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Update Events Decision Regulation 11.5

August 2026

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Part 1: Summary

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1 Where we stand

In close collaboration the Events Committee (EC) and the Equipment Committee (EQ) have discussed the Joint Working Group Report Events Decision under Regulation 11.5. Based on these conversations, **no formal recommendations and rankings are made at this stage** due to necessary further considerations (for more detail see below). However, this *Update Events Decision Reg. 11.5 (short: Update)* addressed to Council gives an overview about both Committees' current considerations.

As of now, both Committees have identified five recommendations that in different ways serve the two North Stars of this process under Reg. 11.5, i.e., increasing broadcast attractivity and contributing to the global growth of the high-performance segment of sailing, as well as meet the Level 1 and Level 2 criteria in adequate form. These recommendations are ranked in order of preference according to informal polling of EC and EQ (that slightly deviates from the ranking in the Joint WG report, see Part 2).

Recommendation A (Joint WG Report Rank: 1)

- MX Dinghy: retain Event; retain Equipment
- MX Multihull*: retain Event; retain Equipment
- M + W Kite: new Event; new Equipment
- New Event: Men's and Women's Wingfoil

Recommendation B (Joint WG Report Rank: 3b)

- MX Dinghy: retain Event; retain Equipment
- MX Multihull*: retain Event; retain Equipment
- M + W Kite: new Event; new Equipment
- New Event: Men's and Women's Foiling Monohull

Recommendation C (Joint WG Report Rank: 2)

- MX Dinghy: new Event; new Equipment
- MX Multihull*: retain Event; retain Equipment
- M + W Kite: new Event; new Equipment
- New Event: Men's and Women's Wingfoil
- New Event: Team Racing

Recommendation D (Joint WG Report Rank: 3a)

- MX Dinghy: new Event; new Equipment
- MX Multihull*: retain Event; retain Equipment
- M + W Kite: new Event; new Equipment
- New Event: Men's and Women's Wingfoil
- New Event: Mixed Team Tournament

Recommendation E (Joint WG Report Rank: 5)

- MX Dinghy: new Event; new Equipment
- MX Multihull*: retain Event; retain Equipment
- M + W Kite: new Event; new Equipment
- New Event: Men's and Women's Foiling Monohull
- New Event: Team Racing

*** IMPORTANT: Retaining Mixed Multihull both as Event and Equipment is conditional to format review and part of the equipment being supplied.**

Despite substantial work on the various Events ('building blocks', see Appendix 7.5 in the Joint WG Report) in question and carefully weighing the pros, cons, and trade-offs for each of the potential recommendations (see Section 5 in the Joint WG Report), a final *Joint EC/EQ Report on Events Decision Reg. 11.5* (short: *Joint Events Decision Report*) with ranked recommendations requires additional time for three major reasons: additional feedback loops, robustness checks, and polling based on additional knowledge.

First, in addition to the past activities harvesting the expertise of different parts of the sailing community through, e.g., townhalls, the invitation to put forward proposals for future Events, and one-on-one conversation, it seems highly appropriate to continue these conversations with various parts of the sailing community on the basis of the current *Update*. This allows them a better understanding of what at present is on the table as well as provides new insight to the two Committees on issues raised in this report. Consequently, we will put into practice a communication plan that supports these two-way conversations. In this way, the final *Joint EC/EQ Report on Events Decision Reg. 11.5* will be based on additional feedback loops that increase its quality and help its anchoring in the sailing community who have been taken along the journey.

Second, various aspects of the five Recommendations currently under close scrutiny and of Events in these recommendations to different degrees require further considerations. Examples include, but are not limited to, a stress test of current recommendations against the criteria in the IOC's Fit for the Future framework, Event and Equipment related aspects of the MX Multihull Event such as different format and supplied equipment (see also the conditions marked with * in the recommendation list above), a better understanding of the MX Team Tournament and its claims, and issues around recommendation and Event adequacy regarding future venues, wind ranges, weight ranges, and advancing the opportunities for women and smaller nations to participate in Olympic sailing. Consequently, we will identify respective task areas to assess the proposed Events and Recommendations from these perspectives. These activities serve as robustness checks that could lead to modification or recombination of the configurations presently under consideration.

Third, informal polling of the Joint WG and the joint informal meeting of the Events Committee and the Equipment Committee showed no fully consistent and some seemingly contradictory patterns across the levels of Recommendations and of Events. Most prominently, while M&W Foiling Monohull is part the of the second ranked Recommendation (B), at the Event level it looked quite different. When the most preferred Events for the Olympic Sailing Competition were assessed against each other ("Please select the 4 events you would like to see on the program for BNE2032."), it ranked last, tied with Kite; and in an overall ranking of preferred Events ("Please rank the events in order of preference, with most preferred at the top and least preferred and the bottom") it came third from last. The only exception is Recommendation A. Both the Recommendation itself as well as its Events were consistently being favoured. Consequently, based on the insight gained from additional conversations and working on the task areas as well reflecting on the poll system, new polls will be taken once the first draft of the final *Joint Events Decision Report* is ready. To be sure: new insight gained in this process can lead to a final outcome that deviates from what is presented in this *Update*.

Against this backdrop, while this *Update* presents the currently discussed Recommendations A-E and their Events ('building blocks') in some detail, **no formal recommendations and rankings are made at this point in time**. A final *Joint Events Decision Report* containing formal recommendations and rankings will be presented to Council at a later stage. The Board

has expressed its willingness to facilitate the necessary decision making at a later point in time. This could be, e.g., at an additional Council meeting in early November. Council then can send an Events Decision Recommendation Reg. 11.5 in time to the General Assembly to decide during the Annual Conference. While we cannot influence Council's procedural matters, we regard it as essential that at least the two Committees deliver their work in a way to fit within the original timeline so that the General Assembly can decide at the November meeting.

2 Next steps

2.1 Step 1: Update Council on Events Decision Regulation 11.5

- Point of departure
 - *WG report*: 5 ranked recommendations
 - informal conversation and poll of EC/EQ
- EC/EQ meetings (21 Aug)
 - taking note of reactions to WG report, in particular from Board
 - agreeing on basic elements of paper '*Update Events Decision Regulation 11.5*' for Council and action plan
 - **NO** formal recommendations
- Paper '*Update Events Decision Regulation 11.5*' sent to Council (26 Aug)
- Council meeting (9 Sep)
 - presentation of paper '*Update Events Decision Regulation 11.5*'
 - listening to reactions and advice

2.2 Step 2: Development of *Joint EC/EQ Report Events Decision Reg. 11.5*

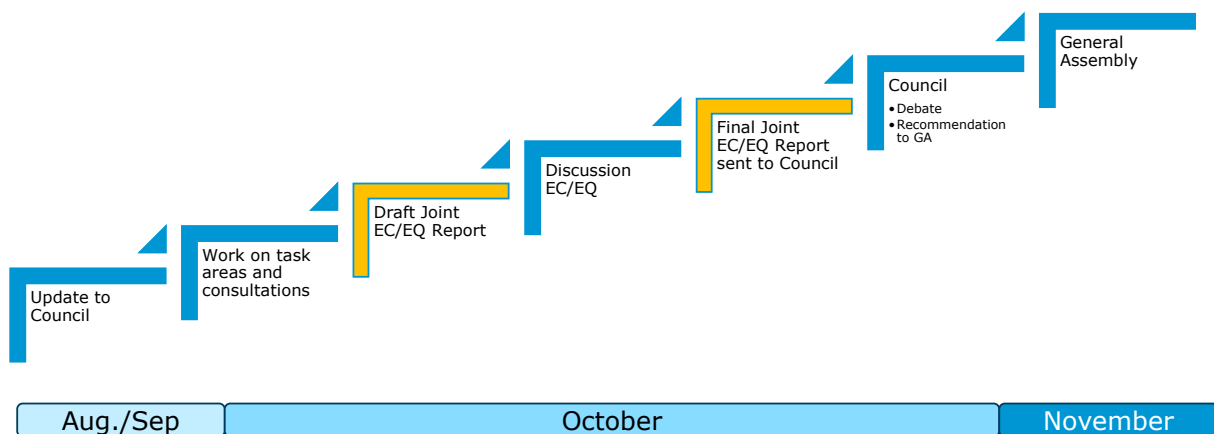
- Starting with the Joint Working Group Report and the 5 recommendations in this '*Update Events Decision Regulation 11.5*'
- Working on identified tasks: Examples include...
 - Events and Equipment related issues with MX Multihull Event
 - MX Team Tournament – concept and multi-level contributions
 - Stress test of current recommendations against IOC's Fit for the Future framework
- Interactions with stakeholders
 - listening to various voices
 - informing ('educating'), e.g. townhall(s)
- Final *Joint EC/EQ Report Events Decision Reg. 11.5* and ranked Recommendations to Council
 - based on the *Joint Working Group Report*
 - additional insight from the work on task areas

It is important to note that in their own final *Joint EC/EQ Report Events Decision Reg. 11.5* both Committees are not bound by the WG Report and can deviate from it in outcome and argumentation.

3 Action plan

- Council Presentation *Update Events Decision Reg. 11.5* (9 September)
- Work on final *Joint EC/EQ Report Events Decision Reg. 11.5* (ongoing)
 - Drafting
 - Task area work
- Stakeholder communication according to communication plan (ongoing)
- Draft final *Joint EC/EQ Report Events Decision Reg. 11.5* (early October)
- Informal EC/EQ Meeting, followed by formal EC/EQ Meetings (mid-October)
 - 3+/- ranked recommendations following completion of the identified work, stakeholder consultation, and an agreed EC/EQ decision-making methodology
 - vote on *Joint EC/EQ Report Events Decision Reg. 11.5*
- Recommendation and final *Joint EC/EQ Report Events Decision Reg. 11.5* passed on to Council (late October)
- Council Meeting (early November): discussing and deciding upon recommendations put forward by *Joint EC/EQ Report Events Decision Reg. 11.5*
- Council Recommendation forwarded to General Assembly (early November)
- General Assembly: Events Decision Reg. 11.5 (21 November)

The following Figure gives an overview about the steps to come:



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Part 2: Joint Working Group Report

Executive Summary

The Working Group on Events Decision under Regulation 11.5 has identified five recommendations that in different ways serve the two North Stars of this process, i.e., increasing broadcast attractivity and contributing to the global growth of the high-performance segment of sailing, as well as meet the Level 1 and Level 2 criteria in adequate form. After carefully weighing the pros, cons, and trade-offs for each recommendation, we recommend the following in order of preference:

Recommendation 1

- MX Dinghy: retain Event; retain Equipment
- MX Multihull: retain Event; retain Equipment
- M + W Kite: new Event; new Equipment
- New Event: Men's and Women's Wingfoil

Recommendation 2

- MX Dinghy: new Event; new Equipment
- MX Multihull: retain Event; retain Equipment
- M + W Kite: new Event; new Equipment
- New Event: Men's and Women's Wingfoil
- New Event: Team Racing

Recommendation 3a

- MX Dinghy: new Event; new Equipment
- MX Multihull: retain Event; retain Equipment
- M + W Kite: new Event; new Equipment
- New Event: Men's and Women's Wingfoil
- New Event: Mixed Team Tournament

Recommendation 3b

- MX Dinghy: retain Event; retain Equipment
- MX Multihull: retain Event; retain Equipment
- M + W Kite: new Event; new Equipment
- New Event: Men's and Women's Foiling Monohull

Recommendation 5

- MX Dinghy: new Event; new Equipment
- MX Multihull: retain Event; retain Equipment
- M + W Kite: new Event; new Equipment
- New Event: Men's and Women's Foiling Monohull
- New Event: Team Racing

It must be noted that for the Mixed Multihull, when retained both as Event and Equipment, it is however conditional to format review and part of the equipment being supplied.

1 Contextualization¹

Based on the recommendation of Council that built on work of Events Committee's Working Group 2 (Reg. 11.4) and a related Events Committee decision, General Assembly in 2025 put four Olympic Events under Review: MX Dinghy ('470'), MX Multihull ('Nacra17'), Men Kite and Women Kite ('Formula Kite'). The Events Decision under Reg. 11.5 is the next step in the process of deciding on the Events in the Olympic Sailing Competition in 2032 and the Equipment used. To better understand this *Update*, it seems vital to point out three issues: the important but at the same time limited significance of the current Events and Equipment decision, the embeddedness of this decision in a tight web of partially contradictory goals and its entanglement in overt and tacit interests of various stakeholders, and the procedure that WS Regulations and Constitution provide. We briefly deal with these issues in turn.

Events and Equipment are important elements of the overall package for further strengthening the contributions of the discipline of Sailing to the Olympic movement. While important, they are by no means the only or, arguably, even the most important elements. Other factors such as format (regularly also briefly addressed in the Recommendations of this report), broadcasting technology and commentaries, storytelling, or the building of a fan base between Olympic Games are just a few examples that go beyond the task of Events Decision under Reg. 11.5. Therefore, it is important not to overload this decision with expectations that cannot be met but treat it as what it is: an important, yet not sufficient part of the overall efforts of WS to improve the internal and external attractiveness of our sport.

Similar to most, if not all major decisions, the current issue inevitably involves trade-offs due to different legitimate goals and interests. These goals and interests are not necessarily compatible, and several incompatibilities and contradictions emerge. Therefore, it is important not to expect an outcome that fully ticks all the desirable boxes. Rather, for those Recommendations that pass the lower threshold of satisfactorily contributing to the two North Stars of this process (increasing broadcast attractiveness and contributing to the global growth of the high-performance segment of sailing) and meet the Level 1 and Level 2 criteria in adequate form, it is a matter of comparative advantages that differentiate them from each other. While they are not perfect, each of them has a clear profile and strengthens different aspects of the discipline of Sailing at the Olympic Sailing Competition.

Finally, the decision involves a consecutive process built on constructive conversations. It starts with the request from the Chairs of Events Committee and Equipment Committee for a joint Working Group to indicate the importance of a joint direction of the Recommendations made by the two Committees in their respective area of responsibility. The Recommendations by the joint Working Group are then discussed by the two Committees, reduced in number and passed on to Council for deliberation. Again, constructive debate is envisioned with new input and angles, ideally leading to a single favored Recommendation that is put forward to the General Assembly in November for final decision. Therefore, it is important for everyone involved to not overemphasise partial interests but carefully weigh arguments and respect different views with the common good for our sport in mind.

¹ These remarks constitute the view of the Events Committee and Equipment Committee Chairs and are not necessarily shared by members of the joint Working Group. They have been partially shared but not fully discussed in the Working Group meetings.

2 Point of departure and scope

The General Assembly in 2025 put four Events under Review (Reg. 11.4):

- Kite Men
- Kite Women
- Mixed Dinghy
- Mixed Multihull

Based on this, Reg. 11.5 (a) states the following:

No later than 31 December six years before an Olympic Sailing Competition, the General Assembly must decide for each Event under review whether to:

- (i) retain the Event and retain the current Equipment;*
- (ii) retain the Event but evolve the current Equipment;*
- (iii) retain the Event but select new Equipment; or*
- (iv) select a new Event (which must be decided at the same time) and select new Equipment (at a later date).*

In addition, Reg. 11.5 (b) requires:

If the General Assembly decides to:

- (i) evolve the current Equipment, at the same time it must decide what evolution is required; and*
- (ii) select new Equipment, at the same time it must decide criteria for the selection of new Equipment.*

Finally, a decision sequence is required, i.e., *the decision of the General Assembly must be made on the recommendation of Council (Reg. 11.5 (c)) and the decision of Council must be made on the recommendation of the Events Committee (concerning Events) and the Equipment Committee (concerning Equipment) (Reg. 11.5 (d)).*

3 North Stars

Two North Stars guided the Events Decision under Reg. 11.5:

- increasing broadcast attractivity linked to Olympic sailing, and
- contributing to the global growth of the high-performance segment of sailing.

While relevant for different aspects of the issue at hand, they point in one common direction: further strengthening Sailing as a sport that has global appeal to the Olympic audience and attracts sailors across the globe to pursue an Olympic career.

Broadcast attractivity. For every Olympic sport it is important to create Olympic audience value given the emphasis the IOC puts on this aspect. In particular, this relates to broadcast, digital, spectators, media and general public relevance. Factors linked to this are appearance aspects such as visual clarity, action density, speed and dynamic of the action, type of sailing and competition, and other aspects of the format.

Global growth of high-performance sailing. Olympic sailing is a unique expression of high-performance sailing and should be open for as many MNAs as possible. While population size and economic wealth will continue to play an important role for the ability of young sailors, established athletes and MNAs to establish Olympic campaigns, future Events and Equipment should lower the hurdles linked with the availability of material resources. This incentivises participation in Olympic sailing for a broader group of sailors and countries.

4 Basis for Recommendations

This report's recommendations rest on several pillars: major points of reference (4.1), proposals from the sailing community (4.2), criteria for benchmarking the Events and Equipment in the recommendations (4.3), a scorecard-approach ('heatmap') applying these criteria to the four Events under review (4.4), and detailed information on Events ('building block reports; 4.5)

4.1 Points of reference

The conversations in the WG and the Events Committee (EC) and Equipment Committee (EQ) inevitably required points of reference when discussing and evaluating the inputs into the conversation as well as the emerging recommendations from the WG to EC/EQ and from EC/EQ to Council, respectively. The following points of reference were used.

Strategic points of reference

- Olympic Vision: marketability, accessibility, sustainability, diversity².
- IOC conditions: more compactness, shorter races, simpler operation³.
- Broadcasters' strong guidance: digestible format, schedule predictability and

² For more details see <https://www.sailing.org/inside-world-sailing/organisation/world-sailing/world-sailing-olympic-vision/>

³ See Appendix 7.2 for more details

reliability, simplification, better sensemaking, on-screen technology⁴.

- IOC Fit for the future: emphasis on global appeal, cost and complexity, universality⁵.

Operational points of reference

- Data and reasoning by Events Committee Working Group 2 (2025) leading up to recommendations about Events under review (Reg. 11.4)
- Data from all current Olympic events over past 4 world championships and WS Rankings..
- Ideas and assumptions linked to the proposals from the sailing community coming through the World Sailing Portal in response to the respective call for proposals (see also 4.2).
- Explicit and tacit knowledge of experts from Events Committee (EC), Equipment Committee (EQ), Working Group and World Sailing staff as well as other experts, in particular from the Team Leaders and Coaches Commission and professional media.
- Information gained from conversations with interested parties under external communication guidelines for joint EC/EQ Working Group Events Review Reg. 11.5⁶.

