

ROADMAP 2030 : PATHWAY TO NET ZERO					
Timeframe	Current status 2021	2020-2024	2024-2028	2028-2032	2050
Global Targets	Global Net Zero				
Paris Agreement	Reduce GHG emissions in line with 2030 target		45% Global GHG Reductions by 2030		Global Net Zero
Glasgow Agreement	Expecting new targets from COP26	tbc	tbc	tbc	tbc
UN Sustainable development goals	UN Sustainable development goals supporting Net Zero				
Maritime Targets	Aligned with Global Targets				
Maritime Targets		RCD III consultation outcomes	Zero emission capable vessels		90% emissions reductions in shipping sector
World Sailing Targets		Specify that all new offshore race yachts (OSR Cat 0, 1 & 2), constructed after 2022, will produce at least 20% of their power requirements using renewable energy sources while racing.	Work with key industries to promote new products used in our sport with a lower environmental impact and work to make these available to sailors across the world by 2024.	All new class bids for 2028 olympics, and beyond, to provide a LCA that demonstrates that 90% of the boat (by weight) is recyclable.	
IMOCA	2021 Rule	2024 Rule	2028 Rule	2032 Rule	
IMOCA Rules	Pilot of 2024 Rules	<ul style="list-style-type: none"> Team sustainability charter LCA for future IMOCA builds 100kilos Alternative materials One Greensail aboard 	<ul style="list-style-type: none"> Carbon emission cap for all IMOCA builds Moulds using 100% recyclable materials rCF value chain established End of life obligation for 100% IMOCA components 	<ul style="list-style-type: none"> IMOCA class eco-label IMOCA internal price on CO2e IMOCA class is Net Zero 	
MATERIALS	100% CIRCULAR INPUT MATERIALS				
Build trust and knowledge in alternative material data	Only a few pilot projects are using nominal amounts of AltMat	2024: Scale up the AltMat rule			
Scale up the use of alternative materials in non-structural and peripheral elements		2025: 100 % Renewable or recyclable materials for moulds and non-structural parts			
Scale up the use of alternative materials in structural parts	No AltMat is used in hull, deck or structure	2026: 25% of all IMOCA components by weight/volume are built from AltMat			2030 Target: 75%
End of life plan for all materials and components, especially non AltMat	End of life is not considered with the exception of the APER standard	2026: End of life obligation for all IMOCA manufacturer components			
Reuse	A healthy 2nd hand IMOCA market exists for boats, moulds and components	2024: Strengthen the 2nd hand market by strongly incentivising build for longevity and reuse of all components			
Reduce the use of toxic chemicals	Builders are gaining confidence with Bio-sourced resins	The reduction of toxic chemicals progresses at the inverse pace as the increased use of AltMat			
ENERGY	NET ZERO EMISSIONS				
Coordinate efforts to improve energy efficiency	A growing number of organisations are using renewable energy sources	2024: All IMOCA suppliers are on a 100% renewable energy tariff			
Scale up renewable energy onboard	What is the current IMOCA requirement for onboard energy?	2024: All IMOCA are 100% renewable onboard			
Integrate non-fossil fuel propulsion system	Despite ongoing research, only a few teams have made progress	2028: All IMOCA use non-fossil fuel propulsion systems			
Reduce GHG emissions	Footprint of an IMOCA -2010: 300 tCO2e -2020: 600 tCO2e	Change the trend from doubling over ten years to achieve 50% lower footprint compared to 2010. Target 150 tCO2e by 2030			
IMOCA events		2024: All IMOCA events are 100% renewable energy			
WASTE	ZERO WASTE				
Coordinate efforts to understand waste streams and challenges		Collectively define targets for waste reduction			
Reduce reliance on waste to energy systems	Currently significant amounts of boatbuilding waste end up in waste to energy or landfill	2024: 90% waste streams have alternative circular solutions available			
Reduce carbon fiber waste	The rCF market and options are scaling up	2024: The IMOCA class has facilitated an rCF valuechain	2026: 100% of all carbon fibre components are recycled, in parallel the use of rCF in the IMOCA class increases		
Work with suppliers to reduce single use plastic	Single use plastic is currently ubiquitous to boatbuilding	2024: IMOCA policy incentivises building processes that limit SUP	2026: 80% reduction in SUP, zero to landfill		
Develop circular end of life solutions		2026: 75% of an IMOCA by weight is recycled		2028 Target: 90%	
POLICY	INCREASING EOL AND ENVIRONMENTAL LEGISLATION				
Define relevant strategies	IMOCA sustainability committee	Collaboratively define targets, share best practices and invest in R&D			
Use the rules as a key enabler	Develop class rules that align the industry with the level of reductions needed to meet global reduction targets e.g. Sustainable sourcing standards				
Maximise uptake of Life Cycle Analysis	Existing benchmarks for 2010 & 2021	Set LCA requirement for all future builds	2024: Set LCA cap for all IMOCA builds and major selected components		
Establish an internal cost for carbon emissions		2024: Establish an internal cost of carbon for the IMOCA class, create a market		2026: IMOCA class - Net Zero	
SOCIAL	IMPROVE SOCIAL ASSETS				
Build UN SDG goals into sustainability plan	The IMOCA class sustainability goals	IMOCA class sustainability goals support UNSDGs as integral to reaching Net Zero			
Grow sailing's reach, audience and participation		Extend all aspects of the marine industry and careers to new groups			
MARINE SECTOR	INFLUENCE PEERS				
Build sponsor value through environmental performance					
Drive sustainable event and hospitality standards	All IMOCA and partner events are accredited sustainable				
Influence other industry sectors	Expand green technology into other sectors				
Develop an industry-led accreditation standard					

An independent interpretation offered by the 11th Hour Racing team