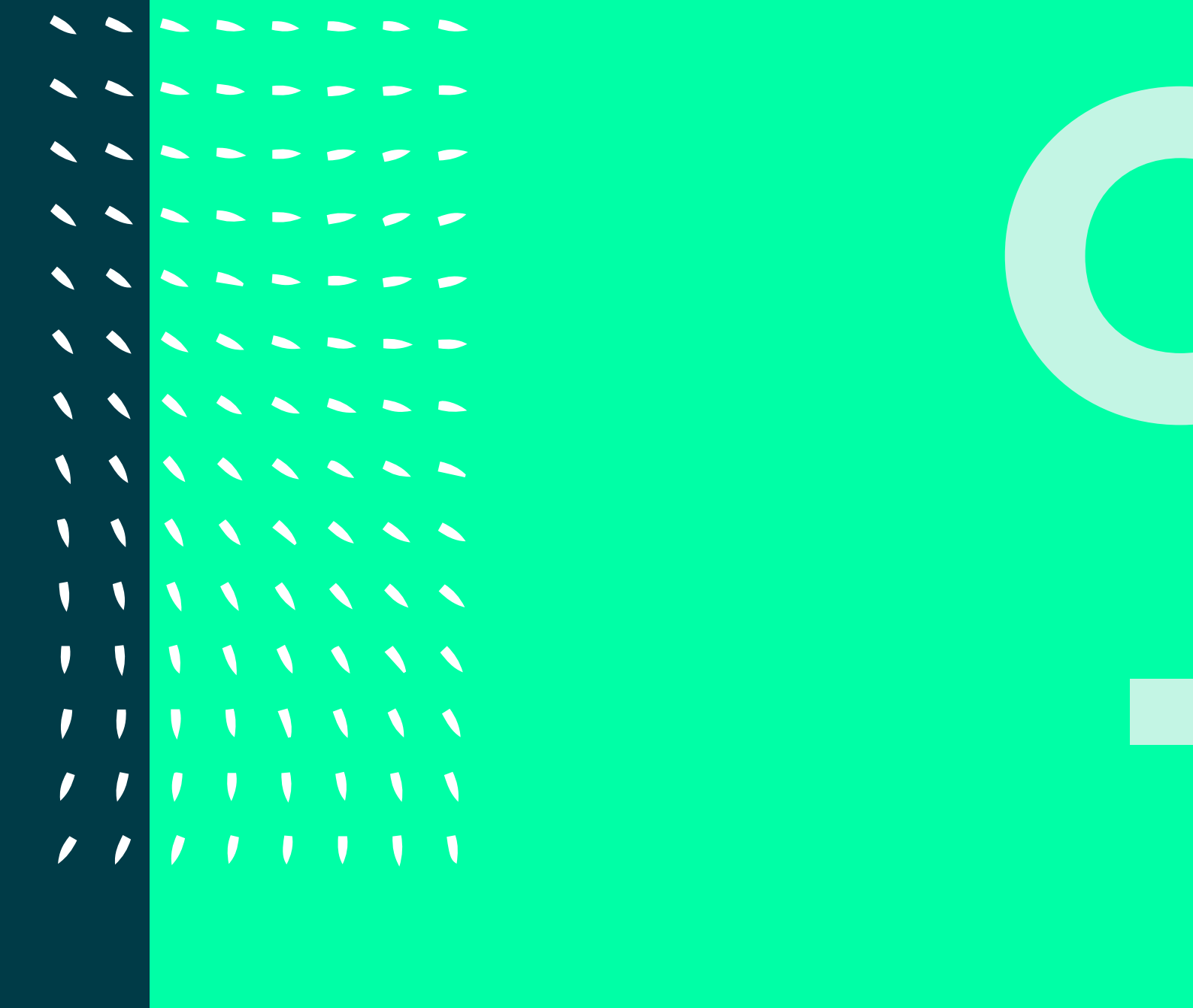


RACING

WITH

PURPOSE

2023 SUSTAINABILITY REPORT



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About this report

The Ocean Race produces annual Sustainability Reports. However during the event period, we produce a special Sustainability Report, focussed on the Race activities and the objective and targets set for the Racing with Purpose programme. This Sustainability Report is for the race period which is from January to July 2023.

WHAT IS THE OCEAN RACE?

The Ocean Race is the world's longest and toughest professional sporting event. An offshore sailing race, it's considered by many as the pinnacle of offshore ocean racing.

The Race is a feat of human endurance and maritime ingenuity, a high-profile global sporting event with millions of fans and followers.

The race is held every three to four years, with the start of the 14th edition delayed fifteen months, due to the global pandemic.

The Ocean Race 2022–23 set sail on 15th January 2023, which is also the year of the race's 50th anniversary. Teams took on an epic six-month journey around-the-world via nine iconic cities. The 32 000 nautical mile (60,000 km) race route included the race start port in Alicante/Spain, then on to Mindelo/Cabo Verde, Cape Town/South Africa, Itajai/Brazil, Newport/USA, Aarhus/Denmark, Kiel/Germany (fly-by), The Hague/Netherlands and the Grand Finale in Genova/Italy.

The competition featured the longest leg in the Race's 50 year history, through the treacherous waters surrounding Antarctica – a part of the ocean that is crucial to the planet's health.

In the 2023 edition of The Ocean Race, there were two classes of boats: IMOCA and VO65's.

The new IMOCA 60s brought high-tech back into the race, with the fastest offshore foiling monohulls in the world. Five teams competed.

The VO65s returned again to take on the Sprint Cup (The Ocean Race VO65 Sprint took the VO65 fleet to four cities, in three race stages: Alicante – Cabo Verde; Aarhus to The Hague; The Hague to Genova). Six teams competed.



HISTORY AND GOVERNANCE

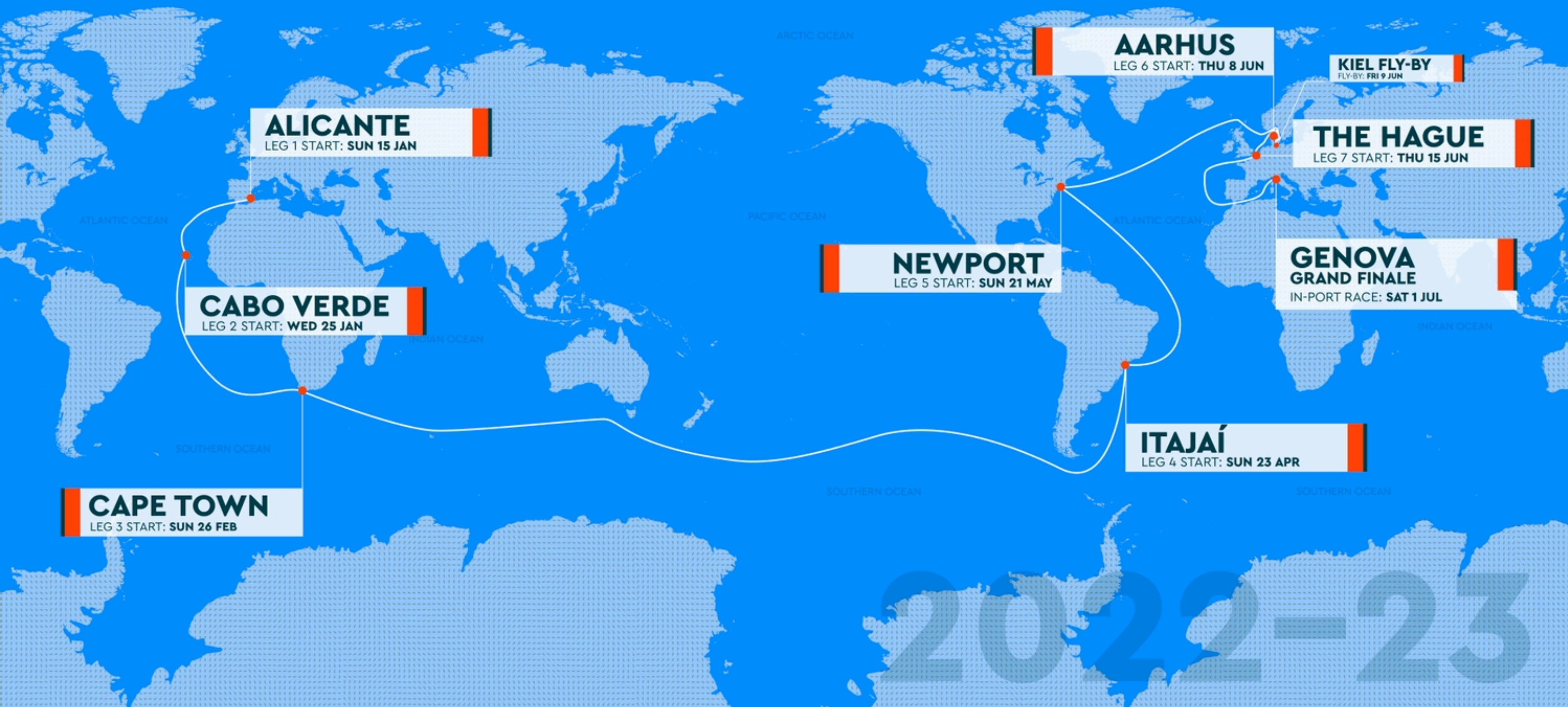
Starting out as the Whitbread Round the World Race in 1973, the Race has an almost 50 year heritage. The 2023 race was the 14th edition and the 50th Anniversary.

In 2001 Volvo Group and Volvo Cars took ownership and the Race was renamed the Volvo Ocean Race. In 2010 the race moved headquarters from Portsmouth, UK to Alicante, Spain.

In February 2019, Johan Salen and Richard Brisius, who were previously team managers and co-Presidents of the Volvo Ocean Race, took ownership of the Race with their business partner Jan Litborn. The competition was re-named The Ocean Race. Volvo Cars remain a Premier Partner.

The Ocean Race 1973 SLU is a private company, with its legal, financial and operational base in Spain. The Race is produced in collaboration with host cities, delivery and operational partners, and major suppliers.

THE ROUTE





A MESSAGE FROM THE RACE CHAIRMAN



At The Ocean Race, we're not just racing across the ocean, we're racing for the ocean.

As sailors we have experienced more of the seas than most people on Earth. We have a deep connection with the marine world and have witnessed firsthand the devastating impact of human activity on it. This unique perspective, combined with The Ocean Race's global reach and heritage of achieving the extraordinary, puts us in a prime position to accelerate change and give the ocean the voice it desperately needs.

Reflecting the urgency and scale of response that is needed to address the decline of the ocean's health, we had high aims for how The Ocean Race 2022-23 could make a real difference and inspire action across a wide, global audience. Our sustainability efforts were the most ambitious in the event's 50 year history, featuring initiatives that were firsts in the event industry and sports' world.

One of the greatest achievements of this edition of the Race has been the commitment of the sailing teams, partners, host cities and other stakeholders towards hosting a sustainable event. Their passion and dedication to helping to protect the ocean and embrace the Racing with Purpose programme has been a fantastic display of teamwork that has meant, together, we have created even greater impact.

We need everyone onboard to win the greatest race to date: the race for the ocean.

Richard Brisius
Race Chairman, The Ocean Race



INTRODUCTION

Nature has been integral to The Ocean Race since we first set sail in 1973. It's at the heart of what we do – the race track that we compete on and the wind that powers our boats – but it is deteriorating fast.

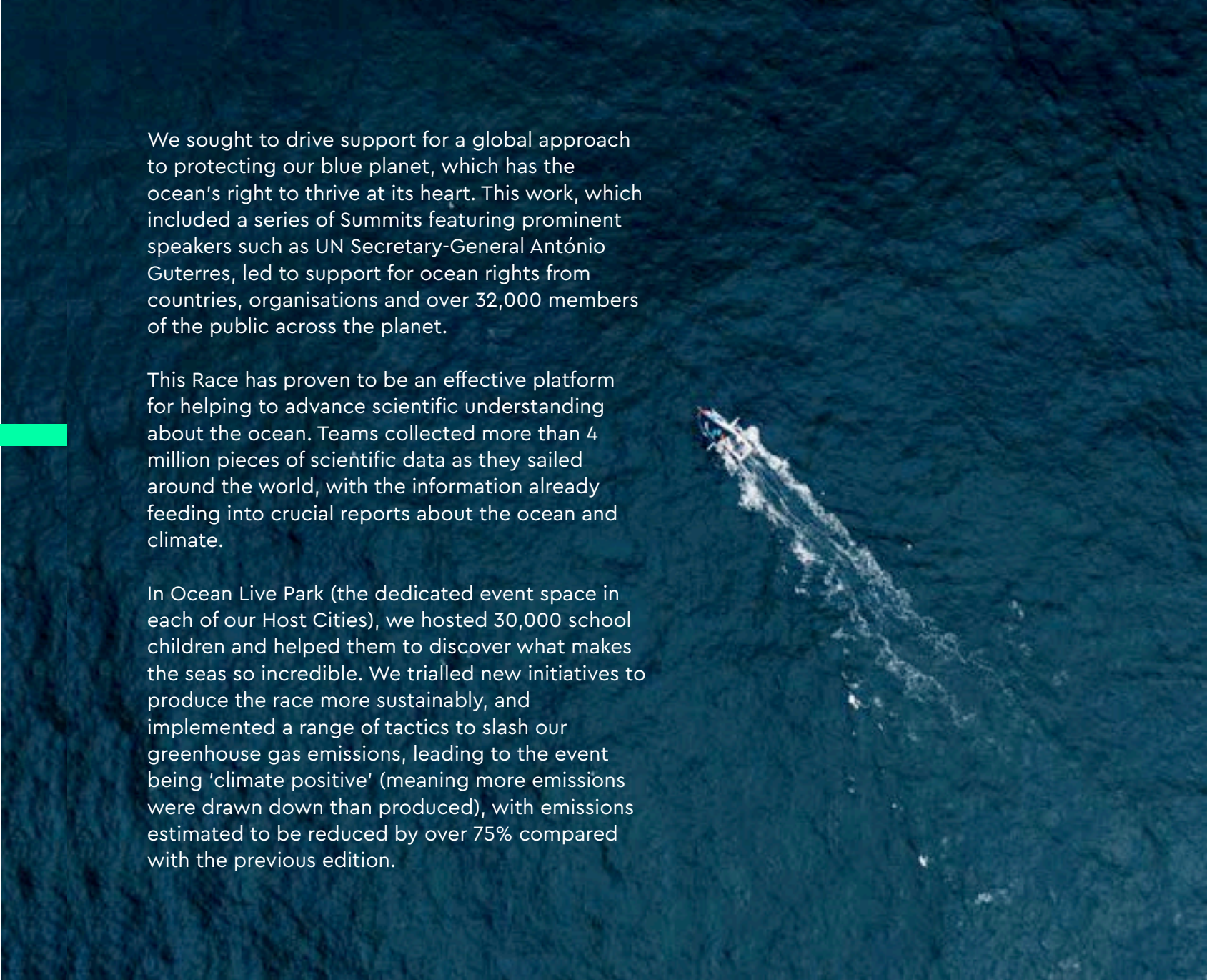
We're seeing firsthand the devastating impact of pollution, climate change and industrial overfishing on our ocean. At the same time we have a greater understanding of how important our seas are, not just to the sport we love, but in regulating our climate and providing us with food, jobs and the air we breathe.

It's time to act, which is why we are harnessing the determination and ambition of our round-the-world race and the unifying power of sport, to expand the conversation around ocean health and drive change.

Helping to protect our blue planet has always been important to us, but over the last two editions of the Race it has been woven into the very fabric of the event thanks to our sustainability programme, which we created in collaboration with [11th Hour Racing](#).

We are Racing with Purpose, working with 11th Hour Racing and many others to go far beyond just being a responsible sports event organiser (though we are that too).

We're in a decade of action, where there needs to be major changes to how we treat the planet if we are to reach critical targets by 2030. At The Ocean Race we believe that we have the platform to educate, inspire and accelerate action for our blue planet at this critical time in history.



We sought to drive support for a global approach to protecting our blue planet, which has the ocean's right to thrive at its heart. This work, which included a series of Summits featuring prominent speakers such as UN Secretary-General António Guterres, led to support for ocean rights from countries, organisations and over 32,000 members of the public across the planet.

This Race has proven to be an effective platform for helping to advance scientific understanding about the ocean. Teams collected more than 4 million pieces of scientific data as they sailed around the world, with the information already feeding into crucial reports about the ocean and climate.

In Ocean Live Park (the dedicated event space in each of our Host Cities), we hosted 30,000 school children and helped them to discover what makes the seas so incredible. We trialled new initiatives to produce the race more sustainably, and implemented a range of tactics to slash our greenhouse gas emissions, leading to the event being 'climate positive' (meaning more emissions were drawn down than produced), with emissions estimated to be reduced by over 75% compared with the previous edition.



PROTECTING THE SEAS

DURING
THE OCEAN RACE 2022-23

WHAT'S IMPORTANT



OCEAN RIGHTS

Our highly ambitious goal was to secure support for a **Universal Declaration of Ocean Rights**, which would provide a global approach to protecting the seas.



LEARNING

We want to motivate as many children as possible to take care of our incredible blue planet and create a new generation of ocean advocates.



CLIMATE CHANGE

The ocean is affected by climate change, and plays a stabilising role. The Ocean Race advocated for climate action while also ensuring to drastically reduce its own emissions.



SUSTAINABLE SPORT

The Ocean Race strives to be a leader in sports, events and sustainability – testing new ways to conserve resources, and to strive for circularity and ethical purchasing.



OCEAN SCIENCE

Understanding the impact of human activity on the ocean is an ongoing challenge for scientists. The Ocean Race ventures to areas of the ocean previously inaccessible to science.



PEOPLE

The Ocean Race is committed to driving greater equality and diversity within the event and wider sailing industry.



AT A GLANCE

LEARNING

225,640

students have been engaged in The Ocean Race Learning Programmes in 80 countries since its inception

Over 600

educators used the online programmes with 25,000 students in 43 countries during the race

30,000

school children learnt about the importance of the ocean at Ocean Live Park

10,000

people took part in Wisdom's Way in Ocean Live Park

108,500

people visited the One Blue Voice Immersive Experience in Ocean Live Park

OCEAN RIGHTS & ADVOCACY

5 Countries

Showed public support for ocean rights, along with three regional governments and five municipalities

32,000

people signed the One Blue Voice petition in support of a Universal Declaration of Ocean Rights

6 Summits

focused on ocean rights held on 4 continents

150 experts

contributed to drafting principles underpinning the need for ocean rights.

115 sailors

signed The Ocean Race Sustainability Charter

SUSTAINABLE SPORTS

85%

of recyclable and compostable waste was recovered

Zero

single-use plastic in the food and drink service

Flag to Flag

First fully circular flag flown in sports

57,997 kg

of ocean-bound plastic, equivalent to 5.1 million plastic bottles were collected during the race through partnership with Ocean Bottle

100%

renewable energy sourced

75%

reduction in greenhouse gas emissions

Open source

resources and guidelines for producing a sustainable event were created

OCEAN SCIENCE

Over **4 million**

measurements captured by sailing teams across 32,000 nautical miles

15 different

types of data collected

14 science

organisations across the world are analysing the data

PEOPLE

Highest ratio of **female sailors** in the Race's history

39 female

sailors, 28% of the competitors overall

6 of the 11

international jury members were women.

4 of the 11

teams had female OnBoard Reporters



APRIL / ITAJAI

Mar Adentro, interactive marine and plastic pollution exhibition



JANUARY / ALICANTE

One Blue Voice Immersive Experience launches in Alicante



MAY / NEWPORT

Sailing, science, technology and art at The Exploration Zone



JUNE / AARHUS

Sustainability Island, play, learn and discovery zone



JANUARY / CABO VERDE

Science Fair at Ocean Live Park



JAN / CABO VERDE

2 500 students visit Ocean Live Park

APRIL / ITAJAI

11 600 students visit Ocean Live Park

MAY / NEWPORT

5 100 students visit Ocean Live Park

JUNE / AARHUS

7 000 students visit Ocean Live Park

JUNE / AARHUS

Global youth gather in the first Ocean Youth Summit in Aarhus



JAN TO JUNE / GLOBAL

Over 3000 young people expressed their concerns and hopes for the future of the ocean by painting on discarded sails, through Sail a Future.



Sustainable Event Operations



JANUARY / ALICANTE

Drone show replaces fireworks in a historical first for events in Alicante.

APRIL / ITAJAI

Onsite materials recovery facility at Ocean Live Park. Compost collection and plastic footprint measurement for the first time.



JUNE / GENOVA

11 000 litres of grey water is recycled onsite for reuse.

JAN to JUNE / GLOBAL

Reusable cups, no single-use plastic in food and beverage, water refill points, compost collection, at all stopovers.



JAN / CABO VERDE

First litter-free event held in Cabo Verde with comprehensive waste management system and reusable cup system.



MAY / THE HAGUE

First fully circular flag in sport is flown at Ocean Live Park in collaboration with Helly Hansen and a focus on circular textiles.



JUNE / AARHUS

Main stage, Volvo Cars Deck, TV Studio, powered by wind, solar, battery and hydrogen fuel cell.



JAN TO JUNE / GLOBAL

New resource recovery stations installed. 95% compliance with onsite recycling and composting by visitors to Ocean Live Park.



Sustainable Event Operations



JUNE / AARHUS

100% washable and returnable food and beverage serviceware used in public catering.

JAN to JUNE / GLOBAL

Sustainable sourcing Helly Hansen garments and The Ocean Race hard good range.



JUNE / AARHUS

Meat-based meals prices increased at Ocean Live Park Aarhus to reflect climate cost. Price of plant based meals are lowered.

JAN to JUNE / GLOBAL

100% renewable energy is sourced for all Ocean Live Parks, via mains, mobile or energy credit purchases.



JAN to JUNE / GLOBAL

100% sustainably sourced seafood and 70% vegetarian menu in The Ocean Race hospitality lounge the Sailors Terrace.



