



World Sailing

# 2028 Last Chance Regatta

Information  
for Bidders

sport / nature / technology



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This document is intended for hosts of existing regattas or new regattas as a guide and specification of requirements for bidding for World Sailing's Continental Olympic Qualifiers.

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# 1. Introduction





# About World Sailing

World Sailing is the world governing body for the sport of Sailing, officially recognized by the International Olympic Committee (IOC). Founded in Paris in 1907, World Sailing now has 149 national federations (Member National Authorities).





## Our Vision

**World Sailing has a clear and ambitious vision:**

A world in which millions more people fall in love with sailing; inspired by the unique relationship between sport, technology and the forces of nature, we all work to protect the waters of the world.



# Our Mission

World Sailing's strategy, Ready for the Future, spells out a clear purpose for the organisation – to inspire, empower and grow vibrant sailing communities around the world. We have four priorities for our federation:

## Events & Commercial

Great events which grow the audience for sailing, as well as generate new revenue to be invested in the development of the sport.

## Growth

More impact for investment in international development through online resources and greater collaboration at continental and national federation level.

## Governance

Implementing World Sailing's governance reforms to put the federation at the forefront of sports governance.

## Impact

Bringing together sustainability, inclusion and diversity and creating a focus on generating and measuring the economic, social and environmental impact of the sport.



# Olympic Vision

By 2032, sailing's presence in the Olympic Games increases in significance for the IOC.

## Mission

A sport which is obtaining gains for World sailing's wider ambitions by improving its marketability, accessibility, sustainability and diversity.

## Objectives

Sailing maintains or improves its athlete quota for the Olympic Games.  
Sailing improves its share of IOC

## Strategy

World Sailing will only make decisions regarding Olympic competitions which are aligned with the IOC's published priorities, which are informed by data and are within the guidance of World Sailing's Olympic Vision document.

## Tactics

Marketability

Accessibility

Sustainability

Diversity



Read more 

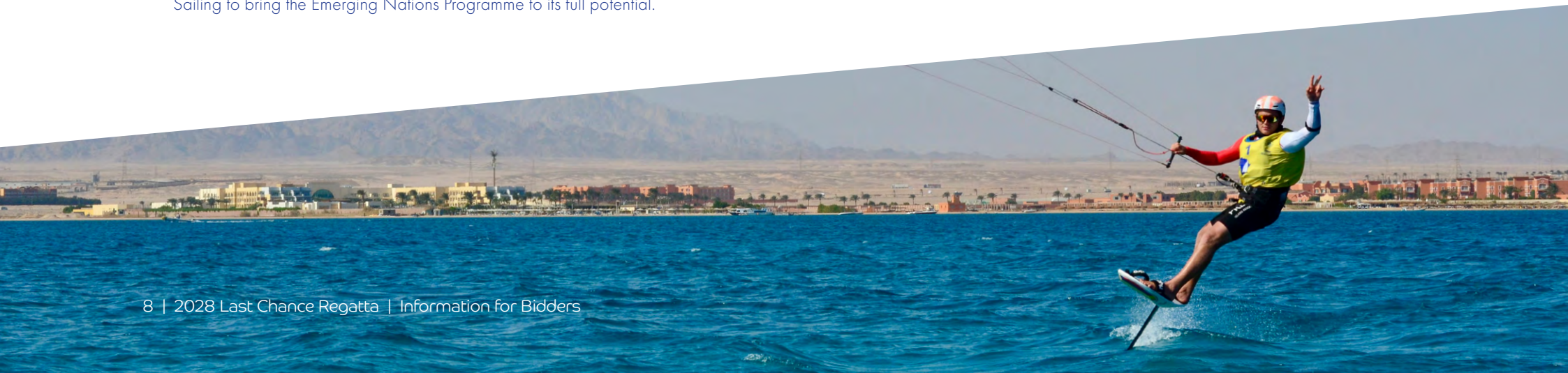


# Olympic Qualifiers

## World Sailing major event properties delivering the World Sailing Olympic Vision

The Olympic Qualifiers are instrumental in delivering World Sailing's Olympic Vision and the key objectives that shall be fully embraced by the Host:

- An exciting competition with excellent racing conditions and athlete facilities.
- Easily accessible location for all eligible athletes, driving participation from all who want to attend and ensuring the best athletes are present. Minimising logistical implications on participation with the provision of charter equipment.
- A fair competition conducted to the same rules, policies, standards and principles as all the Olympic Qualifiers, benchmarked by the World Sailing Championships.
- An inclusive event encouraging as many nations as possible by providing sailors worldwide equal opportunities to compete. Therefore, partnering fully with World Sailing to bring the Emerging Nations Programme to its full potential.
- Maximising national/regional and international audience engagement with a comprehensive marketing and communications plan.
- Mobilising local support for the event through cross-sector engagement including but not limited to city and/or regional government, tourism, business, education and the arts.
- An event that is designed through the lens of sustainability and where the Host takes the lead to deliver its own initiatives in addition to World Sailing Agenda 2030.



# The 2028 Last Chance Regatta

As the name suggests, the final Olympic qualification opportunity is a combined multiclass regatta for all those countries who have not yet qualified for the 2028 Los Angeles Olympic Games. Held in the year of the Olympic Games, at a time and in a location that maximises the number of countries who can participate whilst still allowing those who are successful time to prepare for the Olympic Sailing Competition.

This high-profile regatta attracts significant media and athlete interest, making the host regatta one of the biggest focal points of the Olympic cycle.

Please contact Scott Dougal, World Sailing's Director of Communication and Digital [scott.dougal@sailing.org](mailto:scott.dougal@sailing.org), for the impact metrics from the 2024 Last Chance Regatta which demonstrate the outsized impact this regatta can provide the sport and the host.





## 2. Hosting the Last Chance Regatta

This document is intended for hosts of existing regattas or new regattas bidding to add World Sailing's Last Chance Regatta in their event calendar. It is an outline specification of minimum requirements for both the sporting competition and the onshore activities, and sets out the rights and responsibilities of each party in hosting the Last Chance Regatta, the last Olympic Qualifier for the 2028 Olympic Games.





### The Last Chance Regatta Concept

#### Regatta Title

The official title shall include the 'Last Chance Regatta'; The regatta may also be referred to as a 'Qualifier'. The Host needs World Sailing approval for any translation of the title if the official language of the host nation is not English. .

#### Regatta Timing

The Last Chance Regatta shall be held by early March 2028 in Europe or a venue with a good supply of charter boats for each event to maximise participation. The timing and location of the Last Chance Regatta shall enable competitors who qualify to the Games at the qualifier to ship their boats from the qualifier to Los Angeles in time to participate in a warm-up regatta, if confirmed.

The date and location of the proposed Last Chance Regatta will be assessed in view of the overall campaign calendar for an athlete in the relevant Event. Regattas that don't require an athlete to own an additional boat will be viewed favourably.

Hosts who utilise an existing regatta that Member National Authorities regularly attend are preferred to minimise calendar congestion and capitalise on the history of the venue and the experience of the host.

Please note the World Sailing Board may change this timing where there is good reason to do so whilst respecting the principles of the Event Selection Criteria and Requirements.





### Event Programme

The Last Chance Regatta shall consist of all the Olympic events sailed in Olympic equipment.

The host may include additional events using World Sailing recognised Classes that have been part of the regatta in previous years, but no other Class competitions or events are to be part of the Qualifier unless approved by World Sailing.

| Event               | Equipment    |            |
|---------------------|--------------|------------|
| Men's Windsurfing   | iQFOiL       | One Person |
| Women's Windsurfing | iQFOiL       | One Person |
| Men's Kite          | Formula Kite | One Person |
| Women's Kite        | Formula Kite | One Person |
| Men's Dinghy        | ILCA 7       | One Person |
| Women's Dinghy      | ILCA 6       | One Person |
| Men's Skiff         | 49er         | Two Person |
| Women's Skiff       | 49er FX      | Two Person |
| Mixed Dinghy        | 470          | Two Person |
| Mixed Multihull     | Nacra 17     | Two Person |

### Finance

The Host is responsible for the financial and organisational requirements of staging the Last Chance Regatta as outlined in this document and in the Hosting Agreement. The bid should include a forecast income and expenditure statement for delivery of the regatta.

