Supplementary Volume

to

Joint Final Report

Events Decision Regulation 11.5

October 2026

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Part 0
Process

The Events Decision Reg. 11.5 followed a clearly structured process within the timeline given by that regulation. It comprised three stages:

- Formation
  - Establishing a Joint Working Group of Events Committee (EC) and Equipment Committee (EQ) by the Board and start of its work (beginning 2026)
  - Publishing a Call for Proposals regarding Events) via World Sailing Submission Portal and provision of proposal template (beginning 2026)
  - Council Briefing #1 (25 Feb 2026)
- Foundations
  - Proposals received (31 March)
  - Board Briefing (20 May)
  - Council Briefing #2 (2 and 9 June)
  - Joint Working Group Report discussed in joint informal meeting of EC and EQ (12 August) and supported in EC and EQ meetings (21 August)
  - Update Report supplied to Council (26 August)
- Refinement
  - Work on task areas and consultations (August/September)
  - Council Briefing #3 – Update Report (9 September)
  - General Townhall (25 September)
  - Joint Final Report Events Decision Reg. 11.5
    - discussed in joint informal meeting of EC and EQ (8 October)
    - put to vote in EC and EQ meetings (13 October)
    - sent as Supporting Paper to Council (14 October)

Core tangible pillars of the process were – in chronological order – the Joint Working Group Report (see Part 3 of the Supplementary Volume), the Update report (see Part 2), and the Task Area Reports containing further explorations in important areas and robustness checks against major yardsticks as well as various consultations (see Part 1).

Part 1
Task Area Reports and Consultations

The Update Report (see Part 2 of this Supplementary Volume) revealed that the Joint Final Report would profit from further work in three task areas: further explorations on issues that required additional information and clarification (Section 1), robustness checks of the Recommendations and their Events against major yardsticks, in particular IOC's Fit for the Future framework (Section 2), and additional consultations (Section 3). When pursuing further exploration and robustness checks, experts from WS Committees (Equity, Diversity & Inclusion, Growth of Sailing, Team Racing) were included as members of the respective task teams.

The contributions in Part 1 Section 1 Further Explorations and Section 2 Robustness Checks represent the views of these task teams. While the content has been discussed among the authors and the editorial advisors when working on the draft of the Joint Final Report, the reports do not necessarily reflect their position. Likewise, differences in terms of style and diction have not been edited beyond minor formal matters in some instances. In addition, given the dynamics of certain content areas and different points in time when drafting, some inconsistencies can emerge.

1 Further Explorations

1.1 Team Racing

Purpose**:** To assess Team Racing through two possible Olympic pathways: as the 10th medal replacing an existing Event, or as an 11th medal using athletes already competing at the Olympic Games.

1.1.1 Executive summary

Team Racing offers a distinctive nation-versus-nation product that is absent from the current Olympic sailing slate. The preferred format is mixed 2v2 racing in two-person boats, with one female helm and one male helm per nation.

Team Racing would introduce a genuine team competition. It would add communication and teamwork both within each boat and between the two boats, extending the team dynamic beyond the current double-handed Events.

The strongest strategic pathway is an 11th medal using predominantly existing Olympic athletes. This would avoid removing an established Event and the associated loss of nation participation.

The 10th-medal pathway remains possible but carries significant universality and potential broadcast trade-offs. Replacing an existing event would convert quota currently supporting approximately 18 or 19 nations into only 8 to 10 four-person Team Racing entries.

Single-handed Team Racing using ILCAs could improve quota efficiency under either pathway. However, it would favour existing ILCA specialists, add little athlete diversity and lose much of the team dynamic offered by a two-person format.

For the sports development, the equipment barrier could be relatively low. Emerging nations could train using two locally available boats of similar performance, regardless of their age, while supplied and equalised equipment would be used for major competitions.

1.1.2 Format and Equipment

1.1.2.1 Competition format

The preferred format is mixed 2v2 in two-person boats. Each nation fields two boats and four athletes. One boat must have a female helm and the other a male helm; crew gender may remain flexible provided the overall team is gender balanced.

The scoring is simple: the team with the last boat to finish loses the race. Teams would be easily identified through colour-coded sails with full NOC branding. Short races held close to shore, a compact schedule and immediate on-water umpire decisions would create a distinctive addition to the Olympic sailing programme.

2v2 racing encourages boats to turn back and force an opponent into last place. This creates frequent action and rules situations, with the result often remaining uncertain until the finish. This suspense would help keep viewers engaged. However, the rapidly changing tactics and rules situations may also be difficult to explain and follow.

The previous team racing 3v3 World Championship (last held in 2015) format offered greater strategy but is less viable for the Olympics because it requires more athletes and has more complex scoring.

Nation against nation racing in an easy, understandable stadium style may overcome the broadcasting barriers encountered in fleet racing. There is however insufficient historical evidence to determine whether this Event would materially improve broadcast attractiveness.

1.1.2.2 Equipment preference

The preferred equipment is an event organizer supplied and actively equalised, non-foiling two-person monohull dinghy of approximately 5 m or less. It should be hiking only, use mainsail and headsail without a spinnaker, with restricted controls and be maneuverable enough for rapid acceleration, roll tacks, roll gybes and close tactical interaction.

For the 10th medal option, the optimal crew-weight range for any double-handed equipment should be no higher than that of the Event it replaces. Ideally, it should be lower, creating an Olympic pathway for lighter athletes and improving the balance of the overall slate.

For the 11th medal option, crew weight should remain unrestricted. This would allow more existing Olympic athletes and a wider range of crew combinations to compete.

1.1.2.3 Current Status of Team Racing

The first Team Racing World Championship was held in 1995 using the 3 v 3 format. The final World Championship in this format was held in 2015.

More recently, two World Championships have been held in keelboats using a 2 v 2 format. The latest event in Stockholm attracted 11 nations and used supplied equipment.

As the report testifies Team Racing remains strong in junior, school and university sailing in several nations. Further work would be required to build international participation and establish a strong

Olympic pathway.

1.1.3 Team Racing as the 10th medal

Under this pathway, Team Racing would replace either Mixed Multihull or Mixed Dinghy. The Working Group report did not identify the mixed multihull as an Event that could be replaced. However, it has been included as an option following subsequent feedback from Council.

It would need to operate within broadly the same athlete quota currently assigned to the Event being removed.

Replacement scenario	2028 quota	Four-person teams	Nation participation effect
Replace Mixed Multihull	36 athletes	9 teams	Approximately 18 nations reduced to 9.
Replace Mixed Dinghy	38 athletes	9 teams plus 2 unused places	Approximately 19 nations reduced to 9.
Working range	32-40 athletes	8-10 teams	Ten teams require 40 places and some minor reallocation.

1.1.3.1 Viability of the preferred two-person format

The two-person format creates the most distinctive athlete and team proposition, but it uses four quota places for every participating nation. Even if the athlete count is similar to the Event replaced, the number of represented nations is approximately halved. This weakens universality and may reduce broadcast reach because fewer national markets, broadcasters and supporters have a direct interest in the Event.

Regional qualification could ensure geographical spread, but with only 8 to 10 places it creates hard choices between universality and performance standard. Smaller MNAs may struggle to identify, prepare and fund four suitable athletes, while larger and well-established MNAs are more likely to have the athlete depth and coaching systems required. Some races could also become one-sided if there is a wide disparity in Team Racing skill.

1.1.3.2 Single-handed alternative

A 10th-medal Event sailed as mixed 2v2 Team Racing in ILCAs would require only two athletes per nation. The same 36 to 38 athlete quota places could therefore support approximately 18 or 19 teams, broadly protecting existing nation participation and removing the need for a dedicated boat fleet. However, it requires more boats, Umpires, and racing days.

While this supports quota, the likely competitors would be specialist ILCA sailors, creating another medal opportunity for athletes already represented in the Olympic programme. It would not deliver the lighter and different athlete profile available through two-person equipment. It would also not deliver on the teamwork and communication aspect from the 2-person event.

1.1.3.3 Tenth Medal assessment

Team Racing is viable as the 10th medal, but the preferred two-person format carries a substantial universality cost. If retaining 18 to 19 nations is a priority, single-handed ILCA Team Racing becomes the more deliverable option, however this has significant drawbacks.

1.1.4 Team Racing as an 11th medal

Under this pathway, Team Racing would be an additional medal contested by athletes already accredited and competing at the Olympic Games.

1.1.4.1 Viability of the preferred two-person format

An 11th medal would allow World Sailing to retain the preferred four-athlete, two-person format without removing an existing Event. Nations could select a gender-balanced team from athletes already competing at the Games. At Paris 2024, 28 NOCs had at least two male and two female sailing athletes. This would create more value from the existing athlete quota and provide a strong national-team story.

The main challenge would be scheduling. Team Racing would require additional competition days, and athletes would need to compete after completing their primary Event.

The model may also favour larger NOCs with several qualified sailors. Smaller sailing nations may not qualify enough athletes to form a four-person team. The number of athletes available would not necessarily reflect the number able to transition effectively into Team Racing, as the skills developed in some Events would transfer more readily than others.

The viability of this pathway would therefore depend on the overall event slate, the mix of athletes already qualified and the transferability of their skills. However, it would also give existing Olympic athletes an opportunity to broaden their skills and compete in a different sailing discipline.

1.1.4.2 Equipment and cost

An 11th medal using dedicated two-person boats would add some equipment and venue costs. However, these costs could be limited by using simple supplied equipment and running the Event on a condensed schedule immediately after the other sailing Events. Boat rotation and restricted controls would remain essential to ensure fair racing and contain costs.

1.1.4.3 Single-handed alternative

Single-handed Team Racing in existing ILCAs would minimise additional equipment and allow teams to be formed from two athletes. It is therefore the simplest route to an 11th medal under strict cost and schedule constraints. In Paris 2024, 29 nations had both male and female ILCA sailors represented.

Its weakness remains the limited competitor pool and athlete proposition: with it becoming a second-medal opportunity for leading ILCA sailors rather than a new Olympic pathway.

1.1.4.4 Eleventh medal assessment

The 11th-medal pathway is the preferred direction because it preserves the ten Events and avoids

replacing an Event representing 18 or 19 nations with one representing only 8 to 10. Its feasibility depends on IOC acceptance of an additional medal, schedule compatibility and a low-cost equipment solution. The preferred version remains two-person Team Racing; while single-handed ILCA Team Racing remains a pragmatic option.

1.1.5 Comparison

Pathway	Main strength	Principal concern
10th medal, two-person	Distinct athletes and genuine four-person team.	Only 8-10 nations; major universality and viewership trade-off.
10th medal, ILCA	Could retain approximately 18-19 nations within quota.	Likely limited to specialist ILCA sailors.
11th medal, two-person	Preserves slate and provides strongest team and athlete proposition.	IOC approval, scheduling and additional equipment cost.
11th medal, ILCA	Lowest incremental quota and equipment demand.	IOC approval adds little athlete diversity and may duplicate ILCA medallists.

1.1.6 Conclusion

As the 10th medal, the preferred two-person format materially reduces nation participation and is difficult to justify unless it demonstrates exceptional broadcast value as a nation-vs-nation product, with the addition of onboard communication and easy to understand winner-loser; the ILCA option is more quota-efficient but strategically narrower. As an 11th medal, two-person Team Racing offers a strong overall proposition while preserving the existing slate and using athletes already at the Games.

1.2 Mixed Team Tournament

1.2.1 Introduction and context

The IOC is going through substantial change. The change programme is called Fit for the Future. In summary the IOC have determined that the Olympics Games in their current form are not sustainable – they are too large, too expensive and too complex.

As part of its “Fit for the Future” process, the IOC has set out a new methodology for assessing the merit of incumbent and candidate disciplines for the sports programme for the Olympic Games.

The methodology includes three criteria:

- Global appeal: assessing popularity and appeal to global audiences and the value each discipline brings to the Olympic Movement, partners and broadcasters. 60% weighting
- Cost and operational complexity: Prioritising a reduction in the cost and complexity of hosting the Games. 20% weighting
- Athlete representation: Ensuring global representation, elite and best athlete participation and gender equality. 20% weighting

Importantly, these criteria are not weighted equally. Global appeal accounts for 60% of the assessment. Therefore, any proposal that materially increases the global reach, visibility and relevance of sailing should receive particular consideration within this review.

The IOC has advised all sports that some sports will not be happy as some incumbent disciplines will be dropped and candidate disciplines added. It is also a safe assumption that the total athlete quota for Brisbane 2032 will reduce nearer to the IOC's core athlete quota of 10,500 (it is 11,198 for LA28). The implications of this change should not be underestimated. With athlete quota reductions and increasing competition between sports and disciplines likely over future Olympic cycles, World Sailing must remain aligned with the direction of the IOC. This requires us to assess proposals through the lens of global appeal, cost and complexity, and athlete representation, rather than through personal preference, national interest or attachment to existing structures. Our responsibility is not to protect today's programme, but to ensure that sailing continues to thrive within the Olympic Games of tomorrow

Each quadrennial World Sailing is regulated to review at least 4 (out of 10) of its Olympic event programme. The governance framework is specifically designed to allow evolution of the Olympic programme over time, to ensure sailing's Olympic slate is fit for the future. This process is very important for the long-term health of our sport, requiring a careful balance between continuity and evolution.

As the IOC will assess all sports on the 3 Fit for the Future criteria. The World Sailing Board have directed the the reg 11 team to focus on an evidence-based view specifically on them, stating "*The more directly the report speaks to these criteria, the stronger our position. The Board would therefore like as much data and rigour as possible sitting behind the Committee's conclusions, so that they are objective and measurable rather than subjective."*

The Proposal "Mixed 8-Team Tournament" submitted by the President of the Brazilian Federation is a substantial change, it has gained traction with the MNA's because it scores very well against the IOC's Fit for the future measures. Therefore, it has been thoroughly studied including due diligence on the Sailing Athlete Foundation to ensure this event is "Olympic ready" should it be selected by our General Assembly.

1.2.2 Core proposition

The Mixed Team Tournament is a new Olympic pathway that connects grassroots sailing, national representation, professional sailing and Olympic participation in a keelboat.

The event consists of an eight-person mixed-gender crew, comprising four women and four men. Competing on supplied SSL47 one-design keelboats. This would introduce a supplied-equipment format in a keelboat team event to the Olympic sailing programme.

As professional sailing continues to develop through circuits such as SailGP, the America's Cup and offshore racing, it is increasingly important that Olympic sailing remains connected to that part of the sport. The M8TT provides a route for Olympic sailors and professional sailors to compete together under the same national flag for Olympic Gold.

The event is also designed to create a second medal opportunity for athletes already qualified for the Olympic Games. Olympic sailors qualified in other sailing events would form the core of each national team, with dedicated M8TT quota places completing the eight-person crew. This creates a

unique storytelling opportunity for sailing by allowing Olympic athletes to compete in both an individual event and a national team event, whilst helping to keep the overall athlete quota manageable.

The model is fully funded by the Sailing Athletes Foundation, domiciled in Switzerland, which currently funds SSL activities globally. Equipment, training, travel, accommodation and event delivery are all provided through the Foundation, substantially reducing financial barriers for athletes and Member National Authorities.

World Sailing would retain responsibility for the sporting framework of the event, including qualification, rules, equipment specifications, race management and race officials, while the Sailing Athletes Foundation would act as the funding and operational delivery partner.

1.2.3 Qualification Route

Like the FIFA World Cup, the Olympic event would be the culmination of a year-long global qualification pathway leading to Brisbane 2032.

A minimum of seven teams would qualify through:

- Host nation
- Six continental champions
- Additional teams qualifying through the SSL Nations Championship and SSL Gold Cup pathway until the Olympic quota limit is reached

The Olympic Final would consist of ten national teams competing for Olympic Gold.

The qualification journey itself forms a key part of the proposition. Rather than the Olympic regatta being the entire story, the Games become the Grand Final of a global qualification process, creating visibility, media interest, national rivalries and athlete storytelling throughout the Olympic cycle

1.2.4 Quota required & Indicative Athlete Allocation

Although there will be up to 10 teams of 8, the event only requires a quota of 36.

Team selection will be done on the following basis:

- Nations with 5 or more athletes selected for Olympic sailing events (excluding the Mixed National Team Event) shall use a minimum of 5 of those athletes in their Mixed National Team Event. This provides them with a second medal opportunity
- If a nation has fewer than 5 athletes selected for Olympic sailing events (excluding the Mixed National Team Event) it shall use all of those sailors in Mixed National Team Event. The remaining team members will be selected from the Mixed National Team Event dedicated quota.
- Total crew weight limits will be determined considering average body weights.

The following table provides an indicative example of how the athlete quota could be utilised, combining athletes already qualified for the Olympic Games with dedicated M8TT quota places.

Team route	Second-medal athletes	M8TT quota athletes	Total
Host	5	3	8
Oceania	5	3	8
Asia	4	4	8
Africa	0	8	8
North America	5	3	8
South America	5	3	8
Europe	5	3	8
World Championship 1	5	3	8
World Championship 2	5	3	8
World Championship 3	5	3	8
Total M8TT quota		36	

1.2.5 The Equipment

The training programme, qualification events, World Championship and Olympic Games would all be conducted in supplied, identical SSL47 yachts.

The SSL47 is a proven 47-foot carbon, high-performance one-design keelboat with a conventional sail plan comprising a mainsail, headsail and asymmetric spinnaker. It is a boat that rewards teamwork, tactical decision-making, communication, crew coordination and boat handling. It also provides a physically demanding and visually engaging platform capable of producing close and compelling racing.

The supplied-equipment model ensures that success is determined by athlete performance rather than equipment development, budget or access to technology. In this respect, the concept is similar to SailGP, where identical boats place the emphasis on sailor skill, teamwork and race execution.

Teams would neither be required, nor permitted, to purchase, build or develop their own boats. The design would not be available for private ownership or production. This significantly reduces cost barriers and helps create a more level playing field, particularly for smaller and developing sailing nations.

All boats would be owned and managed through a centrally controlled fleet. Ownership of the boats, design rights, intellectual property and licensing arrangements would remain within the Sailing Athletes Foundation structure, subject to the governance arrangements agreed with World Sailing.

The fleet would operate under a common maintenance, inspection and allocation programme. Boats would be rotated between teams throughout qualification events, championships and Olympic competition, ensuring consistency, transparency and competitive fairness.

Access to the boats would be limited to authorised training and competition activities managed through the central fleet management programme. Teams would have no ability to modify, optimise or commission equipment outside the approved one-design specification.

The result is a simple principle: the athletes, rather than the equipment, determine the outcome.

This approach aligns strongly with the IOC's Fit for the Future objectives by reducing cost and complexity, increasing accessibility for developing nations, and ensuring that success is driven by talent, preparation, teamwork and performance rather than financial resources.

1.2.6 Competition format

The competition would take place during the final two days of the Olympic sailing schedule.

The ten qualified teams would be divided into two fleets of five boats, based on ranking, similar to the format used in SailGP.

Each fleet would sail five races, with no discard. The final race in each fleet would score double points and be used to break any ties.

The races will be approximately 20 minutes long and they will go back to back: they would be run sequentially, alternating between Fleet A and Fleet B.

The races will be approximately 20 minutes long each.

The top two teams from each fleet would qualify for the Medal Final.

The Medal Final would consist of a single four-boat race, with Gold, Silver and Bronze medals awarded according to finishing order.

This format is intentionally simple and easy to understand. It creates a clear pathway from qualification through to a winner-takes-all final, ensuring that medals are decided in a high-profile race between the four best national teams.

1.2.7 Alignment with fit for the future Criteria

The World Sailing Board requested that proposals were objectively measured against the IOC’s fit for the Future Criteria and the reg 11 team’s north stars. Below you will find how the Mixed National Team Event Scores against each criteria.

1.2.7.1 Global Appeal – 60%

What will be measured

Games-time popularity data (broadcast, digital, public sentiment, percentage of tickets and press coverage). Ie, this is the data produced by the IOC for each Games.