Implicit points of reference

- Working Group members' explicit and tacit assumptions about the future of our sport, its significance at the Olympic Games, and how we should present our sport there

4.2 Proposals from sailing community

The sailing community was invited to put forward proposals for future Events at the Olympic Sailing Competition until 31 March 2026. A template was offered to help submitters structure their proposals. After the end of the deadline, 29 proposals were submitted through various channels, no proposal was rejected on formal or other grounds, and proposers were notified individually by the Chairs of the EC and EQ that their proposals were well received and thanked to have put in time and effort to enrich the process.

Overall, an analysis of the proposals revealed six distinct clusters (Figure 1).

⁴ See Appendix for more detail

⁵ For more details see <https://www.olympics.com/ioc/news/fit-for-the-future-ioc-session-sets-strategic-direction-to-ensure-that-the-olympic-movement-remains-strong-relevant-and-impactful>

⁶ See Appendix for more detail

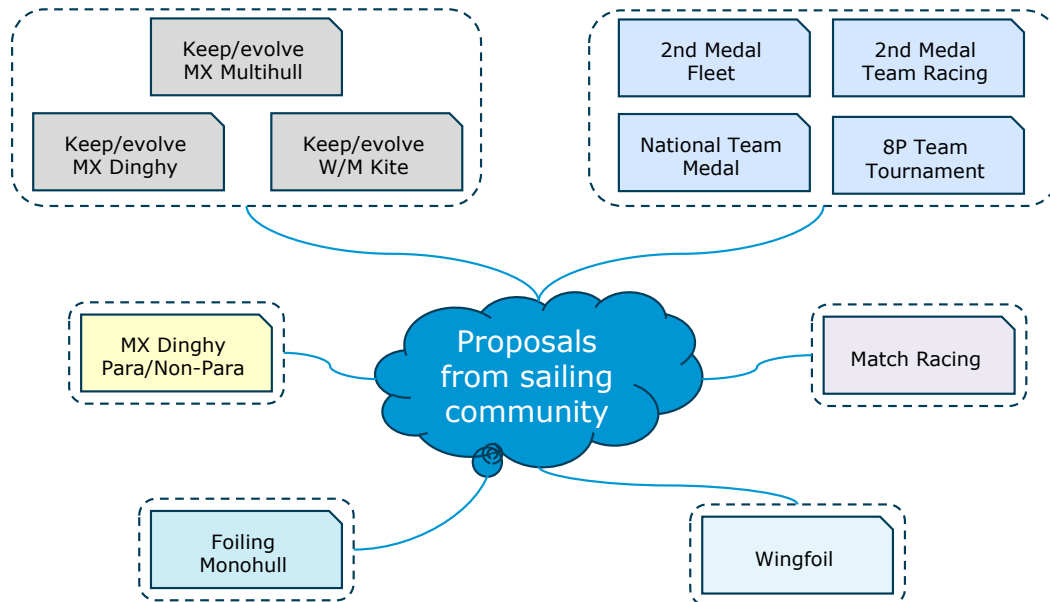


Figure 1: Clusters of proposals from sailing community

A first cluster of proposals focused on the current Events and their Equipment, suggesting different evolutions. A second cluster explicitly or implicitly proposed the idea of a second medal, suggesting various ways how this could be done. Clusters 3 to 5 favoured match racing, wingfoil, and a foiling monohull. Cluster 6 suggested a mixed dinghy event with one para and one non-para sailor.

All proposals were scrutinized and contributed to the ensuing development process. To be sure, World Sailing regulations do not suggest or require any formal individual assessment of each proposal and feedback to the proposers.

4.3 Criteria

Based on the Working Group report, the Committees used two sets of criteria during its deliberations about the Recommendations and their Events.

- **Level 1 criteria**

Apply to both the recommendations and to each single Event of the recommendations.

- The recommendations overall must score positively on all these criteria;
- Each single Event within a recommendation must score positively on at least one and, ideally, on as many as possible but not necessarily on all of these criteria.

- **Level 2 criteria**

Apply to each single Event of the new slate of recommended Events. Scoring positively on these criteria supports the arguments for the proposed single Event.

Below is the list of criteria used.

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Level 1 criteria

- 1.1 Olympic broadcast attractiveness
- 1.2 Attractivity to athletes
- 1.3 Cost of campaigning
- 1.4 Universality
- 1.5 Long-term predictability
- 1.6 Simplicity
- 1.7 Cost to organizer (OCOG)

Level 2 criteria

- 2.1 Unique Selling Proposition (USP) regarding
 - 2.1.1 Olympic broadcast attractiveness
 - Visual clarity
 - Action density
 - Course compactness
 - Speed / dynamic
 - 2.1.2 Type of sailing
 - 2.1.3 Type of competition
 - 2.1.4 Athletes' skills
 - 2.1.5 Athletes' weight and height range
 - 2.1.6 Second medal
- 2.2 Accommodation of innovative use of digital technologies
- 2.3 Quota impact
 - 2.3.1 Event itself
 - 2.3.2 On other events
- 2.4 Equipment price stability
- 2.5 Potential for supplied equipment
- 2.6 Development stage of
 - 2.6.1 Event
 - 2.6.2 Equipment
- 2.7 Compatibility with existing fields of play at Olympic Sailing Competition
- 2.8 Strength of pathway
 - 2.8.1 into Olympic sailing
 - 2.8.2 out of Olympic sailing

449 More information on the criteria and their operationalisations can be found in Appendix 7.4.

4.4 Scorecard-like approach ('heatmap')

451 The criteria listed in the previous section formed the basis for a scorecard-like approach

(‘heatmap’) where each of the Events under review and the emerging new Events were evaluated against. The available data, time frame, and capacity did not allow for a textbook scorecard evaluation assigning exact figures to each cell in the scorecard. Nevertheless, this instrument guided the conversation and the assessments by allowing for input into comparative strengths and weaknesses when applying the criteria to the Events that were debated.

4.5 Building block reports

Building on the heatmaps and additional conversations, several task teams looked in great detail at what constitute potential single building blocks for the various recommendations, i.e., the four Events under review (MX Dinghy, MX Multihull, Men and Women Kite) and newly emerging Events, i.e., (in alphabetical order), Foiling Monohull, Mixed Team Tournament, Team racing (one-person/two-person), and Wingfoiling. For each of those Events (that constitute building blocks for Recommendations combining them in unique ways), the task teams produced a report broadly following a joint structure (Event recommendation; Starting Points and Rationale; Reasoning). Appendix 7.5 contains these reports that give a detailed overview about the various facets of each Event; if applicable, the major criteria for selecting new Equipment are in Appendix 7.6.

5 Recommendations

Building upon the basis outlined in the previous section, in particular the building block reports characterising each Event, we suggest the following Recommendations in order of preference.

Recommendation 1

- Mixed Dinghy: retain Event; retain Equipment
- Mixed Multihull: retain Event; retain Equipment
- Men’s and Women’s Kite: new Event; new Equipment
- New Event: Men’s and Women’s Wingfoil

Recommendation 2

- Mixed Dinghy: new Event; new Equipment
- Mixed Multihull: retain Event; retain Equipment
- Men’s and Women’s Kite: new Event; new Equipment
- New Event: Men’s and Women’s Wingfoil
- New Event: Team Racing

Recommendation 3a

- Mixed Dinghy: new Event; new Equipment
- Mixed Multihull: retain Event; retain Equipment
- Men’s and Women’s Kite: new Event; new Equipment
- New Event: Men’s and Women’s Wingfoil
- New Event: Mixed Team Tournament

Recommendation 3b

- Mixed Dinghy: retain Event; retain Equipment
- Mixed Multihull: retain Event; retain Equipment
- Men's and Women's Kite: new Event; new Equipment
- New Event: Men's and Women's Foiling Monohull

Recommendation 5

- Mixed Dinghy: new Event; new Equipment
- Mixed Multihull: retain Event; retain Equipment
- Men's and Women's Kite: new Event; new Equipment
- New Event: Men's and Women's Foiling Monohull
- New Event: Team Racing

Beyond serving the two North Stars of this process, i.e., increasing broadcast attractivity and contributing to the global growth of the high-performance segment of sailing, all the recommendations fulfil the requirements to score positively on the Level 1 criteria. In addition, the Events of these recommendations also contribute in the required form to the Level 2 criteria.

Nevertheless, for each of these recommendations, different aspects of the respective Events have gained specific importance and weight due to the overall rationale for the Recommendation in question. For example, Recommendation 2 comprises Team Racing due to, among others, a special emphasis on Cost of Campaigning and Simplicity. In contrast, Recommendation 3b contains Foiling Monohull, because, among others, a greater emphasis on Attractivity to Athletes.

Of course, there is not one recommendation that can fulfil all the desirable criteria to the fullest. Each recommendation comprises strengths and its weaknesses and is linked with opportunity and strengths. The following section sums up the Recommendations (given in order of preference) and provides a brief overview.

5.1 Recommendation 1**5.1.1 Events Configuration**

Recommendation 1 contains the following Events:

- MX Dinghy: retain Event; retain Equipment
- MX Multihull: retain Event; retain Equipment
- Men's and Women's Kite: new Event; new Equipment
- New Event: Men's and Women's Wingfoil

For more detail on the Events and the conditions for retaining the event and equipment see the respective sections in Appendix 7.5. For details on the Equipment Criteria for the new event's equipment see Appendix 7.6.

5.1.2 Condensed SWOT-Assessment of Recommendation 1**Strengths**

- Represents the lowest-disruption option, retaining two established Events and

Equipment and thereby protecting existing athlete and MNA pathways, expertise and investment.

- Maintains a broad range of racing types and athlete profiles, and brings a new Wingfoil event with scope for expression elements.
- Contributes to universality increase with relative simplicity of campaigning wing.

Weaknesses

- Represents an incremental rather than transformational change to the Olympic programme and will therefore deliver a smaller increase in overall global appeal than other recommendations.
- Wingfoil event formats, equipment and athlete pathways remain relatively immature, particularly in relation to reliable racing in lighter winds.
- Retaining the Mixed Multihull preserves existing concerns regarding campaign cost and concentration of competitiveness among better-resourced MNAs.

Opportunities

- Wingfoil can be developed around short-duration, close-to-shore racing incorporating different racing and expression elements, creating content that is visibly different from the remainder of the Olympic sailing programme.
- The relative continuity of this recommendation allows World Sailing, Classes, MNAs and athletes to concentrate capacity on format, presentation, digital technology, storytelling and the introduction of Wingfoil, rather than managing multiple new Events simultaneously.
- Equipment selection will be guided to reduce costs both for the organising committee (with supplied equipment and compactness of the fleet ashore as well as reduction of support vessels (coach boats) allowance) and for MNAs and athletes with clear boundaries on technological advancements to allow a clear maximum limit of equipment cost.

Threats

- Wingfoil not able to establish adequate light-wind reliability, international pathways and equipment maturity.
- It may not deliver the expected improvements in global appeal and universality.
- Continued growth in faster and more visually distinctive disciplines could make the retained Events of the programme appear increasingly traditional to athletes and audiences.
- If the cost structure of the Mixed Multihull is not addressed, its universality challenges may offset gains achieved through the introduction of Wingfoil.

5.2 Recommendation 2

5.2.1 Events Configuration

Recommendation 2 contains the following Events:

- Mixed Dinghy: new Event; new Equipment
- Mixed Multihull: retain Event; retain Equipment
- Men's and Women's Kite: new Event; new Equipment
- New Event: Men's and Women's Wingfoil
- New Event: Team Racing

For more detail on the Events and the conditions for retaining the event and equipment see the

respective sections in Appendix 7.5. For details on the Equipment Criteria for the new event's equipment see Appendix 7.6.

5.2.2 Condensed SWOT-Assessment of Recommendation 2

Strengths

- Provides a highly differentiated programme, combining foiling, Wingfoil with expression possibilities and team racing; this offers substantially different athlete skills and competition formats.
- Ensures diversity across the slate with traditional fleet racing, board foiling, and team based competition all represented ensuring the individual events have a unique selling proposition.
- Team Racing introduces a clear team identity, head-to-head format, immediate umpire decisions and a familiar progression from round robin to knockout finals.
- Team Racing and Wingfoil both offer potential for compact, close-to-shore competition and controlled or supplied equipment, supporting lower infrastructure and logistics requirements.

Weaknesses

- Requires substantial transition for athletes and MNAs, including the loss of the established Mixed Dinghy pathway and associated investment.
- Wingfoil and Team Racing pathways and international competition structures are not as mature as the established Olympic Events they would complement or replace.
- Removing the Mixed Dinghy removes a proven light-wind Event and an established opportunity for lighter athletes, while the two-person Team Racing requires four athletes per nation.

Opportunities

- Team Racing could provide a second-medal opportunity using athletes already participating in the Olympic Sailing Competition, strengthening national-team storytelling without necessarily creating an entirely separate athlete pathway.
- Supplied Team Racing and Wingfoil equipment could provide a model in which equipment ownership and technical development play a smaller role in competitive success.
- The combination of short-form Team Racing and innovative Wingfoil formats could materially improve the variety and digestibility of Olympic broadcast content.

Threats

- MNAs may acquire and train extensively in the selected equipment, undermining the intended supplied-equipment and low-cost model.
- Developing several new Event, format and equipment elements simultaneously creates a implementation and World Sailing capacity requirement ahead of Brisbane 2032.
- Athlete quota constraints could reduce the viability or universality of the preferred four-athlete Team Racing model and require later changes to the format.

5.3 Recommendation 3a

5.3.1 Events Configuration

Recommendation 3a contains the following Events:

- Mixed Dinghy: new Event; new Equipment
- Mixed Multihull: retain Event; retain Equipment

- 619 • Men's and Women's Kite: new Event; new Equipment
- 620 • New Event: Men's and Women's Wingfoil
- 621 • New Event: Mixed Team Tournament

622 For more detail on the Events and the conditions for retaining the event and equipment see the
 623 respective sections in Appendix 7.5. For details on the Equipment Criteria for the new event's
 624 equipment see Appendix 7.6.

625

626 **5.3.2 Condensed SWOT-Assessment of Recommendation 3a**

627 **Strengths**

- 628 • Creates a highly diverse Olympic sailing programme with the reintroduction of a
 629 keelboat.
- 630 • The intended supplied-equipment and funding model for the Mixed Team Tournament
 631 could significantly reduce equipment-ownership barriers and provide access to a type
 632 of Olympic campaign that is currently absent from the programme.
- 633 • The Mixed Team Tournament concept provides a simple public narrative, creating a
 634 link between grassroots sailing, national selection, keelboat sailing, professional
 635 circuits and Olympic participation.
- 636 • The Mixed Team Tournament could provide a pathway for a large number of nations
 637 willing to participate in the funded circuit to develop female sailors which then can
 638 enter the professional keelboat circuits.

639 **Weaknesses**

- 640 • Substantial departure from the existing Olympic programme, while the Mixed Team
 641 Tournament remains relatively immature as an Olympic Event concept.
- 642 • A six-person team requires materially greater athlete coordination and quota than any
 643 current Olympic Sailing Event.
- 644 • Removal of the Mixed Dinghy loses a proven pathway and known lighter-athlete
 645 Event, while the optimal athlete profiles for Wingfoil and the Mixed Team
 646 Tournament remain to be fully validated.

647 **Opportunities**

- 648 • The qualification pathway for the Mixed Team Tournament could create a multi-year
 649 national-team narrative, extending Olympic sailing engagement beyond the Games
 650 themselves and creating opportunities for developing MNAs.
- 651 • The proposed funding and supplied-equipment model, subject to satisfactory due
 652 diligence and long-term arrangements, could create a new route into Olympic Sailing
 653 for nations that cannot sustain conventional Olympic-class campaigns.
- 654 • Combining the national-team proposition with innovative Wingfoil formats could
 655 substantially broaden the range of stories, athletes and competition styles presented
 656 within Olympic Sailing.

657 **Threats**

- 658 • The intended cost and universality benefits of the Mixed Team Tournament depend
 659 materially on the governance, availability and long-term sustainability of the proposed
 660 third-party funding and supplied-equipment model.
- 661 • Without effective controls, MNAs may establish their own six-athlete keelboat
 662 programmes and acquire equipment for extensive training, creating significant cost
 663 differences and undermining the intended accessibility of the Event.
- 664 • Unresolved qualification, quota and Olympic-delivery arrangements may reduce
 665 stakeholder confidence in the concept despite its longer-term potential.

5.4 Recommendation 3b

5.4.1 Events Decision

Recommendation 3b contains the following Events:

- Mixed Dinghy: retain Event; retain Equipment
- Mixed Multihull: retain Event; retain Equipment
- Men's and Women's Kite: new Event; new Equipment
- New Event: Men's and Women's Foiling Monohull

For more detail on the Events and the conditions for retaining the event and equipment see the respective sections in Appendix 7.5. For details on the Equipment Criteria for the new event's equipment see Appendix 7.6.

5.4.2 Condensed SWOT-Assessment of Recommendation 3b

Strengths

- Combines continuity with a clearly differentiated new high-performance Event, retaining established Mixed Dinghy and Mixed Multihull pathways while introducing a single-handed Foiling Monohull.
- The Foiling Monohull offers strong athlete appeal and a visible pathway between youth foiling, Olympic sailing and professional circuits such as the America's Cup and SailGP.

Weaknesses

- Events unlikely to significantly broaden wind range for racing.
- Suitable Foiling Monohull equipment has not yet been selected or demonstrated against the durability, manufacturing consistency and campaign demands of Olympic competition.
- Retains the relatively high campaign cost of the Mixed Multihull while introducing another technically sophisticated foiling Event, creating potential cost and complexity concerns.
- Without format evolution, the slate remains predominantly fleet racing.

Opportunities

- Short-form, knockout or boundary-style formats for the Foiling Monohull and Mixed Multihull could materially improve broadcast presentation while drawing on formats already familiar from professional sailing.
- A strict one-design and supplied-equipment model for the Foiling Monohull could reduce equipment advantages, improve accessibility and allow equipment to be deliberately designed for target athlete weights, durability and operational simplicity.
- Events that can cater to lower weight athletes ie. Contribute to a "balanced slate"
- The Foiling Monohull could create a strong youth-to-Olympic-to-professional pathway and strengthen the relevance of Olympic Sailing to the wider high-performance sailing sector.

Threats

- Campaign costs could escalate rapidly if strict one-design, equipment-control and supplied-equipment principles are not successfully implemented.
- Inadequate light-wind performance could reduce schedule reliability if the selected Foiling Monohull cannot race effectively outside full foiling conditions.

- 710 • Inadequate controls could see ideal athlete weight range rise chasing performance in
- 711 high wind ranges.
- 712 • Delays in selecting, testing and producing suitable equipment could undermine the
- 713 intended athlete, universality and broadcast benefits before 2032.