APRIL / ITAJÁ

Event site at Ocean Live Park Itajai converts to 100% mains electricity. No diesel generators used. A first for events in Itajai.

75% reduction

In greenhouse gas emissions

Zero

Single-use plastic in food & beverage service

100%

Of stopovers have water refill points and reusable cup systems

85%

Of recyclable and compostable materials is recovered



PLASTIC FOOTPRINT

An industry first – Plastic Footprint Methodology launched by The Ocean Race



SUSTAINABILITY FRAMEWORK

We turn our vision to action, through the Racing with Purpose sustainability framework.

We cluster our work under three main pillars: Impact, Footprint and Legacy, and have strategic aims to guide our efforts. Our strategic aims drill down into objectives, measurable targets and performance indicators. Read more in the [Sustainability Action Plan](#).

IMPACT

Strategic Aim 1

Engage our stakeholders and obtain their commitment to Racing with Purpose.

Strategic Aim 2

Maximise the impact of The Ocean Race as a purpose-based platform.

FOOTPRINT

Strategic Aim 3

Protect the natural environment from Race and event impacts.

Strategic Aim 4

Ensure responsible resource use and circularity.

Strategic Aim 5

Minimise greenhouse gas emissions and be climate positive.

LEGACY

Strategic Aim 6

Advance knowledge and collect data on ocean health.

Strategic Aim 7

Celebrate and ensure inclusion and diversity through sailing and our race.

Strategic Aim 8

Achieve industry leadership, innovation and positive legacy.



UNFCCC SPORTS FOR CLIMATE ACTION

As a signatory of UNFCCC's **Sports for Climate Action**, we commit to becoming part of the Race to Zero, with objectives of Net Zero by 2040, 45% absolute reduction by 2030.

All IMOCA teams and most of the VO65 fleet have also signed up to Sports for Climate Action, joining a coalition of hundreds of sports events, teams and organisations from all over the world who are taking action on climate change. In joining the Action, a commitment is made to reducing impacts, promoting greater environmental responsibility and sustainable consumption, and educating and communicating on climate action.

All signatories are required to take action across five principles, agree to the target of 45% absolute reduction by 2030 and report on progress.

GLOBAL REPORTING INITIATIVE

We align with relevant **Global Reporting Initiative** standards to report our management approach and measure outcomes and results. The GRI Standards are the first global standards for sustainability reporting. A GRI Index is in the appendix of this report.

IUCN SPORTS FOR NATURE FRAMEWORK

The IUCN's **Sports for Nature Framework** has been established to contribute to global efforts to halt and reverse biodiversity loss by 2030 by engaging with the sports community. Sport, like other sectors, not only relies on nature but also contributes to the nature crisis through its events and activities.

The Ocean Race is a signatory to the framework and as such uses its platform to highlight and address biodiversity loss and nature protection. This is done through our Ocean Rights work, our Learning and Science programmes, our advocacy and outreach on ocean and nature protection, our marine mammal strike avoidance protocols through our responsible management and production of our events.

All signatories are required to make measurable contributions to nature, working towards four principles and linked goals, and to report on progress.

ISO 20121: EVENT SUSTAINABILITY MANAGEMENT SYSTEMS

We plan and manage The Ocean Race in conformity with the requirements of ISO 20121: Event Sustainability Management Systems. This systematic approach keeps everyone on task, updated and actively contributing to the sustainability strategy implementation. During 2022/23 we underwent a third party audit with Bureau Veritas Italy to certify our conformity with the requirements of the standard.

SUSTAINABLE DEVELOPMENT GOALS

We're in the Decade of Action – underpinned by the UN's **Sustainable Development Goals**, now is the time to act.

2023 was the fourth year of the decade, with the countdown on to 2030. It's the **Decade of Ocean Science for Sustainable Development** and the **Decade on Ecosystem Restoration**. Alongside this are strong 2030 targets for Marine Protected Areas and Climate Action.

The Ocean Race's sustainability programme efforts align with many of the Sustainable Development Goals, and our focus on ocean health, climate change and plastic pollution focus align directly with SDG's 12 Responsible Consumption and Production, SDG 13 Climate Action, and SDG 14 Life Below Water. Our sustainability plan, strategy, programme and initiatives are mapped to the SDGs and sub-targets. Access [this infographic](#) to view our approach and progress.

We work hard to embed sustainable development principles and company values into our organisational culture and to reflect back on these values in day-to-day business and when making the big decisions. Read more about The Ocean Race's purpose and values in the appendix and view the Race's **Values Charter**.

SUSTAINABLE DEVELOPMENT GOALS





I M P A C T



IMPACT



OUR PROGRESS

We have selected some of our key targets to highlight progress in crucial Racing with Purpose programme areas.

IMPACT	
OCEAN ADVOCACY- Advocate and accelerate action on development of the Universal Declaration of Ocean Rights.	
OUR KEY TARGETS (2023)	OUR PROGRESS
Achieve formal support by five governments for The Universal Declaration of Ocean Rights.	Five national, three regional and five local governments show public support of ocean rights.
Request from at least one government that the issue of a process towards a Universal Declaration of Ocean Rights (UDOR) should be an agenda item on the UN General Assembly in September 2023.	Cabo Verde formally presented the concept of Ocean Rights at the Omnibus resolution of UNCLOS this UNGA Sept 2023.
Attract 50 000 people's support for ocean rights through our One Blue Voice campaign.	32 000 people added their name in support of Ocean Rights.
All race teams have ocean health-related campaigns.	9 out of 10 race teams had ocean health related messages alongside the race participation.
More than 300 000 students from at least 60 countries are using the Learning programme resources since the launch in 2017.	225 640 students across 80 countries have used the Learning Programme since 2017.
Raise awareness and increase understanding and appreciation of the importance of ocean issues.	78% of people surveyed said their visit to OLP helped them learn more about the ocean, its challenges and solutions, and 72% said their visit inspired them to make a big change to take more positive action for ocean health and ocean rights
Build awareness and understanding of the concept of nature-based rights and how this could apply to ocean governance.	66% of people surveyed had heard of ocean or nature's rights.

OUR THEORY OF CHANGE

We believe that commitment and participation by individuals, industry and government is the answer to igniting action for the ocean, people and planet, and so our work within the IMPACT pillar of our Racing with Purpose programme is underpinned by our theory of change:

Through inspirational experiences, settings and learnings, we can affect positive action by increasing appreciation of the need for a healthy ocean, raising awareness and understanding of issues facing the ocean, and showing what we can do together to support regeneration.

IT TAKES A TEAM

STRATEGIC AIM 1

Engage our stakeholders and obtain their commitment to Racing with Purpose.



Our aim was for the Race to inspire people to recognise the inherent rights of the ocean, and for those involved in the Race, to reflect these values in the way they operated.



COMMITMENTS & GOALS

1.1 The Ocean Race and operational stakeholders' leadership and staff are engaged and committed to Racing with Purpose.

1.2 The Ocean Race and operational stakeholder's leadership and staff have relevant sustainability knowledge, competency and/or support.

1.3 All operational stakeholders have sustainable operating plans and meet The Ocean Race's sustainability requirements and guidance.

SUMMARY OF PROGRESS

Creating our race sustainably and using our powerful platform to give a voice to the ocean, can only happen with the support and involvement of every person and organisation that the Race touches. The first step was to get everyone on board Racing with Purpose.

Our ambition was that all leadership, staff, teams, partners and host cities enthusiastically participate in Racing with Purpose.

Going into this edition, there was already a high level of awareness of the Race's sustainability agenda, and participating in the Race came with an expectation, and commitment, that everyone was racing with purpose. Teams, Partners, Host Cities, Suppliers, and Staff were onboard.

We worked closely with participants and co-created many aspects of the Racing with Purpose programme. We ran training and workshops, and helped where needed, through workshops, guidelines and one-on-one support, so that all those involved would be ready to race with purpose.

Staff completed a Racing with Purpose onboarding system and signed the Sustainability Charter. Host cities engaged full time Sustainability

Co-ordinators and produced Sustainability Plans for their stopovers. Partners activating at Ocean Live Park enthusiastically supported sustainable event operations. Race teams adopted purpose-lead campaigns, signed the Teams Sustainability Charter, and ensured to operate sustainably.

KEY ACTIVITIES

Teams

We co-created with teams **The Ocean Race Teams Sustainability Charter**, which expressed a fleet-wide commitment to sustainable operations and supporting a healthy ocean. Sailors also signed their 'personal promise' – their own commitment to participating in the race in a sustainable way. All teams and **115 sailors (70%) signed**.

Host Cities

Our stopover partners employ the highest standards of sustainable sports events excellence in co-producing each stopover with us. Stopovers have sustainability requirements included in agreements with them, and all have dedicated sustainability coordinators to work alongside our global sustainability team.

Partners

Our 'Partnership with Purpose' programme enables every partner to bring a purpose-led programme to the Race, and to use it to inspire their customers, staff and stakeholders in joining the race for the ocean.



Abbi de Bruyns
Client Service Manager
Live Company Sports & Entertainment
CAPE TOWN



Albert Bellido Fortuny
Event Manager – Global Partnership
ALICANTE

Staff

To embed sustainable thinking, we needed everyone to focus on sustainability and for them to have the knowledge and resources needed. An online 'onboarding' platform took people through the Racing with Purpose programme. When they completed and signed the Sustainability Charter, they received a 'green tick' on the internal stakeholder platform 'RaceNet'. 113 staff signed the charter.



The Nautical Association of Itajai (ANI) guided four traditional rowing boats of shore crew to the local mangroves of Itajai, where they witnessed bird and marine life, were taught the importance of mangroves in climate resilience and learned about The Ocean Race's climate positive initiatives investing in blue carbon, as well as having some competitive rowing races at the end of their experience.

This video on mangroves was made to raise awareness of these important ecosystems.



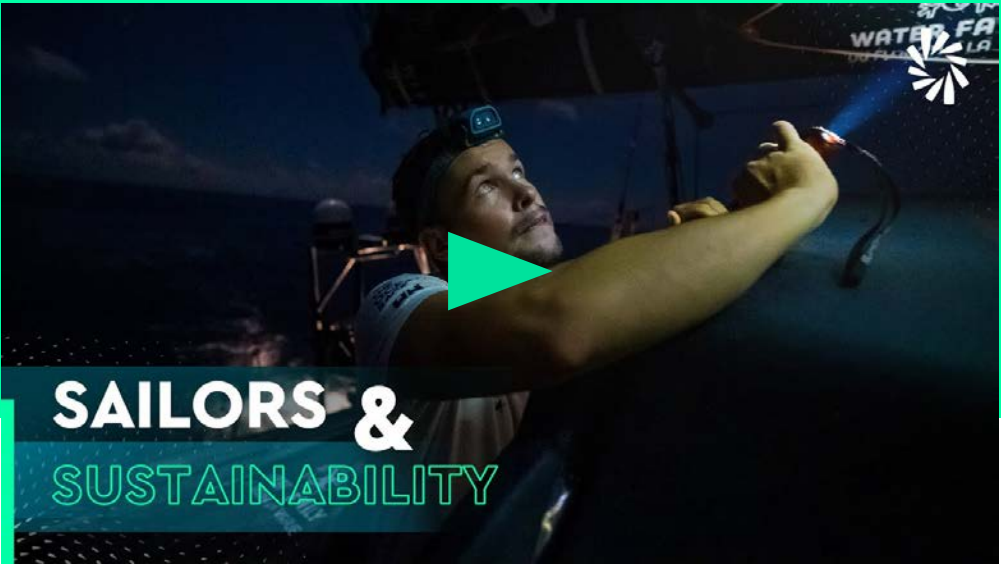
SAILOR'S SUSTAINABILITY BRIEFING

The Racing with Purpose overall programme and opportunities for sailors to become an ocean advocate, was held before race start, in Alicante. Here sailors had the last chance to sign the Sustainability Charter, learning more about the Race's ocean rights campaign, refresh on what ocean science was onboard their boats, and to review and discuss the marine mammal protocols.



MAKING WAVES STAKEHOLDER OCEAN EVENT

Hosted by Danni Washington and Lucy Hunt, Making Waves was a ticketed show that showcased how The Ocean Race sits uniquely at the intersection between sport and sustainability, shining a spotlight on how we are harnessing the ambition and determination of our exhilarating event to win the greatest race to date, the race for the ocean, and equipping guests with the tools to get involved and make waves to protect our blue planet.



ONE BLUE VOICE OPENING COCKTAIL

Hosted by 11th Hour Racing, this was a private event for teams, partners and stakeholders to introduce the One Blue Voice Immersive Experience, and explain how we hope it will inspire Ocean Live Park visitors to take action to help the seas.

CAPE RADD SNORKEL FOR SCIENCE

During the Cape Town stopover of The Ocean Race 2022–23 The Ocean Race went beneath the waves with marine biologists from Cape RADD to discover the kelp forests and searching for and documenting sharks and other marine life in False Bay. The Bay has been designated a Hope Spot by our friends at Mission Blue, who work to protect these special areas that are critical to the health of the ocean.

Supported by 11th Hour Racing, The Ocean Race shone a spotlight on projects that are helping to protect our blue planet throughout the Race.

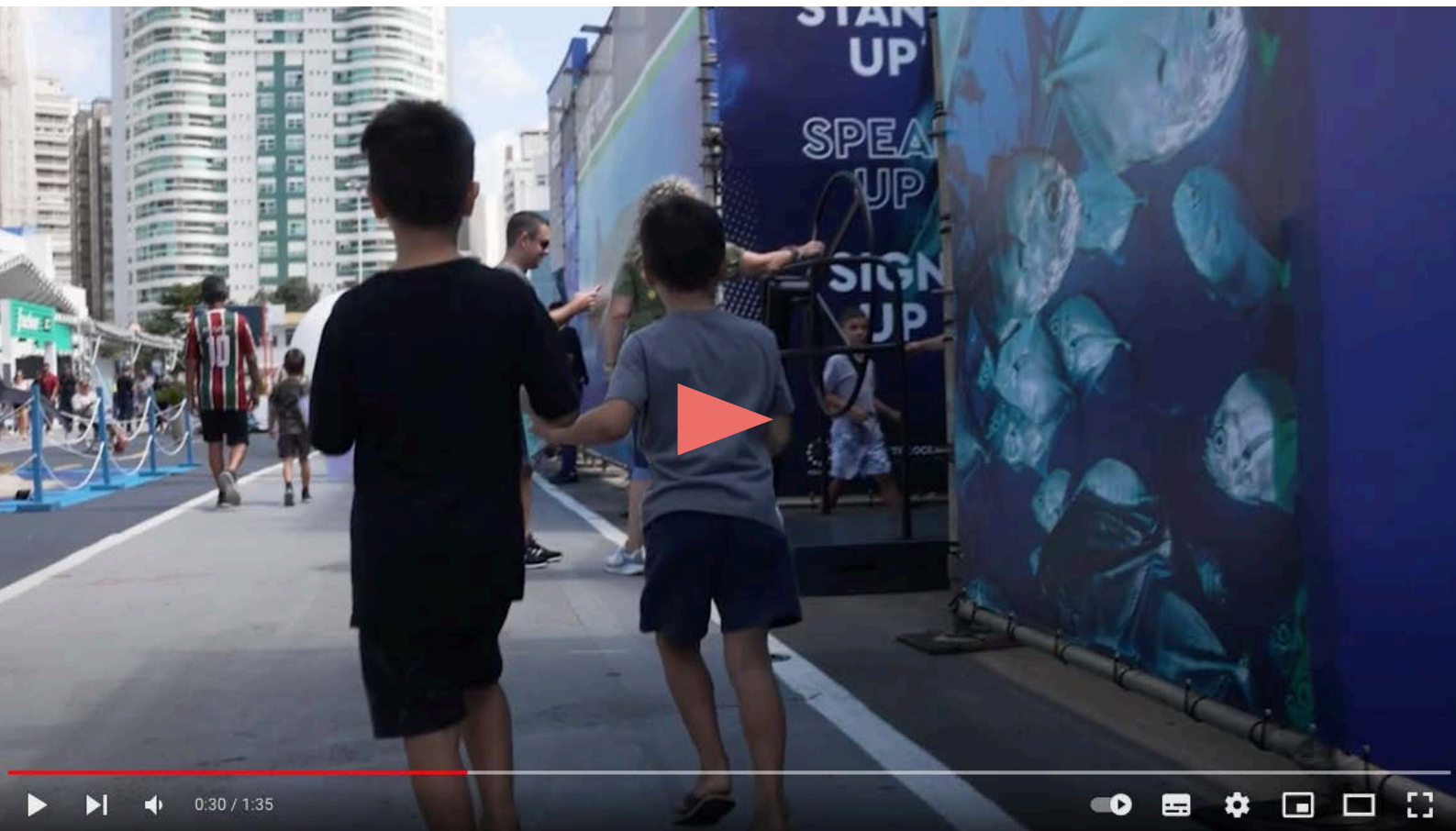


LEARNING

STRATEGIC AIM 2
Maximise the impact of The Ocean Race as a purpose-led platform.



Our aim was to help increase ocean literacy, motivate positive action for the ocean and create change within communities to help protect and restore ocean health.



COMMITMENTS & GOALS

2.1 Raise awareness & positively influence beliefs held and action taken on sustainability and ocean issues by our target audiences.

224 640

Children have engaged with the Learning Programme Resources since its inception

33 211

Students and young people participated in learning programme activities in Ocean Live Park during the 2023 Race

80

Countries and 11 languages

10 000

People participated in Wisdom's Way at Ocean Live Park

SUMMARY OF PROGRESS

It is essential that the next generation discovers why a healthy ocean is crucial for all life on earth. Our dedicated Learning programmes have been created to do just that.

Our ambition is to Inspire educators, students and young sailors to be ocean stewards, increasing ocean literacy and taking positive action for the ocean.

In alignment with this are two core programmes; Champions for the Sea, aimed at 6–12 year olds, and the new programme, introduced in 2022, Generation Ocean, for 12–16 year olds.

The programmes and supporting materials for teachers, parents or community members who wish to use the programme with their students, can be downloaded from our website. Champions for the Sea is available in 11 languages (English, Spanish, French, Portuguese, Brazilian Portuguese, Mandarin, Italian, Dutch, Danish, and German, plus a special edition in Lithuanian).

Another addition to the Learning programme since the 2017–2018 race, is On Course, training sessions to support educators in using our materials to develop ocean literacy and grow understanding of our connection with the ocean.

A total of 224 640 children have engaged with the Learning programme in 80 countries since 2017, with 25 000 students using the online programme in 43 countries during the six months of the race.

Ocean Live Park provided an excellent opportunity to engage with local children directly. In each host city, workshops were held for students, resulting in engagement with 30 000 young people. We worked closely with host cities to ensure that the programme was cohesive, aligned with the materials, and included in their schools programme. Cities varied in their approach and adoption of the programme; in order to improve upon this next time a strategic approach to in-country hiring of a local learning coordinator should be considered.

Wisdom's Way, a family-friendly activity in Ocean Live Park, was another important way of helping young people find out more about ocean health, ocean rights, science and sailing. Throughout the course of the Race, the self-directed activity reached 10 000 visitors.

OUR PROGRAMMES



Our **Champions for the Sea** programme, for 6–12 year olds, teaches young people about their connection to the ocean and highlights the threats to its health, including plastic pollution, and how they can take action to protect it.



Aimed at secondary school pupils, **Generation Ocean** examines peoples' relationships with the ocean, diving deeper into issues such as climate justice, ocean rights and ocean advocacy.



On-demand video series and workshops, **On Course**, is for teachers or parents to support them in delivering the Champions for the Sea programme.



The Ocean Race developed World Sailing's Sustainability Education Programme, which is designed to get young sailors onboard with protecting the seas.

KEY ACTIVITIES

SCHOOL VISITS

In Aarhus, an ambitious learning programme for students between the ages of 6–16 was developed. More than 7000 school children attended a workshop during the weekdays, creating a joyous, youthful atmosphere on Sustainability Island and around the entire venue.

In Newport nearly 6000 school children from over 200 schools came to Ocean Live Park, including visits to The Exploration Zone, kids playground, The Ocean Race learning programme workshops.

We also hosted a number of learning experiences outside the schools programme to ensure inclusion of different groups across the host cities. These included visits from marginalised youth groups in South Africa, sessions focussed on marine careers, and a Ukrainian refugee group in The Hague, and young sailors from various local sailing schools.



SCIENCE IN OCEAN LIVE PARK

Visitors of all ages to Ocean Live Park had the chance to take a deep dive into ocean science. As part of the Learning Classroom and One Blue Voice 'action room' we created a dedicated science corner. Here, kids got to talk to local scientists about ocean science topics, learn more about the science equipment onboard the boats, and look at live plankton taken from sampling water at Ocean Live Park through the Curiosity Microscope.



OCEAN LIVE PARK SCIENCE SHOW

Danni Washington (an ocean advocate, science communicator and TV personality) together with The Ocean Race hosted the 'Science Show' in Ocean Live Park.

Educating the audience about The Ocean Race science programme and science equipment used onboard the IMOCAs.



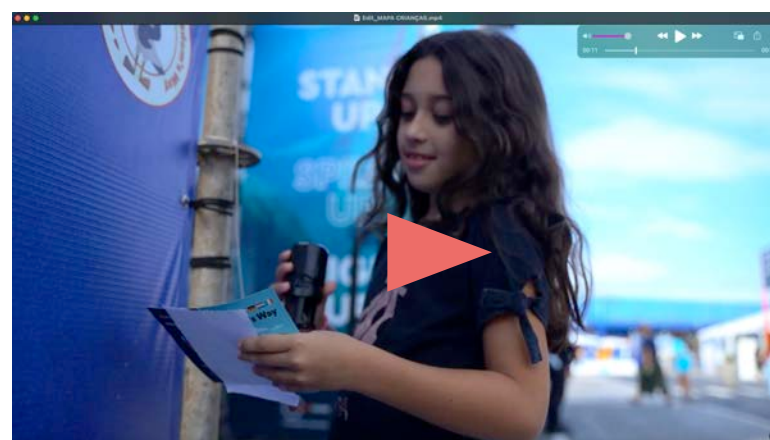
OCEAN THEMED KIDS ENTERTAINMENT

Shows aimed at youngsters focusing on environmental literacy were hosted in Ocean Live Park. This included marine themed puppet shows, and an interactive show by [Captain Fanplastic](#) in Cape Town, and kids had the time of their lives with [Somos Do Mar](#) who unite art and science in a playful and creative way, in Itajai.



