

**ENVIRONMENTAL APPENDIX
TO THE PRESS KIT**

VENDÉE GLOBE

**10 ENVIRONMENTAL
COMMITMENTS**

OUR APPROACH IS STRUCTURED AROUND FOUR KEY PILLARS.

ANTICIPATE

Measuring and understanding the impact of the Vendée Globe event. In order to...

p.4

REDUCE

... the environmental impact of our event, mainly linked to the village.

p.7

INSPIRE

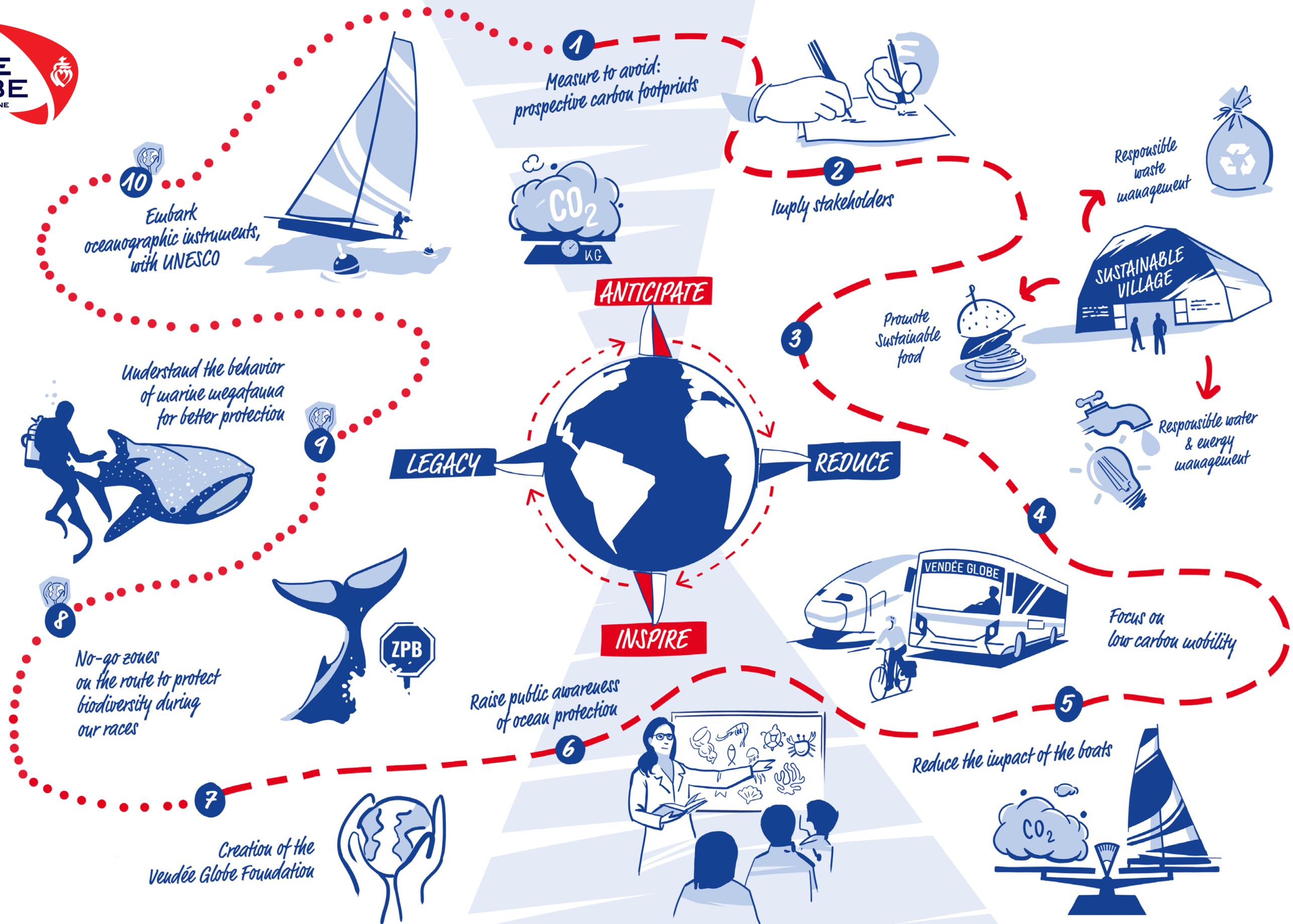
Develop the positive impact of raising public awareness of ocean protection, with our scientific partners.

