

# NOTICE OF RACE

## VENDEE GLOBE 2024-2025



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## PREAMBLE: DEFINITIONS AND ABBREVIATIONS

Where the letters [DP] appear in a rule of the NOR, they shall mean that the penalty for a breach of the said rule may, at the Jury's discretion, be less than disqualification.

Where the letters [NP] appear in a rule of the NOR, they shall mean that a boat cannot file against a claim another boat for having breached this rule. This modifies RRS 60.1(a).

## NOTICE OF RACE

The applicable rules for the Vendée Globe 2024-2025 are comprised of the Notice of Race and the Sailing Instructions, as well as their amendments, annexes and appendices. In signing the application form in the application file and the registration form during the registration process, Skippers undertake to comply with the said rules.

## BOAT

A boat will be a monohull IMOCA with an IMOCA Measurement Certificate that is valid for the Vendée Globe 2024-2025.

## NEW BOAT

A boat whose first measurement certificate was obtained after 1<sup>st</sup> January 2021.

## PARTICIPANT

A Participant comprises several entities :

- **A Skipper**
- **His/her substitute Skipper**, if need be
- **Team Manager**: he/she will be the interlocutor of:
  - ✓ The Organising Authority for all topics relating to the organisation of the race.
  - ✓ Race Management, for all sailing, sporting and safety matters, standing in for the Skipper, when necessary.
  - ✓ Officials for the sporting and regulatory aspects.
- **Sponsors**: all financial, logistical and/or technical partners of the Skipper/boat.
- **Shore team**: all those acting ashore for the Skipper and his/her boat, before, during and after the race. The Shore team will be represented by the Team Manager.
- **Communication representative**: entry point for all communication requests from the **OA**.
- **Multimedia representative**: permanent interlocutor of the **OA** on audiovisual aspects. During the race, his/her mission, including on-call duty, is to validate video footage and photographs sent by the skipper upon reception and before distribution and broadcasting. He/she may be assisted by one or two substitutes.
- **Crisis Communication representative**: **OA's** contact in the event of a crisis
- **Media representative**: entry point for media requests from the **OA** and from media contacting the **OA**
- **Digital representative**: entry point for requests relating to the Skipper's digital platforms (website, social networks, etc).

## OFFICIAL NOTICEBOARD

The Official Noticeboard will be available:

- Online on the race website <http://www.vendeeglobe.org>

**Abbreviations used in this Notice of Race and official documents will include:**

NOR	Notice of Race
OA	Organising Authority
RM	Race Management
DNID	Data Network Identifier (Inmarsat)
TSS	Traffic Separation Scheme
FFVoile	Fédération Française de Voile
SI	Sailing Instructions
IMOCA	International Monohull Open Class Association
WS	World Sailing
FASea	First Aid at Sea
HSMT	High Seas Medical Training
ONB	Official Notice Board
ERS	Equipment Rules of Sailing
OSR	Offshore Special Regulations
COLREGS	International Regulations for the Prevention of Collisions at Sea
RRS	Racing Rules of Sailing
SAEM	Société Anonyme d'Economie Mixte (semi-public company)
UT	Universal Time
AEZ	Antarctic Exclusion Zone

## 1 ORGANISATION

### 1.1 Organising Authority

The Vendée Globe 2024-2025 is a race organised by the SAEM Vendée, with a capital of EUR 3,000,000, whose head office is located at 40 Rue du Maréchal Foch la Roche sur Yon cedex (Vendée, France), represented by its CEO, Mrs Laura Le Goff, duly authorised to so represent the SAEM by virtue of the decision of the Board of Directors of 17<sup>th</sup> May 2016.

The race website is: [www.vendeeglobe.org](http://www.vendeeglobe.org)

The Organising Authority may be referred to as “the Organiser or SAEM Vendée or **OA**” in official documents.

### 1.2 Race Management

Composition of the RM team shall be communicated by means of an amendment to the present NOR.

The Race Manager, commissioned by the SAEM Vendée and authorised by the FFVoile, shall manage all sailing and safety aspects of the race. He/she works closely with the FFVoile and the appointed officials with regard to all racing and regulatory aspects of the race. He/she works closely with the SAEM Vendée and its service providers and the IMOCA Class.

The Race Manager acts under the SAEM’s control.

### 1.3 Service providers in contact with Race Management

Race Management oversees the following providers and suppliers:

- Weather
- Rankings during the race
- Skippers' positions
- Ice watch

- Tracking software
- Safety management of the race
- Nautical logistics

All of these missions will be rendered by service providers who will be selected later by the **OA**. Their names and contact details will be communicated by means of an amendment.

#### 1.4 Team of Race Officials

The Team of Race Officials is appointed by the FFVoile in accordance with its regulation including the International Jury which will be formed in accordance with Annexe N of the RRS and RRS 70.5. Its decisions will be final.

#### 1.5 Referring doctor/Race doctor

According to appendix 3 of the the FFVoile's medical regulations, a referring doctor/Race doctor will be appointed to study the medical records of each Skipper. He/she will also ensure medical monitoring of the Skippers during the race on behalf of the **OA**.

#### 1.6 OA's Communication departments

Providers' names and contact details for media relations, audio-visual production, photography, web, ... will be communicated later by means of a memo and/or an amendment to this NOR.

## 2 NAME AND OBJECT OF THE RACE

### 2.1 Name

The official name of the race is "VENDÉE GLOBE".

The "**VENDEE GLOBE**" name is a brand registered with the INPI by the SAEM Vendée who is sole owner of the name and rights to the brand and logo, in France and abroad.

### 2.2 Object

The **VENDEE GLOBE** is a sailing race, **solo (single-handed) around the world, via the three capes, non-stop and without assistance.**

It is raced every four years.

It is open exclusively to monohulls that comply with the current rules of the IMOCA class.

## 3 DATE, COURSE, TIME LIMIT AND NUMBER OF PARTICIPANTS

### 3.1 Start date

The race will start on Sunday 10<sup>th</sup> November 2024. In exceptional circumstances, the **OA** may bring forward, postpone or even cancel the race. Such a decision shall not be grounds for a boat requesting redress. (This modifies RRS 60.1(b)).

### 3.2 Course

The course consists of a circumnavigation "from West to East":

- Start in the bay of Les Sables d'Olonne.
- Descent of the Atlantic Ocean from North to South, leaving:
  - ✓ the Cape of Good Hope to port

- ✓ Cape Leeuwin to port
- ✓ Cape Horn to port
- ✓ the Antarctic continent and the Antarctic Exclusion Zone (AEZ) to starboard
- Ascent of the Atlantic from South to North
- Finish in the bay of Les Sables d'Olonne.

An AEZ will be the safety provision in place to avoid drifting ice.

The **OA** will indicate the geographical coordinates of the TSS prohibited to navigation in the SI.

### 3.3 Time limit

The finish line will be closed after a maximum racing time of 116 days, 18 hours, 15 mins and 46 secs (racing time of the last competitor having finished his Vendée Globe in 2020-2021).