WISDOM'S WAY

Wisdom's Way encouraged people to tour Ocean Live Park and helped them to learn more about the Race's sustainability initiatives, teams, boats and local programmes. School groups and visiting families collected a Wisdom's Way passport and clue sheet which pointed them towards ten markers around Ocean Live Park. At each marker, participants found information and stamped their passports.



SCIENCE FAIR - CABO VERDE

The Science Fair aimed to create interest in the ocean and help people understand what makes it vital to all life on the planet and why we need to protect it. Scientists, students and technicians from research institutions based in Mindelo (Atlantic Technical University, Sea Institute and Ocean Science Center from Mindelo) explained the importance of the ocean, covering a range of themes including biodiversity, conservation and technology.



MAR ADRENTRO PLASTIC POLLUTION EXHIBITION – ITAJAI

This exhibition by the Sustainable Itajaí Institute (INIS) was 200 square metres of rooms that simulated the marine environment and showed the importance of preserving coastal ecosystems, oceans and marine life. interactive elements, projections, playful experiences and the display of marine elements such as shells, sediments, among others engaged visitors.



SUSTAINABILITY ISLAND LEARNING & PLAYING - AARHUS

A highlight of Ocean Live Park in Aarhus was Sustainability Island, located on Pier 2, surrounding The Dome. More than fifty organisations took part in a giant learning and playing festival. They created inspiring workshops and activities for the body and brain. Visitors were able to learn more on how to turn Sustainable Development Goals into Everyday Goals, presented in a fun and playful setting. Activities included try sailing, explore data coding, learn about being a fisherman, biodiversity and safety at sea, build a mini boat, learn about ocean rights, waste management, reuse management, and the UN school service. The ARoS Art Museum, environmental artist Maj D and Theater Fluks participated with cultural sessions for the public.



EXPLORATION ZONE + ART – NEWPORT

The educational, entertaining, and inspirational exhibition featured sailing, environmental science, technology and art focusing on ocean health and literacy. The interactive exhibit included 37 nonprofit and mission-oriented organisations showcasing their work on topics such as: Sailing, Knot Tying, Marine Weather, Ocean Health, Ocean Art, Simple Machines, Alternative Energy, Solar Power, Hydogenerators, Wind Power, Marine Fisheries, Natural Resources Conservation, Biking, Composting, Farming, Soil, Plankton, Water, Whales, Seahorse Habitat, Ocean Exploration, Marine Debris, Build-a-Boat. Adjacent was an art exhibition, where ocean themed art, produced by students and artists, were on display. The Exploration Zone was supported by 11th Hour Racing and Bank Newport.





SAIL-A-FUTURE

Through Sail A Future, over 3000 young people expressed their concerns and hopes for the future of the ocean by painting on discarded sails.

The sails painted by children are turned into bags in collaboration with various groups in stopover cities. For example in Itajai pieces of the sails are being up-cycled into small supermarket reusable bags, produced by women who upcycle materials for their livelihood. In The Hague, sails are made into tote bags and the bag straps were illustrated by children in hospitals in Itajai and The Hague. The proceeds will go to Sails of Freedom, who purchase second-hand ambulances to send to Ukraine.



MY OCEAN CHALLENGE TEAM MALIZIA

Skipper Boris Hermann and partner Birte Lorenzen-Herrmann created the **My Ocean Challenge** educational programme in 2018. Since its launch the programme has reached over 70 000 children. There is also an education booklet, quizzes and a board game with an accompanying [Youtube series](#). Access the [education materials](#), which are in 11 languages.

They brought this programme to life in Ocean Live Park inviting school groups for experiences with the team and the education programme at each stopover.

In 2022 their book 'My Ocean Challenge' was published. In a child-friendly way and with clear illustrations, they explain the state of our climate and our oceans and what it takes to get the crisis under control. [Get the book](#).



OCEAN CAREERS SESSION - NEWPORT

We hosted an ocean careers session for 40 students aboard the Oliver Hazard Perry tall ship, docked at Ocean Live Park. The students took part in an informal panel to hear about various ocean-based careers, and then sat in on a ship-to-shore call with Schmidt Ocean Institute research vessel, Falkor. They got a virtual tour of parts of the ship and spoke with the captain and marine technicians working Onboard.

This session included **Lucy Hunt** (Senior Advisor Summits & Learning, Marine Biologist), **Danni Washington** (The Ocean Race Summit Host, TV Personality, Science Communicator, and Ocean Explorer), **Zandi Ndhlovu** (Freediver, Black Mermaid Foundation, 11th Hour Racing Ambassador), **Cornelius Eich** (Commercial Manager, Team Malizia), and **Holly Buresh** (Educational Programs Manager Oliver Hazard Perry Rhode Island).



ONE BLUE VOICE IMMERSIVE EXPERIENCE



The One Blue Voice Immersive Experience, a collaboration between 11th Hour Racing and The Ocean Race, was one of the key attractions in Ocean Live Park.

The multi-sensory show, which combined video, audio, and hologram, invited visitors on a journey to discover the race below. The audience was transported to an IMOCA 60 to experience the thrill of offshore sailing, before being plunged into the depths where they discovered how the ocean is critical for all life on Earth and what we must do to protect it.

In several of the Host Cities the experience featured interactive visuals, with responsive screens that featured seagrass that released oxygen when touched, helping to grow awareness of the essential role of this incredible species.

After the show, visitors could take a deeper dive with engaging ocean-themed activities, including snapping a sea-themed selfie, signing the petition to make waves for ocean rights and chatting to a local ocean scientist.



OCEAN RIGHTS, SUMMITS, POLICY

STRATEGIC AIM 2
Maximise the impact of
The Ocean Race as a
purpose-led platform.



Our aim is to engage leader's support, and to recruit interest and facilitate a working group for the development of the Universal Declaration of Ocean Rights.



"THESE RIGHTS
ARE IMPORTANT"



COMMITMENTS & GOALS

2.6 Advocate and
accelerate action on
development of the
Universal Declaration of
Ocean Rights.

5 countries

showed public support for
ocean rights. along with
three regional governments
and five municipalities

32 000

people signed the
One Blue Voice petition in
support of a Universal
Declaration of Ocean Rights.

6 summits

focused on ocean rights
held on four continents

150 experts

contributed to drafting
principles underpinning the
need for ocean rights.
contributed to drafting
principles underpinning
the need for ocean rights.
ocean rights.

SUMMARY OF PROGRESS

As we raced around the world, we also strived to influence policy through our work to gain support for a Universal Declaration of Ocean Rights. This ambitious initiative aims to secure a global approach to protecting our blue planet, which has the ocean's right to thrive at its heart.

Over 18 months, a draft principles document was prepared, in collaboration with experts through a series of workshops, and the final Summit on September 18, the draft was presented in New York City inside UN headquarters.

The Ocean Race Summits continued as part of the 2023 race, with five events being held during the race. These high-level forums were used to gain support and explore ocean rights

During this edition of The Ocean Race ten governments made public statements of support for ocean rights and the concept of a Universal Declaration of Ocean Rights.

Relay4Nature, where our symbolic 'nature's baton' visits global intergovernmental conferences on climate, ocean and biodiversity, continued during the race. Having recently visited IUCN World Conservation Congress, and COP 27, it travelled to every stopover of the race onboard with teams, before journeying to the UN General Assembly.

The current series of Summits started in Genova, Italy (September 2019), with subsequent editions in The Hague, Netherlands (May 2020), Newport, Rhode Island, USA (September 2020), The Ocean Race Summits Europe (June 2021), Seychelles and Stockholm, Sweden (June 2022). During the 2022-23 Race, five Summits were held; Mindelo (Cabo Verde) – 23 January 2023, Itajaí (Brazil) – 18 April 2023, Newport (RI, USA) – 16 May 2023, Aarhus (Denmark – 1 June 2023, Genova (Italy) – 27 June 2023. The final Summit was held in New York (United States) – 18 September 2023, alongside the UN General Assembly and Climate Week.



TOWARDS A UNIVERSAL DECLARATION OF OCEAN RIGHTS

Alongside our partners – including the Government of Cabo Verde and US-based Earth Law Center – we are working to give the ocean a voice and representation within a multinational governance system, and gathering global support for the adoption of a Universal Declaration of Ocean Rights by 2030. This includes leading discussions with governments to increase formal support at the UN and national levels.

The ocean rights campaign has fostered dialogue and consultation through eight workshops, (called the Genova Process) bringing together over 150 experts, policymakers, business leaders, lawyers, Indigenous Peoples, scientists, NGOs, and stakeholders to engage in meaningful discussions leading to a document outlining principles underpinning ocean rights called 'We are the ocean and the ocean is us'. Meetings have been held in Genova, Cascais, Vancouver, Denmark, NY and online.

At our Summit event held on September 18, Brazil expressed their intention to raise the matter at the UNFCCC COP30 in 2025, as they will be serving as the hosts for that conference. Volvo Cars also declared its support for Ocean Rights and announced that they will join the WWF call for a moratorium on deep sea mining.

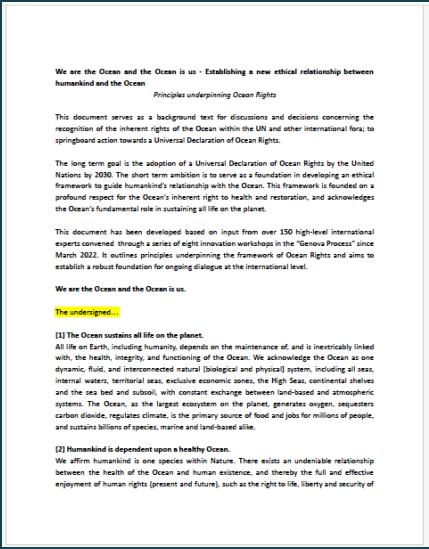
During this edition of The Ocean Race five national governments, three regional and six local governments have publicly or formally supported ocean rights and the concept of a Universal Declaration of Ocean Rights.

- ✓ Cabo Verde
- ✓ Panama
- ✓ Seychelles
- ✓ Monaco
- ✓ Brazil
- ✓ Generalitat Valenciana
- ✓ State of Santa Catarina, Brazil
- ✓ House of Representatives of Rhode Island
- ✓ Itajai
- ✓ Newport
- ✓ Aarhus
- ✓ Kiel
- ✓ The Hague
- ✓ Genova



MINDELO DECLARATION

The Ocean Race Summit in Cabo Verde, endorsed the **Mindel Declaration**, urging all nations of the planet to recognise the inherent rights and intrinsic value of the ocean, and to support a future decision on a Universal Declaration of Ocean Rights. [View the document](#)



WE ARE THE OCEAN THE OCEAN IS US

We took all the valuable input into account and presented the '**We are the ocean and the ocean is us**' document on September 18, 2023, within UN headquarters in New York City, at an event alongside the UN General Assembly. The document outlines a new values-based foundation to serve as a starting point for discussions and decisions concerning the recognition of the inherent rights of the ocean in the UN and inclusion in upcoming international conferences; to springboard action towards a Universal Declaration of Ocean Rights. [View the document](#)

OMNIBUS RESOLUTION

Cabo Verde formally presented the concept of Ocean Rights to be included into the **Omnibus Resolution on Oceans and Law of the Sea** during the 78th United Nations General Assembly 2023. [View the document](#)



THE OCEAN RACE SUMMITS

The Ocean Race Summits are a key part of our Racing with Purpose programme. They bring together the unique perspectives of sailors and the world’s key decision-makers to drive solutions and commitments to tackle the issues facing our seas.

The current series of twelve Summits, which took place between 2019 to 2023, were designed to help to drive new and improved policies around the major issues affecting the ocean: lack of governance, lack of protection, and climate change.

Our 2023 Summits, which featured prominent speakers such as UN Secretary-General António Guterres, are now an established high-level forum for gathering support and exploring ocean rights. The 2023 Summits culminated in

September 2023 during the United Nations General Assembly (UNGA) in New York, where we held a dedicated event to present principles for a potential Universal Declaration of Ocean Rights.

The Ocean Race Summits were developed in collaboration with 11th Hour Racing, a Premier Partner of The Ocean Race and Founding Partner of the Racing with Purpose sustainability programme, as well as Ulysse Nardin, our Time to Act Partner.

[View highlights from the Summits](#)
[Read the Summits reports](#)



"The ocean is the largest living system we know on Earth and its mysteries, capacities and limitations are quickly becoming front and centre for the human community, as we've heard at today's summit. There's no time for turning our backs on the challenges human industrial activity has presented to a once healthy ocean."

Wendy Schmidt, philanthropist, President of The Schmidt Family Foundation and co-founder of 11th Hour Racing



RELAY 4 NATURE



Relay4Nature is an initiative by The Ocean Race and UN Secretary-General's Special Envoy for the Ocean, Peter Thomson, to help give the ocean a voice on the critical issues affecting our planet at the landmark events where decisions are made about the environment.

It connects the threats to the natural world and calls on world leaders to radically increase their ambitions to protect and restore the ocean.

During the lead up to the 2023 race, **Relay4Nature** visited **ten** intergovernmental conferences advocating for the ocean, and was held by global leaders, before sailing around the planet with The Ocean Race in 2023. It then brought the messages from all that held it, to New York City during Climate Week and the UN General Assembly, September 2023.

During The Ocean Race 2022–23, the Relay4Nature Baton travelled with competing teams around the globe, sharing this message.

It sailed from Alicante to Cabo Verde with Team Malizia, where it was handed to the UN Secretary General, António Guterres.

The Baton then sailed from Cabo Verde to Cape Town with the Biotherm crew and from Cape Town to Itajaí, Brazil, with Team Holcim - PRB.

11th Hour Racing brought it to their hometown, Newport, and, in solidarity with Guyot, not able to participate in Leg 5 of the Race, Malizia's Rosalin Kuiper received it to bring it to Aarhus.

Team Jajo sailed with it to The Hague, The Netherlands; and it arrived to Genova, the finish port of the Race, with the Austrian Racing Team powered by Team Genova.

At The Ocean Race Summit – Presenting Ocean Rights, Charlie Enright, skipper and winner of The Ocean Race 2022–23 delivered the Baton to this momentous event.

[Watch videos and read stories of the interactions at these events.](#)

2021

May/June: Klaipeda/Lithuania, Gdynia/Poland, Stockholm/Sweden, Lorient/France, Cascais/Portugal, Alicante/Spain, Genova/Italy
September: IUCN World Conservation Congress, Marseille
November: UNFCCC COP 26, Glasgow

2022

February: One Ocean Summit, Brest
March: United Nations Environment Assembly, Nairobi
April: Our Ocean Conference, Palau
June: Stockholm+50
July: UN Ocean Conference, Lisbon
Sept: Climate Week, New York City
Nov: UNFCCC COP 27, Sharm el Sheikh
Dec: CBD COP15, Montreal

2023

January to July: Alicante/Spain, Mindelo/Cabo Verde, Cape Town/South Africa, Itajaí/Brazil, Newport/USA, Aarhus/Denmark, The Hague/The Netherlands, Genova/Italy.
Sept: UN General Assembly, New York City





Team Malizia Skipper Boris Herrmann & Ocean Rights

Boris Herrmann, one of the world's best known offshore sailors and Team Malizia skipper, showed his support for the adoption of a Universal Declaration of Ocean Rights in a video message shown at a high-level event held at the Permanent Mission of Monaco to the United Nations in New York.

"Recognising the importance of the ocean means recognising that we all depend on ocean health. The ocean acts like the air conditioning and main life support system on our planet. Without the ocean, nothing would be possible. We clearly support The Ocean Race and partners in their work towards a Universal Declaration of Ocean Rights because the ocean means everything to us: it is our playground, our workplace and, for me personally, spending more than 100 days a year in the ocean, it is also my home. I hope we can do this sport for many

years in the future, and therefore we need to protect this environment, but more importantly, the ocean is the base of life on the planet," he said at the event held at the sidelines of the UN General Assembly.

Team Malizia and skipper Boris Herrmann, champions for sustainability and climate action, will participate in the next The Ocean Race starting in 2023 with their new newly built race yacht Malizia – Seaexplorer IMOCA.





Cabo Verde Supports Legally Recognised Ocean Rights

Prime Minister of Cabo Verde, Ulisses Correia e Silva, reaffirms his country's commitment to the conservation and sustainable use of the ocean and the need for the ocean to have legally recognised rights.



High Level Roundtable On Ocean Rights At UN General Assembly

On 22 September 2022 The Ocean Race hosted a high-level event in New York to boost support for the adoption of a Universal Declaration of Ocean Rights by 2030, with ministers from Cabo Verde and Monaco and H.S.H. Prince Albert II of Monaco giving their support to the initiative.



Rhode Island House of Representatives and Ocean Rights

On the 9th May 2023, the House of Representatives of Rhode Island approved a resolution welcoming The Ocean Race, recognising the rights of their communities to live in a healthy and clean environment, and recognising the rights of natural communities and ecosystems within Rhode Island to exist, flourish, evolve, regenerate, recover, and be restored in the state of Rhode Island.



Panama Supports Ocean Rights

Panama enacted a Rights of Nature Law in February 2022, supporting Ocean Rights. This was re-confirmed in Genova by their Consul, and again at The Ocean Race Summit Sept 2023 by their Vice Minister of Public Affairs, Yill Otero.

OCEAN PROTECTION

A relatively small percentage of the ocean is recognised as territory of nation states, and even when countries have ownership over an area of water, protecting it can be a complex endeavour.

Government leaders have to find solutions to better manage national waters sustainably, as well as protecting unregulated high seas that are facing severe threats from overfishing, pollution and other harmful activities.

The challenge is that only 7% of the world's oceans are designated as Marine Protected Areas. In Europe, less than 1% of Marine Protected Areas are totally off-limits to fishing. There is an opportunity to develop

stronger laws and policies to protect the ocean, such as the 30×30 vision that aims to protect at least 30% of the world's oceans by 2030.

Our ambition is to raise the topic of ocean protection with our stakeholders, and to have some influence on accelerating commitments and action, all framed within the concept of Ocean Rights. We aimed to showcase examples of effective ocean protection and the positive role this plays on ocean health.



Protecting the Southern Ocean

On the third leg of The Ocean Race 2022–23 teams sailed through the Southern Ocean, a part of the planet that is critical for the world's climate. The more we learn about how these remote waters are impacted by human activity the more pressure can be put on Governments to protect them, which is why the data that teams are collecting about ocean health is incredibly valuable.



Blue Marine Foundation

As part of the One Blue Voice Immersive Experience, we included the beautiful 'The Sea We Breathe' by Blue Marine Foundation. 11th Hour Racing supported the translation of this immersive website into Spanish, Portuguese, and Italian, so it was accessible to our visitors.

[Take the journey](#)



Portofino Marine Protected Area

For The Ocean Race Summit Genova, Valentina Cappanera, Bruno Borelli and Maddalena Fava discussed the enormous benefits of creating a marine protected area in the coastal waters of Portofino, Italy.

The Portofino MPA was established in 1999 to safeguard its extraordinary marine biodiversity and to promote a sustainable use of its natural resources on a local scale.



Denmark Announces Marine Protection Targets

At The Ocean Race Summit Aarhus, Denmark's Finance Minister, **Nicolai Halby Wammen**, announced that the Danish Government will propose a law on nature and biodiversity with a target to protect 20% of the ocean and strictly protect 10% of the ocean.

MISSION BLUE Hope Spots

The Ocean Race and Mission Blue, an NGO dedicated to exploring the ocean and driving its protection, joined forces to accelerate action to safeguard the seas.

Led by legendary oceanographer **Dr. Sylvia Earle**, Mission Blue's work to raise awareness and grow support for a worldwide network of marine protected areas encompassing 30% of the ocean by 2030 is being amplified by The Ocean Race through its Racing with Purpose sustainability programme.





OCEAN AND CLIMATE

The ocean is our climate hero. Unique biodiversity and coastal marine ecosystems play a key role in mitigating climate change. Nature has the solutions – we just need to understand how to live together, in harmony. Restoration and regenerative practices are the key. The destruction of key habitats and marine biodiversity is hampering the ocean’s unique ability to help limit climate change. In turn, climate change is increasing ocean acidification and hinders its ability to support marine life. The opportunity lies in harnessing the ocean’s nature-based solutions to climate change through blue carbon projects – the cultivation and protection of marine habitats like seagrass, kelp forests, mangroves and salt marshes.

We hoped to increase awareness and understanding of the effects of climate change on the ocean, and the positive role the ocean plays to battle climate change.

We encourage all race teams to join the UNFCCC [Sports For Climate Action](#) framework. Ocean and climate is the central theme in the Learning programme module, Our Ocean Our Hero, and the focus of films, science communications and social media content.

Climate change and the role of the ocean and the effects of climate change on the ocean were integrated into discussion topics in Summits



Politician, lawyer and United States Senator Sheldon Whitehouse addresses the topics of climate change, marine pollution, and ocean data and monitoring.



In the fight against climate change the ocean is our greatest ally, but it is being pushed to the brink. We need to stand as one to give the ocean a voice. Join us by adding your name to this global petition for a Universal Declaration of Ocean Rights, which will be presented in conjunction with the UN General Assembly in September 2023.



onebluevoice.net
#ONEBLUEVOICE



COMMUNICATIONS

STRATEGIC AIM 6
Maximise the impact of The Ocean Race as a purpose-led platform.