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LEGACY

Beyond our impact during the Vendée Globe, leave a positive legacy and be a sustainable partner for the ocean through science.

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ANTICIPATE

1

Measuring the event's carbon footprint, a founding step



The first pillar of the Vendée Globe's environmental commitments is based on a preventive and proactive approach. In concrete terms, this means setting up measurement tools designed to evaluate and reduce the event's carbon impact on the environment in a detailed and rigorous way.

By monitoring our carbon impact, we can assess and anticipate the consequences of the actions we take, and identify priority sectors for improvement. In this way, we are gradually building a strategy to reduce the event's environmental footprint and promote more sustainable practices. To achieve this, the Vendée Globe is working hand in hand with Carbone 4 and Toovalu, recognised experts in the methodology and tools for measuring and managing impact.

In 2020, the Vendée Globe initiated the first carbon impact study for one of its events. Since then, we have been working closely with Carbone 4 and Toovalu to define a robust and pioneering methodology. Indeed, there was no official methodology for measuring the carbon impact of an offshore racing event.

Once the methodology had been defined with Carbone 4 and Toovalu, we were able to configure the Toovalu Impact measurement tool, adapting it to the specific typology of the event. This work will be useful for other offshore races, and represents a milestone.

The New York Vendée - Les Sables d'Olonne, also organised by the same team as the Vendée Globe, will be an opportunity to validate the methodology and use this tool by establishing a complete carbon footprint, encompassing scopes 1, 2 and 3. Relying on these 3 scopes means assessing all the direct and indirect greenhouse gas emissions, whether or not the Vendée Globe is responsible for them, in order to identify the most effective ways of reducing them with all the players involved.

