



Sustainability Report



Lake Garda 2024
Youth
Sailing World
Championships



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INTRODUCTION

Event

The Youth Sailing World Championships have been the **pinnacle of youth sailing performance** since 1971, when they were first held in Sweden. The event takes place every year at a different location chosen by World Sailing and provides a **global stage for young sailors aged 12 to 19 years**.

In their current format, the Youth Sailing World Championships comprise **eleven events** in total, with entry limited to **one boat per nation, per event**, making the process of national qualification highly competitive. The events are male and female windsurfer (iQFOiL Youth), male and female one person dinghy (ILCA6), male/mixed and female skiff (29er), male/mixed and female two-person dinghy (420), mixed two-person multihull (Nacra15) and male and female kiteboarding (Formula Kite).

The 2024 Youth Sailing World Championships were **assigned by World Sailing to the Italian Sailing Federation, who chose Lake Garda as the event venue**. The event took place from **12 to 20 July 2024** and saw the participation of **421 sailors from 71 countries**.



The bid and subsequent event concept focused on three main elements to make the 2024 edition unique and outstanding:

- **Creating a memorable experience for participants** beyond sailing by making the most of Lake Garda's natural beauty and attractions, organizing a daily programme of side events and providing areas dedicated to socializing, having fun and relaxing.
- **Engaging the local community** and host region by spreading the events and accommodating participants across several locations and making side events open to the public.
- **Mediatising the event** through a daily video coverage and commentary distributed across several platforms (led walls, YouTube, TV channels etc.).



Organizing Committee

The Organizing Committee included the Italian Sailing Federation (FIV), Garda Dolomiti - the Tourism Board for Northern Lake Garda and its hinterland – and six sailing clubs: Fraglia Vela Riva, Lega Navale Italiana Riva del Garda, Circolo Vela Arco, Circolo Surf Torbole, Circolo Vela Torbole and Fraglia Vela Malcesine.



The 2024 Youth Sailing World Championships' title sponsor was the regional government and tourism board of Trentino.



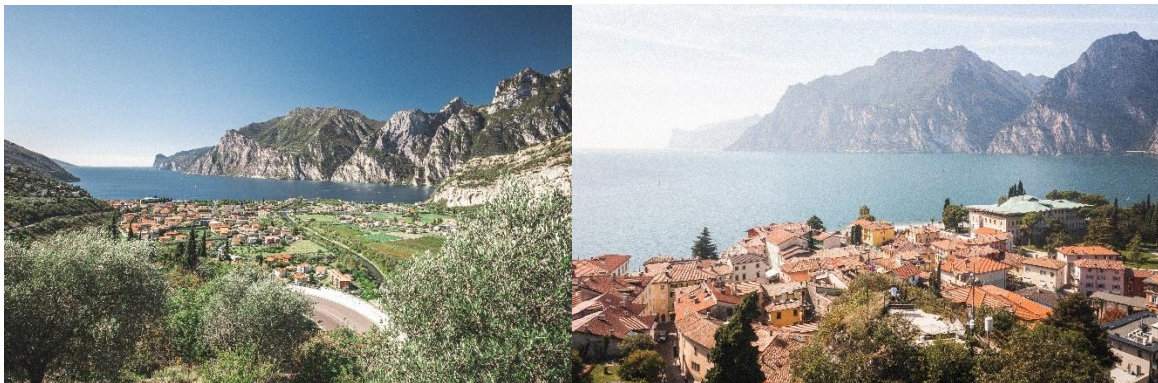
The event could also count on the support of the following institutions and partners: Ministero per lo Sport e i Giovani, Ministero del Turismo, Ministero per la Protezione civile e le Politiche del Mare, Ministero dell'Ambiente e della Sicurezza energetica, Comitato Olimpico Nazionale Italiano (CONI), Sport e Salute, Regione del Veneto, Comune di Arco, Comune di Malcesine, Comune di Nago-Torbole, Comune di Riva del Garda, Cassa Rurale Alto Garda e Rovereto, Riva del Garda Fierecongressi.

World Sailing and the Italian Sailing Federation further contributed to the event through the involvement of their sponsors and partners: **Musto, Kuhne + Nagel, Ovington Boats, International Laser Class Association, iQFOiL Youth & Junior, Nautivela, Nacra Sailing, Kinder, Cetilar, Technogym, Armare and Yamaha.**



Venue

The event took place in the northern part of **Lake Garda**, Italy's largest lake, in the municipalities of **Riva del Garda, Arco, Nago-Torbole and Malcesine**. Northern Lake Garda and its hinterland (**Garda Trentino**) are a **Mediterranean haven at the foot of the Alps** with an abundance of cuisine, outdoor adventure, culture and wellbeing amid nature. This is a unique place where Italian flair blends with the history of central Europe in perfect harmony, where steep cliffs and Alpine peaks are interspersed with palms and olive trees.