### 3.4. Maximum number of participants

The maximum number of participants is 40 (forty).

## 4 FUNDAMENTALS

**General principle:** the Vendée Globe is a solo (single-handed), round the world, non-stop race and **without any outside assistance**.

### 4.1 Solo

The Skipper commits to sailing alone and to face all the events arising during the Vendée Globe alone. In addition, he/she cannot have any animal on board.

### 4.2 Non-stop

No stopover is permitted.

### 4.3 No assistance

Any action non-explicitly authorized in this NOR 4.3 is prohibited. Prohibitions mentioned under the present notice of race are thus non-restrictive.

#### 4.3.1. General

- Assistance of a third party, be he/she on land, aboard a boat or an aircraft is prohibited
- "Remote" help or assistance (email, telephony, text messages, data exchange, video call...) is limited as defined below.

#### 4.3.2. Routing and weather

In addition to NOR 6.4,

Is prohibited :

- personalised meteorological assistance,
- routing is defined as an analysis, interpretation or processing of information or personalized data, specifically prepared for one Skipper or a group of Skippers, coming from outside the boat and enabling the understanding of various meteorological situations and the choice of the course(s) to follow or not to follow, with the exception of the meteorological information sources authorised in NOR 6.4.

#### Are authorized

- weather data requests on Squid / Predictwind / Avalon / Sailgrib / Dorado/ Zygrib, with remote routing, and weather data requests on Expedition / Adrena / Maxsea or any other navigation software subject to prior authorization by RM before November, 7<sup>th</sup>, 2024.

#### **4.3.3. Performance support**

##### It is prohibited:

- to receive or access any analysis, interpretation, processed information or data carried out outside the boat and, in a general way, any provision of tactical and/or technical information necessary for decision making in order to improve the performance of a boat or its skipper.
- to send data from the boat to land which could be used to analyse and improve performance except if they are made public instantaneously on reception. The data access method shall be endorsed by RM beforehand.
- to send data between the boat and its team, in one way or the other, which could be used to analyze and improve the choice of trajectory of the boat
- to access any software or update non-embarked in Les Sables d’Olonne. Any automated delivery of data, live or delayed, apart from those specifically authorized by RM.
- to receive any calculation designed to improve performance or optimize the trajectory on a non-embarked computer (with the exception of requests authorized in NOR 4.3.2)
- to help or advise the skipper in the management of his/her race
- to give a Skipper psychological help or assistance organized by a specialist in this field

##### It is authorized :

- to send positions from YB beacons to the OA, without changing the transmission time step nor the type of data transferred
- to discuss ETAs and logistics with the shore team and RM
- to record data stored by the boat; this data will be made available to the shore team at the end of the race.

#### **4.3.4. Medical assistance**

Medical assistance must be conducted by the referring doctor of the race or by the Skipper’s doctor indicated in the registration file or through the Center of Maritime Medical Consultation in Toulouse. In accordance with medical secrecy, medical assistance shall be declared and detailed to the Race doctor.

#### **4.3.5 Remote technical advice**

Remote technical advice, defined as any information given by a support person (within the meaning of the RRS) enabling the Skipper to solve alone a technical problem on the boat with the means available on board, is authorized.

##### Is prohibited:

- Technical advice-giving information to the Skipper about the precise timing to carry out repairs in order to optimize the trajectory of the boat and minimize its loss in distance.
- Technical advice: advice connected to manoeuvring or operating the boat, particularly to compensate the loss in performance following technical damage, shall not be given.
- Taking control, defined as « any human and/or technological intervention outside the boat, including sending personalized updates by email allowing remote action on one or several elements, equipment, or settings of the boat in place of the crew”.
- Downloading software or updates from the boat (except for those publicly accessible and referenced and subject to authorization by RM before downloading).

Is authorized :

- Sharing orally or in writing, exchanging photos and videos, when aimed at enabling the Skipper and its team to describe a technical problem and offer a method of repair so that the Skipper can make the repair autonomously.
- Any technical advice to the skipper shall be accessible at all times to RM. If a technical discussion group is set up through instant messaging (such as Whats App, Telegram, etc.), RM shall be included in it.
- Technical advice shall be strictly limited to actions of repair.

#### **4.3.6. Communication**

By and large, any communication between the boat and land (email, telephony, messages, video call or other) must respect prohibitions and restrictions described in NOR 4.3 and 6.4.

Is authorized :

- communication (email, telephony, video call, messages) between boats and rescue services
- communication (email, telephony, video call, messages) with the **OA**, RM, the race committee, the jury or a doctor
- private communication (email, telephony, video call, messages) (with family and friends circles exclusively)
- communication (email, telephony, video call, messages) with team members ashore or technical suppliers/providers of the boat to solve technical problems
- communication (email, telephony, video call, messages) with media
- communication (email, telephony, video call, messages) with partners or fans
- surfing on websites from the boat, on condition that these websites are public and referenced in search engines. Browsing history shall not be erased and may be subject to verification within 96 hours after the return of the boat.
- sending photo, video and audio files to the FTP made available by the **OA** or to the team's communication departments ashore.
- downloading entertainment media aboard the boat: films, music, videos...

The **OA** reserves the right to request the content of any communication between the skippers and land or other competitors at sea at any given moment, whatever it may be. A competitor's refusal to give the content of this communication may be forwarded to the Jury for penalties.

Additionally, the **OA** reserves the right to set up a monitoring system of this communication whose characteristics shall be given by means of an amendment to the present NOR.

#### **4.3 7. Access to mooring**

A Skipper may put into port at anchor, or on mooring post, by his/her own means, and without any outside assistance, to make repairs that are necessary for his/her safety or for that of his/her boat in order to continue the race.

A Skipper will not be authorised to dock or to moor alongside a boat or a quay, nor to go ashore above the limit of the highest level of high tide.

## **5 RETURN TO PORT AFTER THE START**

A Skipper may return to the port of Les Sables d'Olonne only after prior authorization from RM and the Race Committee President which shall be communicated by any means possible (VHF, email, satellite phone).



A Skipper who wishes to return to les Sables d'Olonne to receive outside assistance may be towed as far as 100 nautical miles from the port of Les Sables d'Olonne and until the port of Les Sables d'Olonne.

He/she may reach the Vendée Globe pontoon or receive physical assistance on board within a 3 nautical-mile radius of the Nouch SUD cardinal buoy.

The Skipper will be authorized to resume racing within a maximum period of 10 days after the official starting time of the race. He/she shall get in touch with RM to validate the new start.

In the event that a Skipper cannot resume racing for physical reasons, the substitute Skipper indicated in the registration file can replace him/her if all requirements stated in article 8 have been met.

## 6 RULES

### 6.1 Official language

French is the official language of the race. The **OA** will make an English version of each text (rules, appendices, etc.) available to Participants. In the event of any conflict in the translation, the French text will prevail.

### 6.2 Official time

Times will be expressed as follows:

- Ashore, which includes operations for the start and finishes, in local time;
- At sea, in UT.

