

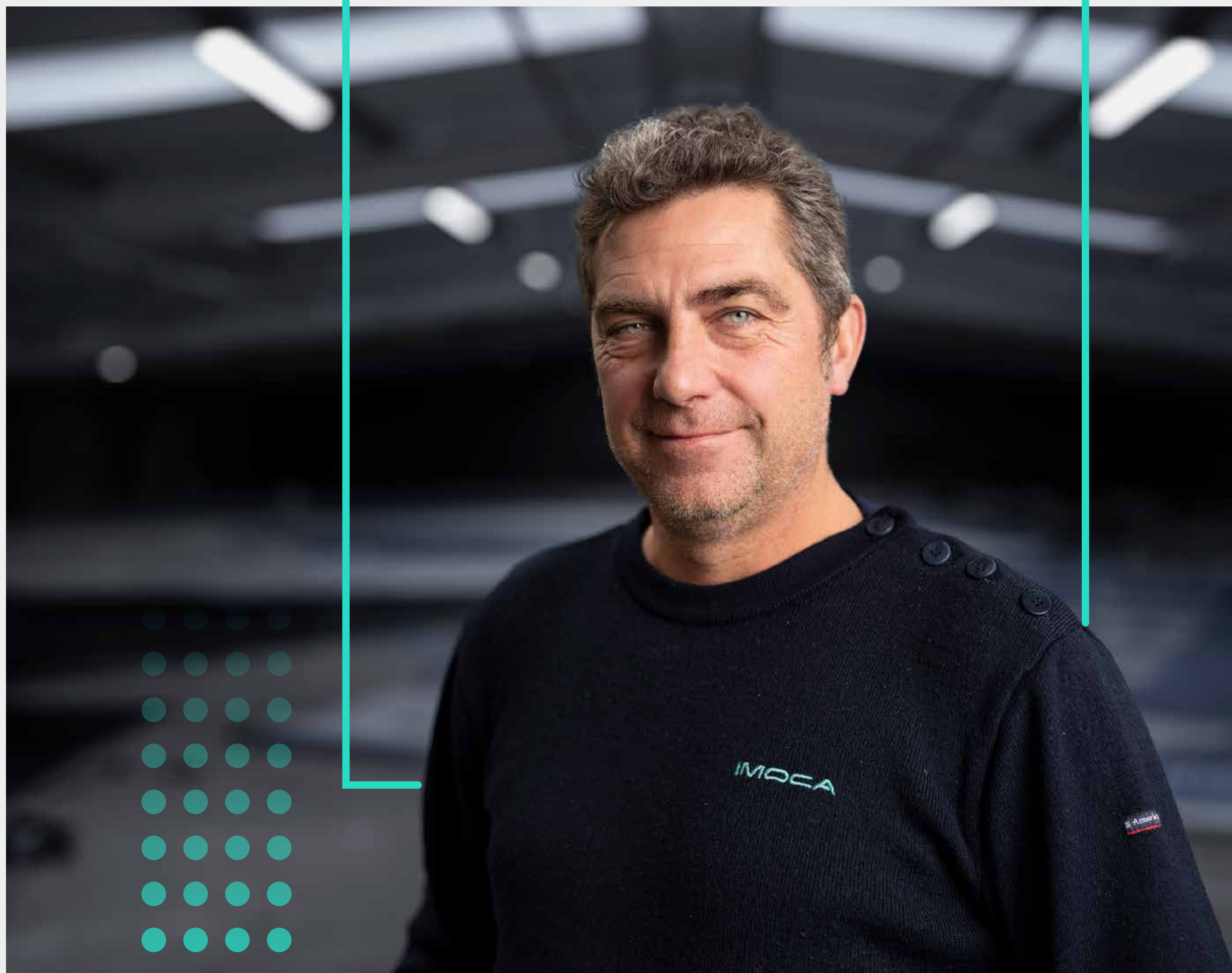
IMOCA



PURPOSE REPORT

2024





“ Our ambition is not to be the sole recipients of sustainability knowledge but to be a catalyst within the offshore racing community, capable of sharing our learnings with others.

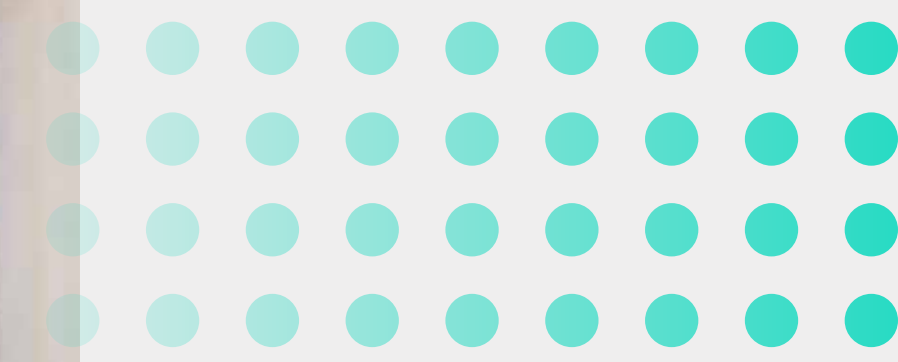
We understand that we cannot move forward alone and that if we want our community and sport to thrive during and after the transition, it is through collaborative efforts that we will succeed.”

Antoine Mermod,
IMOCA Class President



Our collaboration with IMOCA reflects a shared commitment to driving sustainable innovation and making sailing more inclusive and equitable. Sustainability is truly embedded in the DNA of the class, and it's inspiring to see how IMOCA has instilled these values in its skippers, helping to shape the class into a leader in the sport. IMOCA's partnership with The Magenta Project for the Female Leadership Development Program is a great example of their dedication to empowering women in key roles, showing how diversity strengthens the sport. Using Life Cycle Assessment tools, like MarineShift360, also ensures that sustainability reaches beyond just the racecourse, helping us all understand and reduce the environmental impact of new boat builds. This partnership raises the bar for sailing and brings us closer to a more sustainable and equitable future, on and off the water. ”

Jeremy Pochman,
Co-founder and CEO, 11th Hour Racing



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WHAT DOES IMOCA STAND FOR?

INTERNATIONAL MONOHULL OPEN CLASS ASSOCIATION.

The IMOCA Class is the organisation behind one of the fastest and most exciting fleet of monohull racing yachts anywhere in the world. The boats are light, fast and strong and many of them feature foils to help them fly above the water.

IMOCA yachts are the stars of the **Vendée Globe** solo round-the-world race and **The Ocean Race** crewed round-the-world race, as well as the IMOCA GLOBE SERIES of races, which crowns a champion each year. Between 2020 and 2024, our skippers have sailed 19 races, solo, double-handed or fully-crewed.

Created in 1991, the Class is based on rules that guarantee sporting fairness, technical innovation and safety, to enable our sailors to race in some of the most remote parts of the world's ocean.

www.vendeeglobe.org

www.theoceanrace.com

HOW IT ALL BEGAN

In 2018, the IMOCA Class started to question its future. Notions of sustainable development, its impact on the ocean, and the way it constructed its boats started to spread within the Class. Paul Meilhat was one of the skippers questioning the IMOCA's future and was at the heart of a small cohort of skippers who were at the beginning of its sustainability story.

“When I joined the administrative board of the Class seven years ago, sustainability was clearly not a priority. Thanks to the work of committed skippers, their teams with their strong mobilisation and the Class itself, the first results are shining through today.

The new regulations may seem insufficient for some, and too restrictive for others, but our strength lies in having succeeded in maintaining a collective spirit of solidarity, so that we can continue to move forward together towards a common vision. The near-unanimous vote on the impact reduction rule proves it!”

PAUL MEILHAT,
Skipper Biotherm



“IMOCA has always driven change. Change in performance, change in our championship, change with regard to safety at sea. Today, our largest mission is to drive change in our sport through sustainability, not only so that the IMOCA community can change but for offshore racing and the sport as a whole.”

CLAIRE VAYER & IMOGEN DINHAM-PRICE
IMOCA Sustainability Team



THE FUTURE FOR OUR SPORT

A VOLUNTARY STEP

OUR GOAL

THE POWER OF SPORT

Offshore racing, including the activities of IMOCA, is merely one part of human activity on our planet. However, we aim to **reduce** our emissions, **accelerate** sustainable change within our community and **inspire** those who follow our sailors and races to take action themselves. We all recognise that in whatever field we operate we have a responsibility to develop ways to protect our planet. IMOCA has taken its first steps in this regard and, over the next four years, the Class will continue to develop initiatives and embed its sustainability strategy in its activities.

IMOCA is acting entirely on its own initiative in the field of sustainability. Neither the Class, nor ocean racing in general is legally required to put in place a sustainability strategy to reduce emissions. We now know that our activities contribute to harmful emissions and we believe it is our duty to respond. Our strategy aims to align our activities with the Paris Agreement of 2015. This sets out a trajectory to reduce our emissions by 2030 and onwards to 2050.

