





IMOCA RACING CLUB

THE TRANSAT CIC

WAYPOINT IMOCA

FROM 23 AU TO AVRIL

- Welcome from April 23rd to 28th at The Transat CIC village
- Continuous daily reception service (free for 4 guests + skipper + TM)
- Invitation and program will be sent today
- Privatization possible (with financial participation)
- Live departure broadcast + brunch on Sunday



WAYPOINT IMOCA



NY VENDÉE

VENDÉE LIBERTY RACE

WEDNESDAY 17 APRIL - 14:00 (French Time)
SAEM VENDÉE MEETING

- Nautical Component
- Communication Component
- Commercial Offers

Particularly the "Pass Liberty Team" Offer - €180 excluding taxes

- Round trip ferry journey to Governors Island
- Access to the Vendée Liberty event at Collective Retreats
- Animations and roundtable discussions
- Food & beverages





11TH HOUR RACING IMOCA PARTNER 2024

11TH HOUR RACING to support the IMOCA 2024 Class sustainability programme

It will enable the Class to further develop our seven key projects (impact reduction, green sail, alternative materials, carbon recycling, sciences, collisions & DEI)





PRACTICAL INFORMATION

FRIDAY 19th APRIL - 09:30 Les Rives du Ter - Hôtel Best Western 15 boulevard Jean Monnet 56 260 Larmor-Plage

IN PERSON ONLY

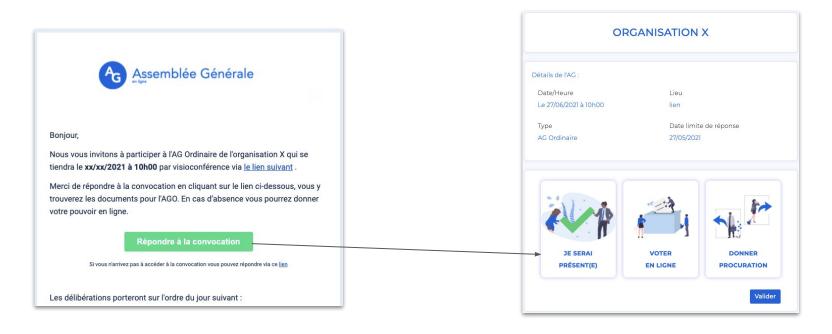
RULE ASSISTANCE SEMINAR - 2:00- 3:30

Presentation of questionnaire results Discussion Exchange

MODE D'EMPLOI COMMENT PARTICIPER À UNE AG EN LIGNE ?



RÉPONDRE À LA CONVOCATION



Cliquez sur "**Répondre à la convocation**" pour accéder à l'espace de vote.

Sélectionnez votre réponse puis cliquez sur "**Valider**".

DONNER POUVOIR

AGO de ORGANISATION X Le XX/XX/2021 à 10h00 par visioconférence

Procuration au président
Procuration à un membre

Ville de résidence...

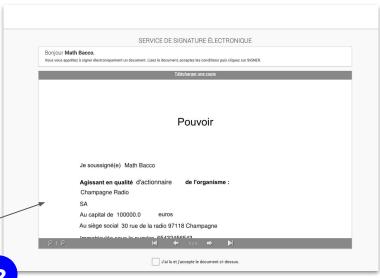
Merci de recopier la phrase suivante 'Bon pour procuration':

Retour

Valider

1

- 1. Choisissez votre type de pouvoir
- 2. Saisissez votre ville de résidence
- 3. Recopiez la phrase "Bon pour procuration"
- 4. Cliquez sur "Valider"



Après avoir consulté le document, **cliquez sur "Signer"**.

Saisissez ensuite votre n° de tél mobile pour recevoir le **code par SMS pour valider votre signature électronique**.

VOTER EN DIRECT PENDANT L'AG

(LIVE VOTE)





SERVICE DE SIGNATURE ÉLECTRONIQUE

Bropper GERALD BEINE.

Was not agrafices sign de frances general ou boussel de louis à finance supposée la codificie que de litte par dé 1900.

Vote en ligne

Je sourigenéral CERALD BEINE

mientre
de la ligne de

Une fois que l'assemblée générale et les votes sont ouverts

Vous recevrez une invitation à voter par email

Après avoir cliqué sur "Voter" depuis votre mail d'invitation, vous pourrez **procéder au vote des résolutions.**

Cliquez ensuite sur valider pour valider votre vote.