Where the regatta is expected to be funded by third parties, the bid should include letters of support from the funders to World Sailing. It should be noted that an official letter of guarantee will be required when the long form agreement is signed by the selected host.

The Host will be responsible for all costs for up to two site visits of three nights for three representatives of World Sailing (including at least one intercontinental flight) and if deemed necessary by World Sailing, a technical candidature site inspection for two people for two nights. .

### Compliance

The Last Chance Regatta shall be a World Sailing Event as defined by World Sailing regulations and policy (E5), meaning:

- Race official appointments are made by World Sailing and according to World Sailing policies (any pre-existing appointments shall be rescinded by the Host),
- Competition rules and documents (ie Notice of Race, Sailing Instructions, etc) are decided and approved by World Sailing,
- Digital Officiating will be the standard across all qualifiers, and

Consistent rules and policies will apply across all qualifiers, with formats variation only in an opening series (or equivalent) if entry numbers require fleets to be used.

The Last Chance Regatta must comply with the Olympic Games Qualification Event Requirements and the Qualification System.

### The Bid process

The host of the Last Chance Regatta shall be approved by the World Sailing Board, on the recommendation of an evaluation panel, from the bids received.

The evaluation panel shall evaluate the bids against this document's criteria, the Olympic Qualification Event Requirements, the Olympic Vision, World Sailing regulations and policy, and the IOC Charter and By-Laws.

The evaluation panel will hold a meeting to receive bid presentations for the Last Chance Regatta. A schedule will be offered, to arrange a time for each presentation. Approximately three hours will be scheduled for each bid. The bidder may be represented by a maximum of five persons.

The panel will make their recommendations to the World Sailing Board at the earliest opportunity.

There will be no visits by the World Sailing Evaluation Commission or by members of the Board to the bidding cities or direct approach from the bidders to Commission members or Board members, for the promotion of their candidature outside any official technical candidature site inspections. If a World Sailing committee/ commission member shall travel to a city for any reason, the city may not take advantage of this occasion for the promotion of its candidature, nor cover the costs and other expenses linked to such a visit, in particular, travel and accommodation costs.

### Bid Process Deadlines

Publication of Bid Guidelines      December 2025

Expression of Interest Deadline      19 January 2026

Final Bid Deadline      30 March 2026

Decision of World Sailing Board      April 2026

World Sailing reserves the right at any point and at its sole discretion to make amends to this timeline and process and will advise all parties who have submitted an Expression of Interest immediately if this occurs.





### The Role of World Sailing after the Bid Process

World Sailing will appoint a Regatta Director, and other specialist delegates, per area (communications, branding, technology, race officials, and so on), as needed from time to time, who will represent World Sailing in its relations with the Host during the years of preparation and at the Last Chance Regatta.

Site visits for World Sailing delegates shall be the financial responsibility of the Host. Site visits or meetings with the Host will be held on a bi-annual basis at the venue. Additional meetings at the World Sailing Executive Office or at World Sailing Meetings may also be required.

### Technical Support

- a** To advise on and approve the specification and technical aspects of the competition venue on and off shore.
- b** To consult and assist in the appointment of the Event Director, Competition Manager, and key professional staff.
- c** To establish the format of competition and the schedule for the Last Chance Regatta.
- d** To establish and operate any qualification system deemed necessary for the Last Chance Regatta.
- e** To establish the rules and regulations for the Last Chance Regatta.
- f** To appoint the World Sailing Officials according to World Sailing Regulations and the Hosting Agreement.
- g** To advise on and approve the specification of all Official vessels and the appointment of vessel drivers.
- h** To consult and advise on the race management, international jury and equipment inspection committee equipment required to deliver the Last Chance Regatta.
- i** To consult and advise on the volunteer program.
- j** To work with the Host on the preparation of training sessions for athletes and, if necessary, test events.
- k** To advise on and approve the World Sailing Emerging Nations Program.
- l** To advise on and approve the event sustainability plans.
- m** To appoint competition technology partners to provide timing, scoring, tracking, adjudication and real-time data presentation systems.



### Marketing, Media, Broadcast and Communications Support

- a** Consult and approve the appointment of Marketing and Communications personnel.
- b** Co-ordinate a joint marketing and media plan with the Host.
- c** To appoint the Host Broadcaster for international TV production and distribution.
- d** To consult and approve the Last Chance Regatta Presentation plan and spectator facilities.
- e** To establish the Last Chance Regatta website, and consult and approve all online/digital content..
- f** To advise and approve the communications plan and facilities for the media and broadcast.

### Brand, Sponsorship and Protocol

- a** To consult and assist on the sponsorship rights and sales plan.
- b** To consult and assist the overall brand identity for the regatta, and approve all branding, marketing, and communications material that includes World Sailing and its partner's marks.
- c** To determine and approve World Sailing and VIP arrangements.
- d** To determine and approve the corporate hospitality and VIP facilities on and off shore.
- e** To approve the format, arrangements, program and scripts for the official ceremonies and any protocol subjects.

### Community activation – Get on the Water – Care for the Oceans

- a** To consult and advise on an 'Experience Sailing' program for local activation and learn to sail opportunities.
- b** To consult and advice on Yacht Club outreach programs, where athletes interact with the existing sailing community.
- c** To Consult and advice on the sustainability program.
- d** To consult, advise, and liaise with watersport industry to enable mass use of waterways as activation for the regatta.

### The Role of the Member National Authority (MNA)

All bids shall be supported by a recommendation of the MNA of the host country who shall be a party to the hosting agreement.

The MNA, in support of the Last Chance Regatta, will assist both the Host and World Sailing by providing advice and technical support to the Qualifier in order to be run successfully.

If there is a conflict with national rules and regulations the World Sailing rules shall apply.



### Fees Charged by World Sailing

The following fees shall be charged to the Host by World Sailing.

- a** Host venue rights fee.
- b** International broadcasting fee.
- c** Competition technology fee.
- d** Digital Media fee.

Please contact World Sailing for full details of the fees and the payment schedule.

### Entries

All entries shall be made in accordance with a World Sailing approved eligibility, entry and qualification system and online entry/registration system.

### Entry/Registration Fees

The entry fee rates shall be approved by World Sailing. The entry fee shall include local taxes (e.g. VAT) where applicable.

A registration fee to be paid by each Support Person registered shall be approved by World Sailing.

### Charter Equipment

World Sailing requires Olympic classes to have equipment available for charter as facilitated by the Host. World Sailing will endeavour to facilitate negotiations with Olympic Classes and manufacturers minimising the cost to the Host.

### Event Quotas

World Sailing requires that qualifiers are open to as many athletes as possible so all eligible MNAs can enter at least two boats per Event, (or one boat if all MNAs are restricted to one boat).

Only non-qualified MNAs may enter each event of the Last Chance Regatta and a maximum of 3 boats per MNA per event shall be permitted.

World Sailing requests that the expressions of interest highlight the maximum and preferred fleet quotas for the Last Chance Regatta based on the capacity of the bid venue, resources and budget.

As a principle, no start (fleet) should have more than 60 boats. Over 60 entries the fleets may be divided in fleets and no more than two fleets are recommended.

### Last Chance Regatta Competition Schedule

The competition schedule for the Last Chance Regatta will be defined by World Sailing.

For each event there will be a clear date when the boat park will open and close. Training days should be made available immediately before the regatta and during some period of times in the previous years and months.

During the regatta, the schedule will be dependent on the number and nature of the events taking part and shall include sufficient time for:

- Bump in: venue is open to bring the boats and Team support vessels – three to five days depending on numbers.
- Accreditation, registration, equipment inspections: four days on average depending on numbers. Please note that all registration is done digitally well ahead of the regatta.
- Qualification series days and the Finals including reserve days (an average of seven days in total with some events racing starting during Equipment Inspection days).

### Format of Racing

The format of racing for the Last Chance Regatta will be defined by World Sailing and will include a Qualification Series and Finals. The racing format will reflect that of the 2028 Olympic Games accommodating any need for an event to have fleets in its qualification series.

