



Sustainability report

Mapping of the organizations activities in 2023



Swedish Sailing
Federation



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Cover image: Optimist dinghy made of recycled plastic from the project "Optimist for the ocean" which was carried out by SSF 2018-2020 to raise awareness of marine littering and environmental sustainability. The image has been edited.
Photo: Daniel Stenholm at SS Delfinen 2022

Also photos pages 3, 6-7, 13, 16-17, 18, 25 and 27 taken by Daniel Stenholm.



Preface

Promoting sustainability within the Swedish Sailing Federation is a challenge and an opportunity for our organization. Thanks to this mapping and by transforming ideas into action plans and concrete efforts, we can not only reduce our environmental impact but also strengthen our social and economic sustainability.

We face challenges in increasing participation and equality, reducing the climate footprint of travel, and promoting accessibility for all. But we also see opportunities in acting as role models, investing in provided boats and multi-functional facilities, and communicating effectively about sustainability.

Through cooperation, clear goals and continuous anchoring throughout the organization, we can make sustainability a central part of our business and create a more sustainable future for Swedish sailing.

Marie Björling Duell
Director of the Swedish Sailing Federation

Non-profit sports are a strong positive force for social sustainability, but we don't always think about how the environment is affected by our activities.

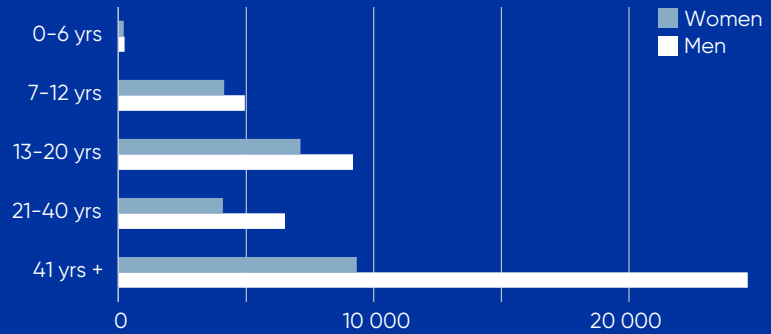


Swedish Sailing
Federation





About 100 000 members of which 35% are women



Sailing Sweden 2023

Here are all clubs:



16
Districts

65
Class associations

319
Clubs

418
Regattas



37

sailing clubs have sports activities for old people

- Number of clubs that received support for activities for people 65+



12%

of the clubs regularly have parasailing in their activities

- According to club survey 2022 in connection with facilities projects

200 000 Swedes

do sailing as a sport or exercise every year (SCB/RF 2021)

Our stakeholders:

Together we are the Swedish Sailing Federation, and around us several members & collaboration organizations. Everyone is a stakeholder in our sustainability journey.



Our vision:

Sailing accessible to all

Our core values:

Joy and community

Are strong driving forces for playing sports. We want to conduct and develop all activities so that we can have fun, feel good and develop throughout our lives.

Democracy and participation

All members' votes have equal value and everyone who participates can be involved in deciding and taking responsibility for their activities. Democracy and participation must be exercised equally and regardless of background.

Everyone's right to participate

Anyone who wants to be able to participate based on their conditions, regardless of gender, gender identity and expression, ethnic and social background, religion/belief, functional ability, sexual orientation or age may participate in association-run sports activities.

Fair play

A prerequisite for competitors on equal terms. This means following agreements and living according to good ethics and morals, to actively work against doping, match-fixing, unhealthy finances and other cheating as well as against discrimination, harassment, violations and violence both in and outside the sports arena.

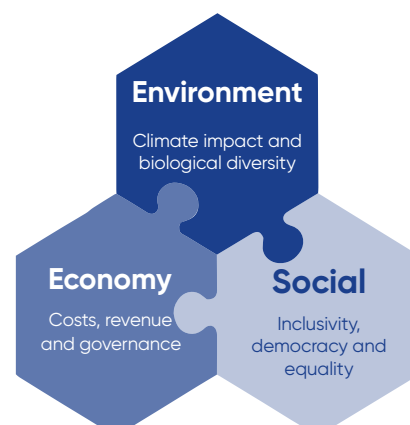
Taking responsibility

All practitioners and leaders need to take responsibility. Children and young people learn early on to understand and take responsibility for nature, our waters and the necessary respect for weather and wind. Acting safely and feeling safe out with others on the water is important. Acquiring knowledge and developing one's own leadership is part of this responsibility.

What does sustainability mean for the Swedish Sailing Federation?

Both environmental and social and economic aspects of sustainability, which together aim to ensure that future generations have the same opportunities to participate and experience sailing, sports and the water as we have today.

As part of sport and society, the Swedish Sailing Federation's operations can also take responsibility for contributing as much as we can to sustainability in a larger context.