Vous recevrez ensuite par email votre bulletin de vote à signer avec un lien de signature électronique.

Après avoir consulté le document, cliquez sur "Signer".
Saisissez ensuite votre n° de tél mobile pour recevoir le code par SMS pour valider votre signature électronique.

BESOIN D'AIDE?

Si vous rencontrez des difficultés de vote ou de connexion, l'équipe support dédiée vous assiste. Pour cela, merci de nous contacter par mail l'adresse suivante :

contact@ag-en-ligne.fr





CODE OF CONDUCT

Co-written by a working group of nine team managers with the expertise of En Garde

4 themes:

- Setting an example and promoting the values of our sport
- Respect for physical and psychological integrity
- Fair play within and between teams
- Solidarity at sea and on land

Are you in agreement of the inclusion of a Charter of Good Conduct for members in the internal rules?







VOTE AGM OCTOBER 2023

RESOLUTION 1.4.: SECTION C: CONDITIONS POUR COURIR – C.6 ENERGIE/MOTEUR SECTION C: CONDITIONS FOR RACING – C.6 ENERGY / ENGINE

Remplacer:

(vi) Si utilisé comme moteur dit « principal », le moteur diesel doit être d'une puissance « constructeur » de 35 CV minimum et (...)

Pa

(vi) Si utilisé comme moteur dit « principal », le moteur diesel doit être d'une puissance « constructeur » de 45 CV minimum et (...)

E

- (b) Un moteur dit « principal » doit être installé pour propulser le bateau qui doit atteindre les performances suivantes à tout moment :
- une traction de 280 da N à un point fixe pendant 15 minutes ; par
- (b) Un moteur dit « principal » doit être installé pour propulser le bateau qui doit atteindre les performances suivantes à tout moment :
- une traction de 350 daN à un point fixe pendant 15 minutes ;
- \pm GFR avec gueuse à partir de 2026 pour les bateaux ayant un certificat de jauge avant le 1er janvier 2025.
- + MISE À JOUR DE LA LISTE DES MOTEURS AUTORISÉS PAR LE TC D'ICI L'AG D'AVRIL 2024



PROPOSITION

CONTEXT

- Opening up the possibility for RDCs to have hybrid installations would enable progress to be made on the issues and knowledge in this area.
- The AGM in October 2023 voted in favour of increasing engine power with the introduction of a GFR: pre-2016 boats would find it more difficult to increase engine power for stability reasons = there is little room for manoeuvre when it comes to adding weight to the bulb or foam on the decks.

C.6.1 MOTOR / GENERATOR

(b) A "main" engine must be installed to propel the boat, which must achieve the following performance at all times:

- A pull of 350 daN at a fixed point for 15 minutes;
- A speed of 5.0 knots when under way with a demonstrated range of 5 hours. This performance must be verifiable at the finish of a race.

(c)(vi) If used as the "main" engine, the diesel engine must have a minimum "manufacturer's" power of 45 hp and, unless waived in writing by the MC, must be chosen from the following commercial productions: Yanmar 4JH45, Nanni N4.40, Volvo D2.50, Lombardini KDI 2504M MT, Solé Marine Mini 55, Vetus M4.56

Do you agree with the proposed amendment to RDC C.6.1 associated with the GFR?

VOTE

Hybrid electric engines may be authorised by the CM if they meet the speed, power and range criteria.



PROPOSITION

CONTEXT

- Opening up the possibility for RDCs to have hybrid installations would enable progress to be made on the issues and knowledge in this area.
- The AGM in October 2023 voted in favour of increasing engine power with the introduction of a GFR: pre-2016 boats would find it more difficult to increase engine power for stability reasons = there is little room for manoeuvre when it comes to adding weight to the bulb or foam on the decks.

PROPOSITION

GFR

Boats that received their first MC before the 2016 Vendée Globe may not make the modification to increase engine power.

Boats that have received their first MC between 1st January 2017 and 1st January 2025, may not make the modification; they will be fitted with a 50 kg sternwheel at plus or minus 500 mm from the engine.

Do you agree with the proposed amendment to RDC C.6.1 associated with the GFR?





PROPOSITION

CONTEXT

The increase in engine power means that the engines will take up more space and create more constraints in terms of layout. Reducing the 2500 mm distance voted for at the General Meeting in October 2023 would make it possible to reduce these constraints.