Assessment of the Mixed National Team Event

✅ An independent audience analysis conducted by Nielsen**,** the world's leading media measurement company, provides objective evidence of the appeal of the Mixed National Team Event. The report found that sailing at the 33rd SEA Games in Thailand achieved a total television reach of 4.5 million viewers**,** performing competitively alongside other established sports on the Games programme. In the SSL media report the viewership from the SSL Gold Cup in Las Palmas 2023 was a very impressive 3 million viewers which is yet to be independently verified; as the Thailand findings were verified we assume these will be too.

This is particularly relevant when measured against the IOC's Fit for the Future framework, where Global Appeal accounts for 60% of the overall assessment weighting**.** The findings demonstrate that when sailing is presented in a simple nation-versus-nation format, with clear national identities and athlete stories, it is capable of attracting substantial mainstream audiences., For that reason, the Mixed National Team Event scores strongly against the IOC's most heavily weighted criterion**:** Global Appeal.

1.2.7.2 Cost and operational complexity – 20%

What will be measured

Venue infrastructure costs. Ticket revenue. Venue complexity. Sport and Operational Delivery

Assessment of the Mixed National Team Event

✅ The introduction of a keelboat event would create some additional requirements for marina space, berthing and lifting facilities, which does add cost and complexity.

The additional fleet-management, equipment, logistics and operational costs would be funded by the Sailing Athletes Foundation, in the same way that the Foundation currently supports its international championship programme. This significantly reduces the financial burden on the Organising Committee for the Olympic Games (OCOG), World Sailing and participating nations.

The event operates on a supplied-equipment model, with all SSL47 yachts owned, maintained and managed through a centrally controlled fleet. Unlike traditional sailing campaigns, teams travel to the boats rather than transporting, storing and maintaining their own equipment.

As a result, the proposal adds a new Olympic event, a new Olympic pathway and increased global reach, whilst creating only limited additional operational complexity at no additional cost to the Olympic Movement.

1.2.7.3 Athlete participation – 20%

What will be measured

Number of countries and continents in the top 8 per event at the Olympic Games and the number of countries and continents in the top 8 per event at the World Championships.

Assessment of the Mixed National Team Event

✅ The proposed format Mixed National Team Event makes performance against this measure much higher then any other sailing event. For example at Paris 2024, the average number of continents represented in the top 8 of sailing events was 2.7. With the Mixed National Team Event, all six continents will be represented in the top 10. In addition, the supplied-equipment model and continental qualification pathway create a more accessible route into Olympic sailing for emerging nations than many existing Olympic classes.

1.2.8 The North Stars as determined by the reg 11 team

- Providing more attractive broadcast content during Olympic Games
- Globally growing those segments of sailing related to Olympic campaigning

✅ The Mixed National Team Event has proved itself without doubt it will provide more attractive broadcast content during the Olympic Games, especially as the past results are the best predictor of the future.

With regards to growth, the most impressive element of this offering is the significant sums invested in the training. As an example, over the last month the SSL have created, developed, trained and designed kit for 10 African sailing teamteams.

The Mixed National Team Event scores very well on both North Stars.

1.2.9 The Sailing Athletes Foundation

As part of the review of the Mixed National Team Event proposal, World Sailing commissioned an independent due diligence review of the Sailing Athletes Foundation (SAF) to assess its governance, financial sustainability, operational capability and suitability as a long-term strategic partner. The review was conducted by HaysMac LLP, World Sailing's external auditors.

HaysMac concluded that SAF has a credible operating platform, a substantial asset base, a proven track record of delivering international sailing programmes and a financially coherent funding model. Importantly, the review found that none of the matters identified fundamentally undermine SAF's ability to support a long-term partnership with World Sailing.

According to the audited accounts of SAF for 2025, it had assets of approximately CHF 31 million and acquired new properties costing CHF 39.8 million in 2026. It also owns and operates the SSL47 fleet, maintains dedicated operational and technical facilities, and has successfully delivered major international events including the SSL Gold Cup and sailing competitions at the SEA Games.

The review also examined SAF's long-term funding model. Recurring rental income increased from CHF 1.47 million in 2023 to CHF 2.34 million in 2025, with a credible growth pathway. In addition, the auditors were advised of founder-supported funding arrangements of up to CHF 5 million per annum for programme delivery and a separate CHF 30 million guarantee to support Olympic and qualification-event activities through to 2036. These arrangements are currently being formalised through notarised agreements secured against real-estate assets.

The principal findings relate to governance rather than funding or operational delivery. HaysMac recommended strengthening Board independence, enhancing conflict-of-interest controls, reducing key-person dependency and formalising long-term funding arrangements. SAF has confirmed its willingness to implement these recommendations.

The agreed Board structure comprises five members: the SAF Founder, the SAF Chief Executive Officer, the President of World Sailing, the Chief Executive Officer of World Sailing and an independent Chair. The World Sailing representatives may delegate their authority where appropriate. The World Sailing representatives will be recused from decisions relating to property acquisitions, disposals, financing arrangements and property strategy. These matters will remain the

responsibility of the SAF representatives and the independent Chair. The independent Chair will be appointed in accordance with World Sailing's independence requirements and applicable Swiss legal requirements.

Subject to implementation of the recommended governance enhancements, the due diligence supports the conclusion that SAF has the organisational capability, infrastructure and financial capacity required to support delivery of the Mixed National Team Event and its qualification pathway.

For World Sailing, opportunities of this nature are exceptionally rare. SAF offers a fully funded competition platform, supplied-equipment fleet, established athlete pathway, global qualification infrastructure and substantial long-term financial support. Collectively, these assets provide a unique opportunity to expand participation, strengthen opportunities for developing nations and reduce costs for Member National Authorities, World Sailing and future Olympic Games Organising Committees.

In summary, the due diligence concludes that, subject to the proposed governance enhancements, SAF provides a credible and well-resourced platform capable of supporting the successful delivery and long-term sustainability of the Mixed National Team Event.

1.2.10 Conclusion

The Mixed National Team Event is more than a new medal event. It is an opportunity to reshape Olympic sailing around the priorities that will determine the sport’s future: global appeal, broader participation, lower barriers to entry and reduced cost and complexity.

The proposal performs strongly against each of the IOC’s Fit for the Future criteria. Its nation-versus-nation format is simple, compelling and capable of reaching audiences beyond sailing’s traditional base. Its continental qualification pathway guarantees genuine global representation. Its mixed eight-person crews deliver gender equality and create a powerful national team narrative. Its supplied-equipment model ensures that performance, not financial resources or equipment development, determines the outcome.

Crucially, this is not an untested concept. The competition platform, international pathway and SSL47 fleet already exist. SAF has demonstrated its ability to fund and deliver major international events. Independent due diligence by HaysMac confirms that it has substantial assets, credible operational capability and significant long-term funding capacity. The identified governance improvements are important, achievable and already being addressed.

The proposition is exceptional: a new Olympic event supported by a fully funded global qualification programme, supplied boats, athlete development, travel, accommodation and event delivery. It offers World Sailing the opportunity to expand participation and strengthen developing nations without transferring the principal financial burden to Member National Authorities, World Sailing or future Olympic Games Organising Committees.

Maintaining the status quo is not the low-risk option. The IOC is demanding greater relevance, reach and efficiency, while competition for athlete quota and programme positions continues to intensify. World Sailing must therefore judge this proposal against the future needs of the sport, not attachment to the existing programme.

The Mixed National Team Event is credible, deliverable, financially supported and strategically aligned. It offers a rare opportunity to broaden sailing's global reach and strengthen its Olympic future. World Sailing should seize it.

1.2.11 FAQs

Topic	Question	Answer
Team composition	I only have 5 sailors at the Olympics. Do I need to use them all?	Yes. If a country has 5 Olympic sailors, those 5 are used and the remaining 3 places come from the M8TT quota.
Team composition	I have more than 5 sailors at the Olympics. Can I use more than 5?	Yes. More existing Olympic sailors means less additional M8TT quota.
Team composition	I have fewer than 5 sailors at the Olympics. Can I still compete?	Yes. The team is completed using the M8TT quota.
Team composition	Do I need to have sailors at the Olympics to compete?	No. The full team can come from the M8TT quota.
Gender balance	What if my Olympic sailors are all the same gender?	The team must still be 4 men and 4 women. A country can use up to 4 sailors from one gender and complete the balance from the M8TT quota.
Crew weight	What if my sailors are very light?	The sailors selected from the M8TT quota can help bring the team to a competitive crew weight.
Entry timing	When does a country need to accept entry?	Around two months before the Olympic Games, in line with the normal final entry process for Olympic sailing.
Replacement	What if one selected sailor refuses to compete?	If the team can replace the sailor within its 2nd medal quota, it can continue. If the nation cannot, the team is replaced by the next team from world championships within available quota.
Replacement	What happens with a late replacement?	After nations accept entry, no new athlete quota is available. Therefore, teams will be replaced by the next nation from the last World Championship that has 4 men and 4 women already qualified and available at the Games (2nd medal).
Team	When will we know which teams are selected	Around two months before the Olympic Games, nations will finalize the normal entry process for Olympic events. This determines how many 2nd medal sailors will compete in the M8TT. At that point the M8TT quota can be used to confirm M8TT nation entries.
Teams	How many teams can we expect?	Up to 12 teams but most likely 10 teams, depending on which countries qualify and how many 2nd medal sailors can be reused.

Quota	Where does the M8TT quota come from?	World Sailing has four events under review. If M8TT is accepted, it would fit within the Olympic sailing program by replacing one of the reviewed events. A minimum of 36 places would be freed in this process.

1.3 Format MX Multihull

The Format Working Group's preliminary view is that a tournament-style format for the Mixed Multihull event is theoretically feasible and merits further development. Further testing is required before a positive assessment can be made of all elements of the proposal.

The objectives of clearer progression, engaging racing and stronger broadcast appeal provide a useful basis for development. Experience from SailGP and other sports supports the general approach, but the details of each element need to be adapted to the Nacra 17 and the requirements of Olympic competition. The tournament structure, reaching starts and course configuration should each be evaluated, as well as tested together.

In particular, further work would need to address:

- **Reaching starts and course suitability.** The feasibility of reaching starts with heats of 6 - 9 boats needs practical testing across different wind strengths and sea states, including foiling, marginal foiling and non-foiling conditions. This should assess safety, congestion at the marks, opportunities to overtake and the extent to which the start determines the race outcome. Appropriate operating limits and alternative starting and course arrangements would need to be established.
- **Participation on the final day and national audience interest.** Options to keep more boats and nations in meaningful contention on the final day should be explored. For example, a repechage race could provide a route for one or more boats to progress into the final race, potentially sustaining interest across more national audiences. The number of boats progressing and the size of the final would need to be determined through testing, taking account of scheduling, athlete workload and the clarity of the format for spectators.
- **Scheduling and delivery.** The complete format needs to be tested against realistic competition windows, allowing for race turnarounds, postponements and recalls. Clear provisions would be needed for incomplete rounds and a shortened programme, so that the event can reach a fair and understandable conclusion when conditions prevent the intended schedule from being completed.

A structured programme of on-water trials involving the Class, athletes and race management is therefore needed before the details of this format proposal can be endorsed in full.

The answer at this stage is therefore **yes, in principle**: tournament-style racing is a credible direction for further development. Further testing is required to determine the exact format and confirm its suitability for the Nacra 17.

2 Robustness Checks

2.1 Fit for the Future – Global Appeal

This assessment of Global Appeal is based on IOC Core Evaluation of Disciplines with Sailing being an incumbent discipline

2.1.1 Introduction

Criteria 2.1 - Games-time popularity

THEME	No. of data points	INDICATOR
Television	**3** (i1-i3)	Games-time viewer hours, maximum and average audience measures.
Digital	**8** (i4-i11)	Digital viewership on IOC platforms; page views on IOC and OCOG websites and apps; social media conversations and sharing; internet searches, page views and unique visitors on websites; World Sailing social media performance index.
General public	**1** (i12)	Favourite sports among general public and youth, measured by IOC survey
Spectators	**1** (i13)	Percentage of available tickets sold
Press	**1** (i14)	Number of press articles

According to criteria used by the IOC to measure Games-time popularity or global appeal, the themes of Television and Digital contain the highest number of data points serving as indicators for the IOC, between them accounting for 11 out of 14 indicators (79%).

It was therefore decided to use these indicators to evaluate the events under consideration. However, as these are Games-time metrics, data exists only for current and previous Olympic sailing events, not for any of the proposed new events.

In order to enable a side-by-side comparison of incumbent events and potential new events, other indicators were also evaluated. These indicators include: the social media performance of representative accounts, an estimate of broadcast ‘reliability’, and an estimate of the growth potential of the event. It is acknowledged that there is limited data available for this comparison.

Assessing the global appeal of an Olympic sailing event is inherently complex and difficult to measure with precision. No single metric provides a reliable or valid measure of global appeal, and many commonly used indicators capture only partial aspects of the concept.

Nonetheless, the following pages present the analysis conducted using available data and expert opinion.

2.1.2 Data from 2024 Olympic Games Game-Time Data Collection

2.1.2.1 Broadcast

(i1-i3)	Viewer hrs		Max audience		Average audience		Average rank	
Men's Kite	10th 1,366	(--)	10th 9,208	(--)	9th 7,282	(--)	9th	(--)
Women's Kite	7th 4,455	(-)	7th 17,507	(-)	7th 11,057	(-)	7th	(-)
Mixed Dinghy	2nd 5,798	(++)	3rd 26,387	(+)	5th 18,035	(+)	3rd	(+)
Mixed Multihull	6th 4,742	(-)	6th 20,647	(-)	6th 17,373	(-)	6th	(-)

About this table

- This table uses the data from the Paris 2024 Olympic Games as the only like-for-like comparison we have for the incumbent events.
- As such it should only be treated as a snapshot – in particular it is worth noting that a combination of conditions and progress in other events limited time on the broadcast race area for the Men's Kite.
- The raw numbers for each are presented alongside a rank against the other events on the sailing program (eg Women's Kite finished 7th of the 10 sailing events in all three measures)
- The rank is then represented as a ++/+/-/-- score for each measure (1st-2nd = (++), 3rd-5th = (+), 6th-8th = (-), 9th-10th = (--)
- Similarly, the average rank of each event is then represented as a ++/+/-/-- overall score.
- Of the four events, the Mixed Dinghy was the best overall performer, achieving a positive score in all three measures. None of the other events achieved a positive score in any of the three measures.

2.1.2.2 Digital

(i5-i9, i11)	No of internet searches		Page views on popular websites		Unique visitors on popular websites		Social media sharing of articles		Social media conversations		Views on IOC website/app		Average rank	
M Kite	10th 676k	(--)	9th 69m	(--)	9th 15m	(--)	3rd 41k	(+)	6th 155k	(-)	3rd 845k	(+)	6th	(-)
W Kite	6th 816k	(-)	2nd 81m	(++)	2nd 18m	(++)	9th 6k	(--)	8th 135k	(-)	10th 327k	(--)	4th	(+)
Mx Dinghy	9th 763k	(--)	6th 75m	(-)	6th 16m	(-)	2nd 71k	(++)	10th 72k	(--)	9th 481k	(--)	7th	(-)
Mx M/hull	2nd 884k	(++)	3rd 80m	(+)	3rd 17m	(+)	9th 84k	(--)	9th 84k	(--)	7th 488k	(-)	4th	(+)

About this table

- This table uses the data from the Paris 2024 Olympic Games as the only like-for-like comparison we have for the incumbent events.
- As such it should only be treated as a snapshot – in particular it is worth noting that the limited airtime for the Men's Kite appears to have impacted its performance in other measures when compared with Women's Kite.
- The raw numbers for each are presented alongside a rank against the other events on the sailing programme (eg Women's Kite finished 6th out of the 10 sailing events in number of internet searches)

- The rank is then represented as a ++/+/-/-- score for each measure.
- Similarly, the average rank of each event is then represented as a ++/+/-/-- overall score.
- Of the four events, the Women's Kite and the Mixed Multihull were the best overall performers but there is no positive outlier in terms of the incumbent events.

2.1.3 Comparison of incumbent and candidate events

To enable a side-by-side comparison of the Global Appeal of incumbent events and candidate events, it was determined the following factors as potential indicators of future games-time popularity.

- Social media metrics for event or class
- Reliability assessment
- Growth potential

2.1.3.1 Social Media

Event/Measure	Followers***		Engagements		Video Views		Average rank	
M/W Kite	3rd 110k	(++)	3rd 5,056	(+)	3rd 411	(-)	3rd	(+)
Mx Dinghy	4th 102k	(+)	2nd 8,672	(+)	=6th 0	(--)	4th	(-)
Mx Multihull	5th 39k	(-)	4th 2,187	(-)	=6th 0	(--)	5th	(--)
M/W Wingfoil*	1st 112k	(++)	1st 55,155	(++)	1st 137k	(++)	1st	(++)
M/W Foiling monohull	6th 12k	(-)	6th 0	(--)	=6th 0	(--)	6th	(--)
Team Racing	7th N/A	(--)	7th N/A	(--)	7th N/A	(--)	7th	(--)
Mx Team Tournament**	2nd 111k	(++)	5th 1,333	(-)	2nd 42k	(+)	3rd	(+)

*Combines GWA and Wingfoil Racing.
**Results taken from the SSL social media channels.

About this table

- This table shows results taken from representative accounts for each of the incumbent and candidate events. NB: there is no representative account for Team Racing.
- The followers count was taken at July 17, 2026
- The Engagements and Video Views were taken for the month of June, 2026.
- The raw numbers for each are presented alongside a rank against the other events on the table.
- The rank is then represented as a ++/+/-/-- score for each measure.
- Similarly, the average rank of each event is then represented as a ++/+/-/-- overall score.
- Of the events represented here – Wingfoil is a clear leader followed by Kite and the Mixed Team Tournament.

728 ### 2.1.3.2 Reliability Assessment

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Ability to reliably perform in a broadcast timeslot, considering factors like ability to start/finish on time, wind range, and length of event / session		
M/W Kite	(--)	Current equipment has a relatively constrained lower wind limit, which can reduce the probability of racing within a fixed broadcast window. The Paris data also demonstrates how loss of racing opportunity can materially affect broadcast exposure.
Mx Dinghy	(++)	Established equipment and format with a comparatively broad operating range and significant flexibility in race duration and scheduling.
Mx Multihull	(+)	Established event and format with proven capability across a wide range of conditions, although has limited ability to race in a rough sea state. Although a foiling discipline, it can also operate in displacement mode.
M/W Wingfoil	?	Potentially able to accommodate for short-duration but reliability cannot yet be assessed confidently until Olympic equipment and format are sufficiently defined, particularly the usable wind range.
M/W Foiling monohull	?	Same as above.
Team Racing	(+)?	Short races and format flexibility could be advantageous for broadcast scheduling. Use of kinetics (pumping, rocking etc) and roll tacks/gybes are permitted, making racing possible in light winds,
Mx Team Tournament	(+)?	Format flexibility and relatively short races support reliable scheduling. Multiple sail sizes would facilitate racing across a larger wind range.

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731 ### 2.1.3.3 Growth Potential

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Trajectory / trend of popularity in recent years, and ability to capture interest in new markets		
M/W Kite	(-)	Has the benefit of being an incumbent event. However it has only had one Olympic Games so has not had the advantage enjoyed by more longstanding events. The class has shown strong efforts to grow an audience.
Mx Dinghy	(--)	Has the benefit of being an incumbent event for multiple cycles so may be at maximum popularity. The class has only recently made strong efforts to grow an audience.
Mx Multihull	(--)	Has the benefit of being an incumbent event for multiple cycles so may be at maximum popularity. The class has made very strong efforts to grow an audience.
M/W Wingfoil	(+)	Strong performance on social media despite not being an Olympic event.

		Suggests an event which has a) the potential to grow further and b) a class/competition structure willing to support it outside of Games time.
M/W Foiling monohull	(--)	Weak performance on social media. Less developed class/competition structure means it may lack the support needed outside of Games time.
Team Racing	(--)	Popular in a handful of territories. Less developed international competition structure means it may lack the support needed outside of Games time.
Mx Team Tournament	(++)	Strong performance on social media despite not being an Olympic event. Significant investment in broadcast and global growth. Suggests an event which has a) the potential to grow further and b) a class/competition structure willing to support it outside of Games time.