### 6.3 Applicable texts

The event shall be governed by:

- the rules and regulations provided in the *Racing Rules of Sailing 2021-2025*, throughout the whole of the race;
- the national prescriptions translated into English for non-francophone competitors and set out in Appendix 2 "Prescriptions";
- Part B of the International Regulations for the Prevention of Collisions at Sea (COLREGS) when applicable;
- Category 0 of the Offshore Special Regulations (OSR) in force in 2024-2025 and as may be amended by the FFVoile;
- IMOCA Class Rules in force;
- Equipment Rules of Sailing (ERS) when they are not in conflict with the IMOCA Class Rules.
- the OA's rules relating to the application of the present NOR and its appendices.

### 6.4 The OA's undertakings with regard to the Skippers

#### 6.4.1 Main meteorological information

"Safety" information will be published every day by the weather provider selected by the **OA** and will be forwarded to the Skippers by RM. It will be published in French and in English, as follows:

- A safety weather report including:
  - ✓ the general situation and how it is developing;
  - ✓ 24-hour forecasts by zone (forecasts from D+12h to D+36h), according to a description of the sailing zones given to each Skipper before the start;
  - ✓ the 24h-48h trend (forecasts from D+36h to D+60h), incorporating, if appropriate, dangerous phenomena in each zone (winds >40 kts and waves >6 metres).

- If necessary, maps, including:
  - ✓ zones with winds potentially over 35knots
  - ✓ zones with gusts
  - ✓ zones with wave swell over 5metres

Weather forecast will be emailed by RM to skippers and also dropped on the race FTP account if possible no later than 08H30 UTC. Maps will also be available on the ftp account as soon as a Special Weather bulletin is indicated in the weather report.

In the event of the failure of a satellite phone on a boat (with the exception of the Iridium in the safety container), the report will be sent to the standard C following a Skipper's request to RM. In order to reduce the size of this file and to facilitate transmission, the information will be simplified and adapted to the Skipper's geographical situation. The Skipper will receive only the report concerning his/her geographical location.

#### 6.4.2 Additional meteorological data [DP] (modifying RRS 41(c)).

In addition to the weather information from the selected provider, Skippers will be allowed to acquire meteorological data under the following conditions:

- If the data is accessible, whether free-of-charge or at a cost, to all Skippers, without any exclusive rights existing between a data provider and a Skipper or a group of Skippers;
- If their content is "raw", i.e. as published by an official governmental meteorological agency, and not modified, prepared or assessed for a Skipper or a group of Skippers (including weather data requests detailed in NOR 4.3.2).

The Skippers can then acquire:

- images from observation satellites;
- observation and forecast charts;
- digital data files.

Access to this digital or graphic information will only be authorised if the information comes from an official governmental meteorological agency or a private weather company, be it directly or indirectly: Météo France, the Met Office, ECMWF, NOAA, NCEP, Copernicus, DWD, KNMI, MeteoBlue, Predictwind, Great-Circle, GEM.

- Nevertheless, this data may be compressed to accelerate access.

At the request of Race Management, each Skipper shall provide the meteorological sources which he/she will be using, together with the access codes and the software enabling the information to be read and exploited. Skippers will also have to give a full demonstration of the use of this data.

RM reserves the right to prohibit a Skipper's access to data which it considers to be in contravention of the letter or the spirit of the rules applicable to the race.

#### 6.4.3 Daily rankings during the race

During the race, RM will prepare and publish up to 6 sets of rankings per 24-hour period.

The frequency of publication and publication schedules will be defined according to the Skippers' needs. This publication information will be listed in the SI.

It will be forwarded to the following persons at the same time:

- Skipper at sea;
- Team Manager;
- Participant's communication representative.

The cost of transmitting rankings to the Skippers will be borne by the **OA**.

Real-time rankings will be drawn up for the race after any Jury decisions have been taken into account.

#### 6.4.4 Ice [DP]

An AEZ is the safety feature that will enable Skippers to avoid drift ice.

The OA will send Skippers versions zero and number one (0 and 1) of the geographic coordinates of the 72 points comprising the AEZ on the dates set out in article 10-Programme.

During the race and depending on ice monitoring studies, these points may be modified by amendment to the SI.

The OA will indicate how these points may be modified during the race.

Applicable penalties for non-compliance with the AEZ will be set out in the SI.

#### 6.4.5 Monitoring the race fleet

Race Management will ensure that the whole of the fleet is monitored 24 hours a day, 7 days a week.

#### Exceptional circumstances

In exceptional circumstances, and in situations that might involve the Skippers' safety (meteorological conditions, international conflict, etc.), RM may have to issue specific directives with which the Skippers must comply. A request for re-routing issued by RM will be dealt with in accordance with the COLREGS.

In the event of a Skipper requiring assistance, or if a boat is in danger, RM may provide routing for a Skipper or a group of Skippers in order for them to reach the Skipper requesting assistance or the boat in danger as soon as possible.

These new directives will be issued in order to deal with the conditions encountered in the best possible way. Thus, they may modify one or more articles of this NOR, of the SI or of other applicable rules referred to above. In such cases, they will be the subject of a detailed report submitted to the Jury by RM.

#### 6.4.6 Medical care

The referring doctor/Race Doctor for the race will be appointed at a later date.

In addition, each Skipper will be free to consult, before and during the race, a doctor who he/she appointed in his/her application file or registration file or through the Maritime Medical Consultation Center of Toulouse.

#### 6.4.7 Right to prohibit gambling

The Vendée Globe is a public asset, in the interest of the human exploit and the sporting challenge it represents. The OA therefore reserves the right to prohibit any form of gambling or betting, related directly or indirectly to the Vendée Globe. If necessary, it will strictly monitor the enforcement of this ban and take legal action immediately against any offender, regardless of his/her/its geographical origin.

### 6.5 The Participants' undertakings with regard to the Organising Authority [DP]

In entering the race, Participants undertake:

- to comply with the applicable rules set out in this NOR.
- upon the request of RM or race officials, to provide any information regarding:
  - ✓ the Skipper's sailing, his/her route and choice of course, the weather information used, any racing incidents or any other element concerning the race;
  - ✓ a full list of correspondents contacted during communication between the Skipper and his/her shore team, or with any other person during the race;
  - ✓ the content of this communication: whether this information and/or communication was given or established in the form of e-mails exchanged between the Skipper and one or more correspondents ashore, telephone calls, or any other form.

The OA may carry out random checks at the finish.

## 7 PUBLICITY [DP]

Pursuant to Regulation 20 of WS (Advertising Code), as amended by the FFVoile's advertising rule, boats will be required to display the branding chosen and supplied by the **OA**. The **OA**'s branding layout diagram will be furnished by amendment.

In addition to the IMOCA class rules, each boat shall display the branding as provided for in Appendix 1 "Marketing and Communication" attached to this NOR.

## 8 APPLICATION, REGISTRATION AND ELIGIBILITY

The Skippers' full registration comprises two files:

- an application file
- a registration file.

The contents of these two files will be online on the race website as of 14<sup>th</sup> February 2022, in the "skipper area – registration file".