C.6.1 MOTOR / GENERATOR

- (e) The propeller of the "main" engine:
 - * Must be below the XY plane of the boat mark,
 - * Must not be retractable.
 - * Must not be located on a hull appendage.
 - * Must be more than 1500 mm from the transom.

Do you agree with the proposed amendment to RDC C.6.1 (e) voted on at the AGM in October 2023?





SAILS *VOTE AGM OCTOBER 2023*

RESOLUTION 1.9: SECTION G: VOILES - G.1 GENERALITES SECTIONG: SAILS - G.1 GENERAL REMARKS

G.1 GENERALITES

(a) Le nombre de voiles à bord doit être au maximum de 7

+ GFR POUR LES BATEAUX AYANT RECU UN PREMIER DCJ AVANT LE VG 2012



SAILS

PROPOSAL FOR THE REDUCTION OF NEW SAILS

CONTEXT

The sail button system is not currently restrictive and allows a large number of sails to be made: proposal to reduce the number of new sails by 20%.

APPENDIX N: A.N.1 PRINCIPLE

- (a) From 1st January 2025, each boat may only have 8 buttons for new active sails. It is expressly permitted to use existing sails. A boat that receives its first MC will receive 8 buttons.
- (b) A percentage is allocated to each new sail according to the coefficient of the race in which the sail is used.
- (c) A new sail obtains a percentage of 100% once it has been used in races with a cumulative coefficient of 10. This sail no longer receives an additional percentage and can be used freely.
- (d) A new button is allocated to the boat as soon as a new sail reaches a percentage of 100%. IMOCA Class Rule 2025 V4.0 60
- (e) 4 new non-renewable buttons are allocated in the year of the start of the "Vendée Globe" for participating boats.
- (f) 8 new non-renewable buttons are allocated in the year of the start of The Ocean Race for the participating boats.

Do you agree with the proposed amendment to A.N.1?





HEATING THERMOPLASTICS

PROPOSITION DE MODIFICATION DE RÈGLE DE TEMPÉRATURE

CONTEXT

Thermoplastics are currently authorised for use in the gauge, but the 135° rule prevents them from being used. The proposal is therefore to open up the possibility of using these materials, which have good recyclability properties.

APPENDIX G.2 CONSTRUCTION METHODS

(a) The hull, excluding associated fittings, foils and rudders must not be subjected to a temperature higher than 135° Celsius during the manufacturing process and any post-cooking, with the exception of the use of exclusively thermoplastic matrices. Do you agree with the proposed amendment to A.G.2 (a)?





OTHER PROPOSITIONS

OF MODIFICATION

INTRODUCTION CLASS RULES / ENVIRONMENTAL CODE

- Incorporating the concept of sustainable performance
- Updating of targets in terms of energy performance
- Removal of the definition of carbon budget not used in Class Rules
- World Sailing environmental code updated

INTEGRATION OF INTERPRETATION 39 INTO THE CR CONCERNING RUDDERS

E.5 Rudders

h) The dihedral angle between the plane defined in E.5(f) for each rudder blade and the plane XZ shall not be greater than 30° in the <u>measurement trim.</u>

Do you agree with the proposed changes to CR INTRODUCTION and ENVIRONMENT CODE?

VOTE

Do you agree with the proposed amendment to RDC E.5?





VOTE AGM OCTOBER 2023

RESOLUTION 2 : ANNEXE G : LIMITATION DES MATERIAUX, DES TECHNIQUES DE CONSTRUCTION ET DES PRODUITS DE FINITION APPENDIX G : MATERIAL LIMITATIONS, CONSTRUCTION METHODS AND FINISHING PRODUCTS

Annexe G:

Ajout d'un système de critère de construction afin de réduire l'impact environnemental

Appendix G:

Addition of a system of construction criteria to reduce environmental impact

Êtes-vous d'accord avec le principe de réduction d'impact environnemental des nouvelles constructions au travers de l'annexe G?

