

## British Lightweight Rowing Proposal: Supplementary

August 20, 2024

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### 1 Original Proposal (31<sup>st</sup> July 2024)

1. **Allow British lightweight rowers to compete at the GB Rowing Team Trials:** These trials, including the November and February 'open' assessments, the December crew formation trials and the April Final trials are already established events in the British Rowing calendar, and operate in a format such that additional athletes may be easily incorporated at no additional cost. The current barrier to lightweight athletes entering these competitions is the required Concept2 ergometer standards, largely inappropriate for lightweight rowers.
  2. **Through these trials, provide British lightweights a pathway to earn the right to represent GB at international competition:** In addition to meeting some appropriate physical fitness/strength standard(s), this may take the form of (for example) a certain level of performance relative to the heavyweight trialists, or a target 2000m time to achieve for a particular lightweight boat class. The latter is the method currently employed by US Rowing, for example. Again, this may be implemented without any changes to existing infrastructure.
  3. **Allow selected British lightweights to be entered into international competition, with or without the funding of the GB Rowing Team:** This ensures that athletes meeting a competitive international standard have a viable path to compete at world-level. Where necessary, athletes should be allowed to source external funding for themselves so as not to impose on existing GB Rowing Team funding infrastructure. This is the system adopted by many other countries, and indeed is the way British lightweight rowers successfully operated during the ~ 20 years prior to inclusion into the Olympic games. Importantly, this will also help ensure the survival of the lightweight categories at world-level events, which are currently fully dependant on consistent entries from National Governing Bodies (NGBs).
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### 2 Preface

This note is provided as an addendum to the letter dated 31<sup>st</sup> July 2024, addressed to British Rowing (attached for reference), outlining the above proposal. The purpose of this note is twofold:

1. To provide some supplementary statistics regarding the past, present and potential future state of lightweight rowing within the context of UK domestic competition.
2. To address several operational concerns with respect to the original proposal.

Concerning the former, entry statistics for three major domestic competitions are presented and briefly summarised in Section 3. Of particular interest is the overall popularity of the lightweight events relative to the equivalent heavyweight boat classes on offer.

Several potential operational concerns regarding the original proposal are listed in Section 4. Each is presented with one or more suggestions as to how they may be resolved in a positive and pragmatic manner. It is hoped that these suggestions may at least stimulate further discussion, should they fall short of being considered viable solutions in and of themselves.

### 3 British Lightweight Rowing: Recent Participation

Three major competitions were selected from the British Rowing calendar to draw from some representative statistics regarding domestic lightweight rowing in recent years. Apart from their size and popularity, these regattas were selected in part due to the range of lightweight events on offer (allowing more effective comparisons between lightweight and heavyweight participation levels) and also the fact that each largely represents a specific demographic that may be of particular interest to British Rowing considering the development of future talent. These events are:

- GB Rowing Team November Trials (1<sup>st</sup> Assessment)
- British Universities and Colleges Sport (BUCS) Regatta
- Henley Women’s Regatta

Directly comparing lightweight and heavyweight entries is difficult. On the one hand, there are typically more heavyweight boat classes on offer. On the other, a lightweight athlete may still enter heavyweight events. In an attempt to simplify proceedings, the following statistics primarily compare entries only for events that offer both lightweight and heavyweight classifications (e.g. Intermediate Lightweight 1x vs. Intermediate 1x at BUCS regatta). For each of the selected regattas, the number of seats<sup>1</sup> occupied by lightweight athletes is reported, along with the percentage that this value represents of the total entry, considering only the events that have both weight classes on offer.

Table 1 summarises these statistics across recent years. To add more context, Sections 3.1 to 3.3 include breakdowns of male/female entries across each weight category per year, for each competition. Of note, the presented statistics do not represent an exhaustive analysis, they are intended to provide only a rough overview for the purpose of context and further discussion.

Season	GBRT 1 <sup>st</sup> Assessment		BUCS Regatta		HWR	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
2024	-	-	213	33.5	48	46.2
2023	-	-	303	49.0	58	35.8
2022	19	22.4	273	48.7	57	44.5
2021	-	-	217	45.3	31	26.7
2020	29	24.2	-	-	-	-
2019	60	47.2	333	47.9	58	39.2
2018	77	40.7	264	43.4	52	35.6
2017	100	<b>51.8</b>	<b>371</b>	<b>54.4</b>	52	<b>55.3</b>
2016	<b>110</b>	43.3	332	46.8	<b>66</b>	47.5
2015	89	39.0	278	42.3	57	51.4

Table 1: Number of lightweight seats (*n*), with corresponding percentage (%) of the total entry, considering only boat classes with both a lightweight and heavyweight option.

<sup>1</sup>For example, a single scull entry equals 1 seat, a quadruple scull entry equals 4 seats, etc.

### 3.1 GB Rowing Team November Trials

Figures 1 and 2 show the total number of male/female lightweight and heavyweight single scullers entered for the GBRT November Trials (1<sup>st</sup> Assessment) across the 2015-2022 seasons. The 2023/24 seasons were omitted for both being largely unrepresentative of the current lightweight field at the time (due to prohibitively altered minimum erg requirements, mentioned later) and in the case of the 2024 season, the complete removal of the Lightweight Men's (LM) category.