Environmental analysis

As a specialist sports association (SF) with Olympic sports in Sweden, we are members of both the RF and SOK, as well as World Sailing. We are indirectly affected by these organizations' guidelines and sustainability work. SSF, in turn, has many member organizations with their own governing documents and orientations.

Among organizations at different levels, it is sometimes unclear where responsibility lies and which issues are controlled by whom. Many have developed their own sustainability strategies or used the term in their governing documents, but these are often vague expressions such as: "must work for everyone's opportunities to participate on equal terms" or "must minimize emissions in connection with travel and transport". In practice, it is often difficult to say who will take responsibility for the change – such as on the issue of reduced air travel where it is difficult for the SWE Sailing Team to do anything other than fly to Tokyo with all the equipment to participate in the 2021 Olympics.

The uncertainty of who bears the responsibility for concrete measures and the reluctance of each body to sacrifice its own opportunity, for increased sustainability for the whole, is a recurring dilemma – not only for sailing, but for many other activities and industries. Dare to be concrete and link strategies to action plans and measures is important for the ambition to have an effect. It is also important that each sub-organization and body takes responsibility for the sustainability of its own decisions.

An increased awareness of sustainability means that we see a changing world around us and a need to keep up with developments. At the same time, there are more megatrends identified by RF that will be important to have with us on the development journey:

Trends

(source: RF's "Environmental analysis Sweden towards 2035")

- Environmental & climate changes require adjustment
- A society with social gaps in health and physical activity
- Commercialization puts pressure on non profit sports
- An uncertain and insecure world
- New economic challenges
- A changing game with artificial intelligence.



Photo: Henrik Trygg



Intermediate goals relevant to the Swedish Sailing Federation

Agenda 2030

The Swedish Sailing Federation's activities can be linked to the objectives in the Global Goals in Agenda 2030 to connect our activities with a larger context, where we contribute with what we can influence to help reach the goals set at an international level.

Almost half of the 17 sub-goals in Agenda 2030 are relevant to our operations, and therefore we have taken a closer look specifically at those that concern us, and mapped out how we can work in connection with these. These are illustrated in the figure above. Each sub-goal also has sub-categories that define more aspects and details.

The sailing association's activities already contribute positive values today, above all as a meaningful activity and a source of joy and health for many people. There, we contribute

to social sustainability on many levels. It is important to continue with the positive efforts that are already being made, but at the same time work to make sailing more equal and inclusive.

It is also important to address environmental issues linked to sustainable consumption, reduced pollution in the oceans, and to contribute to reduced climate change, where we do not have as much knowledge. Within environmental issues, sailing is in some areas well on its way to raising awareness and changing working methods, but there is great potential in spreading knowledge and methods throughout the movement and to all events.

In summary, it can be said that environmental issues, as well as equality and inclusion are the most important goals where the Swedish Sailing Federation has a responsibility and opportunity to contribute.

Towards electric boat motors

Today, electric motors for boats are a highly topical topic in sailing and also in the boat industry, where the development of new solutions takes place at a rapid pace. For the sport of sailing, motor boats are an important factor, even if the sport itself is not carried out with a motor, motors are needed for safety boats, coaches and organizer boats. As a sport, we need to take into account the environmental impact that arises from this. Awareness of environmental problems from combustion engines both on land and in the water has increased greatly in recent years and new requirements for cleaner driving have begun to appear for boating as well.

The environmental problems with old internal combustion engines consist partly of carbon dioxide emissions from fossil fuels, but above all it is pollution in the water through fuel emissions and chemicals from maintenance that damage the marine environment.

Today's trends point towards a transition to electric motorboats on a broad front, but that this will take time because switching to new boats is slow (approx. 2% of all boats are replaced per year) compared to cars where it goes faster, and in addition both development of boat engines and charging infrastructure a bit

behind the corresponding market on land. The sport of sailing should prepare itself to switch to electricity in the long term, and to support clubs and practitioners in the process. At the same time, we can also see that things will go at different speeds in different places. There will probably be a long transition phase when both forms of propulsion occur. It will require new solutions where, for example, participants at an event can borrow an electric boat if they do not have their own. Hopefully, the price of electric boats will also drop so that it becomes realistic for a non-profit association to buy or rent if necessary, while we can work with new forms of sharing or boat pools that can simplify both handling and costs.



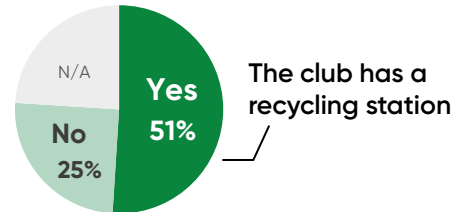
Photo: Anette Önerud

Current status and stakeholders

Survey

We have collected data on the Swedish Sailing Federation's sustainability impact with a broad perspective in order to increase knowledge and be able to follow our development over time. Here we describe our current situation and insights from surveys and interviews with many different people and groups within sailing Sweden.