2.1.4 Conclusions

The **IOC broadcast measures** show that, of the incumbent events under review, the Mixed Dinghy was clearly the best performer at Paris 2024. In fact it performed better than some events not under review.

The **IOC digital measures** do not deliver a strong overall conclusion as there is no positive outlier in terms of performance, recognising that the Mixed Multihull and the Women's Kite were ahead of the other two events.

The analysis of **representative social media accounts** indicate that Wingfoil and the Mixed Team Tournament may have built an audience which could provide the foundation for improving sailing's performance at the Olympic Games. Given their strong baseline performance in social media metrics, these two events may also have the strongest **growth potential** if they were to become Olympic events.

An assessment of the **reliability of events** is extremely difficult at this point in time, due to the lack of certainty regarding equipment for each event and the format of all events.

Global appeal is not directly observable and must be inferred from a range of proxy measures.

Both the evaluation of Games-time television and digital metrics collected by the IOC, and the proxy measures selected to enable side-by-side comparison of new and incumbent events, have limitations. While a strong conclusion is not possible, this analysis highlights some strengths and weaknesses of the events under consideration.

2.2 Fit for the Future – Cost & Complexity and Athlete Participation

This section assesses the incumbent Olympic events under review, and the candidate Olympic events, against the Cost and Complexity and Athlete Participation criteria set out by the International Olympic Committee as part of their Fit for the Future process.

2.2.1 Cost and Complexity (20% of overall Fit for the Future assessment)

The IOC's Cost and Complexity criteria assess disciplines based on:

- Infrastructure costs at the Olympic Games
- Ticketing revenue at the Olympic Games
- Operational complexity – broken down into Olympic venue complexity, sport and operational delivery at the Olympic Games, and operational risk of the Olympic venue
- Broadcast Cost and Complexity

To be explicit, this section focusses on the IOC's Fit for the Future assessment criteria and doesn't refer to the cost of competing in sailing or the complexity of an event or equipment. The cost to conduct an Olympic campaign in sailing is addressed as one of the variables in the accessibility section of this report[1].

The key drivers of cost for the IOC and the organising committee are the number of athletes and venues. The number of athletes is controlled through a separate process with decisions on athlete quota assigned to sailing for BNE2032 expect from the IOC by early Q2 2029; currently sailing has 165 men and 165 women athlete quota.

To maintain its status as a single discipline sport, sailing must keep all events able to participate on the same Field of Play. This has served sailing well and all events being reviewed and alternatives being considered are able to maintain this.

Within a single venue, the duration of the venue operation, the size and scale of the venue, and the infrastructure needed are the main cost multipliers.

For LA28, World Sailing was instructed to reduce its competition duration and requested to reduce the pre-competition period as much as possible. World Sailing responded by reducing each event to 3 qualification days, 1 finals day and 1 contingency day and reducing the number of races in the qualification series accordingly. This alone doesn't reduce the cost for the organising committee as the competition schedule and its structure determine the duration of the competition. The more events scheduled at the same time, the shorter the competition duration but more resources and space is required, and fewer hours of competition is available for broadcast.

Adding an event that requires athletes from another event, ie a second medal opportunity, will add more days to the competition schedule to ensure the events don't overlap prohibiting athletes from competing in both events, increasing costs for the organising committee.

The mixed team racing and mixing team tournament events would increase the cost of sailing to the organising committee by increasing the number of competition schedule days compared to the other events being considered.

Taking the current venue size and infrastructure requirements as a baseline, with a common requirement to have a marina for the broadcast, competition management, medical, press, security and hospitality vessel requirements, the following summary of key cost and complexity drivers is offer.

[1] Part 1 Section 2.5

Event	FOP	Marina	Boat Park	Equipment Spaces	Summary
M & W Kite	Requires beach with minimal break for launching that is directly adjacent to the race area (for kite changes);	Requires a marina nearby to the beach as each competitor is accompanied by a support vessel	Requires very large area for rigging and spare kites to be laid out, and a storage tent	Requires small Equipment Inspection area	The FOP and marina requirements make this the most complex event to host
MX Dinghy	Can launch from marina or beach with minimal break	Optional support vessel requirements	Each boat requires a boat bay and requires space to unload from own container or road trailer	Requires large Equipment Inspection area	The current baseline that could be improved with reduction in support vessels and shared container for shipping
MX Multihull	Can launch from marina or beach with no break	Each competitor is often accompanied by a support vessel	Each boat requires a boat bay and requires space to unload from own container or road trailer	Requires large Equipment Inspection area	The current baseline that could be improved with reduction in support vessels and shared container for shipping
M & W Wing	Can launch from marina or beach with minimal break	Current regattas do not permit support vessels	Requires very an area for rigging and a storage tent	Requires small Equipment Inspection area	Aligned with retained events and potentially better if support vessels are not permitted
MX Team Racing	Can launch from marina or beach with minimal break	Current regattas do not permit support vessels	Each boat requires a boat bay and requires space to unload from shared container	Requires an equalisation and repairs area	The lightest requirements of the events being considered
MX Team Tournament	Can only operate from a marina	Suitable deep berthing for the boats; unknown support vessel requirements	Requires crane for launching and requires space to unload from shared container and rig boat	Requires an equalisation and repairs area	Introduces new marina requirements but has reduced land space requirements

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Broadcast cost and complexity is currently impacted by the number of race areas on the field of play, and how many are concurrent at the same time. This is amplified by the distance the race areas are from the broadcast compound.

A lengthening of the competition schedule will increase the broadcast costs each day. As the host broadcaster, OBS makes all editorial and productions decisions for every sport including the broadcast schedule, use of graphics and types of hardware, limiting World Sailing's or individual event's ability to influence the broadcast cost and complexity.

The introduction of a keelboat would offer the opportunity to use new on-board equipment in the broadcast, however this would be at an additional cost, whereas incumbent events can reuse existing solutions.

The organising committee, without engagement with World Sailing, makes all ticketing decision particularly price and volume of tickets per session, limiting World Sailing or individual event's ability to influence this metric.

2.2.2 Athlete Participation (20% of overall Fit for the Future assessment)

The IOC's Athlete Participation criteria, assesses disciplines on the following:

- Number of countries and continents in the top 8 at the last three Olympic Games (Rio 206, Tokyo 2020 and Paris 2024)
- Number of countries and continents in the top 8 at the last two World Championships (Aarhus 2018 and The Hague 2023 SWC)
- Numbers of countries at the last two World Championships (Aarhus 2018 and The Hague 2023 SWC)
- Numbers of countries at the last two junior World Championships (Lake Garda 2024 and Vilamoura 2025 YW)

This paper aims to achieve comparable date measuring top 8 by continent at Olympic Games and World Championships, numbers of countries at last two World Championships or similar.

Number of continents represented in top 8 at the last three Olympic Games, last two World Sailing Championships – incumbent events comparison

Incumbent Event	Paris 2024	Tokyo 2020	Rio 2016	The Hague 2023	Aarhus 2018	Average	Score
MX Multihull	3	3	3	2	3	2.8	+
M/W Kite	3	N/A	N/A	3	N/A	3	+
Mixed Dinghy	2	N/A	N/A	2	N/A	2.875	+
Men's 2p Dinghy	N/A	3	3	N/A	4		
Women's 2p Dinghy	N/A	2	5	N/A	2		

About this table:

- This table uses the data from the Paris 2024, Tokyo 2020 and Rio 2016 Olympic Games, as well as the last two World Sailing Championships.

- Data from the Two Person Dinghy is used, whether it is mixed, men's or women's.
- The numbers for each event are presented and then given as an average.
- The rank is then represented as a ++/+/-/-- score for each measure.
- There is no significant difference between the four incumbent events on this basis.

Number of nations represented in top 8 last two World Championships – candidate events comparison

Event	WC1	WC2	Average	Score
M/W Wingfoil*	2	2	2	-
M/W Foiling Monohull**	1	N/A	1	--
MX Team Racing	3	3	3	+
MX Team Tournament	3	N/A	3	+

About this table

- There are no straightforward like for like comparisons available (see events used below), eg the 2025 Team Racing World Championships listed the top eight as yacht clubs rather than representatives of national federations.
- The numbers for each event are presented and then given as an average.
- The rank is then represented as a ++/+/-/-- score for each measure.
- Team Racing and Mixed Team Tournament achieved better continental diversity as they have fewer entries and a limit per nation.

*2026 and 2025 Wingfoil Racing world championships
**Inaugural Switch Global Championships in 2025
***2026 and 2025 Team Racing World Championships
**** 2023 SSL Gold Cup Final Series

Number of nations represented at last two World Championships – or equivalent – incumbent and candidate events

Event	WC1	WC2	Combined	Score
M/W Kite	45	30	75	++
2p Dinghy*	28	32	60	++
MX Multihull	23	27	50	+
M/W Wingfoil**	18	22	40	-
M/W Foiling Monohull***	14	N/A	14	--
MX Team Racing******	12	10	22	--
MX Team Tournament*******	40	22	62	++

About this table

- For the incumbent events, figures are used for the 2023 and 2018 World Sailing Championships. For the Two Person Dinghy, the 2018 figure combines the men's and women's figures.
- There are no straightforward like for like comparisons available (see events used below), eg the 2025 Team Racing World Championships listed the top eight as yacht clubs rather than

representatives of national federations.

- Some events (eg MX Team Racing, MX Team Tournament) have entry quotas that limit the number of nations who can participate.
- The numbers for each event are presented and then combined
- The rank is then represented as a ++/+/-/-- score for each measure.
- Of the incumbent events, the Men's and Women's Kite was the most diverse.
- Of the candidate events, only the Mixed Team Tournaments achieved diversity comparable to the incumbent events.

*The 2018 World Sailing Championships
**2026 and 2025 Wingfoil Racing world championships
***Inaugural Switch Global Championships in 2025
****2026 and 2025 Team Racing World Championships
*****2023 SSL Gold Cup Final Series and 2019 SSL Finals

Conclusions

For the 'top 8' continental measurements, there are no significant outliers among the incumbent events – all bring an average of between 2.8 and 3 continents.

Based on historical participation figures, among the candidate events, only Mixed Team Racing and the Mixed Team Tournament have demonstrated greater continental diversity than the existing events.

In terms of country diversity at world championships level, the Kite was the strongest performer and, of the candidate events, only the Mixed Team Tournament provided comparable diversity with the incumbents.

2.3 Operational Robustness

2.3.1 Purpose and scope

The Task Team was asked to assess whether equipment associated with the Events can deliver fair, reliable and stable competition throughout an Olympic cycle and across the required conditions. Equipment reliability, manufacturing consistency and development stability are the core considerations.

Following the Task Team discussion, the assessment uses four areas:

Areas	**Question considered**
Reliability & durability	Demonstrated reliability and acceptable service life across required conditions and intensive campaigning.
Manufacturing consistency & control	Relevant production variation can be identified and controlled sufficiently to support fair competition.
Development	Equipment is sufficiently mature and stable for an Olympic cycle;

stability	major performance-driven changes are unlikely or manageable.
Operational resilience	Equipment can be produced, supplied, maintained, repaired/replaced and technically controlled at Olympic level.

2.3.2 Method and limitations

Existing Events:
The review considers demonstrated experience with the current equipment: manufacturing controls and audits, certification, measurement and event inspection, scanning where available, reported technical issues, athlete replacement data and direct Olympic-level experience.

Proposed new Events:
No Olympic Equipment has yet been selected. The report therefore does not assess hypothetical equipment or the feasibility of any particular equipment solution. Any operational risks relating to the selection, testing, manufacturing, control and stabilisation of suitable equipment will be assessed through the Regulation 11.6 Equipment selection process following the Event decision.

Evidence and judgement:
World Sailing does not hold statistically comparable reliability, warranty or production-variation datasets across all Classes and manufacturers. A 2025 Olympic equipment-use survey is useful supporting evidence but is based on relatively small self-reporting samples. The ratings are therefore structured technical judgements informed by available evidence and experience, not statistically derived predictions.

Confidence:
High / Medium / Low indicates the strength and completeness of evidence.
++ = strongly positive; + = generally positive/manageable risks; – = material concerns or unresolved risks; – – = major unresolved risks.

Assessment Event	Reliability & durability	Manufacturing consistency & control	Development stability	Operational resilience	Overall	Confidence
Mixed Dinghy (470)	Long-established; major components generally have multi-season service lives; sails replaced more frequently.	Mature measurement-controlled system and established event inspection.	Highly mature equipment; limited fundamental development risk.	Established supply, repair, certification and inspection processes.	++	High
Mixed Multihull (Nacra 17)	Extensive Olympic experience; current foiling platform established; known appendage issues remain.	One-design/manufacturer-controlled; dimensional and scanning controls available.	Established configuration, although refinement and component issues require continued control.	Established service and support; foils can be effectively controlled.	+	High
Men's & Women's Kite (IKA Formula Kite)	Established system, but comparatively frequent replacement and foil and kites durability issues.	Strong registration/audit controls; foil geometry controllable; repeatable dimensional control of used kites is harder.	Development-led model with new equipment introduced each Olympic cycle.	Multiple suppliers, but equipment interaction, replacement rates and inspection complexity add risk.	–	High

2.3.3 Basis for the assessments

2.3.3.1 Mixed Dinghy - 470

The 470 is a mature, measurement-controlled class with established Class Rules and inspection procedures covering its principal equipment. This provides a proven basis for Olympic-level control and management of non-compliant equipment.

The athlete equipment-use survey indicates comparatively long replacement periods: approximately 2 years 2 months for hulls, 2 years 4 months for daggerboards, 2 years for rudders and 1 year 10 months for masts. Sails are replaced more frequently, approximately every 7–8 months, predominantly for performance gain rather than structural failure.

The technical information presently available to the Task Team does not identify a specific current structural or production issue comparable to those identified for Formula Kite or Nacra 17.

Its competition history, mature measurement system and established inspection procedures provide a high-confidence basis for a positive assessment.

2.3.3.2 Mixed Multihull - Nacra 17

The Nacra 17 is manufacturer-controlled, with separate approved manufacturers for hulls, appendages, rig and sails. Its current foiling configuration has several years of Olympic-level use.

Available technical information identifies daggerboard issues. Although not formally reported through the same process as Formula Kite manufacturer claims, they are recognised within the technical environment and are relevant to durability.

Appendage consistency can be assessed through 3D scanning. World Sailing audit data on daggerboards and rudders provides a basis for identifying dimensional variation and supporting event control.

The athlete survey suggests service lives of approximately 2 years 10 months for hulls, 2 years 4 months for foils, 1 year 11 months for rudder assemblies and 2 years 2 months for masts. Sails are generally replaced within 7–11 months, with performance gain commonly cited across several categories.

The evidence indicates a mature, operationally manageable system with known appendage durability and consistency issues. This supports a positive, high-confidence assessment without suggesting that the equipment is free from technical issues.

2.3.3.3 Men’s & Women’s Kite – Formula Kite

Formula Kite uses a registered series-production system with four kite and three foil manufacturers. It supports manufacturer competition and continued technical development, but equipment evolves substantially between Olympic cycles.

2.3.3.4 Reliability and durability

No structural or production issues with kite equipment were reported for the 2025–2028 cycle, but two significant foil issues were identified.

Levitaz identified a fuselage production deviation. Although within declared tolerances, the variation led the manufacturer to reduce the applicable tolerance to improve consistency.

Chubanga reported significant warranty claims involving fuselage cracking, attributed to higher-than-anticipated loads from the new generation of kites. A revised foil was developed and the proposed changes reported to IKA and World Sailing before implementation.

This illustrates that kite and foil systems may develop independently but interact structurally. More powerful new-generation kites increased foil loads, contributing to a failure mode not anticipated in the original design.

The athlete survey indicates high turnover. Average replacement periods ranged from approximately 7 months to 1 year 1 month for men's kites and 6 months to 1 year 9 months for women's kites, depending on size. Performance gain was the main reason, although breakage and poor quality were also identified.

2.3.3.5 Manufacturing consistency and control

The manufacturing-control system is well developed.

For 2025–2028, manufacturers declared designs and production tolerances in March 2024. World Sailing scanned 10 examples of each registered foil model from Chubanga, Levitaz and Flying Sardine, while IKA audited kite manufacturers and measured 10 examples of each model from Flysurfer, Ozone, Element and North Kiteboarding.

This established the registered designs and tolerances used to assess later production. During 2025, World Sailing audited manufacturing consistency and quality-control processes, and issued licences to manufacturers meeting the required standard.

The system provides meaningful controls and manufacturing data. However, tolerances do not prove that every permitted variation is performance-neutral, and the Task Team has not quantified whether performance is entirely independent of equipment selection.

2.3.3.6 Development stability

Formula Kite is deliberately not development-stable across Olympic cycles. Manufacturers may register new kite and foil models at the beginning of each cycle, allowing design and performance improvements.

Sailors overwhelmingly migrate to the latest equipment; earlier models cease to be registered or competitively used. The fleet is therefore substantially renewed between cycles.

This intended feature of the registration system creates a different robustness profile from a stable one-design class. Development of one component may also change the loads or performance requirements of another, as experienced during the current cycle.

2.3.3.7 Operational resilience

Foil geometry can be effectively compared with registered designs and tolerances through 3D scanning.

Kite control is more difficult because use, humidity, temperature and stretching affect dimensions and materials, complicating repeatable pre-event inspection.

Formula Kite has a mature manufacturing and registration framework, but rapid evolution, interaction between independently developed components, frequent replacement and difficulty controlling soft kite equipment create identifiable risks. These factors support a negative overall assessment with high confidence, without implying that the equipment cannot be successfully raced or controlled.

2.3.4 Sources and interpretation

Principal evidence: Task Team correspondence; World Sailing technical information; manufacturer controls and audits; event inspection and 3D scanning experience; reported technical issues and available warranty information; the 2025 equipment durability survey; Regulation 11.5 working material; Class information; and relevant World Sailing reporting.

Survey limitation. The 2025 durability survey comprised 36 responses for 470, 12 for Nacra 17, 16 for Formula Kite Men and 12 for Formula Kite Women. It is used as supporting evidence, not as a statistically representative failure study.

2.3.5 Overall conclusion

The review does not identify an inherent operational barrier to any proposed Event. It does distinguish between equipment whose robustness has already been demonstrated through high-level competition and concepts where robustness must still be demonstrated through the subsequent Equipment selection process. The strongest evidence exists for the 470 and Nacra 17. Formula Kite has a mature control framework but identifiable durability, development and inspection challenges.

No assessment has been made of potential Equipment for the proposed new Events because Olympic Equipment has not yet been selected. If/when new Olympic Equipment is selected in 2027, its operational robustness and associated risks assessments will be performed prior to recommendations being made by the Equipment Committee to Council.

These conclusions are informed technical judgements.

2.4 Women Participation & Roles

2.4.1 Task Area

This task area assesses the participation and roles of women in Olympic sailing as they are affected by the recommendations and building-block events set out in the Joint Working Group Report and its Update to Council under Regulation 11.5. It forms one of the robustness checks identified in the Update (Part 1, Section “Where we stand”) as necessary before a final Joint EC/EQ Report with ranked recommendations can be presented.

2.4.2 Criteria Used

Each object of assessment was reviewed against four questions, applied consistently across Recommendations and Events:

- Current evidence: does the building-block report or supporting data provide concrete, sourced evidence of women's participation, pathway, or role (e.g. universality figures by gender, named athlete examples, weight/height accommodation)?
- Direction of travel: where trend data exists (e.g. Youth Worlds entries, World Sailing Rankings), is women's participation growing, flat, or declining?
- Structural design: does the event's or recommendation's design (format, equipment, quota mechanism) actively support, remain neutral toward, or create a structural barrier to women's participation and progression?
- Evidentiary completeness: is the building-block report itself adequate to assess this dimension at all, or does it contain a material data or reasoning gap that prevents a confident assessment either way?