According to a 2023 study commissioned by the Fédération Française de Voile (FFV), the offshore racing community should reduce its harmful emissions by 30% by 2030. IMOCA fully accepts this target and will endeavour to reach that goal which is itself compatible with the Paris Agreement.

A magical ingredient is the inspirational power of sport – in our case offshore racing – to capture the imagination of millions of people around the world who follow our sailors. IMOCA thus has a captive audience for its messaging about climate action and sustainable practice. In addition, the ocean on which we race is at the heart of the battle to save the planet. We have an unrivalled opportunity to highlight this and take action. By harnessing our media coverage and sharing the common goals of sustainable practice, IMOCA and our community has the power to impact our audience and drive sustainable change.

WHAT IS IMOCA DOING TO IMPLEMENT CHANGE?

WORKING ALONGSIDE OUR INDUSTRY

- Reduced impact rule for boat construction
- RISE (Reduced Impact Sail Evaluation)
- Alternative materials rule
- Team engagement

UNDERSTANDING OUR MARINE ENVIRONMENT

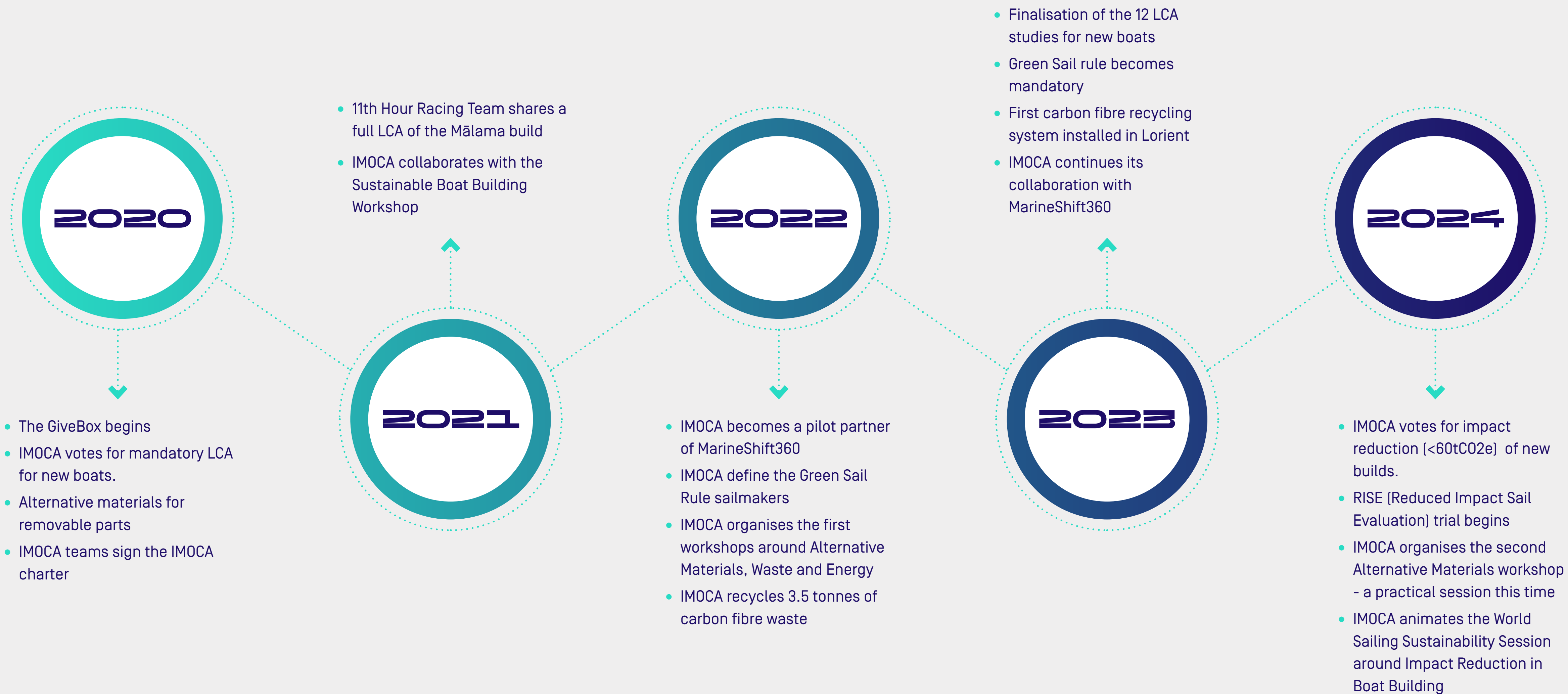
- Science programme
- Collision avoidance programme

KEEPING THE DIVERSITY WITHIN IN OUR SPORT

- Diversity, Equity and Inclusion

REDUCED IMPACT RULE FOR BOAT CONSTRUCTION





IMOCA has become
the first class
in sailing to introduce
a measure of this kind.

HOW IT BEGAN?

The key element of the impact reduction rule was the mandatory introduction of Life Cycle Assessment (LCA) during IMOCA boat construction in 2021. This process was developed in collaboration with MarineShift360 and was piloted by the 11th Hour Racing Team.

The LCA enables teams to compile and evaluate the inputs, outputs and the potential environmental impacts of the boat build process. With the data collected the LCA enables impact reduction targets to be defined and implemented.

In April 2021, the IMOCA Class members voted in favour of comparative LCA studies on all new IMOCA builds between 2021 and 2024. These comparative studies would lead to solid reasoning around the emissions being produced and aid decision making or rule making for the Class.

This rule's objectives and practices directly match the UN Sustainable Development Goals, numbers 9, 12, 13 and 17.

Life Cycle Assessment

THE NUTS AND BOLTS

During the LCA process, IMOCA engaged with all **12 new-build IMOCA teams** and the associated stakeholders. However, all 40 IMOCA teams became LCA coherent as they were educated in LCA literacy.

IMOCA recruited two further dedicated personnel for the **LCA and Eco-Score development**. This allowed IMOCA to conduct and provide 12 LCA reports and contributions to MarineShift360 and the nautical community.

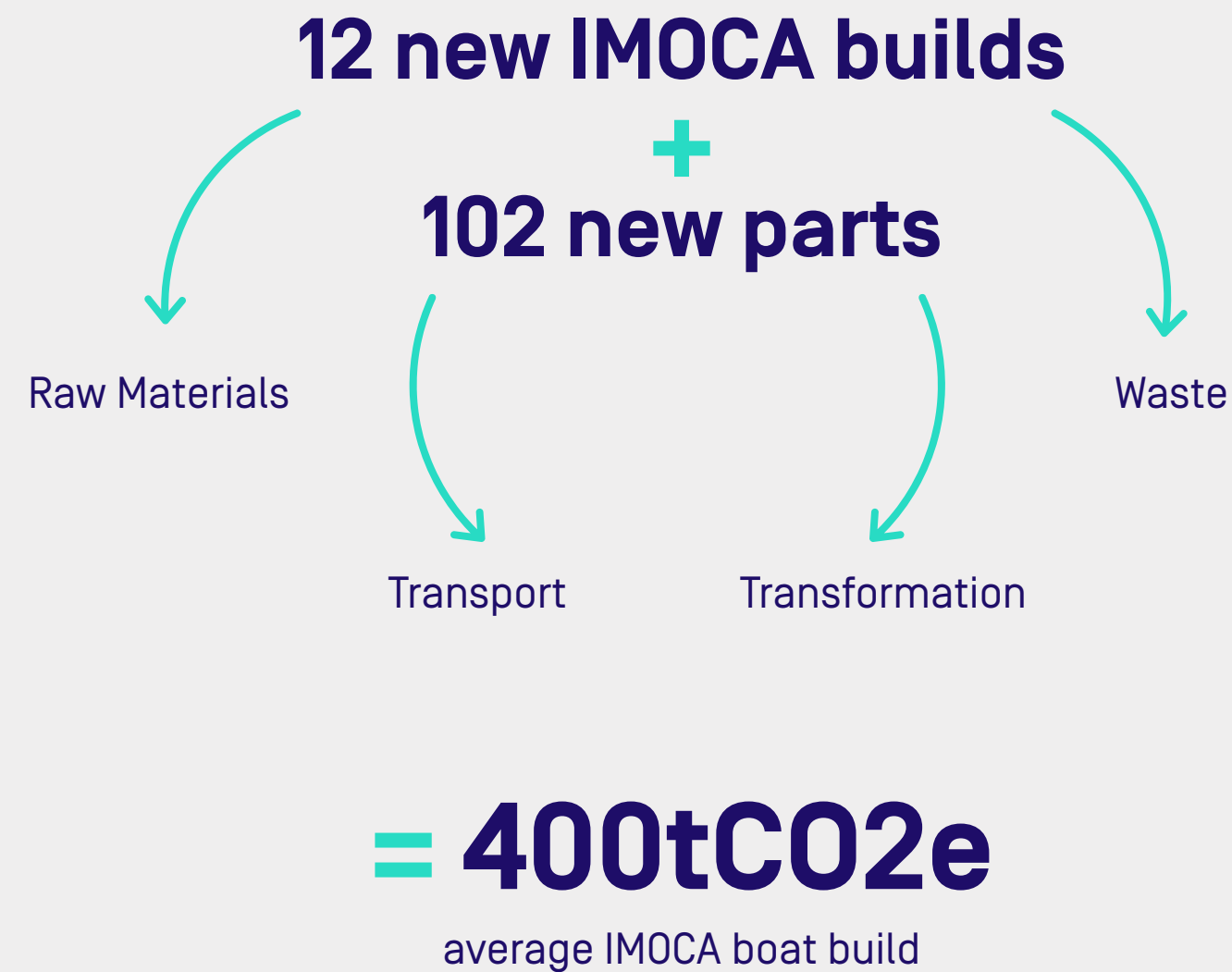
IMOCA has participated in over **10 conferences sharing its work**. The Class has also lectured 15 first year Marine Engineering masters students at the Université de Bretagne Sud, on the principles of LCA and the preparation towards impact reduction.