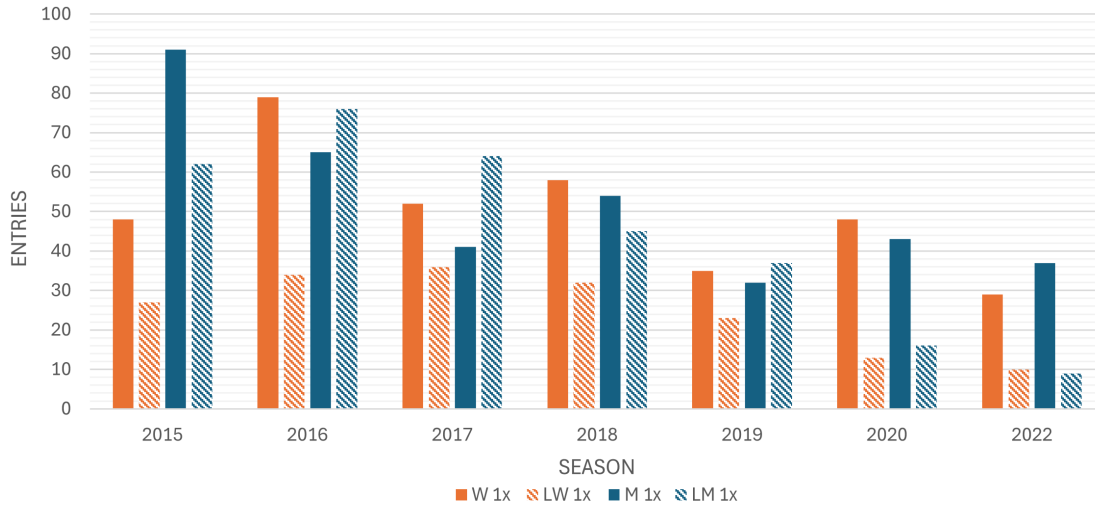


Figure 1: Number of single scull entries at the GBRT 1<sup>st</sup> Assessment.

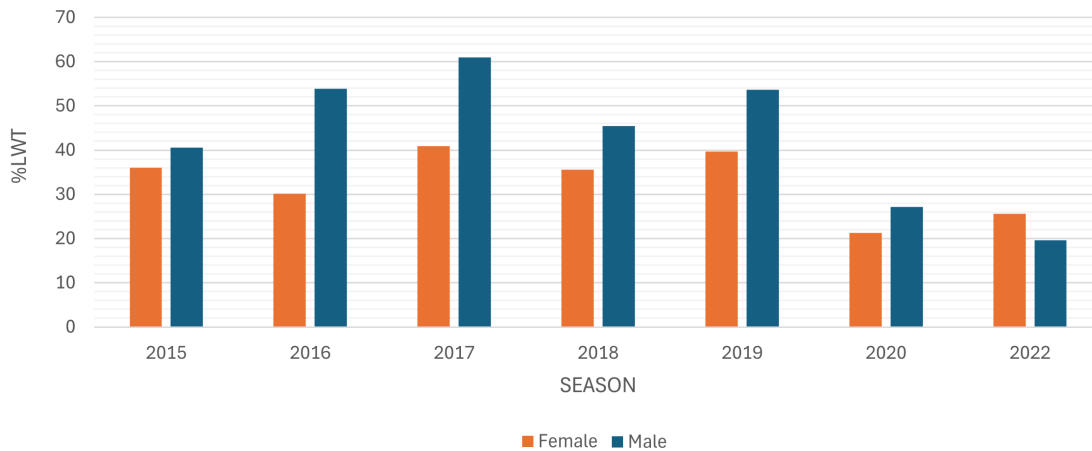


Figure 2: Lightweight entries at the GBRT 1<sup>st</sup> Assessment as a percentage of the total sculling entry.

Key features from Figures 1 and 2 can be summarised as follows:

- Prior to the 2020 season, lightweights comprised **40-60%** of the sculling entry for men, and **30-40%** for women.
- The number of lightweights peaked in the 2016 season, with **110** entries between the men and women. Furthermore, in 2017, lightweights made up **61%** and **41%** of the male and female entry respectively.
- From 2018, the lightweight erg cutoffs were annually lowered to levels of difficulty well beyond that required for the heavyweights in terms of %WBT (see Appendix Table 3). This greatly reduced the number of lightweight athletes eligible to attend these trials.

### 3.2 BUCS Regatta

Figures 3 and 4 show the total number of male/female lightweight (lwt) and heavyweight (hwt) seats at BUCS Regatta from 2015 to 2024. Again, considered here are only the events that offer both weight classes. Specifically, the Intermediate single scull (Int1x), and Championship single scull (Ch1x), double scull (Ch2x), coxless pair (Ch2-), quad scull (Ch4x) and coxless four (Ch4-).