They must be filled in online. The originals of some documents must also be sent by post to the SAEM Vendée.

### 8.1 Application file

The application file is mandatory and must be filled in online on the race website [www.vendeeglobe.org](http://www.vendeeglobe.org) as of 14<sup>th</sup> February 2022 and no later than **2<sup>nd</sup> October 2023**.

Once a skipper has completed his/her application file and that it has been approved by the SAEM Vendée, he/she will officially become an applicant and will be able to access the registration file.

There will be no possible modification of a pair composed of a skipper and his/her boat after the closing date of applications set on 2<sup>nd</sup> of October 2023, except in the case provided for in article 8.2 (substitute skipper) and except in the case of exceptional circumstances justified by the Skipper and authorized by the **OA**.

Application file to be filled in:

- Boat information form: to be filled in on the website;
- Property deed or certificate of rental: to be filled in on the website;
- Skipper information form: to be filled in on the website;
- Skipper's qualification: to be filled in on the website;
- Contacts: to be filled in on the website;
- Medical file: to be downloaded, filled in, signed and sent by post to the SAEM Vendée in an envelope marked "Vendée Globe 2020 - Medical file - confidential";
- Application form: to be downloaded, filled in, signed and then uploaded onto the website; The original of the signed application form must be sent by post to the SAEM Vendée;
- Deposit: once you have sent the deposit to the SAEM Vendée, tick the box confirming you have done so on the application form.

### 8.1.1 Deposit

A deposit of EUR 20,000 will be required at this stage. It can be paid by cheque made out to the SAEM Vendée, or by bank transfer, using the following bank details:

Account Holder: VENDEE

IBAN: FR76 1551 9390 3000 0208 5300 117

BIC: CMCIFR2A

The deposit will be returned, less any penalties incurred (cf. article 14 herein), within a period of one month after the official award ceremony.

The deposit will be refunded, less any penalties incurred, to a competitor who officially withdraws in writing to the SAEM Vendée before 1<sup>st</sup> July 2024.

In the event of a withdrawal:

- from 1<sup>st</sup> June 2024 to 1<sup>st</sup> September 2024: the sum of EUR 10,000 will be retained by the OA;
- as of 1<sup>st</sup> September 2024: the sum of EUR 20,000 will be retained by the OA.

## 8.2 Registration

### For the skipper

Once a Skipper has filled in his/her registration file and that it has been approved by the **AO**, he/she will officially be considered as registered **subject to availability and to the administrative file being sent** (at the latest on 1<sup>st</sup> September 2024 and as set out in art. 8.2.2 herein).

The registration file must be filled in online on the race website [www.vendeeglobe.org](http://www.vendeeglobe.org) no later than 1<sup>st</sup> July 2024.

Registration file to be filled in:

- Registration form: to be downloaded, filled in, signed and uploaded once again onto the race website. It is essential that the original copy of the signed registration form be sent by post to the SAEM Vendée;
- Contacts, boat and Skipper information forms: to be filled in or updated;
- Qualification to fill in on the website;
- additional documents:
  - A certificate of commitment to take-out third-party liability insurance, as well as death and disability insurance cover, valid for the Vendee Globe 2024 race.
  - A certificate waiving any right to recourse

Both letters will be downloaded online, filled in, signed and uploaded once again onto the race website.

Signed originals of the certificate of commitment and waiver must be sent imperatively to the SAEM Vendee by post.

- Entry fee: once you have sent the entry fee to the SAEM Vendée, tick the box on the registration form confirming you have done so.
- Result of a health check: to be downloaded, filled in, signed and sent by post to the SAEM Vendée in an envelope marked "Vendée Globe 2024 - Medical file - confidential";
- For a skipper who holds a FFVoile Club Licence:
  - Either the valid FFVoile Club Licence with the "competition" mark attesting that a prior medical certificate stating no contraindication to sailing in competition has been issued

- Either the FFVoile Club Licence with the “membership” or “practitioner” mark together with a medical certificate stating no contraindication to sailing in competition issued less than a year before.
- For a skipper who doesn't hold a FFVoile Club Licence:
  - A written proof of membership to a National Authority member of World Sailing
  - A valid certificate for third party liability insurance with a cover for at least three million euros
  - A medical certificate stating no contraindication to sailing in competition issued less than a year before (written in French or English)

### **For the substitute skipper**

If applicable, the part of the Skipper's registration file entitled "substitute skipper" must be filled in online on the race website [www.vendeeglobe.org](http://www.vendeeglobe.org) or delivered by hand to the SAEM Vendée.

Substitute Skipper file:

- Medical file and registration form are to be returned to the SAEM Vendée by post;
- Sailing CV (detailed experience of the Skipper, sporting results, etc.)
- Having participated in one of the Globe Series Championship selective races (cf article 9.2.1)

Several Participants may appoint the same substitute skipper until 1<sup>st</sup> October 2024.

The substitute skipper may replace the skipper for medical reasons validated by the Race doctor or in case of exceptional circumstances duly justified and validated by the **OA**.

### **8.2.1 Entry fees**

Entry fees, which are partly fixed and partly variable, comprise fees in cash and fees in kind.

#### **8.2.1.1 Entry fees in cash**

Entry fees in cash amount to 20,000 euros excluding taxes (plus VAT at the current rate), payable upon registration by cheque made out to SAEM VENDEE or by bank transfer to the following account:

Account holder: VENDEE

IBAN: FR76 1551 9390 3000 0208 5300 117

BIC: CMCIFR2A

Entry fees in cash are non-refundable, including in the case of withdrawal or if the race is postponed. However, they will be refunded if the race is cancelled.

#### **8.2.1.2 Entry fees in kind**

**8.2.1.2.1** Entry fees in kind are remitted by the participant to the Organising Authority via the assignment of a pre-race image bank comprising the following:

1. Thirty (30) photographs including at least the following:
  - A full-length front view portrait of the skipper wearing his/her official team apparel;
  - A front, three-quarter and profile (left and right) portrait of the skipper wearing his/her official team apparel;
  - Photos of the skipper and his/her boat at the dockside displaying all official race brandings;
  - Action photos taken on board (skipper carrying out manoeuvres, skipper at the helm, skipper at the chart table, skipper at the coffee grinder, skipper in his/her seat, etc.)
  - Photos of the boat displaying the various official race brandings (dodgers visible, brandings visible in the sails, visibility of flags, etc.);
  - Photos taken from a motorboat at sea;
  - Aerial photos from a drone and/or helicopter;
  - Photos of the boat under all points of sail (upwind, downwind, close-hauled, running, reaching, etc.).

2. Forty (40) minutes of video images broken down as follows:
  - Ten (10) minutes of “behind the scenes” images (skipper’s physical preparation, yard work, launch, measurement testing, team at work, etc.);
  - Fifteen (15) minutes of on-board images in all weather conditions (light wind, medium, windy) and at different points of sail (upwind, downwind, close-hauled, running);
  - Fifteen (15) minutes of aerial images in all weather conditions (light wind, medium, windy) and at different points of sail (upwind, downwind, close-hauled, running).