IMOCA is advising **World Sailing** on its own LCA process for Olympic Classes using the IMOCA procedure as a blueprint.

2021-23: COUNT

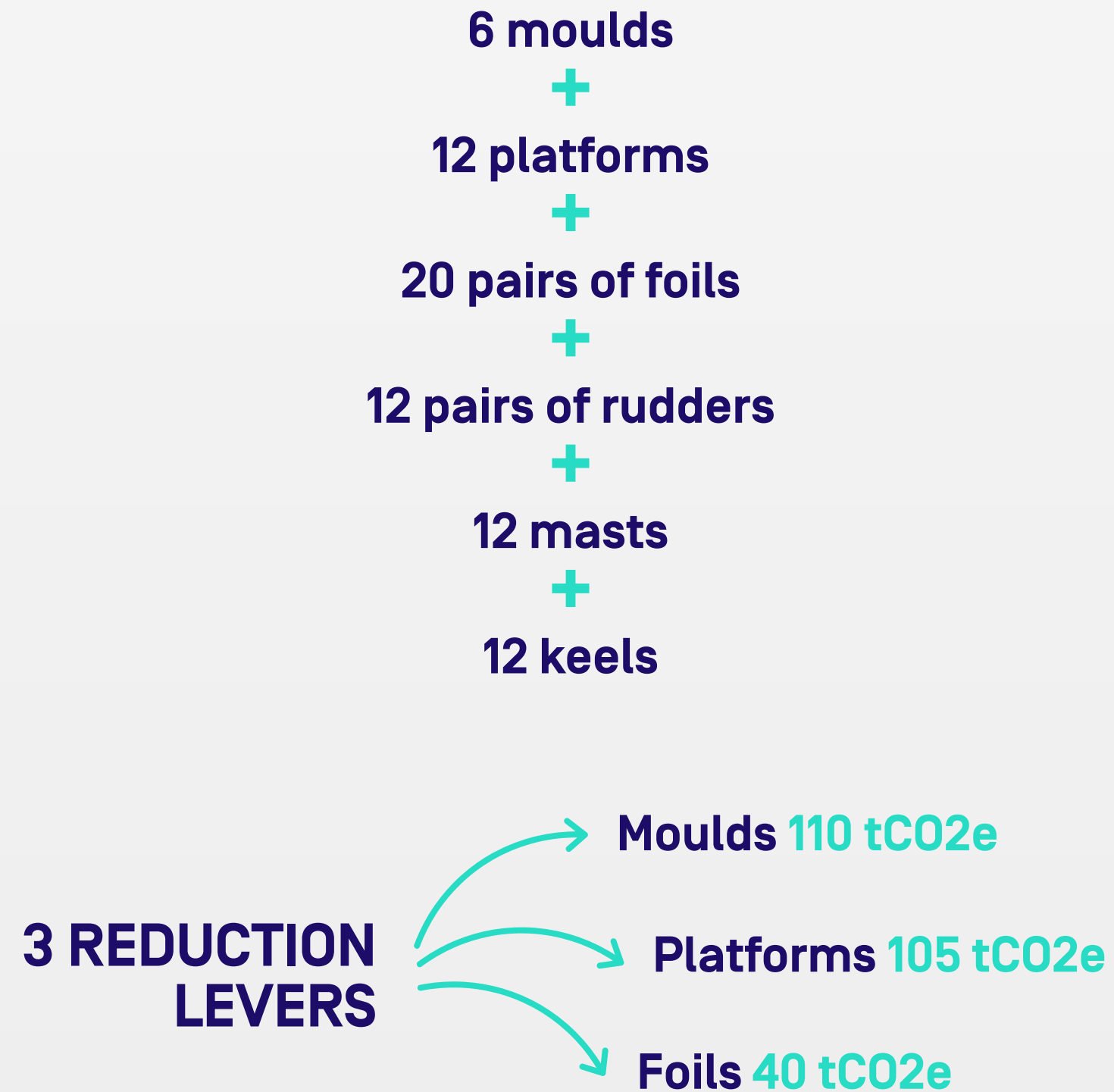
LIFE CYCLE ASSESSMENT

provides an image in time of the environmental emissions related to the IMOCA boat build. Once the image has been captured, improvements to the boat build emissions can be made.



2024: CALCULATE

Of the 12 builds, there were only six moulds used. To make our study more robust we had to create a new scenario to base our reduction limit on.



2024-28: REGULATE

APRIL 2024

Impact Reduction Rule approved

2028 OBJECTIVE

Reduce by 60tCO2e [15% overall]



THE IMPACT REDUCTION RULE

The first version of the Impact Reduction Rule was introduced in April 2024.

It stipulates that, using the Eco-Score reduction tool, all new IMOCA boat builds from 2025-2028 must meet a minimum impact reduction of

60 tonnes of carbon dioxide (CO₂)
and the other associated Greenhouse gases.

THE IMPACT REDUCTION THE NUTS AND BOLTS

OVER
70

round table discussions and individual meetings took place with nautical industry leaders. These included architects, boat manufacturers, foil manufacturers, boat mould builders, team managers and more.

OVER
1500

hours of work went into developing the Eco-Score tool that allows the teams and industry to trial their boat designs against the associated impact.

THE IMPACT REDUCTION RULE THE FUTURE

The aim is for the Impact Reduction Rule to stay in place and to be made tougher at the start of each four-year cycle. So, in 2028, the Rule will call for a further impact reduction of 60 tonnes or more of carbon dioxide in the boat construction process based on the 2024 baseline.



Damien Seguin,
Groupe APICIL
skipper, said:

“ I think it is great and courageous that the Impact Reduction Rule has been done and voted on. It marks a turning point in the history of the Class, as it will likely influence architectural choices throughout the decision-making chain, from the skippers to the architects, design teams and shipyards. ”



Ollie Taylor,
Project Director at
MarineShift360, said:

“ IMOCA continues to drive a progressive sustainability agenda, leading the marine industry by implementing projects that promise to move impact reduction from theory to reality. The transition to a low carbon industry is not linear, and many challenges remain. However, IMOCA's commitment to placing data at the centre of all decision making ensures the Class and industry at large can move forward in the right direction. ”

REDUCED IMPACT SAIL EVALUATION



IMOCA'S RISE Rule pioneers reduces impact in all manufacturing.

HOW IT BEGAN?

In January 2023, IMOCA introduced the first ever Green Sail rule in world sailing. This required every team to include at least one sail in their inventory that had been manufactured under agreed environmental limits.

These were identified as: **waste, energy and transport**. The intention was to clean up these first three sections before tackling the fundamental technology and materials within sail production.

In the first year, overall carbon dioxide emissions were reduced by **30% per kilo of finished sail**, waste was reduced by a third per kilo of finished sail and, **all air travel was prohibited for Green Sails** from sourcing to arrival at the client.

Since the rule came in, over 80, Green Sails have been produced for IMOCA teams.

The first Green Sail suppliers were All Purpose, Incidence Sails, North Sails, One Sails and Quantum Sails. In 2024, Doyle Sails joined the group.

THE INTRODUCTION OF RISE

The Green Sail Rule had its successes but difficulties also arose. The work and the results from the first year were beneficial, but it was concluded that the system could be improved and made more challenging. RISE is an improved version of the original system. It aims to assess and address the carbon dioxide emissions impact of all sails from sourcing to the client. The sails are then graded according to their impact.

To ensure that all the data entered into the RISE system is accurate, physical and digital audits will take place and will be approved to international environmental standards, accompanied by the expertise from MarineShift360.