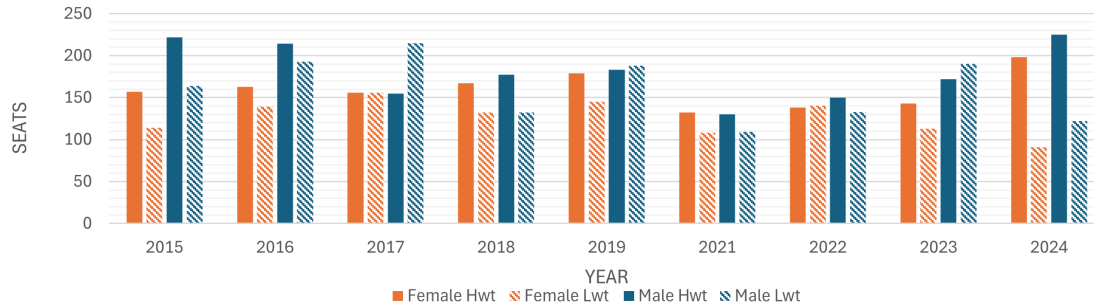


Figure 3: Number of seats at BUCS Regatta in events with both weight classes as an option.

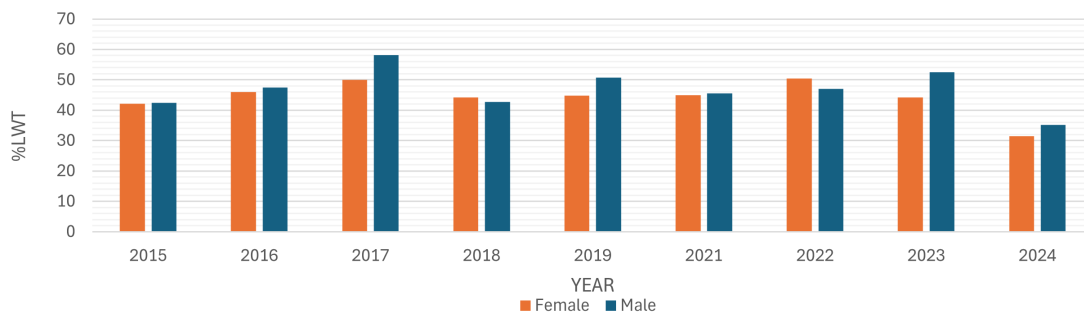


Figure 4: Lightweight seats at BUCS regatta as a percentage of the total entry in events with both weight classes as an option.

Key features from Figures 3 and 4 can be summarised as follows:

- Lightweight entries have remained largely consistent across male and female boat classes since 2015, with an average of **151** boats (or **287** seats) entered each year.
- Lightweight entries consistently represent **40-50%** of the total entry across relevant boat classes.
- Lightweight entries peaked in 2017 (the regatta immediately following the Rio 2016 Olympic games, at which lightweight rowers were well represented), with a **~20% larger** total entry than that of the equivalent heavyweight boat classes.
- Some boat classes (e.g. the Lightweight 2x) are almost always better entered than their heavyweight equivalents (see Appendix Figures 7 and 8 for a detailed breakdown of each boat class).
- The statistics for the 2024 regatta were largely skewed by an exceptionally large entry in the Intermediate 1x for both men and women (see Appendix Figures 7 and 8), though nonetheless demonstrate a decline in the lightweight entries.

### 3.3 Henley Women's Regatta

Figures 5 and 6 show the total number of lightweight (lwt) and heavyweight (hwt) seats at Henley Women's Regatta (HWR) from 2015 to 2024. Again, considered here are only the events that offer both weight classes. Specifically, the Aspirational single scull (A1x), Championship single scull (Ch1x) and Championship double scull (Ch2x).

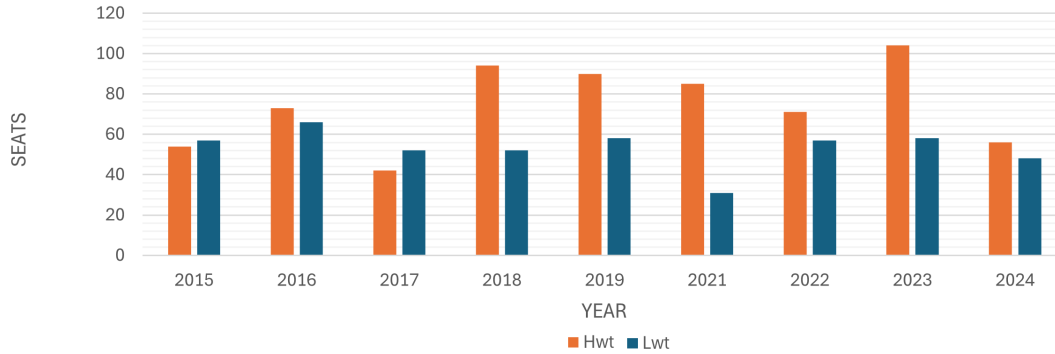


Figure 5: Number of seats at HWR in events with both lightweight and heavyweight alternatives.