Do you agree with the principle of reducing the environmental impact of new constructions

VOTE AG 115 FOR 5 AGAINST 9 NO REPLY IMOC

INTRODUCTION

SUMMER 2023

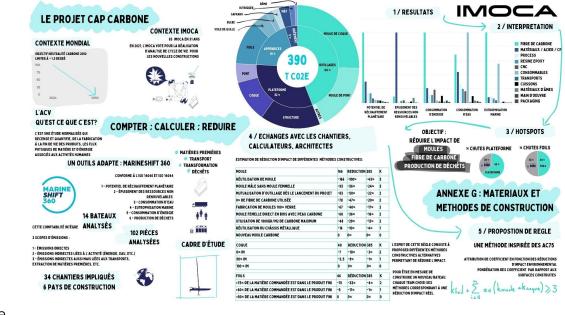
3 SUB-COMMISSIONS 2 TC Drafting a proposed rule

OCTOBER 2023 ANNUAL GENERAL MEETING

Vote in favour of introducing rules to reduce the environmental footprint of future buildings

WINTER 2023-24

5 SUB-COMMISSIONS 3 TC



APRIL 2024 ANNUAL GENERAL MEETING

Proposal for a rule to reduce the environmental footprint, with associated methodology.





APPENDIX G 12 LCA COMPLETED

Average of 6 toolings

Average of 12 platforms

Average of 20 pairs of foils

Average of 12 pairs of rudders

Average of 12 masts

Average of 12 keels

taken into

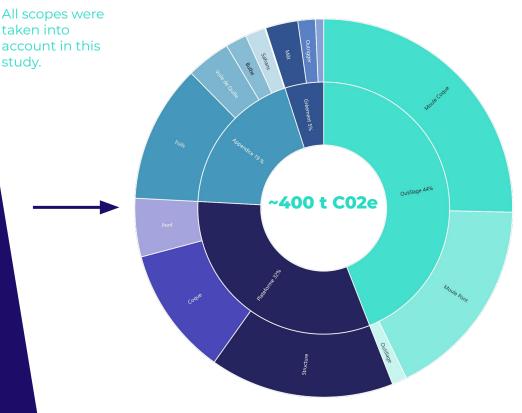
study.

account in this

Rudder molds

CAMPAIGN 2020-2024

- 12 IMOCA boats built
- 5 tools re-used from the 2020 campaign
- 6 tools built, including 1 shared tool
- 3 of the 6 tools already re-used

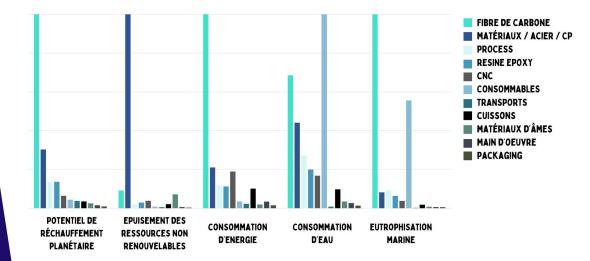


Average breakdown for a new IMOCA design with tooling

APPENDIX G 12 LCA COMPLETED

- → From the results obtained with MarineShift360, we can see that there is a significant reduction in impact to be made on tooling, platforms and foils
- → It can be seen that materials account for the largest share of the impact.
- → The reference for impact reductions will only take into account materials:
 - tooling
 - platform
 - foils

Or: 255 tCO2 e



IMPACT AVERAGES FOR THE 3 BRICKS STUDIED

Tooling material 110 TCO2e

Platform material 105 TCO2e

Foil material 40 TCO2e



- → Software enabling teams, architects and construction sites to simulate different efforts
- → Allows exchanges with the gauge on each person's objectives
- → Works in a similar way to stability operations

CREATION OF AN IMOCA ECO-DESIGN TOOL

The software focuses solely on the GWP impact associated with the materials, and enables reductions to be assessed in relation to the impacts of the 3 bricks studied.

The software is based on a reference that incorporates the average mass of materials collected through LCAs.

Teams and design offices can assess their potential impact reductions by entering the mass of materials they plan to use.



The aim of this rule is both to encourage players to rationalise their impact and to encourage them to find innovative solutions for the future, enabling a prototypical class to continue to live.

THE OBJECTIVES



The aim is to reduce the impact of tooling, platform and foil materials by 15% (the impact of rudders due to their weight is negligible at this stage).

- → To encourage the pooling/sharing of tooling, the target is a 12% reduction
- → To encourage the pooling of foil designs and increase the possibilities of pooling or transferring spare foils, the target to be achieved is a 13% reduction.
- → When teams share tooling for 2 boats as well as a foil design, or when the sharing of tooling extends to 3 boats, the target to be achieved is a 10% reduction.

The reduction target may not be less than 10%.