### Documentation

The text for all official documents for running the competition may be supplied by and shall be approved by World Sailing.

World Sailing Documents relating to the Qualifier:

- a** World Sailing Constitution.
- b** World Sailing Regulations.
- c** The Racing Rules of Sailing.
- d** Equipment Rules of Sailing.
- e** World Sailing Race Management Manual.
- f** Race Management Policies for World Sailing Events - Fleet Racing.
- g** World Sailing Judging and Umpiring Manuals.
- h** Equipment Inspection policies.
- i** World Sailing Sports Presentation Guidelines.
- j** LA28 Olympic Qualification System.
- k** Olympic Games Qualification Event Requirements.

### Observer Programme and Transfer of Knowledge

The Last Chance Regatta Host shall offer an Observer Programme for Member National Authorities, event Organisers and bid committees. The Host shall ensure that a full transfer of knowledge is completed to World Sailing within six months of the end of the Last Chance Regatta.



## 4. Venue Requirements

World Sailing are seeking venues that meet both the sports criteria set out within this document but also are attractive to spectators and are in a location that is already an existing regatta host.

If the venue is not currently hosting an existing Olympic Class regatta, the Host will need to demonstrate how their venue, facilities and resources will meet the requirements.

Ideally, the venue will have an existing walk-up audience that could be engaged in the Last Chance Regatta.

### Competition Venue

The Competition Venue should be compact with a central area which is the 'heart' of the Last Chance Regatta. The Competition Venue shall include all administration, race management, jury and equipment inspection offices, boat parks, media centre, broadcast facilities and the Field of Play. The overall size of the venue and the plan for communications and logistics are vital issues. The accessibility of the venue to all classes is key to athletes, teams, staff, volunteers and visitors.

The public should be able to view the boat parks, preparation areas and launching areas with a spectator area adjacent to the race area that will host the Medal Series.

### Field of Play

The number of sailing race areas depends on the number of events run, prevailing wind conditions and the number of hours that can be sailed during a day.

Race areas will be needed with diameters between 1.2 and 1.5 nautical miles. Neither changed marks nor beating legs shall interfere with the neighbouring area. Some areas on the Field of Play shall be located in close proximity to the shore, to facilitate viewing of the racing.

Race areas should be placed to minimize sail out time.

There should be a designated Finals racing area, close to the shore and suitable for spectators to view the racing from on-shore.

Maximum depth shall not be more than 45 metres. If the depth at the race area exceeds this, special permission should be obtained from World Sailing.

Maximum current shall not exceed 1 knot. If the current (tide) at the race area exceeds this, special permission should be obtained from World Sailing. Details on wind, current and waves shall be presented to World Sailing.

All race areas should be free of any commercial or recreational traffic.

A Field of Play Mixed Zone should be incorporated into the Finals race area to allow on water interviews with athletes.



### On-shore Facilities

On-shore facilities for competitors shall include space according to the quota and equipment type.

### Boat Park

The following space (approximate) will be required per boat in the boat-park(s):

|   |  |
|---|--|
| Windsurfing   | Storage: 3 x 2 m per board<br>Rigging: 5 x 2 m per board |
| Kite  | Storage: 5 x 2 m per kite<br>Rigging: 12 x 5 m per kite  |
| Dinghy  | 6 x 4 m per boat   |
| Skiff   | 7 x 5 m per boat   |
| Multihull   | 10 x 5 m per boat  |
| All equipment spares located in defined areas as agreed with the Equipment Inspection Committee |  |
| tba   |  |

- CAD drawing or similar should be used to ensure that boat park spaces are big enough for all of the boats that are expected to enter.
- All competing boats will be stored on launching trolleys supplied by the competitors themselves. There shall be provisions to tie-down the boats to the ground in order to keep them on the trolleys in windy conditions.
- A covered storage room/marquee with sufficient racks to store the boards, kites and rigs and agreed number of spares.
- Racks for spare masts and containers for larger spare equipment shall be available at a short walking distance from each boat parks.
- The Online Notice Board (ONB) will be the Official Noticeboard. Screens shall be placed in the race offices and boat parks showing selected pages of the ONB.
- Flag poles for signals ashore in different locations to be visible from all boat parks.
- Sufficient water hoses for spraying the boats with fresh water need to be supplied, preferably near the launching area.
- A waste management plan with sufficient waste management stations (including hazardous waste bins) for appropriate waste disposal.
- Additional shade/shelter shall be provided along the edge of the boat park area and pitlane areas for teams/athletes to relax.
- Public Announcement system(s) shall be provided.
- Boat Parks shall have sufficient space for distributing, storing and charging tracking modules.

### Launching Facilities

- Ramps for dinghies and boards, (ending under the water surface with an angle of no more than 10 degrees) will be required. The ramps should be located on the prevailing windward side of the harbour, and should have padded edges. The ramps should be accessible from the field of play, allowing for different wind directions.
- A suitable launch area for kites that takes in account the prevailing winds.

### Mooring Facilities

- Mooring facilities for support vessels will be required.
- Mooring facilities will be needed for all the vessels required with electrical recharging facilities for: Race Management, Jury, Umpire, Technical Committee, medical, press and broadcast, VIP and spectators.
- Cranes may be necessary for launching and hauling out all vessels (Team support vessels, competition management vessels, etc.).
- Fuel station with all needed fuel types.

### Containers

- Teams require an area adjacent to the boat park(s) for storage of one 40 foot container (or equivalent space) per MNA. The size of this container or space may be limited depending on the size of the team. Free of charge electric power shall be available for the containers.
- The host can expect 40-foot containers to be used for the shipping of equipment to the venue and these should be stored in a separate storage (parking area) adjacent or close to the venue. If this is not possible other arrangements shall be made. For teams that travel by road, adequate storage (parking) for trailers should be available adjacent or near the venue.
- Following the conclusion of the regatta, the Host shall facilitate space for teams to pack containers to be sent to the USA for LA28; this will likely include boats previously qualified.





### Equipment Inspection Facilities

Sheltered area i.e. temporary structure or other covered space free from wind and environmental effects (rain, direct sunlight etc.) shall be provided. Openings shall be sufficiently large enough to wheel boats of all classes in and out of with their mast down (except for the ILCA area which needs mast bottom sections up) The location of any such inspection area shall be within easy access of the boat park. Directly in front of the area entrance/exit, no boat spaces shall be foreseen allowing manoeuvring of boats.

- The minimum size of any inspection area shall be as stated in the Equipment Inspection requirements document (i.e. minimum 5 m x 10 m for Kite; minimum 10 x 15 m for other events).
- Any inspection area shall be at least 3m high. Inspection area for Mixed Multihull shall be at least 4.5 m high.
- An adequate windproof location for the 3D scanner with hard stabilised floor.
- Inspection area openings shall be a minimum of 3.5m wide.
- Weighing Gantry (mandatory for Mixed Multihull; subject to agreement for Skiff events). The minimum size of the weighing gantry shall be 3.5m wide x 2.5m high. The gantry shall be sufficiently stable for weighing boats of up to maximum of 200kg and 3m wide x 5.5m long.
- Scales and check weights:
  - The Organizing Committee shall make service arrangements with its scale supplier for both equipment inspection and racing days, either by means of a technician on site or on call. Response and solution times shall be as follows:

|                           | Response time<br>(technician on site within...) | Solution time<br>(max. interruption) |
|---------------------------|---|--------------------------------------|
| Equipment Inspection days | 1 hour  | 4 hours                              |
| Racing days               | Next day  | Next day                             |

- Service agreement shall consider extended working hours (on EI days) and service times (i.e. also on Saturdays and Sundays/Holidays).
- All weighing scales shall have a certificate of calibration, valid for the event venue.
- Capacity and resolution of scales, as well as type (hanging vs. flatbed), shall be as stated in the Equipment Inspection requirements document. Flatbed scales shall have separate readout displays.
- Certified check weights for scales up to 200 kg (quantity and type of individual weights subject to mutual agreement). In case activities are spread out over multiple venues, several packages of check weights may be needed.
- Sails & Spars Inspection Tables with dimensions as stated in the Equipment Inspection requirements document shall be available in a sheltered area free from wind and environmental effects (rain, direct sunlight etc.)
- Waterproof equipment event limitation stickers: on average 10 unnumbered stickers per boat. The final number of stickers per event, size and design are subject to mutual agreement by the Organizing Committee and the Equipment Inspection Committee.