The nature, subject and composition of these images and the temporal, material and technical arrangements for transmitting photographic and video images comprising the pre-race image bank are laid down in Annex 1 “Marketing and Communication”.

Fixed entry fees in kind are non-refundable, including in the case of withdrawal or if the race is cancelled.

**8.2.1.2.2** Variable entry fees in kind are remitted by the participant to the Organising Authority via the assignment of image rights whose volume and nature depend on the length of the participant’s participation in the race.

This means that the participant must assign the following to the Organising Authority up to his or her finishing the race, disqualification or withdrawal:

- Ten (10) photographs per week throughout the race;
- Two (2) minutes of video images (sequence shots or pre-edited video images) in file mode three (3) times a week.

The nature, subject and composition of these images and the temporal, material and technical arrangements for transmitting photographic and video images captured during the race and assigned to the Organising Authority by way of entry fees are laid down in Annex 1 “Marketing and Multimedia”.

**8.2.1.2.3** Images assigned by way of entry fees are granted free of any right or claim and the participant will indemnify the Organising Authority against any claim by third parties. The images are assigned worldwide and exclusively for as long as the intellectual property rights enjoy legal protection. The assignment includes all rights of reproduction, representation, adaptation and economic exploitation, without exception.

The reproduction right includes the right to reproduce the images assigned by way of entry fees by any technical means currently known or unknown, alone or associated with other creations, on any media currently known or unknown (including video recordings, mobile telephones, downloads and data bases) and in any format.

The representation right includes the right to represent the images assigned by way of entry fees to the public or to have them represented, in full or in part, by any existing or future means of communication, via cable or wireless, including digital or analogue radio broadcast or television broadcast, telematics, multimedia and any online services, via any electronic and radio communication network, fixed and/or mobile, (including internet, intranet, telephony, etc.), regardless of how the technology used is distributed or broadcast. The representation right also includes the right to broadcast said images as part of official news, magazines, teasers, web series and documentaries.

The adaptation right includes the right to touch up and/or modify digital files, and to use any means with a view to making a digital representation or reproduction of all or part of the images assigned by way of entry fees, in linear or interactive mode, enabling reconstitution of said images, in full or in fragments, alone or incorporated into other audiovisual, computerised or telematic elements, or any other element, whatever the form or the content, without altering the image of the skipper, the boat or its sponsors. The adaptation right also includes the right to insert the logos of all race partners in order to promote the race and/or demonstrate their commitment to the race. The Organising Authority may also use said images (photos,

videos, sounds, content for the press, graphic identity, etc.) as received on its multimedia server. The organisation may make them freely available to media and may also use them freely for presentation purposes and on any media, to publicise its activity and/or that of its current and future partners. The right of economic exploitation includes in particular the right for the Organising Authority to use the images assigned by way of entry fees as follows:

- To promote activities of the Organising Authority and the race in any media, including television, press, internet, etc;
- To publicise the Organising Authority in any media (including television, press, internet, VOD platform, posters, etc.) and any non-media operation;
- To promote the race (official film, official documentaries, TV and Web TV documentaries, trailers, clips, including via DVD and VOD, including downloading);
- To make any derivative products or have them made and then to sell such products or have them sold;
- To transfer or assign to third-party partners the economic exploitation rights (including sponsoring contracts and agreements with VOD platforms);
- To purchase any advertising space on its own behalf or that of its partners.

All assignments relating to the payment of entry fees are granted in relation to the participant's application and in consideration of the publicity acquired through their participation in the race. Consequently, participants waive their right to seek separate remuneration or compensation from the Organising Authority or any third party authorised by the Organising Authority for use of the images assigned.

### 8.2.2 Administrative file

The administrative file must be filled in online on the IMOCA Class website (<https://www.imoca.org/fr/index/>) and forwarded by the IMOCA Class to the **OA**.

It must be filled in no later than **1<sup>st</sup> September 2024**.

Administrative file to be filled in:

- For French boats, photocopy of the 2024 authorisation to carry advertising;
- Description of thru-hull fittings so that the safety beacon antenna can be made;
- A written certificate confirming death and disability insurance cover for the whole Vendée Globe 2024 race to be returned to the SAEM Vendée by post;
- photographs of the boat: to be filled in;
- IMOCA information (VHF, EPIRB, MMSI, PLB, liferafts, Iridium, C-standard, on board radio licence, etc.);
- Temporary or definitive IMOCA measurement certificate for the Vendée Globe 2024-2025: to be filled in.

## 9 QUALIFICATION AND SELECTION

### 9.1 Qualification

In order to be registered, participants must have a qualification that has been approved by the **OA**.

To be qualified, each Skipper-boat pair of the VG 2024 shall have taken the start of at least two solo races (including one in 2022 or 2023 AND one in 2024) AND have finished with a ranking in at least one of these two races. The races concerned are the following:

- Vendée Arctique, 12<sup>th</sup> June 2022



- Route du Rhum – Destination Guadeloupe 2022
- Return race of the Transat Jacques Vabre 2023\*
- The Transat CIC 2024
- New-York – Vendée Les Sables 2024
- Or any other solo ocean race in the Globe Series Championship incorporated by amendment to the present NOR.

In addition, the Skipper will confirm his/her qualification if his/her racing time is shorter or equal to the winner's racing time plus 50%.

**\*Derogation: In the event of major damage occurring during the Transat Jacques Vabre 2023 making it impossible for the pair to enter the return race of the Transat Jacques Vabre 2023, the OA may grant a derogation and accept that the start of the Transat Jacques Vabre 2023 substitute for the start of the return race.**

## 9.2 Selection

If more than 39 Skippers meet registration requirements, according to the OA's terms, a selection will be made in the way described below.

Furthermore, the OA reserves the right to select 1 wild card in addition to these 39.

### 9.2.1 General rule

The Skippers having sailed the greatest number of nautical miles on the following IMOCA Globe Series Championship selective races will be selected:

- Transat Jacques Vabre 2021 double-handed
- Vendée Arctique 2022 solo
- Route du Rhum – Destination Guadeloupe 2020 solo
- The Ocean Race 2022 crewed
- Bermudes 1000 Race 2022 solo
- Défi Azimut – Lorient Agglomération 2022 solo
- Rolex Fastnet Race 2023 double-handed
- Défi Azimut – Lorient Agglomération 2023 double-handed
- Transat Jacques Vabre 2023 double-handed
- Return race of the Transat Jacques Vabre 2023 solo
- The Transat CIC 2024 solo
- New-York – Vendée Les Sables 2024 solo

Distances will be selected according to the following scale:

- solo races: 1 nautical mile = 1 mile
- double-handed races: 1 nautical mile = ½ mile
- crewed races: 1 nautical mile raced on a leg = 1/4 mile, with a maximum total of 5,000 miles

**EXCEPTION** for the last selective race for the Vendée Globe:

- New-York – Vendée Les Sables 2024 : 1 nautical mile = 1.5 miles.