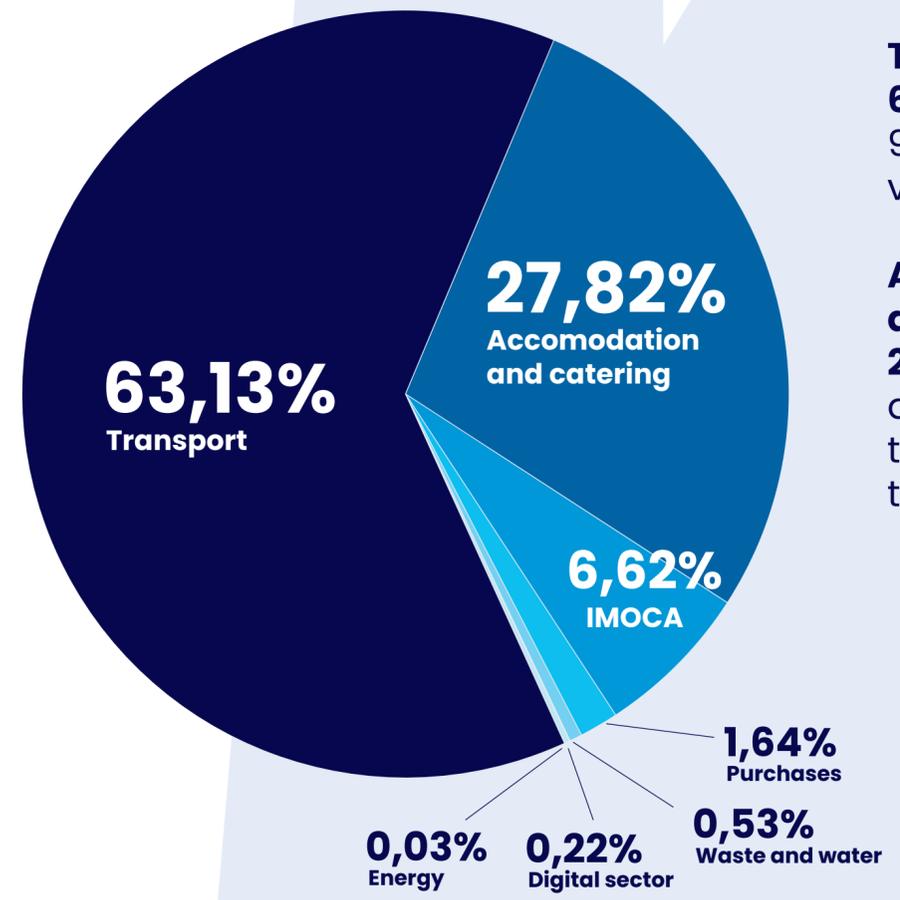


The Vendée Globe adopted an innovative approach to measuring its carbon impact. Following in the footsteps of Paris 2024, which has set itself the target of halving the impact of the Olympic and Paralympic Games, the Vendée Globe has carried out a forward-looking carbon assessment in order to estimate in advance the emissions linked to the event.

To do this, the organisation has defined hypotheses that are intended to be as close as possible to reality (in terms of participation, origin of participants & means of transport, food, etc). The aim of this approach is to anticipate the consequences of the actions carried out, in order to identify the significant emission sources and put in place measures to reduce emissions before the event.

An effective post-event carbon footprint will be drawn up to measure the progress made and further refine the improvement targets for future editions.

AND IN CONCRETE TERMS?



Transport: 63% of our impact, 99% of which is visitor travel.

Accommodation and catering: 28% of total emissions, and a third of these 28% are linked to catering.

The construction and life of the IMOCA boats for a Vendée Globe cycle account for 7% of the impact: construction accounts for a quarter of these emissions, with three quarters being emitted to optimise the boat.

Purchasing, energy, waste, water and the digital sector represent 2% of the event's carbon impact*.

*Carbon footprints measure the equivalent of tonnes of CO2 emitted by all the actions carried out to organise an event. Some actions have a low carbon impact, but can have another significant environmental impact, while others can have a low carbon impact but a strong symbolic value. Scopes 1, 2 and 3 are taken into account in this study.

REDUCE

*ONCE THIS IMPACT IS BETTER KNOWN
THANKS TO THIS FUNDAMENTAL MEASUREMENT STEP,
WHAT CAN BE DONE TO REDUCE IT?*

2

Involve the Vendée Globe ecosystem



A responsible framework for public tenders

The Vendée Globe organiser, chaired by Alain Leboeuf, who is also President of the Vendée Département, is a Société Anonyme d'Économie Mixte created in 2003. This structure is owned by local authorities such as the Conseil Départemental (major shareholder), the town of Les Sables d'Olonne and the Pays de la Loire Region, as well as by 32 companies from the economic network of the Vendée. Subject to the public procurement code, its service providers are selected through public tenders. This enables the organisation to include environmental clauses to ensure that it works with companies that share its vision of environmental responsibility.

These clauses now apply to all high-impact sectors. Many contracts, such as the management of the village's bar and restaurant, are concerned. When the current market is not yet mature enough to offer solutions that match the commitments sought by the Vendée Globe, these clauses send out a strong signal to service providers and initiate discussions aimed at developing these sectors.

AND IN CONCRETE TERMS?

The marine signage tender, which concerns the production of flags and insignia on boat sails, includes rating criteria directly linked to the environmental impact of the solutions proposed, and more specifically on the «means implemented to control the environmental impact of the service (eco-design in production, percentage of recyclability of each element, eco-responsibility of materials, environmental certifications and labels, overall responsible approach of the company, packaging of elements, etc.)».

A charter to make exhibitors more responsible



The exhibitors' charter, initiated by the organisation of the Vendée Globe in 2020, was strengthened during the Vendée Arctique - Les Sables d'Olonne 2022 and will become even more ambitious for the Vendée Globe 2024-2025. Focused on the fight against disposable waste and the sustainable and circular management of resources, it aims to facilitate and encourage change among exhibitors, in line with the philosophy of the event, which wishes to support its ecosystem towards more responsible practices.

AND IN CONCRETE TERMS?