Influencing the hearts and minds of the millions of people that the race touches is an essential element of our efforts to protect and restore the ocean.



COMMUNICATIONS

SUMMARY OF PROGRESS

With a wealth of programmes, initiatives and issues to communicate during The Ocean Race 2022-23, it was important to have a powerful overarching message and a single call to action. The One Blue Voice campaign was created to do just that; acting as the hero messaging for public-facing communications and supporting the ambitious goal of the Summits and Policy team to call for a Universal Declaration of Ocean Rights.

Ocean Live Park provided an opportunity to engage with millions of visitors about the campaign, alongside communication channels including media, social media, newsletters and web, along with digital and print adverts. The result was 32,000 signatures for the petition, from over 178 countries.

The Racing with Purpose programme and sustainable event excellence were showcased to audiences throughout the Race. Twenty short films (typically 90 seconds or less), were created as a powerful storytelling tool for bringing to life the topics and building a sense of connection between the audience, the ocean and the work that we do. (Plus dozens more films were created focused on Summit content specifically). See the [Racing with Purpose Youtube channel](#) which contains most of the film content produced.

The athletes that take part in the Race provide authentic voices, rich anecdotes and their own audiences, making them one of the strongest storytelling tools. We featured the sailors in films, media interviews, press releases and other opportunities throughout the Race.



COMMITMENTS & GOALS

2.1 Raise awareness & positively influence beliefs held and action taken on sustainability and ocean issues by our target audiences.

54
films created, including 29 on Summits and 10 on Science

125
pieces of social media content produced

14
official media releases on Racing with Purpose programmes and topics

one
science data visualisation tool launched

two
science infographics

2.4 billion
online sustainability news cumulative readership



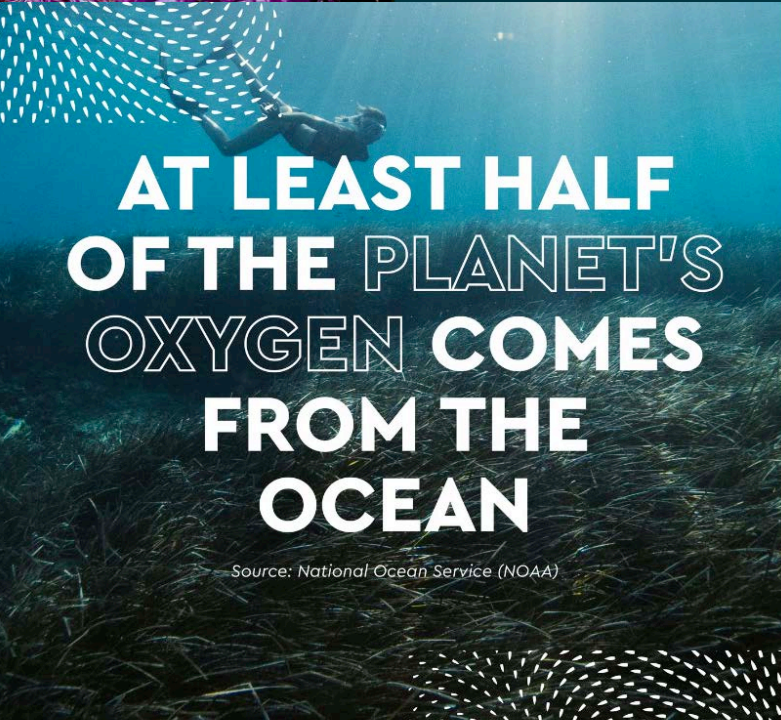
NATURE'S RIGHTS

SPOTLIGHT ON

CURRIDABAT

SAN JOSÉ, COSTA RICA

onebluevoice.net



AT LEAST HALF

OF THE PLANET'S

OXYGEN COMES

FROM THE

OCEAN

Source: National Ocean Service (NOAA)



STAND

UP

SPEAK

UP

SIGN

UP

ONE BLUE VOICE



THE

OCEAN

IS

INCREDIBLE



MAKE

WAVES

FOR

OCEAN

RIGHTS

ONE BLUE VOICE



FOR THE

OCEAN

FOR OUR

FUTURE

onebluevoice.net



MITU

MONTEIRO

Professional Kite Surfer

"The ocean

needs our help.

Everyone can do

a little bit and

together we can

change a lot of

things

onebluevoice.net



THE

FUTURE IS

DECIDED

NOW



CECILIA

ZORZI

Sailor with Austrian Ocean
Racing Team powered by
Team Genova

"As sailors we

must protect the

ocean.

onebluevoice.net



FOR THE

OCEAN

FOR OUR

FUTURE

onebluevoice.net



THE OCEAN IS

HOME TO THE

WORLD'S

LARGEST LIVING

STRUCTURE



OCEAN ADVOCACY ONE BLUE VOICE

To support the organisation's goal of driving a Universal Declaration of Ocean Rights by 2030, the **One Blue Voice** campaign set out to build on the work of the policy team, which concentrated on gaining high-level support, by gathering the backing of the public.

With a milestone moment on the horizon in September 2023, where the work of the policy team would be presented to members of the United Nations General Assembly (UNGA) in New York, a public petition was launched in order to gather public support to bring to this crucial meeting.

As a new concept, 'ocean rights' provided an interesting angle that stood out from campaigns on topics that were already well understood by the public, such as plastic pollution and climate change. This also meant that the campaign was challenging, as it had to work hard to outline the concept, explain why it was needed and motivate the audience to sign the petition.

The objectives were:

- To raise awareness of the declining state of the seas and highlight how the ocean is vital to all life on Earth
- To shift perception of the ocean from a resource to use and exploit, to an entity that has a right to thrive
- To drive support for ocean rights through the petition

Over 32 000 people signed the petition and wide communications support was received including from the sailing teams, Volvo Cars, IMOCA, Aarhus, Genova, plus external



LEARNING

The main objective with communications around the Learning programmes was to boost the numbers of sign-ups of the materials. The challenge was to reach a very specific audience: teachers, and, to a lesser extent, parents of 6–16 year olds.

This meant going beyond the Race's core channels with a targeted digital advertising campaign. A series of adverts ran on social media channels in five English speaking markets and five Spanish speaking markets, along with print and digital adverts with our partner TIME, which produces bespoke materials for teachers. This contributed to the Learning programmes being used by 25,000 students during the six months of the Race.

A secondary objective was to raise awareness of the Learning programmes among core audiences. As well as bespoke social media posts, marketing materials in Ocean Live Park and a dedicated film, the resources were highlighted in press releases, interviews, podcasts and events about Racing with Purpose generally.

SCIENCE

The onboard science programme is one of the Racing with Purpose programme's greatest assets for communications and as such, it was a topic that we gave high exposure to throughout the Race period.

Ensuring the general public could understand the complex programme was essential. Concise and simple messaging, broken down by different elements of the programme, was provided to teams to ensure they knew how to speak about it publicly, and also shared with media and other stakeholders.

Two infographics were created to show the types of data that were collected and the journey of the data – from collection to analysis. Seven short films, each focused on a specific element of the programme and told through the lens of the teams, received strong engagement across the Race's social media platforms.

Science was the area that excited the media the most, receiving strong coverage in some of the world's most respected outlets, including [The Guardian](#), [BBC Sport](#), CBS, Forbes, Al Jazeera and Sky Sports.

To make the data accessible to all, The Ocean Race launched an interactive tool where the public can explore the data theoceandracescience.com.





PEOPLE

A crucial element of the storytelling around any sports event is the people. The sailors were instrumental in ensuring ocean health was part of the narrative around the race; voicing their support for ocean rights and providing compelling, personal observations that resonated with audiences. To support this we:

- Engaged teams around the Racing with Purpose programme, including through workshops and meetings
- Equipped the teams with messaging
- Identified the individuals who were most active / interested in protecting the ocean and involved them wherever possible in communications opportunities, including content creation for the Race's channels and media opportunities

The teams also used the platform provided by the Race to drive awareness and action for their own campaigns. Telling the story of women in the Race – their experiences and barriers within the sailing industry – was a key part of storytelling. Dedicated events organised with GAC Pindar, The Magenta Project and World Sailing Trust gave a platform to discuss the challenges and solutions, which provided rich content for press releases, articles and three films, including one to tie-in with International Women's Day.

As the Race drew to a close, a press release about the record-breaking number of female sailors taking part in this edition was shared with media, highlighting the organisation's commitment to driving greater inclusion in the sport.

SUSTAINABLE SPORTS

The aim of a 75% reduction in GHG emissions compared with the previous edition of the Race, made a strong media story ahead of the start of the event. The statistic provided a credible foundation for highlighting the steps in the sustainability journey that the Race is taking and was flagged in interviews and press releases throughout the event.

Host cities and partners were instrumental in bringing media to Ocean Live Park, where they had the opportunity to learn first-hand about the Race's approach to holding an event centred sustainability, including through presentations, workshops and interviews with key people from the Racing with Purpose Team.

Showcasing the sustainability efforts of Host Cities was also important, with video providing an engaging format for bringing to life the inspiring steps Cape Town made to make the V&A Waterfront as sustainable as possible and Itajai's efforts to preserve local mangroves.





FOOTPRINT



FOOTPRINT

OUR PROGRESS

We have selected some of our key targets to highlight progress in crucial Racing with Purpose programme areas.

FOOTPRINT

SUSTAINABLE SPORTS – Ensure responsible resource use and circularity, minimise greenhouse gas emissions and be climate positive.

OUR KEY TARGETS – 2023

OUR PROGRESS

50% relative reduction on waste to landfill compared to the 2017/18 edition of the Race.

43% relative reduction in waste to landfill. 0.67 tonne per day, down from 1.16 tonne per day.

No single-use packaged water or serviceware, and only reusable cups at all stopovers, and reusable serviceware at 50% of stopovers.

3 of the 9 stopovers served water in single-use packaging. All stopovers had water refill points and reusable cup systems. Only one stopover (Aarhus) had washable food serviceware.

80% diversion from landfill and incineration.

51% of materials were diverted from landfill or incineration and 65% from landfill only.

We aimed to have the maximum renewable energy mix possible for mains power supply and to purchase renewable energy credits directly where 100% renewable energy is not available at the site.

We sourced 100% renewable energy. 70% from event sites and 30% renewable energy certificates directly purchased.

Only sustainable seafood is served or sold.

Only two stopovers provided proof that seafood was from verified sources.

We aimed for a relative overall 50% reduction of operational GHG emissions compared to the 2017-18 Race.

We achieved a **75% reduction** in our operations GHGs and a 74% reduction in overall GHGs.

We aimed for more than 100% of our GHGs to be balanced, to result in a climate positive status.

120% of operational GHGs have been balanced through supporting blue carbon or other projects which drawdown carbon.



"Five stars to Aarhus Municipality and The Ocean Race organisation for embracing and prioritising green transition and consideration for the world's oceans to such a high and magnificent degree, as has been the case with this event. It is nothing short of world class, and clearly an example for others to follow, be it host cities or international event rights holders"

Lars Lundov, CEO, Sport Event Denmark



ENVIRONMENTAL STEWARDSHIP

STRATEGIC AIM 3
Adhere to all relevant environmental regulations and protections, and take a restorative approach



We aim to ensure the environment in which our activities take place are protected from negative impacts. This includes on-land, in-shore and offshore racing, boat maintenance, and construction and installation of Ocean Live Park.



RESULTS

1

new protocol Hazard (fleet warning) Button for Marine Mammal Strikes

3

observed and actioned spills in Ocean Live Park

24

strikes, contact, near misses & observations

3

orca contact incidents

3

incidents with damage to boats and resulting marine debris



COMMITMENTS & GOALS

3.1 Adhere to all relevant environmental regulations and protections, and take a restorative approach.

ENVIRONMENT

SUMMARY OF PROGRESS

All involved in activation associated with The Ocean Race are required to ensure avoidance and management of potential impacts to the natural environment.

We worked hard to ensure the physical setting in which our activities take place are protected from negative impacts. This includes boat maintenance, construction and installation of Ocean Live Park assets, and our on-water and on-shore activities.

Adherence to strict environmental impact management protocols and relevant regulation is included in agreements with stakeholders and suppliers. They must observe local and relevant regulations on environmental protection and put systems in place to avoid negative occurrences.

There were three reported incidents including machinery falling into the water, single-use plastic pollution from flares and run-off into the water from boat repairs. Action was taken immediately to reduce the impacts. For example the pre-placement of a floating boom to catch any debris near the docks, meant that the incorrect use of flares with single-use plastic canisters were able to be recovered from the water.

Minimising the chance of marine mammals strikes is a critical issue for sailors and The Ocean Race. During this Race, new protocols were initiated to alert the fleet of potential marine mammal activity.

KEY ACTIVITIES

MARINE MAMMAL ADVISORY GROUP

Encounters with dolphins, whales and other mammals are part of the course for teams, but unfortunately, on rare occasions it can lead to incidents that are harmful to marine life, boats, and sailors.

The Ocean Race is part of the Marine Mammal Advisory Group (MMAG), a collective that is working together to find ways to prevent these occurrences.

Following a detailed risk assessment for each leg, a range of measures were put in place to reduce the likelihood of a collision, such as introducing specific exclusion zones on the race course to avoid areas where cetaceans were likely to be found.

A new initiative for this Race, supported by IMOCA and 11th Hour Racing Team, was a hazard button, which teams used in the event of seeing an obstacle or marine mammal in the water. Pressing the button logged the position and informed the rest of the fleet to keep a close watch.

Read more in the appendix.



ORCA ENCOUNTERS

Two of the VO65 boats racing in The Ocean Race VO65 Sprint had direct encounters with orcas in the Atlantic Ocean to the west of Gibraltar during the final leg of the Race. Team JAO and Mirpuri Trifork Racing both reported being approached by orcas, which pushed up against the boats and nudged or bit the rudders. No injuries occurred to the orcas or the boats.

"Impressive to see the orcas, beautiful animals, but also a dangerous moment for us as a team. We took down the sails and slowed down the boat as quickly as possible and luckily after a few attacks they went away... This was a scary moment."

Team JAO skipper Jelmer van Beek

The area around Gibraltar is becoming well known for what some are calling 'orca attacks' on boats, where an individual or pod of orcas repeatedly ram into a boat's hull or rudders. In some cases, boats have been significantly damaged – at least three to the point of sinking.



ENVIRONMENTAL INCIDENTS

We mandated that no fireworks, confetti, flares or helium balloons were to be used onsite, as they were in 2017-18. This edition we had no fireworks and no confetti.

The good news was that fireworks were replaced by a drone show in Alicante, an historic moment in this destination that is truly attached to fireworks at events. [Watch the show](#). The drone show was so well received it was engaged to be repeated in Aarhus.

Flares were unfortunately used once causing marine plastic pollution. This was observed and reported by multiple stakeholders and action taken immediately to recover the plastic packets. The host city involved was given a guarantee that there were no plastic components in the flares, by the operator, but they changed the product at the last moment without notification.

There was one instance of balloon use, as an identifier to lead school groups. These were removed and replaced with a flag.

Whilst we do not allow polystyrene bean bags onsite, these were evident at two of our stopovers and were not removed. Luckily no spills occurred. We will enforce this more strongly in the future.

Two incidents of chemical/oil releases to the water were observed and action taken directly to contain the spill.

Offshore sailing incidents occurred which resulted in loss of equipment overboard.

We do not condone fly-overs by military or other aircraft, however this occurred at two of our stopovers. We will work with host cities to strive that these are not part of future event activities.

CONTINUAL IMPROVEMENT

Our delivery partners at each host city ensured adherence to regulations relating to environmental protection within their event management plans. These were further ensured through oversight by local environmental protection agencies. In most cases our delivery partners were also part of the local government, strengthening the assurance that all environmental safety systems are in place.

To improve processes and oversight, The Ocean Race could engage an Environmental Protection Officer in each stopover (locally hire) who would be mandated with auditing the delivery partner processes to ensure that incident response and reporting procedures are in place, to monitor the site in real time, and check on processes occurring during the event delivery period.

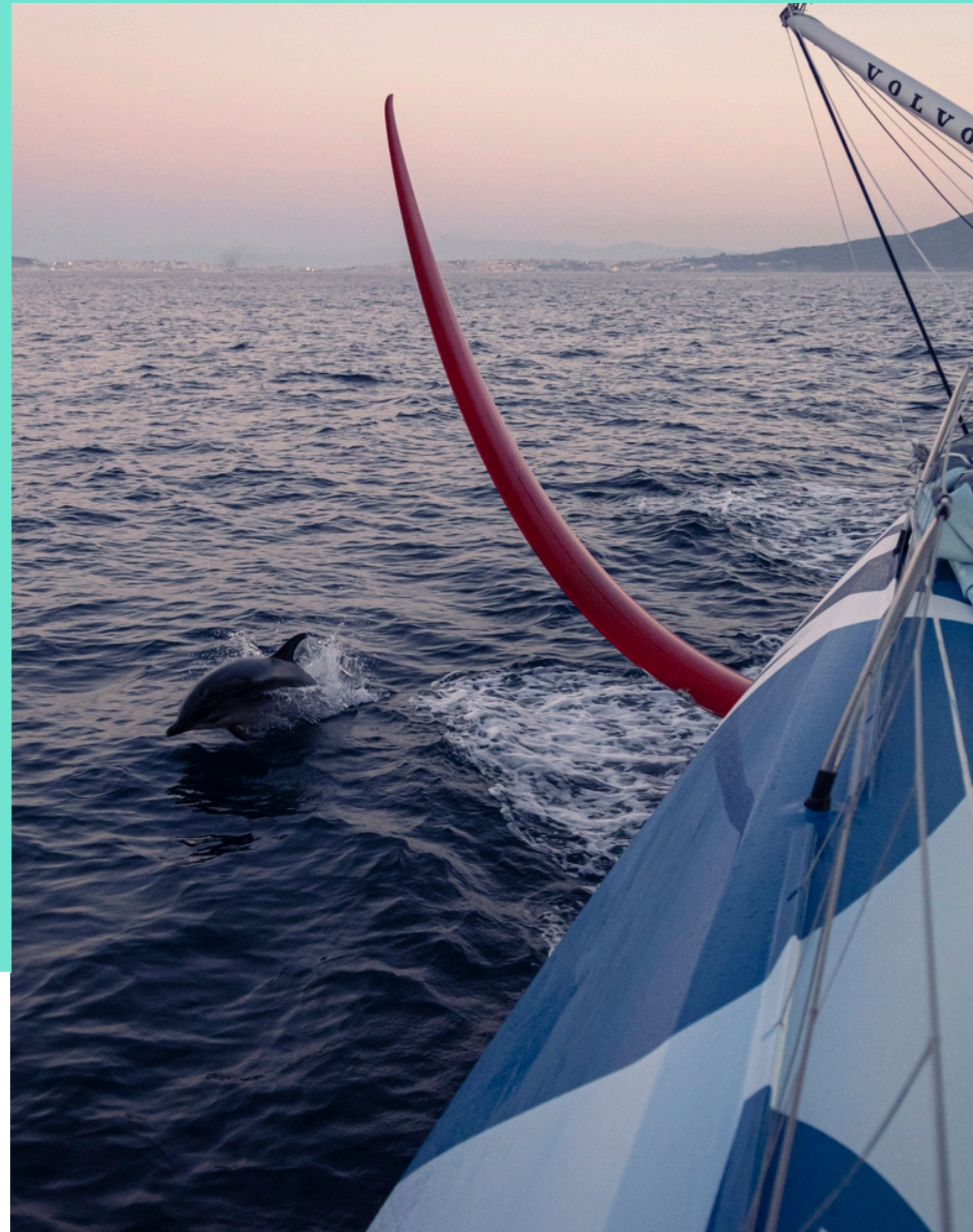
As part of the ongoing improvement in race team operations, Teams would be required to log details of what has been lost overboard, for the official record, in the incident report.

- Environmental Protection Officer recruited at each stopover
- Strengthened environmental protection, incident response and reporting included in agreements with host cities and race teams
- Register of Environmental Regulations kept by the stopover delivery partner or host city
- Incident Logs maintained by stopover delivery partner
- Marine pollution estimates included in teams incident reporting

BEACH CLEANS

At most stopovers, beach cleans were organised in coordination with the host city, local NGOs and teams.

In Cape Town, the **Trash Bash Beach Cleanup** was organised by the Two Oceans Aquarium. Around 100 volunteers attended the beach cleanup – including the Mayor of Cape Town Mr Geordin Hill Lewis. A total of 58.68kg of trash collected from Mouille Point beach.



RESOURCE USE & CIRCULARITY

STRATEGIC AIM 4
Responsible resource use and circularity.



We worked to ensure we were conservative in our resource use and that we responsibly sourced and managed those resources we needed to consume. Our ambition was to access renewable resources, and to support closed loop systems, feeding the circular economy.



COMMITMENTS & GOALS

4.1 Responsible water use and management.

RESULTS

11 000
litres of water recycled onsite

90 000
litres of recycled water used

CONTINUAL IMPROVEMENT

- Include requirements for low-flush, vacuum and chemical free toilets in the host city agreements.
- Strengthen oversight and requirement to measure and report water consumption
- Encourage host cities to include water conservation and recycling initiatives and showcase innovations such as water recycling systems
- Strengthen requirements with Host Cities to not provide packaged water unless an argument for having it is presented and agreed.

WATER SUMMARY OF PROGRESS

In water-scarce locations such as Alicante, Cabo Verde and Cape Town, we ensured touring personnel and visitors were aware of appropriate use and conservation of water. We made efforts in our event operations to not overdraw potable water supplies. Non-potable water was used where possible to fill ballast. Low flush or vacuum toilets were used where they were available.

Water use was not able to be measured in most venues and so we could only extrapolate the data to estimate water consumption. Events were graded in terms of activity intensity and site size, number of days, number of attendees and observed water conservation interventions. This approach needs to be improved for future events, with the stopovers measuring and reporting water consumption as required.