714 5.5 Recommendation 5

715 5.5.1 Events Decision

716 **Recommendation 5** contains the following Events:

- 717 • Mixed Dinghy: new Event; new Equipment
- 718 • Mixed Multihull: retain Event; retain Equipment
- 719 • Men's and Women's Kite: new Event; new Equipment
- 720 • New Event: Men's and Women's Foiling Monohull
- 721 • New Event: Team Racing

722 For more detail on the Events and the conditions for retaining the event and equipment see the
 723 respective sections in Appendix 7.5. For details on the Equipment Criteria for the new event's
 724 equipment see Appendix 7.6.

725

726 5.5.2 Condensed SWOT-Assessment of Recommendation 5

727 Strengths

- 728 • Provides the greatest differentiation in competition type of the recommendations
- 729 considered, combining high-performance foiling fleet racing with team racing and the
- 730 potential for short-form and knockout competition.
- 731 • Both the Foiling Monohull and Team Racing concepts lend themselves to supplied
- 732 one-design equipment, while Team Racing can be delivered using a small number of
- 733 boats and without team support vessels.
- 734 • Combines the professional relevance of foiling with Team Racing's strong youth,
- 735 school, university and club participation base, creating different pathways into and out
- 736 of Olympic Sailing.

737 Weaknesses

- 738 • Represents a high level of change for athletes and MNAs, with significant existing
- 739 pathway and equipment investment requiring transition.
- 740 • Removal of the Mixed Dinghy loses a proven light-wind, lighter-athlete and two-
- 741 person tactical sailing pathway.
- 742 • The Foiling Monohull equipment and the proposed Olympic Team Racing format both
- 743 require further development and validation with broadcasters, creating greater
- 744 implementation complexity than recommendations retaining more of the current
- 745 programme.

746 Opportunities

- 747 • Supplied equipment for Foiling Monohull and Team Racing, together with increased
- 748 supplied components in the Mixed Multihull, could structurally reduce equipment-
- 749 related competitive advantages and campaign costs.
- 750 • Team Racing can provide short, understandable head-to-head competition, while the
- 751 Foiling Monohull and Mixed Multihull provide opportunities for innovative fleet race
- 752 formats, collectively creating a significant opportunity to improve global appeal.
- 753 • New equipment selections can be deliberately designed around athlete weight ranges,
- 754 transport efficiency, durability, simplicity and integration of onboard technology.

Threats

- Simultaneous development, testing and implementation of multiple new Events, formats and equipment creates delivery, readiness and organisational-capacity risk before Brisbane 2032.
- Intended cost benefits could be eroded if MNAs acquire their own Team Racing equipment for training or if Foiling Monohull development becomes technically or financially intensive.
- The athlete quota required for the Team Racing format may constrain universality or require a later change in Event format, while immature new equipment may create additional delivery risk.

6 Working Group

6.1 Formation

To reach an Events Decisions under Reg. 11.5, the Board established – based on a joint request by the Chairs of the Events Committee (EC) and the Equipment Committee (EQ) – an 11-person joint Working Group (WG) comprising delegates from both Committees as well as a representative of the Athletes Committee (see Appendix 7.1).

6.2 Major steps

The Events Decision under Reg. is first and foremost a review about the slate of events that WS wants to see at the Olympic Sailing Competition (OSC). This requires a certain sequence.

In the first step, the WG in several interlocking circles of discussion developed a common understanding about its task, the aspired outcome, and the criteria that will be applied to formulate the recommendations by the WG. In a second step, the Events (not: the Equipment) were the focus and were evaluated, i.e. either retained or substituted by new events. As a result, the intermediary output was a new slate of Events.

For this new slate of Events, appropriate Equipment had to be chosen. If the Event was retained, the Equipment could be retained as is, evolved from the Equipment currently in use for the Event, or new; if the Event is new, it requires new Equipment, either completely new or from Events currently in use. In all cases of new Equipment (including ‘reuse’ of existing Equipment for a new Event), the Regulations specify a fixed procedure under the authority of the EQ.

As final output, the recommendations in this report for a new slate of Events and Equipment emerged. The following figure illustrates the process in principle (Figure 2). Of course, in practice the conversation in various cycles jumped forward and cycled back to various stages, too.

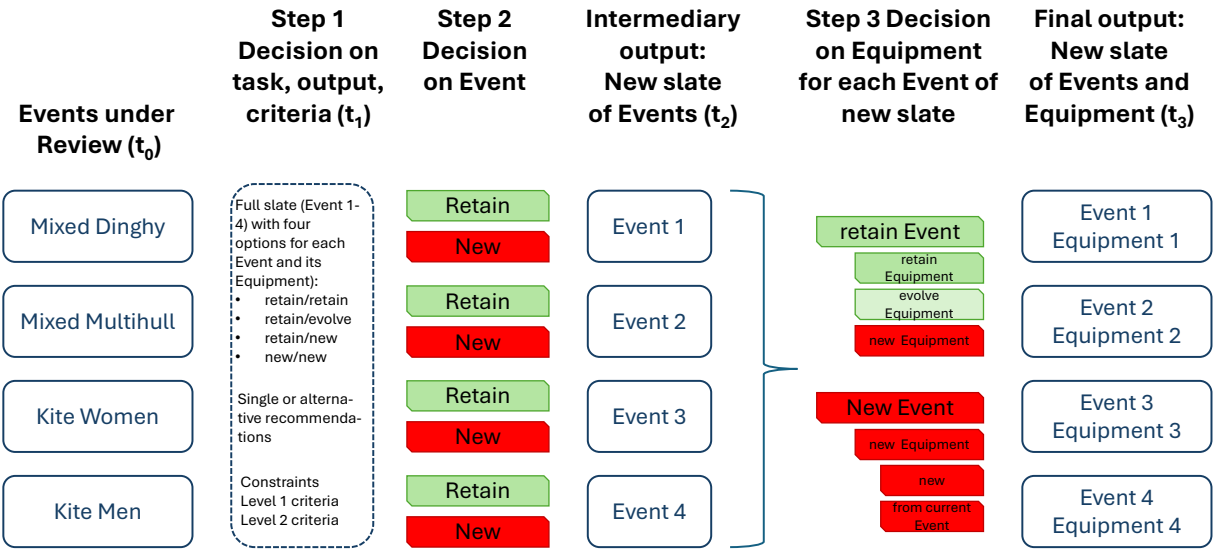
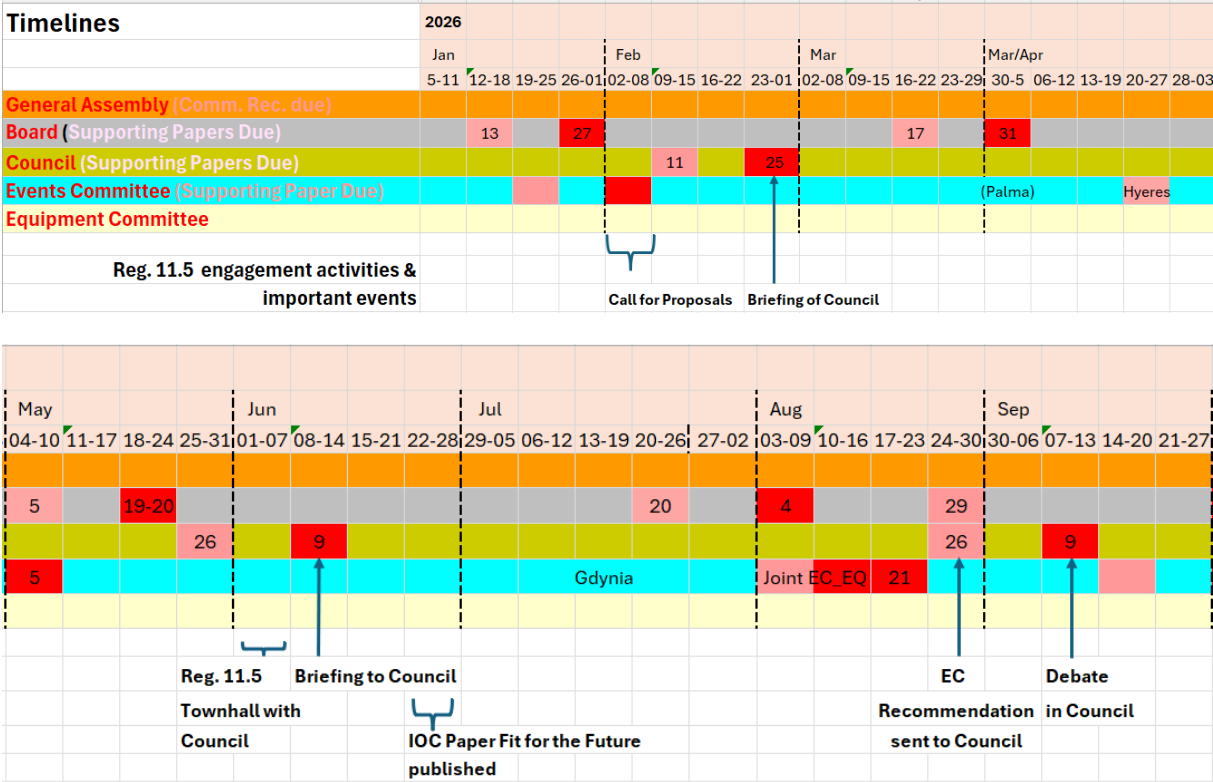


Figure 2: Consecutive steps of decision making

6.3 Timeline

The timeline of the WG was as follows.

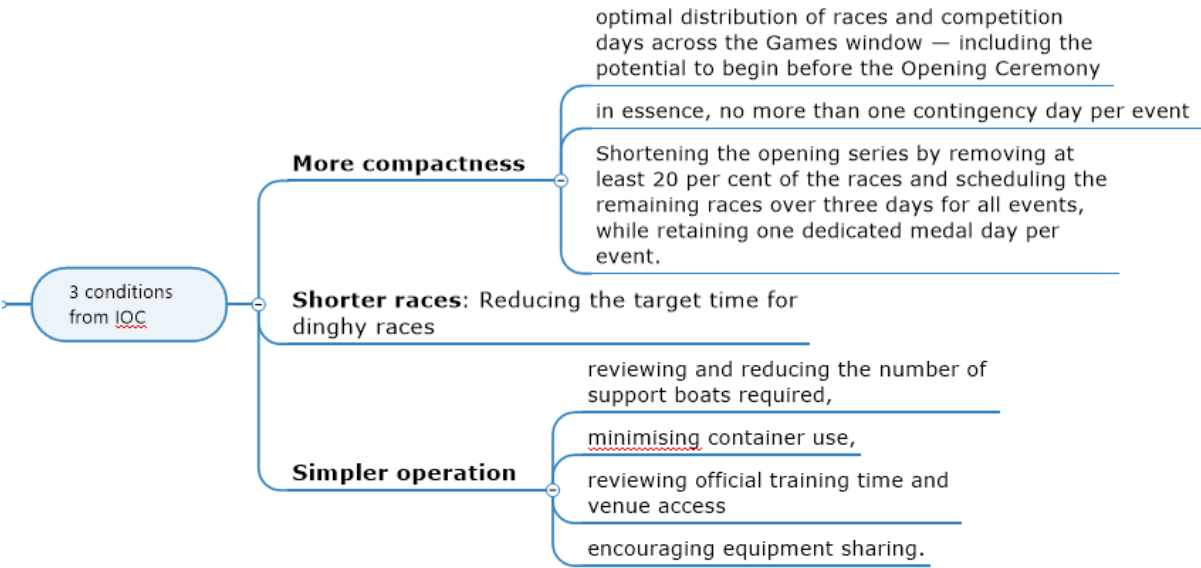


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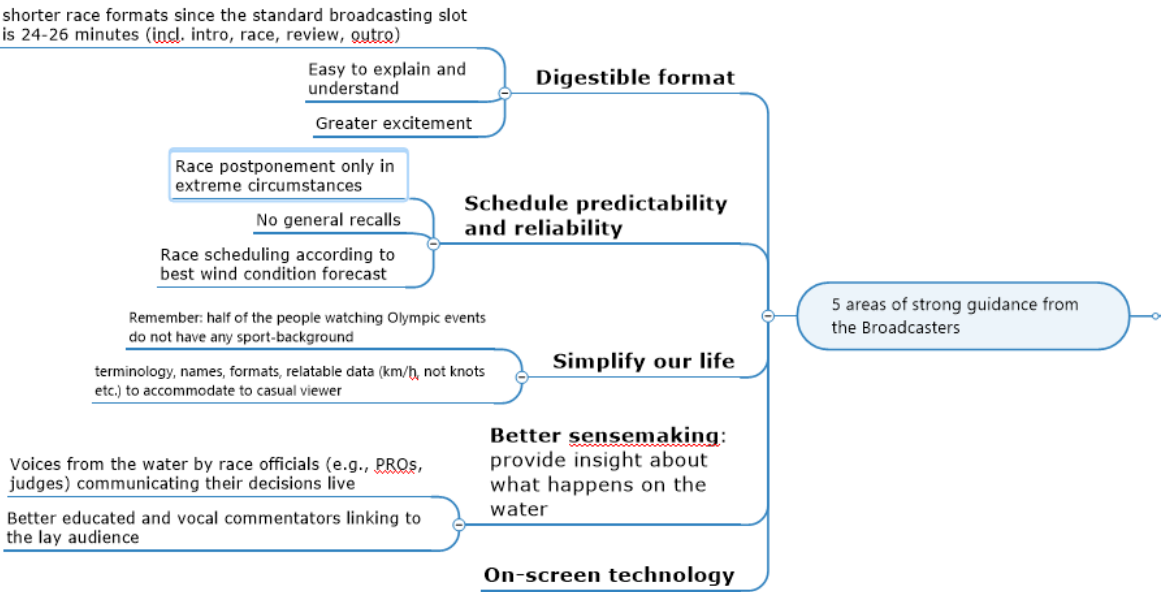
797 **7 Appendix**
798

7.1 Working Group members as appointed by the Board

Laura Marimon Giovannetti (WG Leader)	SWE	f
Aiko Saito (WG Co-Leader)	JPN	f
Athletes rep.		
Inés Balestrini	ARG	f
Shevaun Bruland	AUS	f
Nuno Gomes	ANG	m
Niall McLeod	GBR	m
Matteo Plazzi	ITA	m
Tian Wang	CHN	f
Szymon Wierzbicki	POL	m
Geoffrey Woolley	NZL	m



7.3 Broadcasters’ strong guidance



7.4 Criteria definitions and operationalizations

7.4.1 Level 1 Criteria

1.1 Olympic broadcast attractivity

Definition:

The degree to which the proposed event offers something which can be visually appealing, can be easily explained by commentators and understood by non-sailors, and can offer a reliable schedule in a broad range of wind strengths, all of which potentially increases popularity in terms of Broadcast, Digital, General Public, Spectators and Press.

Measures:

Two separate measures are applied to this criterion with equal weighting:

A subjective 1 to 5 score for broadcast appeal

1 – Highly appealing, easily explained and able to be understood by non-sailors

5 – Unappealing, complicated to explain and unlikely to be understood by non-sailors

An objective score on the range of wind speeds based on existing race management policies.

(Where wind speeds vary based on conditions then the worst case to be considered.)

Min - Max wind speed	<20 knots	20 - 22.9 knots	23 - 25.9 knots	26 - 28.9 knots	29+ knots
<5 knots	3.0	2.5	2.0	1.5	1.0
5 - 5.9 knots	3.5	3.0	2.5	2.0	1.5
6 - 6.9 knots	4.0	3.5	3.0	2.5	2.0
7 - 7.9 knots	4.5	4.0	3.5	3.0	2.5
8+ knots	5.0	4.5	4.0	3.5	3.0

1.2 Attractivity to athletes

Definition:

The degree to which the proposed event is attractive to athletes, both currently and considering, pursuing an Olympic career.

Measures:

Subjective 1-5 score

1 - Highly attractive

5 – Very unattractive

Sources of information:

WG; 2026 Sailing Grand Slam athletes; 2025 Youth Worlds athletes; coaches/team leaders

1.3 Cost of campaigning

Definition:

The overall cost of campaigning (for MNA/sailors) including equipment, logistics and coaching costs (considering relative campaign costs, assuming same medal potential).