Northern Lake Garda, fjord like and surrounded by steep cliffs and mountains, is well renowned for the **strength and reliability of its winds**, chief among them the Pelèr, a breeze that blows from the North from midnight to midday (10-16 knots), and the Òra, a southern wind which comes in around midday and dies as the sun sets (14-24 knots).

Northern Lake Garda's status as one of the world's foremost sailing venues owes much to the longstanding involvement of its sailing clubs, which have **over a century of experience in promoting sailing at all levels and organizing first-rate events**, from the largest regatta in a single class to a variety of World and European Championships.

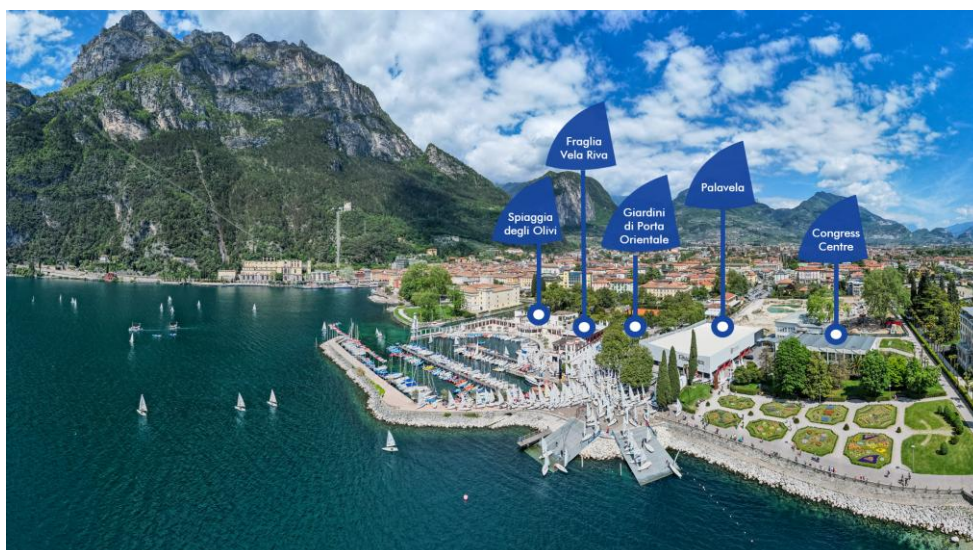


200+ regatta days
each year



300.000+ overnight stays
generated by sailing events

The main hub for the event was the lakeside of Riva del Garda, with the Organizing Committee and World Sailing offices, registration office, media centre, main dining area (Palavela), main stage, jury room, coach meeting space all located within a 200 m radius.