Excerpt from survey:



Survey question for sailing clubs (2022) shows that just over half have an environmental station for waste at the club's facility.

Environmental sustainability

The sea and nature are our sports ground. We protect sustainable seas and water because it is a prerequisite for sailing and because we want to be involved and take responsibility for the well-being of the places we use.

Businesses and organizations have different sizes and therefore different impacts through e.g. CO² - emissions. For example, the climate footprint of a small group may weigh less than the footprint of a larger group, while the small group has a larger footprint per person. A behavior that concerns many people or larger organizations therefore has more weight in a comparison, but we must also remember that the behavior of individual people can be role models for significantly larger indirect changes. It is therefore important to compare different aspects of sailing.

"Some peoples behavior can become role models for major indirect changes"

Travel to regattas and meetings

Did you know that different ways of transporting a boat or dinghy by car can have a big impact on fuel consumption? The most common is to have an Optimist dinghy on the roof of the car, which increases consumption (and cost) by about 20%, while a dinghy mounted behind the car is barely noticeable because it does not increase air resistance. For those who drive approx. 5000 km per year with a dinghy on the roof, it will be at least SEK 2,000 and 150kg of CO² extra each season.

Has a sustainability policy (or similar)

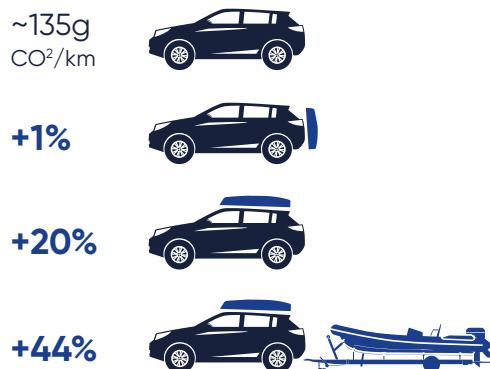
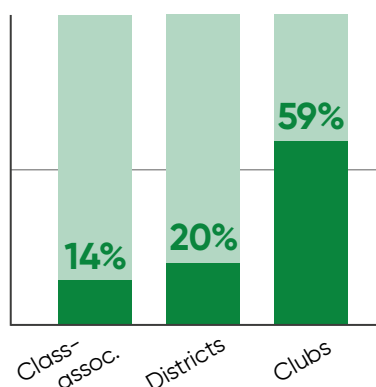
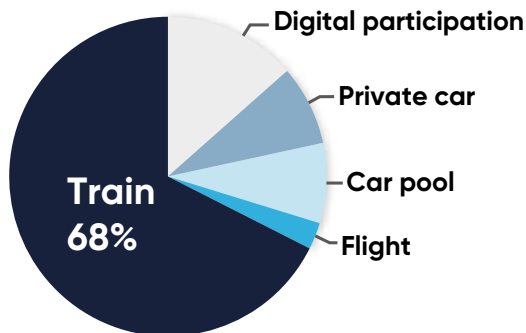


Diagram of difference in fuel consumption when transporting a dinghy and companion boat with the car: Consumption increases significantly when a dinghy is mounted on the roof because air resistance increases.

Participant travel to annual meeting

Participants with at least 100 km journey



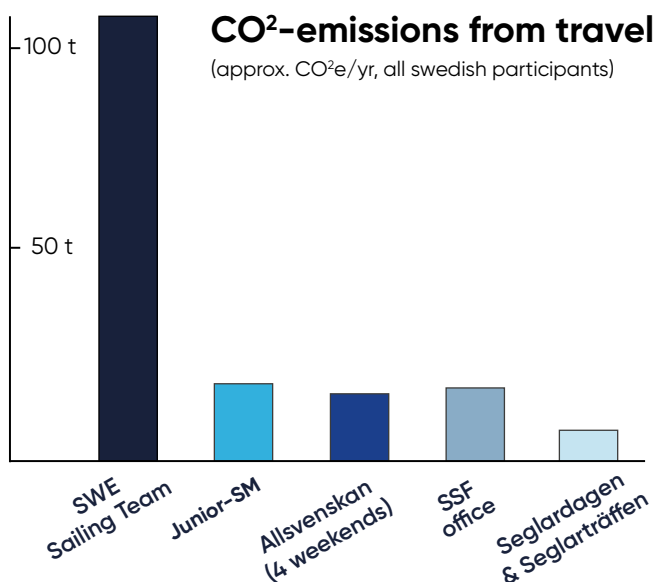
Seglardagen (annual meeting) 2023 in Gothenburg, we asked participants with longer journeys than 100 km which means of transport they chose. More than a third had taken the train.



National team - the SWE Sailing Team, often travels to camps and major competitions around Europe and the world. Then there will be a lot of flights and cars to transport equipment. In total, the national team and the coaches' trips account for more CO² -emissions than any other area of activity within the SSF central organization, but it is difficult to influence without limiting the national team's opportunities to participate in international competitions.