Objects were scored on a four-point scale: ++ (strong positive fit), + (positive but with a qualification), – (concern requiring attention), — (significant concern or evidentiary gap). A rating of – or — reflects either documented risk to women's participation or an absence of evidence sufficient to assess the object positively; it is not, by itself, a recommendation to reject the object under review.

This assessment draws on the building-block reports in Appendix 7.4 of the Joint WG Report, the Level 1.4 Universality and 2.1.5 weight/height criteria data cited therein (Appendix 7.3), World Sailing Rankings and Youth Sailing World Championship entry data quoted in the Kite and Team Racing building blocks, Steering the Course, and the World Sailing Olympic Vision document (references [A] and [H], Section 7 below).

2.4.3 Objects of Assessment

2.4.3.1 Recommendations A–E

No Recommendation retains Kite (either gender). Mixed Multihull (Nacra 17) is retained in all five.

Recommendation A: Mixed Dinghy + Mixed Multihull + M+W Wingfoil [+]

470 and Nacra 17 are the two best-evidenced events for women's participation and pathway in the reviewed slate: 470 has a documented gender history from 1988 to the 2024 mixed-format transition, a high-volume 420 pathway, and a verified professional crossover record; Nacra 17 has documented weight/height inclusivity and an evidenced professional crossover record. This gives Recommendation A the strongest two-event foundation of any of the five options. The rating is held at + rather than ++ because of Wingfoil: the 2026 World Championship field was 73.3% male (Section 3.4), and no purpose-designed-for-women equipment commitment is yet confirmed (Section 6). Recommendation A is the best-performing of the five on this dimension, on the strength of its retained core.

Recommendation B: Mixed Dinghy + Mixed Multihull + M+W Foiling Monohull [+]

Shares the same 470/Nacra 17 foundation as Recommendation A, substituting Foiling

Monohull for Wingfoil. Foiling Monohull's concern is more structurally serious than Wingfoil's: the WASZP comparator shows an 84.4% male field (Section 3.4), and centreline foil configurations are difficult to optimise for lighter sailors regardless of hull sizing. An outboard or multi-foil configuration is a plausible alternative (Section 6.3), but remains untested, so the concern is not yet resolved. Rated the same letter grade as Recommendation A given the shared strong foundation, though the concern attached to B depends on an equipment development path not yet underway, unlike the governance-only fix available for Recommendation A.

Recommendation C: Mixed Multihull + Team Racing + M+W Wingfoil [–]

Team Racing's Olympic format mandates 50% gender composition, on the same basis as the Mixed Team Tournament, making headcount parity a design strength rather than a weakness, provided the mandate is locked into the adopted format. Nacra 17 provides a strong anchor and Team Racing contributes a genuine, though conditional, positive. The recommendation is held at – because of two remaining concerns: Team Racing's "mixed" mechanism is not yet defined at the mechanical level, and Wingfoil carries a confirmed imbalance (73.3% male, Section 3.4) with no purpose-design commitment yet in place (Section 6).

Recommendation D: Mixed Multihull + Mixed Team Tournament + M+W Wingfoil [+]

The highest-variance of the five recommendations. Nacra 17 provides a strong anchor, and the Mixed Team Tournament carries the most distinctive gender argument in this review — a mandatory minimum of at least three women per boat, addressing a role-depth problem that Olympic quota parity does not touch — conditional on the rule surviving into the adopted format and on verified foundation funding for equipment equalisation (Section 3.3, Section 5). Wingfoil adds a confirmed concern (73.3% male field, Section 3.4), judged less structurally severe than Foiling Monohull's physics-based concern (see Recommendations B and E). If the Section 5 safeguards are adopted, this recommendation could reasonably move to ++; if the Mixed Team Tournament's conditions are not met, it could fall to '–'. The + rating is a central estimate and should be treated as provisional pending the outcomes it is conditioned on.

Recommendation E: Mixed Multihull + Team Racing + M+W Foiling Monohull [–]

Team Racing's mandated 50% gender composition is credited as a conditional positive on the same basis as Recommendations C and D. Nacra 17 remains a strong anchor. The recommendation is held at '–' because Foiling Monohull carries the more structurally serious of the two new-event concerns in this review — centreline foil configurations are difficult to optimise for lighter sailors, and while an outboard or multi-foil configuration offers a plausible alternative (Section 6.3), it is untested — and Team Racing's "mixed" mechanism remains mechanically undefined. No recommendation retaining Foiling Monohull can be rated positively until the equipment question is resolved.

2.4.3.2 Events Under Review

Mixed Dinghy (470) [++]

The 470 has a professional crossover record comparable to, and arguably deeper than, the Mixed Multihull's. Hannah Mills (2x Olympic 470 champion, among the sport's highest-profile female sailors), Martine Grael (raced 470 with Isabel Swan before moving to 49erFX,

going on to 2x Olympic gold and becoming SailGP's first female F50 driver), Jo Aleh (NZL America's Cup team), Peter Burling and Nathan Outteridge (early-career 470 campaigns), Stu Bithell, Will Ryan, Lucas Calabrese and Kevin Peponnet all feed SailGP, America's Cup and the wider pro grand-prix scene (TP52, Swan, Cape 31, Maxis), alongside Luna Rossa's Women's and Youth America's Cup helms. The 420-to-470 pipeline is a structural strength on the same basis as the Nacra 17 crossover pathway: a large, established global 420 fleet feeds directly into 470, and no evidence was found that 470's pathway is weaker than iQFOiL's.

Mixed Multihull (Nacra 17) [++]

The best-evidenced professional pathway for women anywhere in this review: Maria Giubilei is named as the first female sailor in an AC75, alongside Margherita Porro, Manon Audinet, and Nicole van der Velden's SailGP crossover. The class's mixed-crew weight/height reasoning is explicit and well-grounded in the Team Leaders' and Coaches' Commission dataset. The event's other, non-gender-related weaknesses (cost concentration, small fleet) are real but do not diminish this specific dimension.

Men's Kite [+]

Not itself a direct participation concern for women, but its continuation as an event is what sustains Women's Kite's place in the programme. Rated positive on that basis; the shared equipment and cost structure across both genders means any resolution to Women's Kite's specific concerns needs to be designed jointly with the men's event rather than in isolation.

Women's Kite [–]

A formal submission to IKA/World Sailing, signed by the Women's Formula Kite athlete representative and co-signed by name by nearly the entire 2024 Olympic podium and top ten, documents that 100% of the fleet undertook deliberate weight gain (average 10kg, 16.7% of natural body weight), that 58% of the fleet and 89% of podium finishers were classified overweight by BMI, and specific, named health complications including eating disorder diagnoses, hormone disruption and depression. The submission attributes this to equipment shared across genders, originally developed for male bodies (Section 6.1). IKA's response — reducing kite quivers from 4 to 3 sizes and shifting the women's range down (dropping the 19m² kite, adding a 9m² size) — was approved by World Sailing's CEO/ERSC process on 18 April 2025 following testing at Palma 2025, with strongly positive results: 100% voluntary adoption of the smaller quiver even where not mandatory, women's average weight down 10–15kg to a 60–65kg range, and no safety issues reported.

Three national performance directors, independently, dispute that this change resolves the underlying problem, and their reasoning is technical rather than anecdotal. Women continue to race the same equipment as men, only in a smaller size; once wind is strong enough to power a kite of any given size fully, a heavier athlete retains a physical advantage regardless of that size, so the fix reduces but does not remove the incentive to carry excess weight. The directors also question whether the measured 60–65kg figure reflects a genuine structural change or a temporary effect of timing — athletes may have relaxed toward a more comfortable weight immediately after a Games cycle, with the pattern reasonably expected to reverse as the next Olympics approaches and competitive pressure returns. On this view, the comparatively favourable participation ratios shown elsewhere in this report partly reflect Kite's status as an incumbent Olympic discipline rather than a genuine structural advantage

over the candidate new events.

Separately, MNA universality remains lower in the women's event than the men's (25 nations ranked vs. 35, World Sailing Rankings, 21 July 2026), and Youth Sailing World Championship entries from 2022–2025 show Kite consistently recording the lowest or among the lowest participation of all Olympic youth disciplines, particularly in the women's event; the 2026 Formula Kite World Championship shows a more favourable current picture (31 women from 22 nations, a 36.5% female share, Section 3.4), which should be read alongside the youth-level trend rather than in place of it.

2.4.3.3 New Events

Men's and Women's Wingfoil [–]

The building-block report's Reasoning and SWOT sections do not discuss gender-specific pathway, participation, or well-being considerations, despite separate weight targets for women (55–65kg) and men (70–80kg) existing in the Equipment Criteria appendix. The 2026 Wingfoil World Championship (IWSA) field was 73.3% male (66 of 90 entries, Section 3.4), a confirmed current imbalance. A purpose-designed-for-women equipment commitment is recommended as a precondition for improving this rating (Section 6).

Team Racing (Mixed) [Conditional +]

The Olympic Team Racing format mandates 50% gender composition, on the same basis as the Mixed Team Tournament. Headcount parity is a solved design question provided the mandate is locked into the adopted format: the 2K Team Racing active-sailor database's current composition (19.9% female, Section 3.4) reflects today's sailor pool, not the Olympic format's mandated outcome, in the same way that SSL's current 12.5% female rate does not constrain the Mixed Team Tournament's own mandatory minimum. A legitimate, distinct concern remains: a sailor pool that is currently 80.1% male raises a real question about whether enough competitively developed female team-racing sailors exist to fill a mandated 50% requirement without diluting the standard of competition or forcing late token recruitment — an execution-readiness question, not a design-flaw question. The format's "mixed" mechanism (crews within a boat vs. composition across a team's boats) also requires mechanical definition before gender parity can be confirmed at the level it will actually be judged on. Rated Conditional +, mirroring the Mixed Team Tournament's treatment: positive on the strength of the mandate, provisional pending both the mechanical format specification and a credible plan for developing sufficient female competitive depth ahead of Brisbane 2032.

Mixed Team Tournament [- -]

SSL as currently run has only one woman on an eight-person boat (12.5%), a pattern typical across professional sailing team formats. The Olympic Mixed Team Tournament proposal's mandatory minimum of at least three women per boat, if locked into the final format rather than remaining aspirational, would be a genuine structural advance beyond current gender minimums in SailGP, America's Cup and the Ocean Race — addressing a role-depth problem that Olympic-level headcount parity, already guaranteed by IOC quota regardless of event selection, does not touch. The case depends on two unconfirmed conditions: (1) the three-women minimum surviving into the adopted format, and (2) verified foundation funding

covering equipment equalisation costs (estimated at approximately US$700,000 to remove competitive inequality between boats), without which unequal boats risk becoming a “luck of the draw” that undermines rather than supports athlete commitment to a development pathway. Section 5 sets out the specific safeguards recommended for the equipment report and format regulations to secure a genuine development opportunity for smaller nations, including avoiding a repeat of the Elliott 6m women's match racing keelboat experience at London 2012, the event's only Olympic appearance. This rating should not be read as an unqualified endorsement in its current form. Furthermore, the main issue encountered is that the current boat can be sailed by 8,9 or 10 crew members onboard with a total weight of maximum 730kg. The weight is required for the righting moment and to sail the boat at its full potential. This weight range is considered far too high to be suitable to be sailed by 4 men and 4 women onboard.

Men's and Women's Foiling Monohull [–]

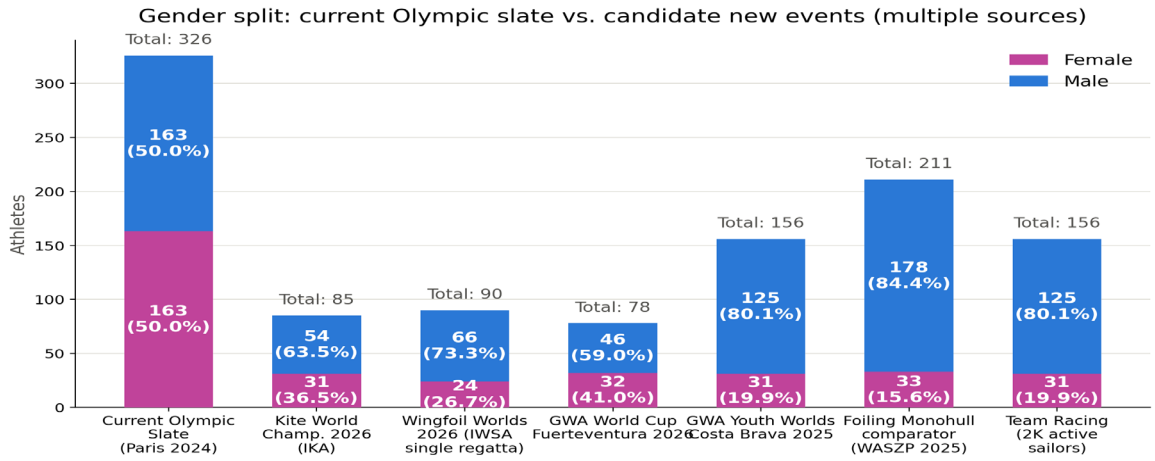
The proposed event concept sets separate target weight ranges (women 50–70kg, men 60–80kg) subject to testing, and “Gender balance” is listed as a named Opportunity in the SWOT — a genuine, if unproven, design intent. Against this, the closest available real-world comparator class (2025 WASZP Games) shows an 84.4% male field (Section 3.4): a centreline foil configuration, where control and stability depend heavily on the sailor's own body weight, is difficult to optimise for lighter sailors regardless of sails and wings sizing (Section 6.3), however it might be possible to design the foils, both the horizontal and the vertical to suit for a specific narrow weight band providing two different designs for the female and male fields from the onset. An outboard or multi-foil configuration — foils mounted outside the hull rather than on the centreline — offers a plausible alternative that would reduce this dependence on sailor weight, but this remains an unexplored design avenue rather than a proven solution (e.g. there are only few boats that are produced as of now that are designed like this, with very limited testing from professional sailors).

A positive trend for the foiling monohull is in the youth appeal and pathway. As shown in *Figure 4*, the aggregate figures of youth participating and competing in the foiling monohulls among the established sailing MNAs is genuine. However, the female/male split remains low.

To increase this pathway and access to female sailors, genuinely women-optimised design, evaluated also against non-centreline configurations rather than assumed impossible on the basis of centreline designs alone, should be treated as a precondition for a positive rating on this criterion.

2.4.3.4 Supplementary Participation Data

The following data supports the Mixed Dinghy, Mixed Multihull, Wingfoil and Foiling Monohull assessments above.



Sources: current slate = Paris 2024 Olympic quota (163M/163F, mandated parity). Kite Worlds 2026 = official IKA/Sailwave results (fir.com.pl). Wingfoil Worlds 2026 = IWSA single-regatta Sailwave results. GWA World Cup and Youth Worlds = individual-event results combining Surf-Freestyle and FreeFly-Slalom disciplines. Foiling Monohull = 2025 WASZP Games official results. Team Racing = 2K Team Racing active sailor database. A season-aggregate Wingfoil ranking dataset was excluded from this chart: its total entry count could not be verified as genuine distinct athletes rather than repeated season-long registrations.

Figure 1: Gender split — current Olympic slate vs. candidate new events

Wingfoil data comes from two verified individual-event sources: the 2026 IWSA single-event World Championship (66M/24W, 26.7% female) and GWA's events, each combining the Surf-Freestyle and FreeFly-Slalom disciplines — the GWA World Cup Fuerteventura 2026 shows 46M/32W (41.0% female), the highest female share of any dataset in the chart, while the GWA Youth Wingfoil World Championships Costa Brava 2025 shows 125M/31W (19.9% female), a marked drop from the senior event.

This pattern — comparatively strong senior-level female participation alongside a markedly weaker youth pipeline — mirrors the pattern already documented for Formula Kite (Youth Sailing World Championship entries recording the lowest or among the lowest participation of all Olympic youth disciplines, particularly in the women's event, 2022–2025) and Foiling Monohull, and should be treated as a cross-cutting risk for new foiling disciplines generally, rather than an issue specific to any one candidate event.

Table 1 shows the split of female to male helms at the Paris 2024 Olympics, shining a light on the future helming and trimming opportunities for female on the pathway to professional sailing.

Table 1: Paris 2024 confirmed helm gender for mixed events.

Event	Crews (nations)	Female helms	Male helms
Mixed Dinghy (470)	19	7 (36.8%)	12 (63.2%)

Mixed Multihull (Nacra 17)	19	5 (26.3%)	14 (73.7%)

Female 470 helms: Lara Vadlau (AUT, gold), Camille Lecointre (FRA), Nia Jerwood (AUS), Vita Heathcote (GBR), Ariadne Spanaki (GRE), Elena Berta (ITA), Tina Mrak (SLO). Female Nacra 17 helms: Laila van der Meer (NED), Sinem Kurtbay (FIN), Tara Pacheco (ESP), Natacha Saouma-Pedersen (DEN), Sarah Newberry Moore (USA). Every crew in both events contains exactly one male and one female sailor by class rule; this table measures which gender takes the helm role.

Wingfoil World Championship 2026 — season-aggregate ranking (excluded from Figure 3)

Women: 36 athletes, 16 distinct nations (France, Italy, Spain, China, Greece, Australia, Türkiye, Czechia, Hong Kong, USA, Switzerland, Singapore, Japan, Poland, Great Britain, Thailand). Men: 118 athletes, 28 distinct nations (Italy, France, Poland, New Zealand, Spain, Czechia, USA, Türkiye, Netherlands, Australia, Hong Kong, Colombia, Great Britain, Korea, Ukraine, Japan, China, Thailand, Individual Neutral Athletes, Austria, Chinese Taipei, South Africa, Hungary, Argentina, Portugal, Uzbekistan, Singapore, Switzerland); both lists end cleanly with no further entries. Source: official Sailwave rankings, sailwave.com/results/2026_WFWC_Women_Overall.htm and .../2026_WFWC_Men_Overall.htm. The men's field remains materially larger than the women's field at the same event (118 vs. 36, a similar proportional gap to the header figures originally reported), a gender gap in current wingfoil participation that should be monitored as the discipline matures toward a possible Olympic bid.

Foiling Monohull — comparator classes (WASZP, Moth)

The Foiling Monohull building block cites 2025 WASZP Games (18 nations) and 2025 Moth World Championships (23 nations) as universality comparators. The 2025 WASZP Games drew 245 entries from 18 confirmed nations across 4 continents (Europe, North America, Oceania, Asia); a full results tally of the main fleet (211 of 245 entries) found a 15.6% female participation rate (33 of 211) and 53.6% of entries (113 of 211) in under-21 age divisions. The class has genuine youth depth (also provided in *Figure 4*) alongside a significant existing gender gap, directly relevant to the Foiling Monohull building block's stated intent to design separate, weight-appropriate equipment for women from the outset rather than retrofitting a male-designed platform.

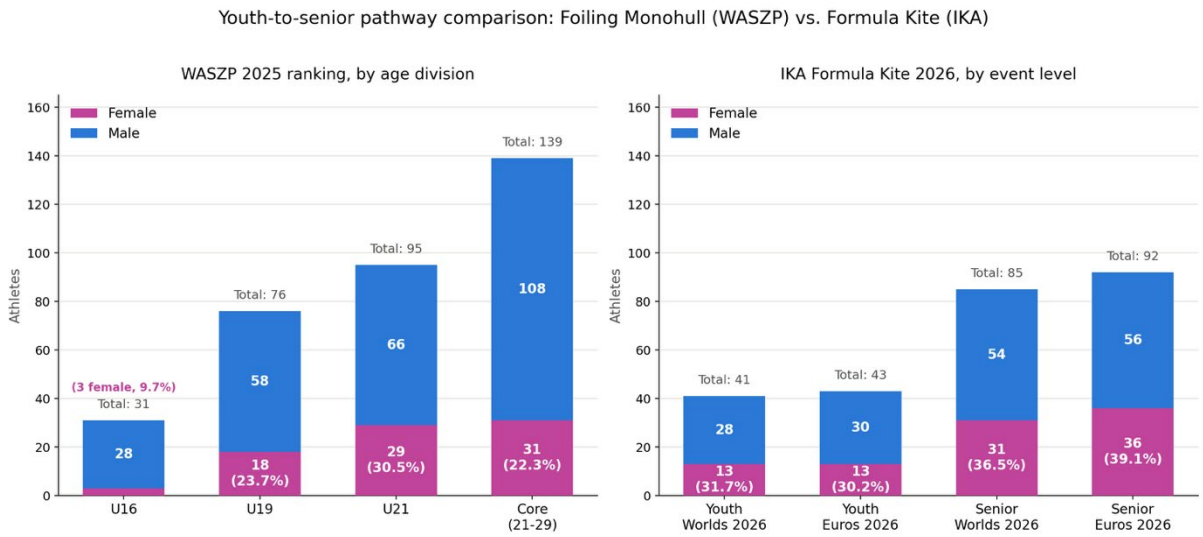


Figure 2: WASZP and IKA male-female and senior-youth splits.