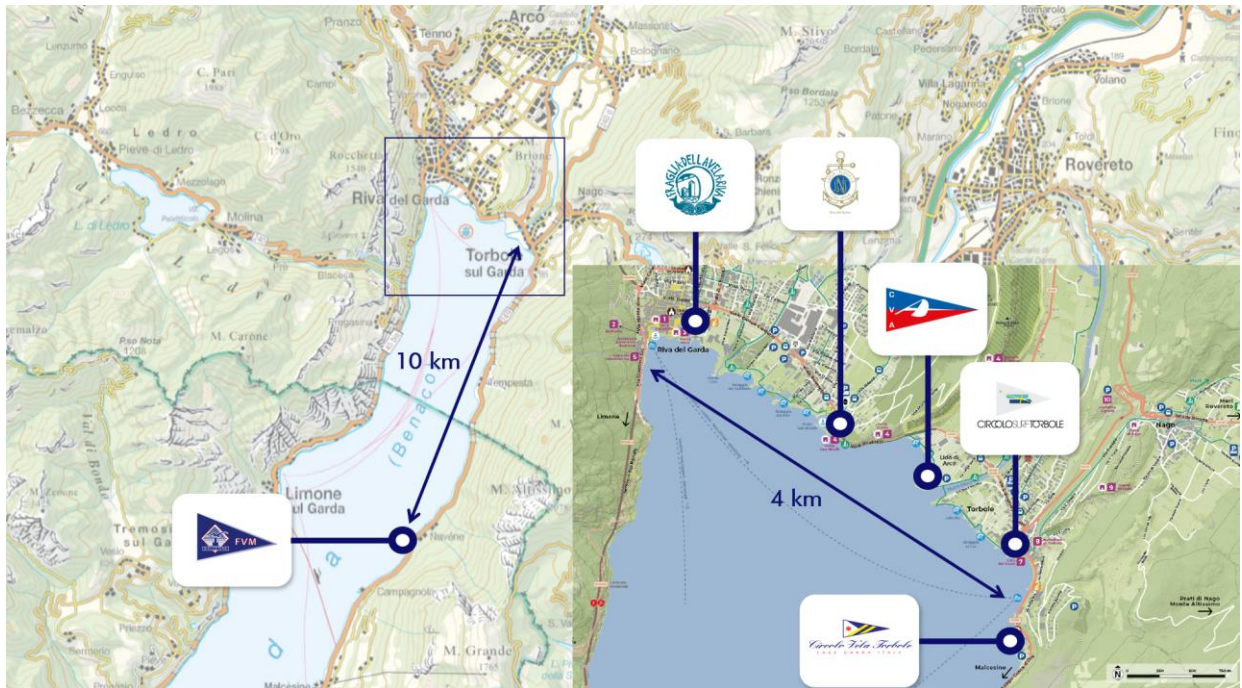


Unlike previous editions, the event was spread across several locations, with **six sailing clubs involved in the event, each one serving as the base for one class**:

- Fraglia Vela Riva – ILCA6
- Lega Navale Italiana Riva del Garda – Nacra15
- Circolo Vela Arco – 29er
- Circolo Surf Torbole – iQFOiL
- Circolo Vela Torbole – 420
- Fraglia Vela Malcesine – Formula Kite



Five of the clubs are located within 4 km of each other, whereas Fraglia Vela Malcesine is located 10 km to the south.



The 11 events were also spread across 5 race courses named Ponale, Sarca, Tempesta, Conca d'Oro and Navene, which covered an area of approximately 6 square nautical miles.



Green Team

The event's sustainability efforts were coordinated by a **green team** consisting of the event manager appointed by the Organizing Committee, a sustainability manager, a representative of the Italian Sailing Federation and a representative of each of the sailing clubs involved in the event. > **CLEAN REGATTAS – BEST PRACTICE 10** <

The green team developed a **sustainability plan** prior to the event detailing the sustainability goals and actions to be undertaken by the Organizing Committee, grouped in nine clusters: water, transportation, waste, food, education and involvement, communication, materials and services, green boating and race management, tangible results. The event's sustainability plan is attached to this report.

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The green team also worked closely with World Sailing and consulted with Sailors for the Sea prior to the event, as **achieving Clean Regattas Platinum Level certification was one of the key goals of the Organizing Committee**. Clean Regattas sustainability goals are referred to throughout the report to highlight the event's achievements relevant to the certification process.



During the event, the green team were aided by the **event staff and volunteers** (over two hundred people) and by **pupils from Liceo Scientifico Sportivo Scuole Sacra Famiglia**, who

were among other things tasked with documenting the sustainability actions during the event (for example by taking pictures). > **CLEAN REGATTAS – BEST PRACTICE 7** <

Sustainability Partners

The Organizing Committee could count on the support of several public and private actors in achieving their sustainability goals, chief among them **One Ocean Foundation, Università di Trento, Circular Flow, Alto Garda Servizi, Comunità Alto Garda e Ledro.**



1. CATERING AND DRINKING WATER PROVISION

1.1. Drinking water

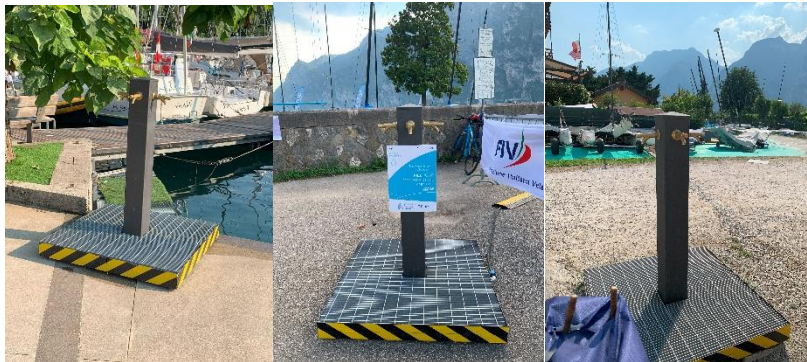
One of the main sustainability goals of the Organising Committee was keeping sailors, coaches, race officials, staff and volunteers hydrated in the summer heat **avoiding single-use plastics**.

The Organising Committee's strategy to deliver this focused on three aspects: providing water bottles or reusable cups to all people involved in the event, installing water stations to facilitate water provision and raise awareness among sailors and race officials about local water conditions. > **CLEAN REGATTAS – BEST PRACTICE 1** <

1.000 stainless steel thermic bottles were distributed to sailors, coaches and race officials at registration and to staff and volunteers prior to the event, to be used both on land and on the water. At mealtimes glass jugs or **high-quality reusable polypropylene cups** were also provided as an option. The cups were collected and washed at the end of each meal for later reuse. The cups had originally been produced for another event and reused at the Championships.