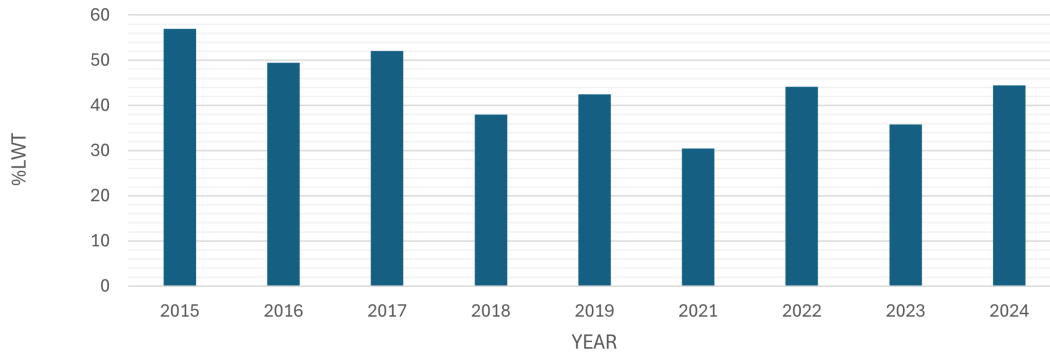


Figure 6: Number of lightweight seats as a percentage of the total entry, for events with both weight classes on offer.

Key features from Figures 5 and 6 can be summarised as follows:

- The lightweight events have maintained a consistent level of entry since 2015, generally **40-50%** (average **44%**) of the total number of boats across both weight categories.
- In 2015, 2016 and 2017, the lightweight events attracted an equal or larger entry compared to their heavyweight equivalents.

### 3.4 Conclusions

Considering the results presented in Sections 3.1 to 3.3, the following comments and conclusions are offered:

- For boat classes where both lightweight and heavyweight categories are offered, lightweights generally comprise **40-60%** of the total entry. This corresponds to a significant number of individual entries. Furthermore, given the popularity of the examined competitions and their appeal to particular demographics within the British Rowing membership (i.e. high performance, student, and female athletes specifically), it can be suggested that this proportion is at least representative of the British Rowing community at large. **Therefore, an exodus of lightweight athletes, driven by faltering support for their events, is likely to have a significant impact on British Rowing membership figures.**
- Lightweight entries were particularly strong between 2015 and 2017, often outnumbering their heavyweight counterparts. This period was comparatively much more supportive of lightweight rowing than currently, not least due to being largely free of the negative press surrounding its forthcoming removal from the Olympics. The Rio Olympics itself featured a strong lightweight contingent from across the world, not just the traditionally dominant rowing nations. Around this time, the GBRT supported a large lightweight team, including regular medallists in both Olympic and non-Olympic boat classes (for instance, the Men's Lwt 2-, world champions in 2015, the Men's u23 Lwt 4x, world champions in 2017 and the Men's Lwt 4x, world championship silver medallists in 2018). GBRT trials specified lightweight erg cutoffs more in line with the heavyweight requirements in terms of %WBT, allowing a larger number of athletes to take part in the trials process. BUCS regatta offered a Lightweight 8+, regularly well-entered until it was reallocated to the same competition day as the Lightweight 4-, prompting several top universities to prioritise the 4- instead, ultimately resulting in the Lightweight 8+ being removed by BUCS Regatta management. **Based on the presented evidence, it can be suggested that the participation levels seen in 2015, 2016 and 2017 are representative of what they could be again, should British Rowing choose to re-establish a performance pathway for lightweight rowers.**
- Only in the most recent season has there been a genuine decline in the number of lightweight entries attending domestic competition. Whilst this may still be due to external influencing factors, it may nonetheless suggest that current lightweight rowers are not remaining in the sport, and/or that new athletes that themselves are eligible to compete in the lightweight categories are not being attracted into the sport in the first place. **Therefore, if there is to be action taken to prevent this overall decline, the time is now.**

## 4 Operational Concerns

The following section presents a list of operational considerations, grouped by category, that should be addressed prior to the establishment of a new international performance pathway for British lightweight rowers. Each is presented with one or more suggestions as to how they might be resolved in a positive and pragmatic manner, with no adverse effects on the current GBRT system.

### 4.1 Competition

#### 4.1.1 Why re-establish a path for lightweight rowers if World Rowing will soon (next ~ 3 years) phase out international lightweight competition anyway?

Fundamentally, the GBRT exists to allow the best British athletes to represent their country at international competition. The range of events that GBRT athletes may attend during any given season is naturally dynamic. Some events only happen in certain years, some change venue annually and thus become more/less difficult to attend. Some events change dates, some are unexpectedly cancelled, others may take their place and become established in their own right. Common to all is the opportunity for national representation amongst the best athletes from around the world.

Should World Rowing remove the lightweight boat classes from their own calendar of competitions (i.e. the World Cup series and the European/World Championships), it is entirely likely that new events will become established specifically to cater to lightweight rowers (e.g. a European/World Lightweight Rowing Championships). These new events might still be organised by World Rowing themselves, or by some other governing organisation.