Last edition of the Race, Cape Town was in extreme drought and water quotas were in place for the event. Ten percent of the typical potable water consumption was used with the remaining water coming from recycled grey water. The V&A Waterfront has enhanced its water efficiency and recycling/ greywater/non-potable water use and this was in place for the 2023 visit, with observed water conservation initiatives and use of non-potable water in place.

Cabo Verde is a water scarce destination with the bulk of water supplied through desalination, and which runs on 95% fossil fuels. It was extremely important that water conservation was a high priority and that all stakeholders coming to Cabo Verde understood, which was achieved through our internal communications.

As wastewater volumes were not measured, the assumption of 80% of all water consumed resulted in wastewater was applied.

WATER RECYCLING

Genova included an activation to collect wastewater from vendors at the site and purify it through reverse osmosis for re-use. This type of innovation should be encouraged for future events, especially to demonstrate innovation in water conservation.



WATER REFILL POINTS

A practical and symbolic initiative is the complete ban of single-use packaged water, replaced by water refill points.

Whilst there is no risk of any single-use containers from packaged water ending up as marine pollution from Ocean Live Park, these do make up a large proportion of litter which ends up in the ocean.

Where safe drinking water is readily available from the tap, we do not allow pre-packaged water being served. The only exceptions are for accessibility reasons or where the logistical realities make refills impossible.

We are happy to report that all Ocean Live Parks had water refill points, provided locally in addition to reverse osmosis water purifiers provided by our official drinking water supplier **Blue Water**. In Alicante, Itajai and Genova the local water authority sponsored the stopover, providing water refill points onsite.

Unfortunately two of our stopovers who could have avoided packaged water, allowed it for sale.

The water refill initiative was introduced for the first time in the last edition of the race, with 390 000 bottles estimated to have been avoided. As this is now our new baseline (to have water refill points and not sell pre-packaged water) we will not claim it as a major achievement for 2023.

The total bottles avoided in 2023 is estimated at 250 000, the equivalent to 5 tonnes of plastic.



WATER

WATER FOOTPRINT

11th Hour Racing Team aligned with grantee [Water Footprint Implementation](#) to advocate the importance of measuring and understanding an organisation's water footprint and to assist the team in measuring theirs. With support and encouragement from 11th Hour Racing Team, the organisation built '[Water Footprint Compensation Concept](#)' which was launched at The Hague stopover, also their hometown. They have built a framework to compensate for the remaining unavoidable water footprint or organisations. [Read more](#).



VETRO	ORGANICO	PLASTICA E METALLI	CARTONI PER BEVANDE	CARTA	SECCO RESIDUO
BOTTIGLIE E CONTENITORI IN VETRO	CIBO, PIATTI POSATE TOVIAGLIUOLI	CONTENTORI IN PLASTICA E METALLI ALTRE PLASTICHE	TETRA PAK CARTONI SUCCHI DI FRUTTA E LATTE	CARTONE GIORNALI E RIVISTE	INDIFFERIBIATO
GLASS BOTTLES & LIDS NO CERAMICA	FOOD, PLATES, CUTLERY, WARE	CAN, METAL, PLASTIC	TETRA PAK, MILK LUGGE CARTONS	COMPACTS & MAGAZINES	REFUSE
00	00000	00000	000	00000	0



Image: Jeff Hester / Ocean Image Bank

WASTE

RESOURCE USE & CIRCULARITY

STRATEGIC AIM 4
Responsible resource use and circularity.



We worked to ensure we were conservative in our resource use and that we responsibly sourced and managed those resources we needed to consume. Our ambition was to access renewable resources, and to support closed loop systems, feeding the circular economy.

		2017-18	2023
Total Waste		340 tonne	195 tonne
Waste per day		2.3 tonne	2.1 tonne
Landfill		51%	32%
Waste to Energy	13%	49%	14%
Recycling	25%		33%
Compost	9%		12%
Salvage	1.5%		6%
			65%



COMMITMENTS & GOALS

- 4.2 Minimise total waste produced.
- 4.3 Minimise our plastic footprint.
- 4.4 Maximise resource recovery.

RESULTS

90%
of resources correctly segregated by Ocean Live Park visitors

85%
of recyclable and compostable resources were recovered

10%
reduction in waste generated per day compared with 2017-18

43%
reduction in total waste generated compared with 2017-18

23
tonne plastic footprint

WASTE

SUMMARY OF PROGRESS

In advance of The Ocean Race we set ambitious targets of 50% relative reduction of waste to landfill compared to the 2017-18 event, and for 80% of 'waste' resources to be diverted from landfill or incineration.

We achieved a 43% relative reduction of waste to landfill (down from approximately 1200 kg to 700 kg per day) and 68% diversion from landfill and incineration, (49% in 2017-18).

The plastic footprint was calculated to be 23.16 tonnes. Last edition of the race it was 22.1 tonnes – however the full analysis was not in place in 2017-18.

Despite not meeting our overall ambitious targets, all stopovers had examples of excellence, including first-time or improved systems (composting, recycling, measurement, consistent bin signage, staffing of resource recovery stations). Placing feature' Resource Recovery Stations' in public areas, staffed by stewards helping visitors to segregate correctly, lead to 95% of materials being correctly segregated.

Why couldn't we meet our targets? Considerable volumes of waste appeared in the site build, bump-in and bump-out phases of most stopovers, and some stopovers did not have adequate systems in place to separate onsite to optimise resource recovery during these times. Additionally, materials were used and waste created that could not be recovered for recycling – either in the destination or simply that technologies currently don't exist anywhere.

Our waste audits also revealed that 85% of all possible recyclable and compostable resources were recovered with an average of 15% of resources sent to landfill. At two stopovers, high levels of contamination were observed, due to mishandling by catering, food truck staff and also event production staff, with more than 1/3 of food waste from catering and food trucks being placed in the general waste bins.

ALICANTE

Alicante complimented The Ocean Race's resource recovery stations with attractive colour co-ordinated bin systems and onsite maxi-containers of many waste streams. These were not present at the 2017 event and were a significant improvement in waste systems. Increased staffing and attendants at the front of house bins are required to improve the system.



CABO VERDE

Cabo Verde completely changed its approach to event waste and Ocean Live Park was the first example of a litter-free event in Mindelo. This was especially important as there is only a fledgling recycling operation currently in Cabo Verde. Working with NGOs and the municipality, innovative bins were made to engage visitors on waste management.



In August 2022, waste experts from the Itajai and Aarhus stopovers joined The Ocean Race in Mindelo. They participated in workshops with local NGOs and the waste team from the Municipality to explore of solutions for the stopover. This lead to excellent engagement and enthusiasm, which resulted in the systems in place at the Cabo Verde stopover. The Mindelo team, lead by local NGO Simili and supported by Biosfera and the Municipality in Mindelo, developed the first colour coded bin system, launched at the stopover and for future use at events on the island.



CAPE TOWN

Cape Town's iconic V&A Waterfront, which has hosted teams during 12 editions of The Ocean Race, has long been lauded for its top quality restaurants, shops and entertainment, but, in recent years, it has added another string to its bow, by emerging as a leader in sustainability.

Since the last time we visited Cape Town, the V&A has established an onsite materials recovery and sorting facility, which all of the stopover's waste was processed through. This meant that all recyclable and compostable materials were able to be segregated for onwards processing.



ITAJAI

In Itajai, the return of the onsite temporary waste sorting facility was updated to include compostables separating and plastic footprinting. A notable improvement from the 2017 stopover was the complete avoidance of polystyrene containers in the food hall, a learning legacy from that event. All serviceware was recyclable cartons or reusable plates

Polystyrene Containers



Volunteers



Volunteers staffed the Resource Recovery Stations, here they are briefed on correct waste segregation. They also toured the onsite sorting facility where the Composting Workshop coordinator taught the importance of correctly segregating food waste.

Learnings: At the 2018 stopover, polystyrene containers were used in the food hall – hundreds of thousands of them. The realisation that 'foam' was 'plastic' was a new learning in 2018 in Itajai and quickly corrected for future events. Since then and also for the 2023 event, recyclable cardboard food containers are used (with a compostable paper liner to keep the boxes clean for recycling. Unfortunately the cleaning company provided staff meals in polystyrene containers. A total of six cubic metres of containers were collected. To avoid this at future events, cleaners must be provided meals or the contract provisions allow for the company to provide meals in containers other than polystyrene.



Itajai – Compost Collection

Learnings: We produced more compostable waste than was able to be managed by the compost service supplier. A total of 9 tonnes of compostable waste was sent to landfill, 60% of all compost produced.

Itajai – Onsite Materials Separation

Cooperfoz, a social enterprise which runs the city's waste and recycling facility, returned to the event to operate a sorting centre onsite. Here all waste from Ocean Live Park was hand sorted into multiple fractions, resulting in a 100% success rate in material segregation for the event.

Materials that could not be recycled through the Cooperfoz system were further separated for collection by other vendors – compost and oyster shells by the compost vendor and hard to recycle plastics were taken by EcoLocal.

Itajai – Post Event Waste

The largest contributor to event waste for Itajai was the once-off materials used to build temporary structures and the entry way. A total of 9 tonne was recovered by EcoLocal and the rest to landfill.



NEWPORT

Newport produced two 'resource recovery stations' to match The Ocean Race's. All four were legacy assets for future events by Sail Newport or Fort Adams. The stopover had attractive and consistent bin signage used for the first time and a significant improvement on previous events. Extremely high success in segregation of materials by visitors at these stations was achieved (98% accuracy) attributable in part to 'waste goalies' at the bins. Fewer overall bins around the race village drove a higher attention to waste segregation and disposal by visitors.

A rigorous back-of-house waste audit was established including plastic footprinting, used as a benchmark for the other stopovers.



AARHUS

Aarhus was a standout, being the only stopover to have 100% reusable serviceware in the public catering areas. With cycle-powered pickup, wash and return logistics, this drastically reduced food & beverage waste.



GENOVA

Genova shone with a roll out of replicas of The Ocean Race's travelling resource recovery stations, and world-class systems, support and onsite operations by the municipality waste team.



Hard to Recycle

The largest proportion of materials going to landfill is 'unrecyclable' materials that you'd think actually should be able to be recycled. Because standard commercial or municipal resource recovery centres often can't take these materials, (such as certain types of plastic textiles) or divert them to waste to energy plants, organisations such as Eco Local in Itajai steps in to save materials from ending up in landfill.

They recovered nine tonnes of otherwise non-recyclable materials (mainly plastic) to make a composite product used to produce bins and furniture. At each stopover, we encouraged our host city partners to look for creative and resourceful ways to manage the waste that would otherwise go to landfill. Alongside the nine tonnes to EcoLocal, we estimate another three tonnes of materials was collected for creative salvage and repurposing.



Lunch n Learn

The onsite lunch break for school kids visiting Ocean Live Park was used to educate them about the plastic in their packed lunches. Specially made collection stations received plastic in various plastic types and volunteers assisted in informing the students and helping them to sort their lunch packaging into the correct containers. During the lunch break, the visiting students increased their knowledge on plastic in order to:

- Waste sort in numerous plastic fractions
- Learn that when you sort your waste correctly, it does not end in the ocean but is recycled
- Learn and obtain an understanding of the 'journey' of the plastic
- Become champions of the sea



A version of this activity also took place for the school groups at the Newport stopover.



COMPOSTING

Ahead of The Ocean Race Newport, Clean Ocean Access Director of Sustainability Eva Touhey introduced the Healthy Soils Healthy Seas Rhode Island multi-year initiative.

The programme aims to inspire and empower the community, making transformative behaviour changes to improve ocean health. Using the behaviour of composting as an integrative solution, Healthy Soils Healthy Seas tackles waste management, water quality, marine debris and overall ocean health for the state of Rhode Island.

It was important that precious compostable resources be highlighted at our events, and all stopovers had food waste and compostable material collection. Engaging visitors on this topic

was a high priority, and in Itajai, compost workshops were held.

We successfully recovered 22.47 tonne of organic material, 76% was composted and 24% sent for waste to energy.

Waste audits revealed an average of 17% of compostable waste was incorrectly sorted onsite in the production ('back-of-house') areas, leading to 3.7 tonne of organic materials being sent to landfill instead of composted. In Itajai, due to the restricted capacity of the supplier, even though an incredible 16 tonne of compostable materials was successfully segregated (including almost perfect compliance back-of-house by food operators), 9.6 tonne had to go to landfill. The only respite is that in Itajai, the landfill site has an effective methane extraction process.



CONTINUAL IMPROVEMENT

The Ocean Race, host cities and production partners must review in-depth the design concepts, production approaches and activities that create non-recyclable materials, in order to meet reduction and diversion targets.

We saw several examples of third party production companies, engaged to deliver elements onsite, that did not take waste minimisation and resource recovery into account in their design and materials choices.

We also need to hold caterers and food trucks to account. In some stopovers, waste segregation back of house with caterers was perfect, showing it is not an impossible task.

- Stronger oversight and approval process of materials choices for third party production companies engaged to produce physical activation elements.
- Require all stopovers to produce resource recovery plans, including staffing details, for pre- and post- event days.
- Require all stopovers to place staff or volunteers on public and production area resource recovery stations to ensure compliance with segregation systems.
- Strengthened inclusions in agreements with host cities and between them and their contractors and caterers.
- Require all host cities to have detailed waste reporting including transparency on onwards processing.



RESOURCE USE & CIRCULARITY

STRATEGIC AIM 4
Responsible resource use
and circularity.



The purchases made, materials used and food served throughout The Ocean Race are important examples of our commitment to sustainability, and our focus on environmentally responsible and ethical sourcing, resource conservation, local sourcing, and designing-in circularity.



COMMITMENTS & GOALS

4.5 Minimise volume of materials used.

4.6 Source environmentally, socially responsible, and ethically-produced materials and food.

RESULTS

30%
vegetarian food served or sold in Ocean Live Park at public food outlets

70%
vegetarian food served at the Sailor's Terrace events

5%
surplus of gifts and giveaways

100%
of hard goods and apparel range meets some sustainability criteria

50%
of single-use branding materials meets sustainability criteria

PURCHASING SUMMARY OF PROGRESS

Our ambition was to source as responsibly as possible and to influence good decisions by host cities, teams, partners and other third parties making purchases contributing to producing The Ocean Race.

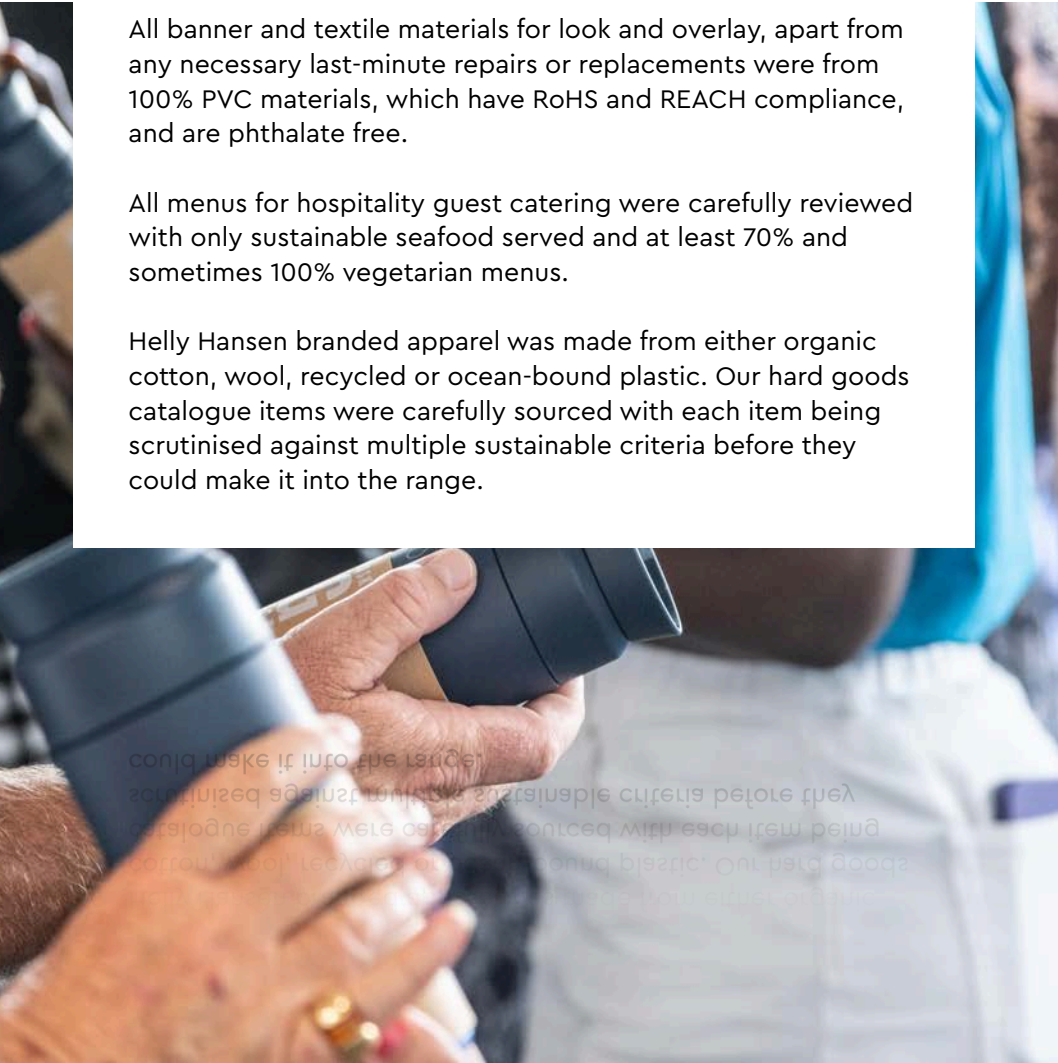
In the lead-up to the Race we formalised the Sustainable Purchasing Policy and produced guidelines for stopovers and teams. This included sustainable catering (crew and hospitality guests), and guidance on sustainable materials choices for look and overlay (branding, signage, decor, flags, banners etc). A global events working group was led by The Ocean Race on sustainable look and overlay.

The majority of purchases by The Ocean Race are banners and flags, dressings and decor for touring elements. Catering for hospitality guests, the branded apparel and hard goods range are also in our direct control.

All banner and textile materials for look and overlay, apart from any necessary last-minute repairs or replacements were from 100% PVC materials, which have RoHS and REACH compliance, and are phthalate free.

All menus for hospitality guest catering were carefully reviewed with only sustainable seafood served and at least 70% and sometimes 100% vegetarian menus.

Helly Hansen branded apparel was made from either organic cotton, wool, recycled or ocean-bound plastic. Our hard goods catalogue items were carefully sourced with each item being scrutinised against multiple sustainable criteria before they could make it into the range.



REDUCING BESPOKE BUILD

A strategic decision was made in the design phase of Ocean Live Park to drastically reduce both the freighting, materials use and waste generation for the Race's touring elements.

These elements are the Sailors Terrace (corporate hospitality lounge and function area), One Blue Voice Pavilion, the entrance portal to Ocean Live Park, Leaderboard and trophy display, way-finding towers, the panels which promoted the host city and teams.

To reduce materials use and the need for bespoke build to erect facades to dress locally sourced marquees, the decision was made to use stretched coated textiles mounted on scaffold or trussing.

Examples of traditional dressings (waste-creating) of structures were seen at some stopovers, further illustrating the importance of a conservative approach.

Volvo Cars joined The Ocean Race in this waste-free installation approach with made

to pro-forma elements touring with the Race and being cleanly constructed and deconstructed at each stopover.

The difficult decision on which banner material to use is an exercise in trade-offs. PVC-free is optimal due to the chemicals used in its production, however PVC is recyclable. We decided to forgo the recyclability criteria and prioritise the low toxin PVC-free material that, made from a company which has exemplary sustainability credentials and independent verification, and so 'Kavalan' was chosen.

Whilst these coated textiles are not currently recyclable, choosing this helps to build demand for this better-credential material. As recycling technology improves, it is anticipated that coated textiles will form part of the circular materials economy. For now, re-use, salvage for repurposing and safe waste to energy incineration are the disposal options.

HARD-GOODS & CLOTHING



Our hard goods catalogue items were carefully sourced with each item being scrutinised against multiple sustainable criteria before they could make it into the range. Examples of critical criteria are; natural content, recycled content, lower carbon footprint, circular, superior recyclability, repairable, biodegradable, compostable, energy-saving, health benefit, socially responsible, discloses sustainability credentials, B Corp or other relevant independent certification such as ILO.



Helly Hansen worked hard for several years to bring a range of garments to the Race made from organic cotton, wool, recycled or ocean-bound plastic.

MEDALS

Medals are given to guests who participate in the Pro AM sailing activities. These were made from sustainable timber with natural dyes and rPET lanyards. Wristbands were made from rPET with bamboo toggles.

WATER BOTTLES

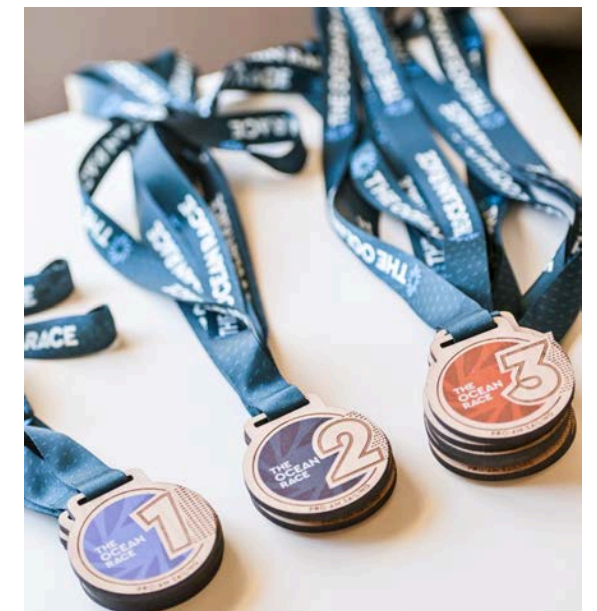


A special-edition bottle to commemorate The Ocean Race 2022-23 was launched through a partnership with [Ocean Bottle](#). This company produces water bottles and for every bottle they collect 11.4kg / 25 lbs of ocean-bound plastic, or the equivalent of 1 000 single-use plastic bottles.