## Venue Requirements



- Event stamps and waterproof ink + pads shall be provided by the Organizing Committee for stamping of sails. The final number of stamps/pads, size and design are subject to mutual agreement by the Organizing Committee and the Equipment Inspection Committee.
- Measurement equipment as stated in the equipment inspection requirements document; including but not limited to steel rules, steel tape measures, permanent pens and tape.
- Table, chairs and stationery for administration.

### Mixed Zone

The Host shall create and manage a mixed zone, or mixed zones as required by the venue design, for press, photographers and broadcasters for media use on a daily basis before and after racing in an area close to the press centre and boat launching/recovery area(s).

The mixed zones should include a designated area for Host Broadcaster interviews, Domestic Broadcaster interviews, rights- holding broadcasters, non-rights holding broadcasters and press as well as zones for photographers.

The format, setup and branding of the area shall be jointly agreed between the host and World Sailing.

### Medal Ceremonies

Following final venue selection, a suitable space will be allocated for the official medal ceremonies.

### Quarantine Zone and Pit Lane

A secure quarantine area for the Finals equipment is required and shall be nearby the pit lane for media interviews before racing. This should be adjacent to the mixed zone and boats launching area.

In case of multiple boat parks feeding into a single Quarantine Zone / Pit Lane / Mixed Zone, the Host shall make arrangements for the transfer of launching trolleys.

### Public Engagement and Spectator Area Facilities

The Host will be responsible for any plans to create a Race Village as the hub of spectator activity and engagement. The spectator area should be as close to the Finals racing area as possible and allow for good viewing of the racing. Facilities could include:

- Giant screens and stages, to display live and recorded footage with subtitles, tracking and commentaries, and with a daily event program which could include live music, cultural initiatives, athlete and coach interviews, daily leader bib presentations, and other entertainment.
- A Public Announcement system for commentators, operating across the whole venue, including the race village and spectator areas.
- Space for public engagement (showcasing of the sport, explanation of equipment and competition etc.).
- Inclusive accessibility including appropriate viewing facilities for wheelchair users and ambulant persons with disabilities.
- A viewing facility for the public to watch live medal stage from the shore, and general seating throughout race village. The provision of grandstand seating will depend on the specific venue but should be considered.



## Venue Requirements

- All facilities should be inclusive with accessibility requirements including disabled toilet and viewing facilities.
- Food and beverages.
- Toilet facilities.
- Space for retailers / sponsors / merchandise sales should be available.

The Host will be responsible for providing all above facilities in order to create an effective Race Village.

### Athlete Facilities

Athlete facilities should be in close proximity to the Race Office and Official Noticeboard screens.

An athlete's lounge with catering and free Wi-Fi should be available for all athletes close to their boat park.

Toilet facilities with cubicle options shall be provided (male, and female and disabled).

Changing rooms and shower facilities with cubicle options shall be provided (male, female and disabled).

Medical services including first aid facilities should be available for all athletes close to the Athlete's lounge.

### MNA & Class Facilities

Competing MNA and classes shall be given an opportunity for creating a public engagement / guest / sponsor area for their own sponsors / stakeholders within an area in/near the venue at a cost to be approved by World Sailing.



## World Sailing and Host Facilities

The following office space/meeting rooms are required. All offices require basic office furniture, power, hi-speed internet connection, etc. Additional requirements such as computers, screens, photocopiers and printers shall be provided as appropriate.

Depending on the geographical location of the event, it may be advisable for the host to provide local sim cards with spare mobile phones for key people.

### Organising Committee and Administration Staff

Including:

- Regatta Office and boat park offices.
- Briefing room for up to 75 people (can also be used for press conferences).
- Competition management team offices.

### World Sailing Executive Office

- An office for the Regatta Director
- An office for the Technical Delegates with 1 computer screen and 1 white board.
- An office for six World Sailing staff
- One meeting room

### World Sailing International Jury

- **Race Office** – adjacent to the Jury working room with space for the Jury Secretary and two support staff, plus two jury members during hearing planning times.
  - Sufficient space on cabinet or shelves for the office supplies, case folders, forms etc. Printer/photocopier (multifunction printer capable to scan and print).
  - Two screens to connect to laptops plus.
  - One to two big screens capable of connecting to the internet to display ONB, hearing planning etc.
  - Office supplies.
  - One white board (and wipe markers).
  - Tea/coffee facilities and fridge.
- **Hearing Rooms** - three rooms for hearing protests.
  - Each room should be air-conditioned.
  - Must be able to seat ten people on chairs around a large table.
  - Provide whiteboards, flipcharts, a large HDMI screen with internet connection, power lines, etc.
  - For temporary venues a 6x6m portable cabin is a good option.

- **Jury Working Room** – The room for the jury to hold the morning meetings and for the judges to work and to prepare (pre-scribe) and finish (quality check) cases when they are not in a hearing room.
  - It needs to be large enough to seat all the judges on chairs with the tables set on 'meeting' shape, plus the Digital Officials and the staff of the Race Office. For temporary venues, a double cabin is a good baseline: 6x12m.
  - There must be also room to leave the jury equipment (flags, radios, charging stations, if necessary, etc.), lunches plus a station for the incoming/outgoing cases.
  - It has to include two screens with internet connection, enough power lines for all judges and at least one white board.
  - Changing rooms, showers and lockers – Facilities where the judges can change to go afloat and where the wet weather gear can be left to dry overnight. One locker per judge and where the water equipment can be stored safely, to avoid having to take any wet stuff to the Jury Working room or back to the hotel.

The same facilities shall be provided for race management and Equipment Inspection Committee team members going afloat.



## Venue Requirements



### World Sailing Equipment Inspection Committee (EIC) Office

World Sailing Equipment Inspection Committee (EIC) Office should be air-conditioned; shall be able to seat eight people on chairs around a large table and provided with whiteboards, flipcharts, etc.

### Race Officials Lounge

A lounge for the race officials is required. Individual lockers for clothing and personal possessions will be necessary.

### Race Committee Equipment Storage

### On Venue Technology Centre

- Results (scoring) operations.
- Results review meeting area.
- Tracking operations.
- Analytics operations.
- Adjudication operations.
- Room for storage/charging of tracking units & equipment.

### Meteorology Office adjacent to the Bridge

### Radio Communications Room in the Bridge

### Radio Storage and Allocation Room

### Volunteer Centre

### Catering

### Security and Police

### Medical Centre

First aid facilities and doctors in case of serious injuries for athletes, team support personnel, Organising Committee personnel and volunteers should be available.

### Facilities and Equipment for Doping Control

Rooms for Doping Control are required with individual male and female, including disabled accessible, toilet facilities. There should also be a desk and normal office equipment for the doping control officers and a seated waiting area for six to eight athletes. Lockable cupboards and filing cabinets should be provided.

### Media Centre and Media Services

The Press Centre should accommodate a minimum of 80 people and shall be of a major international sporting event standard, including a dedicated 100 MB/s wireless high speed internet and cable connections for the exclusive use of accredited media.

The Media Centre shall also provide an on-site media office for the World Sailing media team, Host media team and official photographers.

The Media Centre should be within close proximity of the main venue, mixed zones and Pit Lane on Medal Race days.

The Media Centre should aim to be paperless however a high-speed photocopier and black and white printing facility should be available as well as a noticeboard for key regatta information. Storage for photographer and media personnel items and five TV screens to broadcast live tracking and television coverage should be provided.