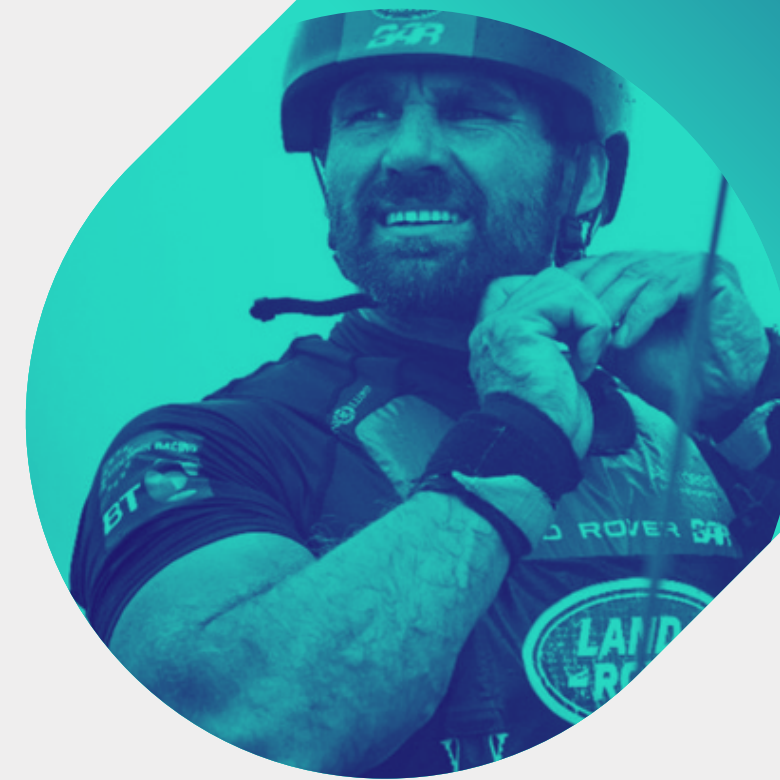
This rule's objectives and practices directly match the UN Sustainable Development Goals, numbers 9, 12, 13 and 17.

RISE - THE NUTS AND BOLTS

- The majority of RISE are headsails, Groupe Apicil and All Purpose have worked together to produce a mainsail using 50% flax fibre technology. This will be used during the Vendée Globe 2024.
- North Sails and Quantum Sails have reshaped their logistical routes to avoid air travel for Green Sails. Doyle Sails continue their long standing policy of avoiding air travel.
- Two sailmakers have installed solar panels at their manufacturing sites.

RISE - THE FUTURE

- The future for RISE is that it does not remain only a solution for IMOCA, but for the wider sailing community, for all sails and sail manufacturers.
- The ambition is to minimise the carbon dioxide impact of sail manufacturing, and to include other indicators like biodiversity loss or damage to marine ecosystems.



Jono Macbeth,
Sustainability Manager
at North Sails, said:

“ Two years ago North Sails started their life cycle assessment journey. The RISE (Reduced Impact Sail Evaluation) framework has helped expand and further define this process by accurately calculating the environmental footprint of our products' transportation. This information allows us to give customers and suppliers data-led knowledge on how to reduce the overall impact of sails by choosing sea/land transpiration over air which has previously been seen as the preferred method of shipping. ”



Matthieu Souben,
Managing Partner at All
Purpose Sails, said:

“ We hope that the rule and RISE will be as stringent as possible, actually. We want to be pushed by our partners, like the IMOCA Class, like the skippers, like the suppliers, so that in the end, the impact of everything we do is reduced as much as possible, allowing us to be here, and be happy to be here, for years to come. ”

ALTERNATIVE MATERIALS



IMOCA'S

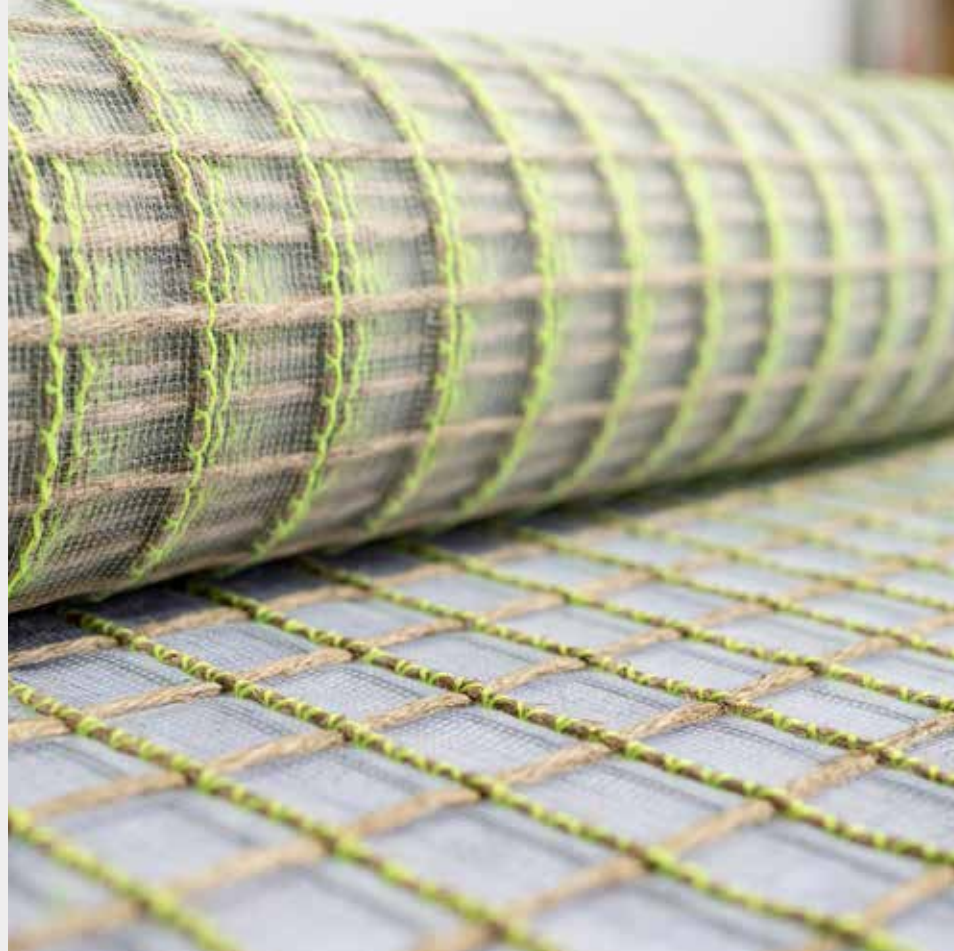
Alternative Material Rule

is inspired by the search for new solutions to lower-impacting composites.

HOW IT BEGAN?

For the past three years, IMOCA teams have tried new alternatives for boat components like flax, hemp, recycled carbon, bio-resins, thermoplastics and various core elements such as balsa wood, recycled polyethylene terephthalate (PET) and cork. These alternatives were not to replace the structural carbon epoxy parts but to experiment with new mechanical properties and lower environmental impacts on removable and non-structural parts.

This rule's objectives and practices directly match the UN Sustainable Development Goals, numbers 4, 9, 12, 13 and 17.



THE RULE

In 2021 the Class introduced its first Alternative Materials Rule whereby the teams can experiment with alternative materials on removable part of their yachts. These include hatch covers, navigation seats and chart.

ALTERNATIVE MATERIAL RULE - THE NUTS AND BOLTS

- Over 500kg of alternative material parts have been produced.
- Groupe Apicil has developed the first natural fibre composite navigation seat for their IMOCA using flax fibres and bioresin. The seat will be used by Damien Seguin during the Vendée Globe 2024.
- The first hands-on Alternative Material workshop took place in September 2024 for all IMOCA teams.

THE FUTURE

With the knowledge that IMOCA has gained over the past four years, the Class intends to further expand the use of Alternative Materials in boat construction and components. It also hopes to use Alternative Materials in boat moulds for the first time.



LEARN MORE

The Alternative Material Guide
can be found here.



This was published in October 2024 and contains a full briefing on all aspects of the use of new materials, including the successes and difficulties that teams and IMOCA have faced in this key area.



Delphin Pantaloni PhD,
Project Lead at Innozh
Composites, said:

“ Sport is a sector where the quest for performance is constant and drives innovation, particularly in the field of materials. Awareness of environmental impact is motivating the sector to question the trade-off between performance and durability in sporting goods. Alternative materials are part of the answer. Sport is therefore a driving force behind innovation, experimentation and the integration of alternative materials. ”

TEAM ENGAGEMENT



Through continuous engagement with the teams IMOCA is assisting them in their search for sustainable solutions.