EXAMPLES

BOAT 1

6.9% reduction compared to the benchmark reference

Positives:

- Deck mould (- 10 t CO2e compared with the average)
- Platform (- 23 t CO2e compared with the average)
- Foils (- 2t CO2e compared with the average, excluding the robot plan)

Negatives:

- hull plugs and mould

BOAT 3

6.8% reduction compared to the benchmark reference

Positives:

- Hull and deck tools (-20 t CO2e compared with the average)
- Platform (-10 t CO2e compared with the average)

Negatives:

 Foils (+4 t CO2e compared with the average out of plan Robot)



BOAT 2

15% reduction compared to the benchmark reference

Positives:

- Hull plugs and moulds (- 6 t CO2e compared with the average)
- Plug and deck moulds (- 14 t CO2e compared with the average
- Platform (-37t CO2e compared with the average)

Negatives:

- Foils (+ 3,5 tCO2 e)

BOAT 4

6% reduction compared to the benchmark reference

Positives:

- Hull and deck moulds (- 9.9 t CO2e compared with the average)
- Platform

Negatives:

- Plugs (+ 5,3 t CO2e compared to the average)

APPENDIX G PROPOSITION

AG.4 REDUCING THE ENVIRONMENTAL IMPACT OF CONSTRUCTIONS

(a) DEFINITIONS

Eco Score Tool: The tool, developed in-house by the IMOCA class, which defines the leeway available to teams, builders and architects when building a new boat. In order to implement emission reduction measures based on the global warming potential criterion.

<u>Pooling/sharing:</u> the action of sharing the cost of design, production and the use of tools for the construction of several identical boats built in direct succession. Pooling involves the organised and planned cooperation of several teams.



APPENDIX G PROPOSITION

AG.4 REDUCING THE ENVIRONMENTAL IMPACT OF CONSTRUCTIONS

(b) PRINCIPLES

To obtain validation of the declaration of construction, the skipper or his representative must provide the CM with all the information required to verify AG.4 (a) (b) (c) (d) (e)

- (i) To obtain a first MC from 1st January 2025, the skipper or his representative must use the IMOCA eco-score tool of the measurement protocol. The IMOCA eco-score tool enables PRG impact reductions to be simulated in relation to the results of the Life Cycle Analyses carried out between 2021 and 2024, which establish the impact reference. The impact reductions must be made on the tooling, platform and foil components.
- (ii) The impact reduction of an IMOCA construction must be 15%.
- (iii) If tooling is shared between two boat constructions, the impact reduction must be 12%.
- (iv) In the case of sharing of foil design, the reduction in impact shall be 13%.
- (v) Points (iii) and (iv) may be combined, in which case the reduction in impact shall be 10%.
- (vi) In the event of sharing of tooling for three boat designs over the period of application of the 2028 ROCs, the reduction in impact must be 10%.



APPENDIX G

AG.4 REDUCING THE ENVIRONMENTAL IMPACT OF CONSTRUCTIONS

(c). PENALTIES

The penalties below are cumulative.

- (i) In the event of a missed impact reduction between 0 and 3% a penalty proportional to the missed reduction will be applied.
- (ii) In the event of a missed impact reduction of between 3% and 5%, a new sail button will be removed.
- (iii) In the event of a missed impact reduction of more than 5%, the number of new foils will be 1.



APPENDIX G PROPOSITION

AG.4 REDUCING THE ENVIRONMENTAL IMPACT OF CONSTRUCTIONS

(d). SPECIAL CASES

Reuse of tooling built before 2024

The tooling is removed from the overall impact reference. The construction of the platform and foils must not have an impact lower than the reference without tooling. Tooling may be modified up to a maximum of 15% of its surface area.

Reuse of tooling built with CR 2028

The impact of the tooling is reallocated to the boat reusing it, reducing the overall impact by 2%. Tooling may be modified up to a limit of 15% of its surface area.

Reuse and modification of more than 15% of the surface area of the tooling

The impact of the modification is added to the impact of the tooling; the overall impact must not be less than the overall reference.

Do you agree with the amendment to Appendix G?

VOTE







IMOCA GLOBE SERIES 25-28

VENDÉE GLOBE 2028 SELECTION

OBJECTIVES

- Adapt to 40-45 active projects
- Put less pressure on skippers to take part in all the races
- Offer races in new markets (Northern France, Mediterranean, Germany, Northern Europe...)