Concerning this last point, there already exists several high profile international competitions organised outside of World Rowing that are regularly attended by rival national teams from around the world (often including the GBRT). To name a few, the Memorial Paolo D'Aloja regatta in Piediluco, Italy, the International Wedau regatta in Duisburg, Germany, and the Holland Beker regatta in Amsterdam, the Netherlands. Each of these regattas offers a healthy range of lightweight categories and are likely to continue doing so, being largely unaffected by IOC funding constraints/requirements.

Considering already established international events, as well as the prospect of new competitions emerging, it is in the interests of British Rowing to maintain an established system such that they may continue to send, in reference to earlier, the best British athletes. In doing so, British Rowing membership and participation levels from grassroots level upwards may be further driven and developed due to the resulting exposure and representation factors.

### 4.2 Team Management/Logistics

#### 4.2.1 How will event logistics, such as entries, travel (inc. carnets) and accommodation be managed?

For officially selected lightweight athletes to compete internationally, there are three primary options with regards to competition logistics:

1. **Option 1: Lightweight athletes/crews and coaches manage themselves completely.** This includes organising their own travel, equipment (either hiring on-site or transporting their own) and accommodation. Funding must either be sourced and supplied by the athletes themselves, or via some form of sponsorship that they can establish in advance of the relevant event(s). This option requires no commitment of support from the GBRT other than to facilitate selection itself, and is not likely to compromise the GBRT's own logistical planning, though this risk can be further minimised through prior communication with GBRT/BR.
2. **Option 2: Lightweight athletes operate under the umbrella of GBRT, but commit to providing their own share of resultant costs.** This entails being included in GBRT logistical planning, including travel, equipment transport and accommodation, but again with the condition that lightweight athletes and coaches cover their own contributions to the overall cost. It may also be necessary to specify that where there is conflict, priority will be given to the funded GBRT athletes. This option may be practically the most straightforward, but will require effort on the part of GBRT to accommodate the extra personnel.

3. **Option 3: Establish a separate entity, the *GB Lightweight Rowing Team (GBLRT)*, to manage team logistics.** This new organisation would exist parallel to the GBRT, under the direct authority of British Rowing. The GBLRT could operate as a volunteer/charity organisation, with a defined governance structure (that could simply mimic that of the GBRT to some degree) and the freedom to source external sponsors (provided this does not cause conflict with the GBRT). GBLRT management could then guide lightweight coaches/athletes on all matters related to competition logistics, such that a coherent, efficient and effective team structure be established and maintained in cooperation with the GBRT. This option likely has the most longevity, though will require initial commitment and support from both British Rowing and the GBRT to reach at least partial autonomy and self sufficiency. Inspiration may be initially sourced from the GB coastal/beach-sprints teams, that currently exist as separate entities from the GBRT.

The entry of GBRT crews into World Rowing competitions and other international events is currently managed by the GBRT/BR. This could feasibly continue with any of the above options, particularly 1 and 2. In all cases, provisional crews will be required to have met some predefined performance standard(s) (discussed later) and to have committed to the resultant financial costs of inclusion (discussed in the next section). For option 3, crew entries could be assessed and prepared by GBLRT coaches/management and submitted to GBRT/BR for approval before official event submission.

#### 4.2.2 What would be the logistical cost per lightweight athlete to attend international competition?

This is a difficult figure to estimate, as it depends largely on how many athletes are selected, how many events they can attend and where these events are located geographically.

Firstly, assume that global international regattas are primarily hosted in Europe. Secondly, assume all athletes and coaches will need accommodation for at least 1 week per event. Finally, assume that all equipment must be hired on-site (through Filippi/Empacher etc). An estimate breakdown per person, per regatta, could be:

- Travel (Air fares/shuttle): £150-300
- Accommodation/meals (7 nights): £700-800
- Equipment hire (boats, oars, etc): £150-700

This gives a total of £1,000-1,800 per person per regatta. If a GBLRT team structure is established, equipment (e.g. boats and trailers), travel and accommodation costs could be largely shared. This could reduce the above costs to:

- Travel (group fares): £100-250
- Accommodation/meals (shared): £400-500
- Equipment transport (fuel, carnet, etc): £100-250

Which gives a new total of £600-1,000 per person per regatta. Finally, let us assume a standard lightweight team comprising of 6 athletes (men's and women's 1x and 2x), 2 coaches (for men's and women's crews respectively) and 1 team manager. With a minimum of 2 competitions attended and a maximum of 4 (e.g. World Cups II-III, European championships and World championships), the total team logistical cost per year could be between **£10,800** and **£36,000** (or, between **£1,200** and **£4,000** per person). Whilst this is still a significant range, both upper and lower bounds are well within the realms of feasibility, particularly if selected athletes/GBLRT management are given time to source external sponsors for particular events, or indeed for the complete season.



