an appropriate equipment control model.
- 3.9 Equipment price and the overall cost of an Olympic campaign.

A4. Commercial and pricing criteria

- 4.1 The purpose of the commercial and pricing criteria is to ensure that the cost of Olympic Equipment remains fair, reasonable, transparent and accessible, while preventing hidden or non-transparent cost increases.
- 4.2 Existing and proposed licensing, certification and administrative fees must be clearly disclosed in the tender.
- 4.3 No additional fees, royalties, certification marks or similar charges should be introduced where they increase the cost of equipment without prior World Sailing approval.
Reason: This is intended to prevent the commercial terms presented during selection from being materially changed later through additional mandatory charges.
- 4.4 Tenderers should provide transparency on the commercial structure of the equipment, including:
 - (a) historical pricing and the proposed pricing evolution over the Olympic cycle;
 - (b) a high-level identification of key cost drivers;
 - (c) the ex-factory price of each equipment item;
 - (d) the wholesale price, where applicable;
 - (e) the recommended retail price to end users; and
 - (f) the composition and price of equipment packages and optional components.
- 4.5 Tenderers should propose a clear mechanism for price adjustments over the Olympic cycle, including:
 - (a) defined circumstances in which price increases may occur;
 - (b) a maximum annual adjustment methodology linked, where appropriate, to an objective index; and
 - (c) a justification framework for increases beyond ordinary indexation.
- 4.6 Price increases should be notified to World Sailing in advance and objectively justified.
- 4.8 Where pricing is excessive or inconsistent with the commitments made, World Sailing should reserve the ability to review the selection or consider alternative supply arrangements for the affected equipment items.
Reason: Commercial requirements need an effective remedy. The precise mechanism and thresholds will require legal review and must be reflected in the relevant equipment agreements.

A5. Technical requirements and equipment governance criteria

- 5.1 The technical criteria are intended to clarify how equipment becomes eligible, how conformity is controlled and how responsibilities are divided between World Sailing, the Class, the right holder, the designer and manufacturers.
- 5.2 Class rules should determine the eligibility of equipment items subject to limitations through one of the following approaches:
 - (a) Option 1 - defining measurement controls within the class rules; or

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- (b) Option 2 - requiring the equipment to display approved certification marks.

Reason: This is intended to replace uncertainty around manufacturer-controlled equipment with a clear control model. Equipment should be eligible because compliance is capable of being verified through measurement or certification, rather than solely because it was supplied by a licensed builder.

- 5.3 For equipment controlled through certification marks, the current draft proposes the following requirements:

- (a) use of the World Sailing Manufacturer Certification System, defining the certification controls, certification authority and certification measurers for each equipment item;
- (b) certification marks carrying a unique reference number issued or approved by World Sailing;
- (c) provision to World Sailing of the design specifications which determine the physical properties of the equipment;
- (d) development of the certification controls by the builders or right holder together with World Sailing; and
- (e) where adequate specifications do not exist, the ability for World Sailing to develop them at a cost determined by the Board.

Reason: These requirements provide traceability and an objective technical reference against which production can be audited. They also ensure that World Sailing has access to the information necessary to regulate manufacturer-controlled Olympic Equipment.

- 5.4 The current draft proposes that World Sailing should receive the rights necessary to operate the technical and builder-approval framework, including:

- (a) a licence to use the relevant Class trademark and logo while the Equipment remains selected; and
- (b) sufficient licensing rights to approve and regulate builders, subject to any fair, reasonable and non-discriminatory approval requirements proposed by the Class or right holder.

- 5.5 The draft includes the following proposed audit, certification and application cost arrangements:

- (a) the Class covering the attendance costs of one World Sailing Technical Auditor at pre-event inspections for one event per year;
- (b) manufacturers meeting audit costs required under the Manufacturer Certification System;
- (c) builders paying certification fees determined by the Board;
- (d) applicant builders paying an application fee to cover the cost of their evaluation;
- (e) licensing or royalty fees being agreed between World Sailing, the Class and the right holder; and
- (f) no additional fees or certification marks being imposed by the Class or right holder where they effectively increase the cost of equipment outside the agreed framework.

Reason: The objective is to make the cost of regulating manufacturer-controlled equipment transparent and sustainable, while avoiding duplicate or hidden charges.

- 5.6 Where conformity depends on approved moulds, tooling or reference shapes, the draft proposes that:

- (a) builders provide World Sailing with scan files of relevant moulds or tooling, or arrange for World Sailing Technical Auditors to perform the scanning at the builder's cost; and
- (b) foil builders provide scans of an agreed number of prototypes as reference blueprints, or arrange for World Sailing to undertake those scans at the builder's cost.

- 5.7 Class rules should define how equipment may be modified after production and after the certification mark has been applied.

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- 5.8 The proposed default is that the equipment must continue to comply with the certification requirements throughout its lifespan. Where compliance is required only at the time of production, this should be expressly stated and the rules should define any re-certification process.

A6. Intellectual property, licensing and continuity criteria

- 6.1 As a condition of selection, the successful tenderer should grant World Sailing sufficient intellectual property and licensing rights to regulate the equipment, maintain continuity of supply, enable access by qualified manufacturers and prevent undue market control.
- 6.2 The current draft proposes that the rights granted should be sufficient to allow World Sailing, if required, to organise and maintain supply without depending entirely on the original right holder.
- 6.3 The proposed framework includes:
- (a) a worldwide, non-exclusive licence for the duration of the Olympic selection, on a royalty-free or fair, reasonable and non-discriminatory basis;
 - (b) rights to use relevant intellectual property for production and certification, appointment and licensing of builders, event delivery and promotion;
 - (c) access, where applicable, to design specifications, technical documentation, trademarks and branding;
 - (d) the right for World Sailing to approve, appoint and license qualified builders and to sub-license the necessary intellectual property;
 - (e) any builder-approval system complying with fair, reasonable and non-discriminatory principles and not unduly limiting market access;
 - (f) full disclosure of licensing, royalty and certification fees; and
 - (g) no additional or undisclosed charges without prior World Sailing approval.

Reason: Olympic selection should not create a position in which a single party can prevent continuity of supply, exclude qualified manufacturers or restrict World Sailing from regulating the selected equipment. The detailed rights must nevertheless be proportionate