IMOCA GLOBE SERIES 25-28

VENDÉE GLOBE 2028 SELECTION

The IMOCA Championship rankings and any selections must be adapted as follows

- Take on a fleet of 40-45 projects: we can't organise 3 or 4 races a year with 40 boats; only the major races are capable of taking on such a large number of participants.
- Promoting sport while encouraging participation in as many races as possible
- Correct the problems encountered between 2021 and 2024: maternity, foreigners, injuries, new boat exception, etc. and anticipate the future (selections for races other than the Vendée Globe).





1 annual champion

based on the results of the year's races (as at present)

1 Overall Leader

based on sporting results from the first event in 2025. This ranking will be used to determine the seeded teams.



4 race grades

- Grade 1 : world tours Vendée Globe, The Ocean Race
- Grade 2: Transatlantics and races > 2500 nm Route du Rhum, Vendée Arctique, New York Vendée, The Ocean Race Europe, Transat Jacques Vabre, Retour à La Base, The Transat CIC
- Grade 3 : 1000nm < races < 2500 nm Bermudes 1000 Race, Tour des Îles Britanniques ...
- Grade 4 : Races < 1000nm, GP, other races Défi Azimut, Rolex Fastnet Race

The distance to be covered gives the race its weight in the rankings

IMOCA GLOBE SERIES 25-28

VENDÉE GLOBE 2028 SELECTION

POINT SYSTEM

- Skipper = 100% of points
- Crew or co-skipper = 50% of points

For leg races: points are awarded in proportion to the number of stages run in relation to the total number of legs.

THE+

- Bonus for victory or good results
- Bonus for participation, as points would no longer be calculated according to the number of participants

	Course Grade 1	Course Grade 2	Course Grade 3	Course Grade 4
Classement	Points	Points	Points	Points
1	400	200	100	50
2	375	180	90	45
3	350	165	80	40
4	325	150	75	38
5	300	140	70	36
6	280	130	65	35
7	260	120	60	34
8	240	110	55	33
9	220	100	50	32
10	200	95	48	31
11	190	90	46	30
12	180	85	44	29
13	170	80	42	28
14	160	75	40	27
15	150	70	38	26
16	140	65	36	25
17	130	60	34	24
18	120	55	32	23
19	110	50	30	22
20	100	48	28	21
21	90	46	26	20
22	80	44	24	19
23	75	42	22	18
24	70	40	20	17
25	65	38	18	16
26	60	36	16	15
27	55	34	14	14
28	50	32	13	13
29	48	30	12	12
30	46	28	11	11
31	44	26	10	10
32	42	24	9	9
33	40	22	8	8
34	38	20	7	7
35	36	18	6	6
36	34	16	5	5
37	32	14	4	4
38	30	12	3	3
39	28	10	2	2
40	26	9	1	1



3 WAYS TO BE SELECTED

SELECTION 1: THE (25-X/2) SEEDS

- Takes into account the 2025, 2026, 2027 seasons
- The top (25 X/2) finishers are selected on 01/01/2028
 - = Focus on regular and consistent teams, high-potential teams are quickly protected
 - = 65% of the VG line-up is known 10 months before the start: communication about the race is more solid and the teams are able to operate with confidence

SELECTION 2: ONE-YEAR RANKING

- The (15-X/2) other participants are selected on the basis of points acquired between 01/01/2027 and 01/01/2028.
- Competitors retain 20% of the points acquired in the seeded ranking on 01/01/2027 (+ Vendée Arctique points?)
- = Opening up to new teams starting out + more chance for a team that has suffered damage (thanks to select. 2)
- = Final selection clearer and more interesting to talk about in the final year (media)

ADVANTAGES

- 2 selection times = + diversity of access
- Corrects problems encountered in the mileage race
- 2 key times for the boat sales market
- Maternity, personal life and sailors taken into account
- No more exceptions for new boats
- The mileage system no longer works because not all races can guarantee to accept all competitors (over 30 boats, only 4 events are able to take everyone).

SELECTION 3: X INVITATION(S) FROM THE ORGANISER

INJURY, MATERNITY

PROPOSITION

- A substitute skipper may replace the main skipper, and the points scored by the substitute skipper will also be credited to the main skipper.
- The AO and/or the RD must approve this replacement.