Environmental risks:

- Emissions of fuel or chemicals into the ocean
- Climate impact from flights to regattas
- A lot of traveling by car to club activities
- Wear on sensitive marine environments
- Littering and pollution at the facilities



"Air travel accounts for a large portion of SSF's climate impact, but it is difficult to influence for international competitions"

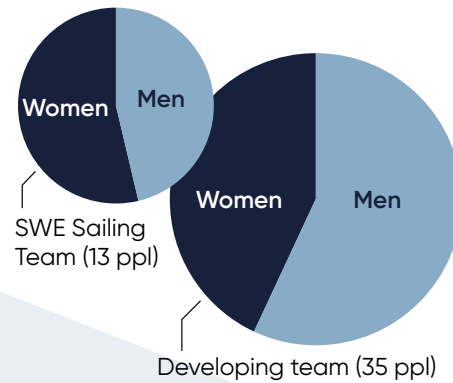
Current status and stakeholders – social sustainability

Equality and influence

That men and women, girls and boys, have the same opportunities to participate and to influence their own activities is a fundamental aspect of social sustainability and can be found as sub-goal no. 5 in Agenda 2030. Within the sports movement, we have guidelines that at least 40% of each gender must be represented in advisory and decision-making bodies – with special emphasis on this being complied with higher up in the organizations. Sport also has the ambition to strive for equality in all aspects of participation, leadership and arrangements. But we see that some areas do not live up to gender equality, and this also applies to sailing. Especially in competitions, events and in boards at club and class association level, we see that women are underrepresented, but at the same time we see positive trends and good representation in several other activities.

National Team

Female/male athletes in each group (2023)



The national team sailors today have an equal distribution of men and women in both the SWE Sailing Team and the new Development National Team. This is largely thanks to conscious decisions and work done over time.

Decision-making and advisory bodies

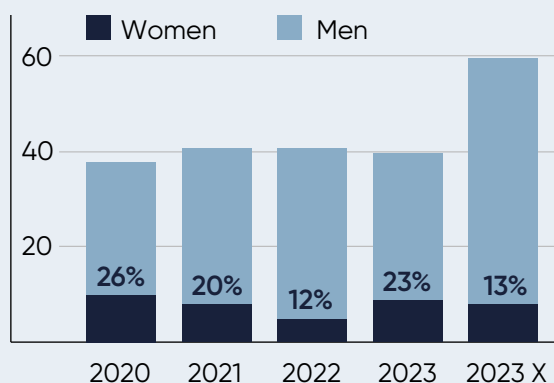
Boards in districts and class unions are today strongly dominated by men (2/3 of class unions have only men on the board). Even the position of chairman is often held by a man, which can be seen in the fact that the proportion of women at the Sailing Day (the annual general meeting) is also low compared to the fact that about 35% of all members of the entire sailing association are women. The fact that the union's most important decision-making forum is not equal leads to less anchored decisions.

Risks/development needs social sustainability

- Small proportion of female representatives at the annual general meeting
- Few women among surveyors and judges
- Club environments are usually not accessible to people with disabilities
- High cost of gear and participation excludes expose groups