Ocean Bottle is a social impact company, focused on stopping plastic pollution at source. Their plastic collection isn't a gimmick, it's at the core of their business.

During the partnership, the equivalent of 57 997 kg or 5.1 million bottles were collected. To see how the collection of ocean-bound plastic works, check out their video [here](#).

Since its origin in 2018, Ocean Bottles has funded over 9 000 000 kg of ocean-bound plastic.



FOOD

Food service is a particularly impactful opportunity to express our commitment to sustainability. Where we had direct control over food and beverage service, such as in the Sailors Terrace, at our awards nights or side-events such as The Ocean Race Summits, we had strict sustainability performance targets and selection criteria for catering. (Read our Sustainable Catering guides in the Knowledge Centre).

Only sustainable seafood was served, and if verified seafood could not be sourced, it wasn't included in the menu.

Menus were designed to have at least 70% vegetarian or vegan food, and at some of our events and those requested by various stakeholders, catering was 100% vegetarian or vegan.

Food service in the public areas at our stopovers did not meet our requirements

and for future events we will have to strengthen host city agreements and oversight to ensure this important aspect is prioritised.

Post event analysis of food served at Ocean Live Park reveals that an average of 30% vegetarian food was served. This is far lower than we hoped. The greenhouse gas emissions impact of meat-based meals is far higher than vegetarian and one of the ways we hoped to reduce the overall impact of the event was to optimise vegetarian food. We will report on the GHG reductions missed, in the final GHG Report.

The Aarhus stopover went a step further and had a programme with food vendors to make meat-based meals higher priced and vegetarian options lower price, to reflect the real climate cost. This is an initiative we hope to expand in future events.

CONTINUAL IMPROVEMENT

We recognise that the bulk of purchasing decisions to produce our events comes from the host cities, their delivery partners and their subcontractors and production houses. Engagement and education was undertaken, with support and guidelines provided. Some requirements were placed in agreements, but these need to be strengthened as the bulk of waste to landfill was from bespoke (once-off) use of materials to dress sites.

Caterers and public food vendors generally did not take sustainable sourcing into account, and there was a lack of healthy food and a diverse menu range across food offerings.

- Stronger oversight and approval process of materials choices for third party production companies engaged to produce physical activation elements.
- Stronger oversight and approval process of menus for public food halls to ensure they meet the healthy, fresh, vegetarian and diversity targets.
- Strengthened inclusions in agreements with host cities and between them and their contractors and caterers to ensure targets and requirements are observed.
- A deeper focus and prioritisation of sustainable seafood is required as not having this is a departure from our values.
- Preliminary air freight analysis shows that some materials were air freighted, and with better preparation this must be avoided.
- Staff resources to be available which will allow great scrutiny any analysis of aspects such as sustainable hotel analysis, and deeper procurement analysis including supply chain and human rights complicity.



GREENHOUSE GAS EMISSIONS

STRATEGIC AIM 5

Minimise greenhouse gas emissions and be climate positive.



Producing a high-quality global event means there are currently unavoidable greenhouse gas emissions. We deeply analysed the greenhouse gas emissions sources of The Ocean Race in order to reach our target of at least a 50% reduction compared to 2017/18.



COMMITMENTS & GOALS

5.1 Maximise energy conservation and efficiency.

5.2 Maximise renewable energy use.

RESULTS

23%

reduction in power consumption

73%

of power consumption was from mains supply

47%

average renewable energy supply on mains.

4

stopovers were on 100% mains power

100%

renewable energy sourced via decoupled energy credits

POWER

SUMMARY OF PROGRESS

Our ambition was to be powered by 100% renewable energy, through both mains power and temporary power generators. The plan was to maximise power sourced from the mains electricity grid, to access the highest renewable energy tariff possible and to purchase directly, renewable energy credits or similar instruments for the remaining portion.

Our biggest improvement compared to the 2017-18 race is that all stopovers were able to source mains power over mobile generators. An estimated 73% of power was from mains supply, compared with only 11% in the last edition, which had a big reliance on diesel generators. Adjusted for the reduced number of event days, we achieved an estimated 23% reduction in power consumption. The Hague, Itajai and Genova have all recently converted their event precincts to mains power, with The Ocean Race being a catalyst for this in the latter two.

The incumbent renewable energy percentage on mains power ranged from 5% in Cape Town through to 100% in Genova, with an average of 47% renewable energy supply across all sites. To build us to 100%, renewable energy credits were purchased to bring the total renewable energy from mains power, and the kWh equivalent from diesel generators, to 100% renewable energy. Validation of our power and renewable energy sourcing will be available in the Greenhouse Gas Emissions Report.

The highlight in onsite renewable energy creation was the inclusion of the GEM Stage, which is powered by solar, wind and hydrogen.

We had one stopover, which used biodiesel in mobile power generators in 2017-18, reverting back to mineral diesel which was disappointing. Countering this, a stopover which previously was not able to approve HVO (hydrogenated vegetable oil) fuel for generators due to a locked in sponsorship with a petrol company, was able to source HVO in 2023. In Cape Town the city was in rolling black-outs called 'load shedding' as the grid couldn't cope with the demand. For this reason three generators were sited, and drawn on multiple times a day to allow power continuity. At another stopover, a battery-based temporary power source was provided for the backup power in the TV compound. This was admirable, but the transport analysis showed there was not a net benefit compared with a mineral diesel generator.

Our year-round head office in Alicante is on 100% renewable energy, provided through the local co-operative [Enercoop](#).



POWER

Wind, solar and hydrogen fuel cell powered the stage at the Aarhus stopover. The sound system and lights ran completely on the power provided by the stage.

CONTINUAL IMPROVEMENT

- Require that all stopovers optimise mains power provision, ideally hitting a target of 90% of total power consumption.
- Build into all contacts that renewable energy options for temporary power must be sourced as first priority but a GHG impact analysis undertaken to ensure net benefits compared with diesel generators.
- Work with site to transition to 100% renewable energy tariffs, permanently, to avoid the purchasing of decoupled RECs.
- Continue to strive for energy reductions and look for proposed activities with high energy-consumption, in the pre-production phase to ensure these do not proceed.



VOLVO CARS RENEWABLE ENERGY SHOWCASE

The Volvo Cars activation deck also came with renewable energy, to support the spirit of their all-electric car display.

They had a hydrogen fuel cell generator and solar power to contribute to their power demands.

They also had an interactive kinetic energy floor so people can experience the effort needed to produce electricity.



COMMITMENTS & GOALS

5.3 Minimise travel and freight impacts.

RESULTS

72%

reduction in global transport impacts

88%

reduction in sea freight

80%

reduction in road transport

60%

reduction in air freight

69%

reduction in air travel

72%

reduction in hotel nights

TRAVEL & TRANSPORT

SUMMARY OF PROGRESS

Producing a high quality global event means there is a necessity to transport some equipment internationally. To meet our greenhouse gas emissions reduction target, significant action was needed across travel and transport.

Compared to the 2017/18 race, we were able to achieve significant reductions in both the travel and freight impacts of the race. A total of 88% reduction of GHGs was achieved, and when adjusted for the shorter race, a reduction of 72% was achieved.

Our global logistics partner [GAC Pindar](#) is critical in helping us with the most efficient logistics possible and helping with reporting on freight GHG impacts.

These reductions were achieved by having fewer production staff travelling internationally to each stopover. We also sourced structures locally and made strategic design decisions, which enabled a reduction in the number of shipping containers being freighted around the world.

The adjustment of the race due to Covid 19, taking the Australasian stopovers out of the route, and shortening it to six months compared to nine, also facilitated reductions in the overall greenhouse gas emissions impacts through less distance needing to travel people or freight equipment, reducing the number of hotel nights needed and the reducing the overall number of event days from 148 to 94.

The majority of visitors to Ocean Live Park came by public transport or active travel (walking, cycling). In Genova, as part of their commitment to decarbonising urban transport, fully electric shuttle buses were placed to move people from the centre of town to the new event precinct.

The full analysis is available in the GHG Report.

Global Logistics

Each edition of the race, different techniques are used to produce the global event efficiently and at our required production quality. Various techniques have been tried and each has a different spillover effect. Sourcing everything locally and not transporting it globally can lead to excess waste, lack of quality control, and inefficient production planning.

Last edition of the race the strategic decision was made to have a uniform approach and reduce materials and waste, by producing our travelling event village elements. The spillover effect of this was a high greenhouse gas emissions impact of freight.

So going into the 2023 race, the challenge was to come up with a way to drastically reduce the amount of infrastructure we freighted around the world, whilst keeping bespoke build and waste to a minimum, and maintaining our production quality.

The approach we decided on was to rent all temporary marquees locally and to build a facade using scaffold or truss, which was rented locally. The only elements we needed to transport were the rolled up banners.

1050 tonne GHGs avoided are used to attach banners to the structure.





ELECTRIC BUSES

In Genova, as part of their commitment to decarbonising urban transport, fully electric shuttle buses were placed to move people from the centre of town to the new event precinct.

It is estimated that this has avoided 12 tonne of greenhouse gas emissions compared to if these buses were running on diesel fuel.

**12 tonne
GHGs avoided**

BIKES & SCOOTERS

With very limited parking near most Ocean Live Park, cycling was a popular travel option for many visitors, with the degree of uptake comparable to the popularity in the city.

The Hague and Denmark were obviously flooded with bikes, and a well-used bike parking station set up in Newport. A surprising cycling city was Itajai. Since the last stopover in 2018, there has been a noticeable increase in the number of people cycling around the city, with the bike lanes very well used. A bike parking area was set up and a total of 2 223 bikes were parked there.

Crew bikes were also popular, and provided to staff in Aarhus and Itajai. In Alicante most teams rented bikes or scooters for their crew. In Alicante a special temporary rental station for e-scooters was set up for crew to move between the crew catering and media centre.



CARS

Volvo Cars promoted their electric vehicles through their partnership with the race, and this extended to electric or hybrid vehicles being used as courtesy cars.

In Itajai together with Volvo Cars, WEG presented docked charging stations for electric vehicles where Volvo cars would rest and charge their batteries during night time and show visitors the installation of the charging totems for both public and private use.



RefurbishBike was an official supplier of bikes for the Aarhus stopover, providing more than 100 bikes to the race and team's production crews. The company specialises in refurbishing and recycling bicycles.

This collaboration proved to be a catalyst for RefurbishBike's development, resulting in an expansion to new cities in Denmark.

RACE BOATS

Whilst the racing boats are running on wind power, the onboard systems need electricity.

Our race rules require that 30% of onboard power comes from solar, wind or hydro.



CONTINUAL IMPROVEMENT

- Ensure that the lessons learnt in the 2023 edition, with production design and sourcing decisions reducing both GHGs and waste, are continued.
- Ensure that GHG emissions impact of travel and transport are always included as a decision filter in race routing and production decisions.
- Actively seek electric RIBs and support boats for future races.
- Identify active travel and decarbonised urban mobility for all future stopovers and ensure sites are chosen which enable sustainable travel options.
- Review renewable energy capacity on race boat systems and adjust requirements with the ambition of increasing if practical.

BOATS

Moving people on water is obviously part of our event and we look for the most efficient boats possible. As technology innovates we hope to have our support fleet in electric boats. This is currently not possible.

The hospitality boats which guests enjoy watching the in-port racing from also comes with a greenhouse gas emissions tally. Only a small number of boats are allowed to 'chase' the racing, which reduces the fuel consumption of the hospitality boat fleet.

The greenhouse gas emissions impacts of the various categories of water craft is included in the GHG Report.





COMMITMENTS
& GOALS

5.4 Minimise Race-related
greenhouse gas emissions.

5.5 The Ocean Race 2022-23
is climate positive.

RESULTS

8215

total tonne GHGs for the
race across all stakeholders

1789

The Ocean Race's owned
operational GHGs

75%

reduction in greenhouse
gas emissions

68%

of total GHGs are
attributable to race teams,
partners & their guests

CLIMATE
IMPACT

SUMMARY OF PROGRESS

The Ocean Race acknowledges we contribute to global GHGs and we committed to reducing Race Organiser Scope 1, 2 and 3 GHG emissions by at least 50% for the 2023 edition of the Race, and keep tracking downwards towards 2030. We aimed to be Climate Positive too – this means drawing down more GHGs than we emitted.

With more than half the Race-related GHGs coming from Race Teams, Partners and Hospitality Guests, we also worked hard on recruiting these stakeholders in joining us to produce a Climate Positive Race. All relevant stakeholders were actively engaged to minimise and balance unavoidable GHGs, and we included requirements for measurement and reporting by our stopover delivery partners, teams and partners.

We have achieved an overall reduction of approximately 75% in greenhouse gas emissions compared to the previous edition of the race. Reductions were achieved through a combination of having fewer stopovers, reducing the number of event days, and through interventions designed to reduce GHGs:

- drastically reducing the number of shipping containers moved globally
- reducing the number of staff travelling internationally
- sourcing all power from 100% renewable energy

Apart from the reduction in GHGs, improvements in commitments and participation have come from our partners, suppliers and race teams. Last edition of the race, simple data collection was not readily available. For the 2023 race, our logistics partner GAC Pindar and hospitality agency ATPi worked closely with The Ocean Race to create new systems to accurately track and report the GHG impacts of logistics and guests, with automated systems simplifying data management for the Race.

All race teams have joined us in signing up to the UNFCCC Sports for Climate Action framework, committing to reducing and measuring their greenhouse gas emissions. Likewise, most of our partners activating through the race are tracking their GHGs and committing to balancing their unavoidable impacts.

A new initiative for the 2023 race was carefully estimating the GHG impact of each hospitality guest and embedding the equivalent fee to allow investment in GHG draw-down projects, equal to 120% of their impact.

IDENTIFYING
BOUNDARIES

We carefully analysed our previous race's GHGs, prior to the event, in order to identify key emissions sources, ownership and responsibility for those emissions, how reductions could be made, what measurement systems were required, and how to engage GHG emissions owners in reduction, reporting and balancing.

GHGs related to The Ocean Race are either created directly by ourselves as Race Organisers, (year-round, race and event operations), or as a consequence of wider race-related activities, such as those by our race partners, race teams and their partners.

Included in the Race GHG Boundary are all GHG emissions created as a result of the Race taking place, which are deemed material using a series of qualifying inclusion filters.

In deciding what to include in our measurement boundary we look to accepted event sector practice, what makes sense operationally for our event, and guidance by the GHG Protocol for Scope 3 Emissions and their Corporate Standard. Included are Scope 1 (direct) and Scope 2 (indirect) GHG emissions.

We measure and report our 'Carbon Account' (deemed to be owned by The Ocean Race S.L.U. or shared with other stakeholders), and the Race's entire 'GHG Emissions Inventory' – to include those created by our participating entities such as: Race Partners, Race Teams and their corporate guests.



We categorise our GHGs into the following key sources:

- Freight & Transport
- Plant & Vehicles (including helicopters)
- Boats
- Power
- Waste
- Production Travel
- Hotel Nights
- Food & Beverage

GHG emissions are also produced by hospitality guests and Ocean Live Park visitors.

Further details on GHG sources and reporting boundaries are included in our GHG Strategy available in our online [Knowledge Centre](#).

STAKEHOLDER ENGAGEMENT

Analysis of the 2017-18 Race GHG inventory revealed that just under 40% of total race-related GHGs were under the financial or operational control of race organiser and host cities. The remaining 60% of total GHGs were from activities by race teams, partners and hospitality guests of partners and teams.

To be truly climate positive, we needed these stakeholders to join us in our reductions mission. Most are already taking positive steps on climate action, and while we were confident we'd achieve our aim, we took every opportunity to advocate strong climate change action by our stakeholders.

Race to Restore is our collaborative project to balance our collective unavoidable GHG impacts. In a true multi-stakeholder collaboration, our working group includes race premier partner **11th Hour Racing**, our global logistics partner **GAC Pindar**, boat class **IMOCA**, race teams including **11th Hour Racing Team**, **Team Malizia** and **The Austrian Race Project**, our host city's stopover sustainability co-ordinators, and official hospitality agency **ATPI**. The group is supported by technical experts such as **Verra** and **IOC UNESCO**. [Read more](#) about the programme and how we select projects to support.

Pre-Event Forecasting

Prior to the race we carefully analysed the 2017-18 Race's GHG Inventory and adjusted intensities based on known factors such as the shortening of the race route, event days and number of stopovers. We had to predict the number of race teams to enter, the number of partners and the likely level of activation they would do. We also need to deeply analyse previous hospitality guest programmes in order to forecast the likely GHG impact of their participation.

Further rounds of pre-race estimates were completed, adjusting as more variables such as race route and number of teams were confirmed.

Our analysis gave us confidence that an overall reduction of 50% could be achieved and that our organiser GHGs could be reduced by 75%.

Our first pre-race GHG estimate for The Ocean Race controlled and owned GHGs had a relative reduction of 45% (this accounts for adjusted activity level – less event days and number of stopovers), and a total reduction of 53%. The final pre-race estimate stood at a relative reduction of 64% and a total reduction of 83%.

The Ocean Race Carbon Account

Pre-Race Forecast
1958 tonne

Actual GHGs
1789 tonne

HOSPITALITY GUEST IMPACTS

With the possibility of one third of the race's GHG inventory coming from teams and partner's corporate guests, it was important to establish a mechanism to embed a contribution towards balancing these impacts.

Analysis and forecasting of the guest programme was able to estimate the likely GHG emissions per guest. Included in the measurement were flights, ground travel, boat activities, hotel nights, food and beverage.

There is a lot of variety between the number of people attending various stopovers and whether they are guests flying-in or local guests.

We went into exquisite detail for each stopover and partner group and aggregated the data to arrive at an estimated kg of GHGs per guest, regardless of whether they flew or not. This enabled our guest programme to include a line item per person to ultimately give the total investment for each organisation's guest programme.

We used a 20% uplift factor, so that we could be confident all GHGs were covered and that it would move into a position of Climate Positive – drawing down more GHGs than were emitted.

Analysis shows that we will collect 80% of all guest impacts via the programme. The Ocean Race will honour the commitment to balance all guest impacts, via the overall blue carbon programme.



CONTINUAL IMPROVEMENT

Greenhouse gas emissions measurement and balancing was voluntary for our teams and partners in this edition of the race. Most of these stakeholders were positively engaged in the concept but not all had enough experience or staff resources for a thorough approach. There were gaps in our processes as only 36% of hospitality guest's greenhouse gas emissions Race to Restore fee was collected during the race, with the remainder only collected due to the goodwill and promise of partners. The prevent intentions must be formalised through contract inclusions and prepayments.

- Formalise GHG emissions measurement, and balancing contributions including for the guest programme, in relevant contracts with teams, partners, cities and key suppliers.
- Ensure hospitality guest Race to Restore fees are pre-collected and that systems are in place to collect all fees through the administration of the hospitality programme.
- Build into the budget, resourcing to allow deeper independent verification of the GHG Emissions Inventory Report.

Our Approach to Balancing GHGs

Once we reduce all GHGs we can, our residual and currently unavoidable GHG impacts are balanced, through investing in projects which drawdown carbon on our behalf.

We focus on 'nature-based solutions' and particularly on what's known as 'blue carbon': mangroves, seagrass and kelp forests are examples. [Read more about blue carbon.](#)

We apply strong principles when selecting projects in the Race to Restore portfolio. These reflect accepted good practice in the voluntary offsetting market, and also consider the context of the race, our teams, partners and collective values.

We pre-purchased 2400 tonne of carbon offset credits which more than covers our estimated race-owned GHGs and made credits available for our stakeholders or towards near-future activities. Currently our portfolio includes two blue carbon projects:

Delta Blue Carbon Project

PAKISTAN – [VCS CERTIFIED]

Mikoko Pamoja & Vanga Projects

KENYA – [PLAN VIVO CERTIFIED]

Malizia and 11th Hour Racing support quantified projects which consider as part of the overall Race to Restore programme.

PAKISTAN

We anchored the Race to Restore with an ambitious and large blue carbon project in the Sindh region of **Pakistan** - **Delta Blue Carbon**. This **VCS accredited** project has many community co-benefits, particularly clean water access and employment.

KENYA

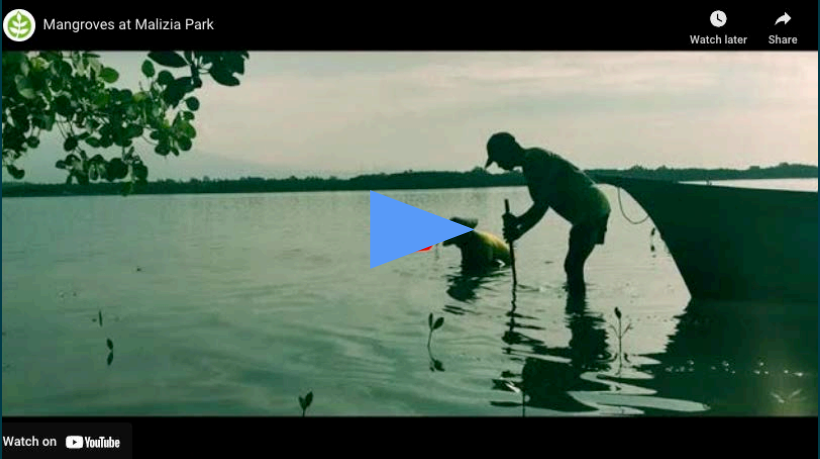
We also included a Kenyan-based project **Mikoko Pamoja** and the sister project **Vanga** both verified by Plan Vivo. These projects have multiple co-benefits including water and sanitation, education, relieving poverty and environmental conservation.