Measures:

Subjective 1-5 score (when compared to existing slate of retained events)

1 - Relatively low overall cost

5 – Relatively high overall cost

1.4 Universality

Definition:						
<i>Number of different continents and nations competing in the event at the last four world championships</i>						
Measures:						
Objective score based on entries at the last four World Championships. Calculate score for each WC and then average to give allocated score.						
# of MNAs / # of Continents	2	3	4	5	6	
31-60	4.5	4.0	3.5	3.0	2.5	
61-90	4.0	3.5	3.0	2.5	2.0	
91-120	3.5	3.0	2.5	2.0	1.5	
121-150	3.0	2.5	2.0	1.5	1.0	
1.5 Long term predictability						
Definition:						
<i>The degree to which the proposed event offers something which can continue to be feasibly delivered over multiple Olympic cycles.</i>						
Measures:						
A combined score utilising the cost of campaigning from 1.3 and the wind range from 1.1.						
1.6 Simplicity						
Definition:						
<i>The degree to which the equipment rewards athleticism, tactics and strategy over technical knowledge.</i>						
Measures:						
Subjective 1-5 score						
1 - Highly rewarding to athleticism, tactics and strategy						
5 – Highly rewarding to those with strong technical knowledge of the equipment						
1.7 Cost to organizer (OCOG)						
Definition:						
<i>The overall cost (to the OCOG) of providing the necessary infrastructure to facilitate the field of play, launching, recovery and storage of athlete and support person equipment during games period.</i>						
Measures:						
Subjective 1-5 score (when compared to existing slate of retained events)						
1 - Relatively low overall cost						
5 – Relatively high overall cost						

814 **7.4.2 Level 2 criteria**

2.1 Unique selling proposition (USP) regarding	
2.1.1 Olympic broadcast attractiveness	
Definition:	
<i>The degree to which the proposed event offers something unique compared to other events on the proposed full slate which aids the ability of broadcasters to present the sport in an appealing and easily understood manner.</i>	

Measures:
Subjective 1-5 score in each of the following areas, combined with equal weighting. Visual clarity (ability to understand what is going on) 1 – high degree of clarity; 5 – low degree of clarity Action density (Frequency of decisive moments in the race) 1 – high density of action; 5 – low density of action Course compactness (ability to capture in tight broadcast window and race close to crowds) 1 – highly compact course, with ability to run close to crowds; 5 – large course area, significantly offshore Speed & dynamism (does it look fast & exciting) 1 – high degree of speed & dynamism; 5 – low degree of speed & dynamism
2.1.2 Type of sailing
Definition:
<i>The type and key characteristics of the craft used in the proposed event which sets it apart from other events on the proposed full slate.</i>
Measures:
Craft type – board, dinghy, or keelboat General mode – displacement, planing, or foiling Number of crew – one-person, two-person Spinnaker type – None, symmetric, asymmetric
2.1.3 Type of competition
Definition:
<i>The type and key characteristics of the competition format for the proposed event which sets it apart from other events on the proposed full slate.</i>
Measures:
Fleet racing, team racing, match racing, expression, heats, knockout, elimination
2.1.4 Athletes' skills
Definition:
<i>The key skills that are required by the athletes competing in the proposed event.</i>
Measures:
Tactics, strategy, physicality, athleticism, teamwork & communication, boat handling, technical skills & knowledge, rules knowledge, high speed decision making
2.1.5 Athletes' weight and height range
Definition:
<i>The degree to which the proposed event has the potential to cater for athletes whose height and weight ranges differ from those currently catered for within the remaining slate.</i>
Measures:
Expected ranges for height and weight
2.1.6 Second medal
Definition:
<i>The degree to which the proposed event may lend itself towards being a viable and attractive opportunity for a substantial number of athletes in other sailing events to compete for a second medal</i>
Measures:
Subjective 1-5 score

1 – Both highly viable and attractive 3 – Possibly viable but not attractive or vice-versa 5 – Neither viable nor attractive
2.2 Accommodation of innovative use of digital technologies
Definition:
<i>The degree to which the proposed event and equipment is currently accommodating innovative use of digital technologies in order to enhance spectator experience, reduce environmental impact, and improve officiating.</i>
Measures:
Subjective 1-5 score 1 - Existing major events (e.g. World and Continental championships or Olympic Class regattas) utilising digital technology to make FOP decisions 2 – Event is actively testing use of digital technology at major events but not yet fully implemented to make FOP decisions 3 – Event is actively considering use of digital technology but has yet to conduct any form of testing at major events 4 - 5 – No current use and no indications that digital technology is being actively considered
2.3 Quota impact
2.3.1 event itself
Definition:
<i>The required quota allocation for a good competition</i>
Measures:
Score based on number of quota places used by each entry
Definition:
<i>The degree to which the required quota allocation for the proposed event impacts on the quota for the remaining events of the proposed full slate.</i>
Measures:
Subjective 1-5 score 1 – No impact on remaining events 3 – Medium impact on remaining event 5 – High degree of impact on remaining events
2.4 Equipment price stability
Definition:
<i>The degree to which the equipment's purchase, repair or upgrade costs have remained stable over a four-year period.</i>
Measures:
Subjective 1-5 score 1 - Costs have not increased and remained steady 2 - Costs have increased at a reasonable level in consideration of inflation 3 - 4 - Costs have increased at a rate higher than inflation, but manageable 5 - Costs have increased significantly to the detriment of competition
2.5 Potential for supplied equipment
Definition:
<i>The degree to which the proposed event lends itself to the use of supplied equipment at the</i>

<i>Olympic Games, World Championships, and Continental Championships</i>
Measures:
Subjective 1-5 score 1 - Existing major events (e.g. World and Continental championships or Olympic Class regattas) utilising supplied equipment 2 - Not regularly in place at major events but has been implemented at Worlds, Continentals or Olympics 3 - Not currently in place but could feasibly be implemented at major events 4 - Could be achieved for OG but challenging for World & Continental Champs 5 - Not possible or limited ability for supplied equipment
2.6 Development stage of:
2.6.1 event
Definition:
<i>The degree to which the proposed event already has a track record of being part of high-level competitions.</i>
Measures:
• Number of years the Event exists • Number of appearances at high-level competitions • Number of athletes attending high level events
2.6.2 equipment
Definition:
<i>The degree to which the equipment is proven at withstanding the rigours of Olympic level competition, it is reliable, consistent and of good quality.</i>
Measures:
Subjective 1-5 score 1 - Robust equipment that rarely needs replacement due to breakage, or wear and tear 5 - Fragile equipment that is known to need replacement due to breakage, or wear and tear
2.7 Compatibility with existing fields of play at Olympic Sailing Competition
Definition:
<i>The degree to which the proposed event is able to utilise the same Field of Play and resources as other events or sports.</i>
Measures:
1 Yes – able to use same FoP as other sailing events 3 Yes – able to use same FoP as other sports 5 No – requires dedicated FoP or additional resource
2.8 Strength of pathway
2.8.1 into Olympic sailing
Definition:
<i>The degree to which the proposed event provides a clear pathway from youth & junior sailing into the event either through feeder classes or ability to transition.</i>
Measures:
Subjective 1-5 score 1 - Strong existing pathway showing clear route through feeder classes 2 - Existing pathway but not predominantly through feeder classes; often requires transition from alternative classes 3 - Limited pathway with some youth events but no clear route

4 – Unclear pathways with no systematic pattern
5 – No current pathway
2.8.2 out of Olympic sailing
Definition:
<i>The degree to which the proposed event provides a clear pathway into professional sailing (e.g., 52 Super Series, SailGP, Americas Cup).</i>
Measures:
Subjective 1-5 score
1 – Clear pathways, indicated by significant numbers of athletes progressing to professional sailing
5 – No current pathway to progress

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7.5 Building block reports

7.5.1 Men and Women Kite

7.5.1.1 Starting points and rationale

The Men's and Women's Kite events were introduced to the Olympic sailing competition at Paris 2024 as part of a new slate of Olympic sailing events. This followed World Sailing's decision in 2019 to remove the Men's One-person Dinghy - Heavyweight (Finn) and replace the Men's and Women's two-person dinghy (International 470) with a mixed two-person dinghy using the same equipment.

In 2023, World Sailing members decided to retain the Kite events at the 2028 Olympic games, favouring slate stability and event continuity, supporting an unchanged Olympic sailing slate between 2024 and 2028.

The introduction of Kitefoiling to the Olympic Sailing slate represented an acknowledgement of a shift in how sailing is being practiced in modern times. The increasing popularity of foiling and off-the-beach board sailing, using equipment that is smaller, more easily transportable, more affordable and appealing to youth was seen as a positive addition to the Olympic sailing slate.

Kitefoil racing is noted to be the fastest summer Olympic event, and the Kite events have undoubtedly added a high-speed, skilful and athletic version of sailing to the slate. However, practical experience has also highlighted challenges relating to broadcast delivery, campaign costs, universality, long-term predictability, overall complexity and the impact of optimal weight on athlete well-being.

These considerations do not diminish the contribution that Kite has made to Olympic sailing but reflect the Working Group's assessment of whether the current Kite event, as delivered through the existing Formula Kite equipment package, continues to represent the strongest long-term Olympic option when measured against the agreed evaluation criteria. The following sections examine these considerations in more detail and explain why the current Kite event may no longer represent the most suitable long-term Olympic event.

7.5.1.2 Reasoning

Olympic broadcast attractiveness

- Kitefoil racing is visually dynamic and exciting. However broadcast appeal is low due to high-speed making it difficult to see the athletes or MNA indicators on their equipment. Furthermore, the ability to place cameras on the athlete or equipment is limited.
- Suitable wind conditions remain a significant operational constraint. A relatively limited operating wind range can reduce scheduling reliability for broadcasters, spectators and media.
- Delays, postponements and schedule adjustments caused by unsuitable wind or rainy conditions may reduce the consistency expected from an Olympic broadcast product. Not being able to race because a sail got wet, is not well received by broadcasters or audiences.

Attractivity to athletes

- Formula Kite remains attractive to many athletes, particularly younger sailors. However, the technical demands and cost of campaigning may discourage broader participation over time.
- Furthermore, athletes have expressed well-being concerns relating to achieving optimum weight (particularly in women).

Cost of campaigning

- Despite the compactness and portability of the equipment, campaign costs remain among one of the highest across Olympic sailing disciplines.
- Multiple kites, foils and other equipment are required to remain competitive, due to both the durability and consistency of the equipment.
- Racing kites are expensive while also having a relatively limited competitive lifespan, with many elite campaigns replacing kites every 2–3 months to remain competitive.
- There is a requirement for high-speed coach boats for athlete support and safety.
- The combined equipment, logistics and coaching costs create significant barriers for a number of MNAs.

Universality

- The number of participating MNAs remains lower than initial grow rates suggested (particularly in the Women's Kite event) compared with several established Olympic sailing events and events with new equipment (Windsurfing), which may partly reflect the high technical and financial barriers associated with kite events. In the 21 July 2026 World Sailing Rankings there were 35 nations ranked in the Men's Formula Kite and 25 in the Women's Formula Kite; neither had a ranked participant from Africa.
- The sailor to athlete pathway is not strong, as global participation in 'kite-surfing' does not lead to participation in Kitefoil racing. Furthermore, athlete transition into Kitefoil racing from other traditional sailing classes is not common.
- Optimum weight negatively impacts universality (particularly in women) and transition between classes, as smaller physiques struggle to be competitive.
- The youth pathway appears relatively limited when compared with other Olympic youth events, as reflected by participation numbers at recent Youth Sailing World Championships:

Year	iQFOi L M	iQFOi L W	Kite M	Kite W	ILCA 6 M	ILCA 6 W	420 M/MX	420 W	29er M/MX	29er W	Nacra 15 MX
2022	31	29	19	9	61	56	23	21	24	23	14
2023	32	21	19	11	48	45	24	21	30	25	12
2024	38	26	14	6	62	53	24	19	29	24	12
2025	38	25	18	10*	57	49	28	20	30	22	13

Figure 3: Youth Sailing World Championship entry numbers per event by year. * only 5 of these 10 entries completed more than 50% of their races.

- Across the past four editions of the Youth Sailing World Championships (2022–2025), Kite has consistently recorded the lowest or among the lowest participation numbers of all Olympic youth disciplines, particularly in the women's event.

Long-term predictability

- Continued affordability remains a long-term challenge.
- Dependence on suitable wind conditions may affect the long-term consistency and predictability of competition delivery.

- 897 • Maintaining competitive equipment throughout an Olympic cycle continues to place
- 898 significant demands on athletes and MNAs.
- 899 • The current equipment pathway continues to evolve rapidly, creating uncertainty
- 900 around future campaign planning and investment.

901 **Simplicity**

- 902 • Although the kite events take place on the same field of play as other sailing events,
- 903 high-speed support and safety vessels are required due to the specific nature of the
- 904 event.
- 905 • Equipment optimisation has become an increasingly important element of
- 906 performance. This adds complexity for athletes, coaches and support teams and
- 907 increases the learning curve for new participants.
- 908 • The World Sailing Race Management policies state a minimum starting wind strength
- 909 of 5knots however in practice this rises to 9knots, notably complicating the
- 910 competition schedule and the ability to offer predictable racing for audiences.

911 **Cost to OCOG**

- 912 • Kite events require dedicated beach operations for launching, landing and athlete
- 913 support. Very considerable additional space is also required for kite preparation,
- 914 rigging and drying between races.
- 915 • The beach area should ideally be located immediately adjacent to the race area, with
- 916 clear and direct access between the beach and the race course, to allow athletes to
- 917 change kites between races. Furthermore, in order to properly support athletes, the
- 918 marina area for support vessels (coach boats) should ideally be located within close
- 919 proximity to the beach area.
- 920 • These operational requirements increase organisational complexity and resource
- 921 demands compared with other existing Olympic sailing events.

922 **7.5.2 Mixed Dinghy**

923 7.5.2.1 Starting points and rationale

924 The two-person dinghy (using the International 470 class equipment) was selected as an
 925 Olympic event following trials conducted prior to the 1976 Montreal Olympic Games. At that
 926 time, Olympic sailing events were not divided by gender, and there were no female sailors
 927 competing in the Olympic sailing events. In 1984, the United Kingdom introduced female
 928 sailors in the 470 class, while Denmark did the same in the Tornado class.

929 From 1988 onwards, two-person dinghy (470 class) was divided into separate men's and
 930 women's events, providing an important pathway for the development of elite female sailors.
 931 Since the Paris 2024 Olympic Games, the event has been contested as a mixed-gender event,
 932 reflecting the sport's continued commitment to gender equality.

933 With an ideal combined crew weight of 130–135 kg and a helm weighing around 60 kg, the
 934 mixed two-person dinghy (470 class) offers competitive opportunities for smaller and lighter
 935 athletes compared with the six other disciplines currently in the Olympic sailing
 936 events. Furthermore, it is the only Olympic sailing event based on measurement-class
 937 principles. Within a tightly controlled set of class rules, sailors develop a detailed
 938 understanding of hull design, rig tuning, boat handling, and racing strategy, building technical
 939 knowledge and sailing skills rather than relying solely on supplied equipment.

The event also provides an accessible pathway for athletes progressing from youth sailing (in the 420 class) into high-performance competition. Many successful two-person dinghy sailors have gone on to compete in other events such as the skiff and multihull. As these campaigns are significantly more expensive, the two-person dinghy serves as an important purpose, providing an affordable platform for athletes to develop high-performance skills, gain experience, and establish a performance record.

As part of World Sailing's regular review process, the mixed two-person dinghy continues to be assessed alongside other Olympic events. While some stakeholders may regard the equipment used in the event as traditional or outdated, global participation is strong and continues to grow in regions such as Asia and Africa. Given its unique technical characteristics, proven role in athlete development, and successful transition to a mixed-gender format at Paris 2024, the mixed dinghy remains well positioned to continue as part of the Olympic sailing events.

7.5.2.2 SWOT-Analysis

Strengths

- The two-person dinghy (470 class) has remained relevant for over 50 years because it has continuously evolved with the sport. Key milestones include the introduction of a women's event in 1988, increased equipment standardisation following class rule changes in 1993, and the transition to mixed-gender competition from 2024.
- The class has consistently demonstrated its ability to adapt to change while maintaining its core identity.
- Despite inflationary pressures, campaign costs remain relatively stable and affordable compared with other Olympic sailing events.
- The event has developed many high-performing female sailors.
- As an Asian Games event, it provides an important international platform for sailors from Asia, particularly Japan, China, and South Korea.
- The event enjoys regular participation from African nations, supporting global representation with the 21 July 2026 World Sailing Rankings containing 34 nations from all 6 continents.
- The success of medal-winning nations from outside Europe at Paris 2024 supports the IOC's objectives for greater universality and global representation.
- Safety management is straightforward and well established.
- Venue requirements are relatively modest, making it easier to secure launching and boat park space.
- The event can be raced competitively across a wide wind range, from approximately 5 to 25 knots, with a particular strength being that it can be reliably sailed in the lowest wind range.
- It is the only Olympic event that provides athletes with the opportunity to develop advanced jib-handling skills and uses a symmetrical spinnaker.
- While not a high-speed event, it develops sailors' positioning, tactical awareness, and strategic decision-making, which are fundamental sailing skills.
- The use of the O Flag and kinetic sailing techniques creates dynamic and visually engaging racing, including roll tacks, roll gybes, pumping, and trapeze movements.
- The tactical elements of racing are relatively easy for spectators and media to understand and explain.
- Dacron sails can be recut, repaired, and modified, contributing to the sustainability of the class.

Weaknesses

- Of the four two person events on the current Olympic sailing slate, the mixed dinghy is the least visually exciting, slowest, and (arguably) less attractive to athletes.
- Although durable, the hull has a relatively short competitive lifespan at the highest level due to the demands of elite competition.
- The extensive scope for rig customisation encourages sailors to use their own boats, limiting the practicality of supplied-equipment competition.
- Traditional white sails offer limited visual appeal for broadcasters and media and are sometimes perceived as outdated.
- There is currently no obvious alternative equipment class positioned to replace the 470 in the Mixed Dinghy event.

Opportunities

- Improvements to hull stiffness could be made, to improve the longevity of the equipment at the highest levels of competition.
- Tighter tolerances could be introduced to class measurement rules, to increase uniformity of the equipment and make supplied equipment more practical.
- Use of the Oscar flag to permit crews to use kinetic sailing techniques in lighter winds could be introduced at lower wind speeds.
- Sailors and MNAs are increasingly adapting to the transition from single-gender to mixed-gender competition after the mixed-gender event was successfully introduced at the Paris 2024 Olympic Games. A clear athlete development pathway for both girls and boys exists through the 420 class.

Threats

- Having been an Olympic class since 1976, the 470 equipment is sometimes perceived as ageing or traditional.
- The event may have limited appeal to younger audiences and athletes who are increasingly attracted to faster and more extreme sailing.
- Media and commercial interest may increasingly favour higher-speed, more visually dramatic classes.
- The technical aspects of the class would be significantly limited by supplied equipment.
- Some stakeholders continue to oppose mixed-gender competition.

7.5.3 Mixed Multihull

7.5.3.1 Starting points and rationale

The Nacra 17 has been the Olympic mixed multihull since Rio 2016 and has undergone substantial equipment evolution across three cycles: foiling was introduced in 2018, followed by successive refinements to daggerboards, rudders and rigging. After this extended development period, the class has now reached genuine equipment stability: the platform is durable, foils are proven to last comfortably across two Olympic cycles, and R&D-driven equipment churn, a defining cost and campaign-planning risk in earlier cycles, has substantially reduced. This maturity coincides with a period of encouraging fleet renewal: entry-list analysis across the last four World Championships (2023 The Hague, 2024 La Grande Motte, 2025 Cagliari, 2026 Quiberon) shows real turnover toward new nations and new athlete partnerships post-Paris 2024, addressed in detail below.

Against the Fit for the Future evaluation framework, the Working Group considers the Nacra 17 well positioned on Global Appeal (a visually striking foiling platform with a growing roster of athletes who move across Olympic sailing, the America's Cup and SailGP, precisely the “stars beyond the sailing niche” the IOC's framework refers to) and improving on Cost and Complexity, since the equipment-stability milestone now reduces the technical-team and R&D burden that previously drove campaign costs.

If the proposal is to retain, it must be read together with an important qualifier: the Mixed Multihull received the lowest overall evaluation of all ten events under review during the Regulation 11.4 process. The Working Group therefore considers that retention must be paired with a meaningful evolution of the equipment, cost structure, and competition format concept as addressed below.