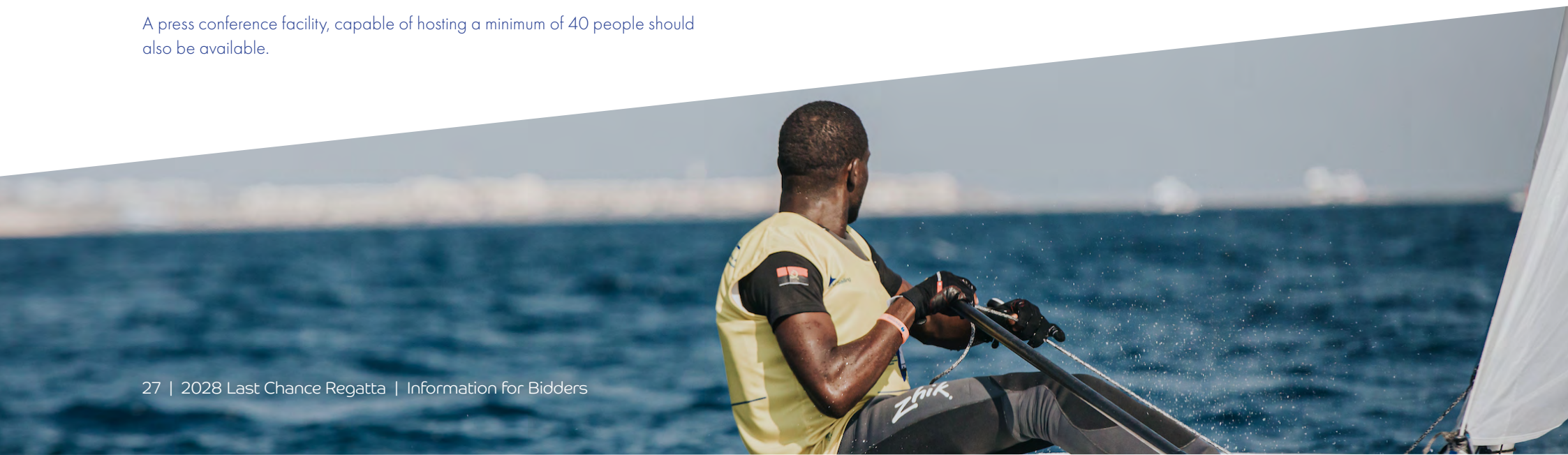
Air conditioning and adequate refreshment provision should be available within the media centre.

A press conference facility, capable of hosting a minimum of 40 people should also be available.

### Facilities and Equipment for the Host Broadcaster

The Host should budget for equipment and facilities for use by the Host Broadcaster. This includes:

- Supply of an international broadcast centre (with facilities and dedicated hard-wired symmetrical internet access with a minimum 100 MB/s), which has a suitable, secure outside area for broadcast truck(s).
- Technical links and screens at the venue (spectator area/media centre).
- Outside Broadcast truck to meet the requirements set by the appointed Host Broadcaster.
- Helicopter for use for at least four hours per day, which is suitable for TV sports production.





### World Sailing's Central Hospitality Area

The Host will need to provide adequate space, should World Sailing decide to create a hospitality setup for VIPs and other stakeholders.

Ideally, this could be an existing venue that is in a prime location, has capacity to host up to 200 people in a flexible lounge space, with the ability to dress the venue as is seen fit. The space must be exclusive to World Sailing only.

Alternatively, if this is not available, the Host will need to provide a semi-rigid, temporary structure in the heart of the venue of 100-200sq metres depending on whether a single or double-storey structure can be sourced.

The venue will need to have high-speed internet, storage space, accessibility, toilet facilities (or be close to), and the ability to provide catering.

World Sailing will work with the Host to define the exact requirement and best options depending on the opportunities the venue offers and the Host's own plans for hospitality.

### Other Venue Facilities/Equipment

- Waste management infrastructure including recycling shall be provided within all areas, both back and front of house.
- A 'green team' should be considered to facilitate waste management.
- A daily cleaning and emptying schedule shall be maintained. Data will be made available for wider carbon footprinting.
- A suitable number of drinking water stations will be available throughout the venue for use by regatta stakeholders.



### Official Vessels

World Sailing shall approve all official vessels and drivers. Low carbon options for support fleets should be put forward by the Host .

The following is an estimate of required vessels:

#### Race Management

- Starting vessels (Primary Race Committee Vessels) – one per race area.
- PRO vessel - one.
- Pin end starting vessels (RIB or other) – one per race area.
- Finishing vessels – one per race area.
- Pin end finishing vessels (RIB or other) – one per race area.
- Mark-laying – four for Trapezoid courses, two for Windward / Leeward courses.
- Marshall vessels – at least one on each race area depending on fleet sizes.
- Rescue vessels (RIB) – at least one on each race area depending on fleet sizes and weather conditions, at least two on Kite and Windsurfing (iQFOiL) race areas.
- Jury vessels (RIB) – based on an International Jury of 20 at least 9 RIBs will be required.
- Measurer vessels (RIB) at least one on each race area depending on fleet sizes.
- World Sailing Technical Delegate vessel (RIB) – one.
- Organising Committee Competition Manager vessel (RIB) – one.

### Media/TV vessels/Timing and Scoring

- Media vessels – up to three large vessels
- Timing and Scoring – one RIB for live support on tracking and adjudication technology
- Photo vessels – four 8 metre RIBs for registered photographers, each capable of handling up to five photographers and 740mm x 460mm x 265mm protector cases.
- Broadcast – up to eight vessels for host broadcaster
- TV – up to six vessels for attending broadcasters to be managed by the Host Broadcaster

Note: Broadcaster vessels will not carry still photographers. .

### VIP Vessels

- One vessel for the World Sailing President and CEO with capacity of 8 people (including driver) on pre-agreed dates
- One vessel for VIPs, with a capacity of 50 people on pre-agreed dates



### Competition Management Equipment

The following equipment is essential for organising the World Sailing Championships including provision for spares:

#### Communications Equipment

VHF radios or equivalent, mobile phones and GPS units.

#### Visual Signals

All visual signals (flags) shall be a minimum size of 60 x 90 cm and be displayed on poles at least six meters above the water surface.

#### Marks & Ground Tackle

Each area shall have marks in different colours. Each mark should be approximately two metres high and one metre in diameter. The Marks shall have facilities for the attachment of tracking devices and be suitable for carrying branding material. Robotic marks shall be considered generally and especially in deep waters; care should be taken to ensure marks are visible at 1.5nm (ie have solid colour sides).

#### Sounds Signals

### Handheld anemometers, compass and laser range finder

#### Competitor Identification

The Host shall supply identification options including:

- Boat/board identification decals and regatta stickers for all competitors. Sustainable options should be included as part of the selection process.
- Competitor bibs with three-letter country code to all competitors (World Sailing shall approve the design of competitor bibs). Sustainable procurement principles should be applied including recycled content of materials.
- Yellow, blue and red leader bibs for leaders of each fleet plus 4 sets of five colour bibs for the medal Series.

Please contact World Sailing for full details of the competition management equipment required.



## 4. Personnel and Accommodation



### World Sailing Officials, VIPs, Staff and Personnel

The following people will be present at the Last Chance Regatta:

- President\*
- World Sailing Board members
- CEO\*
- World Sailing Technical Delegates\*
- World Sailing Events Delegates\*
- World Sailing Brand/Protocol/Commercial Delegate\*
- World Sailing Communications and Digital Delegates\*
- World Sailing Judges and Umpires\*
- World Sailing Principal Race Officer and Course Representatives\*
- World Sailing International Measurers, Olympic Classes\*
- Equipment Inspection Committee\*
- World Sailing Staff

### Expenses for World Sailing Officials, VIPs and Personnel

Travel (including travel to and from all airports), food (good quality and healthy), per diems (to cover the costs of dinner and other expenses) and accommodation (with free Wi-Fi) for those indicated with a \* shall be the financial responsibility of the Host.

The number of persons will be agreed by World Sailing to reflect the number of race areas, and Host experience.

### Organising Committee Staff, Officials and Volunteers

The Host will need a large range of experienced, professional staff to manage and deliver the Qualifier.

A large number of volunteers will be required for the successful running of the Qualifier.

Volunteers will be required for:

- Race Management Teams (International & National Race Officials, mark layers, finish, safety and Marshall officers)
- Venue Services (regatta office, boat parks, VIP, transport, security, catering, clothing)
- Media operations
- Timing and scoring
- Broadcast services
- Protocol (Ceremonies)
- A Volunteer Program is recommended to ensure the recruitment and training of all volunteers

### Accommodation

#### Accommodation for Competitors

The competitors are responsible for their own accommodation during the Qualifier.