IMPACT REDUCTION CALCULATOR

To deepen understanding around their emissions, the impact calculator was developed by IMOCA. This has been made available to all teams, accounting for their direct and indirect emissions. This impact calculator has also been used by [the Transat Jacques Vabre organisation](#) in its 2021 and 2023 editions.

ACCESS TO SUSTAINABILITY STRATEGY VIA THE TOOLBOX

IMOCA has encouraged teams to engage and use the ToolBox, developed by 11th Hour Racing Team in 2020. This consists of guides, tools and templates created to make sustainability strategy free and accessible for any organisation. IMOCA was one of the first organisations to use the Toolbox and set up guidance sessions for all teams to learn about sustainability strategy. In addition, the Class translated the [Toolbox](#) into French.

ENGAGING WITH OUR COMMUNITY

Over the past four years, IMOCA has organised a series of workshops with the teams, with 16 held so far. The workshops have covered waste management, sustainability strategy, collision avoidance, safeguarding, alternative materials, industrial impacts and more. During the same period IMOCA has continued its engagement with the wider community through appearances by IMOCA sustainability staff at over 50 conferences. Most recently IMOCA has released its first podcast called [TRANSITION](#).

THE PROBLEM – AND OPPORTUNITY – OF WASTE

To deal with redundant material in yards, the GiveBox was set up. This is a receptacle placed in La Base in Lorient into which teams are encouraged to deposit any waste that could be repurposed. This system gives new life to objects still in good condition but unused, which can be used by other teams. In this way, a great collective dynamic has been created between the different sailing communities within Lorient.

TAKING THE OPPORTUNITY TO RECYCLE CARBON FIBRE COMPOSITE WASTE

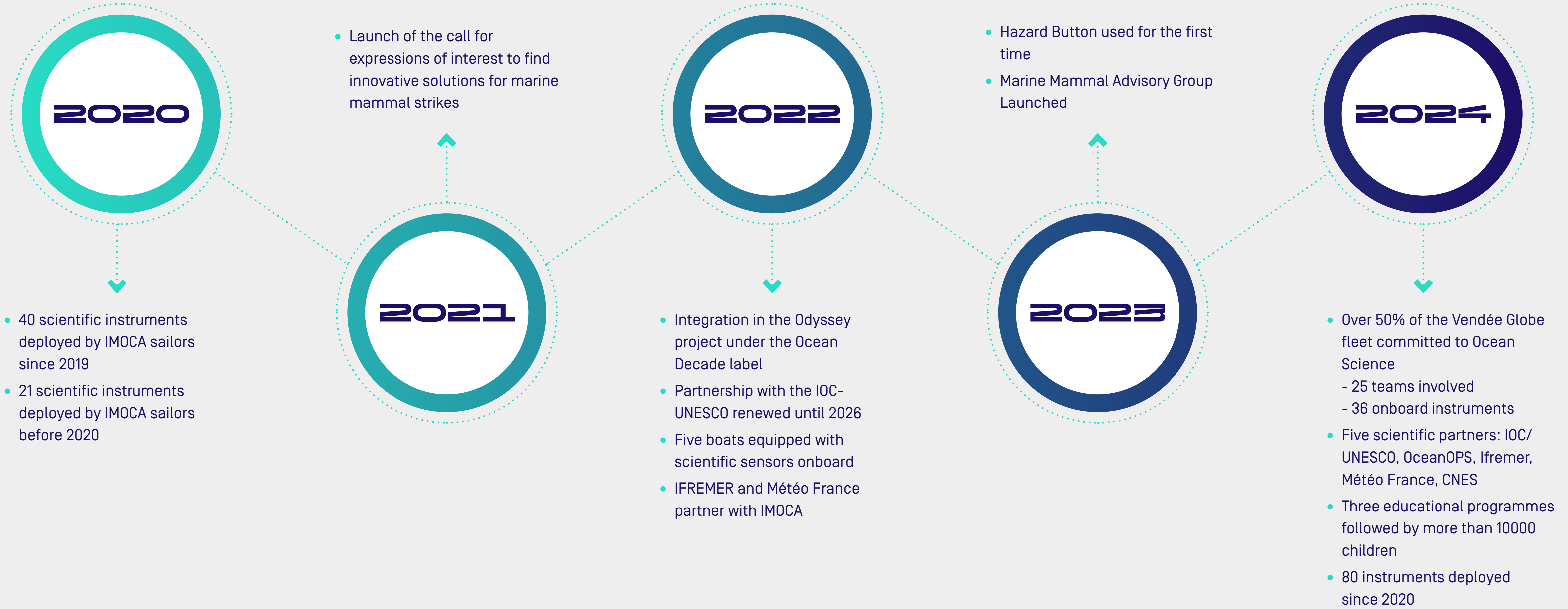
By 2050, total composite waste is projected to reach an astounding **683,000 tonnes per year in Europe**, while the global recycling capacity lags behind at less than 100,000 tonnes (Composite Materials). IMOCA is determined to play its part in helping to establish carbon fibre recycling solutions.

In 2022, thanks to a three-way collaboration between IMOCA, 11th Hour Racing Team and Gen2Carbon, **3.5 tonnes of carbon fibre** was recycled in less than two months. Since then, IMOCA has continued with this project, but in collaboration with Guyot Environnement and Gen2Carbon. Guyot Environnement has set up a carbon fibre recycling skip for all the IMOCA teams based in Lorient, with the aim of expanding into other ports in 2025.

- From 2023 - 2024 IMOCA has recycled over 10 cubic metres of carbon fibre
- **Ten teams** have participated through recycling their waste.
- The collaboration between IMOCA and Guyot Environment is set to continue and will expand to the industry.
- The Maître CoQ and MACIF team have both worked with recycled carbon fibre to produce parts of their boats. [See Alternative Materials Guide by IMOCA.](#)

UNDERSTANDING OUR MARINE ENVIRONMENT





IMOCA sailors are racers but also 'citizen heroes', helping to develop our understanding of climate change.

HOW CAN SAILORS HELP SCIENTISTS?

The IMOCA racecourses, our ocean, is of critical concern to climate scientists. Our boats sail in areas that are rarely frequented by regular maritime traffic and are still little-known. IMOCA yachts have therefore become "ships of opportunity".

COLLECTING PRECIOUS DATA FROM REMOTE PLACES

The collection of oceanographic and atmospheric data along the course using on-board or deployed instruments are invaluable contributions to [the Global Ocean Observation System \(GOOS\)](#). In 2015, the IMOCA Class signed its first partnership with [Intergovernmental Oceanographic Commission \(IOC\) of UNESCO](#), during COP21 in Barcelona. Since then, collaborations with scientists have continued to grow and flourish. The partnership took another step forward, after the United Nations declared the Ocean Decade in 2021. This laid the foundations for a new era of ocean awareness alongside [the Odyssey Programme](#) that ensures sustainable support for all ocean sciences. It is spearheaded by OceanOPS in which IMOCA plays a significant role. This programme's objectives and practices directly match the UN Sustainable Development Goals, numbers 4,14 and 17.

WHAT INSTRUMENTS DO SAILORS USE TO COLLECT DATA?

The different types of instruments that skippers can deploy during IMOCA races.

Find out about all the instruments here :



- 12 scientific instruments on board for continuous measurements on the Vendée Globe 2024
- The Ocean, which covers 70% of the earth's surface, absorbs **25% of the CO2 emissions** generated by mankind, causing acidification
- 25 IMOCA skippers will take part in the IMOCA scientific programme during the Vendée Globe 2024
- We only know about **13% of the marine species** living below the water's surface



Vidar Helgesen
Executive Secretary of
the Intergovernmental
Oceanographic Commission
of UNESCO, said:

“ The partnership between the Intergovernmental Oceanographic Commission of UNESCO and IMOCA is a prime example of how collaborations across diverse sectors can enhance our understanding of the ocean, as well as the increasingly science-driven maintenance of its vital life-support functions. By enabling IMOCA sailors to carry scientific equipment and gather oceanographic and atmospheric data for programmes such as the Global Ocean Observing System, we create a win-win situation for society. ”



Lucie Coquempot,
Coordinator of oceanographic
observation at IFREMER, said:

“ The Vendée Globe route provides the scientific community with a unique opportunity to access in-situ data in remote regions that are nonetheless essential for understanding how the oceans work and the state of marine biological resources. We are very grateful to the skippers, their teams, the IMOCA Class and race management for all the bridges that have been built between the world of ocean racing and the world of research. ”

WORKING WITH OUR MARINE ENVIRONMENT

IMOCA is driving work to reduce its impact on marine life through data collection and collision avoidance.

To enable a better understanding of our marine environment, a three phased programme was set to formalise collaboration and develop technological solutions.

This programme's objectives and practices directly match the UN Sustainable Development Goals, numbers 4, 9, 14 and 17.