All exhibitors in the 30,000m² Vendée Globe village must (non-exhaustive list):

- Comply with the AGEC law (Anti-waste law for a circular economy)
- Not use single-use plastic objects (straws, cutlery, dishes, trays, etc.) unless necessary for food preservation
- Do not use dispensable plastic packaging
- Do not use plastic bags (even non-disposable ones)
- Replace single-use paper napkins with reusable or compostable alternatives
- Do not use single-use cups
- Do not sell and/or distribute plastic bottles: drinks must be distributed or sold in a reusable container. Visitors will have access to water fountains.
- Preferably offer labelled meats («Label Rouge», «AOC» or «AOP», etc.) or meats of French origin or raised in the open air, and seafood products from sustainable fishing or farming
- Give preference to seasonal products
- Give preference to local products (European scale at least, national and regional scale if possible)
- Redistribute all food surpluses, by its own means or via the event organisation
- Raise visitors' awareness of sustainable food issues, either through its own communication media or through those provided by the event organisers.
- Offer balanced food products
- Set up actions to prevent food waste

3

Minimising the direct footprint of the event village



AND IN CONCRETE TERMS?

Rethinking the waste cycle and promoting the circular economy

In collaboration with the town and the urban community of Les Sables d'Olonne, Trivalis, CITEO, LILOKAWA, La Ressourcerie culturelle de Montaigu and GOBI, the Vendée Globe is rethinking the management of waste by envisaging its route according to the 5Rs philosophy: Refuse, Reduce, Reuse, Recycle (as a last resort), and Return to the earth what can be composted.

To make this vision a reality, a green team has been set up to raise awareness among the public, engage in dialogue with exhibitors, and ensure optimal waste sorting, including over-sorting*. Water fountains will be installed in the village, removing the need to distribute and sell plastic bottles. At the same time, signage has been redesigned in line with the circular economy, with the emphasis on reuse and upcycling.

*The green team will carry out a second sorting operation in a dedicated area at the back of the village. This will enable them to check that the instructions are being complied with, so as to maximise the acceptance rate of the bags by the collection services and therefore their correct sorting.



© Olivier Blanchet / Alea / Vendée Arctique

All the signage materials have been designed to be recycled after the event, either by the partners or by the organisers, who have joined forces with the LILOKAWA workshop and the Recyclerie Culturelle de Montaigu to reuse and upcycle the materials.

A capsule collection will be released ahead of the race, based on signage from the last Vendée Globe (2020–2021). Products from the 2024–2025 collection will be available for pre-order in the 10th edition village. These unique products give a second life to our communication and information materials.

Promoting sustainable food

Food and drink accounts for almost 10% of the event's impact, and is directly within the scope of the organisation, which uses public tenders and the exhibitors' charter to guide the village's restaurateurs towards sustainable food.

What is sustainable food ?

Sustainable food is characterized by the consumption of local, seasonal products from short supply chains. It favors a more plant-based approach, while reducing food waste.

AND IN CONCRETE TERMS?

Every day, local and seasonal products will be featured in the village's restaurants.



Responsible management of water and energy resources

By adopting a responsible approach to the use of valuable resources such as water and energy in the event village, the Vendée Globe is also highlighting locally produced green energy. This initiative is part of an approach that is in line with national objectives for energy sobriety.

Teams and visitors will receive information on eco-friendly ways of using water and energy resources, in collaboration with Vendée Eau and SyDEV.



4

Offering visitors low-carbon alternatives for getting to the village

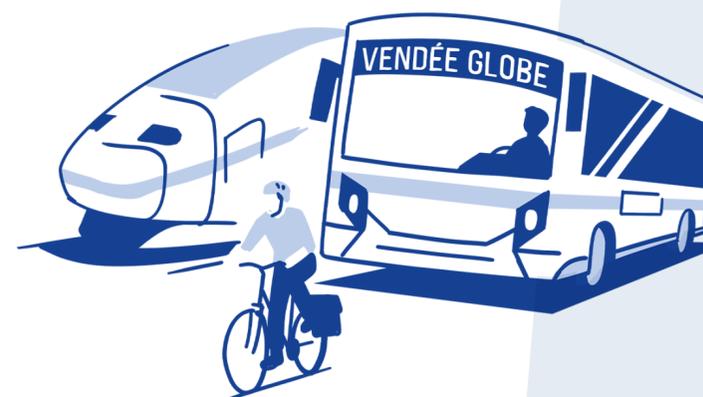
Travel is the most carbon-intensive aspect of the event and the biggest challenge. However, for the organisers, it is an indirect impact, as the choice of mode of transport is the visitor's decision. The role of the organisers is therefore to facilitate and encourage the use of soft mobility, to avoid cars used by just one person. The Vendée Globe, aware that such a challenge cannot be met alone, has joined forces with the Département de la Vendée, the town and the Communauté d'Agglomération des Sables d'Olonne, the Pays de la Loire Region, the SNCF Group, En Vendée, SyDEV and ADEME, to set up a Mobility Commission in January 2023.