7.5.3.2 Reasoning

General reasoning

- High-speed foiling catamarans deliver strong broadcast appeal and visual dynamism; the event has also demonstrated genuine storytelling power — Santiago Lange's Olympic gold campaign remains one of the most inspirational narratives in Olympic sailing history.
- The event allows sailors with a broader range of physical characteristics to compete successfully than most other classes reviewed, per the weight/height dataset provided by the World Sailing Team Leaders' and Coaches' Commission (see Figure X.1 below) as it is possible to combine different weight/height helm and crew, a genuine athlete-attractiveness and universality asset, due to the nature of a catamaran that reduces the need for higher righting moment and that addresses a weight range comfortable for both male and female to constitute a mixed team.
- Equipment R&D-driven cost escalation, historically the class's defining risk, has now stabilised according to multiple Working Group members' direct technical knowledge of the class and to the World Sailing Technical Officers. Furthermore, the Equipment, in its 4th cycle, is now sailed at its intended speeds and modes, as sailors have learned to master the equipment, allowing for regattas to be held at a large range of wind conditions.
- The class's central, unresolved weakness is cost-driven concentration. At the 2026 Quiberon World Championship, 35 crews from 21 nations competed, with 13 nations represented by a single team each. India, which last competed in 2023, returned to the fleet in 2026, alongside Canada and the Czech Republic as newer entrants to the class within this review period. High equipment and campaign costs have concentrated competitiveness in four to five well-resourced nations with the financial capacity to sustain a programme of multiple boats, limiting global accessibility.
- The Working Group's view is that future class development should prioritise simplification. The gains in accessibility, lower campaign cost, and broader international participation are judged to outweigh a loss of speed or technical sophistication. This applies not only to the physical boat but to the R&D ecosystem around it — reducing the technical complexity that currently only the wealthiest federations can sustain would narrow the competitive advantage those nations hold and create a more level playing field.

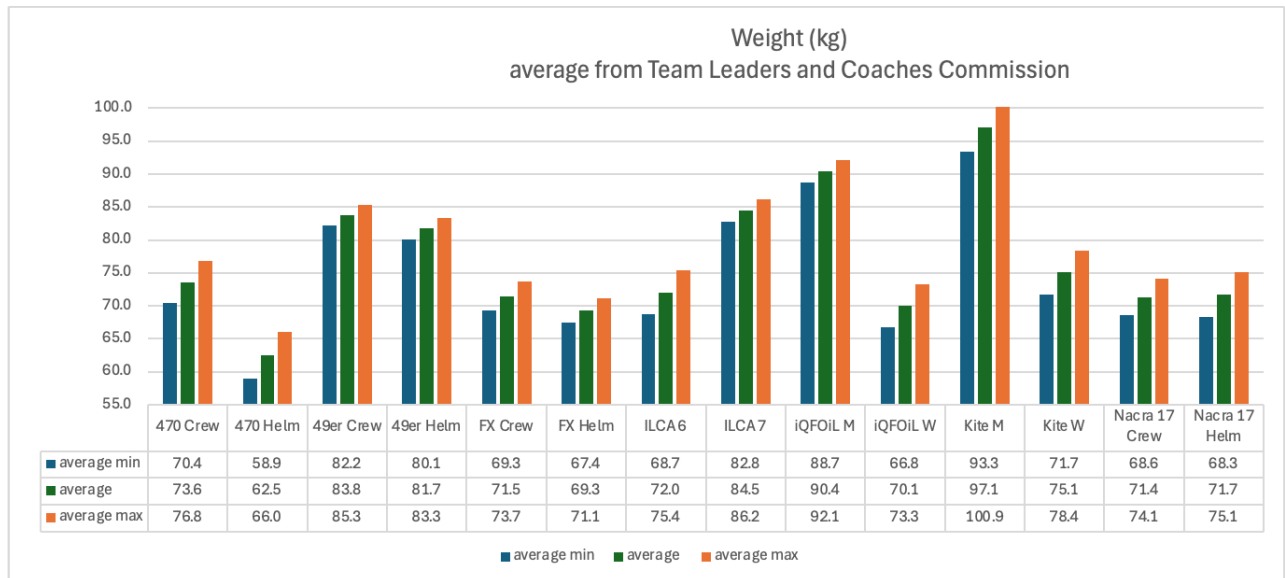


Figure 4: Athlete weight range by event and boat position, Nacra 17 on right hand side of the graph. Source: World Sailing Team Leaders' and Coaches' Commission dataset

Proposed Format Evolution

- The Working Group sees strong potential in adapting proven SailGP broadcast and race-format techniques, including reaching starts, course layouts engineered for closer, more compact racing, and course design that keeps the full fleet within a single broadcast frame. SailGP's substantial investment in audience research and broadcast optimisation is a resource the Olympic Sailing Competition can draw on directly, rather than developing equivalent solutions independently.
- A shift toward small-group knockout racing has direct, well-documented Olympic precedent outside sailing. Archery introduced head-to-head match play in 1992 specifically to improve spectator and broadcast appeal; World Archery's own official history states this change “vastly improved the sport from a spectator perspective and also helped the sport's ratings on television” [1], independently corroborated by the IOC's own published profile of the federation [2]. The mechanism mirrors the Working Group's proposal precisely: a full-field ranking round seeds a single-elimination knockout bracket [3], a structure archery has continued to refine following the IOC's 2005 Olympic Programme Commission report [4]. The IOC's own current programme evaluation adds a second, current data point: the IOC Executive Board's Alpes 2030 programme review found that Parallel Giant Slalom snowboard, a head-to-head knockout format, “demonstrated significant improvement since Beijing 2022 across a number of popularity indicators,” measured across 14 indicators spanning broadcast, digital, public interest, ticketing and press [5]. Rugby sevens (pools of six feeding a knockout bracket, adopted for Olympic inclusion partly because the format “works incredibly well over two or three days... works very well for television” [6, 7]) and cricket's T20 format for LA28 (chosen specifically for its “compact duration” and single-venue, curated-field design [8, 9]) provide further, related precedent for compact, broadcast-oriented tournament design across recently added or reformed Olympic sports.
- Reaching starts are not practical with a full Nacra 17 fleet of 18 boats. The Working Group proposes a seeding series followed by a knockout stage run in heats of 6–8 boats, large enough to preserve genuine fleet-racing tactics, small enough to enable a genuine reaching start and single-camera-frame coverage. Heat winners (or top finishers per heat) would progress through bracket rounds to a single-heat final,

- directly adapting the archery and snowboard cross/Parallel Giant Slalom models already validated for broadcast improvement, with a “petit final” for minor placings.
- The Working Group considers this format an opportunity for the sailing programme as a whole, not a limitation on the Mixed Multihull proposal specifically. Under this proposal, the Nacra 17 would be the only event in the sailing programme running a seeded, small-group knockout format, meaning sailing's own ten-event slate would contain examples of both formats that the wider Olympic programme has independently shown can succeed at the very highest level: mass-start/fleet racing (evidenced by cross-country skiing's 50km mass start being the single most-watched event of the Milano Cortina 2026 Games in multiple markets [10]) and seeded head-to-head knockout (evidenced by archery's and Parallel Giant Slalom's own IOC-documented broadcast improvement [1, 2, 5]). Rather than the sport committing its entire broadcast strategy to one format, this gives sailing's programme built-in diversification, while simultaneously giving the Mixed Multihull a genuinely unique performance and viewing identity relative to the rest of the sailing slate.
 - The knockout stage's seeding is proposed to come from cumulative Sailing Grand Slam (or equivalent World Sailing Ranking and/or regattas for the Brisbane 2032 cycle named in advanced) results across the two years immediately prior to the Games (e.g. 2031–2032) — the qualification window permitted by the IOC — rather than a separate on-site qualifying series. The proposed seeds timeline does not affect national qualification, which remains governed by the existing continental and World qualifiers. This directly serves two goals simultaneously: it meaningfully reduces the on-site competition days required at the Olympics itself, addressing the IOC's own quota conditions on race-day reduction and operational footprint; and it builds a visible, season-long storyline connecting an existing professional circuit to the Games, supporting the IOC's broader ambition to convert Games-time attention into sustained, year-round engagement rather than a four-yearly spike.
 - This model requires the Sailing Grand Slam (or equivalent) calendar to be locked in early enough in the cycle to give all qualifying nations a fair opportunity to build seeding position, and requires clear published rules on how results convert into bracket seeding.
 - Exact heat count, advancement rule and bracket structure require further design work with format working party, class and race-management input before being finalised.

Proposed Equipment Changes

- Supplied foils at the Olympic Games and qualifiers are judged to be feasible now that the class's foil technology has stabilised, therefore allowing to directly reduce the equipment cost barrier that currently concentrates the fleet among a handful of nations through a reduction in research and development costs.
- Supplied masts are also proposed as a further, second-stage cost reduction.
- Full platform supply (hull, rigging, running rigging) is judged challenging as the volume of control lines and rigging complexity is an operational constraint although this would introduce savings for the IOC and its organising committee.
- A further option proposed for consideration: random rotation of supplied foils among nations throughout the regatta, removing any possibility of a wealthier nation gaining advantage through superior foil research and development, or selection, and directly equalising equipment performance across the fleet regardless of campaign budget.
- This equipment-supply model draws explicitly on SailGP's own practice of supplying boats or boat parts to a team that has suffered damage. The concept proposes adapting

1158 this same philosophy as a permanent, built-in equalisation mechanism for the Nacra
1159 17 rather than a damage-contingency measure alone.

1160 **Stars of the sport — evidenced professional crossover**

1161 The event already produces recognisable athletes progressing into professional sailing's
1162 highest-profile properties, evidenced across multiple current campaigns rather than a single
1163 example:

- 1164 • Ruggero Tita — 2× Olympic Champion in the Nacra 17 (Tokyo 2021, Paris 2024) —
1165 made his America's Cup debut with Luna Rossa Prada Pirelli in 2024.
- 1166 • Vittorio Bissaro — 2019 Nacra 17 World Champion (with Maelle Frascari) — also
1167 joined Luna Rossa for his first America's Cup campaign in 2024, alongside an
1168 offshore racing background as tactician for Giovanni Soldini's Maserati Multi 70
1169 programme.
- 1170 • Gianluigi Ugolini and Maria Giubilei — the Nacra 17's reigning Paris 2024 Test Event
1171 gold pairing and reigning 2026 World Champions — both joined Luna Rossa in 2024:
1172 Ugolini won the UniCredit Youth America's Cup in Barcelona as AC40 co-helm;
1173 Giubilei won the Puig Women's America's Cup in the same regatta as AC40 trimmer
1174 and has now been sailing the AC75 as the first female in the boat.
- 1175 • Margherita Porro — Nacra 17 helm and 2022 Italian National Champion — also
1176 joined Luna Rossa's women's team in 2024, winning the Puig Women's America's Cup
1177 as AC40 co-helm.
- 1178 • Quentin Delapierre and Manon Audinet — raced the Nacra 17 together for France,
1179 winning the 2019 World Cup regatta in Enoshima, taking silver at the 2020 Europeans
1180 (behind Tita/Banti) and finishing 8th at Tokyo 2020. Both remain teammates today:
1181 Delapierre is skipper of France's SailGP team (an outright F50 speed record holder,
1182 one event win already secured this cycle) and skipper/helm of the La Roche-Posay
1183 Racing Team's 38th America's Cup challenge alongside Diego Botín; Audinet is now
1184 strategist on his SailGP boat.
- 1185 • Cardona / Nicole van der Velden are both sailing the Nacra 17 together and are crew-
1186 mates in the Spanish SailGP team.
- 1187 • Waterhouse is the Rio 2016 silver medallist and campaigner for the Tokyo 2020
1188 Olympics, sailing as the flight controller in the Australian SailGP team.

1189 **7.5.3.3 SWOT-Analysis**

1190 **Strengths**

- 1191 • Only genuinely wide-body-type mixed-crew platform among the foiling classes
1192 reviewed.
- 1193 • Proven three-cycle equipment durability now reached; foils last two Olympic cycles.
- 1194 • Established, repeated, and evidenced professional pathway (Tita, Bissaro, Ugolini,
1195 Giubilei, Porro, Delapierre/Audinet — see above).
- 1196 • Genuine post-Paris fleet renewal: Canada and Czech Republic entering for the first
1197 time, India returning in 2026, and approximately 18 new athlete partnerships entering
1198 at the 2025 Worlds alone.
- 1199 • Direct compatibility with proven SailGP broadcast/format innovations, offering a low-
1200 risk path to production improvement.

1201 **Weaknesses**

- 1202 • Lowest overall Working Group evaluation score of all ten events under review in
1203 Regulation 11.4.

- 1204 • Highest equipment cost in the reviewed slate, driving competitive concentration in 4–5
- 1205 well-resourced nations.
- 1206 • At Quiberon 2026, 13 of 21 competing nations fielded only a single crew — a direct,
- 1207 current-cycle indicator of the universality problem, not a historical one.
- 1208 • Fleet remains numerically the smallest among the comparators reviewed.

1209 Opportunities

- 1210 • Supplied-foil (and potentially supplied-mast) model, following the iQFOiL precedent
- 1211 and extended via a SailGP-style rotation mechanism, could directly and structurally
- 1212 resolve the cost-concentration weakness rather than merely offsetting it.
- 1213 • SailGP-derived and IOC-validated (Parallel Giant Slalom, snowboard/ski cross)
- 1214 knockout format offers a proven, low-risk production upgrade path.
- 1215 • Grand Slam-based seeding builds a season-long broadcast narrative and reduces
- 1216 Games-time footprint simultaneously.
- 1217 • Post-Paris rejuvenation trend suggests real receptiveness to entry if the cost barrier is
- 1218 addressed.

1219 Threats

- 1220 • Without a structural cost intervention (not just format changes), the concentration
- 1221 trend risks worsening rather than reversing.
- 1222 • A performance reduction from simplification carries its own risk to the class's
- 1223 broadcast appeal and would need careful joint design with the format evolution.
- 1224 • Renewed nations (Canada, Czech Republic, and returning India) remain recent data
- 1225 points; continuity into the next cycle is unconfirmed.
- 1226 • Grand Slam-based seeding requires an early-locked calendar and clear published
- 1227 conversion rules to be seen as fair.

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1254 **7.5.4 Wingfoiling**

1255 7.5.4.1 Starting points and rationale

1256 The Working Group were keen to explore ideas around how a board event could present a
 1257 style of competition that is significantly different from the other board events on the current
 1258 slate, offering a unique selling proposition.

1259 In considering a WingFoil event, the working group reviewed the two formats which were
 1260 invited to the Gdynia test event in July 2026 organised by the GWA and IWSA and also
 1261 WingFoil Expression.

1262 The IWSA format consisted of course racing with target times of 5-8 minutes dependent on
 1263 course type (except the long distance 20 min race). The format is broadly similar to that used
 1264 by the existing board events in that competitors race on various course configurations with a
 1265 qualification series followed by Finals. Given the similarities to the existing board events, this
 1266 was not pursued.

1267 WingFoil Surf-Freestyle is where competitors are scored on the complexity and delivery of
 1268 tricks they can make, however this was ruled out at an early stage primarily due to the need
 1269 for at least 15 knots of wind.

1270 The GWA format was termed WingFoil FreeFly-Slalom. This is a race format with a start and
 1271 finish line that includes different expression elements like jumps, carving manoeuvres and a
 1272 freefly section (where competitors flag the wing behind them and pump the board downwind).
 1273 It is a similar concept to Boarder Cross formats known in the Winter Olympics for
 1274 snowboarding and skiing or BMX Cross in the Summer Olympics. The athletes compete in
 1275 groups of up to 10 competitors per heat. The racing time for one heat is short, approximately
 1276 2-4 minutes. For further explanation of FreeFly World Tour discipline see the below links,
 1277 however it should be noted that the event demonstrated in Gdynia had more expression
 1278 elements than the GWA tour events shown in the videos.

1279 [GWA FreeFly-Slalom Finals - Abu Dhabi 2025](#)
 1280 [GWA FreeFly-Slalom Qualifying Round - Fuerteventura](#)
 1281 [GWA FreeFly-Slalom Highlights - Leucate](#)

1282 The working group believes that FreeFly-Slalom presents the most attractive option for a
 1283 WingFoil event.

1284 7.5.4.2 Reasoning

1285 The primary consideration was being able to deliver an event with a high degree of broadcast
 1286 attractivity (The degree to which the proposed event offers something which can be visually
 1287 appealing, can be easily explained by commentators and understood by non-sailors, and can
 1288 offer a reliable schedule in a broad range of wind strengths, all of which potentially increases
 1289 popularity in terms of Broadcast, Digital, General Public, Spectators and Press.)

1290 **Global Appeal**

1291 WingFoil FreeFly-Slalom is one of the most visually dynamic sailing disciplines. The racing
 1292 is easy to understand (first across the line wins), takes place on compact courses close to
 1293 shore, and features high speeds, overtaking opportunities and dramatic manoeuvres. The
 1294 FreeFly format also creates repeated short-format races suited to modern broadcasting. Based
 1295 on current equipment, races can be run from 8 knots up for athlete weights in the range of 70
 1296 – 90kg.

1297 **Cost and Complexity**

1298 Campaign costs can be kept low but will largely be governed by decisions on the equipment
 1299 used. Currently equipment develops rapidly and can become obsolete quickly. While logistics
 1300 are easier than many boat classes, equipment replacement and development costs can be
 1301 significant. It will be important for the Equipment Committee to ensure that suitable
 1302 equipment restrictions are put in place to ensure that the equipment costs do not become out
 1303 of control.

1304 The event is relatively simple to deliver and by utilising short courses with relatively little
 1305 upwind sailing, and the inclusion of expression elements, the influence of the equipment on
 1306 overall results can be minimised in favour of the technical skill of the athlete. As with any
 1307 foiling class, technical optimisation of foils can play a significant factor, it will therefore be
 1308 important for the Equipment Committee to ensure that suitable equipment restrictions are put
 1309 in place to ensure that the equipment does not dominate performance and that costs do not
 1310 become out of control.

1311 The infrastructure required to deliver the event can easily utilise the same infrastructure as the
 1312 remaining events on the slate. Equipment is compact with wings able to be launched from
 1313 beach or slipway. By utilising courses close to the shoreline it is expected that the need for on
 1314 water support vessels (coach boats) can be minimised or eliminated. Storage requirements are
 1315 relatively simple and could utilize a similar setup as the existing windsurfer event.

1316 **Universality**

1317 Wingfoiling is one of the fastest-growing areas of sailing globally and attracts both existing
 1318 sailors and athletes entering the sport directly. The discipline has a young athlete demographic
 1319 and strong participation growth. It is widely perceived as modern, athletic and professionally
 1320 attractive.

1321 WingFoil has grown rapidly, however, its global depth remains below established Olympic
 1322 classes. Participation is expanding, but universality remains an area needing further
 1323 development.

1324 Universality does not score highly for this event, however the working group have placed less
 1325 importance on this given that other events on the overall slate cater to this criterion.

