Report from the Chair of the Safety Commission

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Safety Commission Update

After a late start, the members of the Commission, start working on several plans with long term goals.

Presently the Safety Commission work can be only understandable as body than shall help raise **Safety awareness and creating a safety culture** and that at the same time analyze the **Incident reports** and from there can issue **recommendations** for future improvements.

Such statement is made taking into consideration that the Safety Commission is not part of any international organization related to safety and as so, it is impossible for the Commission to act in any other way.

Rather, the Commission only receive reports and not even direct reports, and cannot pro-actively act or coordinate initiatives across Committees and Commissions.

The Safety Commission will, upon deliberation of the members and confirmation of the Boad, try to be a member of the Marine Accident Investigators International Forum (MAIIF – MAIIF.ORG).

Presently Safety Commission is working on:

- Review of policy and alignment with WS policy
- Verification of possible comparison IMO standards and Guidelines for Incident Reporting
- WS Template for Risk Assessment
- WS Template Crisis Management
- Safety for the future

It was not possible, to date, to close any of the items, nevertheless there was already data collection of several template of risk assessment.

Regarding the reports received, it was issued remarks in small extent regarding the Megafauna Guidance and ISO standards.

Safety awareness and creating a safety culture

How acceptable is unacceptable?

Over time, sailors may develop informal practices and shortcuts to circumvent deficiencies in equipment design, poor procedures or policies that are incompatible with the realities of daily sailing. If sailors are continuously exposed to these practices, they are more likely to perceive the risks as low. This leads to a situation where poor practices and risky activities repeated over time are perceived as being normal.

Additionally, if regulators allow risk-taking behavior to continue unchecked and have not effectively addressed these poor practices or shortcuts, these practices will often be deemed as acceptable behavior by sailors. This can create unsafe and poor sailing conditions.

How far can we go?

What are the limits between safety and sport that can be considered attractive to large audiences?

Importance of safety culture

Safety culture broadly refers to the shared perceptions of safety policies, procedures, behaviors and practices of sailors and classes they sail. It is now well known that safety culture is a significant determinant of safety outcomes and is a leading indicator of accidents and injuries. It is important to note that having a safety procedure does not create a safety culture.

Safety culture cannot be established without clear leadership and a prioritization of safety. Effective leaders communicate clearly on safety standards and hazard identification and motivate the sailing world to make safety a priority.

Communication and consultation[4]

When a risk has been identified, it needs to be controlled. Both the identification and implementation of risk controls are likely to be more effective when different perceptions are recognized and taken into consideration. It is important that the sailors are consulted and that their views together with other knowledge of risk are taken into account in the risk management process.

People's individual perceptions may influence[5]:

- willingness to consider new information

- confidence or trust in such information

- the relative importance given to information.

Effective communication and consultation will ensure everyone involved understands the basis on which decisions are made and the reasons why particular actions are requested.

Commitment to safety

The success of a safety culture depends on cooperation and commitment from all involved and this commitment to safety must come from the top.

Leaders can start by ensuring tasks are adequately supervised, training is provided, and policies clearly prioritize safety above time pressures. Sailors can contribute by following procedures, always using safety equipment, reporting defects, not taking undue risks because it takes less effort and remembering that even action that is done frequently can be dangerous.

This in effect leads to all parties being committed, not just because of rules and regulations but through individual choice, to safe actions and behaviors at all times, both during racing and recreational activities on board.

Eurico Teodoro

Safety Commission Chair