Its aim is to establish a comprehensive range of low-carbon mobility solutions for visitors, and to make them desirable in order to change behaviour and habits. A dedicated communication campaign, relayed by all the mobility partners, will support the implementation of the scheme. Solutions focus on the use of trains, car-pooling, buses and shuttles, bicycles, non-thermal cars, walking, etc.

Visitor travel represents

63%

of the total impact of the event



AND IN CONCRETE TERMS?

Car parks dedicated to car-sharing

–

Regional train tickets on sale at a single rate of €5

–

Cycle parking facilities at the entrance to the village

–

In Les Sables d'Olonne: green natural gas shuttles, hydrogen buses, electric sea buses, self-service bicycles.

CONTROLLING CONSUMPTION ON BOARD IMOCA

A global approach

This approach to reducing the impact of travel also applies to the organisation of the Vendée Globe. The skippers, who inspire the general public and influence our imaginations, are also part of this approach, using the force of the wind to sail around the world. **From 2028, they will have to stop using fossil fuels during their circumnavigation*** (used mainly to run the technological equipment on board, and for heating). This has already been achieved in 2016 by skipper Conrad Colman, who is again a candidate for the Vendée Globe 2024. He wants to do the same for the next round the world race, and he's not the only one: Fabrice Amedeo has the same ambition. Yannick Bestaven, winner of the 2020 Vendée Globe, is co-designer of the hydrogenerator, a very good alternative to fossil fuels that has been equipping racing boats for several years now.

* except for safety



© Olivier Blanchet/Alea

5

Limiting the impact of IMOCA boats



A pioneering and committed class

The IMOCA Class, the association of skippers taking part in the Vendée Globe, was the first offshore racing class to vote for rules in favour of transition.

The IMOCA charter calls on the teams to measure and reduce their emissions. Each new IMOCA boat must undergo a Life Cycle Assessment of its construction. The use of alternative materials for removable parts (chart table, seats, bunks, etc.) are removed from the measurement weight of the boat, up to a limit of 100 kg. This measure encourages teams to innovate. Each competitor must have a Green Sail* in their set of sails, among the eight authorised on the circuit. An exceptional rule allows teams to come up with alternative motorisation solutions.

*Green Sail: The IMOCA class has worked with sailmakers to reduce the impact of the sails. Each skipper must take on board at least one sail that respects the criteria set by the rule (limiting waste, energy and transport).

A regulated innovation: Cap Carbone 2028

The regulations for the 2028 Vendée Globe, also known as the Notice of Race, will include a Cap Carbone to guide the construction of future new boats in order to limit their impact.



INSPIRE

INSPIRE



6

Raising public awareness of ocean preservation

The Vendée Globe captivates millions of spectators across the globe, providing an opportunity to raise awareness of ocean conservation.

The ocean: a major playground, under threat

The future of our planet depends on the ocean, which covers 71% of its surface. It is therefore our responsibility to contribute to its preservation. The Vendée Globe has entered into scientific partnerships aimed at raising collective awareness of the crucial importance of protecting the ocean. These collaborations will enable fans of the Vendée Globe to discover the marine environment and its ecosystems as soon as they arrive in the village, but also throughout the skippers' journey around the world.

The aim is for every Vendée Globe fan to be able to follow the race and the skippers' exploits, while at the same time learning about the ocean, understanding its wonders, the pressures that threaten it today, and much more.