The Organising Committee partnered with [Alto Garda Servizi \(AGS\)](#) to **install seven water fountains linked to the local water supply network**: one next to the Palavela, one in the expo area and one for each club/boat park. At Circolo Vela Arco, two water fountains were installed due to the longer distance between the club and the boat park. At Fraglia Vela Malcesine, which lies outside of the Trentino region and is not serviced by AGS, three water dispensers were installed in partnership with [Blu](#). This was **in addition to water stations already in place at four out of the six host clubs** (all except Lega Navale Italiana and Circolo Vela Arco), **as well as inside the Palavela and the Congress Centre**.



The purpose of water stations was to **make refilling the water bottles easy and convenient at all venues**, particularly in the boat parks and expo area, but **tap water in Garda Trentino is safe and good to drink everywhere**. To **raise awareness** about this and to encourage event participants to make the most of the water bottles provided, the Organising Committee created specific **signage** and installed it at boat ramps, near the water fountains and wherever food was served.



1.2. Meals

The Organising Committee partnered with Trentino Catering, a local catering company, to **provide over 1.000 meals daily**. The menu was developed to provide event participants with a **balanced and varied diet**, but also to **showcase local foods and ingredients** from the Trentino region and **source produce from regional suppliers**. > **CLEAN REGATTAS – BEST PRACTICE 9** <

Unlike previous editions of the Youth Sailing World Championships, **MNAs had a choice between an official accommodation package, which included all meals, or booking their accommodation and part of their meals independently**. In the latter case, sailors and coaches were entitled only to lunch every day and three dinners over the course of the event (13 July, 16 July and 19 July). For all sailors and coaches, breakfast was served in their

respective accommodation. The first meal provided was lunch on 12 July and the last one dinner on 19 July.

The **lunch buffet** was open from 11.00 to 15.00 directly at each sailing venue. A **limited number of lunch packets** was available on request for race officials. However, because racing on most days only took place in the afternoon and lunch hours were made flexible to accommodate the needs of race officials, the necessity of lunches on the water was greatly reduced. **Ecofriendly compostable packaging** was used to assemble the lunch packets. > **CLEAN REGATTAS – BEST PRACTICE 4** <



The only location operating differently at lunch was **Fraglia Vela Malcesine**, where the Organizing Committee entered an **agreement with the club restaurant** (Via col Vento) to **avoid transporting food over a long distance**. The menu was comparable to the one served at the other venues, and the same policies relating to food waste, single-use items and plastic straws were applied.

Dinner was served at the Palavela in Riva del Garda between 19.00 and 21.00. This option was available only to MNAs that had booked the official accommodation package, except on 13 July, 16 July and 19 July, coinciding with the Opening and Closing Ceremonies and the mid-Championships party.

Both at lunch and dinner there was a **self-service buffet with bread, cold cuts, cheese and other appetizers, as well as a salad bar**. In addition to this, **two main courses were provided at each meal**, one carbohydrate-based course (pasta, rice etc.) and one protein-based course (meat, fish etc.). Two options were available for each course. The **dessert** consisted of fruit at lunch and a cake or pudding at dinner. Packed lunches consisted of sandwiches and fruit.

At all meals, a **printed menu with a list of allergens and important dietary indications** were provided (e.g. gluten free, vegetarian, vegan etc). **At least one vegetarian dish besides the salad bar was available at each meal.** > **CLEAN REGATTAS – BEST PRACTICE 17** <

Both at lunch and dinner, reusable items were employed at all times. Food was transported in metal trays and served in ceramic plates with metal crockery. Water was made available through a water refill station located at each sailing venue and at the Palavela. Water jugs and reusable plastic cups were also available. > **CLEAN REGATTAS – BEST PRACTICE 3** <

To reduce food waste, food quantities were recalculated day by day according to consumption patterns and Trentino Catering **donated meals which were not consumed to a local food bank.** > **CLEAN REGATTAS – BEST PRACTICE 12** <

As a result of these actions, **the usage of single-use plastic products or packaging was systematically avoided and the overall waste volume significantly reduced.** The Organising Committee also adopted a **no straws policy.** > **CLEAN REGATTAS – BEST PRACTICE 2** <

The **café operating at the Palavela** also followed the Organizing Committee’s guidelines on single-use items and plastic straws, whereas the clubs were encouraged to **remove or turn off vending machines containing packaged snacks and single-use plastic cups.**



Casa Italia, the hospitality house of the Italian Sailing Federation and the Italian Olympic Committee, also provided lunch and dinner to VIPs, selected guests and invitees. Lunch worked the same way as at other venues and the food served was the same, whereas dinner operated with table service and a fixed three course menu prepared for a **pre-arranged number of people to avoid waste.** There was also a café and bar service.