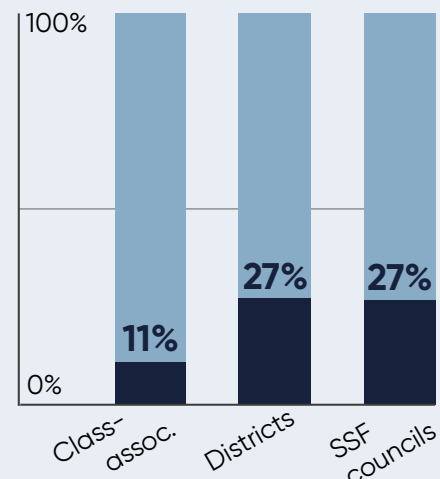
Delegates for the annual meeting

Total amount and percentage of women



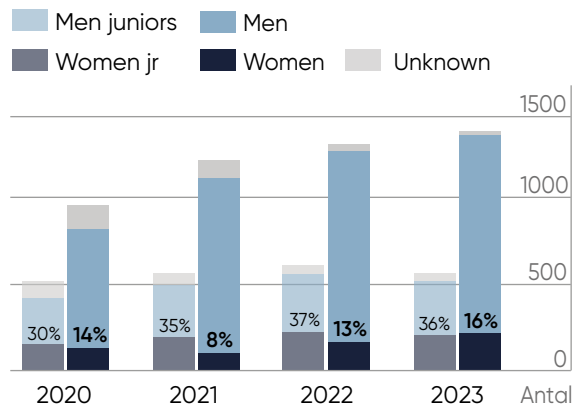
Share of female board members

Among all kinds of boards



Licenses juniors & elites

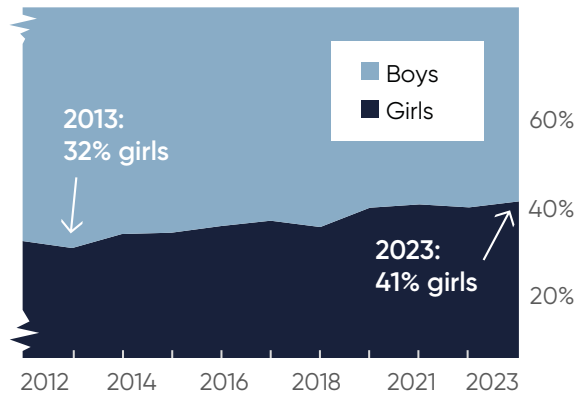
Share of men/women (junior up to 20 years)



Competition licenses in Sailarena event platform: a relatively new service that is still increasing among seniors. The proportion of women is higher among juniors, but is increasing on the senior side also.

Participants Swedish junior champs

Share of girls/boys (2012-2023)



Equality among the participants at JSM (up to 16 years): increasing proportion of girls in the last 10 years. But it must also be seen against the background that the total number of participants has decreased at the same time. (No JSM was conducted in 2020)

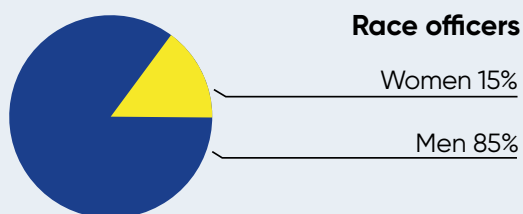
Competing and organizing

Who competes and who organizes the competitions are partly connected. An interest in racing can lead to you becoming an official, and when there is a large proportion of men among the officials, it can lead to competitions being designed more according to the interests and needs of men. A clear example of this is the lack of the possibility to go to proper toilets in connection with competition, something

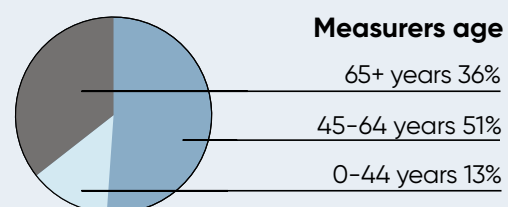
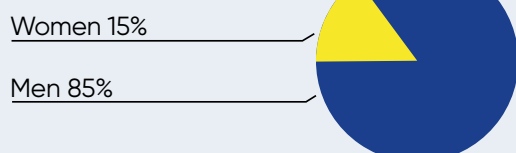
that many girls/women request. Therefore, it is important to observe equality among competitors and officials of different ages.

In sailing, there is good equality among young people and juniors, and we also see many female leaders for the younger ones. But for the older sailors and those who continue as officials, more work and insight is needed about why the women quit while the men continue.

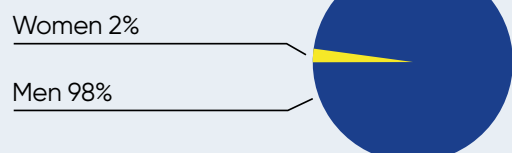
Officials (licensed)



Umpires (licensed)



Measurers (rating certificates)







Current situation and stakeholders - financial sustainability and governance

Economy and thresholds

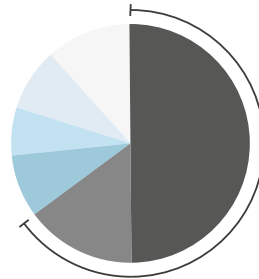
The water has no entry fee, and many boats and gear are easy to get hold of. It is easy for young people to try out at a sailing school or club activity, and you can often rent or borrow gear both as a child and as an adult when you become a member.

"There is an image that sailing is expensive and exclusive, but it doesn't have to cost more than any other club sport."

Sailing is cheap but racing is expensive

For several years, the Swedish Sailing Federation has invested in helping clubs to buy club boats in order to give more people the opportunity to borrow or rent equipment on site, but also to lower the threshold from the youth's optimist dinghy to start sailing larger boats that are available in the club. There is an image that sailing is expensive and exclusive, but it doesn't have to cost more than any other club sport. Membership is rarely expensive, and for those who want to buy their first boat of their own, there is a large market with used equipment where those who can think of doing a little fixing themselves can find cheap sailboats of all sizes.

Competing, on the other hand, can cost significantly more, with high registration fees and the need for your own boat and car with a trailer to get there. If you have big ambitions, new and better boats can have significantly higher price tags - especially at the international elite level.



65%

of national team athletes say that the economic support is insufficient.

"The economic support I receive from SSF, SOK and my club is enough for all necessary expenses to fulfil my national team duties and trips" (don't agree)

The national team's material and finances

We know that the cost of sailing can be a barrier, especially for beginners or young people from a poorer financial background. This is especially noticeable when young people get older and want to use bigger and faster equipment which is often significantly more expensive. But even the elite active at a high level experience the costs as a major limitation for investing in sailing.