The following three phases are explained in further detail over the next three pages of this report:

- The Marine Mammals Advisory Group
- The Hazard Reporting System
- EXOS24

THE MARINE MAMMALS ADVISORY GROUP

January 2023 marked the launch of **the Marine Mammal Advisory Group** (MMAG). This is an initiative born by a collective of ocean racing players, the IMOCA Class, 11th Hour Racing Team, The Ocean Race and World Sailing.

These four organisations came to the conclusion that there was no common initiative that brings together all those involved in ocean racing around the complex issues of biodiversity protection, mammal strikes and collision avoidance at sea. The complexity of these subjects required an alliance of strengths and knowledge to move forward collectively involving race organisers, scientific institutions and technical support. MMAG now has over 35 members, with a wide range of profiles.

MMAG FOCUSES ON FIVE MAIN AREAS OF WORK:



SEARCHING FOR A SOLUTION TO COLLISION AVOIDANCE

Collisions with marine mammals are a growing problem for the shipping industry, and are intrinsically linked to the 3-4% increase in maritime traffic each year [WWF].

THE HAZARD REPORTING SYSTEM

The Hazard Reporting System (HRS) emerged from an observation: at sea, there was no ergonomic tool for sailors to report imminent danger directly and effectively. HRS and its “Hazard Button” technology concluded its development in January 2023 and began its tests during The Ocean Race of that year.

The aim of this new function, accessible on the Adrena and Expedition routing software, is to:

- Increase vigilance by alerting competitors and race management to any subsequent risk
- Collect data, which is then made available confidentially to scientists and organisations working on risk studies for racecourses
- Raise awareness of the risk and its implications

The data collected by this function is ingested directly into a database called Marine Strike Log. This is the world’s most comprehensive database of data relating to sailing boats. The implementation of this strategy and reporting system has supported the establishment of a new standard across all offshore racing events and classes.

- The HRS has been used during all the major IMOCA events since 2023: The Ocean Race, Transat Jacques Vabre, Transat CIC, Transat Retour à la Base and Vendée Globe
- The project’s 2025 objective focuses on setting up a global and interconnected database. This will enable all marine reporting applications to receive data from other media and feed a common platform in collaboration with key players such as Whale Alert and the International Fund for Animal Welfare.





THE DIFFICULTY OF DETECTION

There are two types of detection to consider: surface target detection and sub-surface detection. While the former is particularly relevant to the detection of UFOs or logs, it has little to do with marine mammals, which are present on or below the surface. Today's technology can detect targets on the surface, using radar, thermal cameras, AIS, but subsurface detection is more complex.

A COLLABORATION FOR PROGRESS

In 2021, the Class joined forces with Pôle Mer Bretagne Atlantique to launch a Call for Expressions of Interest, for innovative solutions to prevent collisions at sea. During 2022, a consortium of three entities was selected. Pixel sur Mer, Sea.Ai and Ensta Bretagne jointly proposed EXOS24 project. This focuses on three sensors: radar, AIS and SEA.AI technology and uses both optical and thermal sensors. The latter, coupled with artificial intelligence, is capable of detecting all floating objects, during either day and night, including those not detected by radar or AIS. The reliability of the information transmitted by each sensor is then translated into data fusion. The aim is to provide accurate and reliable information, by combining and exploiting the complementary nature of each sensor's data.

LOOKING FORWARD

The final part of the project focuses on the challenge of automatic avoidance, based on advanced algorithms for calculating collision avoidance trajectories. The project will now focus on surface detection, in order to make the data fusion technology more reliable, based on already reliable sensors. Additional sensors, notably for underwater detection, could be added as technologies evolve. By 2028, the aim is to be able to equip all boats with such a system.

- 60% of the fleet: 26 boats
- Five boats will test the EXOS24 system for the first time during the Vendée Globe



Régis Guyon,
Nautical Project Manager,
Brittany Atlantic Marine
Cluster, said:

“ The aim of the collaboration between the Pôle Mer and the IMOCA Class was to identify and support any system that would reduce the risk of collisions for IMOCA boats, particularly with marine mammals. The result today is the EXOS 2024 system. The system will be present on all the boats taking part in the 2024 Vendée Globe, and its aim is to greatly improve surface detection. The system is designed to centralise and receive information from other sensors currently under development, and provide a clear alert to the skipper. ”



Sébastien Marsset,
Fossier skipper, said:

“ As a skipper, I am passionate about the Ocean. It seems obvious and essential to me to do my utmost to ensure that my races and sailing have as little impact as possible on the environment. The use of the Hazard Button pilot by IMOCA is a concrete initiative that allows us to reduce the risk of collisions with megafauna, to improve scientific knowledge by contributing to mammal observations and to reinforce the safety of sailors. I'm delighted to be part of this virtuous initiative. ”



COLLISION AVOIDANCE: A COLLABORATIVE EFFORT BETWEEN IMOCA, RACE ORGANISERS AND SAILORS

At all major IMOCA races, work is carried out with the organisers and concerned stakeholders:

- Requesting and commissioning risk assessments at each major race of the IMOCA Globe Series
- Defining relevant exclusion zones
- Implementing other mitigation actions, with a few firsts :
 - The Transat CIC and NY-Vendée placed their finish and startlines well offshore, with low-speed corridors implemented
- Adopting the Hazard Reporting System in race rules and highlighting it in security briefings
- Live monitoring of Marine Mammal Observation data and marine mammal management areas provided by MMAG during events

COLLISION AVOIDANCE: WORKING WITH OUR WIDER SAILING COMMUNITY

- Creation of “Naviguer Ensemble” (Sailing Together): the first E-Learning (in French) programme on the prevention of collision risks at sea : a training course on collision avoidance is available by the Ecole Nationale de Voile supported by its partners and the IMOCA Class and with the participation of national experts

 **E-learning programme (French)**

- IMOCA runs the Biodiversity Commission of the World Sailing Sustainability Commission with the objective of settling new guidelines for offshore sailing events

DIVERSITY EQUITY AND INCLUSION





- IMOCA and The Magenta Project partnership begins

- 2023: 50% of IMOCA team managers are female
- The Ocean Race 2023: mixed teams are made mandatory. A record number of women sailors took part in this edition



- IMOCA safeguarding policy in place with the FFV and World Sailing
- Female Leadership Development programme begins in collaboration with The Magenta Project
- Six women are at the start of the Vendée Globe 2024

IMOCA is committed to a diverse, inclusive and equal opportunity working environment in all its activities.

Collaboration with The Magenta Project - aimed at increasing diversity and equal opportunity

The relationship between IMOCA and The Magenta Project, a collaboration aimed at increasing diversity and inclusion in the sailing industry, started in 2022. In keeping with the values of a sport based on sharing and openness, we are working together to achieve greater inclusion in our sport. This partnership has led to several initiatives and programs designed to provide women with valuable industry experience and networking opportunities, fostering their careers in the professional offshore racing industry.



DURING THE ROUTE DU RHUM 2022:

- Team Pairing – seven young women [‘Magentees’] were welcomed by teams to experience a race pre-start period on missions ranging from ferrying the boat to the village, to logistical assistance or welcoming and managing boat visits for partners.
- A networking event combined with an inspiring conference dedicated to all the women present in the race village was organised, bringing together some 60 women (and men!) with a wide range of profiles: skippers, members of the Magenta community, team managers, communications managers and technicians.

THE OCEAN RACE 2023, NEWPORT STOPOVER:

- Technical Tours and Workshops: The ‘Magentees’ received technical tours of IMOCA boats, such as Biotherm, and participated in two workshops at North Sails and Harken.
- Sustainability Focus: Participants engaged with sustainability team leads, aligning their career interests with broader environmental goals.
- “On the Horizon” Diversity Equity and Inclusion (DEI) Panel and Networking: Panel discussion featured industry leaders on inclusion policies and safeguarding procedures, emphasising the importance of creating safe and inclusive spaces in our sport.

TRANSAT JACQUES VABRE 2023:

- Team Pairings: Four women were paired with IMOCA teams to gain hands-on race preparation experience. Each woman had unique opportunities tailored to her interests and career goals.
- Career Development and Networking: Participants had the chance to meet industry experts and sailors. Team Biotherm, Pip Hare Ocean Racing and Team Malizia offered private tours of their IMOCAs.
- Sustainability focus: 11th Hour Racing Team hosted a private seminar with ‘Magentees’ to discuss the team’s sustainability strategy and review the Sustainability Toolbox resources.



The
Magenta
Project

FEMALE LEADERSHIP DEVELOPMENT PROGRAMME

The IMOCA x Magenta Female Leadership Development Programme (FLDP) is a next-level partnership between IMOCA and The Magenta Project. The project was initiated out of a shared commitment to address the under-representation of women in offshore racing, particularly in leadership roles. Despite women's growing presence in various roles across the sport, opportunities for leadership and advancement remains limited, especially in technical and sailing positions.