In the event of a Skipper retiring from one of these races, the nautical miles sailed on the great circle will be retained.

The number of miles sailed will be calculated by the SAEM Vendée's RM.

A table logging the number of miles sailed by each Skipper will be displayed online and updated regularly on the **OA's** Official Noticeboard.

In a situation where the skippers have an identical number of nautical miles sailed, they will be differentiated by the ranking of points in the Globe Series Championship after the New York – Vendée Les Sables race. In this case, the skippers with the highest number of points will be selected.

### 9.2.2 Rules of exception to the selection rule

Two situations may have a derogation to the general selection rule:

- The wild card at the **OA's** discretion.
- The first thirteen new boats to take the start of a qualifying race in accordance with the conditions laid down in article 9.1 of the NOR.

If the quota of 13 new boats is exceeded at the start of a qualifying race, the skippers will be distinguished by their ranking in this race.

### 9.3 Waiting list

A Skipper who is registered but who has not been selected to be one of the 39 starters may go onto a waiting list. The order of registration on the waiting list will be determined according to the selection rules. Only the withdrawal of a Skipper who has been selected will vacate the place of the 1<sup>st</sup> Skipper on the waiting list, and so on.

The deposit of EUR 20,000 excluding taxes, less any penalties incurred, together with the entry fee, will be reimbursed to Skippers on the waiting list who do not take the start of the race for lack of a place becoming vacant.

## 10 PROGRAMME AND OBLIGATIONS [DP]

The Skipper undertakes to participate in all the **OA's** official events in compliance with the programme and obligations in appendix 3.

## 11 OBLIGATIONS REGARDING EQUIPMENT [DP]

### 11.1 Boat tracking equipment provided by the OA

The OA shall provide a set of positioning and security beacons for each boat:

- two autonomous battery-powered positioning beacons;
- a safety beacon (capsize) and an antenna that fits the boat's thru-hull fitting or an antenna adaptation kit for autonomous beacon

Skippers must return the positioning and safety beacons to the **OA** before 8<sup>th</sup> March 2025.

A EUR 3,500 penalty shall be retained in case of failure to return.

All this equipment will be installed by the **OA** on board each boat upon its arrival in Les Sables d'Olonne and before the start of the race.

### 11.2 Use of the equipment on the boat

A fixed iridium beacon, powered by on board electricity of the Yellowbrick YB3I type (cf. IMOCA class rules). Individual positioning beacon for each boat:

Each Team Manager must inform RM if he/she has installed and activated a positioning beacon on the boat during the race.

In the event of one of the positioning means used by the OA failing to work, the Team Manager will be asked to provide RM with regular positions of his/her boat or to provide Race Management with a direct web link via which the boat's position can be consulted.

### 11.3 Navigation and safety equipment

In addition to the equipment required by the IMOCA Class, the **OA** requires that the following additional equipment be on board and inspected by the ocean-racing equipment inspectors:

- A handheld Iridium telephone with spare batteries (CR IMOCA C.20.b)
- The following telephone numbers must be registered in the back-up Iridium telephone before the start:
  - ✓ **CROSS Gris Nez** +33.321.872.187
  - ✓ **Race HQ Red Line**: this number will be communicated to Skippers when they are in Les Sables d'Olonne, before the start of the race.
  - ✓ **Skipper's Team Manager's telephone number**
- A handheld GMDSS VHF radio with a long-life battery. This VHF must be located in the grab bag.
- A SART AIS or RADAR beacon to choose from with a mooring line at least 3 M long, with minimum resistance of 1000 daN.
- Navigation documents: navigation charts, mandatory light books on board (Rule C4.6 of the IMOCA Class Rules).
- The whole of the route between Les Sables d'Olonne and Les Sables d'Olonne on paper charts, long voyage format (scale between 1/5 000 000 and 1/10 000 000).
- Paper charts, photocopies or screenshots for the landfalls:
  - ✓ Cape Town
  - ✓ Kerguelen
  - ✓ Heard Island
  - ✓ Perth and South-West Australia
  - ✓ Tasmania, Bath and South-East Australia
  - ✓ New Zealand, South Island and its dangers
  - ✓ Cape Horn
  - ✓ State Islands and the Falkland Islands

## 12 MEASUREMENT AND EQUIPMENT INSPECTIONS [DP]

All boats will be inspected by the Technical Committee before the start of the race. A schedule will be drawn up and communicated to Skippers and Team Managers, as soon as they arrive in Les Sables d'Olonne.

### 12.1 Seals

#### Sealing of the propulsion system

A hole of at least 4mm must be drilled so that the seal needed to seal the propulsion system can be fitted.

Participants whose boat is fitted with a reversible propulsion / battery charge system must submit a means of sealing the system to the Technical Committee.

A broken seal on the propulsion system may give rise to disqualification.

A description of how the seal is to be fitted will be set out in the SI.

Each Skipper may:

- ask the Technical Committee to seal the propulsion system of his/her boat the day before the start, or

- affix the seal him/herself at sea (self-sealing) on the day of the start in accordance with the conditions set out in the SI “seals”.

### Other seals

The list of other seals will be set out in the SI.

### 12.2 Water

In accordance with IMOCA Class Rule C.2.3., the reserve supply of water shall be set at 2 x 9-litre containers.

### 12.3 Backup power

In accordance with IMOCA Class Rule C.4.1 and C.1.3(a), there must be a quantity of 20 litres of fuel on board at the finish of the race.

In the event of a 100%-electric propulsion system onboard the IMOCA, the batteries must permanently contain the energy equivalent to 5 hours of autonomy at a speed of 5 knots.

### 12.4 Sails

The list of sails embarked shall be submitted to the Technical Committee no later than the start briefing at 11H00 on 8<sup>th</sup> November 2024.

## 13 SAILING INSTRUCTIONS

The Sailing Instructions (SI) will be available before 1<sup>st</sup> October 2024.

## 14 PENALTIES

Penalties are described in appendix 2.

## 15 BOAT POSITIONS IN THE PORT OF LES SABLES D'OLONNE [DP]

A draw, in the presence of a bailiff, will allocate a berth to each boat, subject to the technical constraints of the Vendée Globe pontoon. The position plan will be communicated to each Skipper and Team Manager on the date set out in article 10 herein. In the event that the draw is not possible due to technical characteristics of the IMOCA's, the OA reserves the possibility to choose their positions on the pontoon.

## 16 RACE RANKINGS AND PRIZES

### 16.1 Race Rankings

Real-time rankings will be drawn up for the race after any Jury decisions have been taken into account.