#### Hotel Accommodation for World Sailing Officials, VIPs and Personnel

The World Sailing Officials shall be accommodated in a nearby hotel, in single occupancy rooms, at least a three-star level, which should be a reasonably close walking distance from the Competition Venue.

A number of double occupancy rooms may be requested for the World Sailing Board members and special guests. The hotel should be at least a four-star hotel and preferably in the area of the competition venue.

The World Sailing Delegates, Staff, contractors and media team, who will be on site before the Last Chance Regatta begins, should be accommodated as close to the competition venue as possible.

#### Hotel Accommodation for Broadcasting and technology partners

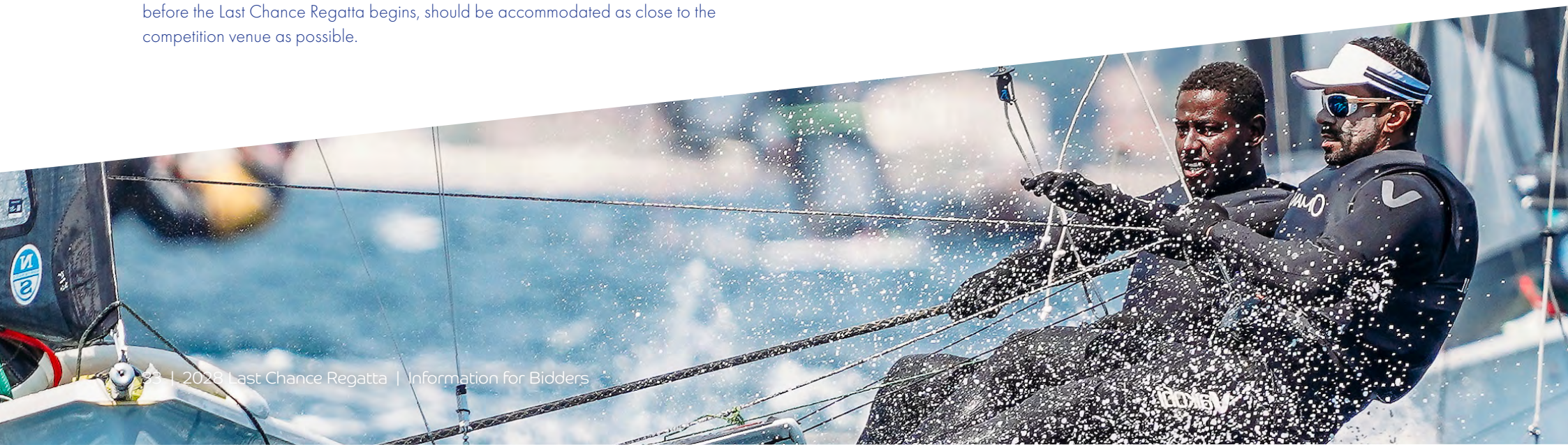
Accommodation (at least three star) for the Host Broadcasting and Technology Partner teams should be secured by the Host at preferential rates.

#### Hotel accommodation for attending media

A dedicated media hotel (at least three-star) should be secured for visiting press, photographers and broadcasters at preferential rates.

#### Accommodation for Emerging Nations Programme

Please refer to the specific sections for more details.





## 5. Marketing, Media and Communications

World Sailing is responsible for guiding and approving the marketing, media and communications of the qualifier. The Host will be expected to recruit all personnel or appoint agencies to execute a world class program which aligns to World Sailing's Olympic vision.





### Broadcast, Digital and Photography

World Sailing will appoint the Host Broadcaster for the World Sailing Championships through a tender process and retains all rights to exploit the international broadcast of the TV programming. The Host Broadcaster appointment is strictly a World Sailing decision.

The Host will be expected to secure a partnership with a domestic broadcaster in their territory which will deliver nationwide coverage of the event and, to support this, will be assigned the domestic broadcast rights for the host nation of the World Sailing Championships.

World Sailing retains the right to exploit online broadcasting and media platforms including social media, mobile technology and applications. World Sailing will host the event website and will retain after the event access to any social media channels created to support the World Sailing Championships. The Host and World Sailing will jointly manage the website and any other digital platforms.

The Host will, subject to World Sailing approval, appoint an official photography agency to comprehensively cover the event and provide copyright-free distribution photographs for use by the media, World Sailing and the Host.

### Marketing and Communications

The Host will deliver a comprehensive, world-class marketing and communications strategy, approved by World Sailing and designed to drive local, national and international engagement with the event.

### Mobilising Local Support

The Host will deliver a local engagement plan approved by World Sailing and designed to mobilise cross-sector support for the event, including but not limited to city/regional government, business, education, tourism and the arts.



## 6. Brand, Sponsorship and Protocol



## Regatta Brand Identity

The presentation of the regatta venue and all collateral (including communications) need to reflect the standard of a world-class sporting event and must follow the approved World Sailing visual brand identity and guidelines of the Last Chance Regatta.

The Last Chance Regatta brand identity and guidelines will be provided by World Sailing and must be implemented in all communications, branding material and documentation.

The Host will work closely with the World Sailing to ensure execution is of the right standard, and that all World Sailing, Last Chance Regatta and (both local and global) partner assets are used correctly and effectively.

In line with the Last Chance Regatta brand identity guidelines and sustainable procurement requirements, the Host will need to present a branding plan for all advertising and communications, and the presentation of the venue, for the approval of World Sailing.

The branding plan should include: digital communications, advertising, wayfinding signage, entrance signage, dressing throughout the venue, local and global partner recognition, stage dressing, podium backdrops, leader boards, event programmes etc.

Additional public-facing engagement collateral should be considered across the venue. For example: a hall of fame, class explanations, athlete bios etc.

## Commercial Rights

The Last Chance Regatta commercial rights are a key element of the overall World Sailing global commercial rights structure. This structure is designed to maximise commercial revenues for the benefit of the sport of Sailing. The assignment of rights between the Host and World Sailing is constructed to allow the Host to optimise local revenues, and for World Sailing to optimise global partnership revenues.

The Host will have the opportunity to secure new sponsors for the Last Chance Regatta. Such sponsors and available rights will be presented to World Sailing for approval.

World Sailing have a range of global partners. These partners have exclusive category rights across the full asset base of World Sailing, which includes World Sailing events such as the Last Chance Regatta. The specific rights vary between partner tiers, with level of branding rights granted accordingly. World Sailing will provide details of the specific rights that need to be made available to the partners as these may vary from time to time.

New regatta partners / sponsors, contracted by the Host, must not operate within the World Sailing defined excluded categories outlined on the following pages. The Host shall receive prior written approval from World Sailing of the sponsor packages offered to the market and before any contract with a sponsor/partner is signed.

The table on the following page summarises the commercial rights and obligations of World Sailing and the Host.

In addition, the Host will have the right to grant aid or other support from national/regional/local government and other public institutions.