The active are responsible for their boats themselves and receive support for purchase and maintenance, which is quite limited in relation to how much a sailboat can cost at the elite level. It then becomes a matter of economics to even be able to choose the environmentally friendly option or not. Several of the active have a great awareness of sustainability issues and express a frustration that they do not have the opportunity to make sustainable choices because it would be at the

"The support may be 'enough' to carry out the sport sparingly, but nowhere does it say anything about personal finances."

- National team sailor

expense of their opportunity to reach the top. The mapping of the national team's sustainability clearly shows that the economy is their biggest limitation from being able to invest in a sustainable way, while it also limits their opportunities to make environmentally sustainable choices in connection with travel and purchases. Economic and environmental sustainability go hand in hand here.



Photo: Theresa Johansson

Sustainable events and revenue

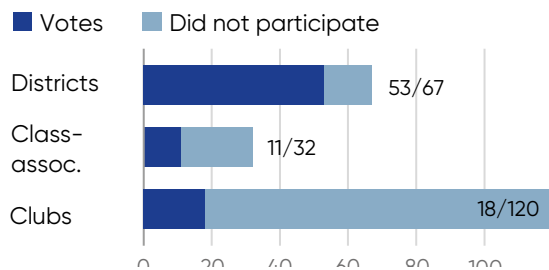
Races organized by clubs are an important part of Swedish Sailing, and an area where several aspects of sustainability can be developed. Both environmentally and socially, there is a job to be done to reduce climate impact and increase gender equality. It is also important that the economy also continues to function, and that there are incentives for clubs to continue organizing. Today, there is rarely any major profit for the club that organizes, and then it becomes even more difficult to justify increased efforts for the environment or the social if there is a risk that the small profit will be even smaller. SSF needs to support clubs in organizing sustainably – both environmentally, socially and financially.

The Swedish Sailing Federation has checklists and recommendations for organizers who want to work with sustainability, and there is financial support to be sought within the sports movement for clubs that want to invest in a particular initiative for sustainability.

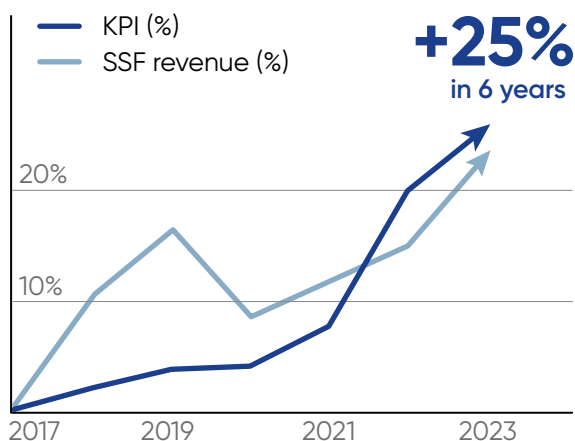
Even events organized by the Swedish Sailing Federation, such as the Seglarträffen and Sailing Masters, need routines to be sustainable

both environmentally, socially and economically. For example by keeping an eye on the participation fee so that it does not become a financial threshold for participating in the democratic conversation, and strengthening the possibilities of traveling by public transport to the place so that it becomes easy to choose environmentally friendly.

Votes and potential votes at the annual meeting 2023



Democratic processes and fair play: Votes/proxies at the annual general meeting in relation to potential votes according to the articles of association. Only 37% of potential votes participated, which increases the risk of decisions that are not fully anchored or "coups" if a certain group suddenly gathers a majority. It should be evaluated who does not participate and why.



Consumer Price Index (KPI) compared to SSF revenue per year (change in percentage) shows that higher revenues have been required to keep up with inflation in recent years. An uncertain environment creates higher demand for stable and safe sources of income to maintain the organizations operations (note that variation in income has been amplified by the pandemic and special investments years before the Olympics, such as the years 2019 and 2023).

Risks in financial sustainability:

- The need to own a boat is a threshold
- High costs for elite sailing exclude and produce worse international results
- An uncertain world can change the opportunities for organizations quickly
- Poorer representation in democratic forums reduces anchoring and impairs trust in decisions and organization
- Poor finances for organizers risk reducing the number of quality regattas



Relevance analysis

Four focus areas:

- Travel and transport
- Equality in organizers and boards
- Facilities and club environment
- Lowered financial thresholds