Table. Overview of the number of meals served during the event

Location	Provider	Meals served (lunch)	Meals served (dinner)
Palavela	Trentino Catering	1600	3196
Lega Navale Italiana	Trentino Catering	320	-
Circolo Vela Arco	Trentino Catering	1120	-
Circolo Surf Torbole	Trentino Catering	960	-
Circolo Vela Torbole	Trentino Catering	880	-
Fraglia Vela Malcesine	Via col Vento	484	-
Casa Italia	Trentino Catering	180	476
Packed Lunches	Trentino Catering	275	-
TOTAL		5,819	3,672

2. ENERGY AND WASTE MANAGEMENT

2.1. Recycling

The host clubs and the venues involved in the Youth Sailing World Championships are used to hosting large scale events and are committed to **uphold local waste management regulations**, which require **waste sorting and recycling**. In 2023, **78,6% of all waste produced in the Alto Garda area was recycled using this system**.

Nonetheless, the Organizing Committee partnered with local authorities responsible for waste management to make sure all facilities were adequate to handling the waste generated by the event. For this purpose, the Organizing Committee **set up 6 additional recycling hubs** in partnership with Comunità Alto Garda e Ledro:

- 1 at Fraglia Vela Riva
- 1 at Lega Navale Italiana
- 2 at Circolo Vela Arco (a second hub was needed as the boat park was located further from the club)
- 1 at Circolo Surf Torbole
- 1 at Circolo Vela Torbole

Except Fraglia Vela Riva, where the total bin capacity was 1.100 l for each waste category, all recycling hubs consisted of **five 270 l bins**, one for each recycling category: **organic waste, paper, multi-material packaging (including plastics), glass and non-recyclable (residual) waste**.



The bins were **emptied with different frequencies for the event duration depending on the waste category**:

- Paper: 4 times
- Glass: 2 times

- Multi-material packaging: 4 times
- Organic waste: 9 times
- Non-recyclable waste: 4 times

Considering the wide variety of backgrounds of people involved in the event, the Organizing Committee prioritized **raising awareness about local waste management regulations and the importance of recycling and keeping the environment clean**. This was achieved primarily through **clear signage**, but also through educational and communication initiatives (cf. 5. Education and Involvement). > **CLEAN REGATTAS – BEST PRACTICE 11** <



2.2. Energy

The measurement of energy usage at the event was made complex by the fact that several host clubs were involved in the event and that all clubs carried on their normal activity during the event and had to accommodate the needs of members and other users outside of the event framework. In the end, only **three out of six host clubs managed to provide reliable data on energy consumption** during the event.

Table. Energy consumption

Venue	Energy consumption
Lega Navale Italiana Riva del Garda	53 kWh
Circolo Surf Torbole	26.666 kWh
Fraglia Vela Malcesine	3.200 kWh

Considering July is peak season at Lake Garda and that the clubs are used to hosting events with equal or larger number of participants, **it is unlikely that Youth Sailing World Championships had any significant impact on their energy usage**. Circolo Surf Torbole is an exception to this, as it was used as a base for the media crew and commentators' booth, resulting in high energy usage.

3. TRANSPORTATION

3.1. Transportation to and from the Event

The Organizing Committee was directly responsible for **organizing the transport of the PRO, international measurer, course representatives and international jury members** (23 people in total) to and from the event. Of these, 16 travelled by plane due to the long distances involved, generating a **carbon footprint of 26,72 t**. The remaining seven travelled by car and by train, generating in turn a **carbon footprint of 1,59 t**.

No data is available about the travel of race officials nominated by the Italian Sailing Federation (29 people in total), who were responsible for their own transportation.

Most of the staff and volunteers involved in the event lived locally, except for **World Sailing and Italian Sailing Federation personnel**. The former (nine people) travelled by plane, whereas the latter (17 people) travelled by train or by car. **The combined carbon footprint of their travel to and from the event was 8,67 t**.

MNAs were directly responsible for booking and managing their transportation to and from the event, but the Organizing Committee provided **transfer from the following airports and train stations: Milan Malpensa (MXP), Milan Linate (LIN), Milan Bergamo (BGY), Verona (VRN), Venice (VCE), Rovereto, Verona Porta Nuova**.

Contact Information

Team Name *

Contact Person *

Email *

Phone Number *

Accommodation *

Transfer from Lake Garda

Number of people *

Departure Date *
 20 July 21 July

Departure Time (please specify the time the flight or train is set to depart; we will then calculate the best time of departure from Lake Garda to ensure you arrive at the airport or train station in time) *

Departure Airport (if leaving by plane)
 Milan Malpensa (MXP) Milan Linate (LIN) Milan Bergamo (BGY)
 Verona (VRN) Venice (VCE)

Flight Number

Departure Station (if leaving by train)
 Rovereto Desenzano di Garda

Do you need to transport special luggage? (such as kite and windsurf equipment) *
 yes no

If yes, please indicate how many special pieces of luggage and their dimensions (e.g. 2 special pieces of luggage, the first 70x50x40 cm, the second 60x35x35 cm)

I authorize the processing of my personal data and their forwarding in order to process the request and I have seen the [privacy policy](#) of Garda Oceani S.p.A.
Your consent is valid for the entire duration of the event and for the duration of the event.