1326 **7.5.4.3 SWOT-Analysis**

1327 **Strengths**

- 1328 • Short race duration aligns to broadcast needs
- 1329 • Short legs and minimum upwind reduce impact of equipment on performance

- 1330 • Low equipment complexity
- 1331 • Relative low cost of infrastructure for OCOG
- 1332 • Ability to get both athlete and equipment in shot
- 1333 • Possibility for interesting and diverse elements to be showcased ie. down wind
- 1334 pumping and freestyle components

1335 **Weaknesses**

- 1336 • Lack of maturity of event format at global scale and corresponding universality
- 1337 • Equipment has not been subjected to rigours of Olympic level competition
- 1338 • Athlete development pathways remain less mature than those in established Olympic
- 1339 sailing disciplines
- 1340 • Unproven ability to race in lower wind, as there is a risk that increased support vessels
- 1341 may be needed

1342 **Opportunities**

- 1343 • Appeals to a broader demographic
- 1344 • Can be run close to shore with potential for beach finish
- 1345 • As a new event and new equipment, there is an opportunity to define equipment suited
- 1346 for a target weight range
- 1347 • Event has potential to be run with supplied one design equipment
- 1348 • Wingfoil FreeFly Slalom naturally reflects many characteristics seen in successful
- 1349 Olympic additions such as sport climbing, BMX freestyle and surfing.

1350 **Threats**

- 1351 • Not seen as sailing by some areas of the community
- 1352 • Lack of clear pathways into and out of the event
- 1353 • Potential for increased cost if equipment not adequately controlled

1354 **7.5.5 Foiling Monohull**

1355 7.5.5.1 Starting points and rationale

1356 Including a men's and women's one-person foiling monohull event in the Brisbane 2032
 1357 Olympic Sailing Competition, using strict one-design equipment and a supplied-equipment
 1358 model would add a fast, athletically demanding and visually compelling event to the Olympic
 1359 sailing programme.

1360 It aligns strongly with the Level 1 criteria through broadcast appeal, athlete attractiveness,
 1361 operational simplicity and long-term relevance, while its principal risks - campaign cost,
 1362 equipment maturity, universality and light-wind performance - can be addressed through a
 1363 strict one-design brief, supplied equipment and a staged evaluation programme.

1364 It should be designed as a strict one-design competition with separate male and female events,
 1365 using equipment selected around clear athlete-weight targets and with supplied equipment at
 1366 the Olympic Games and qualifiers. The core objective is not simply to add another foiling
 1367 event, but to create a visually distinctive Olympic event with controlled costs, broad
 1368 international accessibility and scope for innovative racing formats.

1369 **Proposed Event Concept**

- 1370 • Separate men's and women's one-person events using the same core platform, with
- 1371 appropriately sized sails and/or foil configurations.
- 1372 • Strict one-design equipment to limit development costs and avoid an equipment arms
- 1373 race.
- 1374 • Target athlete weights of approximately 50-70 kg for women and 60-80 kg for men,
- 1375 subject to testing and validation.
- 1376 • Fully supplied equipment at the Olympic Games and qualifiers to improve fairness,
- 1377 reduce shipping, limit campaign costs and reduce barriers to participation.
- 1378 • Supplied or partially supplied equipment at major events, potentially including
- 1379 supplied hulls and foils with athlete-owned sails or other limited components.
- 1380 • Compact transport configuration, with boats capable of being packed into smaller
- 1381 travel boxes or containers.
- 1382 • Equipment capable of sailing and racing in displacement mode if wind strength falls
- 1383 below foiling conditions.

1384 **Competition Format**

1385 A foiling monohull creates scope to include innovative formats and possibly closely aligned
1386 to Americas Cup and SailGP. Options include:

- 1387 • Short-form fleet racing with multiple races.
- 1388 • Elimination or knock-out rounds leading to semi-finals and finals.
- 1389 • Match-racing elements.
- 1390 • High-speed reaching components where conditions allow.
- 1391 • Longer distance or coastal races.
- 1392 • Alternative course layouts designed for venue presentation and spectator viewing ie.
- 1393 boundary racing.

1394 7.5.5.2 Rationale

1395 **Level 1 Criteria**

1396 **Broadcast Appeal**

1397 The event has the potential to deliver highly compelling viewing and race formats,
1398 significantly enhancing its broadcast appeal. A variety of racing formats could be adopted,
1399 closely aligned with successful professional events such as SailGP and the America's Cup,
1400 which currently attract the highest viewership in the sport.

1401 **A distinctive addition to the Olympic slate**

1402 A foiling monohull would provide a genuine point of difference from boards, multihulls and
1403 displacement dinghies. It would showcase high-speed sailing, tactical decision-making, and
1404 athleticism in a format that is recognisably sailing.

1405 **Modern presentation of the sport**

1406 Foiling creates speed, close racing and visible risk and reward. In stronger winds, the event
1407 would naturally deliver the “thrills and spills” that can make sailing more engaging for
1408 spectators.

1409 **Cost and complexity**

1410 **Simplicity**

1411 A one-design, supplied-equipment format offers considerable simplicity for both athletes and
1412 organisers. The equipment is straightforward to transport and can be accommodated within
1413 existing sailing fields of play without requiring extensive additional infrastructure or support

1414 vessels. The event could be delivered from standard sailing venues using existing facilities.

1415 **Cost of Campaigning**

1416 The one-design, supplied-equipment model significantly reduces campaign costs and creates
1417 a more level playing field. Coaching and support boats can efficiently service multiple
1418 competitors, and there is no requirement for equipment changes on the water or between races
1419 during a day's competition.

1420 **Long-Term Sustainability**

1421 The event has strong long-term viability and aligns closely with the areas of professional
1422 sailing experiencing the greatest growth and audience engagement. With a recommended
1423 racing wind range of 6–25 knots, the event would be suitable for a wide variety of venues and
1424 conditions while remaining consistent with the style of racing showcased in the sport's leading
1425 professional competitions.

1426 **Universality**

1427 While foiling monohulls are newer classes than many existing Olympic events, participation
1428 is growing rapidly. Pinnacle events in 2025 attracted competitors from over 20 nations, and a
1429 supplied one-design model has significant potential to improve accessibility by reducing
1430 equipment cost and logistical barriers.

Event	Unique Nations Competing
2025 Waszp Games	18 nations
2025 Moth World Championships	23 nations

1431 **Athlete Appeal**

1432 This is arguably the greatest strength of the event. The continued growth of foiling, together
1433 with the direction of the sport at the highest professional level - including foiling monohulls
1434 and foiling catamarans - makes this an exceptionally attractive pathway for young athletes.
1435 The event would provide a clear and direct connection to the sport's premier professional
1436 leagues.

1437 In addition, many of the world's leading sailors either currently compete in or have extensive
1438 experience racing foiling monohulls. This creates a significant opportunity to attract many of
1439 the sport's biggest names to Olympic competition.

1440 **Direct relevance to professional sailing**

1441 Many leading sailors from Americas Cup, SailGP and professional sailing circuits compete in
1442 foiling monohulls. An Olympic event would provide a credible bridge between youth sailing,
1443 Olympic campaigning and professional careers.

1444 **Youth appeal and an existing pathway**

1445 A youth pathway already exists through foiling classes. This format of sailing is highly
1446 attractive to young athletes and is increasing rapidly in popularity.

1447 **Potential to attract leading athletes**

1448 The event could appeal both to sailors progressing through youth pathways and to established
1449 professional athletes including the “stars” of the sport, who may be able to combine Olympic
1450 and professional programmes. The opportunity for young athletes to compete against the
1451 world’s best on one design equipment would offer something special.

1452 7.5.5.3 SWOT-Analysis

1453 **Strengths and Opportunities**

Opportunity	Value to the Olympic programme
Olympic relevance	Adds a modern, high-performance event with direct relevance to sailing grand prix circuits.
Athlete pathway	Connects youth foiling, Olympic sailing and leading professional circuits.
Spectator appeal	High speed, visible technical challenge, the potential for dramatic racing outcomes and new formats.
International accessibility	A one-design and supplied-equipment model can reduce national equipment advantages and lower entry barriers.
Logistics	Compact equipment and relatively straightforward transport. The ability to fly with foils, rig, sails.
Operational simplicity	The boat should not require intensive on-water support and must be capable of returning safely to shore if the wind drops.
Gender balance	The event can provide separate male and female equipment suitably designed to cater for each gender and targeted weight range.
Innovation	Provides a platform for new competition formats and can utilize onboard technology ie. Cameras etc.
Grass Roots Strength	A foiling boat fits the model where sailors operate and sail from yacht clubs, with the ability to strengthen junior and youth yacht club membership worldwide.

1454 **Weaknesses, Threats and Required Controls**1455 **Athlete weight drift**

1456 Sail area, foil size and righting-moment demands could favour heavier sailors. Equipment
1457 must be tested against the intended male and female weight ranges before selection.

1458 **Light-wind racing**

1459 The platform should remain raceable and manoeuvrable in displacement mode so that the
1460 event is not wholly dependent on foiling conditions.

1461 **Equipment reliability**

1462 Foils, control systems and hull structures must be robust and consistently produced.

1463 **Cost escalation**

1464 Strict one-design rules, controlled component replacement, transparent pricing and supplied
1465 equipment are essential.

1466 **Technical complexity**

1467 Systems should be simple enough for emerging nations to operate without specialist and
1468 technical support.

1469 **Equipment immaturity**

1470 Any candidate equipment should complete a structured evaluation programme before

1471 Olympic confirmation, including durability, manufacturing consistency and racing across the
1472 wind range.

1473 **7.5.6 Team racing**

1474 7.5.6.1 Starting points and rationale

1475 Team racing does not currently form part of the Olympic Sailing Competition. It was assessed
1476 by the Working Group as one of five shortlisted new-event options, where mixed team racing
1477 (in both one- and two-person form) was the top-rated concept in that group's vote.

1478 Two formats were considered: mixed 2v2 one-person team racing and mixed 2v2 two-person
1479 team racing. Discussion moved from an initial preference for the one-person format toward
1480 working group consensus in favour of two-person racing. The one-person format remains a
1481 viable fallback should quota constraints later require a reduction in the number of athletes
1482 fielded per team.

1483 Team racing already has an established pathway within World Sailing's youth structure,
1484 where it is used extensively to develop rules knowledge, on-water communication and
1485 interaction with umpires, and is well received at the Youth Sailing World Championships and
1486 within school, college and university sailing.

1487 At senior level, the format has a longer and more established history than is sometimes
1488 assumed. The World Sailing (formerly ISAF) Open Team Racing World Championship has
1489 been contested, with some gaps, since 1995 [4], and was relaunched in a new, more spectator-
1490 friendly 2v2 keelboat format at the New York Yacht Club in 2025 after a decade-long hiatus,
1491 with the 2026 edition confirmed for Stockholm, Sweden [2], [5].

1492 Team racing's absence from the Olympic programme to date is a matter of format, not merit.
1493 For most of its history the sport was organised as 3v3 racing in lightweight dinghies over a
1494 longer, more resource-intensive event structure that never fit comfortably within an Olympic
1495 footprint. That changed only in 2025, when World Sailing relaunched its Open Team Racing
1496 World Championship in the compressed 2v2 keelboat format described above, specifically to
1497 make the sport faster to sail and easier to broadcast [2]. The shift also addresses a problem
1498 that has limited spectator engagement across Olympic sailing more broadly: because racing is
1499 sailed on a small, close-to-shore course, the format can be run in a genuine "stadium" setting
1500 where spectators watch live rather than relying entirely on broadcast — the Newport Harbor
1501 Yacht Club's Global Team Race Regatta already markets itself explicitly on this basis, and
1502 Stockholm's Gamla Stan venue for the 2026 World Championship demonstrates the same
1503 principle in a genuine city-centre setting [5][10]. The Working Group's recommendation is
1504 therefore not a proposal to introduce an unproven concept, but to bring an already-
1505 modernised, already-relaunched format into the Olympic programme at the point it has
1506 become genuinely fit for purpose.

1507 7.5.6.2 Reasoning

1508 The Working Group's assessment centred on team racing's potential to deliver an Event that is
1509 fundamentally different in character from the current ten-Event fleet racing slate, while
1510 remaining low-cost and straightforward to deliver. The draft Fit for the Future evaluation
1511 framework carries a relative weighting of 65% global appeal, 20% cost and complexity and

1512 15% universality [9]; global appeal is therefore the dominant factor [8]. The sub-sections
1513 below address the reasoning against each of the three Level 1 criteria in turn, in that order.

1514 **Global Appeal**

1515 Team racing scores strongly on broadcast attractivity. The scoring logic itself — two boats
1516 per side, first team to a defined combination of finishing positions wins the match, with the
1517 team of the last boat to finish automatically losing that race, no discards or points table to
1518 explain — is simpler for non-sailors to follow than fleet racing's tactical upwind sailing and
1519 cumulative points scoring. World Sailing's own account of the format's growth makes the
1520 same case directly: the 2v2 keelboat format introduced in 2025 has “won fans due in part to
1521 its simplicity” [3], and in relaunching the Championship, World Sailing's CEO David Graham
1522 said the new format offers “opportunities to grow the sport” [2]. Racing is delivered as a
1523 compact series of short races, producing a format and a volume of short-form content well
1524 suited to broadcast highlights and social/digital distribution. Umpire decisions are visible and
1525 immediate, adding clarity and drama for spectators.

1526 The Working Group was clear, however, that recent evidence for team racing as a senior elite,
1527 standalone Event remains light. Current fan engagement and social media performance data
1528 are limited, as there isn't a central entity beyond World Sailing leading it, and are drawn
1529 mostly from youth and domestic/interclub competition rather than a senior Olympic-calibre
1530 event.

1531 **Cost and Complexity**

1532 At Olympic level, the Working Group proposes a compressed eight-team format: a 56-race
1533 double round robin followed by a finals bracket of four quarter-finals, two semi-finals and a
1534 final — 63 races in total — completed in under 10 hours of racing (ie two to three days); the
1535 same time as a twelve-team single round robin format. This is a materially smaller and faster
1536 footprint than the current non-Olympic World Championship, which has run across four to
1537 five days with up to 12 nations in its two most recent editions — Newport, Rhode Island in
1538 2025 (28 May – 1 June) and Stockholm in 2026 (12–16 August) [2], [5] — real-world
1539 precedent for the broader format, even though the Olympic proposal itself is more compact.

1540 Only 16 boats in total would be required — small enough, subject to the size requirement set
1541 out in Equipment Principles below, to fit within two shipping containers, rather than requiring
1542 each competing nation to ship its own equipment. No support or coach vessels are required on
1543 the water, reducing marina space and OCOG operational footprint. World Sailing's existing
1544 umpire and race management systems, equipment and expertise, already established through
1545 on-the-water officiating in other disciplines, are directly reusable for team racing, avoiding
1546 new procurement or training investment.

1547 **Universality**

1548 World Sailing's own 21 July 2026 participation rankings show more nations currently field
1549 some form of team racing (40–50) than compete in the 470 (34), Nacra 17 (24), 49er (41) or
1550 49er FX (33) [9] — a meaningfully broader existing base than several current Olympic
1551 events, including a high percentage of youth participants. The format also has a real,
1552 established pathway at school, college and university level: in the United States alone, the
1553 Inter-Collegiate Sailing Association runs three dedicated national team and match racing
1554 championships every year (Open Team Race, Women's Team Race and Match Race), a

1555 distinct competitive pathway that has run continuously since 1977 [7].

1556 7.5.6.3 Equipment Principles

1557 Rather than naming a specific equipment or class at this stage, the Working Group proposes a
 1558 two-stage equipment strategy. Consistent with Regulation 11.5(b), formal equipment-
 1559 selection decisions remain a matter for the Equipment Committee following AGM approval
 1560 of the Events Decision; the model and criteria below are intended to guide, not pre-empt, that
 1561 process.

1562 A two-stage equipment strategy

- 1563 • Qualifiers: the Equipment Committee should recommend a set of performance and
 1564 design criteria that equipment used at qualifying events must meet, rather than naming
 1565 a single class to be used at all regattas. This allows each host, with the approval of
 1566 World Sailing, to field locally available, compliant equipment rather than requiring
 1567 boats to be built or imported, keeping qualifier cost and logistics low.
- 1568 • Games: World Sailing and the OCOG should conduct a tender to select the specific
 1569 equipment used at the Olympic Sailing Competition, with the selection announced
 1570 after Last Chance Regatta, closer to the Games. This keeps the model responsive to
 1571 newer one-design equipment coming to market, enables direct legacy planning with
 1572 the OCOG and avoids locking in a single supplier years in advance.
- 1573 • Active equalisation of the boats used is considered critical to the fairness of the format
 1574 at both stages, regardless of whether equipment is centrally supplied or locally sourced
 1575 against agreed criteria.
- 1576 • Equipment is such that sail trim and boat handling are the only elements of the boat's
 1577 performance, mitigating the need to train in the specific boat, enabling the skills of the
 1578 competitors to be the determining factor.

1579 The Working Group was explicit that a restricted control set, together with active boat
 1580 equalisation, is essential to protecting the event from becoming a tuning or technical-
 1581 development contest — addressing the equipment failings of match racing that were present
 1582 at London 2012. The qualifier-stage model above, which permits locally compliant rather than
 1583 centrally supplied equipment, is a deliberate and distinct cost-control mechanism for the
 1584 qualification pathway; it does not relax the principle that Games equipment must be supplied
 1585 via the World Sailing/OCOG tender.

1586 7.5.6.4 SWOT-Analysis

1587 Strengths

- 1588 • Simple, naked scoring logic (first team to secure the required combination of finishing
 1589 positions wins the race, i.e. don't be the last boat) is markedly easier to explain to non-
 1590 sailing audiences than fleet racing's points-based scoring. [1]
- 1591 • Clear visual identity between competing teams (e.g. nation or colour-coded boats and
 1592 sails) supports quick recognition for broadcast and spectators.

- 1593 • Compact format: the Working Group's proposed eight-team Olympic format — a 56-
1594 race double round robin plus a four-quarter-final, two-semi-final, one-final knockout
1595 bracket, 63 races in total — can be completed in under 10 hours of racing, producing
1596 content well suited to short-form digital and social media distribution.
- 1597 • Requires only 16 boats for the Olympic Sailing Competition — small enough to ship
1598 in two containers, rather than requiring each competing nation to transport its own
1599 equipment.
- 1600 • No coach or support boats are required on the water, reducing marina space and
1601 operational footprint compared with events that need a dedicated on-water support
1602 fleet.
- 1603 • World Sailing's existing umpire and race management systems are directly reusable
1604 for team racing, avoiding new procurement or training investment.
- 1605 • The format lends itself to a competition structure familiar from many other team
1606 sports — round robin or pool play followed by knockout rounds — which supports
1607 both spectator understanding and broadcast scheduling. This competition format,
1608 though not the discipline itself, is not untested for sailing at Olympic level: the
1609 women's match racing event at London 2012 was run as a round-robin stage feeding
1610 quarter-finals, semi-finals and a final [6]; comparable formats elsewhere in the
1611 Olympic programme have been credited with measurable broadcast and spectator
1612 gains — see the Mixed Multihull building block report, Section 2.6, for further
1613 examples.
- 1614 • Umpire decisions are visible and immediate, adding drama and clarity that is largely
1615 absent from fleet racing.
- 1616 • Well-established, well-regarded pathway through youth sailing (rules education,
1617 communication, decision-making) and a strong grassroots base in school, college and
1618 university sailing.
- 1619 • Ranked the top-rated concept in the Working Group's second-medal-opportunity
1620 scoring exercise, in both one- and two-person form.
- 1621 • Assessed by the Working Group as capable of standing on its own merits as a new
1622 Event, rather than functioning solely as a second-medal mechanism.
- 1623 • World Sailing has run a Team Racing World Championship, with some gaps, since
1624 1995 [4]; the event was relaunched in a new, more spectator-friendly 2v2 keelboat
1625 format in 2025 specifically to grow the sport's reach [2], giving MNAs and coaches an
1626 established, recognised pinnacle to build toward domestically — particularly among
1627 youth sailors, a market the IOC has identified as a strategic priority.
- 1628 • World Sailing's 9 June 2026 participation rankings show a broader current base of
1629 nations (40–50) practising some form of team racing than compete in the 470 (27),
1630 Nacra 17 (23), or 49er FX (33) [9] — a strong existing foundation to build global
1631 reach from.
- 1632 • Popular youth regattas such as the Optimist Class World Championships and the
1633 World Sailing Youth Sailing World Championships have introduced a team racing

1634 event and had to cap entries due to high demand.