## Division of Commercial Rights and Obligations

| Rights Category                                    | World Sailing rights and obligations   | Host rights and obligations   |
|--|--|---|
| Sponsorship Rights                                 | The rights set out in the hosting agreement  | The rights set out in the hosting agreement.  |
| Advertising Rights                                 | Shared, subject always to World Sailing Sponsors having the relevant Sponsorship Rights set out in the table below   | Shared, subject always to World Sailing Sponsors having the relevant Sponsorship Rights set out in the table below. |
| Hospitality Rights                                 | Shared between World Sailing and the Host  | Shared between World Sailing and the Host   |
| Spectator Food & Beverage Rights                   | No rights  | Exclusive rights  |
| Championship Merchandising Rights                  | Shared between World Sailing and the Host  | Shared between World Sailing and the Host   |
| General Merchandising Rights                       | No rights  | Exclusive rights  |
| Publishing Rights                                  | Shared between World Sailing and the Host  | Shared between World Sailing and the Host   |
| Broadcast and Media Rights (within the Territory)  | Shared between World Sailing and the Host  | Shared between World Sailing and the Host   |
| Broadcast and Media Rights (outside the Territory) | Exclusive rights   | No rights   |
| Social Media Rights                                | Shared between World Sailing and the Host  | Shared between World Sailing and the Host   |
| Website Rights                                     | The exclusive right to create and host the event website. In relation to the ongoing management of the sailing competition website, shared rights between World Sailing and the Host, including the right to link regatta website to World Sailing website and have World Sailing Partners recognised on regatta website | In relation to the ongoing management of the regatta website, shared rights between World Sailing and the Host.     |
| Data Rights  | Exclusive rights   | No rights   |

| Rights Category         | World Sailing rights and obligations   | Host rights and obligations |
|-------------------------|--|-----------------------------|
| Ticketing Rights        | No rights  | Exclusive rights            |
| Betting & Gaming Rights | Exclusive rights, including the right to grant to any third party any Betting & Gaming Rights                    | No rights                   |
| Video Games Rights      | Exclusive rights, including the right to grant to any third party any Video Games Rights Betting & Gaming Rights | No rights                   |
| Other rights            | Exclusive rights   | No rights                   |

## Impact Study

The Host will provide a suitable event impact report covering Economic, Social, Environmental and media. The objective should be to establish the success of the event from an economic perspective for all stakeholders – both directly involved and those seeking to host similar events in the future. Existing studies can be provided as reference, and the organisation of record for World Sailing for these studies, SportCal, will be available to answer questions on the subject in advance. The study needs to be conducted in English and to an agreed format and level of integrity comparable to existing studies. The guide budget for these studies is £10,000-15,000. The proposed solution for this deliverable shall be signed off by World Sailing at least six months prior to the qualifier.





# 7. Sustainability, Environmental Impact and Legacy





### Sustainability

Sustainability is a wide-ranging theme, central to World Sailing. In order to realise the full potential, sustainability needs to be a pillar of the ethos and organisational structure of all bodies responsible for the delivery of the regatta.

Capturing the full sense of the benefits of hosting the regatta is difficult. It is not an exact science and there are many tangible and intangible elements that contribute to the legacy of the regatta.

World Sailing's 'Sustainability Agenda 2030' outlines its sustainability related targets. Delivering sustainability through regattas is a key component of the strategy and requires a number of actions from organisers.

Key targets for the World Sailing Championships are:

- A strategy for achieving gender equality of race officials.
- The carbon footprint for scope 1, 2 & 3\* emissions. Reduction strategies need to be linked to the targets of World Sailing's Sustainability Agenda 2030.
- Carbon emissions will be offset.
- Provision of and infrastructure for low carbon support fleet including race management and team support vessels.
- No single use plastic at the regatta.
- Transport and Travel impact reduction plan for the regatta.
- Biodiversity plan for regatta.
- Achieve Sailors for the Sea Clean Regattas: Platinum level.
- Engage with the local community through outreach activities.
- Provide opportunities for people from all social groups to try sailing at the regatta.

Scope 1 emissions –  
direct emissions from sources owned or controlled by a company.

Scope 2 emissions –  
indirect emissions from purchased electricity, steam, heat, and cooling.

Scope 3 emissions –  
all other emissions associated with a company's activities.



### Water Quality

The Host should carry out a risk assessment to ensure that the quality of the water is suitable for sailing. No sailing should take place without reviewing results from water quality tests.

Data from the three years preceding the Qualifier will be taken in account and water quality samples should be taken from three different locations on the Field of Play.

Where there are water quality concerns, World Sailing may require weekly testing in the month preceding the regattas and daily testing in the week preceding the regatta and during the regatta.

Potential open water sailing venues need to be tested for E. Coli and Enterococci. It is essential that all sailing regattas taking place on open water meet the minimum standards set by World Sailing.

| World Sailing Standards          | E. Coli | Enterococci |
|----------------------------------|---------|-------------|
| Primary contact<br>(NMP/100ml)   | 800     | 200         |
| Secondary contact<br>(NMP/100ml) | 2000    | 500         |

### Operational Requirements

In order to deliver sustainability and legacy requirements in line with World Sailing's sustainability 2030 Agenda, the following shall be implemented by the host:

### Sustainability Strategy

Develop and publish a sustainability strategy indicating how sustainability will be delivered across the regatta to be approved by World Sailing.

### Governance

Develop appropriate governance arrangements for sustainability matters, that in particular:

- Define and oversee implementation of program-wide sustainability policies, strategies and plans.
- Resolve any potential breaches of policies, strategies and plans.
- Define an appropriate audit and assurance program to monitor compliance with sustainability policies, strategies and plans; and coordinate communications and responses to issues.



### Sustainability Management System

Establish a sustainability management system that covers the key activities of the organisation that are material to delivering a sustainable regatta and ensure that this system is independently confirmed as being in accordance with the requirements of the standard ISO 20121.

The sustainability management system shall include the following activities:

- Procurement: Ensure that sustainability considerations and requirements are integrated into each stage of the procurement process for all supply, sponsorship and licensing deals, with mechanisms in place to ensure the requirements are effectively met. This includes any tendering process that will be executed by all delivery partners.
- Sustainability legislation inventory (an inventory of all sustainability-related/ environmental laws in force in the host country aligned with the relevant sustainability/ environmental candidature commitments and construction timelines); and
- Carbon management: In coordination with the Host City, develop a carbon management strategy to measure, manage and mitigate greenhouse gas emissions associated with the regatta in line with World Sailing's sustainability Agenda 2030.
- Waste inventory: Carry out a detailed waste scoping exercise covering all regatta operational activities; and interfaces with municipal waste management services. The resulting waste inventory shall define the disposal method, the final destination and who is responsible.

### Sustainability Reports

In coordination with World Sailing, prepare and publicly report on progress towards delivering the sustainability strategy and plans by means of a sustainability report prior to the event and one post-event sustainability report.

### Participation / Learn-to-sail Event

World Sailing would like the Host to develop a plan to provide the opportunity for young people to try out sailing, perhaps from an adjacent beach if available, to engage the next generation of sailors.





## 8. Appendices

### Appendix 1

As part of the bid, please ensure the following issues and questions are addressed:

#### Emerging Nations Programme

The Host shall run a World Sailing Emerging Nations Programme (ENP) training camp and support the ENP during the Last Chance Regatta.

The aims of the ENP are:

- To ensure the maximum number of MNAs are able to compete in the Qualifier, including nations which may not have competed at the regatta before.
- To enable athletes from emerging nations to receive training and coaching courses at the competition venue prior to the Last Chance Regatta, in a minimum of one training camp.
- To provide charter equipment during the Last Chance Regatta for as many competitors as possible

The Emerging Nations program will select athletes based on their results at the Fortaleza 2027 World Sailing Championships.

For the Emerging Nations Training Camps, the organising committee will provide through Value in Kind and free of charge:

- One Coach for each class (iQFOiL and ILCA), totalling 2 coaches as agreed with World Sailing.
- Adequate safety cover (through powered coach vessels) for all times when practical sessions take place afloat; as well as for the specified coaches during the Last Chance Regatta; a minimum of 2 RIBs.

- Training equipment including marks, for on the water training, minimum 6 marks.
- Access to a gymnasium or other type of physical training facility.
- Classroom space for theory, briefing, and de-briefing sessions.

The Organising Committee shall also provide the following:

- Local accommodation – the Host shall find local accommodation partners to host the group for the training and accommodation. The accommodation should be within a reasonable distance to the venue and offer an affordable accommodation solution.
- Charter equipment – the Host will provide ILCA 6 and ILCA 7 charter boats for use during the training camps and the Last Chance Regatta.

World Sailing will provide:

- One additional coach
- Qualifier entry fees for ENP athletes not yet qualified.

Key Considerations:

- Opportunities for Sponsorship, particularly from travel or accommodation partners
- External funding opportunities – funding from Government or Non-Government Organisations eg Erasmus+, Olympic Solidarity Technical Courses for Coaches

The recommended Budget for the Training Camps is available on request.

## Appendix 2

### Bid Document Guidelines

Information to be submitted by the expression of interest deadline.