### 16.2 Prizes in the Vendée Globe 2024-2025

Prizes worth a total of EUR 800,000 incl. tax will be awarded, allocated in the form of prize money according to the Vendée Globe rankings:

1 <sup>st</sup> :	EUR 200,000 incl. taxes
2 <sup>nd</sup> :	EUR 140,000 incl. taxes
3 <sup>rd</sup> :	EUR 100,000 incl. taxes
4 <sup>th</sup> :	EUR 80,000 incl. taxes
5 <sup>th</sup> :	EUR 50,000 incl. taxes
6 <sup>th</sup> :	EUR 40,000 incl. taxes
7 <sup>th</sup> :	EUR 30,000 incl. taxes
8 <sup>th</sup> :	EUR 25,000 incl. taxes

9<sup>th</sup>: EUR 20,000 incl. taxes  
10<sup>th</sup>: EUR 15,000 incl. taxes

Skippers ranked beyond 10<sup>th</sup> place will share the remaining EUR 100,000 incl. taxes.

Each of these skippers' share shall not exceed the prize-money received by the 10<sup>th</sup> ranked participant.

The remainder will then be apportioned in equal shares to all of the ranked Skippers, from the 4<sup>th</sup> ranking Skipper onwards.

In the event of 10 Skippers or fewer being ranked, the remaining amount of the prize-money that has not been allocated will be apportioned in equal shares to all of the ranked Skippers.

## 17 UTILISATION RIGHTS

Rules relating to competitors' image privacy rights, image rights of the race and the use of the Vendée Globe brand and the OA's ownerships are set out in Appendix 1 "Marketing and Communication" attached to the present NOR.

## 18 COMMUNICATION

Conditions relating to Skippers' communication as well as rights associated are set out in Appendix 1 "Marketing and Communication".

## 19 INSURANCE

### 19.1 Organising Authority

The OA has taken out third party liability insurance cover in accordance with articles L 321.1 and D 321.1 of the [French] Code of Sport.

### 19.2 Participant

Each Participant shall take out:

- third party liability insurance cover for his/her participation in the race and for the boat, for an amount equal to at least three million euros. A certificate of this cover, issued by a reputable and solvent insurance company, must be attached to the administrative file. A certificate of commitment to subscribe to this insurance must be attached to the registration file.
- death and invalidity insurance cover, within the framework of the collective insurance policy taken out by the IMOCA Class and the **OA** for the benefit of the Skippers entered in the race, unless he/she can demonstrate that he/she already holds such insurance with a reputable insurance company and offering the same guarantees. He/she must attach a certificate of such insurance to his/her administrative file. A certificate of commitment to take out this insurance must be attached to the registration file.

If he/she wishes to join the collective insurance policy taken out by the IMOCA Class, the Skipper must attach a certificate of commitment to his/her registration file (cf Art. 8.2). The certificate of insurance will be attached to the administrative file (cf Art. 8.2.2).

In the event of his/her having taken out individual insurance cover, the Skipper must attach a certificate of commitment to his/her registration file (cf Art.8.2). The certificate of insurance will be attached to the Administrative File (article 8.2.2).

## 20 LIABILITIES

### 20.1 Organising Authority

The **OA**'s third-party liability is set out within the framework of France's legal provisions, the [French] Code of Sport (amended order of 3<sup>rd</sup> May 1995 regarding nautical events at sea) pursuant to the applicable international conventions. Being specified that:

The liability of the **OA** and its partners shall be limited to the sporting probity of the race. Any other liability accepted by the **OA** can only be contractual in nature and express. In particular:

- any verification that the **OA** of the race may undertake, upon its own initiative, or upon the request of the International Jury or that of any other authority, shall be undertaken with the sole aim of ensuring that the rules, the SI and their amendments have been complied with. Any monitoring, particularly via radio and/or Inmarsat C (...), that the **OA** might carry out, shall be considered by the Skippers as optional and random, and shall in no event be considered as an additional safety feature upon which they may rely;
- no request submitted to a member of the **OA** will give rise to any civil liability, unless such liability has been accepted, either by him/her, or by one of his/her representatives, officially accredited for that purpose. This will be the case with regard to various requests for assistance, even for assistance at sea.

The **OA** shall not be held liable to the Skippers taking part in the race or otherwise for any loss, damage or costs, actual or supposed, resulting from a case of force majeure, including (non-exhaustive list) any natural disaster, war, military intervention, accident, breakdown of equipment, riot, abnormally heavy weather, earthquake, tidal wave, fire, flood, hurricane, tornado, volcanic eruptions, drought, explosion, lightning, management strike or social conflict, as well as any forgotten or refused permit on the part of the government, national or international sailing authorities, administrations of France's *Ponts et Chaussées*, communications or delay in the supply, manufacture, production or delivery on the part of third parties, of information, goods or services.

The **OA** of the race shall be under no obligation to organise rescue operations, ashore or at sea. Skippers are reminded that they are under the obligation to assist another boat of skippers in distress (RRS Fundamental Rule 1.1) as far as possible, rescue and assistance at sea being governed by international conventions.

The **OA** shall retain control and priority management over communication of facts arising from any incidents or accidents occurring onboard the boats and during the race.

### 20.2 Participant

Skippers enter the race at their own risk and peril and under their sole responsibility (RRS 4 "*Decision to race*"). Each Skipper must judge, taking into account his/her level of skill and qualification, the equipment he/she has at his/her disposal, the weather forecast, his/her own physical and condition and state of health, etc., whether he/she should start the race or continue the race.

Whatever the legal relationship between the supplier of the boat, the boat owner and the Skipper, the Skipper officially indicated on the registration form shall be the sole party with any responsibility towards the OA.

Owners, suppliers of the boat or captains shall each have individual responsibility for any damage to equipment and for any personal injury that may occur to themselves, to the boats or that they might cause to any third parties or to any third-party property. They must take out all necessary insurance cover, be it for personal injury, loss, damage, etc.

**A fundamental term of his/her participation shall be that the supplier and/or owner of the boat and the Skipper shall lodge with the OA, a letter of undertaking the waiver of liability clause, duly signed, from any claim against the OA, its representatives and agents, as well as insurers.** The OA shall not be held liable for the slightest indirect loss, actual or alleged, for whatever reason, suffered by any party, Skipper, supplier of the boat, sponsor or other, and this total absence of liability shall not be limited to the loss of profit alone, of opportunity, of business, of advertising, of reputation (or the occasion to improve one's reputation) or any financial loss whatsoever.

### 20.3 Disputes

As this is a race, any sailing dispute will be judged in accordance with the RRS. Lodging an undertaking implies that the Skipper and his/her beneficiaries waive the possibility of having recourse to any jurisdiction other than sailing authorities to settle disputes relating to sailing. No claim for damages will be founded (RRS Fundamental Rule N°3). Therefore, the OA shall accept no liability for implied breach of contract under common law, whether in writing or otherwise, nor for negligence, and shall not be held liable for any loss or personal injury, (whatever the cause or the occasion), breach of duty, deformation, etc.

## 21 CONTACTS

### SAEM VENDEE

President: **Alain Leboeuf**

CEO: **Laura Le Goff**

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## **APPENDIX 1 - APPENDIX MARKETING AND COMMUNICATION**



## APPENDIX 2 - PENALTIES

**There are two categories of penalties:**

- any of the breaches of the NOR described below may give rise to the penalties set out below;
- all other breaches of the NOR may be subject to a sporting penalty, to be determined at the discretion of the Jury, the ultimate penalty being disqualification.