SEND

Of 71 MNAs taking part in the event, **50 MNAs (70%) requested airport transfer**. As in many cases sailors and coaches from the same country travelled separately, the total

number of separate requests was 104 for the inbound journey and 137 for the return journey.

The Organizing Committee sought to **reduce the number of transfers required by pooling together requests with the same arrival destinations and close arrival times**. However, extra transfers and larger vehicles were needed to deal with the **increased volume of equipment carried by iQFOiL competitors** due to a delivery failure by the logistics partner.

In total, **transfers for MNAs, race officials jury members and staff to and from the event required 101 vans and coaches and resulted in a carbon footprint of 0,55 t**.

Table. Overview of airport and train station transfers

Nr transfers	Route	Distance (per route)	CO2
35	Riva del Garda – Milan Malpensa (MXP)	8.050 km	0,28 t
10	Riva del Garda – Milan Linate (LIN)	1.900 km	0,06 t
15	Riva del Garda – Milan Bergamo (BGY)	2.100 km	0,08 t
10	Riva del Garda – Rovereto	200 km	0,01 t
23	Riva del Garda – Verona (VRN)	1.955 km	0,07 t
8	Riva del Garda – Venice (VCE)	1.600 km	0,06 t
101	TOTAL	15.805 km	0,55 t

As competitors booked their flights independently and were only required to provide their arrival airport to book transfer, **it is not possible to estimate the emissions generated by competitors' flights accurately**. Furthermore, no data at all is available about the transport mode of MNAs that have not requested airport transfer.

3.2. Smart Logistics

Unlike previous editions of the Youth Sailing World Championships, the Organizing Committee were not directly responsible for providing accommodation to participants. Nonetheless, the Organizing Committee partnered with Onthego Agency to **offer MNAs a simple, convenient, all-inclusive accommodation package**.

In order to optimize logistics and minimize transportation requirements, **all partner hotels were within a 5 km radius from the main event hub in Riva and 80% of these hotels were within walking distance of at least one sailing venue. 60% of all participants took advantage of this opportunity** and booked the official Organizing Committee sponsored package.

Race officials, World Sailing and the Italian Sailing Federation staff, broadcast personnel, boat suppliers' staff and VIP guests were accommodated within walking distance of their operating base (the main hub in Riva del Garda or one of the sailing venues) to **minimise**

transportation requirements and encourage movement on foot. > [CLEAN REGATTAS – BEST PRACTICE 15](#) <

3.3. Bikes

In partnerships with local rental company Velolake, the Organizing Committee offered MNAs the chance to rent bikes at a discounted rate of € 8,00 per day through an online booking form.

As a result of this initiative, almost 300 bikes were delivered to participants at their accommodation, for a total of 2.865 rental days overall. Considering also the number of sailors and coaches staying within walking distance of their competition venue as well as race officials and staff, more than 50 % of all people involved in the event were able to move around without using motor vehicles.

To cope with the high number of bikes involved, each host club, event venue and partner hotel had a designated bike parking area clearly marked with signage provided by the Organizing Committee. > [CLEAN REGATTAS – BEST PRACTICE 15](#) <



3.4. Shuttles

Given Lake Garda's location at the heart of Europe, many MNAs chose to reach the Championships with private vehicles (cars, vans). To avoid aggravating the traffic and parking situation at the event venues, the Organizing Committee sought to discourage the use of these vehicles for onsite transportation.

For this reason, the Organizing Committee offered free shuttles between the partner hotels, the sailing venues and the main hub in Riva del Garda. This provided a sustainable alternative for people unable or unwilling to use bikes. > [CLEAN REGATTAS – BEST PRACTICE 15](#) <

Three shuttle lines were set up, each one operated by a 30 passengers' bus.

- **Blue Line:** running every 30 minutes and linking all sailing clubs except Fraglia Vela Malcesine with lakefront hotels in Riva del Garda and Torbole sul Garda.
- **Pink Line:** running 5-6 times a day and linking all sailing clubs except Fraglia Vela Malcesine with peripheral hotels in Riva del Garda and Arco.
- **Orange Line:** running 5-6 times a day and linking all sailing clubs except Fraglia Vela Malcesine with peripheral hotels in Riva del Garda and Arco.

Due to the more isolated location of the kite surfing venue, an **additional line (Green Line) was reserved for kites and their coaches, as biking was not a viable option for them.** This line run at fixed times in the morning and on demand in the afternoon, to avoid shuttles running empty due to limited demand.

Shuttles were in operation between 8.00 and 23.00 on most days and from 6.00 on days when racing took place early in the morning, which happened on only one occasion.



All the shuttles combined covered approximately 2.500 km in eight days of operation, resulting in a carbon footprint of 0,30 t.

3.5. Equipment Transportation

The Organizing Committee was responsible for transporting the equipment from the suppliers to the event venue and back, except for the Formula Kite equipment.