As part of the bid, please ensure the following issues and questions are addressed:

- **Motivation**

Principal motivation for hosting a the Last Chance Regatta

- **The impact and legacy** for your city/region of hosting the Last Chance Regatta.

- **General Information**

Provide a brief description of the existing regatta that would include the Last Chance Regatta or why a new regatta should be formed for this Last Chance Regatta.

- **Proposes Dates of The Last Chance Regatta:**

State your proposed dates to host the Last Chance Regatta and specify your reasons.

- **Meteorology:**

Please give detailed statistical information for the time of year and hours of racing including:

- Average wind speed
- Wind direction
- Current speed
- Current direction
- Air temperature
- Water temperature
- Average number of days with precipitation

- **Host**

- Please give details (including addresses etc) of the proposed Organising Committee including a list of names of each member.
- Details of Member National Authority (MNA).
- Detail permanent staff of bidding organization (if relevant).
- Proposed structure of staff and key persons within the Organising Committee and their anticipated start date.
- Please indicate if you intend to outsource any specific areas (e.g. marketing/ sponsorship/ media) and if you have any details of the proposed partner organization(s).



### • **Concept**

Briefly describe your vision of the Last Chance Regatta in your city/region.

Detail the following aspects:

- Motivation behind the choice of location of key infrastructures
- Provide a map of your city/region on which your project is superimposed thus giving a complete visual overview of your project. This map should include the location of all major infrastructures (venue, main hotel area, main transport infrastructure – airport(s), motorways, train station, etc.)

### • **Media and Communications**

Please indicate how you intend to leverage the Last Chance Regatta to maximise exposure of the regatta nationally and internationally across print, online, radio and television.

Outline any media initiatives to help increase attendance and coverage of the regatta.

Indicate any governmental authority laws related to the flying of drones.

### **Political Support - Government**

The status of support of the national, regional, local government and city authorities for your bid and for the organization of the Last Chance Regatta in your city/region.

Please confirm that the government guarantees free access to and free movement around the host country for all accredited persons on the basis of a passport (or equivalent document).

### • **Commitments**

- The Hosts signed commitment to meet the:
- Terms of the agreement,
- LA28 Olympic Qualification System,
- Event Requirements, and
- World Sailing Constitution, Regulations and Policies

### • **Finance**

Note: World Sailing is trying to stop the ever increasing “benchmark inflation” that arises from comparisons of services provided at past World Sailing regattas or other major events.

Service levels should be of a reasonable standard and be adapted to each regatta’s real needs.

It is very important that the Host minimises the costs and maximises the use of competition and non-competition venues and guarantee an efficient usage in terms of time, space and services, while taking into consideration the needs of the sailors.

The Last Chance Regatta Host will be expected to pay World Sailing the Fees upon execution of the Hosting Agreement.

World Sailing will contract an approved technology provider for Digital Race Office (Entry, Registration, Results, Official Notice Board, and Race Officials services) and Digital Officiating Services (tracking, umpiring, race management and race animations) using the Fees.

- **Candidature Budget**

Should you be accepted as a Candidate to host the Last Chance Regatta, describe how and by whom your candidature will be financed? What is your budget (in Euros) for staging the Qualifier?

- **Budget definitions:**

Organising Committee budget: this is the operations budget for the organisation of the Qualifier. Infrastructure development costs for competition venues, marinas, sailing clubs or other major infrastructure projects shall not be included in this budget.

Non-Organising Committee budget: for financing the construction of the main and sailing infrastructure required for the Qualifier which will be a long-term legacy. The financing of such investments should be undertaken by the public authorities or the private sector.

How will your budget be structured (private vs. public financing vs. other financing)?

- **Government Contributions:**

What financial commitments have you obtained from your national, regional or local government and city authorities?

Please note that in the candidature phase it will be essential for you to obtain, the following commitments from your public authorities or private owners as they are vital to the successful staging of the Last Chance Regatta:

- A commitment to provide security, medical, customs and other government related services at no cost to the Host;
- A commitment to make available all venues (marinas, harbours, boat parks etc) owned privately or by the public authorities to the Host at no cost or at a rental cost to be detailed in the budget;

Is there a provision of coverage of a potential economic shortfall of the Host?

Detail any commitments to undertake and finance the necessary infrastructure developments, if needed.

Please indicate source, estimated amount and background information on how these estimates were reached.

What other revenue do you expect to be able to generate?

What are the expectations of the financing body/bodies in respect to rights and hospitality at the Qualifier?

### • Venues

Please detail the following:

#### - Existing Competition Venue:

Indicate the existing competition venue, which you expect will be used for the Qualifier.

- Please give a detailed description of the competition venue including maps and pictures.

#### - Planned Competition Venue:

Indicate all competition venue developments that are planned, irrespective of your bid applications, which will be used for the Qualifier.

#### - On The Water (Field of Play)

Describe the sailing areas and indicate the position of the racing areas and surroundings, cliffs, mountains, current, reefs and sand bars.

- Submit a nautical chart of the area with the launching areas and race areas identified.

### • Transport Infrastructure

Which is the main international airport you intend to use for the Qualifier?

For the airport(s) you intend to use, please indicate distance to the venue and existing and planned public transport links to the venue.

What current transport challenges does the venue face and how do you intend to overcome these at the time of the Qualifier?

### • Equipment Transport

Which are the main port(s) you intend to use for receiving and shipping containers? Indicate all distances (in km) and 2025 journey times (in minutes) by the most appropriate route. If a rail connection is available, add in parentheses (rail) for the appropriate connection.

Indicate shipping lines, routes and destinations that service the ports, including distance and journey times (in days) for a container to arrive from the major ports in the World.

Last Chance Regatta Hosts should detail the shipping connections to the Port of Los Angeles and the journey times (in days) from the nearest main port(s).

### • Experience

What experience have you had in hosting international sailing events or other international sports events?

Please list a maximum of ten major events over the last ten years, indicating dates.

### • Emerging Nations Program

Please indicate the resources you will have available for running the World Sailing Emerging Nation Program and highlight any other initiatives.

### • Water Quality

Please indicate and substantiate with an official report the cleanliness / pollution levels of the sea/lake water in the proposed sailing areas.



- **Sustainability**

In coordination with delivery partners, establish specific sustainability implementation plans that address all matters that are material to such entities' particular roles and responsibilities and include resource needs, issues and risks, and a clear program of actions.

- **Spectator Experience**

Describe your vision for the spectator experience you wish to create at the Last Chance Regatta, including how you will create a festival atmosphere throughout the event and building up to the medal races and prize giving.

Please give a detailed description of spectator experience facilities and initiatives, that include medal race viewing areas, big screen viewing experience, spectator engagement opportunities, onshore activities, learn to sail / learn about sailing activities etc.

Whether your venue has an existing walk-up audience or not, please indicate how you will drive footfall to the competition area.

- **Commercial Opportunities and Commitments**

Please indicate if you have any pre-existing commercial relationships where parties are interested in being involved in the Last Chance Regatta or where parties are within World Sailing's sponsorship excluded categories list .

Indicate experience / expertise in obtaining commercial partnerships for events.

Indicate whether you are intending to engage a sponsorship agency or if you have one already.

- **Hospitality Initiatives**

What facilities and expertise are available to enable the delivery of hospitality programs.

- **Other Initiatives**

Please indicate any other initiatives that you will introduce to ensure the success of the Last Chance Regatta.





# Contact

All expressions of interest shall be received by the World Sailing Executive Office by 14.00 (UTC) on 19 January 2026.

All final bids shall be received by the World Sailing Executive Office by 14.00 (UTC) on 30 March 2026.

World Sailing will confirm receipt of all documentation. All bids received will be treated as confidential.

After indicating an intention to place a bid to host the Qualifier, the Host will be required to enter into a non-disclosure agreement with World Sailing. Once this is completed World Sailing will be able to provide further details of the financial and contractual requirements. This will assist in preparing the formal bid. The agreement will also bind World Sailing to non-disclosure of the bidding Host's details and proposals.

For further information about these bid guidelines and to submit a bid please email: [bid@sailing.org](mailto:bid@sailing.org)



World Sailing

[www.sailing.org](http://www.sailing.org)

sport / nature / technology