This disparity highlighted the need for a dedicated programme to empower and equip women with the necessary skills and experiences to thrive in leadership positions in this elite ocean racing class.

WHAT WE ARE DOING TOGETHER?

The primary goal is to create a pathway for women to advance in the offshore racing industry by offering them the opportunity to participate in a four-week intensive apprenticeship programme within an IMOCA team. This work-training covers essential skills within specific leadership career-track pathways in top roles in the sport: Skipper, Boat Captain/Technical Director or Team Manager.

By pairing participants with experienced mentors in their respective career track/role, the programme aims to build confidence and competence, fostering a new generation of female leaders in the sport.

This partnership is strategically aligned with the broader mission of promoting gender equality and diversity in sports. The programme goals and policies directly match the UN Sustainable Development Goals, numbers 5, 8, 10, and 17.

This collaboration not only addresses the immediate need for increased female participation, but also contributes to the long-term vision of a more diverse and equitable offshore racing industry.

- Team manager positions are being filled by more women, with 50% of IMOCA managers being women in 2024
- In 2024, four teams have participated in the FLDP: Team New Europe, Malizia, Teamwork-Team Snef and Imagine/MS Amlin
- At the 2024 Vendée Globe race village IMOCA and Magenta brainstormed new ways to maintain and augment female participation in our industry
- In 2025, IMOCA aims to involve 10 more teams into this initiative



Meghan Reilly,
Chief Coordination and
Engagement Officer at the
Magenta Project, said:

“ The Magenta Project partnership with IMOCA continues to evolve. We have continued to involve more IMOCA teams and stakeholder partners like 11th Hour Racing to advance the participation of more women in the Class. Combining mentorship and apprenticeship in our new Magenta x IMOCA Female Leadership Development Programme creates a new pipeline for female talent to reach the top of the class. Our collaborative and strategic approach as partners is an exemplary way to drive diversity and talent development on an international level. ”



Lindsay Gimple,
Mentee within
Team New Europe, said:

“ The Female Leadership Development Program is an unparalleled opportunity to build genuine relationships and experience in professional ocean racing. My team was welcoming from the start. I have sailed on deliveries and crewed events, assisted in guest hospitality, worked with new sustainable composites, and helped Irina Gracheva with her management tasks in the lead up to races. The Vendée Globe race start is my fourth event with this team, so it will be special to see all the hard work pay off as we send Szabi around the globe! ”

OUR COMMON FUTURE

IMOCA, its partners and the sport of offshore racing are **all working together on common goals**



Antoine Mermod,
IMOCA Class President, said:

“None of us are working in a vacuum and at IMOCA we understand that the secret of our collaborative success is working together. That means working with our teams, our commercial partners, race organisers and the sport’s administrators. IMOCA is committed to continuing to play a leadership role in finding solutions to our climate responsibilities and sharing them with the wider marine and sailing industry and the general public.”



Alexandra Rickham,
Director of Sustainability at World Sailing, said:

“It is very encouraging to see IMOCA introduce new boat building rules in line with the targets within World Sailing’s Sustainability Agenda 2030. IMOCA was the first to complete a Life Cycle Assessment of their boat to truly understand the impact of sailing and their activities and has been one of the leading sailing classes in sustainability ever since. The development of the RISE Rule continues to raise the bar in terms of what is possible to minimise the impact of sailing on the environment while maintaining peak performance. We are delighted to work with IMOCA to support the transition to alternative materials and make sailing a more sustainable sport for all.”



Lucy Hunt,
Ocean Impact Director
at The Ocean Race, said:

“ We have been working with IMOCA on a number of sustainability initiatives for a while now. It’s really important to The Ocean Race that the organisations we collaborate with want to move the needle in the right direction when it comes to sustainability in the offshore sailing industry. It’s clear that IMOCA is serious about this. I am looking forward to working more on upcoming races and a number of new initiatives together. ”



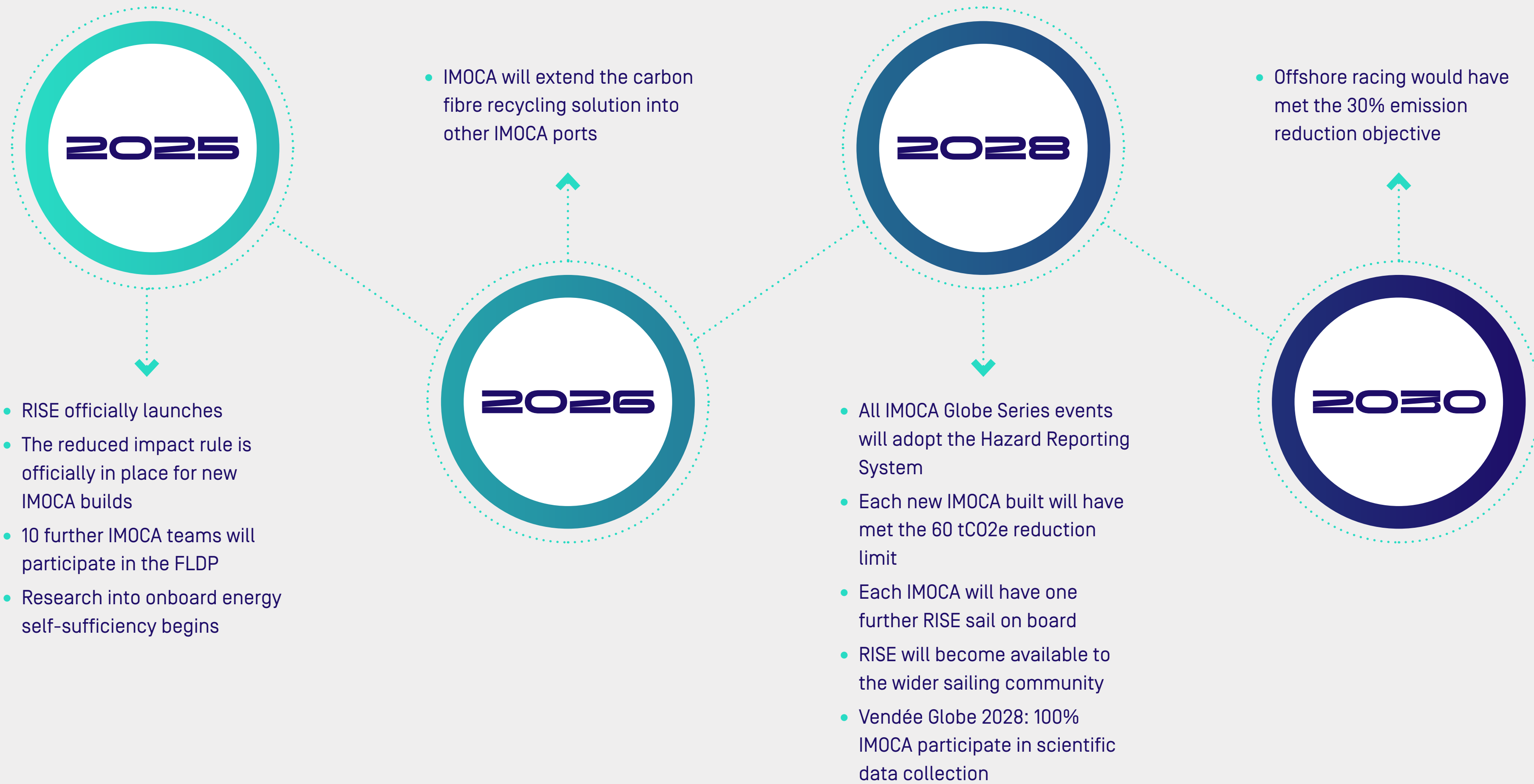
Stéphane Bourrut Lacouture,
Sustainability Manager at OC Sport, said:

“ The IMOCA Class’s commitment to the sustainability of ocean racing has made it a valuable working partner since we have had our Corporate Social Responsibility (CSR) strategy rolled out in 2021. Whether it’s around some of our events or in a more transverse and theoretical way, we regularly cooperate through information sharing, joint reflections and the construction of projects. I think we share the importance of this cooperation and the involvement of all stakeholders in meeting the challenges that lie ahead, especially as this is in line with the UN’s Sustainable Development Goals (SDGs). The efforts of the IMOCA class go hand in hand with our plans, and this collaborative work with IMOCA will intensify in the coming years to continue to drive our sport forward. ”



Anne Dos Santos,
Vice-President in charge
of CSR at Corporate Secretary
FFVoile, said:

“ In 2023, the French Sailing Federation initiated and financed a collective effort to objectify the impact of ocean racing on environmental issues. By pooling our thoughts and actions, we can move forward together towards the goals we have set. The IMOCA Class is actively participating, through the political will of its governance and members, in the search for and implementation of solutions leading to alignment with the Paris Agreement. The road is still long and full of obstacles, but we must stay the course to ensure that this discipline, and more broadly our sport, remains associated with the freedom, high standards and rigour of the sailor. It is in sportsmanship and solidarity that we will face up to the responsibility that falls to us. ”



IMOCA TEAMS AND THEIR SUSTAINABILITY CAUSES



The Biotherm team and skipper Paul Meilhat support the Surfrider organisation through which Paul helped create Echappée bleue in 2010 - this project introduces children who can't go on holiday to sailing. To accompany Paul Meilhat and Biotherm is the strong partnership with the Tara Ocean Foundation to collect vital data regarding phytoplankton and the health of our oceans.