Table. Overview of equipment transportation from the suppliers to the event

Quantity	Mode of transport	Departure	Arrival
4	Curtain sider truck	North Shields (UK)	Arco (IT)
1	Curtain sider truck	Portoroz (SI)	Torbole sul Garda (IT)
1	Curtain sider truck	Scheveningen (NL)	Riva del Garda (IT)
4	Curtain sider truck	Viana do Castelo (PT)	Riva del Garda (IT)
3	Curtain sider truck	Hamburg (DE)	Riva del Garda (IT)
1	Curtain sider truck	Cadiz (ES)	Torbole sul Garda (IT)

Table. Overview of equipment transportation from the event to the suppliers

Quantity	Mode of transport	Departure	Arrival
1	Curtain sider truck	Arco (IT)	North Shields (UK)
1	Curtain sider truck	Riva del Garda (IT)	Scheveningen (NL)
6	Curtain sider truck	Riva del Garda (IT)	Hamburg (DE)
2	Curtain sider truck	Torbole sul Garda (IT)	Milan (IT)
2	Curtain sider truck	Arco (IT)	Genoa (IT)
2	Sea freight (45 ft container)	Genoa (IT)	Baltimore (US)

The **carbon footprint** generated by the transportation of the equipment required for organizing the Youth Sailing World Championships was **31,70 t for bringing the equipment to the event and 40,20 t for returning it to the suppliers.**

The logistics partner failed to deliver the iQFOiL masts and sails to the event in time and so the shipment was diverted directly to the suppliers. As a consequence of this, sailors had to bring their own equipment to the event.

Table. iQFOiL masts and sails transportation (not delivered to the event)

Quantity	Mode of transport	Departure	Arrival
1	Sea freight (20 ft container)	Guangdong (CN)	Barcelona (ES)
1	Curtain sider truck	Barcelona (ES)	Cadiz (ES)

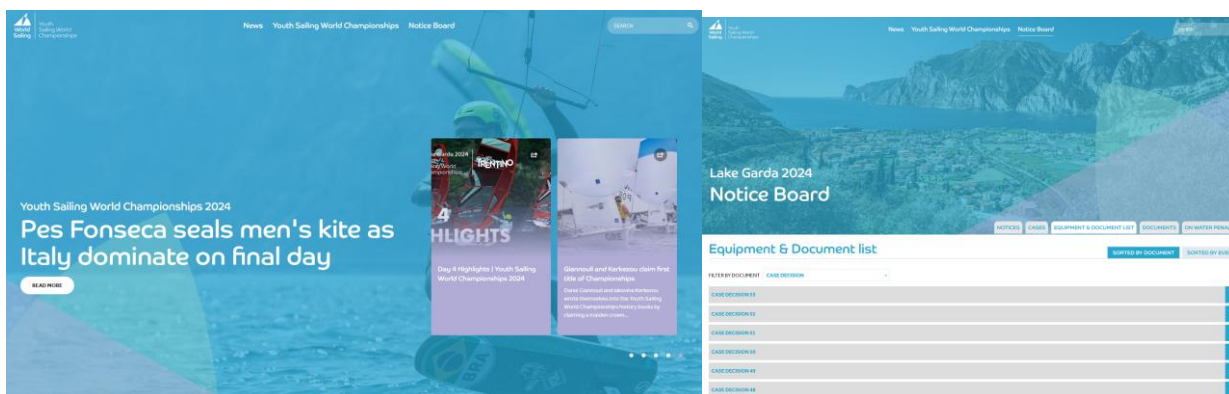
The carbon footprint generated by this shipment was 6,56 t.



4. GREEN BOATING

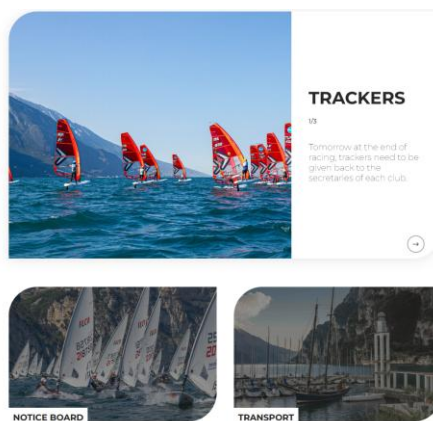
4.1. Paperless event management

The event management was paperless from beginning to end. The registration was managed digitally via [manage2sail](#) and all notices, racing and hearing schedules, jury proceedings, case decisions, on the water penalties and documents (Notice of Race, Sailing Instructions etc.) relevant to racing were published on the [digital notice board](#), as well as the scoring and results and the official medal board. > **CLEAN REGATTAS – BEST PRACTICE 13** <