#### 4.2.3 How will inter-team communications be managed, with respect to the funded/non-funded entities?

Assuming that direct communication with individual lightweight athletes/coaches would be both impractical and inefficient, effective team communication will likely require a chosen representative to convey team communications to the relevant individuals. This could take one of two forms, with reference to the possible structures introduced in the previous section:

- Option 1: Communication to/from GBRT/BR is routed through an elected representative from the pool of selected lightweight coaches/athletes (though most practical to be one of the coaches). This option is likely the easiest and fastest should the number of lightweight team members be small. If dealing with a larger team however, this option could result in a communications bottleneck.
- Option 2: Communication to/from GBRT/BR facilitated by the GBLRT management structure. This option could be fast and effective, though naturally requires the establishment of the GBLRT in the first place.

As before, inspiration may be drawn from the current operational structure of the GB coastal/beach-sprint teams.

#### 4.2.4 Who will interface with World Rowing umpires and officials with respect to event logistics?

Communications from World Rowing could be passed to lightweight coaches/athletes:

- Option 1: via British Rowing. This option requires no additional burden to the GBRT, though is practically less efficient given that British Rowing may not have any appropriate representatives at the event in question.
- Option 2: via GBRT. This option likely represents an additional burden to GBRT, given that the GBRT coaches/management are likely to be busy during competition days.
- Option 3: via the GBLRT management/coaching team. This option could be the most practical, though it requires the presence of either crew coaches or GBLRT management at the event in question. In the case of the former however, this is almost guaranteed.

#### 4.2.5 Would a "mixed economy" of athletes be harmful to those involved?

There is a temptation to think of a team of mixed funded-unfunded athletes as a team of "haves and have-nots". However, in reality it is more appropriate to think in terms of *opportunity*. To illustrate, imagine the choice was between being able to represent your country but without any funding at all, versus having all the funding you would need but not having the opportunity to begin with. Arguably almost all athletes would choose the former, not least because external funding is easier to source and secure once selection for a particular event has been offered/confirmed.

Another potentially harmful assumption is that those without funding will therefore be of a lower performance standard, and either by association or otherwise, degrade the quality and/or reputation of the funded athletes. This can be disproven by first asserting that any selected lightweight crew must have met or exceeded some appropriate set of on-water/off-water performance standards prior to selection. Secondly, the GBRT performance centre is typically reserved for the use of the funded GBRT coaches and athletes, thus unfunded lightweight athletes will organise training elsewhere and therefore not impose on the GBRT training routine unless explicitly requested by GBRT (e.g. for matched racing).

## 4.3 Kit and Equipment

### 4.3.1 What kit/colours would selected lightweight athletes wear?

Representing GB is no one thing to any one person or sport. Within rowing, an athlete may represent GB in many forms, including indoor competitions, coastal/beach-sprint events and university-level events. There should then be no issue with selected lightweight athletes representing GB in the usual colours. The main question then will be the alignment of designs and branding.

The logistically simplest option is to allow selected lightweight athletes to use the same kit/provider as organised by the GBRT. This would require no additional organisational effort other than a commitment from the lightweight athletes to purchase the necessary kit for themselves. If there are concerns regarding potential production/availability issues as a result of the extra demand, this can be communicated and discussed with the kit provider well in advance of competition. However, given the smaller number of boat classes available to lightweight rowers at international competition, the lightweight team itself is likely to be only a fraction of the heavyweight team, thus such issues are unlikely.

Naturally then the designs/branding are at the discretion of British Rowing and the GBRT. If there is a desire for separate branding for the GBLRT (either aligning more closely with British Rowing or introducing a new branding for the GBLRT entity specifically), this can be achieved in cooperation/consultation with British Rowing to ensure a consistent and non-conflicting image. Separate branding could be as simple as removing the GBRT sponsor's logos from all kit worn by GBLRT members, or replacing the GBRT insignia with that of the GBLRT, for example.

### 4.3.2 What equipment would selected lightweight athletes use?

Selected lightweight athletes would be encouraged to make use of their own private equipment, or that of their representative clubs (with permission). This is assuming that all equipment meets the standard World Rowing safety/weight requirements. This can be monitored and ensured by the lightweight coaches for each individual crew, overseen directly either by British Rowing themselves or by GBLRT management.

Alternatively, lightweight athletes could make use of the established equipment hiring system in place at most (if not all) major international competitions. For example, provided by Filippi or Empacher. This option relies on availability (which is more of an operational issue for the equipment providers themselves and is typically assessed well in advance of the event) and the ability of the athletes concerned to provide the necessary funds, as with other event-related logistics.

Neither of these options are likely to adversely affect the GBRT, who typically provide their own equipment (and transport thereof) for use in international competition.

## 4.4 Quality Assurance and Standards

### 4.4.1 How would the quality of potential individuals/crews be assessed?

Performance assessment could largely be carried out without any significant changes to the current testing infrastructure. Specifically, this includes:

- Minimum ergometer performance standards.
- Individual performance in single sculls at GBRT trials.
- Crew performance through supervised speed-tests (if necessary).