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VENDÉE GLOBE JUNIOR

To enable schoolchildren and their families to take part in the Vendée Globe, by actively following the race, the Vendée department is offering events and educational tools dedicated to young people and schoolchildren. Educational resources, a website and a children's village are just some of the tools available to help you discover this extraordinary human and sporting adventure. For this 10th edition, the programme will be more widely distributed: the entire programme will be translated into English to make it accessible to as many young people as possible.

<https://vendeejuniorglobe.vendee.fr>

AND IN CONCRETE TERMS?

A page will be dedicated to all the educational content relating to ocean protection on the Vendée Globe website. This page will be updated in the run-up to the race, and then throughout the race, with news, photos and videos relating to the ocean and submitted by the race's ocean partners. This content will be added to the race news pages.

<https://www.vendeeglobe.org/ocean>



From the depths to the surface, from the coast to the offshore, **Ifremer** is the French research institute entirely dedicated to the ocean. Located on every coastline in France and overseas, Ifremer is committed to sustainable development and open science. It conducts research, innovates and produces expert reports to protect and restore the ocean, exploit its resources responsibly and share marine knowledge and data to create new opportunities for economic growth that respects the marine environment.



The TAAF (Terres Australes et Antarctiques Françaises – french southern and antarctic lands) is made up of five districts: the Crozet archipelago, the Kerguelen archipelago, the Saint-Paul and Amsterdam islands (these three districts make up the Terres australes, or austral districts), the Adélie land in Antarctica, and the Éparses islands. A territory without a permanent population or elected representatives, the TAAF are placed under the authority of a prefect, the senior administrator, who exercises all public action there. The senior administration is responsible for sovereignty, supporting scientific research, preserving biodiversity and logistics. The multiplicity of these missions, the isolation of the territories and the maintenance of scientific activities in extreme and isolated environments require the TAAFs to set up a complex logistics chain, provided in particular by their supply ship, the Marion Dufresne, and their ice-breaking polar patrol vessel, the Astrolabe. Several times in history, the Marion Dufresne has been diverted to rescue Vendée Globe skippers in areas where there are hardly any ships. Isabelle Autissier, the famous skipper who took part in the 1996 Vendée Globe, is President of the TAAF Advisory Council.



Polar Journal is a news website dedicated to the polar regions. It covers scientific, economic and social news. The site is available in German, English and French.



connected oceans

Océans Connectés is an online medium entirely dedicated to marine sciences. The digital platform offers a wide range of content related to marine sciences: news at sea and on land, diaries and events, job and training opportunities, and educational resources.

DID YOU KNOW?



70%

The ocean covers 70% of the surface of our planet

64%

The High Seas cover almost half of the world's surface and 60% of the oceans



3,7°

Is the average temperature of the ocean



3800 meters

Is the average depth of the ocean



LEGACY **BUILDING A POSITIVE LEGACY**

*THE VENDÉE GLOBE AIMS TO BUILD A POSITIVE LEGACY,
GOING BEYOND THE TEMPORARY CHARACTER OF THE EVENT
- WHICH TAKES PLACE EVERY FOUR YEARS -
AND BY TAKING LONG-TERM ACTION.*

7

Going further: supporting ocean protection through the Vendée Globe Foundation

The Vendée Globe aims to make a long-term commitment. The SAEM Vendée and the Département de la Vendée therefore decided to jointly create the « **Vendée Globe Foundation** » endowment fund with the support of three founding members: the Caisse Régionale du Crédit Agricole Mutuel Atlantique Vendée, the Caisse Fédérale du Crédit Mutuel Océan and the Banque Populaire Grand Ouest.



8

Protecting biodiversity along the race route

The first project the endowment fund will support is the initiative led by **Share the Ocean**. In order to minimise the risk of collisions between the boats and marine megafauna, several Biodiversity Protection Zones identified as important breeding and feeding grounds for cetaceans will be set up along the round the world race route from 2024. These zones will be determined by the Share the Ocean scientific consortium, in conjunction with the Vendée Globe Organisation.