1635 Weaknesses

- 1636 • Digital and social media performance data specific to senior-level team racing remain
1637 thin, even though broader participation in the format is strong (see Universality,
1638 above); building a dedicated senior broadcast and content track record will take time.
- 1639 • In several MNAs, team racing is used today primarily as a training and youth-
1640 development tool. Converting this strong grassroots base into a mainstream senior
1641 competitive pathway is a natural next step, and is already underway in some regions.
- 1642 • Requires four athletes per team (eight per match) in the two-person format — a
1643 materially larger athlete commitment than any current one- or two-person Olympic
1644 event — which raises universality concerns for MNAs that already struggle to field a
1645 single entry in existing events. The same feature also has a corresponding upside (see
1646 Opportunities, below).
- 1647 • Running a team racing regatta involves managing a substantially higher number of
1648 individual races and starts than fleet racing, which the Working Group identified as
1649 new for hosts and broadcasters unfamiliar with the format.

1650 Opportunities

- 1651 • A Team Racing World Championship is scheduled in a city-centre venue (Gamla
1652 Stan, Stockholm) in August 2026 [5]; this offers World Sailing a near-term
1653 opportunity to gather direct evidence of crowd engagement ahead of a final
1654 recommendation to Committees.
- 1655 • Broadcaster and IOC appetite for short-format, easily-explained events with a clear
1656 winner/loser dynamic aligns closely with team racing's core proposition.
- 1657 • The event offers a clear distinction from all current fleet racing events whilst using
1658 existing officiating resources and field of play, meeting a key IOC objective.
- 1659 • While fielding four athletes per team is a weakness for some MNAs (see Weaknesses,
1660 above), it also gives sailing a genuinely team-based competition — with the scope for
1661 team dynamics, rivalries and storytelling that broadcasters and audiences already
1662 respond to in other team sports.
- 1663 • A low-cost, one-design, factory-supplied equipment model would avoid the escalating
1664 campaign costs seen in other Events and, paired with development funding, could
1665 support universality among smaller MNAs over time.
- 1666 • Equipment can be designed from the outset to favour lighter-weight athletes,
1667 addressing a recognised gap in the current ten-Event slate.
- 1668 • Because the format need not depend on event-specific technical sailing skill to the
1669 degree a measurement class does, it can draw on athletes with a general high-
1670 performance background, supporting athlete crossover between Events.

1671 Threats

- 1672 • Working Group members have direct first-hand knowledge, from their involvement at
1673 the time, that early public naming of the equipment ahead of the women's match
1674 racing event at London 2012 contributed to teams sourcing boats independently ahead
1675 of the Games, undermining the intended supplied-equipment, cost-control model. Any
1676 team racing recommendation should commit to genuinely supplied equipment as a
1677 fixed design principle from the outset, not a later implementation detail.
- 1678 • Without a clear and consistent member communications narrative, introducing a new
1679 team-based Event risks potential hesitation, given the format's current standing as a
1680 pathway/participation tool rather than an established elite competition in most MNAs.
- 1681 • IOC quota allocation for a four-athletes-per-team format is not yet known and sits
1682 outside World Sailing's control; while the Working Group agreed this should not block
1683 the recommendation, an adverse quota decision later in the process would materially
1684 affect feasibility.

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1709 **7.5.7 Mixed Team Tournament**

1710 7.5.7.1 Starting points and rationale

1711 **Headnote**

1712 The Proposal “Mixed 8-Team Tournament” (M8TT) submitted by the President of the
 1713 Brazilian Federation has been studied and amended slightly following feedback, the main
 1714 change is that the crew number has been reduced from 8 to 6 and is now the “Mixed 6-Team
 1715 Tournament”, referred to in this paper as the Mixed Team Tournament. There are other slight
 1716 changes and further checks to ensure this event is “Olympic ready” should it be selected –
 1717 they are included in this paper, which provides an analysis of the concept of the Mixed
 1718 National Team Event concept.

1719 With this proposition falling outside of World Sailing’s “normal” Olympic disciplines, the
 1720 chairs of the Event and Equipment Committees asked the executive office to study the
 1721 proposal, amended following feedback and compile the Building Block report.

1722 **Core proposition**

1723 The Mixed National Team Event proposal is a new Olympic pathway six-person mixed-
 1724 gender national team event that connects grassroots sailing, national representation,
 1725 professional sailing and Olympic participation. As the professional sailing leagues grow and
 1726 provide alternative elite sailing pathways to Olympic sailing, it is more important than ever to
 1727 ensure Olympic sailing remains relevant to, and connected with, that part of our sport.

1728 It provides a 12 month global inclusive qualification system in advance of the Games, with
 1729 the final 10 boats competing on the Olympic field of play for the Olympic Gold Medal.

1730 The SSL global league already exists, with 66 National teams (and a similar number of
 1731 connected websites and social media accounts) which culminates in a football World Cup
 1732 style grand final at the end of 2026. It has been in the World Sailing eco-system as a World
 1733 Sailing Special Event for nine years. It is financed by the Sailing Athletes Foundation
 1734 domiciled in Switzerland, where all training, travel and accommodation for teams, equipment
 1735 and event management is fully funded and provided.

1736 The Mixed National Team Event aligns with elements of the IOC’s Fit for the Future process,
 1737 including global appeal, lower cost and complexity and wide athlete participation. It currently
 1738 operates worldwide, is fully funded and has a strong social media following.

1739 World Sailing would oversee the Mixed National Team Event, including the qualification
 1740 system, the rules, the equipment specification (including the design of the boat), the provision
 1741 of race officials and the digital/social media delivery, with the Sailing Athletes Foundation
 1742 acting as the funding and delivery partner. The concept meets the objectives of World
 1743 Sailing’s Olympic Vision for 2032 and beyond with respect to World Sailing’s broader
 1744 sustainability and development objectives for our sport.

1745 **General Outline**

1746 The Olympic sailing programme has evolved over the years to reflect changes in the sport,
 1747 athlete pathways, audience expectations and the wider direction of the Olympic Movement.

1748 The IOC expects sports to remain relevant and aligned with the future direction of the
1749 Olympic Movement, and this requires continued evolution.

1750 As World Sailing considers Brisbane 2032 and beyond, the question is not only limited to
1751 which events and equipment should be selected. The question is also whether new event
1752 concepts can help sailing grow globally, fitting within the IOC's Fit for the Future process to
1753 uniquely contribute to the Olympic movement specifically in global appeal, cost and
1754 complexity and universality.

1755 The Mixed National Team Event is a different type of proposal, addressing these core issues.
1756 It is not a simple equipment replacement. It is a mixed-gender national team event. The boat-
1757 on-boat format puts national teams at the centre of the story, akin to the most popular team
1758 sports such as football or rugby sevens. The Mixed National Team Event public story is
1759 simple and compelling: national teams, national colours and national representation
1760 competing for Olympic Gold.

1761 It shows the teamwork, communication and collective performance needed to make a boat sail
1762 fast. This choreography is a core part of sailing, but not strongly visible in the current
1763 Olympic programme.

1764 The Mixed National Team Event creates a new route into Olympic sailing that does not
1765 require boat ownership. A pathway from grassroots participation to national team selection
1766 and, ultimately, to the Olympic Games. This is particularly important for the smaller nations
1767 and the developing nations, where the traditional Olympic class pathways can be difficult to
1768 access; this is a topic World Sailing has been attempting to address for many years.

1769 The Mixed National Team Event team concept supports key World Sailing and Olympic
1770 objectives, which have most recently been reaffirmed by the IOC through Fit for the Future,
1771 requiring global development, gender equality, universality, athlete visibility, digital and
1772 broadcast growth, and stronger engagement with smaller nations.

1773 The Mixed National Team Event is intended to be fully financed by the Sailing Athletes
1774 Foundation whose purpose (as set out in its Constitution) is to identify and develop sailing
1775 athletes in countries globally, and to train them to form national sailing teams. *This funding is*
1776 *subject to due diligence, referred to below.*

1777 7.5.7.2 Reasoning

1778 **General outline**

1779 The Mixed National Team Event would add a new type of event to the Olympic sailing
1780 programme. It would not only add another race format, as it would also add a team-based
1781 national competition which is unique, with a very simple public story particularly for the non-
1782 sailing audience the sport struggles to attract: one national team competing against another in
1783 heats, the same as football at the FIFA World Cup.

1784 This event also embraces the keelboat and match racing community not currently represented
1785 in our Olympic events. Those communities will also provide valuable skill building and
1786 pathway opportunities for sailors interested in the Mixed National Team Event. Training and
1787 qualification will be in supplied equipment and the supplied boat used for the Games will not
1788 be available for purchase prior to the Games, keeping the playing field level.

1789 The qualification pathway is a major part of the proposition. The Olympic event should be
 1790 seen as the Grand Final of a global journey, not as a stand-alone regatta. In conjunction with
 1791 the IOC's Q series this creates a year-long road to Brisbane story, with continental
 1792 qualification, national team selection, digital storytelling and increasing media interest before
 1793 the Games. Notably this is a much simpler, and therefore more marketable qualification
 1794 process than is currently offered by our sport, which also adds diversity. Additionally, it binds
 1795 sailing to a developing IOC property, which is new, powerful and valuable.

1796 The current SSL global league, from which the Mixed National Team Event concept is
 1797 derived, already provides fully-funded training and support for all nations in all continents.
 1798 Whilst the design of the boat to be used in the Mixed National Team Event is still to be
 1799 determined, the training and support for all nations participating in the qualification series and
 1800 then the Grand Final at the Games is expected to take broadly the same approach as has been
 1801 proven previously with the first SSL World Cup in 2023 and is underway in the qualification
 1802 for the second iteration in Rio in November/December 2026. It should be noted that the IOC
 1803 shared the Finals of the SSL World Cup in 2023 on their website and social media, referring
 1804 to it as "the merger of competitive spirit with national pride, featuring Olympic medalists and
 1805 World Champions racing together" so it is already within their visibility.

1806 This aligns with World Sailing's current communications strategy given the need to maintain
 1807 sailing's visibility across the Olympic cycle. The Mixed National Team Event could help
 1808 keep sailing in the media throughout qualification events, national rivalries, team selections
 1809 and the final Olympic build-up. The Olympic Games would become the final stage of a wider
 1810 global story. The SSL global league reports broadcast figures of 3 million live views at the
 1811 SSL Gold Cup 2023 and 4.4 million live views at the South East Asian Games, and
 1812 independent verification of these figures has been requested.

1813 The concept creates a different Olympic pathway. Athletes would not need to come through
 1814 the traditional Olympic class system as they could also be selected through a national team
 1815 pathway. This gives more sailors, more clubs and more nations a clearer connection between
 1816 local sailing, national representation and Olympic participation.

1817 The existing SSL global league has already shown a broad global footprint. It has involved 66
 1818 national teams and built digital platforms in 66 countries. It already includes 10 teams in
 1819 Africa, with six more years available before Brisbane 2032 to build further in Africa, Asia
 1820 and Oceania. These teams train and compete in continental qualifiers, which increases
 1821 exposure to sailing in these countries for both sailors and also the general public through
 1822 social media. These regions are important development priorities for World Sailing. There is a
 1823 clear strategy to grow from 66 teams today to approximately 100 teams by 2031/32

1824 The gender-equality element is central. In many parts of sailing, progress on female
 1825 participation has been too slow. If you use the examples of the Olympic Games and our
 1826 World Sailing Special Events, whilst gender parity is mandated in the Olympic Games it is
 1827 not in the America's Cup, SailGP or the Ocean Race for example. The result is that progress
 1828 towards gender equality has been slow and inconsistent across some areas of the sport. By
 1829 contrast, the Mixed National Team Event proposal has made gender equality mandatory. It
 1830 will create a practical reason for the system to identify, support and develop more female
 1831 sailors around the world, which links directly with World Sailing's female participation work,
 1832 development programmes and Steering the Course activity.

1833 The Mixed National Team Event also creates the possibility of a "Dream Team effect". It

1834 would bring together current Olympic sailors, former Olympic sailors, professional sailors,
 1835 America's Cup sailors, SailGP athletes, national heroes and emerging talent under one
 1836 national flag, developing patriotism in sailing in the same way that a country supports its
 1837 national team in the football World Cup. This gives the event strong potential for athlete
 1838 storytelling and public interest, in addition to becoming an inspiration to grassroots junior and
 1839 youth sailors. *This needs further study.*

1840 The Mixed National Team Event proposal is designed to reduce cost barriers; equipment,
 1841 training and support are provided through the Sailing Athletes Foundation. This means that
 1842 sailing in the Olympic Games can evolve, in keeping with the IOC's Fit for the Future
 1843 process, without requiring every nation to build a new expensive independent programme
 1844 which would be prohibitive for them. This model is likely to be particularly attractive to
 1845 smaller and developing nations because it reduces financial barriers to participation; supplied
 1846 one-design equipment and specified training time help level the playing field between
 1847 developed and developing nations.

1848 **Athlete Quota Strategy**

1849 The Mixed National Team Event has been designed to maximise impact, whilst minimising
 1850 additional Olympic quota requirements. The working concept is that each qualifying nation
 1851 could receive further quota places that may be filled from outside its existing Olympic sailing
 1852 team, in the same way that National Olympic Committees select for team sports such as
 1853 football and basketball. This can create opportunities for professional sailors, national heroes
 1854 and athletes who sit outside the traditional Olympic class pathway, particularly for smaller
 1855 nations who may utilise the additional places to field a complete and competitive team.
 1856 Conversely, nations with larger existing Olympic sailing teams could be required to draw
 1857 most of their team from athletes already attending the Games, potentially not requiring
 1858 additional quota.

1859 Dedicated places should also help ensure gender balance within each national team, which
 1860 preserves the Dream Team concept while limiting net new athlete demand.

1861 Whilst the additional places are required, as referred to above it is anticipated that the
 1862 majority of the athletes who would compete in the top-10 'Olympic Final' at the Games
 1863 would come from Olympic sailors already qualified in other sailing events and thus offering a
 1864 second medal opportunity. The exact quota solution should be developed with the relevant
 1865 body within World Sailing, the IOC and relevant stakeholders as part of future programme
 1866 discussions.

1867 As an indicative example, based on 2028 quota, it could be as follows:

1868 *The Mixed National Team Event qualified nations could receive three dedicated quota places,*
 1869 *fillable from outside its existing Olympic team.*

1870 *Nations with five or more athletes qualified in other events draw their remaining three from*
 1871 *that team; smaller nations with less than 5 sailors receive an additional 3 quota places (i.e.,*
 1872 *can draw a full team of 6).*

1873 *Teams must use their three dedicated places to achieve gender balance.*

1874 *A ten nation 6 crew event requires 60 athletes in total. 38 places would be available from the*
 1875 *quota allocated from the event being replaced; the remaining 22 places could be sourced*

1876 *through a combination of:*

- 1877 • *Existing Olympic teams with five or more qualified sailors;*
- 1878 • *Unused continental quota allocations (where applicable); and*
- 1879 • *Limited redistribution from existing sailing events, while maintaining gender balance.*

1880 **The Sailing Athletes Foundation**

1881 Currently the Sailing Athletes Foundation in Switzerland fully finances the SSL global league
 1882 and have stated that they will fully fund the Mixed National Team Event proposal should it
 1883 become an Olympic event. This will be independently verified.

1884 As the concept is founded on the independent funding from the Foundation and it will be
 1885 essential for the funds to be managed within a structure that effectively guarantees and
 1886 protects the funding through the Olympic cycle with suitable oversight from World Sailing or
 1887 its nominee. Initial indications are that the funding is available and Foundation structure is
 1888 suitable but more detailed due diligence is being done.

1889 World Sailing has instructed their Auditors to carry out due diligence on the Swiss
 1890 Foundation, the headline scope of the due diligence is to check if the Sailing Athletes
 1891 Foundation possesses governance arrangements and financial sustainability required to
 1892 support a long-term strategic partnership with World Sailing and support activities associated
 1893 with future Olympic sailing initiatives.

1894 **5. Conclusion and key point summary**

1895 The Mixed National Team Event proposal is aligned to World Sailing's strategic objectives. It
 1896 supports global development, strengthens gender equality, improves digital and broadcast
 1897 appeal, creates new national stories, and provides a new Olympic pathway for smaller and
 1898 developing nations. It could significantly grow sailing and interest in sailing globally.

1899 This is particularly important because World Sailing's purpose is to develop sailing globally.
 1900 For many years, World Sailing has discussed the need to do more for smaller nations and to
 1901 create more practical routes into Olympic sailing. It has proved difficult to devise, fund and
 1902 implement a sustainable plan to achieve this. The Mixed National Team Event provides an
 1903 existing platform to do that which is easy to understand for broadcast and social media.

1904 The concept is already globally active. It has national teams, digital platforms, African
 1905 participation, and a pathway that can grow further in Africa, Asia and Oceania before
 1906 Brisbane 2032. These are not side benefits. These align with World Sailing's development
 1907 priorities.

1908 The gender-equal requirement is also significant. Progress on the female side of the sport has
 1909 often been too slow and at times regarded as tokenism. The Mixed National Team Event
 1910 makes gender equality mandatory. That means the system must identify, support and develop
 1911 female sailors globally. This supports World Sailing's female participation work, Steering the
 1912 Course and wider development strategy.