SIMULATION 2021-2025

IMOCA GLOBE SERIES Simulation classement 1

RANG	SKIPPERS	NATION	BATEAU	TOTAL	TOTAL	TOTAL	TOTAL
				2021	2022	2023	New IGS
1	Jérémie Beyou	FRA	Charal	210	475	499,0	1184,0
2	Thomas Ruyant	FRA	For People	330	410	380,0	1120,0
3	Charlie Dalin	FRA	Macif Santé Prévoyance / 11th Hour Racing	280	530	139,4	949,4
4	Sam Davies	GBR	Initiative Cœur / Biotherm	211	66	448,1	725,1
5	Damien Seguin	FRA	Groupe Apicil/ Biotherm	145	179	347,2	671,2
6	Boris Herrmann	GER	Team Malizia		80	576,2	656,2
7	Benjamin Dutreux	FRA	Guyot environnement - Water Family	122,5	310	195,0	627,5
8	Paul Meilhat	FRA	Biotherm	140	130	349,0	619,0
9	Sam Goodchild	GBR	For the Planet / Holcim-PRB/			615,0	615,0
10	Justine Mettraux	SUI	Teamwork / 11th Hour Racing Team	125	155	310,0	590,0
11	Yoann Richomme	FRA	Paprec Arkéa / Holcim PRB			569,7	569,7
12	Romain Attanasio	FRA	Fortinet-Best Western	162	186	218,0	566,0
13	Benjamin Ferré	FRA	Monnoyeur-Duo for a job		296	262,0	558,0
14	Louis Burton	FRA	Bureau Vallée 3	108	220	217,0	545,0
15	Nicolas Lunven	FRA	Holcim-PRB / Team Malizia	105,5	190	247,5	543,0
16	Isabelle Joschke	FRA	MACSF	150	197	189,0	536,0
17	Giancarlo Pedote	ITA	Prysmian Group	133	236	139,0	508,0
18	Alan Roura	SUI	Hublot		232	222,0	454,0
19	Arnaud Boissières	FRA	La Mie Câline	100	104	220,0	424,0
20	Pip Hare	GBR	Medallia	35	199	190,0	424,0
21	Louis Duc	FRA	Fives Group-Lantana environnement	75	170	156,0	401,0
22	Sébastien Marsset	FRA	Foussier	81	202	115,0	398,0
23	Maxime Sorel	FRA	V and B - Monbana - Mayenne		178	181,0	359,0
24	Sébastien Simon	FRA	Groupe Dubreuil / Guyot environnement Te	224		121,7	345,7
25	Guirec Soudée	FRA	Freelance.com		225	109,0	334,0
26	Clarisse Crémer	FRA	L'Occitane en Provence	45		251,0	296,0
27	Conrad Colman	NZ	Imagine		181	115,0	296,0
28	Nicolas Troussel	FRA	CORUM L'Epargne	229	48	0,0	277,0
29	Antoine Cornic	FRA	Human Immobilier	48	137	75,0	260,0
30	Fabrice Amédéo	FRA	Nexans	90	104	64,0	258,0
31	Tanguy Le Turquais	FRA	Lazare	25	112	112,0	249,0
32	Manuel Cousin	FRA	Coup de Pouce	65	51	111,0	227,0
33	Kojiro Shiraishi	JPN	DMG MORI Global One		88	138,0	226,0
34	Yannick Bestaven	FRA	Maître CoQ 3	110	50	59,0	219,0
35	Eric Bellion	FRA	Stand As One		202	0,0	202,0
36	Weores Szabolcs	HUN	New Europe		54	98,0	152,0
37	Denis Van Weynbergh	BEL	D'Ieteren Group	50	26	80,0	156,0
38	James Harayda	GBR	Gentoo Sailing Team		97	30,0	127,0
39	Violette Dorange	FRA	DeVenir			116,0	116,0
40	Ollie Heer	GBR	Oliver Heer Ocean Racing	15,5	44	42,0	101,5
41	François Guiffant	FRA	Partage		26,0	56	82,0
42	Xu Jingkun	CHI	Singchain - Team Haikou		30	48,0	78,0
43	Jean Le Cam	FRA	Tout Commence En Finistère - Armor Lux			24,0	24,0
44	Phil Sharp	BBR	OceanLab				0,0

To simplify the simulation:

Assumptions: X=0 invitation No exception rule taken into account

IMOCA GLOBE SERIES

Simulation classement 2 (à partir de juillet 2023)