The GBRT 1<sup>st</sup> and 3<sup>rd</sup> Assessments at Boston Rowing Club, the invitational trials in December and the April final trials, both hosted at Caversham, could all easily accommodate lightweight trialists, as has been done in previous years. At a basic level, athletes need only attend these events, perform to the best of their ability and have that performance assessed either by GBRT/GBLRT management, or simply against a predefined percentage of the current lightweight world best times (WBTs).

A set of appropriate minimum ergometer requirements for lightweight athletes could be taken from previous instances of GBRT trials, or could be redefined at a similar %WBT to that of the current heavyweight scores required for GBRT selection. As mentioned in the original proposal, the current set of ergo requirements are largely prohibitive to lightweight athletes. For example, a lightweight women has to achieve 99% of the 2km WBT to qualify (see Appendix Table 3). There are only a handful of women in the world capable of this. Instead, Table 2 offers an example of some more realistic standards:

Event	2000m cut-off		5000m cut-off	
	Time	%WBT	Time	%WBT
Senior M	6:05	92.0	16:00	93.1
Senior F	7:00	90.7	18:15	92.6
Senior Lwt M	6:25	92.6	16:50	94.0
Senior Lwt F	7:35	90.9	19:25	92.9

Table 2: Example set of minimum Concept2 ergometer standards, including the corresponding %WBT respective to each category. Senior M/F times are the current standards set by the GBRT. Senior Lwt M/F times are calculated using a similar approximate value of %WBT as for the Senior M/F times.

On-water performance can be first assessed in single sculls at the current GB trials events. For the long-distance trials (GBRT 1<sup>st</sup> and 3<sup>rd</sup> Assessments), lightweight athletes can be directly compared to their heavyweight counterparts in both absolute time and %WBT. At the final 2km trials in April, lightweight athletes can be assessed relative to a set of target %WBTs that can be explicitly defined at the discretion of the GBRT/GBLRT immediately prior to the event (so as to account for prevailing weather conditions, etc). The GBRT can decide whether to group the lightweight and heavyweight athletes together such that they may race in the same finals, or separated them into their own finals. Both options have been successfully implemented in previous years.

Assessing lightweight crew boats, rather than individuals, need not be any more complicated. As for individuals, a lightweight crew boat can be required, at minimum, to achieve a target %WBT over the 2km racing distance. This could be supervised and assessed at Caversham, ideally during the week immediately following the April final trials (the week usually assigned to crew formation). The crew can be either a prepared crew, having trained together prior to the April trials (if geographically/logistically convenient, for example), or formed based on the results of said trials. Assessment need only take the form of a single timed race piece (similar in practice to the US non-Olympic selection system), though if any additional seat-racing/testing with alternative line-ups is desired, this can be communicated and facilitated through GBRT/GBLRT management/coaches.

Finally, the assessment of a particular lightweight individual/crew can continue throughout the remainder of the season. For example, if successful at trials, a lightweight crew could be sent to represent GBRT/GBLRT at one of the smaller World Cup events earlier in the season. If successful, they may continue to the next, and so on and so forth. This also then provides valuable racing/event experience that may not be available elsewhere.

## 4.5 Health and Medical Support

### 4.5.1 How would Anti-Doping practices and regulations be introduced, monitored and enforced?

Engagement with UKAD/WADA rules and regulations could be managed as follows:

- Require all prospective lightweight athletes and coaches to have completed a WADA certified Anti-Doping course within the past year. Should any lightweight athletes/coaches be unable to attend training courses hosted by British Rowing/GBRT/Scottish Rowing etc, GBLRT (or those themselves) can organise (and pay for) specific education and training sessions.
- If necessary, require prospective/selected lightweight athletes/coaches to sign up to the WADA whereabouts platform.
- Require all prospective lightweight athletes to sign a written Code of Conduct explicitly stating the expected behavioural practices that they must adhere to as a condition of selection.

### 4.5.2 Who has liability for any adverse results and legal processes/costs?

The responsibility of maintaining and enforcing adherence to UKAD/WADA regulations lies primarily with the individual. British Rowing and the GBRT will accept no responsibility for any adverse results or legal costs relating to lightweight athletes/coaches. If an established GBLRT entity wishes to introduce an athlete support structure with reference to Anti-Doping control and related policies this can mimic the structure of the GBRT practice (with the permission and guidance of British Rowing). Such a structure would however remain wholly internal to the GBLRT.

For inspiration, a similar arrangement to that currently in place for the GB coastal/beach-sprint teams could be established. These entities have existed up until now largely unfunded and distinctly separate from the GBRT, yet able to offer international representation to selected athletes.

### 4.5.3 Who has responsibility for any required medical assistance?

Medical monitoring would again be the sole responsibilities of prospective athletes and their coaches. This includes considerations of:

- Illness/injury prevention, management and support.
- Nutrition and weight management.
- S&C/Physio support.
- General health management.

Similarly to the discussion on Anti-Doping protocols, if British Rowing wish to introduce a more established medical monitoring framework, this could be implemented within the structure of a GBLRT, mimicking that of the GBRT if desired. Given the likely volunteer-based structure of a prospective GBLRT, this could take the form of (for example) a set of comprehensive training sessions/reference documents, an online medical monitoring/reporting platform and inter-team communication protocols.