1913 The support of the well-resourced Sailing Athletes Foundation is also central. The
 1914 Foundation's purpose is to identify and develop sailing athletes globally and to support

- 1915 national team participation through a fully funded model. This model is designed to reduce
1916 cost barriers for nations in achieving this aim, which levels the playing field.
- 1917 The quota impact is also manageable in principle. In practice we believe that the majority of
1918 the sailors in the top 10 'Olympic Final', held after the global qualification series, would
1919 come from incumbent Olympic athletes of nations already qualified in other events. However,
1920 dedicated quota places would allow smaller nations and selected national stars to complete
1921 teams which reach the 'Olympic Final', while keeping the overall additional quota
1922 requirement limited.
- 1923 The Olympic Games would not be the only story. The Games would be the Grand Final of a
1924 global qualification journey. That journey can give sailing more visibility during the Olympic
1925 cycle, more national stories, more digital content and more opportunities to connect with new
1926 audiences.
- 1927 The Mixed National Team Event offers a new format for the Olympic Games: a team event,
1928 equal gender representation, global reach, participation by leading and emerging sailors and
1929 digital media potential.
- 1930 Unlike many Olympic sailing events, where the Olympic regatta is both the beginning and
1931 end of the story, the Mixed National Team Event has the potential to create a global narrative
1932 that runs throughout the Olympic cycle, through qualification events, national team selection
1933 and continental competition, culminating in an Olympic Grand Final.
- 1934 Beyond adjusting the Olympic sailing programme, the proposal could support the global
1935 development of sailing, create a new pathway to Olympic participation, strengthen
1936 opportunities for female athletes and expand opportunities for developing nations across
1937 continents. Measured against World Sailing's objective of growing sailing globally, then the
1938 Mixed National Team Event is one of the most developed and well-resourced proposals
1939 currently under consideration.
- 1940 It is recommended that the relevant Committees endorse the concept for progression to a more
1941 detailed feasibility assessment.

1942 **Key point summary**

New Olympic Pathway	Connects grassroots sailing, national team selection and Olympic participation.
Team Sport Story	A national team event, similar in concept to football or rugby sevens.
Global Development	Creates a practical route for smaller and developing nations.
Gender Equality	Mandatory gender-equal teams, with clear pressure to develop more female sailors globally.
Grand Final Format	The Olympic event becomes the final stage of a multi-year global qualification journey.

Quota Optimisation	Uses incumbent Olympic athletes wherever possible, with dedicated places to complete teams.
Foundation Support	Well-resourced foundation support, subject to due diligence.
Digital Growth	Investment in broadcast and digital engagement can raise the visibility of sailing.
Underdog Narratives	Creates the conditions for emerging sailing nations to become Olympic stories.
Strategic Value	Adds to World Sailing's core objectives without requiring nations fund new equipment programmes. Meets the World Sailing Olympic Vision.

1943 7.5.7.3 SWOT-Analysis

1944 **Strengths**

1945 **Global Development and Reach, with an emphasis on smaller nations in all continents.**

- 1946 • The Mixed National Team Event supplied equipment & training model ensures
- 1947 smaller and less developed nations have access to an Olympic pathway that would
- 1948 otherwise be impossible to build.

- 1949 • Existing SSL activity already includes a significant global and digital footprint,
- 1950 including 10 African teams, with time to grow to 100 before Brisbane 2032 and
- 1951 beyond.

- 1952 • Africa, Asia and Oceania are clear areas of opportunity and strategic importance; SSL
- 1953 already hosts Continental training and qualifiers.

- 1954 • Meets the World Sailing Olympic Vision.

1955 **Gender Equality**

- 1956 • The event is designed around equal male and female participation. It is mandatory in
- 1957 the proposed format, not optional.

- 1958 • The requirement will encourage the development of female sailors globally, and the
- 1959 existing infrastructure fast tracks that development. This supports World Sailing's
- 1960 work on female participation, development programmes and Steering the Course.

1961 **Clear Public Story and Appeal**

- 1962 • The format is simple to understand, particularly for a non-sailing audience, as it
- 1963 replicates other team events, similar in concept to football or rugby sevens
- 1964 tournaments which is already familiar, replicating the football-style jerseys and long
- 1965 socks, which is particularly memorable and relatable.

- 1966 • The public can follow the story of one country competing against another. This helps
1967 create stronger media, broadcast and digital narratives.

- 1968 • The format of the qualification and finals are easy to watch and to understand, with
1969 heats, semi-finals and finals as with the football World Cup.

1970 **The Grand Final of a Global Journey**

- 1971 • The Olympic event can become the Grand Final of the year-long qualification
1972 journey.

- 1973 • Continental qualification and national team selection can keep sailing visible during
1974 the Olympic cycle, and social media can get the public engaged early behind their
1975 national team.

- 1976 • This can create more media moments, more national stories and more relevance before
1977 the Games.

- 1978 • The qualification story is easy to understand and could form part of the Olympic Q
1979 Series, adding value to a newly developed IOC property.

1980 **Foundation Support**

- 1981 • The event is supported by a proven and well-resourced athlete Foundation.

- 1982 • The Foundation's purpose is to focus on identifying and developing sailing athletes
1983 globally, subject to due diligence.

- 1984 • The proposal is designed to reduce cost barriers for athletes and nations. The
1985 Foundation is also expected to invest in digital, broadcast and global promotion.

1986 **Efficient Use of Quota**

- 1987 • The proposal is designed to create a high impact whilst minimising quota pressure.

- 1988 • Whilst many athletes would come from incumbent Olympic sailors already qualified
1989 in other events, dedicated places can allow smaller nations and selected professional
1990 or national star athletes to participate. The proposal seeks to create high impact with
1991 limited additional quota demand.

1992 **World Sailing's Role**

- 1993 • World Sailing does not need to build a professional circuit from scratch. The Mixed
1994 National Team Event offers an existing global platform, existing teams, existing
1995 equipment concepts and foundation support.

- 1996 • World Sailing's unique contribution is the Olympic pathway and the Olympic
1997 destination.

- 1998 • This allows World Sailing to focus on what it can do best: setting the Olympic
1999 framework, promoting fairness and using the Olympic Games as the pinnacle, also
2000 protecting universality, gender equity, sustainability and ensuring the best sailors

2001 compete at the Olympic Sailing event.

2002 **Weaknesses**

2003 **Quota**

- 2004 • Athlete quota will need careful management. The final quota model must be fair,
2005 gender balanced and politically acceptable.
- 2006 • The model requires detailed work with World Sailing and the IOC.

2007 **Operational Complexity**

- 2008 • The event would need to fit into an already busy Olympic sailing schedule and the
2009 sailing event period at the Games.
- 2010 • The boat and format may require appropriate marina and event infrastructure,
2011 alongside existing coach ribs and regatta assets.

2012 **Gender Delivery**

- 2013 • Whilst the gender-equal commitment is a major strength, it may also be a delivery
2014 challenge.
- 2015 • Nations must continue to develop female sailors across all continents.
- 2016 • This should be viewed as a positive challenge that supports World Sailing's wider
2017 objectives.

2018 **Broadcast Proof**

- 2019 • The concept has audience potential, but Olympic-scale broadcast performance still
2020 needs to be proven.
- 2021 • Race format, graphics, commentary and storytelling will be important.

2022 **Opportunities**

2023 **Sailing Heroes and National Stars**

- 2024 • The format can attract current elite sailors and former national heroes back into
2025 Olympic sailing.
- 2026 • This could include Olympic champions, professional sailors, America's Cup sailors
2027 and SailGP athletes competing alongside the next generation.
- 2028 • This creates strong storytelling value and connects Olympic sailing with the wider
2029 sailing world.

2030 **New Olympic Pathway**

- 2031 • The Mixed National Team Event creates a different route into the Olympic Games. It
2032 links grassroots sailing, national team selection and Olympic participation.

- 2033 • It gives more athletes and more nations a visible Olympic ambition. It broadens the
2034 scope and appeal of an Olympic sailing pathway.

2035 **Threats**

2036 **IOC Programme Pressure**

- 2037 • The Olympic programme is highly competitive. Athlete quota and event numbers are
2038 always sensitive.
- 2039 • The proposal must clearly show that it adds enough value to justify inclusion.

2040 **Stakeholder Resistance**

- 2041 • Some stakeholders may prefer traditional Olympic class pathways. Existing classes
2042 may be concerned about quota or programme impact.
- 2043 • The proposal must be positioned as adding strategic value, not simply taking space
2044 from others.

2045 **Delivery Risk**

- 2046 • The Foundation model must be subject to proper due diligence. World Sailing must
2047 be confident about governance, funding and delivery capability. Long-term
2048 sustainability must be clearly demonstrated.
2049

2050 **7.6 Equipment criteria**

2051 Where ‘New Equipment’ is required, the General Assembly must, at the same time, decide
 2052 the criteria for selecting that Equipment. This refers to criteria that describes the type of
 2053 Equipment required to deliver the Event and establish its intended technical identity or
 2054 “signature” within the Olympic programme.

2055 This is here referred to as the “equipment criteria for the event”. It has previously been used
 2056 to answer questions such as:

- 2057 • What type of “boat” is this?
- 2058 • Is it displacement, planing or foiling?
- 2059 • What athlete weight and height ranges should it accommodate?
- 2060 • What fundamental sailing skills should it test?
- 2061 • What equipment-development model is intended?
- 2062 • What broad wind ranges and formats must it support?
- 2063 • Are there any defining cost, accessibility or supply principles?

2064 The evaluation for selecting the equipment takes place later, under the authority of the
 2065 Equipment Committee, who decides the format and procedures with the approval of the
 2066 Board. These may include requirements, detailed evaluation methods, weightings and other
 2067 elements that can further define the Equipment Committee preference or desired equipment
 2068 characteristics amongst options that meet the above equipment criteria for the event.

2069 Examples of what can be assessed through the evaluation process requirements and evaluation
 2070 areas:

- 2071 • affordability and lifecycle cost;
- 2072 • durability;
- 2073 • environmental impact;
- 2074 • consistency of manufacture;
- 2075 • equipment-control burden;
- 2076 • worldwide availability;
- 2077 • production and delivery capacity;
- 2078 • intellectual property and licensing;
- 2079 • class and manufacturer governance;
- 2080 • quality-assurance systems;
- 2081 • contractual/commercial arrangements;
- 2082 • transport, storage and venue implications;
- 2083 • safety;
- 2084 • suitability for supplied-equipment arrangements.

2085 **7.6.1 Equipment Criteria for Men’s and Women’s Wingfoil:**

2086 The equipment shall:

- 2087 - be foiling equipment;
- 2088 - accommodate athlete weight ranges that complement the other Events in the Olympic
 2089 sailing programme, provisionally:

- 2090 ○ Women: approximately 55–65 kg;
- 2091 ○ Men: approximately 70–80 kg;
- 2092 - provide separate or appropriately differentiated equipment configurations for the
- 2093 Men's and Women's Events, particularly looking at foil design differences;
- 2094 - be capable of competitive racing in a range of formats, including fleet racing and
- 2095 short-course or elimination formats that include elements of 'expression' disciplines;
- 2096 - be suitable for competition at wind ranges between 6 to 35 knots;
- 2097 - place primary emphasis on athlete skill, physical ability, tactical decisions and
- 2098 equipment handling rather than equipment development;
- 2099 - use an equipment-control structure capable of providing fair access and consistent
- 2100 equipment, which may be:
- 2101 ○ manufacturer-controlled one-design, or;
- 2102 ○ registered series production;
- 2103 - be capable of supporting a supplied-equipment model for the Olympic Sailing
- 2104 Competition, Olympic Qualifiers and for other designated regattas;
- 2105 - Be capable of launching and recovering from the beach and race area without a
- 2106 support vessel;
- 2107 - be capable of integrating on-board technology for start-line, umpiring, penalty and
- 2108 officiating information;
- 2109 - require a limited equipment package, minimising the number of wings and foil
- 2110 components needed to compete effectively across the intended wind range and
- 2111 competition formats to a cost point;

2112 **7.6.2 Equipment Criteria for Men's and Women's Foiling Monohull:**

2113 The equipment shall:

- 2114 - be a lightweight, single-person foiling monohull dinghy;
- 2115 - be a hiking boat, without trapeze;
- 2116 - use a single mainsail;
- 2117 - accommodate athlete weight ranges that complement the other Events in the Olympic
- 2118 Sailing Programme, provisionally:
- 2119 ○ Women: approximately 50–65 kg;
- 2120 ○ Men: approximately 65–80 kg;
- 2121 - provide differentiated configurations for the Men's and Women's Events where
- 2122 required to accommodate the intended athlete ranges using the same platform;
- 2123 - be capable of competitive racing in approximately 5–25 knots, including short-
- 2124 duration Olympic racing formats;
- 2125 - use a strict one-design equipment-control model, including tightly controlled hull, foil,
- 2126 rig and control-system characteristics;
- 2127 - use an equipment supply structure capable of delivering highly consistent equipment,
- 2128 whether through a tightly controlled single-source model or multiple licensed
- 2129 manufacturers where equivalent consistency can be demonstrated;
- 2130 - have simple and robust systems that can be operated and maintained without large
- 2131 specialist technical teams;

- 2132 - be capable of supporting supplied equipment at the Olympic Sailing Competition and
- 2133 strong charter or pooled-equipment arrangements at qualification events and major
- 2134 regattas;
- 2135 - support equipment-access models such as regional hubs, pooled fleets or equivalent
- 2136 arrangements, where practicable, to reduce barriers to participation and international
- 2137 equipment transport.
- 2138 - be capable of integrating on-board technology for start-line, umpiring, penalty and
- 2139 officiating information;
- 2140 - Be capable of integrating cameras and microphones for broadcasting and
- 2141 communication purposes.

2142 **7.6.3 Equipment Criteria for Mixed Team Racing:**

2143 The equipment shall:

- 2144 - be a non-foiling monohull dinghy, sailed by two people, with a maximum hull length
- 2145 of approximately 5 m and any minimum dimensions to be subsequently defined by the
- 2146 Equipment Committee;
- 2147 - be suitable for a broad athlete population, with the competitive crew-weight range set
- 2148 toward the lower end of the Olympic Sailing Programme, encouraging youth transition
- 2149 while remaining accessible to existing Games-level athletes;
- 2150 - be hiking only, without trapeze;
- 2151 - use a mainsail and headsail only;
 - 2152 ○ provide a means of reducing sail power, such as reefing or alternative smaller
 - 2153 sails, to support competition in stronger winds and use by less-experienced
 - 2154 sailors;
 - 2155 ○ use a deliberately restricted sail-control system, limited principally to sheets,
 - 2156 outhaul, Cunningham and vang, with no additional adjustable sheeting-position
 - 2157 systems;
- 2158 - permit no mast, stay or shroud adjustment while racing, allowing boats to be equalised
- 2159 by the organiser and protecting the Event from becoming a tuning contest;
- 2160 - permit centreboard or daggerboard adjustment where appropriate to the design;
- 2161 - be sufficiently manoeuvrable to permit rapid acceleration, close tactical interaction,
- 2162 roll tacks and roll gybes, preserving athletic and kinetic sailing skills;
- 2163 - be capable of reliable competition across the intended Olympic wind range and
- 2164 particularly suited to short-duration team-racing formats;
- 2165 - Be capable of racing close to shore in small or shallow race areas;
- 2166 - use strict one-design equipment and an equipment-control model designed to maintain
- 2167 closely equalised boat performance;
- 2168 - place primary emphasis on team tactics, boat handling, rules knowledge,
- 2169 communication and athletic skill, rather than equipment tuning or development;
- 2170 - be capable of integrating on-board technology for start-line, umpiring, penalty or
- 2171 officiating information;
- 2172 - Be capable of integrating cameras and microphones for broadcasting and
- 2173 communication purposes.

- 2174 - be suitable for broader club, development and learn-to-sail use, supporting the
- 2175 proposed qualification model using locally available compliant equipment;
- 2176 - be capable of supporting centrally supplied and equalised equipment at the Olympic
- 2177 Sailing Competition, irrespective of any more flexible equipment model used during
- 2178 qualification.

2179 **7.6.4 Equipment Criteria for Mixed Team Tournament**

2180 The equipment shall:

- 2181 - be a non-foiling monohull keelboat, sailed by a crew of six;
- 2182 - use fixed ballast, with no movable or variable ballast systems;
- 2183 - be designed around an optimal combined crew weight of approximately 375–400 kg;
- 2184 - use a simple and relatively low-cost sail plan, comprising of mainsail headsail; and
- 2185 asymmetric spinnaker;
- 2186 - use a simple rig and control arrangement, with minimal standing or running rigging
- 2187 complexity;
- 2188 - permit no rig-tension adjustment while racing, enabling organiser-controlled
- 2189 equalisation and reducing the influence of technical tuning;
- 2190 - be capable of competitive racing in short-duration fleet, match or tournament-style
- 2191 formats, including repeated races with rapid turnarounds;
- 2192 - be suitable for competition across a broad Olympic wind range, with sufficient sail-
- 2193 plan flexibility to preserve racing quality and safe operation across the intended
- 2194 conditions;
- 2195 - place primary emphasis on teamwork, tactical decision-making, communication, crew
- 2196 coordination and boat handling, rather than equipment development or optimisation;
- 2197 - use a strict one-design equipment-control model, with equipment centrally controlled
- 2198 and capable of being equalised between teams;
- 2199 - be capable of supporting a supplied-equipment model at the Olympic Sailing
- 2200 Competition and qualifiers, with boats rotated or allocated between teams as required
- 2201 by the competition format;
- 2202 - Be capable of integrating cameras and microphones for broadcasting and
- 2203 communication purposes;
- 2204 - be capable of integrating on-board technology for start-line, umpiring, penalty or
- 2205 officiating information;
- 2206 - use equipment and systems that can be operated without large specialist technical
- 2207 teams and allow rapid maintenance and turnaround between races;
- 2208 - have dimensions and equipment packaging that permit efficient international transport,
- 2209 with the boat and its principal equipment capable of transportation within standard 40-
- 2210 foot container arrangements;
- 2211 - support charter, or regional equipment arrangements where practicable, to prevent as
- 2212 much as possible the desire for teams to own and transport Olympic-level equipment.

2213

2214 **7.7 External communication guidelines for joint EC/EQ Working**
 2215 **Group Events Review Reg. 11.5**

2216 The Working Group formulated guidelines because WG members had been approached by
 2217 members of the sailing community regarding matters the joint EC/EQ Working Group Events
 2218 Review Reg. 11.5 deals with. Such conversations can be viewed very differently, ranging
 2219 from inappropriate lobbying for certain outcomes to helpful provision of information
 2220 improving the outcome of the WG. In the light of transparency, these guidelines asked for a
 2221 brief summary of the respective conversations to be put into a logfile for WG and Committee
 2222 leadership to be kept up to date about these conversations. The guidelines are available on
 2223 request from the Committee leadership.