1	Clarisse Crémer	FRA	L'Occitane en Provence		251,0	251,0
2	Kojiro Shiraishi	JPN	DMG MORI Global One		138,0	138,0
3	Conrad Colman	NZ	Imagine		115,0	115,0
4	Violette Dorange	FRA	DeVenir		115,0	115,0
5	Tanguy Le Turquais	FRA	Lazare		112,0	112,0
6	Manuel Cousin	FRA	Coup de Pouce		111,0	111,0
7	Antoine Cornic	FRA	Human Immobilier		75,0	75,0
8	Weores Szabolcs	HUN	New Europe		98,0	98,0
	Denis Van Weynberg	BEL	D'leteren Group		80,0	0,08
10	Fabrice Amedeo	FRA	Nexans		64,0	64,0
11	Yannick Bestaven	FRA	Maître CoQ 3		59,0	59,0
12	François Guiffant	FRA	Partage		56	56,0
13	Xu Jingkun	CHI	Singchain - Team Haikou		48,0	48,0
14	Ollie Heer	GBR	Oliver Heer Ocean Racing		42,0	42,0
15	James Harayda	GBR	Gentoo Sailing Team		30,0	30,0
16	Jean Le Cam	FRA	Tout Commence En Finistère - Armor Lux		24,0	24,0
17	Eric Bellion	FRA	Stand As One		0,0	0,0
18	Nicolas Troussel	FRA	CORUM L'Epargne		0,0	0,0
19	Phil Sharp	GBR	OceanLab		0,0	0,0

Are you in agreement with the new ranking modes of the IMOCA Globe Series and the IMOCA proposal for race selection criteria?

VOTE

RACE PROGRAMME

2025-2028

GRADE 1

- THE OCEAN RACE (2027)
- VENDÉE GLOBE (2028)

GRADE 2

- The Ocean Race Europe (2025)
- Transat Jacques Vabre (2025 & 2027)
- Vendée Arctique (2026)
- The Ocean Race Transat (2026)
- Route du Rhum (2026)
- The Transat CIC (TBC)
- New-York Vendée (TBC)
- Retour à La Base (TBC)

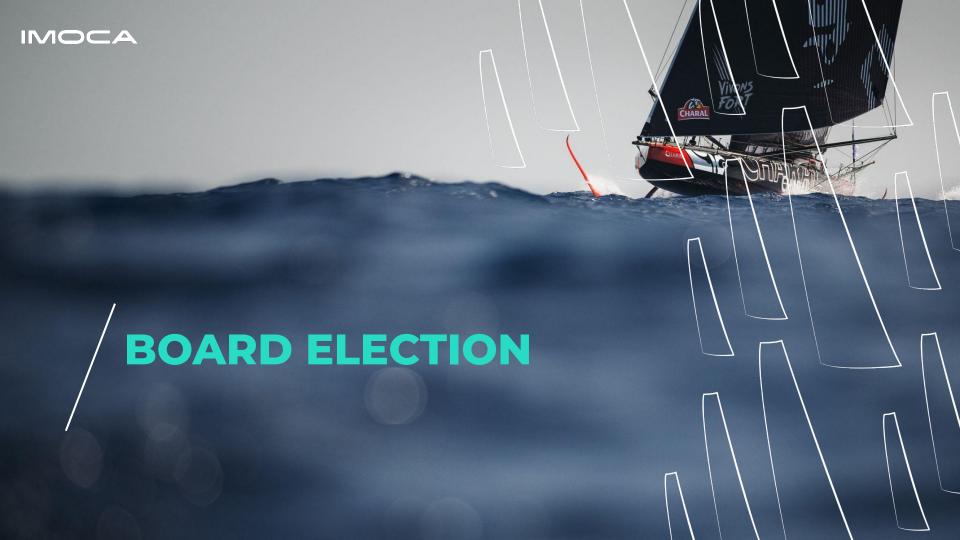
GRADE 3

- Le Tour des Iles Britanniques (2025)
- Bermudes 1000 Race (TBC)

• GRADE 4

- Rolex Fastnet Race (2025 & 2027)
- Défi Azimut (SEPT. 25,26,27,28)





BOARD ELECTION

OUTGOING MEMBERS

- Boris HERRMANN
- Clarisse CRÉMER
- Arnaud BOISSIÈRES
- David SINEAU

CANDIDATES

- David SINEAU
- Boris HERRMANN