Breaches subject to penalties will be noted by the **OA** and notified by e-mail to the Skipper and the Team Manager. Following notification, the Skipper and Team Manager will have 24 hours to rectify the breach. If the breach is not rectified, a penalty will be applied automatically (cf. table below).

With regard to breaches of attendance obligations, arriving more than half an hour late (30 minutes) shall be considered as an absence.

Obligation	Entities concerned	Maximum penalty by breach
Press Conference 19 oct 2023	Applicants Registered Skippers	Late : €3,000 Absence : €10,000
Completed administrative file 1 sept 2024	Skippers	Invalidation of registration and no refund of deposit
Press conference 19 sept 2024	Skippers	Late : € 3,000 Absence : €10,000
Briefings and trainings 19 and 20 sept 2024	Skippers Team managers	At least one entity is late: €500 per entity Absence of at least one entity: €2,000 per half-day
Definitive measurement certificate 17 oct 2024	Boats	Exclusion of boat or competitor (RRS 76)
Presence on VG Pontoon 18 oct 2024 at 12h00	Boats	Penalty : €10,000 per 24-hour period
Briefing Team Manager 18 oct 2024 at 15h00	Team Managers	Late : €500 Absence : 2,000€
Presence on the Village 18 oct 2024 at 18h00	Skippers	Late : €1,500 Absence : € 5,000
BtoB party on the Village 18 oct 2024 at 19h00	Skippers	Late : €1,500 Absence : €5,000
Official Inauguration of the Village 19 oct 2024 at 9h00	Skippers	Late : €3,000 Absence : €10,000
Official Photo option 1 19 oct 2024 at 9h00	Skippers	Absence : €5,000
Welcome Briefing 20 oct 2024 at 10h00	Skippers Team manager	At least one entity late: €500 by entity Absence of at least one entity: €2,000
Official Photo option 2 20 oct 2024 at 10h00	Skippers	Absence : €5,000
Official lunch with the SAEM Vendée's President 20 oct 2024 at 12h30	Skippers	Absence : €5,000

<b>Obligation</b>	<b>Entities concerned</b>	<b>Maximum penalty by breach</b>
Safety equipment inspection Session 1: 21 to 25 oct 2024 Session 2: 04 to 07 nov 2024	Skippers	Absence : €1,000
4h availability for OA oct 2024	Skippers	Absence : €5,000
Availability for studio photo shoot oct 2024	Skippers	Absence : €5,000
4h availability for OA 7 nov 2024	Skippers	Absence : €5,000
Start briefing 8 nov 2024 at 11h00	Skippers Team managers	At least one entity late: €1,000 by entity Absence of at least one entity: €5,000
Start 10 nov 2020 at 13h02	Skippers	Absence : €20,000
Availability for photo shoot Week of the skipper's finish	Skipper	Absence : €5,000
Presence of winner for 2 <sup>nd</sup> and 3 <sup>rd</sup> finishers	Skippers	Absence : €2,000 by finish
Presence of 2 <sup>nd</sup> for 3 <sup>rd</sup> finisher	Skippers	Absence : € 2,000by finish
Presence of boat on pontoon	Boats	Absence: €5,000 per day of absence
Return of beacons 15 March 2025	Skippers	€3,500
Award Ceremony May 2025	Skippers	Absence : €10,000
Post-race debriefing	Skippers	Absence : €1,000

## APPENDIX 3 - PROGRAMME AND OBLIGATIONS

The following entities are concerned by the programme and obligations set out below:

- each Skipper, and if applicable, his/her substitute Skipper;
- the Team Manager;
- the boat.

### Until the Start

Dates of the event	Event	Entities concerned	Mandatory presence
14 February 2022	Beginning of applications	Skippers Boats	
2 October 2023	Deadline for application file	Skippers Boats	
19 October 2023	Press Conference Y-1	Skippers	<b>X</b>
1 July 2024	Deadline for registration	Skippers Boats	
September 2024	AEZ Version zero (0) sent out to Skippers	Skippers Team Managers	
September 2024	Boat position plan in Port Olona sent out	Skippers Team Managers	
1 September 2024	Deadline for submission of the Administrative file	Skippers	<b>X</b>
1 September 2024	Deadline for submission of the definitive IMOCA measurement certificate		
19 September 2024	Press Conference in Paris	Skippers	<b>X</b>
19 and 20 September 2024	Briefings and trainings	Skippers	<b>X</b>
1 October 2024	Deadline for substitute Skipper's registration	Skippers	
18 October 2024 at 12h00	Presence of boats with valid measurement certificate at Vendée Globe pontoon	Boats	<b>X</b>
18 October 2024 at 18h00	Skipper's presence on the Village	Skippers	<b>X</b>
18 October 2024 at 15h00	Briefing Team managers	Team managers	<b>X</b>

Dates of the event	Event	Entities concerned	Mandatory presence
18 October 2024 at 19h00	BtoB Party on the Village	Skippers	X
19 October 2024 at 9h00	Official Inauguration of the Village Official photo option 1	Skippers	X
20 October 2024 at 10h00	Welcome briefing Official photo option 2	Skippers Team managers (briefing)	X
20 October at 12h30	Official lunch with the SAEM Vendée's President	Skippers	X
Session 1: 21 to 25 October 2024 Session 2: 04 to 07 November 2024	Safety equipment inspection	Skippers	X
04 November 2024	AEZ version one (1) sent out	Skippers Team Managers	
October 2024	4h availability for OA	Skippers	X
October 2024	Availability for a studio photo shoot	Skipper	X
7 November 2024	4h availability for OA	Skippers	X
8 November 2024 11h00	Start briefing	Skippers	X
10 November 2024 13h02	<b>START OF THE VENDEE GLOBE</b>	Skippers	X
7 March 2025 08h00	<b>Closing of the finish line</b>	Skippers Boats	
Week of the Skipper's finish	<b>Availability for a studio photo shoot</b>	Skipper	X
May 2025	Award ceremony	Skippers	X

**Each Participant shall make sure that:**

- Outside these compulsory periods for the Skipper or the Substitute Skipper, the Team Manager is present in Les Sables d'Olonne to represent the Participant on an ongoing basis with regard to the OA.

**After the Finish**

- The winner of the Vendée Globe 2024-2025 must be in Les Sables d'Olonne when the runner-up finishes the race. The winner and the runner-up must both be in Les sables d'Olonne when the third participant finishes the race.

- Each boat must be berthed at the Vendée Globe pontoon for 15 days after having finished the race. The presence of the boat is under the Participant's responsibility.
- The first 3 Skippers in the Overall Rankings of the Vendée Globe 2024-2025 must participate in Public Relations operations for the OA's benefit:
  - ✓ 2 days in the 6 months following the end of the race (after the last Participant has finished). Living and transport costs associated with these operations will be borne by the **OA**, upon production of receipts.
- All Skippers having started the race must attend the Vendee Globe Award Ceremony.
- Participation of each Skipper in debriefings organised by Race Management is mandatory.