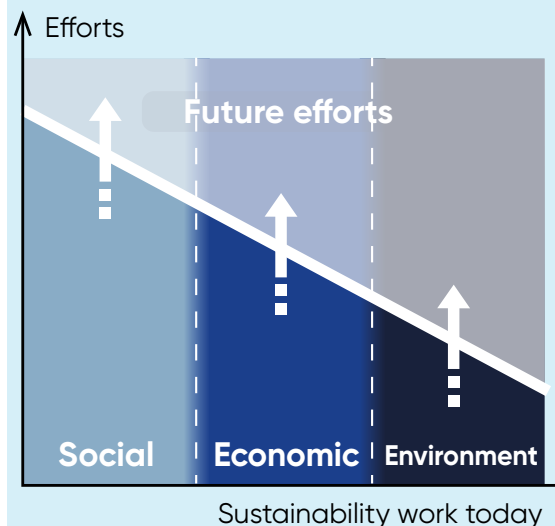
Our most important sustainability challenges

The Swedish Sailing Federation's vision is "Sailing - accessible to all". It is a high ambition that requires efforts and continuous work in several areas. Just because the door is open to anyone, it does not mean that everyone feels welcome, or that everyone has the same opportunity to cross the threshold. We need to work with both physical accessibility through proximity and adapted environments, but also with perceived accessibility through inclusion, changed attitudes and lower costs for participating. Everything is connected and sustainability must permeate our entire business.

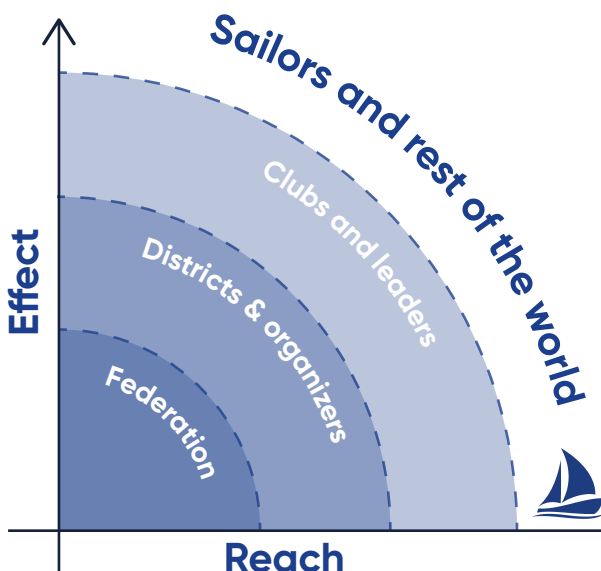
It is important that we can focus on a few clear areas where efforts can be of great importance and stick to these for a longer period of time. Focus areas should be defined within both environment, economy and social sustainability, and then linked to concrete efforts and action plans.

From triangle to rectangle

Balanced efforts for sustainability



Sports are good at creating social sustainability, but we are not as used to bringing in the environmental part. Future efforts for increased sustainability need to balance this by giving more weight to efforts for the environment, while we continue to improve in all areas.



We need to work with a clear focus where efforts are linked together into a whole all the way from club activities to federations. By focusing on a few specific areas, it becomes easier to connect the efforts and feel that we are working towards the same goal. Efforts at the federal level have a direct effect, but are smaller overall compared to the effects that can be achieved with indirect influence on a broader level.

We have chosen four focus areas which are reported on the following pages. They are based on the analyzes of the mapping and are linked to the vision of *Sailing accessible to all*, while also linking to the milestones within *Agenda 2030* where SSF can participate and contribute. The ambition is that operations and goals at different levels should be connected and move in the same direction, so that sustainability becomes an integrated part of everything we do and part of long-term work.

Focus area 1:

Travel and transport

Where we can make a difference:

- Reduce the number of trips for athletes, leaders, employees and elected representatives.
- Reduce the need to transport tools and equipment
- Increase the share of sustainable trips
- Influence World Sailing to create incentives for sustainable travel and transport to international competitions

In environmental sustainability, travel and transport of equipment is the main source of negative impact in the sport of sailing, including the travel of practitioners, leaders and parents as well as the use of powerboats in training and competition.

Despite the difficulty of accurately measuring the extent of these journeys, private cars emerge as the most common mode of transport, with air travel a significant but minor part, where one air trip to Spain can be equivalent to 20 car journeys to a national competition. To reduce this environmental

impact, measures are required within the Swedish Sailing Federation and its members, such as training, guidelines and arrangements that promote sustainable alternatives.

It is also necessary to create sporting incentives to promote acceptance of more environmentally friendly transport choices among both activists and leaders. In order to really influence and reduce the total environmental impact, changes are needed in arrangements, facilities and standards regarding how training and competitions are conducted within the sailing association. Despite sporting ambitions, it is crucial to promote an awareness and willingness to make sustainable choices to ensure a more sustainable future for the sport of sailing.