Share The Ocean works with :

- The PELAGIS Observatory, UAR3462 La Rochelle University /CNRS.
- The PLATON team, INRIA, Centre de Mathématiques appliquées de Polytechnique (CMAP UMR7641) École Polytechnique/CNRS, Palaiseau.
- The naval architecture and maritime engineering firm, bañulsdesign.

AND IN CONCRETE TERMS?

This project defines Biodiversity Protection Zones (BPZs) on the race course, which skippers are not allowed to enter. The funding from the endowment fund will help to improve research and the collision model in order to refine these zones from race to race.



The IMOCA EXOS project

In addition to the race course, which is the organiser's responsibility, avoidance systems are also being studied on the boats. The IMOCA Class, together with PIXEL sur MER, SEA.AI and ENSTA Bretagne, is working on the development of a solution that will automatically detect, identify and avoid obstacles in order to reduce the risk of collisions. The development of this innovation will be based on the latest technological advances in fields as varied as Machine Vision, multi-sensor fusion and automatic piloting. The EXOS 2024 project complements the avoidance zones set up by the race organisers.

MMAG Hazard Button

In the same context, the MMAG (Marine Mammals Advisory Group) recently introduced the Hazard Button, an on-board warning system that allows skippers to alert the race directors in the event of a collision with or avoidance of a marine mammal on their course. The information is then relayed to the other skippers in the race, who can then avoid the area and the collision. In addition, the Hazard Button allows us to expand our knowledge and databases on the location, nature and timing of collisions during races, which is essential in order to work together to find solutions to this issue.

9

Understanding marine megafauna for better protection

The Vendée Globe Foundation will be supporting the William Mission, with the aim of improving understanding of the migratory routes of the whale shark in the south-east Atlantic - the largest fish in the world on the brink of extinction. The William Mission is supported by the **Over the Swell** Association, which aims to protect the ocean in three ways: through wonder (sport), education (with children) and oceanographic missions (to better understand what is happening in the ocean).

The Williams Mission intends to create the world's first protected offshore corridor to protect, among other things, the whale shark, a species threatened by illegal fishing practices and collisions with ships. The corridor will stretch from the Gulf of Guinea to St Helena Island. To achieve this, 15 European and American scientists are diving, tagging sharks to track their movements and documenting this little-known species with scientific photos and videos. This is a study that has never been carried out in this part of the world before. Lastly, the mission has an educational dimension, particularly for younger children, by bringing together schools in France and Africa, including Sao Tome and Principe.

Projected protected area



The results of the mission will be published in open source, with specific transmission to the Shark Database.

www.overtheswell.com/mission-ocanographiq/mission-william

10

UNESCO and the Vendée Globe: Skippers and scientists together for a better understanding of the ocean

The third project supported by the Vendée Globe Foundation is led by UNESCO, in partnership with the Vendée Globe.

As part of the United Nations Decade of Ocean Science for Sustainable Development (2021-2030), the Vendée Globe and UNESCO are joining forces to mark a new milestone after ten years of joint efforts between UNESCO and the IMOCA Class.

The Vendée Globe, through its endowment fund, will be providing financial support to UNESCO to coordinate, on a global and international scale, the embarkation of oceanographic measurement instruments on the race.

- From the Vendée Globe 2024, skippers will be trained and strongly encouraged to take on board the oceanographic measuring instruments selected by UNESCO and the Vendée Globe.
- From the Vendée Globe 2028 onwards, it will be compulsory for skippers to take these instruments on board and this requirement will be included in the notice of race.
- The systems and sensors will evolve with each edition of the race, so that marine data can be collected to feed weather forecasting models and scientific analyses.

This approach will make a significant contribution to enriching the scientific databases in the little-frequented areas of the Southern Ocean along the Vendée Globe route.



Science and sail

From 2024, skippers will be equipped with automatic on-board weather stations.

The weather observations collected, such as atmospheric pressure, are used to provide accurate forecasts to ensure the safety of navigation at sea and to improve the forecasting of extreme events. These weather observations can also be used to feed climate forecasting models.

The onboard sensors will evolve over the editions.

