



29er EQUIPMENT PROPOSAL PROCESS

As the representative of 29er sailors globally and the organization charged with protecting the one design integrity of 29er equipment, the International 29er Class Association is responsible for overseeing, coordinating and supervising the evaluation and consideration of proposals to change 29er equipment. Proposals will be evaluated by a clear standard: is the proposed change necessary and in the best interests of our sailors?

Below is a general overview of the Class's 3-step process for evaluating equipment proposals. Additional details will be developed for each proposal to meet the needs unique to each situation. Consultation with the copyright holder and World Sailing will be required at each step in the process.

Step One: Evaluate the rationale and need for the proposed change

The Class will consider whether the proposed change is necessary and the rationale for the change. The proposer is responsible for articulating the change, the rationale for the change, and the benefit to the sailors.

The Class will evaluate the benefits and rationale as well as the overall implications for the sailors, including preliminary cost estimates, changes in equipment performance, suitability for a youth class, and any other factors it deems necessary.

If the Class concludes that the proposed change is necessary and in the best interests of the sailors, the Class and the proposer will move on to Step 2 of this process. If the Class concludes the proposed change is not necessary or is not in the sailors' best interest, the process is concluded, and the Class will not support further inquiry into the proposal.

Step Two: Equipment Testing

Approval to begin the testing phase is not approval or acceptance of the equipment but, rather, agreement by the Class that proposal meets the criteria of Step One and testing the equipment is warranted.

Equipment testing will be coordinated with and supervised by the Class. The proposer is responsible for all costs and expenses of testing and must agree to implement a testing regime approved by the Class. Testing requirements will be tailored to the unique needs of each proposal, with the following required for all proposals:

- Testing must be robust, thorough and professionally managed.
- Testing must be conducted independently and with transparency.
- Testing results must be documented and shared with the class and all relevant parties.
- Testing results must be verifiable.
- Testing must be conducted globally, and the proposed equipment subjected to the range of wind, sea state and weather conditions where 29ers are actively sailed.
- Test results must be evaluated by professional, scientific methods.
- Testing must consider
 - Whether the proposed equipment fulfills the need and rationale supporting the change.
 - Durability and reliability of the proposed equipment.
 - The implications of the proposed change on the 29er as a whole, specifically inquiring whether the proposed change will require changes to other equipment.
 - Whether the proposed change will alter the desired weight range for sailors or change the performance of the boat in any way.
 - Any other inquiries the Class deems relevant.

At the conclusion of Step 2, the Class will evaluate whether the proposed equipment is viable and reliable. If so, the Class and the proposer will move on to Step Three. If not, the Class will not support additional inquiry into the proposal.

Step 3: Feasibility

Approval to begin the feasibility phase is not approval or acceptance of the equipment but, rather, agreement by the Class that the proposal has successfully cleared Step Two and studying the feasibility of producing the equipment is warranted.

During this phase, the proposer will provide a business plan for the production and roll out of the proposed equipment. Requirements will be tailored to the unique needs of each proposal. Relevant factors will include

- The cost of the new equipment. The Class reserves the right to set parameters for acceptable cost increases.
- The financial viability of the production plan, including details about the financial status of proposed manufacturers (including manufactures of component parts) and their ability to produce the equipment at the required scale in a reasonable time frame.
- Global access to the new equipment in a reasonable time frame.
- The economic impact of the plan for the class and its sailors.
- A plan for introducing the new equipment for racing purposes and for retiring old equipment.
- Sustainability. A plan for alternate use and/or appropriate, environmentally responsible disposal of equipment made obsolete by the change.

At the conclusion of Step 3, the Class will evaluate the feasibility of implementing the proposed change. If the Class concludes the change is feasible, it will work with the proposer and manufacturers to design a mutually acceptable implementation plan. The proposed change and implementation plan will be put to a vote at the annual Class World Council meeting with the support of the Class. If the Class concludes the change is not feasible, it will not support the proposed changes.