Mixed Dinghy (470) — Senior and Junior World Championship 2026, and the 420 pathway

- 2026 470 World Championship (senior): 74 entries, 27 nations — the largest 470 Worlds fleet in this review's four-year window (2023: 64/28; 2024: 63–64/27; 2025: 48/19). Every entry is officially tagged “MX” or “MIX” (mixed), confirming 100% compliance with the Olympic mixed-gender crew rule at Worlds level. One material nuance: 26 of the 74 entries (35%) are Japanese, overwhelmingly university sailing club crews, so this year's large fleet and nation count reflect both a genuine broad-based result and one nation's exceptional domestic depth.

- 2026 470 Junior World Championship: 55 entries, 19 nations. Only 3 entries carry an explicit Men's-category tag (GBR 904, GBR 7, GBR 11); the remaining 52 carry no gender-category tag, consistent with the event's “470 / 470 Men / 470 Mixed” badge structure, which runs one open fleet awarding both Men's and Mixed classifications rather than segregating entirely.

- The 2024 420 Open European Championship — the principal feeder event into 470 — recorded 40 officially tagged “MIXED” teams out of 110 total entries (36.4%), in a fleet with no mixed-gender mandate. This is a strong, voluntary mixed-pairing rate at the pre-470 pathway level, independent of the Olympic 470 rule itself.

The pipeline comparison is positive on this year's evidence, though it is a single-year snapshot rather than an established trend: the Senior fleet (74 entries, 27 nations) is larger than the Junior fleet (55 entries, 19 nations) in both dimensions, the reverse of what a shrinking or bottlenecked pathway would show. Combined with the near-total absence of confirmed single-gender pairing at Junior level and the 36.4% voluntary mixed rate at 420 European level, this is a strong evidentiary base for 470's pathway strength.

5 Mixed Team Tournament — Recommended Safeguards for Smaller-Nation Development

Foundation funding of boats and some training is not, by itself, sufficient for a genuine development pathway. The Elliott 6m women's match racing keelboat at London 2012 — the event's only Olympic appearance — is a precedent for a wealthy-nation-dominated outcome despite equipment provisions of that era; this account draws on first-hand recollection rather than a published record and is presented as informed opinion rather than documented history.

The underlying structural point is sound regardless of that sourcing gap: paying for equipment removes a capital barrier but not a preparation barrier, since a wealthy federation can still out-prepare a foundation-equipped crew by adding its own private coaching and training time on top of any supplied baseline, reproducing the gap the funding was meant to close. The following should be specified in both the equipment report (forthcoming) and the format regulations, as binding commitments rather than aspirational funding intentions:

- The funded package must explicitly include a published minimum number of funded team-training days per year, ideally at centralised or regional training hubs, so smaller federations do not need their own domestic infrastructure to access genuine preparation time.

- The funded package must explicitly include coaching provision, not equipment alone; a boat without expert coaching does not equalise competitive outcomes.

- A cap or published limit on supplementary private investment on top of the funded baseline, so that a wealthy federation cannot simply out-invest the equalisation the foundation funding is intended to provide.

- In-regatta equipment rotation — random reallocation of supplied boats among competing nations during the event itself — following the same mechanism already proposed for the Mixed Multihull's supplied foils, removing any advantage from a better-prepared individual hull even within a nominally equal fleet.

- A funded, active talent-identification mandate reaching beyond existing marina/yacht-club populations. Without this, foundation funding of equipment alone will most likely continue to recruit from the same narrow socioeconomic base it draws from today, regardless of who pays for the boat. Rowing and bobsled both run formal talent-transfer programmes recruiting athletes from other sports and broader socioeconomic backgrounds; an equivalent, foundation-funded programme is recommended here.

- A pathway-linkage eligibility rule requiring a minimum share of each nation's roster to have come through the sport's existing accessible classes (e.g. 470, ILCA), so the event supports genuine domestic pathway development rather than becoming a vehicle for importing already-elite sailors regardless of national development history.

- The current weight limit for SSL is 730 kg for 8, 9 or 10 people. Average 8 person 91,25 kg - 9 persons 81 kg. This in too high for the gender parity that is envisioned and it poses the question whether the boat is sailable with the current weight limit and if that is lowered if the boat can be sailed efficiently due to the reduced righting moment.

- Multi-cycle, regionally-staged qualification rather than a single global qualifier, giving smaller-nation programmes real competitive experience and development time across more than one cycle.

- All of the above published and independently audited within the format regulations, with the same discipline recommended for the mandatory gender-parity rule.

- When the qualification system is in place the Olympic athletes are not necessarily known by MNAs so there needs to be a regulation on which athletes to use (if in the current MNAs Olympic rooster or not) in the qualification period too not only during the Olympic event.

A separate challenge concerns the athlete quota mechanism itself, raised by national performance directors with direct experience of Olympic quota negotiation. Two mechanisms have been discussed for the Mixed Team Tournament's athlete quota, and the directors oppose to both as currently framed. A "second medal opportunity" model, where athletes already qualified in another event also compete in the Tournament without additional quota, is opposed on the grounds that it would extremely favour large nations with enough strength in depth to field a competitive second squad from existing athletes — the opposite of the smaller-nation development case made elsewhere in this section. The alternative, replacing an existing event's quota, is opposed on the grounds that it would either restrict the Tournament to a small number of nations (again favouring large federations) or require taking quota away from other events, which this director rejects specifically because ILCA's quota needs to stay at its current scale to preserve maximum nation participation, and because every other event in the programme is already at the minimum fleet size and nation count needed to remain viable. No resolution to this quota problem currently exists in this report, and the Task Team recommends it be treated as a precondition for any positive assessment of the Mixed Team Tournament, on the same footing as the funding and format safeguards above.

If these conditions are met, foundation-funded access combined with an active development and talent-identification mandate could open a pathway for smaller nations (at least at Olympic qualifying events) and more diverse sailors than the sport's traditional marina/yacht-club recruitment base currently produces. Without these conditions, the format risks reproducing the Elliott 6m 2012 outcome.

6. **Equipment Design Requirement — Women's Foiling Classes**

Equipment for women's events must be purpose-designed for women from the outset, not adapted or resized men's equipment issued as an afterthought. This failure pattern has been repeated across multiple past cycles in Kite, iQFOiL, 49erFX and ILCA 6, where women's equipment has not been genuinely fit-for-purpose but a scaled-down men's design.

6.1 **Women's Kite — a worked case study, including an unresolved athlete dissent**

Kite provides the clearest evidence in this review of both the problem and a working solution. A formal submission to IKA/World Sailing, signed by the Women's Formula Kite athlete representative and co-signed by name by nearly the entire 2024 Olympic podium and top ten,

documented that equipment shared across genders — originally developed for male bodies — had driven the entire fleet into deliberate, unhealthy weight gain (100% of the fleet, average 10kg, up to 20kg for one individual), with 89% of podium finishers classified overweight by BMI and named, documented health complications. IKA's response — reducing kite quivers from 4 to 3 sizes and shifting the women's range down — was approved by World Sailing's CEO/ERSC process on 18 April 2025 following successful testing at Palma 2025: 100% voluntary adoption of the smaller quiver even where not mandatory, women's average weight down 10–15kg to a 60–65kg range, no safety issues, and real cost savings from carrying one fewer kite. These claims are however challenged by some performance directors that argue that the measured weight drop may reflect athletes not competing for an Olympic medal in this time-frame, but preparing to gain weight again toward Los Angeles 2028.

IKA has separately submitted a formal, association-level public assessment challenging the Joint Working Group Report's treatment of Formula Kite as a whole.

IKA disputes that Regulation 11.5's "retain Event/select new Equipment" option was properly assessed for Kite, noting the Report contains no Kite-specific SWOT analysis despite providing one for other building blocks.

IKA disputes the Report's wind-range characterisation, citing Formula Kite racing from 5 to at least 25 knots and Paris 2024 Olympic racing continuing in winds recorded as low as approximately 4 knots.

IKA disputes the cost characterisation, arguing Kite's complete equipment travels in a single airline bag, is athlete-owned rather than Organising-Committee-supplied, and that no disclosed like-for-like cost model supports ranking it among the most expensive Olympic sailing events.

IKA cites the 2026 European Championships (92 athletes: 56 men, 36 women, from 28 nations across four continents) as a more recent and more favourable universality data point than the ranking snapshot cited in Section 3.2. The independently sourced 2026 World Championship results corroborate this: 54 men from 25 nations, 31 women from 22 nations — a 36.5% female share, the highest of any event or comparator in **Error! Reference source not found.**.

6.2 **Women's Wingfoil — format design, not just equipment size, can address this**

Evidence from the Global Wingsports Association's World Sailing test event (Gdynia Sailing Days, 15–18 July 2026) indicates Wingfoil has an additional lever Kite did not use: race format design can reduce or remove the raw power/weight advantage, independent of equipment sizing. The event tested the FreeFly-Slalom "expression race" format — short (2–4 minute), small-heat (up to 10 competitors) knockout racing combining a start/finish course with a FreeFly section (wing depowered, athletes must surf or pump), a mandatory 360 trick element, and a jump-or-detour obstacle choice, structurally comparable to the already-Olympic boardercross format in snowboard and ski.

Athletes using larger, more expensive "specialised racing gear" (100–110L race boards, double-skin 6.5–7.5m wings, €8,000–9,000 per set) showed no advantage over "regular" freeride/freestyle gear (60–75L boards, single-skin 5.4–6.5m wings, €5,000–6,000 per set) in this format, and were reportedly disadvantaged in the FreeFly and 360 elements by their

equipment's greater size and weight. The event's result reinforces this: the overall male winner (9 of 10 races) competed at 70kg on standard freeride equipment, not the heavier specialised racing setup.

Wingfoil's Olympic format should favour the FreeFly-Slalom expression format specifically, rather than a pure course-racing or speed-racing format, on the basis that this is the one format variant with direct test evidence of not rewarding larger/heavier equipment or, by extension, the raw power/weight advantage that drove Kite's problem. This is a genuinely different and complementary mechanism to Section 6.1's equipment-resizing approach — solving the same underlying problem through race format rather than through equipment dimensions.

A national performance director endorses this format direction and extends it: top speed itself should be deliberately reduced, whether through material/equipment design or through format choices that reward agility and manoeuvring relatively more than pure speed, on the reasoning that equipment and power matter less as a competitive factor the lower the achievable top speed is. The same director states plainly that men's and women's equipment must be clearly separated from the outset, warning that reusing Kite's shared-equipment approach would reproduce Kite's exact problem in a new discipline.

A separate methodological caveat applies to all Wingfoil participation figures in this report. One national performance director notes that a substantial population of women wingfoil recreationally (particularly in freestyle and beach disciplines) without competing in sanctioned racing, and that this activity is not captured by any of the racing-entry datasets used in Section 3.4 or Figure 1. The gender ratios reported throughout this section should therefore be read as a measure of racing participation specifically, not of women's overall engagement with the sport, which may be materially broader than these figures suggest.

This finding rests on a six-athlete test sample (weight range 65–85kg) across three days at one venue, and should be treated as a promising early signal rather than a settled conclusion. A larger-scale test is recommended before this is locked into the format regulations.

6.3 Women's Foiling Monohull

Foiling monohulls of the Moth/WASZP lineage use a single centreline foil, meaning righting moment and control depend heavily on the sailor's own body weight and leverage. This configuration is extremely hard to genuinely optimise for lighter sailors, although in equipment configurations for these types of foiling monohulls it should be explicit that the foils are designed for the specified target weights.

Another option for the foiling monohulls is an outboard or multi-foil configuration: foils mounted outside the hull rather than on the centreline. This configuration would add righting moment from the foil placement itself and would reduce dependence on sailor body weight for control, in principle broadening the viable weight range in a way a centreline design cannot. This has only limitedly been built and only partially tested with small classes and is not yet a proven solution, but it stands alongside Kite's equipment resizing (Section 6.1) and Wingfoil's format design (Section 6.2) as a credible, event-specific lever for the same underlying problem. The equipment report should evaluate non-centreline configurations alongside the more established centreline foil classes.

The purpose-design requirement in this section should be a precondition for a positive gender-participation assessment of all three events, not an aspiration to be revisited later once equipment is already in service.

7. References

[A] World Sailing, "Steering the Course — World Sailing's plan to support women in sailing" (2024/29 May edition). Used for: current gender-participation baselines across coaching, officiating and governance; 2032 gender-parity targets for the World Sailing Board, Committees, Commissions, Race Officials, and Coaches/Team Leaders; the Women in Sailing Strategic Review (2019) and its finding of a stark gender imbalance across 75 countries.

[B] International Olympic Committee, "Athletes" (Fit for the Future strategic pillar). Used for: the objective of embedding athlete voice in governance and protecting athlete wellbeing, cited in support of the Wingfoil/Team Racing evidentiary recommendations above.

[C] International Olympic Committee, "Olympic Impact" (Fit for the Future strategic pillar). Used for: Objective 2, "Advance equality and inclusion across the Olympic Movement," which names women and girls explicitly as an underserved group requiring targeted action.

[D] International Olympic Committee, "Engagement and Revenue" (Fit for the Future strategic pillar). Used for: context on athlete-led storytelling as a commercial and engagement asset, relevant to the Mixed Team Tournament and Mixed Multihull "stars of the sport" arguments.

[E] International Olympic Committee, "Olympic Games" (Fit for the Future strategic pillar). Used for: Commitment 2, "maintain a capped, curated sports programme—balancing athlete value, global appeal, cost and complexity," cited as the framing constraint within which these recommendations sit.

[F] International Olympic Committee, "Presentation on Olympic Programme" (Discipline Evaluation Framework). Used for: the Athlete Participation core-evaluation theme, which names "Universality and Participation, Gender Equality" as a single combined criterion for both incumbent and candidate disciplines.

[G] International Olympic Committee, "Amended Olympic Games Host Selection Process." Referenced for background only; no direct gender-participation content applicable to this assessment.

[H] World Sailing, "Olympic Vision — A guide to decision-making for Olympic sailing" (2024). Directly relevant findings: the Diversity pillar's stated tactics include working with MNAs to encourage more girls at grassroots level and building on the World Sailing Trust's Women in Sailing Strategic Review to create pathways for women as race officials and coaches; the Marketability pillar explicitly lists "support Olympic sailors to become stars of the sport" as a named tactic; and the document's own Diversity Insights appendix names "mixed team events (e.g. mixed Nacra 17; mixed 470)" together, as a single, equally-weighted success.

[I] International Olympic Committee / World Sailing, IOC Gender Equality and Inclusion

Objectives 2021–24, cited within reference [H] around five focus areas: Participation, Leadership, Safe Sport, Portrayal, Resource Allocation. Recommended as a cross-check for the criteria in Section 2, which do not currently separate these five areas explicitly.

[J] International 470 Class Association, “470 Class Sailors in the 37th America's Cup” — 470.org. Primary source for the Section 4.1 replacement text: confirms Peter Burling, Nathan Outteridge, Jo Aleh, Lucas Calabrese, Kevin Peponnet, Will Ryan, Giulia Conti, Giovanna Micol, Alice Linussi and Maria Vittoria Marchesini as 470-background sailors now in professional circuits.

[K] Women's Formula Kite athletes (Maddy Anderson, Jessie Kampman, Daniela Moroz on behalf of the class), “A Proposal to Solve the Issue of Athlete Health in Women's Formula Kite”, submitted to IKA/World Sailing, October 2024. Primary source for Section 6.1: weight-gain, BMI, and health-complication data; co-signed by name by the 2024 Olympic podium and top ten.

[L] International Kiteboarding Association, class rule amendment draft, class report from testing in Palma, and CEO/ERSC approval record (18 April 2025). Primary source for Section 6.1: the approved 3-kite-quiver rule change and its tested results.

[M] Formal correspondence from a dissenting Formula Kite athlete to World Sailing staff, provided in confidence. Source for the dissenting view recorded in Section 6.1; the athlete is not named in this report.

[N] Tom Hartmann, Tour Manager, Global Wingsports Association, correspondence and test report on the FreeFly-Slalom expression race format at the World Sailing Test Event, Gdynia Sailing Days, 15–18 July 2026. Primary source for Section 6.2.

[O] International Kiteboarding Association, “Formula Kite 2032: Evidence, Olympic Value and the Decision Ahead — A Public Assessment of the Joint Working Group's Regulation 11.5 Report” and companion summary “The Option Missing from the Report”, September 2026. Primary source for the institutional-challenge summary in Section 6.1.

[P] International Kiteboarding Association, official 2026 Formula Kite World Championship results (Men and Women), fir.com.pl/results/IKA. Primary source for the Figure 1 Kite Worlds data point (54 men/25 nations; 31 women/22 nations).

[Q] International Wingsports [Racing] Association, official 2026 Wingfoil World Championship results (Men and Women), Sailwave. Primary source for the Figure 1 IWSA single-regatta Wingfoil data point (66 men/18 nations; 24 women/10 nations); organisational relationship to the season-aggregate ranking discussed in Section 3.4 (excluded from Figure 1) has not been confirmed.

[R] Global Wingsports Association, official results, GWA Wingfoil World Cup Fuerteventura 2026 (Surf-Freestyle and FreeFly-Slalom disciplines), wingfoilworldtour.com. Primary source for the Figure 1 GWA World Cup data point (46 men/32 women combined).

[S] Global Wingsports Association, official results, GWA Youth Wingfoil World Championships Costa Brava 2025 (Surf-Freestyle and FreeFly-Slalom disciplines), wingfoilworldtour.com. Primary source for the Figure 1 GWA Youth Worlds data point (125

men/31 women combined) and the youth-pipeline pattern noted in Section 3.4.

[T] International 470 Class Association, official results, 2026 470 World Championship (2026worlds.470.org). Primary source for the Section 3.4 Mixed Dinghy pipeline analysis (74 entries, 27 nations, 100% mixed-gender crews).

[U] International 470 Class Association, official results, 2026 470 Junior World Championship (2026juniorworlds.470.org). Primary source for the Section 3.4 Junior pipeline analysis (55 entries, 19 nations, 3 confirmed Men's-category entries).

[V] Sailti Scoring, official results, 2024 420 Open European Championship. Primary source for the Section 3.4 and 4.2 pathway data (40 of 110 entries officially tagged Mixed, 36.4%).

2.5 Global Accessibility

2.5.1 Overview

This report assesses the potential implications of proposed Recommendations A–E and the respective event development pathways for athlete progression to the Olympic Games and the breadth of national participation. The assessment considers the pathway from junior and youth classes through to senior and Olympic-level competition, with particular attention to measures that may strengthen female participation, improve competitive depth, and enhance global accessibility across regions.

2.5.2 Sailing Pathways

For the purposes of this report, sailing activity is considered in two broad categories: recreational participation and race-oriented competition. The analysis focuses primarily on events conducted under World Sailing’s Racing Rules of Sailing and on classes recognized by World Sailing.

The Optimist class remains the principal global entry point into yacht racing. Alongside the World Championship, continental championships are held annually in North America, Asia and Oceania, and Europe. At this stage of athlete development, both team racing and fleet racing play an important role in promoting international exchange and in establishing a sound understanding of the racing rules. Each country may enter up to five sailors aged 15 or under. The 2026 World Championship was held in Morocco, Africa, with 293 boats representing 73 countries.