The Bureau Vallée team and skipper Louis Burton have created an educational kit "Discover the world of the oceans with Louis Burton". The tool, designed in collaboration with teachers offers free and fun resources for all elementary classes.

The Canada Ocean Racing team and skipper Scott Shawyer supports the cause Be Water Positive.

The China Dream team and skipper Jingkun Xu use their platform to inspire children to dare to have and pursue their dreams. Showing that every dream has the potential to be realised, as long as you have the courage and perseverance to chase it.

The Coup de Pouce team with their skipper Manuel Cousin help children to succeed in school with Association Coup de Pouce.

The DeVenir team and their skipper Violette Dorange have partnered with the Auteuil Apprenticeship Foundation supporting apprentices in France by promoting the integration and training of young people in difficulty.

The DMG MORI Global One team and skipper Kojiro Shiraiishi launched DMG MORI Sailing Academy in 2021.

The Fortinet-Best Western team and skipper Romain Attanasio are committed to supporting the PLAY International a NGO that uses sport as a lever for education and social change.

The Foussier team and Sébastien Marsset support the association "Handicap Agir Ensemble" whose mission is to support people with intellectual disabilities, autism, psychiatric disabilities and multiple disabilities, and their families.

The Fives Group - Lantana Environnement - team and their skipper Louis Duc support the association "Les Enfants de la Balle" that works towards creating a community of inclusive sports clubs for children with disabilities.

The Groupe APICIL team support the association "Des pieds et des Mains" that their skipper, Damien Seguin, created. The association aims 'shatter prejudices about disability through mixed sailing'.

The Guyot Environnement and Benjamin Dutreux have been long standing partners with the Water Family in the preservation and education of water.

The Human Immobilier team and Antonic Cornic work to fight against plastic pollution with the association "Lutte contre le plastique" #reveillonsnousbyebac. Together they also supports the Mathys association, which fights cancer affecting young children, particularly cerebral gliomatosis.

The Holcim-PRB team and Nicolas Lunven are working hard on the Go Circular campaign to accelerate the shift to circular living and preserve our ocean.

The Initiatives-Cœur team and skipper Sam Davies use their communication platform to provide support to "Mécénat Chirurgie Cardiaque" that enables children with heart malformations to be operated on in France when this is impossible in their own country due to a lack of technical or financial resources.

The Lazare team and skipper Tanguy Le Turquais push raise awareness of those needing shelter with the Association Lazare.



The L'Occitane en Provence team and skipper Clarisse Crémer have driven the "Race for Equity" in this 2024 season.

The La Mie Câline team and skipper Arnaud Boissières support the Institut Bergonié in the fight against cancer in young children.

The Malizia-Seaexplorer team and their skipper Boris Herrmann are continuing the fight for Climate Action with their "A Race We Must Win" campaign that combines sailing, science, and education. Onboard the IMOCA is a laboratory that measures valuable ocean data in partnership with the Max Planck Institute for Meteorology, GEOMAR and Ifremer. Through the My Ocean Challenge programme, Team Malizia also educates children around the world about the ocean and climate change.

The Maître CoQ team and skipper Yannick Bestaven support the activities of both Echo-Mer which tackles marine pollution and La Halte du Coeur, an association that provides high-quality food aid to rural populations in precarious situations.

The MACIF Santé Prévoyance team and their skipper Charlie Dalin support the Association OLIGOCYTE giving hope to those and their relatives that suffer from brain tumours.

The MACSF team and their skipper Isabelle Joschke support the skippers association "Horizon Mixité" conveying the message that women are capable of anything.

The Monnoyeur - Duo for a job team and their skipper Benjamin Ferré promote the international organisation "Duo for a job" by connecting young people from immigrant backgrounds with experienced people over 50 years old from the same professional sector, so that they can support them in their job search.

IMOCA TEAMS AND THEIR SUSTAINABILITY CAUSES



The New Europe team and their skipper Szabolcs Weöres supports the Fondation MOL-Nouvelle Europe that aims to promote progress in a variety of areas by taking responsibility for social initiatives and carrying out projects in the fields of sport, culture, healthcare, economic development and environmental conservation.

The Nexans-Wewise team and skipper Fabrice Amedeo has been strongly committed to preserving the ocean for the past four years, and has now decided to expand their efforts by creating an endowment fund, called OCEAN CALLING, its mission is to bring together and support initiatives to help associations with an ecological or social vocation.

The Paprec Arkea team and their skipper Yoann Richomme work with Habitat et humanisme to fight social exclusion through housing, helping people to become self-sufficient and recreating links between residents. The team also supports Humanité et biodiversité. This association promotes the preservation of biodiversity among society's stakeholders.

The Prysmian team and their skipper Giancarlo Pedote have support. Electriciens sans frontières for four years, working to improve access to electricity and water for populations in difficulty.

The Stand as One team and Eric Bellion pursue the campaign to unite as one against fear.

The two Vulnerable teams with skippers Thomas Ruyant and Sam Goodchild. Together their campaign is to change the way we look at the shared vulnerability of people and the planet. Its aim? To stop seeing vulnerability as a burden to be carried, but rather as limits to be accepted and a potential for creating value to be released. Its ambition: to give a real place to the most vulnerable among us in order to humanise society.

The V and B - Monbana - Mayenne team and skipper Maxime Sorel support the Cystic fibrosis foundation "Vaincre La Mucoviscidose".

The TeamWork-Team SNEF and skipper Justine Mettraux participate and support two worthy causes: The Magenta Project and the "Association Vaincre les Maladies Lysosomales" - the association to overcome lysosomal diseases.

The Tout Commence en Finistère-Armor Lux team and their skipper Jean Le Cam help the service "Aide Sociale à l'enfance" which addresses needs of children and families in difficulty.

The Tut Gut. Sailing team and skipper Olivier Heer contribute further scientific data and information through their Oceanographic Project.



ARE YOU AN OCEAN LOVER LOOKING FOR SOME INSPIRATION?

Here are some top tips from our sailors:

- Collecting and giving unused marine stuff that could be used by another sailor with a donation to [La Give Box](#)
- Becoming a Citizen of the Ocean in witnessing what you see at sea with relevant application like [Whale Alert](#) or [Obs en Mer](#)
- Joining [the mentoring programme](#) of the Magenta Project
- Adopt a sustainability strategy in your organisation thanks to [the Toolbox](#)
- Join the [Sport For Climate Action](#) movement
- Have a look at the education programmes of [The Ocean Race](#) and the [Vendée Globe](#)
- Take action with [Sailors of the Sea campaigns](#)
- Understand Life Cycle Assessment with [MarineShift360 free version](#)
- [EuCIA's European Composites Recycling Solutions database](#)

You can also read resources shared by our peers:

- World Sailing [Sustainability Annual Report 2023](#)
- S'aligner ensemble avec l'Accord de Paris et les limites planétaires, [Course au Large 2030](#) (French)
- 11Th Hour Racing Team [sustainability resources](#) / Campaign Report
- TOR Racing for Purpose [2023 Report](#)

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About 11TH HOUR RACING

11th Hour Racing works to mobilize sports, maritime and coastal communities with an innovative approach to inspire solutions for the ocean.

11th Hour Racing promotes collaborative, systemic change through three primary areas of engagement: sponsorships, grantees and ambassadors.

These philanthropic activities are provided through 11th Hour Racing, Inc., 11th Hour Racing Charitable and 11th Hour Racing Action.

Learn more at www.11thhourracing.org.

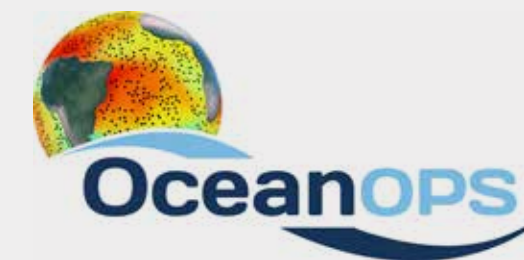
To find more about them visit our [IMOCA website](http://www.imoca.com)

All this work
would not be possible without
our amazing partners



MarineShift360 - tool info

Partnerships were built with MarineShift360 - the Life Cycle Assessment (LCA) tool designed specifically for the marine industry.





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