Again, the structure currently in place for the medical monitoring of the GB coastal/beach-sprint teams could be drawn upon as a baseline.

## 5 Appendix

	2000m cutoff		5000m cutoff	
	%WBT (HWT)	%WBT (LWT)	%WBT (HWT)	%WBT (LWT)
Senior M	92.0	97.7	93.1	98.9
Senior F	90.7	98.5	92.6	98.8
u23 M	89.8	95.4	90.3	95.9
u23 F	89.3	96.9	90.6	96.6

Table 3: Current GB Rowing Team minimum Concept2 ergometer standards relative to both heavy-weight (HWT) and lightweight (LWT) world best times (WBTs).

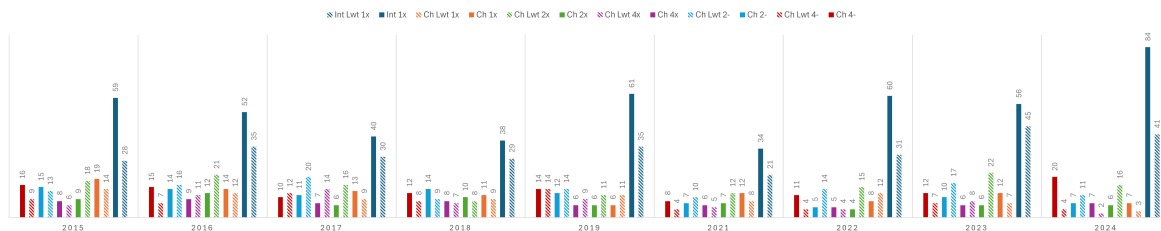


Figure 7: Male entries for BUCS Regatta 2015-2024, grouped by boat class. Included are the events with both weight categories on offer.

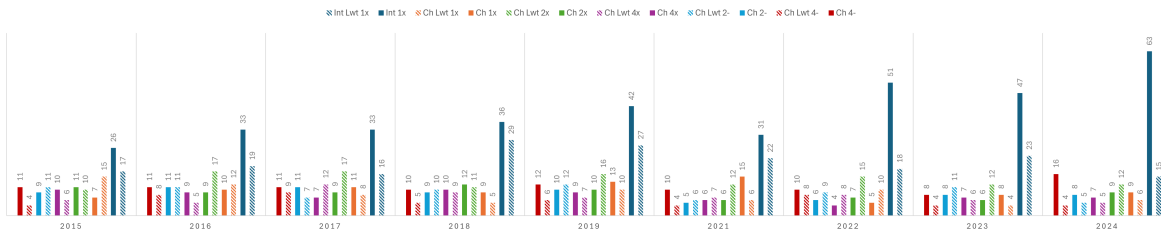


Figure 8: Female entries for BUCS Regatta 2015-2024, grouped by boat class. Included are the events with both weight categories on offer.

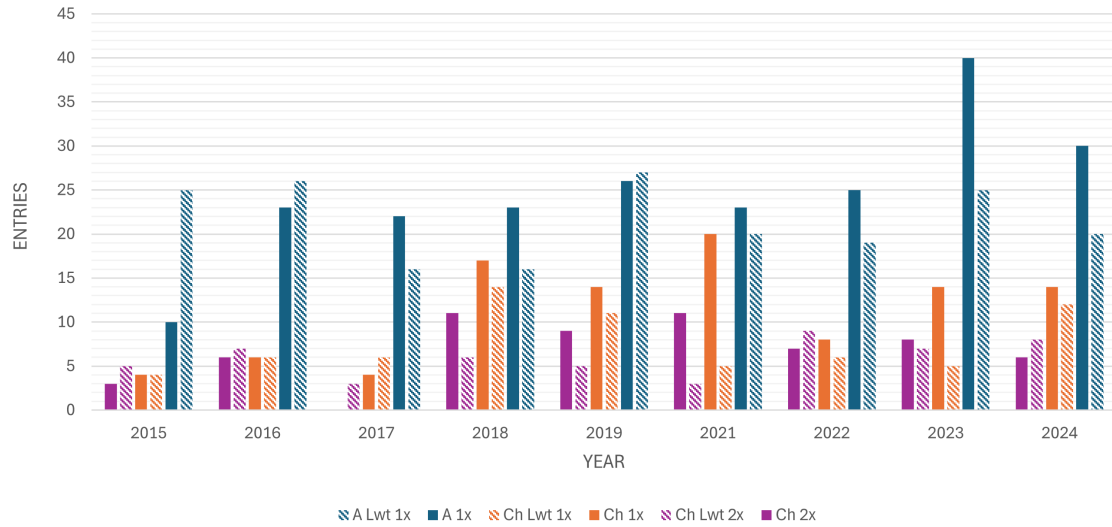


Figure 9: Entry numbers for HWR 2015-2024, grouped by boat class. Included are the events with both weight categories on offer.