As sailors who enter the sport through the Optimist class mature physically, they commonly progress to classes such as ILCA 4, ILCA 6, 420, 29er, and Nacra 15. Some athletes also move into windsurfing or kiteboarding, developing foiling skills through classes such as Techno 293 and TwinTip Kite before progressing to iQFOiL or Formula Kite.

The following section summarizes the current status of each class.

2.5.3 Status of Current Olympic Events

2.5.3.1 470 Mixed and Nacra 17 Mixed

The 470 Mixed class benefits from a comparatively broad entry pathway, drawing sailors from the 420, 29er, and ILCA classes. It is particularly accessible to smaller and lighter athletes with an interest in technically demanding two-person sailing, with a combined crew weight of approximately 135 kg. Among two-person Olympic events, the 470 Mixed has relatively low initial entry costs; furthermore, as many clubs already own 470 boats, it can provide a practical first step toward an Olympic campaign. The class also performs an important bridge function within the Olympic pathway, with sailors subsequently progressing from the 470 to the Nacra 17 or to the men's and women's skiff classes, 49er and FX. Direct progression from youth classes to the Nacra 17 can be challenging, whereas success in the 470 may assist sailors in securing sponsorship and establishing the campaign structure required for a more resource-intensive Nacra programme. From a pathway perspective, the transition of the 470 to a mixed-gender event has highlighted the strategic importance of raising the competitive standard of female sailors. Although the mixed format initially appeared to reduce the overall level compared with the former men's event, it has also created stronger development incentives for female sailors and has contributed to higher levels of technical proficiency. While concerns were raised that participation might decline following the transition to a mixed format, the number of participating nations has begun to increase compared with the former women's 470 event.

2.5.3.2 Nacra 17 Mixed

Comparable considerations apply to the Nacra 17. Female sailors are required to develop a high level of technical understanding, and progression through classes such as ILCA, 470, 29er, and Nacra 15 is therefore significant. Transitions from the FX are also occurring among crew members. Since Paris, the class rules have become more established, equipment quality has stabilized, and entry numbers have started to recover. Although the class is unlikely to expand rapidly, maintaining the Nacra 17 within the Olympic programme remains relevant to the development of female sailors in specialized disciplines such as multihulls and foiling.

From a pathway perspective, the 420 class is organized into men's plus mixed, women's, and U17 categories. The 29er follows a similar structure, although categories are initially combined before fleet splits are applied. Since the 470 became a mixed Olympic event, participation in the mixed 420 category has begun to increase. The 29er requires advanced balance and boat-handling skills; when both sailors enter the class without prior experience, repeated capsizes before effective boat handling is achieved may discourage continued participation. A common current pathway is for sailors who have outgrown the Optimist to begin as 29er helms with experienced crews. As these helms grow taller and heavier, they often move into the crew role alongside new helms. This provides a coherent development pathway, as sailors progressing to the 49er or FX subsequently bring experience in both helm and crew roles.

2.5.3.3 Formula Kite

Kiteboarding attracted significant attention as an emerging discipline when the TwinTip class was included in the Youth Olympic Games in Argentina. Participation growth was anticipated not only in Europe but also in Caribbean and African countries that have traditionally been

less represented in dinghy events. However, in the Olympic Formula Kite class, the foil configuration enables heavier athletes, approximately 100 kg, to generate higher speeds, and the transition from youth to senior competition has therefore not expanded as expected. Since the Paris Olympic Games, participation has shown a gradual downward trend among both men and women. Even at the Youth World Championship, where growth had been anticipated, female participation did not increase, and a substantial proportion of participants were not yet able to complete races consistently.

Comparison with iQFOiL, sailors commonly progress from windsurfing, develop foiling skills, and then train on iQFOiL youth equipment. The youth board is more accessible than the senior Olympic-class equipment, and youth participation is increasing. The transition from youth to senior competition has also begun to strengthen gradually.

Across kiteboarding more broadly, including recreational participation, marine accidents have been reported. Concerns regarding interactions with other marine activities have led some beaches to prohibit kiteboarding, and such restrictions are reported to be increasing in several countries. Safety considerations therefore represent an additional challenge for the further expansion of kiteboarding participation.

2.5.4 Review of Candidate Events and New Events

2.5.4.1 Wingfoil

Among the candidate events, wingfoil already has a larger recreational participation base than kiteboarding in many countries, and a notable number of athletes have transitioned from kiteboarding to wingfoil. Although the first course-racing World Championship was held in 2025, Free Fly and Freestyle currently remain the more active formats.

Equipment costs are rising, and without a one-design framework, development competition may further increase the financial threshold for participation. To support wider accessibility, consideration should be given to competition formats that allow lower-cost equipment while preserving the distinctive attributes of wingfoil. Athlete body weight is also relevant to participation; if equipment can be selected to accommodate appropriate target weight ranges, the discipline may have potential to expand beyond Europe and North America across all six regions. Given its simpler equipment structure compared with kiteboarding, wingfoil may also provide a comparatively accessible transition pathway for youth sailors and windsurfers.

2.5.4.2 Foiling Monohull

In foiling monohulls, development classes such as the International Moth currently offer a relatively narrow entry pathway for women. However, if one-design boats such as the Switch or Waszp are adopted and are appropriately aligned with target athlete weight ranges, there may be potential to broaden access for current ILCA sailors and lightweight athletes.

Further assessment is required to determine whether racing can be delivered effectively in light-wind conditions and whether the boats can be handled safely and consistently by a broad range of athletes. Although the appeal of foiling may generate initial interest, structured on-water testing would be necessary before suitability for Olympic inclusion could be evaluated with confidence.

2.5.4.3 Team Racing/Team Tournament

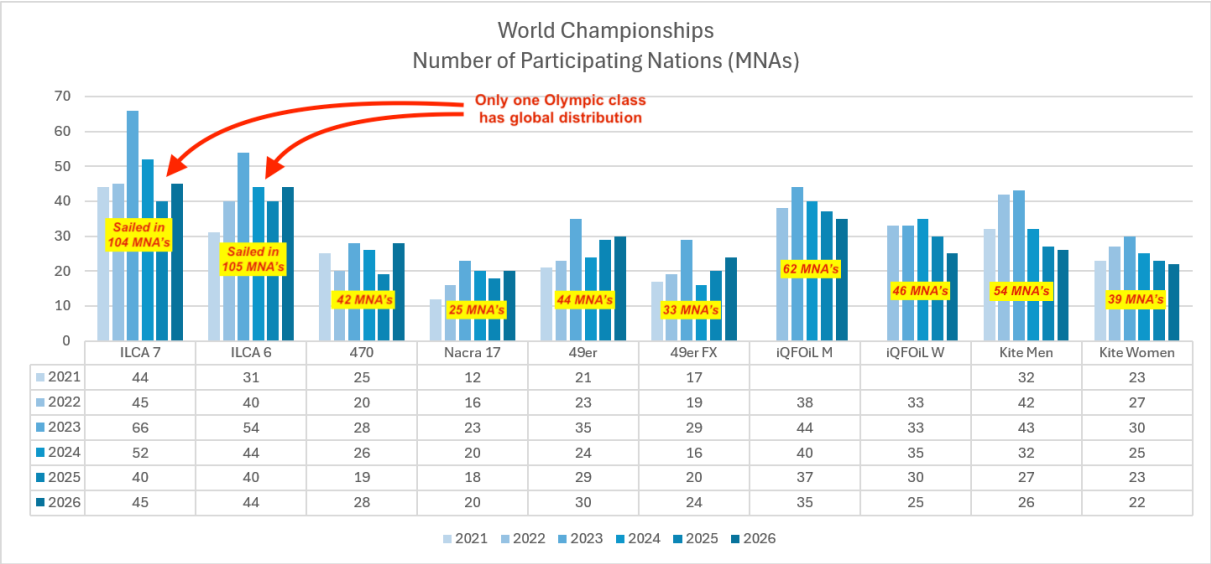
Team racing includes formats such as 4-on-4 racing in the Optimist class, 3-on-3 racing in ILCA, and formats that are well established in university sailing in the United States and the United Kingdom. Participation in 2-on-2 keelboat racing is also increasing in the context of possible Olympic consideration. In contrast to individual events, team racing places a strong emphasis on cooperation, tactical decision-making, and collective performance, making it naturally suited to club-, team-, or nation-based competition. At present, however, broad international reach is most evident in the Optimist class.

The Team Tournament concept requires further clarification and assessment. In keelboat formats, campaign costs are substantial, and experienced keelboat owners may be able to form and finance teams independently. If team size increases, the number of countries able to participate may be reduced, with participation potentially concentrated among wealthier nations or countries with access to owner-backed financial support. Even where assistance is provided for competition participation, the cumulative costs of training and racing remain significant, which may limit the feasibility of participation for a number of Member National Authorities.

2.6 Evaluation Criteria

The assessment considered the following indicators from the accompanying Excel table.

- Number of participants at World Championships
- Number of participating nations
- Comparison with participation levels in junior and youth classes
- Number of participating nations at the Paris Olympic Games, including qualification events



Class	2022	2023	2024	2025	2026 provisional
iQFOiL M	31	32	38	38	40

iQFOiL F	29	21	26	25	26
Formula Kite M	19	19	14	18	15
Formula Kite F	9	11	6	10	8
ILCA 6 M	61	48	62	57	55
ILCA 6 F	56	45	53	49	50
420 M	23	24	24	28	30
420 F	21	21	19	20	25
29er M	24	30	29	30	30
29er F	23	25	24	22	25
Nacra 15 Mix	14	12	12	13	10

Table 2: World Sailing Youth Sailing World Championships – class and participation 2022-2026

3 Consultations

Besides work on various task areas, a number of consultations were made to get further information on strengths and weaknesses of the Update Report (see Part 2). Besides several individual conversations by members of EC and EQ, three instances are especially worth mentioning.

- **Council briefing 9 September**
  In essence, the conversation in Council was questioning the prevalence of the MX Multihull in all Recommendations and put forward an encouragement to offer Council true choice and to be more courageous.
- **Interaction with proposal submitters**
  Here the emphasis was on harvesting the richness of the proposals submitted by the sailing community and the provision of additional information material about Events.
- **General Townhall 25 September**
  Especially valuable in this consultation was the strong and positive view of the Kite as contributing value to sailing as Olympic discipline, the strength of Team Sailing as a potential additional 11th medal (second medal format), and the necessity to take a broad and long-term perspective when deciding on the concrete issues at hand.

Part 2
Update Report

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 7.4 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 gives an overview about the steps to come (Figure 5):

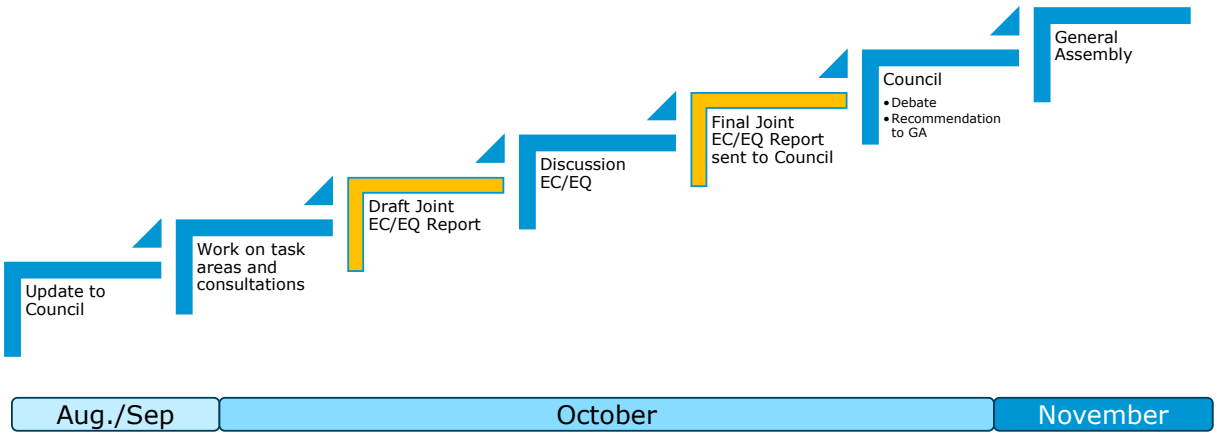


Figure 3: Final steps Events Decision Reg. 11.5

Part 3
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 Contextualization[2]

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 attractivity 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 attractivity 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.

[2] 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, diversity[3].
- IOC conditions: more compactness, shorter races, simpler operation[4].
- Broadcasters' strong guidance: digestible format, schedule predictability and

[3] For more details see https://www.sailing.org/inside-world-sailing/organisation/world-sailing/world-sailing-olympic-vision/

[4] See Appendix 7.2 for more details

reliability, simplification, better sensemaking, on-screen technology[5].
- IOC Fit for the future: emphasis on global appeal, cost and complexity, universality[6].

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. 11.5[7].

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 6).

[5] See Appendix for more detail

[6] 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

[7] See Appendix for more detail

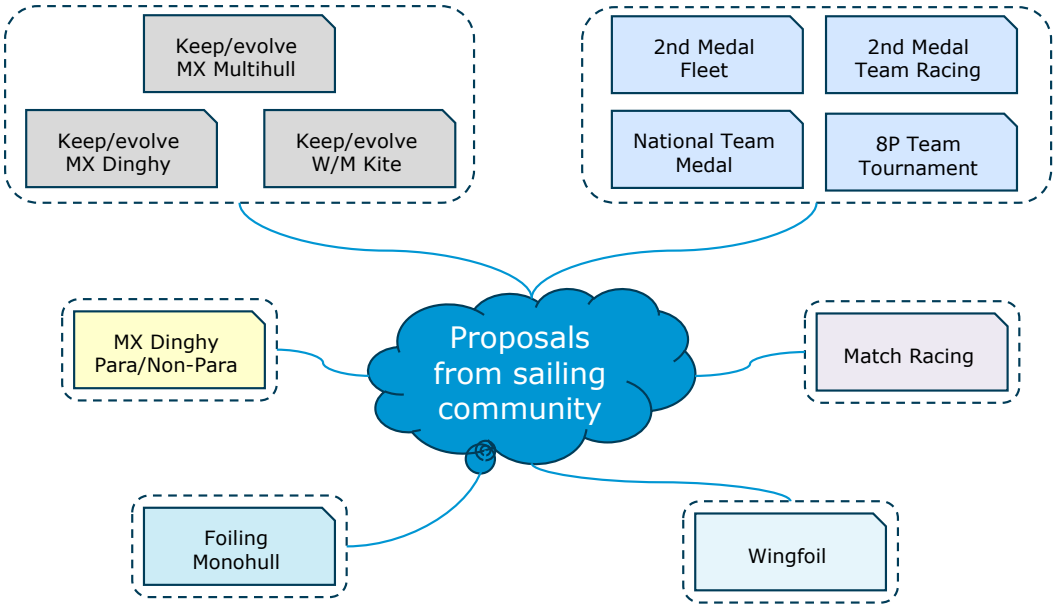


Figure 4: Clusters of proposals from sailing community

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.

Level 1 criteria

1.1 Olympic broadcast attractivity
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 attractivity
  - 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

More information on the criteria and their operationalisations can be found in Appendix 7.3.

4.4 Scorecard-like approach ('heatmap')

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 7.4 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 7.5.

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 7.4. For details on the Equipment Criteria for the new event's equipment see Appendix 7.5.

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 7.4. For details on the Equipment Criteria for the new event's equipment see Appendix 7.5.

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

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

respective sections in Appendix 7.4. For details on the Equipment Criteria for the new event's equipment see Appendix 7.5.

5.3.2 Condensed SWOT-Assessment of Recommendation 3a

Strengths

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

Weaknesses

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

Opportunities

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

Threats

- The intended cost and universality benefits of the Mixed Team Tournament depend materially on the governance, availability and long-term sustainability of the proposed third-party funding and supplied-equipment model.
- Without effective controls, MNAs may establish their own six-athlete keelboat programmes and acquire equipment for extensive training, creating significant cost differences and undermining the intended accessibility of the Event.
- Unresolved qualification, quota and Olympic-delivery arrangements may reduce 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 7.4. For details on the Equipment Criteria for the new event's equipment see Appendix 7.5.

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.

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

5.5 Recommendation 5

5.5.1 Events Decision

Recommendation 5 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 Foiling Monohull
- 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 7.4. For details on the Equipment Criteria for the new event's equipment see Appendix 7.5.

5.5.2 Condensed SWOT-Assessment of Recommendation 5

Strengths

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

Weaknesses

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

Opportunities

- Supplied equipment for Foiling Monohull and Team Racing, together with increased supplied components in the Mixed Multihull, could structurally reduce equipment-related competitive advantages and campaign costs.
- Team Racing can provide short, understandable head-to-head competition, while the Foiling Monohull and Mixed Multihull provide opportunities for innovative fleet race formats, collectively creating a significant opportunity to improve global appeal.

- New equipment selections can be deliberately designed around athlete weight ranges, 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).

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 7). Of course, in practice the conversation in various cycles jumped forward and cycled back to various stages, too.