PHILLIPINES

Malizia Mangrove Park is based in the Philippines, with their incredible mangrove restoration project. The aim is to plant 1 000 000 mangroves and they are half-way there. The project's carbon drawdown benefits are scientifically estimated and quantified.

MEXICO

11th Hour Racing balances their unavoidable GHG emissions through investing in blue carbon projects which have quantifiable carbon benefits while also restoring habitats, and working with groups that focus on restoration, conservation and supporting communities. Their projects are facilitated through Sea Trees by Sustainable Surf. [Find out more.](#)





LEGACY



OUR PROGRESS

We have selected some of our key targets to highlight progress in crucial Racing with Purpose programme areas.

LEGACY

SUSTAINABLE SPORTS – Ensure responsible resource use and circularity, minimise greenhouse gas emissions and be climate positive.

OUR KEY TARGETS – 2023

OUR PROGRESS

All teams to meet the diversity requirements including gender balance and under 30's.

28% of sailors competing in The Ocean Race were female (total of 39 female sailors)

Achieve gender-balanced, diverse and inclusive staffing at all levels of the organisation, across all departments.

Six of the 11 members of the international jury were female. Four of the boats had female on-board reporters. Three of the 5 IMOCA teams had female managers

Achieve gender-balanced, diverse and inclusive staffing at all levels of the organisation, across all departments.

59% women were in the volunteer programme, ranging in age from 16 to 83 years, and from 48 nationalities

Achieve gender-balanced, diverse and inclusive staffing at all levels of the organisation, across all departments.

30% of the leadership team (directors or senior management) of The Ocean Race are female.

Ensure all public and hospitality spaces used by the Race and our operational stakeholders, have accessibility features for differently-abled people.

All stopovers had accessibility features, however only one stopover, Itajai, had an expansive Accessibility Plan - a total of 362 people with disabilities and 58 wheelchair users registered at the Accessibility Desk, along with 309 autism ID bracelets distributed.

Measure high quality ocean observations through our onboard science programme that will be of maximum value for science.

4 million measurements of ocean parameters taken.

Innovate and advance best-practice in race and event operations and in using the race as a purpose platform.

14 open-source resources developed for sustainable event management. First truly circular flag flown in sport at The Ocean Race. First methodology for plastic stewardship and foot printing of events is launched by The Ocean Race.



OCEAN SCIENCE

STRATEGIC AIM 6

Advance ocean science data collection, contribute to enhanced understanding of ocean change.



At The Ocean Race we want to do all we can to support and protect our seas. An important element of this is using our unique race – which goes through some of the most remote parts of the planet – to gather valuable information about the state of the ocean.



COMMITMENTS & GOALS

6.1 Optimise the impact and application of scientific data collected during the 2022-23 Race.

RESULTS

4 million
measurements of ocean parameters taken

5 boats
carried dedicated ocean science equipment

15
different types of data collected

14
science organisations analyse the data

100%
microplastic found in all samples collected

OCEAN SCIENCE

SUMMARY OF PROGRESS

The Ocean Race 2022-23 featured our most ambitious science programme to date and the most comprehensive science programme of any sporting event in the world.

During the 32,000 mile race with its seven legs, we obtained approximately 4 million measurements of essential ocean parameters and collected hundreds of samples of marine litter.

These measurements aim to improve understanding of the health of the ocean, the effects of key threats, provide insights into life beneath the waves and contribute meteorological data for weather forecasting.

For the first time, we equipped all five IMOCA boats with specialised scientific devices so that a fleet of sampling boats captured direct measurements and samples from parts of the ocean rarely accessible for scientific research.

This edition of the race, we collected eighteen types of environmental data as the teams raced around the world, including climate change indicators, microplastic pollution, meteorological data, phytoplankton and a first for sailing; [eDNA](#).

This valuable information is shared with leading science organisations across the world, who use it to develop a more accurate picture of what is happening to the ocean and the important role it plays in maintaining a healthy planet. Their findings feed into vital reports that are used to inform and influence important decisions by governments across the world.

KEY DATA

CLIMATE CHANGE

11th Hour Racing Team and Team Malizia, carried OceanPacks, which take water samples to measure levels of carbon dioxide, oxygen, salinity and temperature, providing insights about the impact of climate change on the ocean.

Trace elements, including iron, zinc, copper and manganese, were also captured for the first time. These elements are vital for the growth of plankton, an essential organism as it is the first part of the food chain and the ocean's biggest producers of oxygen.



METEOROLOGICAL

The entire fleet had onboard weather sensors to measure air pressure, wind speed, wind direction and air temperature. Teams also deployed drifter buoys in the Southern Ocean – a critical part of the ocean where there are data gaps – to capture these measurements on an ongoing basis to grow understanding about how currents and the climate are changing.

The Meteorological data helps improve weather forecasts in the southern hemisphere and are particularly valuable for predicting extreme weather events, as well as revealing insights on longer-term climate trends.



MICROPLASTICS

Two teams; GUYOT environnement and Holcim PRB took water samples throughout the race to test for microplastics.

The ongoing analysis will reveal the amount of microplastics throughout the route and which plastic product the fragments originated from (for example, a bottle or carrier bag).

All samples collected contained microplastics.



SCIENCE ONBOARD

11th Hour Racing Team: OceanPack (CO₂, Oxygen, salinity, temperature, trace elements), weather sensors, Drifter Buoy, eDNA

Malizia: OceanPack (CO₂, Oxygen, salinity, temperature, trace elements), weather sensors, Drifter Buoy

GUYOT environnement & Holcim PRB: Microplastic sampler, weather sensors, Drifter Buoy

Biotherm: Phytoplankton Microscope, weather sensors, Drifter Buoy

Sea Surface Salinity

Sea surface salinity and Sea surface temperature (SST, SSS) data are analysed by Ifremer (France) as part of their oceanography research (e.g. ocean circulation) and climate research (e.g. how the ocean absorbs excess heat from the atmosphere).

Dissolved Carbon Dioxide

Dissolved carbon dioxide (pCO₂) data are analysed by GEOMAR Helmholtz Centre for Ocean Research Kiel (Germany), Max Planck Institute for Meteorology (Germany) and VLIZ (Vlaams Instituut voor de Zee) (Belgium) as part of their climate research.

Dissolved Oxygen

Dissolved oxygen (DO) data are analysed by CNRS (Centre National de la Recherche Scientifique) (France), Max Planck Institute for Meteorology (Germany) and VLIZ (Vlaams Instituut voor de Zee) (Belgium) for fundamental research in this field (e.g. ocean deoxygenation).



A new science platform for exploring our ocean science data was launched

To make the data accessible to all, The Ocean Race launched an interactive tool where the public can explore the data theoceanracescience.com.

This is the first time that the data has been available in this way and will provide a legacy for the science data that will be built on in future events.

FIRST SUCCESSFUL COLLECTION OF eDNA DATA BY A RACING BOAT

In a first-of-its-kind data collection for racing boats, environmental DNA, known as eDNA, was gathered during leg 4 by 11th Hour Racing Team. Each sample included genetic material contained in microbes or shed by thousands of marine species through their waste products and skin cells.

Analysis of this eDNA gives a comprehensive snapshot of the presence and diversity of these species with high accuracy. These data are valuable for a number of reasons, including helping to track endangered species, monitoring diseases and pathogens and, when samples are compared over time, eDNA can provide insights into how the climate crisis is affecting marine life, for example, by shifting their geographic range. [Read more](#)



MICROPLASTICS

The Ocean Race forged collaboration between University of Rhode Island and National Oceanography Centre

The Ocean Race and 11th Hour Racing facilitated a collaboration between the University of Rhode Island and the National Oceanography Centre (NOC).

The NOC partnered with The Ocean Race to offer prioritised and supported analysis and lab services for our microplastic samples.

PhD student at University of Rhode Island, Victoria Fulfer, was seconded to the NOC to lead the analysis of The Ocean Race microplastics data.

Check out the film to discover what our science partners, the [National Oceanography Centre](#) and [University of Rhode Island's URI Graduate School of Oceanography](#), have found so far.



Microplastic collection filters in the laboratory. The microplastic sampling unit works by drawing water in and through a filter cascade over a two hour period to capture the microplastics.

DRIFTER BUOYS

The entire fleet deployed drifter buoys in the Southern Ocean. Locations were carefully selected to help 'seed' areas where there is little or no information being gathered by other meteorological measuring station. In this way The Ocean Race plays a valuable role in helping to fill gaps where little or no data is available.

This data is transmitted by satellite in real time to meteorological organisations like Meteo France and NOAA (National Oceanic and Atmospheric Administration) and then feeds into the Global Telecommunication System (GTS), the international network of the World Meteorological Organization (WMO). Data from the GTS is used by weather forecasters across the world.

Data also feeds into the Global Ocean Observing System (GOOS), an international network aimed at improving understanding of our one ocean. OceanOPS is the monitoring, coordination and implementation support centre of the GOOS, jointly run by UNESCO's IOC and WMO.



PHYTOPLANKTON

Biotherm and skipper Paul Meilhat participated in a joint research project with the Tara Ocean Foundation. Team Biotherm's IMOCA captured key information about phytoplankton and the health of the ocean.

Phytoplankton support all life in the ocean and play an important role in the ocean's ability to capture carbon and regulate Earth's climate.

An onboard automated microscope recorded images of marine phytoplankton on the ocean surface, which were later analysed to provide insights on phytoplankton diversity in the ocean, along with biodiversity, food webs and the carbon cycle.

[Tara Ocean Foundation](#)

SCIENCE COLLABORATION

This isn't something that we can do alone, we rely on our amazing teams, who embrace our science programme and play a key role in helping to improve understanding about our marine world and the threats it faces.

All data was provided to open access data platforms, and was published following the [FAIR Guiding Principles](#) for scientific data management and stewardship.

Data destinations included: SOCAT (Surface Ocean Carbon Atlas), EMODNet and NOAA NCEI (World Ocean Database). SOCAT provides data for annual Global Carbon Budgets, important yearly assessments that inform IPCC targets and predictions.

Our science programme is supervised by scientists from world-leading institutes as Geomar, NOAA, NOC, Ifremer, CNRS or MPI. In this way, we ensure that the collected data is processed with due diligence and scientific articles are published in order to share findings and best practice.

The Ocean Race also contributes scientific data to the [Ocean Decade Odyssey project](#) which is an endorsed project of the [UN Decade of Ocean Science \(2021–2030\)](#).

Thank you to all of our science partners:

- IOC-UNESCO / OceanOPS
- GEOMAR – Helmholtz Centre for Ocean Research Kiel
- National Oceanic and Atmospheric Administration
- National Oceanography Center
- Ifremer
- World Meteorological Organization
- Centre national de la recherche scientifique
- Max Planck Institute for Meteorology
- VLIZ, The Flanders Marine Institute
- Universitat de Lleida
- Meteo-France
- UK Met Office
- University of Rhode Island
- Cawthron Institute

And further thanks to 11th Hour Racing – Founding Partner of the Science programme – and Ulysse Nardin, Supporting Partner.

Science Programme Origins

The Science programme can be traced back to 2001 when onboard sensors captured ocean data from the ocean surface. In 2015, the first floats were deployed by teams, to take continual measurements about the climate and essential ocean variables.

The programme was ramped up for the next edition of the Race in 2017–18, with science equipment installed onboard the boats for the first time to take measurements and samples as the fleet raced around the world. Analysis of the samples collected during the event made headlines around the world with the discovery of microplastics at Point Nemo – the furthest place from land on the planet, where the nearest people are in the International Space Station.



UNESCO IOC PARTNERSHIP

The Ocean Race and the Intergovernmental Oceanographic Commission of UNESCO (IOC-UNESCO), came together to help increase understanding of the ocean and inspire action to protect it. Combining The Ocean Race's experience of the seas, from 50 years of around-the-world racing, with the IOC's leadership in ocean science and sustainable ocean management, the partnership used the Race's global platform to raise awareness of the impact that people are having on the ocean and the vital role that it plays in our lives.

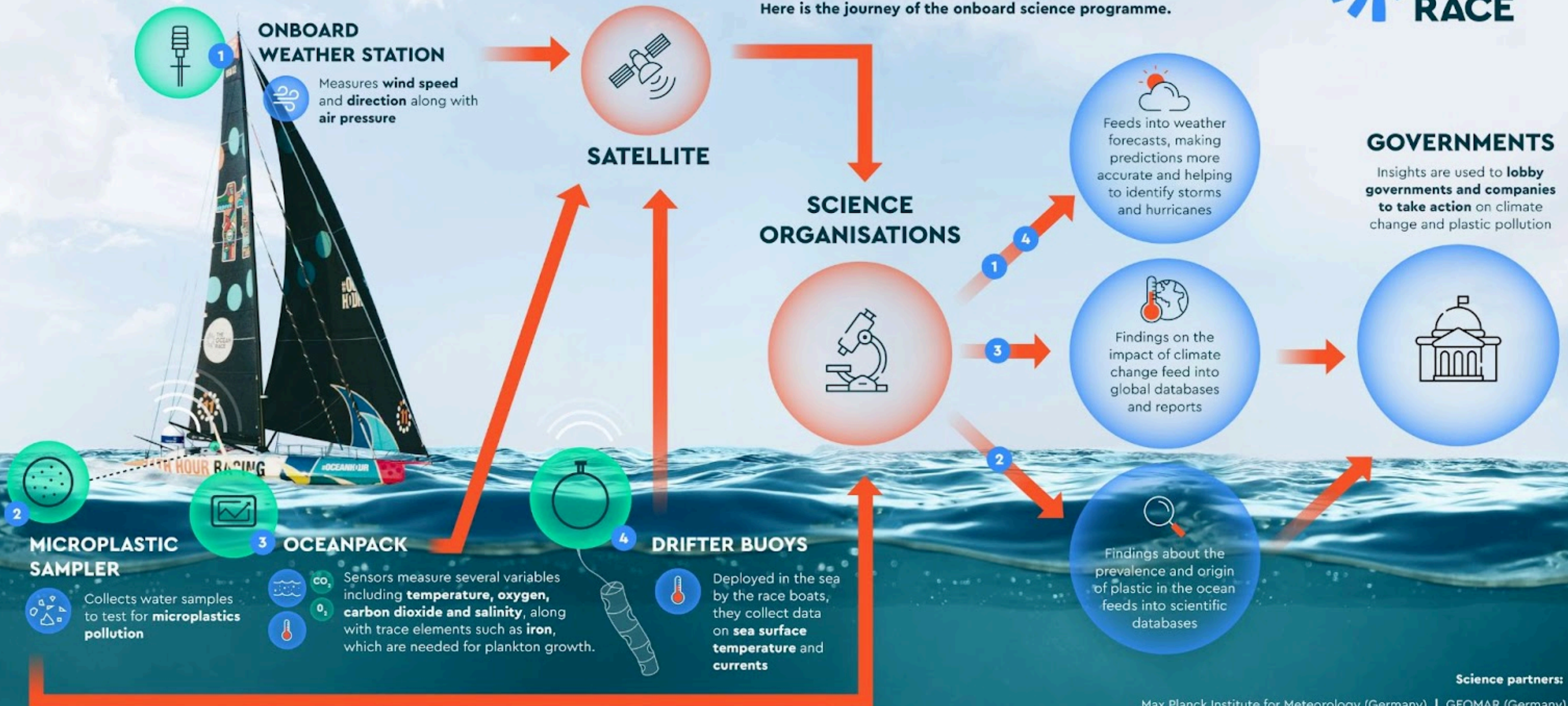


As an Impact Collaborator the IOC played a key role in the Science programme, ensuring the data collected by the sailing teams helps to advance ocean research with the support of the [UN Decade of Ocean Science for Sustainable Development](#). Data collected is contributing to the IOC-led [Global Ocean Observing System](#) and other organisations who are tracking key ocean threats, such as marine debris, microplastics and acidification (a key indicator of climate change).



A RACE TO SAVE THE OCEAN

Using cutting edge equipment and technology, teams in The Ocean Race collect more data about the environment than any other sporting event in the world. The insights gleaned feed into reports that inform and influence decisions by governments across the world. Here is the journey of the onboard science programme.



Science partners:
Max Planck Institute for Meteorology (Germany) | GEOMAR (Germany)
National Oceanography Centre (UK) | Ifremer (France) | NOAA (USA) | CNRS (France)
University of Rhode Island (USA) | Universitat de Lleida (Spain)

Inmarsat is the Satellite Communications Partner

DIVERSITY & INCLUSION

STRATEGIC AIM 7

Celebrate and ensure inclusion and diversity through sailing and our race.



We work hard to make our Race and Ocean Live park accessible and open to all. This means safe, fair and inclusive. Within sports development we have put a focus on female and youth talent.



COMMITMENTS & GOALS

7.1 Support and ensure inclusion and diversity within all elements of The Ocean Race.

RESULTS

39

female sailors competed in The Ocean Race

28%

of sailors were female

6

of the 11 members of the international jury were female

4

of the boats had female on-board reporters

3

of the 5 IMOCA teams had female managers

DIVERSITY & INCLUSION

SUMMARY OF PROGRESS

The sport of sailing, our Race's global reach, local activations with Ocean Live Park and our sustainability message together offer us many opportunities to work on making our Race and our events welcoming and accessible to all.

As one of the few sports where mixed gender teams can compete at an equal level, it is important our Race offers opportunities for female sailors to compete at the highest level. To encourage this, the Race rules are designed to encourage female sailors on every team.

The Ocean Race 2022–23 featured more female sailors than in any of the previous events in the Race's 50 year history. Overall, across the five IMOCA's and the six VO65s, there were 39 female sailors, making up 28% of the competitors overall and 98 male sailors, making up 72%. This is a third more than the previous edition and continues the upward trend of more women sailing in the Race.

Our collaboration with The Magenta Programme continued during this race, and with the leadership of GAC Pindar, four events were held at various stopovers focussing on female sailor development.

Our ambition was to have a balanced and diverse staffing, with a focus on local recruitment, including the volunteer programme. The volunteer programme had 59% women ranging in age from 16 to 83 years, and from 48 nationalities. Effort was placed on ensuring a diverse range of roles was available to all volunteers. Volunteers with mobility or other access concerns were embraced into the programme.

Accessibility for all in Ocean Live Park is taken seriously by our host city delivery partners. Consideration was given for accessibility issues on the physical event site as well as in the range and type of activities available in Ocean Live Park. All stopovers provided the minimum access required, however the Itajai stopover excelled implementing their award-winning accessibility plan.

An independent safeguarding officer was also engaged for any issues that staff may be having during the Race.

RECORD NUMBER OF FEMALE SAILORS IN THE OCEAN RACE

The Ocean Race 2022–23 featured more female sailors than in any of the previous events in the Race's 50 year history.

Overall, across the five IMOCA and the six VO65s, there were 39 female sailors, making up 28% of the competitors overall and 98 male sailors, making up 72%. This is a third more than the previous edition and continues the upward trend of more women sailing in the Race.

In 2014–15 18% of competitors were female, while in the last edition (2017–18) the figure rose to 21%.

While each IMOCA is required to have at least one female competitor onboard the four-strong sailing team, and three of the ten sailors onboard VO65s are required to be female, Biotherm exceeded the quota, with two men and two women sailing in three of the seven legs.

Three of the IMOCA teams also had female team managers.



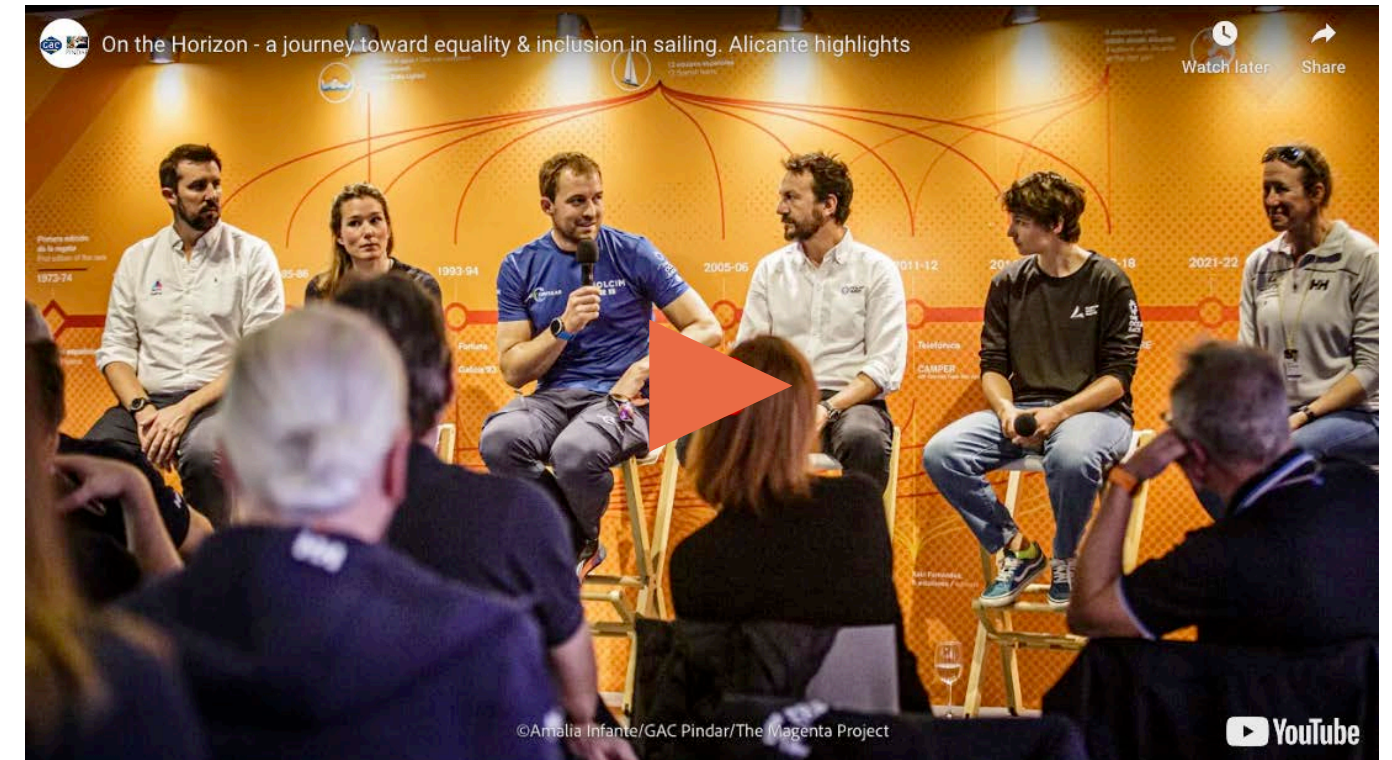
MORE WOMEN THAN MEN IN RACE JURY

The Ocean Race also made strides in the race for greater equality in sailing off the water, with other traditionally male-dominated roles seeing an increased number of women.