Stenungsund's SS - photos: Anette Önerud



Focus area 2:

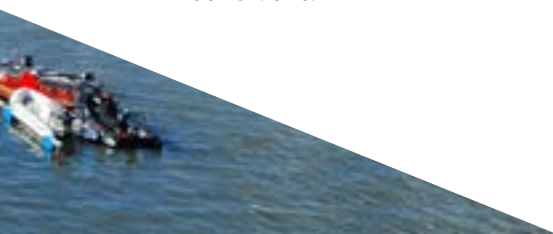
Equality in organizers and boards

Where we can make a difference:

- Boards in confederations, districts and class confederations must consist of at least 40% women or men
- Increase the proportion of women in leading roles at events
- Increase the proportion of women with technical competence (e.g. surveyors)
- Promote female networks

An important prerequisite for sustainable non-profit organizations is that everyone has the opportunity to influence regardless of background. Unfortunately, gender equality is lacking in several districts and class unions. Women are underrepresented in decision-making bodies, which needs to be changed to ensure diversity and consideration of different conditions.

Efforts are needed for more women at competitions and within organisations. Getting involved as an official creates opportunities for older women to continue being involved in sailing even after their sailing career has ended. It is also important to examine why women do not get involved to the same extent as older people, and to address barriers to promoting equality.



Focus area 3:

Facilities and club environment

Where we can make a difference:

- All clubs must have access to a safe and functional facility
- Increase proportion of provided and shared boats for training and competition
- Increase awareness of emissions, biological diversity and environmental impact in the clubs' everyday environments

Many sailing clubs need to renovate and support their facilities, including clubhouses, jetties and harbor areas. Most run their facilities on a voluntary basis, which makes it easier to fix but also requires more skills and resources for maintenance. The need to deal with old emissions and chemicals is becoming more common and can be very costly.

The Swedish Sailing Federation needs strategies to ensure safety and sustainable facilities. This

means, for example, a non-toxic environment, energy and water savings and efficient use of resources.

The club environment affects the possibility of sustainable choices, including equipment sharing and carpooling. Clubs can raise awareness of environmental impact and influence people's lifestyles through relevant information and efforts.

Focus area 4:

Economic thresholds

Where we can make a difference:

- Increase portion of competitions with provided equipment for young people
- Young people should be able to participate without large personal costs
- Sailors in the national team must be able to be professional elite athletes

For young people, it is often difficult to continue sailing due to financial obstacles. Many clubs do offer the loan of boats, but to make sailing more accessible a more standardized system is needed where all participants have the same conditions, especially when it comes to competitions.

In addition, aspirants to the national team also face financial challenges, with most paying large sums out of their own pockets to participate in camps and international competitions. This creates a distorted image of sailing as a sport for those with ample financial resources, undermining its accessibility to all.



"We want to be there for the many, we are open to everyone and we will work hard so that more people can take part in our fantastic sport!"



**Swedish Sailing
Federation**

Future

Continued work and goals

In order to become more sustainable within our focus areas, ideas need to be translated into action plans and concrete efforts. It can be about different things at different organizational levels, such as the office and the board can work with communication, training and acting as role models, while associations and activists can work with changed plans for training and developing the facilities.

Certain types of efforts and sub-moments have a positive effect on several focus areas at the same time. It will be a win-win situation where environmental sustainability simultaneously results in reduced costs and lowered thresholds. There are also areas that are prerequisites for working with sustainability efforts at all, such as democratic processes that contribute to commitment and participation - which are key values for the change to be long-term and not just a one-off effort.

By developing strategies and action plans in 2024, linked to our four focus areas, we can ensure that the business we create also contributes to our goals in sustainability. In order to get there, we need to work with different types of sub-moments and efforts, and use the resources and strengths we have as tools along the way.

We want to continue to follow up our sustainability factors and measure the development we are making within our focus areas and see that we are moving in the right direction. With this mapping, we have a good foundation of knowledge and measuring points to be able to contribute to sustainable development even better going forward.

With purposeful and committed efforts, and sustainability work that permeates our entire business, we can make sailing accessible to everyone!

Components and initiatives that strengthen sustainability work:

- Anchoring through policy
- Set aside resources
- Continue investing in provided boats and multifunction
- Strengthen democratic processes
- National team and chancellery as predecessors
- Create impact through communication

Resources and strengths for sustainability within the Swedish Sailing Federation:

- Many young leaders in sailing
- A fundamentally environmentally friendly activity with the wind as fuel
- Members who care about nature
- Great interest in recreational sailing and outdoor life in society
- Open to all ages and able to accommodate functional variations





Sustainable sailing

This sustainability report from the Swedish Sailing Federation is based on a mapping and environmental analysis that was carried out in 2023 with the help of project funds from the Swedish Sports Confederation (Riksidrottsförbundet). The purpose of the mapping was to gain a better understanding of our current situation and which areas we can develop within the framework of environmental as well as social and economic sustainability. The report also contains an analysis of suitable focus areas for the Swedish Sailing Federation to start from in further work.

Sailing accessible to all is our vision for the Swedish Sailing Federation's operations. To get there, sustainability is an important prerequisite. The next step in our work is to move from analysis to strategy and action plan. During 2024 and 2025, the project will continue.

- Join us on board the journey towards *Sailing accessible to all* .