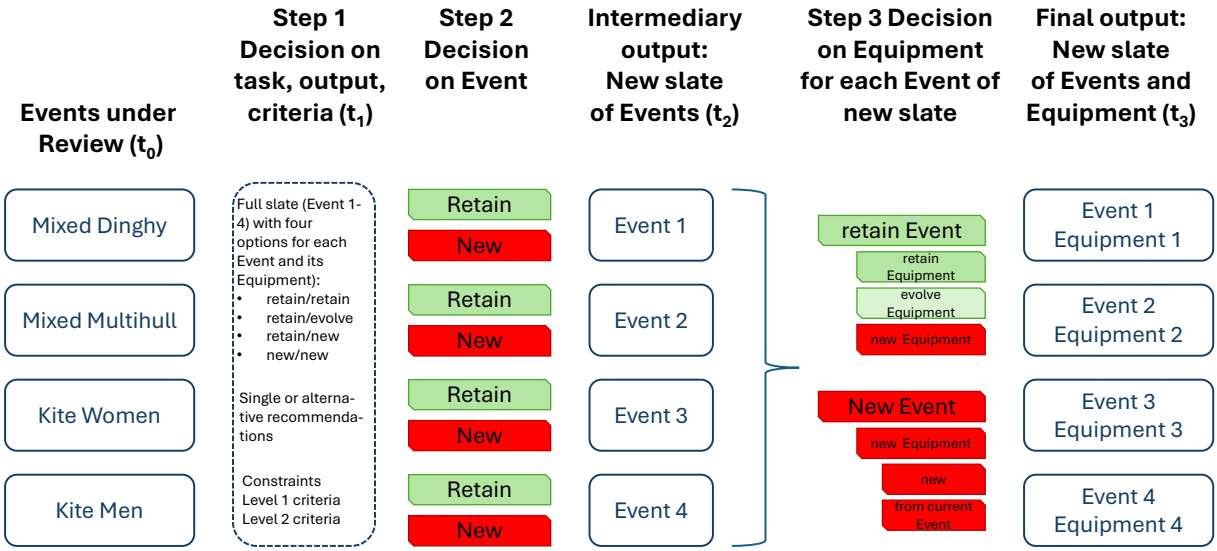
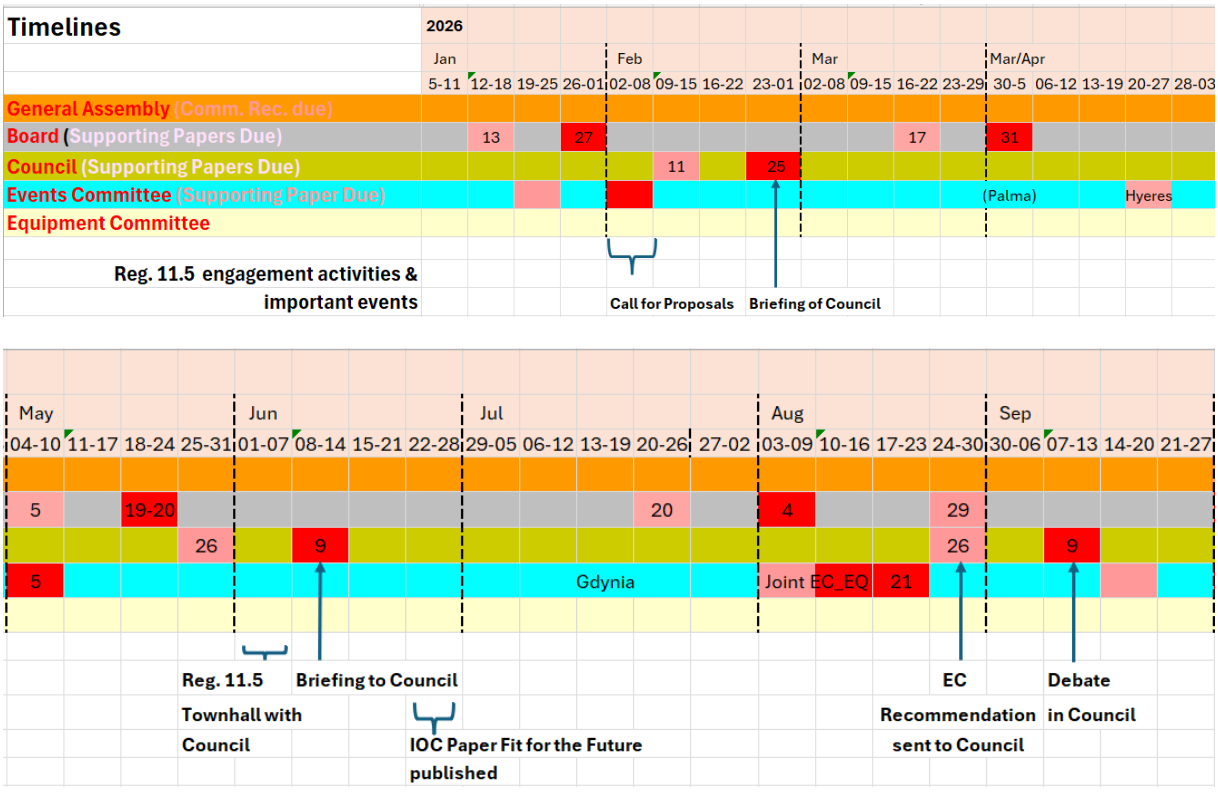
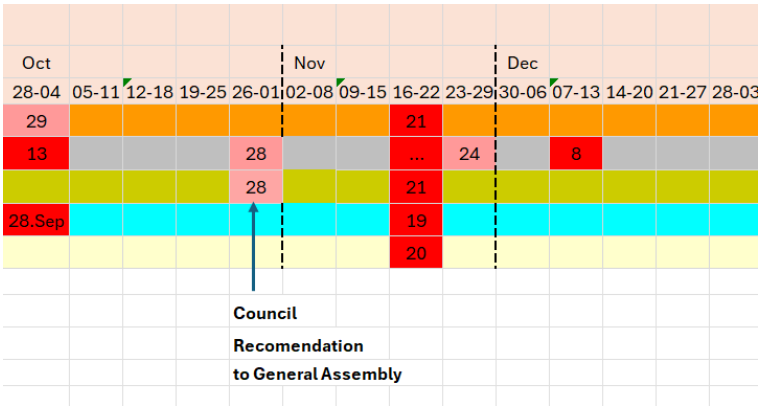


Figure 5: Consecutive steps of decision making

6.3 Timeline

The timeline of the WG was as follows.

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Council
Recomendation
to General Assembly

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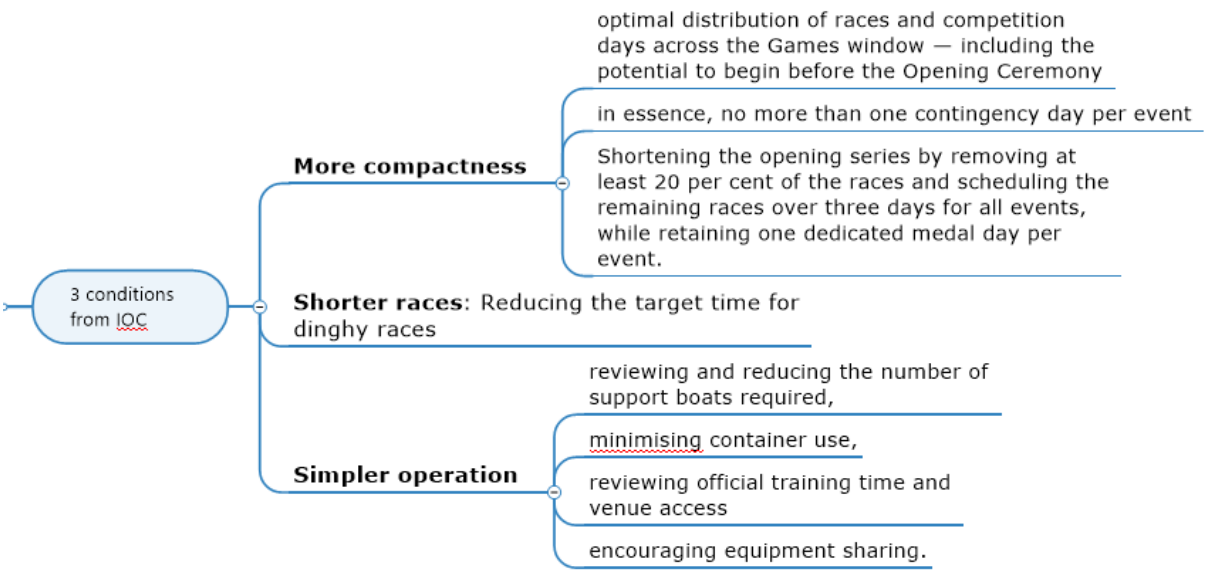
Working Group Appendix

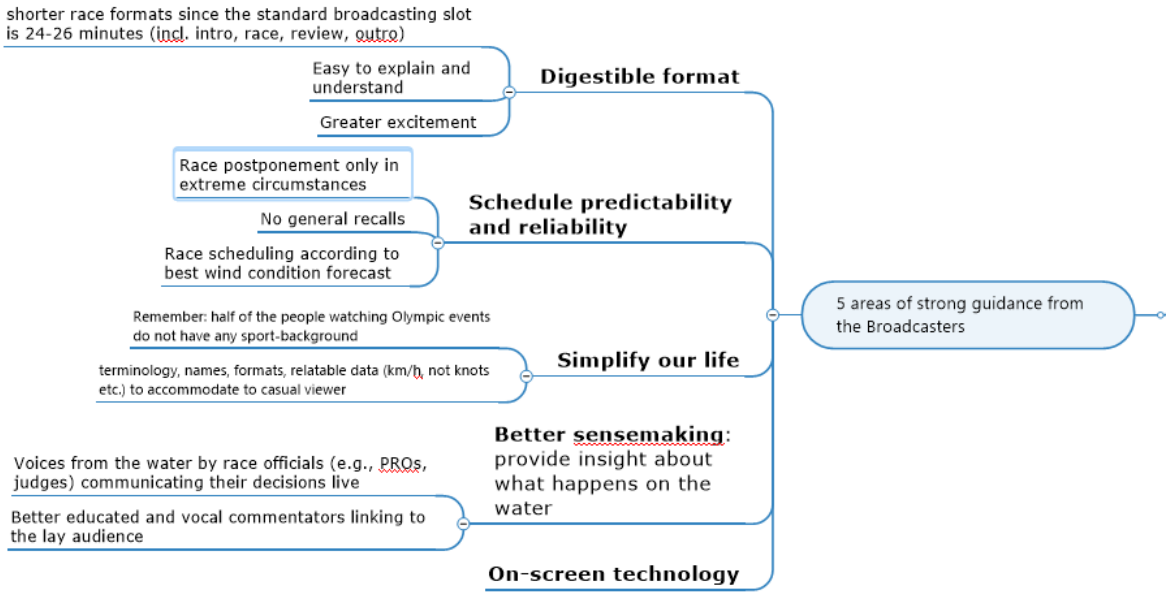
7 Working Group members as appointed by the Board

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

7.1 IOC conditions



7.2 Broadcasters' strong guidance



7.3 Criteria definitions and operationalizations

7.3.1 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:

Number of different continents and nations competing in the event at the last four world championships

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:

The degree to which the proposed event offers something which can continue to be feasibly delivered over multiple Olympic cycles.

Measures:

A combined score utilising the cost of campaigning from 1.3 and the wind range from 1.1.

1.6 Simplicity

Definition:

The degree to which the equipment rewards athleticism, tactics and strategy over technical knowledge.

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:

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.

Measures:

Subjective 1-5 score (when compared to existing slate of retained events)
1 - Relatively low overall cost
5 – Relatively high overall cost

1512 7.3.2 Level 2 criteria

2.1 Unique selling proposition (USP) regarding

2.1.1 Olympic broadcast attractivity

Definition:

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.

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:
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.
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:
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.
Measures:
Fleet racing, team racing, match racing, expression, heats, knockout, elimination
2.1.4 Athletes' skills
Definition:
The key skills that are required by the athletes competing in the proposed event.
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:
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.
Measures:
Expected ranges for height and weight
2.1.6 Second medal
Definition:
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
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:
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.
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:
The required quota allocation for a good competition
Measures:
Score based on number of quota places used by each entry
Definition:
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.
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:
The degree to which the equipment's purchase, repair or upgrade costs have remained stable over a four-year period.
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:

The degree to which the proposed event lends itself to the use of supplied equipment at the Olympic Games, World Championships, and Continental Championships
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:
The degree to which the proposed event already has a track record of being part of high-level competitions.
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:
The degree to which the equipment is proven at withstanding the rigours of Olympic level competition, it is reliable, consistent and of good quality.
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:
The degree to which the proposed event is able to utilise the same Field of Play and resources as other events or sports.
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:
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.
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:
The degree to which the proposed event provides a clear pathway into professional sailing (e.g., 52 Super Series, SailGP, Americas Cup).
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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7.4 Building block reports

7.4.1 Men and Women Kite

7.4.1.1 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 undoubtably 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.

7.4.1.2 Reasoning

Olympic broadcast attractivity

- 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 6: 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.
- Maintaining competitive equipment throughout an Olympic cycle continues to place significant demands on athletes and MNAs.
- The current equipment pathway continues to evolve rapidly, creating uncertainty around future campaign planning and investment.

Simplicity

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

Cost to OCOG

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

7.4.2 Mixed Dinghy

7.4.2.1 Starting points and rationale

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

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

With an ideal combined crew weight of 130–135 kg and a helm weighing around 60 kg, the mixed two-person dinghy (470 class) offers competitive opportunities for smaller and lighter athletes compared with the six other disciplines currently in the Olympic sailing events. Furthermore, it is the only Olympic sailing event based on measurement-class principles. Within a tightly controlled set of class rules, sailors develop a detailed

understanding of hull design, rig tuning, boat handling, and racing strategy, building technical 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.

Stars of the sport — evidenced professional crossover

The 470 class has an extensive, directly comparable professional crossover record to the Mixed Multihull's, evidenced by the class association's own published account (470.org, "470 Class Sailors in the 37th America's Cup"):

- Peter Burling — 470 was his first Olympic class (Beijing 2008, having debuted internationally at the 2007 470 Europeans), before his 49er and America's Cup career (multiple America's Cup-winning helmsman, Emirates Team New Zealand).
- Nathan Outteridge — a competitive 470 sailor before moving to other Olympic dinghy classes, subsequently an America's Cup helmsman and multiple-season SailGP helm (Japan, Switzerland).
- Jo Aleh — two-time 470 World Champion and two-time Olympic medallist (470 gold London 2012, silver Rio 2016), now leading Emirates Team New Zealand's Women's America's Cup campaign & AC38 New Zealand's overall campaign.
- Lucas Calabrese — 2012 470 Olympic bronze medallist (Argentina), now racing for American Magic in the 37th America's Cup.
- Kevin Peponnet — Tokyo 2020 470 Olympian, 2018 470 World Champion and 2019 European Champion, now AC40/AC75 co-pilot for France's Orient Express team.
- Will Ryan — 470 partner to Mathew Belcher (AUS) during their Rio 2016 medal-contention campaign.
- Giulia Conti, Giovanna Micol, Alice Linussi and Maria Vittoria Marchesini — 470-background sailors now competing for Luna Rossa's Women's America's Cup team.
- Martine Grael — raced 470 (with Isabel Swan) before moving to 49erFX, going on to 2x Olympic gold and becoming SailGP's first female F50 driver.

- Hannah Mills — 2x Olympic 470 Champion (Rio 2016, Tokyo 2020), among the sport's most recognisable female sailors, co-founder of the Athena Pathway programme.

7.4.2.2 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 highlighted above.
- 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.

The 420-to-470 pathway is a long-established, high-volume, global pipeline directly comparable in strength to any other Olympic sailing pathway assessed in this report. At the 2024 420 Open European Championship, 40 of 110 entries (36.4%) raced as officially tagged mixed-gender teams despite no mixed-gender mandate at that level (Section 3.4).

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.

7.4.3 Mixed Multihull

7.4.3.1 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.

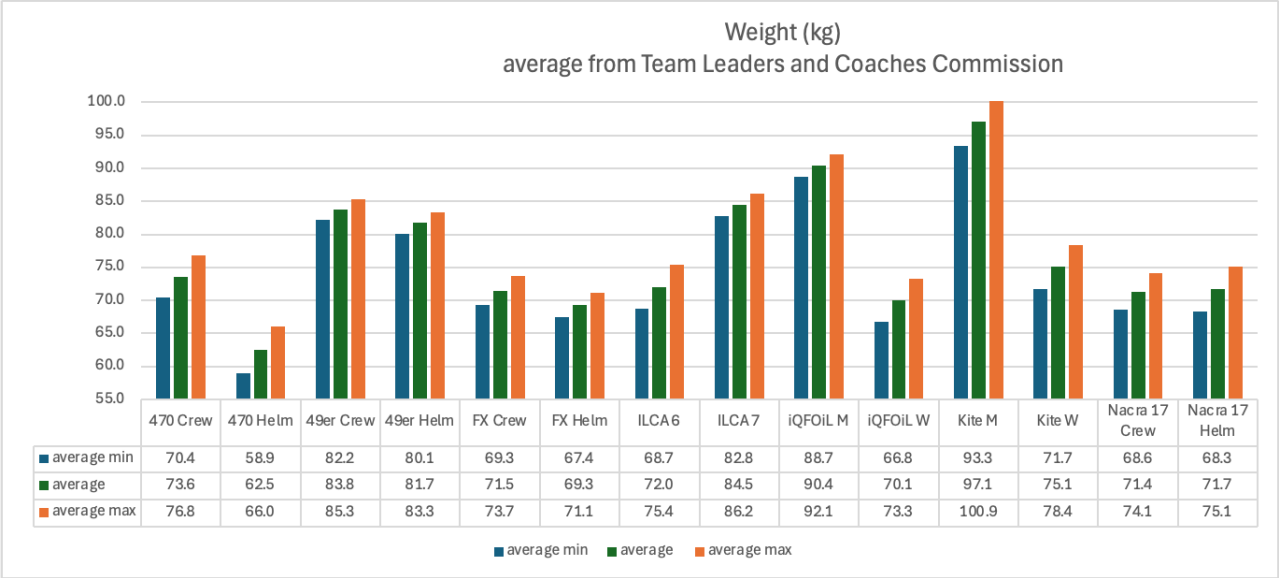
Against the Fit for the Future evaluation framework, the Working Group considers the Nacra 17 well positioned on Global Appeal (a visually striking foiling platform with a growing roster of athletes who move across Olympic sailing, the America's Cup and SailGP, precisely the “stars beyond the sailing 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.

7.4.3.2 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 9 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.



	470 Crew	470 Helm	49er Crew	49er Helm	FX Crew	FX Helm	ILCA 6	ILCA 7	iQFOiL M	iQFOiL W	Kite M	Kite W	Nacra 17 Crew	Nacra 17 Helm
average min	70.4	58.9	82.2	80.1	69.3	67.4	68.7	82.8	88.7	66.8	93.3	71.7	68.6	68.3
average	73.6	62.5	83.8	81.7	71.5	69.3	72.0	84.5	90.4	70.1	97.1	75.1	71.4	71.7
average max	76.8	66.0	85.3	83.3	73.7	71.1	75.4	86.2	92.1	73.3	100.9	78.4	74.1	75.1

Figure 7: 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 were also considered as a further, second-stage cost reduction. This was not agreed as necessary.
- 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.
- The Equipment Committee recommends a policy of rotating supplied foils on a random basis among nations throughout certain regattas, 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.

- The class should hold sufficient sets of foils to be used at all the major events: Palma, Hyere's, Kiel, the Europeans, the Worlds, the Test Event, and the Olympic Sailing Competition.
- Implementation will need detailed, practical controls around assessment of foil quality and suitability, and how damage and maintenance are handled.
- Ultimately, supplied components are a matter for the World Sailing Board to address in contracts with the class association and/or manufacturer under Regulation 11.9(a).
- 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 this same philosophy as a permanent, built-in equalisation mechanism for the Nacra 17 rather than a damage-contingency measure alone.

Stars of the sport — evidenced professional crossover

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

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

7.4.3.3 SWOT-Analysis

Strengths

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

Weaknesses

- Lowest overall Working Group evaluation score of all ten events under review in Regulation 11.4.
- Highest equipment cost in the reviewed slate, driving competitive concentration in 4–5 well-resourced nations.
- At Quiberon 2026, 13 of 21 competing nations fielded only a single crew — a direct, current-cycle indicator of the universality problem, not a historical one.
- Fleet remains numerically the smallest among the comparators reviewed.

Opportunities

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

Threats

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

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7.4.4 Wingfoiling

7.4.4.1 Starting points and rationale

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

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

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

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

The GWA format was termed WingFoil FreeFly-Slalom. This is a race format with a start and finish line that includes different expression elements like jumps, carving manoeuvres and a freefly section (where competitors flag the wing behind them and pump the board downwind). It is a similar concept to Boarder Cross formats known in the Winter Olympics for snowboarding and skiing or BMX Cross in the Summer Olympics. The athletes compete in

groups of up to 10 competitors per heat. The racing time for one heat is short, approximately 2-4 minutes. For further explanation of FreeFly World Tour discipline see the below links, however it should be noted that the event demonstrated in Gdynia had more expression elements than the GWA tour events shown in the videos.

GWA FreeFly-Slalom Finals - Abu Dhabi 2025
GWA FreeFly-Slalom Qualifying Round - Fuerteventura
GWA FreeFly-Slalom Highlights - Leucate

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

7.4.4.2 Reasoning

The primary consideration was being able to deliver an event with a high degree of broadcast attractivity (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.)

Global Appeal

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

Cost and Complexity

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

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

The infrastructure required to deliver the event can easily utilise the same infrastructure as the remaining events on the slate. Equipment is compact with wings able to be launched from beach or slipway. By utilising courses close to the shoreline it is expected that the need for on

water support vessels (coach boats) can be minimised or eliminated. Storage requirements are relatively simple and could utilize a similar setup as the existing windsurfer event.

Universality

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

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

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

7.4.4.3 SWOT-Analysis

Strengths

- Short race duration aligns to broadcast needs
- Short legs and minimum upwind reduce impact of equipment on performance
- Low equipment complexity
- Relative low cost of infrastructure for OCOG
- Ability to get both athlete and equipment in shot
- Possibility for interesting and diverse elements to be showcased ie. down wind pumping and freestyle components

Weaknesses

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

Opportunities

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

Threats

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

7.4.5 Foiling Monohull

7.4.5.1 Starting points and rationale

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

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

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

Proposed Event Concept

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

Competition Format

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

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

7.4.5.2 Rationale

Level 1 Criteria

Broadcast Appeal

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

A distinctive addition to the Olympic slate

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

Modern presentation of the sport

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

Cost and complexity

Simplicity

A one-design, supplied-equipment format offers considerable simplicity for both athletes and organisers. The equipment is straightforward to transport and can be accommodated within existing sailing fields of play without requiring extensive additional infrastructure or support vessels. The event could be delivered from standard sailing venues using existing facilities.