The international jury of 11 members was composed of six women and five men; significantly higher than elsewhere in the industry, with certified international sailing judges only consisting of around 15% women.

Four of the boats had a female onboard reporter (OBR). This marked another record for the Race, which had only one female OBR in the last edition and two in 2014–15.

MORE WOMEN ON BOARD REPORTERS



ON THE HORIZON

Our Official Logistics Partner hosted the discussion panels 'On the Horizon, a journey toward equality and inclusion in collaboration with the Magenta Project, World Sailing Trust and The Ocean Race, at four stopovers through the Race - Alicante, Cape Town, Newport and Genova.

The Cape Town event was staged in partnership with BlueCape, a not-for-profit local organisation which supports the ocean economy, and the South African Boat Builders Export Council (SABBEX), an industry association which links companies across South Africa to represent and grow the local boating industry and promote exports. [Read more](#) about the event in Cape Town.

The [Newport event](#) focused on career paths alongside grassroots initiatives to help build a more equitable and inclusive sport.

ACCESSIBILITY PLAN ITAJAI

According to the Brazilian Inclusion Law, in article 53, accessibility is a right that guarantees people with disabilities or reduced mobility to live independently and exercise their rights of citizenship and social participation. To this end, the municipality of Itajaí shows that it is possible to organise and make a large and accessible event to everyone. Initiatives in their awarding winning programme include:

- An Accessibility Desk was established at the entrance to the event, so people with disabilities were able to receive information. The desk was staffed by people with the appropriate training, including Libras (Brazilian sign language) and ASL professionals.
- Audio description of event menus, available for those that are vision impaired.
- All structures had access ramps for wheelchairs.
- Priority parking, entry and seating was provided for a range of people including disabled, obese, elderly, pregnant, autistic.
- A tactile table was provided to assist with spatial orientation around the event site for people who were visually impaired.
- Libar/ASL interpreters were at the opening of Ocean Live Park to interpret proceedings, and available throughout all opening hours of the event to accompany people as needed for interpretation services.
- Autism identification Bracelets were handed out at the accessibility desk and event and security staff trained in appropriate interactions with people wearing wristbands.
- Complimentary wheelchairs were available to those who needed them
- Whilst straws are banned for single-use plastic reduction reasons, articulated straws were available for those who needed them.

A total of 362 people with disabilities and 58 wheelchair users registered at the Accessibility Desk, along with 309 autism ID bracelets distributed.

This example of excellence will be embraced to become a requirement for all future The Ocean Race events.

TRY SAILING

In most stopovers there was the opportunity for people to try sailing, be involved in a small regatta or water sports activities.

In Cape Town Seventy kids from South African townships joined 'The Little Optimist' day programme – where they learnt to sail, toured the Two Oceans Aquarium and paid a visit to Ocean Live Park. The Little Optimist also hosted The Ocean Race and two members of each race team for a sailing experience at their academy. The skippers and crew got to mentor and sail with marginalised kids, who were sailing in a boat for the very first time.

thelittleoptimist.org



CONTINUAL IMPROVEMENT

- Include a requirement for all host cities to have Accessibility Plans and welcome desks and services at Ocean Live Park.
- Ensure accessibility considerations are included in volunteer programmes to encourage participation by all.
- Work with host cities to expand community outreach to offer more access to sailing and ocean activities.
- Look for opportunities for female sailor development and young sailor participation.

INDUSTRY LEADERSHIP

STRATEGIC AIM 8

Industry leadership, innovation and positive legacy.



Through our visitation to diverse destinations, our wide stakeholderhip and exposure to the best and worst practices across so many subject areas, we are able to use the event as a catalyst to share and encourage best practice.



"In all my work as one of the largest flag manufacturers in the world, this is the first time that I've been able to trace an event flag, recycled and made back into another event flag. This is a great step towards look and overlay products becoming more sustainable and provides a good example for the other markets our type of products are used in." **Wouter Faber, FaberExposize**



COMMITMENTS & GOALS

8.1 Be a catalyst for the development of innovative solutions to industry sustainability challenges.

8.2 Be the leading event in sports and sustainability by 2023.

RESULTS

14

open-source resources developed for sustainable event management

FIRST

Truly circular flag flown in sport at The Ocean Race

FIRST

Methodology for plastic stewardship and foot printing of events is launched by The Ocean Race.

INDUSTRY LEADERSHIP

SUMMARY OF PROGRESS

Following on from the 2017-18 Race where we launched a guide on single-use plastics at events, in the leadup to this edition we led several industry working groups and participated in others. Of significance is the publication for the first time of a methodology on plastic stewardship and footprinting for events. We also lead industry roundtables and produced reports and guidelines on sustainable look and overlay and textiles circularity. The major outcome of this work was a collaboration with various members of the value change to produce sports first fully circular flag – made from flags flown at The Ocean Race Europe in 2021, the resulting flags were flown during the 2023 Race.

We also helped to build capacity and knowledge in all events professionals we worked with, providing resources, guidelines and a sustainability technical help desk.

As part of the legacy learning strategy, a large number of our guidelines and documents are available for free download on our website.

Part of our Racing with Purpose programme was also to identify gaps in sustainability progress in various related industry sectors sustainability and through our Innovation Workshops bring together key actors to work together toward the solution. Sustainable boatbuilding has been a focal area since 2017. 2023 saw the culmination of this work with the legacy of knowledge and momentum passed to the Sustainable Marine Alliance and IMOCA class as The Ocean Race is no longer involved directly in boat building as it was prior to the last edition of the race.



SUSTAINABLE BOAT BUILDING

Since 2017, The Ocean Race has hosted four Sustainable Boat Building Innovation Workshops. The series has brought together leading industry companies and race teams to identify opportunities for innovation and to address the key systemic challenges facing the transition to a sustainable future.



Transitioning the industry to a more sustainable model is complex. There is a broad range of challenges, however there are also practical, immediate actions that can progress the industry on the road to 2030, to cut greenhouse gas emissions by 50%.

Together workshop participants have co-created an Industry Roadmap 2030 under the pillars of Materials, Waste, Energy & Enablers (Collaboration, LCA, Rules & Sponsor Value). The workshop series has also delivered [this report](#) as well as this overview document of impact-reducing actions that can be taken immediately.

To continue the momentum of this engaged group of participants – and ensure the legacy of the Innovation Workshop series – The Ocean Race is donating this work to the newly formed [Sustainable Marine Alliance](#). The Alliance is an industry association with the mission of advancing the integration of sustainability into the recreational marine industry through increased collaboration, knowledge sharing and alignment of initiatives.

SUSTAINABLE EVENT MANAGEMENT KNOWLEDGE HUB

We produce many sustainability management documents, guidelines, reports and resources for our stakeholders and with the support and encouragement of 11th Hour Racing, we have made these documents available to download from theoceanrace.com.

This helps those event producers starting out on their sustainability journey to learn from our experience and to help them start formalising their processes.

- Sustainability Policy
- Sustainability Action Plan 2021-2023
- GHG Strategy
- Sustainable Sourcing Code
- Sustainable Catering Guide
- Supplier Code 2022
- Sourcing Guidelines for Branding and Signage Materials
- Single Use Plastics – Sports Events Guide
- Reusables Guidelines
- Plastic Footprint Methodology for Events
- Sustainable Site and Contractor Operations
- SDG's infographic
- Values Charter
- Code of Conduct

Our Sustainability Reports, Summits Reports, and Innovation Workshop Reports are also available.

[Access the Knowledge Centre](#)

PLASTIC STEWARDSHIP & FOOTPRINT METHODOLOGY



As an industry sector, sports and events have been taking excellent steps to drastically reduce single-use plastic. But we still have a plastic footprint, and up until now, it hasn't been measured.

At The Ocean Race, as we looked ahead to the 2023 edition, we asked ourselves how we can take a true stewardship approach to plastic, and how we might measure and balance our unavoidable plastic footprint.

A methodology to do this didn't exist, and so we called out to our colleagues in the plastic stewardship, sports and events sectors to join us in developing a first for our industry: **Plastic Stewardship Guidance for Events**. Over many months we held workshops and discussions with leaders in plastic stewardship, footprinting, sports, events and sustainability.

We adopted and adapted the groundbreaking work of plastic stewardship and footprinting experts, simplified and tailored them for events, and produced a methodology that's able to be easily and practically applied by event managers.

We know that it's a complex task and not everyone has the time, people or capacity to do a plastic footprint. So we've created three options – from simple to complex, allowing events to take the first steps to measurement and reporting with few barriers.

Access the guidelines in our Knowledge Centre

What was our Footprint?

We are still analysing the deeper metrics and will produce a case study and report as soon as possible.. Our provisional plastic footprint is 19 tonnes of plastic, with 15 percent lost to landfill due to mishandling.



SUSTAINABLE LOOK & OVERLAY

The events and sports sector globally uses an immeasurable volume of single-use, mostly plastic, materials to dress our live event sites.

There is little stewardship of those materials on their journey from manufacturing to 'disposal'. Much of the material used is not made from recycled content, not recyclable, or simply not recycled.

As a legacy programme for The Ocean Race 2022–23, in the lead-up we convened an industry collaboration to find solutions to dress and message event sites and venues in a way that reduces volume of single-use, ensures full stewardship of materials to circular systems, and ignites innovation in sustainable materials, production methods, and alternatives to business as usual.

We produced a status report on look & overlay at events, including identifying the issues, key barriers and opportunities.

In collaboration with IOC and UEFA, further analysis was undertaken, including an LCA comparison report of various materials types, and guidelines to help look and signage decision makers in sourcing sustainable options.

Read more on this project in the [legacy page](#).



FLAG TO FLAG – FIRST CIRCULAR FLAG IN SPORT

Circularity in textiles is usually focused on the fashion industry, but sports and events are keen to be test-labs to accelerate solutions that could be rolled out to other sectors, by tackling what could be the greatest amount of single-use plastic for the industry – the banners and flags at events. In collaboration with Helly Hansen, Official Clothing Supplier for The Ocean Race 2022–23, we were able to fly a fully circular flag in Ocean Live Park – a first for events and sports.

In 2021 Helly Hansen and The Ocean Race participated in an advanced recycling project for textiles, with 30kg of flags and banners recovered from The Ocean Race Europe, sent to **gr3n**, for innovative recycling treatment at their test facility in Italy. Using a technology that returns the plastic to a high quality raw ingredient, the result was three 'bobbins' of recycled polyester yarn.

"Textile to textile recycling is the only way our industry can be fully circular. While we are not yet there, it is important for us as a brand to explore the current opportunities and support recyclers in scaling up their innovative technologies." Åsa Andersson, Sustainability Director, Helly Hansen.

In a true value chain collaboration – under the curation of long-time supplier to The Ocean Race, FaberExposize BV, this yarn was taken by textile manufacturer Georg Otto Friedrich who agreed to mix it with yarn made from recycled PET bottles to produce a textile prepared for digital printing. This resulted in the Re-Beach 90821RCGS material. Flagowa Kraina received this unique material and produced new flags for The Ocean Race using water based inks. [Watch a video which explains the technology](#), and an [interview](#) explaining more.

By working together with various partners in this recycling project, we have proven it is possible to recycle textile branding materials back into textile branding materials.



APPENDIX

Global Reporting Initiative – Index

GRI Disclosure	The Ocean Race 2022-2023 Objective
EO2 Modes of transport taken by attendees and participants as a percentage of total transportation, and initiatives to encourage the use of sustainable transport options.	5.3 Minimise travel and freight impacts.
EO3 Significant environmental and socio-economic impacts of transporting attendees and participants to and from the event.	
EO5 Type and impacts of initiatives to create a socially inclusive event.	7.1 Support and ensure inclusion and diversity within all elements of The Ocean Race.
EO6 Type and impacts of initiatives to create an accessible environment.	
EO8 Percentage of and access to food and beverage that meets the organiser’s policies, or local, national or international standards.	4.6 Source environmentally, socially responsible, and ethically-produced materials and food.
EO9 Type and sustainability performance of sourcing initiatives.	4.6 Source environmentally, socially responsible, and ethically-produced materials and food.
EO11 Number, type and impact of sustainability initiatives designed to raise awareness, share knowledge and impact on behaviour change and results achieved.	1.1 The Ocean Race and operational stakeholders’ leadership and staff are engaged and committed to Racing with Purpose 1.2 The Ocean Race and operational stakeholders’ leadership and staff have relevant sustainability knowledge, competency and/or support 2.1 Raise awareness and positively influence beliefs held and action taken on sustainability and ocean issues by our target audiences. 6.1 Optimise the impact and application of scientific data collected during the 2022-23 Race 8.1 Be a catalyst for the development of innovative solutions to industry sustainability challenges. 9.1 Host city’s government departments and programmes have an ongoing sustainability benefit from hosting The Ocean Race. 9.2 Individuals, communities and groups have enduring positive benefits from their participation in Racing with Purpose.
EO12 Nature and extent of knowledge transfer of best practice and lessons learned.	
EO13 Number, type and impact of physical and technological legacies	
Economic Standards	
GRI 203: INDIRECT ECONOMIC IMPACTS 2016 Disclosure 203-2 Significant indirect economic impacts	Reported via whole of Race reporting
GRI 204: PROCUREMENT PRACTICES 2016 Disclosure 204-1 Proportion of spending on local suppliers	4.6 Source environmentally, socially responsible, and ethically-produced materials and food.

Environmental Standards	
GRI 302: ENERGY 2016 Disclosure 302-1 Energy consumption within the organization Disclosure 302-3 Energy intensity Disclosure 302-4 Reduction of energy consumption	5.1 Maximise energy conservation and efficiency. 5.2 Maximise renewable energy use.
GRI 303: WATER AND EFFLUENTS 2018 Disclosure 303-3 Water withdrawal Disclosure 303-5 Water consumption	4.1 Responsible water use and management.
GRI 304: BIODIVERSITY 2016 Disclosure 304-1 Operational sites owned, leased, managed in, or adjacent to, protected areas and areas of high biodiversity value outside protected areas Disclosure 304-2 Significant impacts of activities, products, and services on biodiversity	3.1 Adhere to all relevant environmental regulations and protections, and take a restorative approach.
GRI 305: EMISSIONS 2016 Disclosure 305-1 Direct (Scope 1) GHG emissions Disclosure 305-2 Energy indirect (Scope 2) GHG emissions Disclosure 305-3 Other indirect (Scope 3) GHG emissions Disclosure 305-5 Reduction of GHG emissions	5.1 Maximise energy conservation and efficiency 5.2 Maximise renewable energy use 5.3 Minimise travel and freight impacts 5.4 Minimise Race-related greenhouse gas emissions 5.5 The Ocean Race 2022-23 is climate positive.
GRI 306: Waste 2020 Disclosure 306-1 Waste generation and significant waste-related impacts Disclosure 306-3 Waste generated Disclosure 306-2 Management of significant waste-related impacts Disclosure 306-4 Waste diverted from disposal Disclosure 306-5 Waste directed to disposal	4.2 Minimise total waste produced 4.3 Minimise our plastic footprint 4.4 Maximise resource recovery 4.5 Minimise volume of materials used
GRI 307: ENVIRONMENTAL COMPLIANCE 2016 Disclosure 307-1 Non-compliance with environmental laws and regulations	Objective: 3.1 Adhere to all relevant environmental regulations and protections, and take a restorative approach.
GRI 308: SUPPLIER ENVIRONMENTAL ASSESSMENT 2016 Disclosure 308-1 New suppliers that were screened using environmental criteria	Objective: 4.6 Source environmentally, socially responsible, and ethically-produced materials and food.
Social Standards	
GRI 405: DIVERSITY AND EQUAL OPPORTUNITY 2016 Disclosure 405-1 Diversity of governance bodies and employees	7.1 Support and ensure inclusion and diversity within all elements of The Ocean Race.
GRI 413: LOCAL COMMUNITIES 2016 Disclosure 413-1 Operations with local community engagement, impact assessments, and development programs	2.1 Raise awareness and positively influence beliefs held and action taken on sustainability and ocean issues by our target audiences 2.2 Enhanced climate change commitments and action by stakeholders as part of The Ocean Race platform
GRI 414: SUPPLIER SOCIAL ASSESSMENT 2016 Disclosure 414-1 New suppliers that were screened using social criteria Disclosure 414-2 Negative social impacts in the supply chain and actions taken	4.6 Source environmentally, socially responsible, and ethically-produced materials and food.

Marine Mammal Advisory Group

Protecting the ocean and all that exists in it, for the health of people and planet, has long been a passion for Damian Foxall. Having dedicated the last ten years of his career to conservation and ocean health, the Irishman has 'walked the talk' as he raced from Itajaí, Brazil, to the home of 11th Hour Racing, Newport, Rhode Island, U.S., onboard Mālama in Leg 4 of The Ocean Race.

Because for the past two years, Foxall, a seven-time veteran of the round-the-world race, with over 450,000 nautical miles of racing under his belt, has been working with IMOCA, The Ocean Race, World Sailing, and other marine and science organisations to implement important changes within the sport of sailing. These changes will ensure that the ocean he and his fellow competitors race through is safer for the marine mammals that inhabit it. Foxall is part of the **Marine Mammal Advisory Group** (MMAG) – which includes representation from The Ocean Race, IMOCA, and the marine science community.



Collisions with floating objects and marine animals are an unfortunate occurrence in the sailing sector, and the large majority of these encounters include marine megafauna and whales. According to the strike log maintained by the MMAG, which collates data from the **International Whaling Commission**, media reports, and one-to-one surveys from the sailing community, of the 350 submissions so far, between 50% and 60% of all collisions reported result in damage to the vessel as well as injury or death to the animal.

While this is only a small percentage of the annual global ship strikes, the scale of these incidents from the sailing sector largely goes unreported because, unlike the shipping sector, there are no requirements for systematic reporting for strikes at sea within the sailing world, so they often only appear in the news cycle when they impact a boat's sporting performance.

Building the global strike log database is key to improving the effectiveness of the race course risk assessment process as well as understanding where the hot spots are that need to be avoided. With a significant part of the input coming from one-on-one interviews with the sailing community, the MMAG is requesting all sailors who have experienced a collision or strike at sea to share the details with the International Whaling Commission strike database, or to contact Damian directly.

Marine Mammal Standards

The MMAG is driving forward the implementation of new **Marine Mammal Standards** for sailors and sailing events, seeking to have them endorsed by World Sailing. The expectation is that all sailing events – whether round-the-world races like The Ocean Race, or inshore dinghy regattas – will adopt them, supporting the ongoing sustainability work by the sport's governing body – World Sailing.

The five recommendations are:

- S – Source and share information**
- C – Course risk assessment as standard**
- O – Observe and report live**
- P – Push for technological developments**
- E – Encourage citizen science**

The Ocean Race is invested in this process and commissioned the organisation **Share the Ocean**, to provide a detailed risk assessment for each leg of the race. The assessment uses global marine mammal distribution data and models this with the fleet's route to make an assessment of any potential interaction, allowing the event to establish specific exclusion zones on the race course where relevant.

During The Ocean Race Skippers' Briefing, normally two days before the Leg start, a section was dedicated to making the sailors aware of the habitats they are sailing through or near and identifying any 'no-sail' exclusion zones. Then when the teams are racing they are all obliged to report any marine mammal sightings or incidents to Race Control – a key element to ensure that a risk observed by one boat is immediately shared with the rest of the fleet.

HAZARD BUTTON

Making reporting easy is key to ensuring it happens in a timely manner, and a new innovation supported by The Ocean Race, IMOCA, and 11th Hour Racing Team is the hazard button, on the navigation software. The hazard button works in a very simple way: in the event of seeing an obstacle in the water – whether it is a partially submerged container, a log, or a marine mammal – the sailors can tap the Hazard button on the screen, which logs the position, immediately informing the rest of the fleet to keep a close watch. This technology has been adopted and further optimised by the other navigation system popular with the IMOCA fleet – Adrena.

ONBOARD OBSERVATIONS

Onboard, the observation role is taken on by the onboard media crew member or 'OBR' (On Board Reporter).

"In the event of a marine mammal sighting, I take the responsibility of documenting the location, if possible the species, share any identifiable features, colour patterns, and fin and tail shape and size, as well as spout patterns," Amory Ross, 11th Hour Racing's OBR.

"As well as pressing the hazard button to inform those around us, as close as possible to the time of the sighting, I send this to the relevant authorities from the boat at the time of the sighting. In addition, our onboard camera system records the previous three minutes allowing us to capture observations live. I'll also always try to fly the drone to take video and photos of the mammals' behaviour and share these as well."

While technological advancements are hoped to minimise marine mammal strikes, there is no single solution for complete avoidance.

"There is no one-stop-shop, but rather a list of various actions that can mitigate the risk to mammals, boats, and sailors. Seafarers are the eyes and ears of the scientific community, so by sharing your observations with the relevant organisations, we can build a better understanding of ocean life and use this knowledge to inform, adapt, and revise the way we interact with the ocean and all that exists in it." says Foxall.