This collaboration is being developed under the coordination of the **Global Ocean Observing System (GOOS)**, supported by UNESCO through its Intergovernmental Oceanographic Commission (IOC). GOOS is a collaborative system of observations - at sea and by satellite - providing key data for studying the climate, warning of disasters and monitoring the health of marine ecosystems. This global network, implemented by 86 countries, is coordinated by OceanOPS: an operational centre based in Brest (France) jointly supported by UNESCO's IOC and the World Meteorological Organisation (WMO), which aims to centralise and coordinate meteoro-oceanographic observation systems.

United Nations Decade of Ocean Science for Sustainable Development (2021-2030)

UNESCO is leading the **United Nations Decade of Ocean Science for Sustainable Development from 2021 to 2030**. The Decade provides a common framework through which countries can make full use of ocean science to implement the 2030 Agenda for Sustainable Development. More than 460 actions of the Decade have been formally endorsed, urging ocean stakeholders to take strong action to develop and improve ocean sciences and convert this knowledge into transformative solutions for sustainable development.

UNESCO's actions for ocean sciences

Through its Intergovernmental Oceanographic Commission, which has 150 Member States, UNESCO works to study and protect the ocean by coordinating the actions of governments, scientists, the private sector, civil society and UN institutions. In collaboration with a worldwide network of partners, UNESCO has notably created the tsunami warning system, set up global efforts to map abyssal waters (Seabed 2030), and identified and listed more than 160,000 marine species in the Ocean Biodiversity Information System (OBIS).

The Organization is also working to ensure that environmental and ocean education are integrated into school programmes around the world. UNESCO protects the underwater heritage of exceptional ocean sites, as well as the remarkable biodiversity they host, their geological features and their incomparable beauty. Today, UNESCO has 232 marine biosphere reserves and 50 marine world heritage sites of outstanding universal value in the world.



About UNESCO

The United Nations Educational, Scientific and Cultural Organization (UNESCO) contributes to peace and security through multilateral cooperation in education, sciences, culture, communication and information. With 194 Member States, UNESCO employs over 2,000 people to coordinate a network of over 2,000 protected cultural and natural sites. Based in Paris with offices in 54 countries, its Director-General is Audrey Azoulay.

"Since wars begin in the minds of men, it is in the minds of men that the defences of peace must be constructed."

UNESCO Constitution, 1945.

More information :

www.unesco.org

**For more information,
please contact Francois Wibaux
at the UNESCO Press Office:
+33 1 45 68 07 46 / f.wibaux@unesco.org.**

You will find below the list
of experts available for interviews.

UNESCO

**Vladimir RYABININ,
Assistant Director
General of UNESCO and
Executive Secretary of
IOC-UNESCO**

A renowned oceanographer, marine engineer and meteorologist, Vladimir Ryabinin has been leading UNESCO's activities in the field of cooperation and the study of the ocean since 2015.



**INTERVIEWS
IN ENGLISH**

**Louis DEMARGNE,
Head of Data and
Knowledge Management,
UNESCO-IOC**

Louis Demargne places this scientific research project within the framework of the United Nations Decade of the Ocean, which aims to facilitate public access to data, knowledge and other resources to improve our collective understanding of the ocean.



**INTERVIEWS
IN ENGLISH, FRENCH**

OceanOPS

**Mathieu BELBEOCH,
Manager
of OceanOPS**

Mathieu Belbeoch is a mathematical engineer by training. He now manages OceanOPS, the joint centre between UNESCO-IOC and WMO which coordinates the meteoro-oceanographic observation systems, including the sensors that will be deployed by the skippers.



**INTERVIEWS
IN ENGLISH, FRENCH**

**Martin KRAMP,
International Ship
of Opportunity
Coordinator,
OceanOPS**

Martin Kramp leads the OceanOPS programme to use non-scientific vessels to deploy oceanographic observation instruments at sea.



**INTERVIEWS
IN ENGLISH, FRENCH**

**Boris HERRMANN,
German sailor**

Ambassador to the German Committee of the United Nations' Decade of the Ocean, 5th in the 2020 Vendée Globe, Boris Herrmann should take part in the 2024 race aboard Malizia - Seaexplorer.



**INTERVIEWS
IN ENGLISH, GERMAN, FRENCH**



**VENDÉE
GLOBE**
LES SABLES D'OLONNE