Cost of Campaigning

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

Long-Term Sustainability

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

Universality

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

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

Athlete Appeal

This is arguably the greatest strength of the event. The continued growth of foiling, together

with the direction of the sport at the highest professional level - including foiling monohulls and foiling catamarans - makes this an exceptionally attractive pathway for young athletes. The event would provide a clear and direct connection to the sport's premier professional leagues.

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

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

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

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

7.4.5.3 SWOT-Analysis

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.

Weaknesses, Threats and Required Controls

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

Light-wind racing
The platform should remain raceable and manoeuvrable in displacement mode so that the event is not wholly dependent on foiling conditions.

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

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

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

Equipment immaturity
Any candidate equipment should complete a structured evaluation programme before Olympic confirmation, including durability, manufacturing consistency and racing across the wind range.

7.4.6 Team racing

7.4.6.1 Starting points and rationale

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

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

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

At senior level, the format has a longer and more established history than is sometimes assumed. The World Sailing (formerly ISAF) Open Team Racing World Championship has been contested, with some gaps, since 1995 [4], and was relaunched in a new, more spectator-

friendly 2v2 keelboat format at the New York Yacht Club in 2025 after a decade-long hiatus, with the 2026 edition confirmed for Stockholm, Sweden [2], [5].

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

7.4.6.2 Reasoning

The Working Group's assessment centred on team racing's potential to deliver an Event that is fundamentally different in character from the current ten-Event fleet racing slate, while remaining low-cost and straightforward to deliver. The draft Fit for the Future evaluation framework carries a relative weighting of 65% global appeal, 20% cost and complexity and 15% universality [9]; global appeal is therefore the dominant factor [8]. The sub-sections below address the reasoning against each of the three Level 1 criteria in turn, in that order.

Global Appeal

Team racing scores strongly on broadcast attractivity. The scoring logic itself — two boats per side, first team to a defined combination of finishing positions wins the match, with the team of the last boat to finish automatically losing that race, no discards or points table to explain — is simpler for non-sailors to follow than fleet racing's tactical upwind sailing and cumulative points scoring. World Sailing's own account of the format's growth makes the same case directly: the 2v2 keelboat format introduced in 2025 has “won fans due in part to its simplicity” [3], and in relaunching the Championship, World Sailing's CEO David Graham said the new format offers “opportunities to grow the sport” [2]. Racing is delivered as a compact series of short races, producing a format and a volume of short-form content well suited to broadcast highlights and social/digital distribution. Umpire decisions are visible and immediate, adding clarity and drama for spectators. A full tally of the 2K Team Racing international sailor database (2kteamracing.com/sailors) found 156 unique active sailors, of whom 125 are male and 31 are female — 19.9% female.

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

Cost and Complexity

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

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

Universality

World Sailing's own 21 July 2026 participation rankings show more nations currently field some form of team racing (40–50) than compete in the 470 (34), Nacra 17 (24), 49er (41) or 49er FX (33) [9] — a meaningfully broader existing base than several current Olympic events, including a high percentage of youth participants. The format also has a real, established pathway at school, college and university level: in the United States alone, the Inter-Collegiate Sailing Association runs three dedicated national team and match racing championships every year (Open Team Race, Women's Team Race and Match Race), a distinct competitive pathway that has run continuously since 1977 [7].

University and collegiate team racing pathways exist in multiple nations beyond the United States, broadening the “Universality” evidence already cited for this building block:

- United States: the Inter-Collegiate Sailing Association (ICSA) has run dedicated Open, Women's and Match Race National Championships continuously since 1977, alongside a spring Team Racing National Championship.

- United Kingdom: British Universities Sailing Association (BUSA) runs an annual Open Team Racing Championship.

- Australia: Australian University Sailing has run a national teams racing championship since 2009, growing from 11 teams/7 universities in its first year to a currently established annual fixture.

- Strong national youth/senior match racing structures exist in France, New Zealand and elsewhere (e.g. via the World Sailing Youth Match Racing World Championship), but university-specific team racing championships in those countries were not confirmed.

7.4.6.3 Equipment Principles

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

A two-stage equipment strategy

- Qualifiers: the Equipment Committee should recommend a set of performance and design criteria that equipment used at qualifying events must meet, rather than naming a single class to be used at all regattas. This allows each host, with the approval of World Sailing, to field locally available, compliant equipment rather than requiring boats to be built or imported, keeping qualifier cost and logistics low.

- Games: World Sailing and the OCOG should conduct a tender to select the specific equipment used at the Olympic Sailing Competition, with the selection announced after Last Chance Regatta, closer to the Games. This keeps the model responsive to newer one-design equipment coming to market, enables direct legacy planning with the OCOG and avoids locking in a single supplier years in advance.

- Active equalisation of the boats used is considered critical to the fairness of the format at both stages, regardless of whether equipment is centrally supplied or locally sourced against agreed criteria.

- Equipment is such that sail trim and boat handling are the only elements of the boat's performance, mitigating the need to train in the specific boat, enabling the skills of the competitors to be the determining factor.

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

7.4.6.4 SWOT-Analysis

Strengths

- Simple, naked scoring logic (first team to secure the required combination of finishing positions wins the race, i.e. don't be the last boat) is markedly easier to explain to non-sailing audiences than fleet racing's points-based scoring. [1]

- Clear visual identity between competing teams (e.g. nation or colour-coded boats and sails) supports quick recognition for broadcast and spectators.

- Compact format: the Working Group's proposed eight-team Olympic format — a 56-race double round robin plus a four-quarter-final, two-semi-final, one-final knockout

bracket, 63 races in total — can be completed in under 10 hours of racing, producing content well suited to short-form digital and social media distribution.

- Requires only 16 boats for the Olympic Sailing Competition — small enough to ship in two containers, rather than requiring each competing nation to transport its own equipment.

- No coach or support boats are required on the water, reducing marina space and operational footprint compared with events that need a dedicated on-water support fleet.

- World Sailing's existing umpire and race management systems are directly reusable for team racing, avoiding new procurement or training investment.

- The format lends itself to a competition structure familiar from many other team sports — round robin or pool play followed by knockout rounds — which supports both spectator understanding and broadcast scheduling. This competition format, though not the discipline itself, is not untested for sailing at Olympic level: the women's match racing event at London 2012 was run as a round-robin stage feeding quarter-finals, semi-finals and a final [6]; comparable formats elsewhere in the Olympic programme have been credited with measurable broadcast and spectator gains — see the Mixed Multihull building block report, Section 2.6, for further examples.

- Umpire decisions are visible and immediate, adding drama and clarity that is largely absent from fleet racing.

- Well-established, well-regarded pathway through youth sailing (rules education, communication, decision-making) and a strong grassroots base in school, college and university sailing.

- Ranked the top-rated concept in the Working Group's second-medal-opportunity scoring exercise, in both one- and two-person form.

- Assessed by the Working Group as capable of standing on its own merits as a new Event, rather than functioning solely as a second-medal mechanism.

- World Sailing has run a Team Racing World Championship, with some gaps, since 1995 [4]; the event was relaunched in a new, more spectator-friendly 2v2 keelboat format in 2025 specifically to grow the sport's reach [2], giving MNAs and coaches an established, recognised pinnacle to build toward domestically — particularly among youth sailors, a market the IOC has identified as a strategic priority.

- World Sailing's 9 June 2026 participation rankings show a broader current base of nations (40–50) practising some form of team racing than compete in the 470 (27), Nacra 17 (23), or 49er FX (33) [9] — a strong existing foundation to build global reach from.

- Popular youth regattas such as the Optimist Class World Championships and the World Sailing Youth Sailing World Championships have introduced a team racing event and had to cap entries due to high demand.

Weaknesses

- Digital and social media performance data specific to senior-level team racing remain thin, even though broader participation in the format is strong (see Universality, above); building a dedicated senior broadcast and content track record will take time.

- In several MNAs, team racing is used today primarily as a training and youth-development tool. Converting this strong grassroots base into a mainstream senior competitive pathway is a natural next step, and is already underway in some regions.

- Requires four athletes per team (eight per match) in the two-person format — a materially larger athlete commitment than any current one- or two-person Olympic event — which raises universality concerns for MNAs that already struggle to field a single entry in existing events. The same feature also has a corresponding upside (see Opportunities, below).

- Running a team racing regatta involves managing a substantially higher number of individual races and starts than fleet racing, which the Working Group identified as new for hosts and broadcasters unfamiliar with the format.

Opportunities

- A Team Racing World Championship is scheduled in a city-centre venue (Gamla Stan, Stockholm) in August 2026 [5]; this offers World Sailing a near-term opportunity to gather direct evidence of crowd engagement ahead of a final recommendation to Committees.

- Broadcaster and IOC appetite for short-format, easily-explained events with a clear winner/loser dynamic aligns closely with team racing's core proposition.

- The event offers a clear distinction from all current fleet racing events whilst using existing officiating resources and field of play, meeting a key IOC objective.

- While fielding four athletes per team is a weakness for some MNAs (see Weaknesses, above), it also gives sailing a genuinely team-based competition — with the scope for team dynamics, rivalries and storytelling that broadcasters and audiences already respond to in other team sports.

- A low-cost, one-design, factory-supplied equipment model would avoid the escalating campaign costs seen in other Events and, paired with development funding, could support universality among smaller MNAs over time.

- Equipment can be designed from the outset to favour lighter-weight athletes, addressing a recognised gap in the current ten-Event slate.

- Because the format need not depend on event-specific technical sailing skill to the degree a measurement class does, it can draw on athletes with a general high-performance background, supporting athlete crossover between Events.

Threats

- Working Group members have direct first-hand knowledge, from their involvement at the time, that early public naming of the equipment ahead of the women's match racing event at London 2012 contributed to teams sourcing boats independently ahead of the Games, undermining the intended supplied-equipment, cost-control model. Any team racing recommendation should commit to genuinely supplied equipment as a fixed design principle from the outset, not a later implementation detail.

- Without a clear and consistent member communications narrative, introducing a new team-based Event risks potential hesitation, given the format's current standing as a pathway/participation tool rather than an established elite competition in most MNAs.

- IOC quota allocation for a four-athletes-per-team format is not yet known and sits outside World Sailing's control; while the Working Group agreed this should not block the recommendation, an adverse quota decision later in the process would materially affect feasibility.

References

[1] World Sailing, “Team Racing” — sailing.org/our-sport/types-of-sailing/sailing-team-racing/

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[3] World Sailing, “2025 Team Racing World Championship draws on variety of skill and experience,” 29 May 2025 — sailing.org/2025/05/29/2025-team-racing-world-championship-draws-on-variety-of-skill-and-experience/

[4] “World Sailing Open Team Racing World Championships” — en.wikipedia.org/wiki/World_Sailing_Open_Team_Racing_World_Championships

[5] Sail World, “All nations confirmed for the Team Racing World Championship 2026” — sail-world.com/news/297831/All-nations-confirmed-for-2026-Team-Racing-Worlds

[6] “Sailing at the 2012 Summer Olympics – Elliott 6m” — en.wikipedia.org/wiki/Sailing_at_the_2012_Summer_Olympics_–_Elliott_6m

[7] Inter-Collegiate Sailing Association, National Championships — collegesailing.org/championships/national-championships; en.wikipedia.org/wiki/Inter-Collegiate_Sailing_Association_National_Championships

[8] International Olympic Committee, “Fit for the Future” — olympics.com/ioc/theme-fit-for-the-future

[9] World Sailing Regulation 11.5 Working Group, Extended Workshop Part A, and World Sailing internal participation dataset, 9 June 2026 (internal records, not publicly available)

[10] Newport Harbor Yacht Club, "Global Team Race Regatta" — nhyc.org/gtrr

7.4.7 Mixed Team Tournament

7.4.7.1 Starting points and rationale

Headnote

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

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

Core proposition

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

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

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

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

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

General Outline

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

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

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

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

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

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

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

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

7.4.7.2 Reasoning

General outline

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

This event also embraces the keelboat and match racing community not currently represented in our Olympic events. Those communities will also provide valuable skill building and pathway opportunities for sailors interested in the Mixed National Team Event. Training and qualification will be in supplied equipment and the supplied boat used for the Games will not

be available for purchase prior to the Games, keeping the playing field level.

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

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

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

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

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

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

development programmes and Steering the Course activity.

The Mixed National Team Event also creates the possibility of a “Dream Team effect”. It would bring together current Olympic sailors, former Olympic sailors, professional sailors, America's Cup sailors, SailGP athletes, national heroes and emerging talent under one national flag, developing patriotism in sailing in the same way that a country supports its national team in the football World Cup. This gives the event strong potential for athlete storytelling and public interest, in addition to becoming an inspiration to grassroots junior and youth sailors. *This needs further study.*

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

Athlete Quota Strategy

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

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

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

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

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

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

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

A ten nation 6 crew event requires 60 athletes in total. 38 places would be available from the quota allocated from the event being replaced; the remaining 22 places could be sourced through a combination of:

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

The Sailing Athletes Foundation

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

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

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

5. Conclusion and key point summary

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

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

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

The gender-equal requirement is also significant. Progress on the female side of the sport has often been too slow and at times regarded as tokenism. The Mixed National Team Event makes gender equality mandatory. That means the system must identify, support and develop

female sailors globally. This supports World Sailing's female participation work, Steering the Course and wider development strategy.

The support of the well-resourced Sailing Athletes Foundation is also central. The Foundation's purpose is to identify and develop sailing athletes globally and to support national team participation through a fully funded model. This model is designed to reduce cost barriers for nations in achieving this aim, which levels the playing field.

The quota impact is also manageable in principle. In practice we believe that the majority of the sailors in the top 10 'Olympic Final', held after the global qualification series, would come from incumbent Olympic athletes of nations already qualified in other events. However, dedicated quota places would allow smaller nations and selected national stars to complete teams which reach the 'Olympic Final', while keeping the overall additional quota requirement limited.

The Olympic Games would not be the only story. The Games would be the Grand Final of a global qualification journey. That journey can give sailing more visibility during the Olympic cycle, more national stories, more digital content and more opportunities to connect with new audiences.

The Mixed National Team Event offers a new format for the Olympic Games: a team event, equal gender representation, global reach, participation by leading and emerging sailors and digital media potential.

Unlike many Olympic sailing events, where the Olympic regatta is both the beginning and end of the story, the Mixed National Team Event has the potential to create a global narrative that runs throughout the Olympic cycle, through qualification events, national team selection and continental competition, culminating in an Olympic Grand Final.

Beyond adjusting the Olympic sailing programme, the proposal could support the global development of sailing, create a new pathway to Olympic participation, strengthen opportunities for female athletes and expand opportunities for developing nations across continents. Measured against World Sailing's objective of growing sailing globally, then the Mixed National Team Event is one of the most developed and well-resourced proposals currently under consideration.

It is recommended that the relevant Committees endorse the concept for progression to a more detailed feasibility assessment.

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	The Olympic event becomes the final stage of a multi-year global

Format	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.

7.4.7.3 SWOT-Analysis

Strengths

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

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

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

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

- Meets the World Sailing Olympic Vision.

Gender Equality

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

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

Clear Public Story and Appeal

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

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

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

The Grand Final of a Global Journey

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

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

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

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

Foundation Support

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

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

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

Efficient Use of Quota

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

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

World Sailing's Role

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

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

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

Weaknesses

Quota

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

Operational Complexity

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

Gender Delivery

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

Broadcast Proof

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

Opportunities

Sailing Heroes and National Stars

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

New Olympic Pathway

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

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

Threats

IOC Programme Pressure

- The Olympic programme is highly competitive. Athlete quota and event numbers are always sensitive.

- The proposal must clearly show that it adds enough value to justify inclusion.

Stakeholder Resistance

- Some stakeholders may prefer traditional Olympic class pathways. Existing classes may be concerned about quota or programme impact.

- The proposal must be positioned as adding strategic value, not simply taking space from others.

Delivery Risk

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

7.5 Equipment criteria

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

The criteria below for each of the ‘new equipment’ is crafted to ensure that World Sailing can arrive at the best equipment for the new event. The criteria are objective and measurable so that the Equipment Committee can use them as standards against which it can make a make a judgment and recommendation to Council on what equipment should be selected for the Olympic Sailing competition under Regulation 11.6.

Where the measurable target is described as ‘minimum’ or ‘maximum’, the smaller or greater is the most favourable measure respectively. Where the measurable target is described as a number, that is the ideal target, or if ‘yes’, then that feature is desired.

For example:

Cost to purchase whole	Minimum	The smaller the cost, the more favourable measure.
Units sold	Maximum	The more units sold, the more favourable measure.
Optimal crew weight	W55kg M70kg	The closer the optimal crew weight to that value, the more favourable.
Men's / Women's Configurations	Yes	If the equipment has these configurations, the more favourable.

Any equipment being assessed against these criteria may meet only certain criteria but not all. And what is not met might vary between equipment being evaluated. It will be the Equipment Committee’s job to evaluate all equipment and make a recommendation based on the extent to which equipment aligns with the targets and is likely to achieve the sport’s goals.

7.5.1 Equipment Criteria for Men’s and Women’s Wingfoil:

Element	Target
Designed to withstand jumping/expression disciplines	Yes
Cost to purchase whole	Minimum
Cost of new foil package	Minimum
Cost of new wing	Minimum
Double skin wing	No
Reported breakages per year	Minimum
Windows on wings	Yes
Wing window size	Maximum
Identification on wings	Yes
Wing identification size	Maximum

Minimum wind foiling	Minimum
Maximum wind	Maximum
Equipment items to achieve minimum and maximum wind ranges	Minimum
Optimal crew weight	W55kg M70kg
Minimum board volume	X.0l
One design	Yes
Men's / Women's design configurations (e.g. foil designed for women and foil designed for men)	Yes
Units sold	Maximum
Countries sailed	Maximum
Existing competition structure	Yes
Existing class association	Yes
World Sailing Class status	Yes
Life Cycle Assessment	Yes
Show country insignia and colours	Yes
Can be launched off a beach, slipway or pontoon	Yes
Coach boat needed for launch or safety	No

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2827 ### 7.5.2 Equipment Criteria for Men's and Women's Foiling Monohull:

Element	Target
Cost to purchase whole	Minimum
Cost of new foil package	Minimum
Cost of new mainsail	Minimum
Cost of new mast and rigging	Minimum
Reported breakages per year	Minimum
Minimum wind foiling	Minimum
Maximum wind	Maximum
Analogue/mechanical sailor-controlled foil pitch control only	Yes
Hiking only, no trapeze	Yes
Optimal crew weight	W55kg M70kg
Hull length	4 to 5.5m
One design	Yes
Men's / Women's Configurations	Yes
Units sold	Maximum
Countries sailed	Maximum
Existing competition structure	Yes
Existing class association	Yes
World Sailing Class status	Yes
Life Cycle Assessment	Yes
Show country insignia and colours	Yes

Can be launched off a beach, slipway or pontoon	Yes

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7.5.3 Equipment Criteria for Mixed Team Racing:

Element	Target
Cost to purchase whole	Minimum
Cost of new headsail	Minimum
Cost of new mainsail	Minimum
Cost of new mast	Minimum
Reported breakages per year	Minimum
Non foiling	Yes
Number of crew	2
Optimal crew weight	125kg
Length of hull	4 to 5.5m
Hiking only	Yes
Hiking straps	Yes
Bow bumper can be fitted	Yes
One mainsail and headsail only	Yes
Sail material	Dacron or similar robust material
Sail area reduction system	Yes
Sail control system	Minimum
Mast or standing rigging adjustment	Minimum
One design	Yes
Number of builders	Minimum
Units sold	Maximum
Countries sailed	Maximum
Can be launched off a beach or slipway	Yes

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7.5.4 Equipment Criteria for Mixed Team Tournament

The equipment shall be the supplied, identical SSL47 yachts.

7.6 External communication guidelines

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