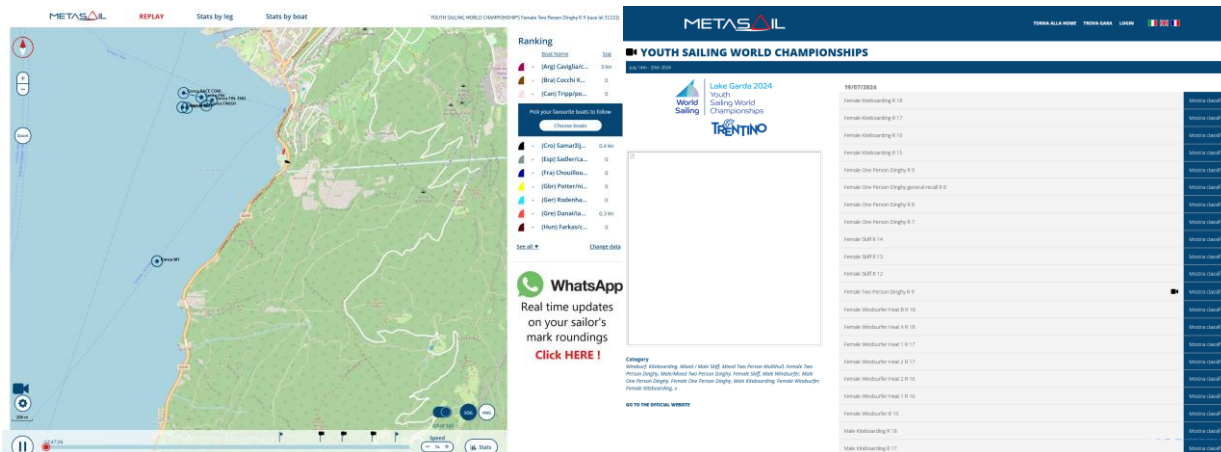


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The Organizing Committee also set up a [dedicated website](#) for providing event participants with news, updates, information and communications relevant to the event (side events, logistics, activities, transfer bookings etc.), as well as a **digital platform for accommodation booking** in collaboration with accommodation partner Onthego Agency. A Telegram channel was also created to facilitate digital communication.



All crews taking part in the Youth Sailing World Championships were provided with a Metasail tracking device for safety reasons and the **tracking data was made available digitally**.



Coaches had a choice between **attending daily coach meetings in person or join in online**, to avoid the need for travelling every morning to the main hub in Riva for coaches not accommodated within walking distance.



4.2. Race Management

Five of the six organising clubs (Fraglia Vela Riva, Lega Navale Italiana Riva del Garda, Circolo Vela Arco, Circolo Surf Torbole and Circolo Vela Torbole) have been using **electric powered robotic marks fitted with a GPS system** since 2021. Fraglia Vela Malcesine followed suit in 2023 by equipping themselves with their own fleet of robotic marks.

The systematic use of robotic marks for all events organised by the clubs has led to a **decrease in the number of support boats** needed for mark laying and, accordingly, in **less**

fuel consumption, as well as **preventing damage to the lakebed** from anchoring.

As a result of this longstanding commitment to eco-friendly race management techniques, **all marks used to delimit all five racecourses at the 2024 Youth Sailing World Championships were 100% electric powered.** > **CLEAN REGATTAS – BEST PRACTICE 18** <

Furthermore, the **race committee boats** positioned at the start and finish lines were equipped with an **electric powered GPS anchor** to hold them in position, limiting the consumption of fuel to the journey out and back to port.



The Youth Sailing World Championships set a milestone in ecofriendly race management by delivering **the world's first ever fully electric racecourse**. In addition to electric powered marks and race committee boats, the Sarca racing area – home of the 29er fleet – **employed five zero-emission RIBs developed by VSR**. Three models of VSR Zer0 series were used, with an engine power ranging from 12,6 to 40 Kw, a cruise speed of 17 knots and a maximum speed of 27 knots. > **CLEAN REGATTAS – BEST PRACTICE 20** <



In total, **43 support boats** were used across the five racing areas. Furthermore, **31 boats and RIBs** were employed for use by the PRO, technical delegate, boat suppliers, media personnel (photographers, video makers etc.), press and the international jury. The total

estimated fuel consumption was 5.600 l.

4.3. Coaches' and Spectators' boats

As required by World Sailing regulations and set out in the Notice of Race, **no coaches were allowed on the water on private crafts** but were instead required to use **communal coach boats** provided by the Organising Committee. > **CLEAN REGATTAS – BEST PRACTICE 18** <

Due to the fragmentation of racing areas and the distance between the host clubs and the racing areas, **seven coach boats were required in total on any given day:**

- 1 x 26 m vessel (50 people capacity)
- 1 x 24 m vessel (50 people capacity)
- 1 x 17 m vessel (50 people capacity)
- 1 x 10 m RIB (20 people capacity)
- 3 x 8,5 m motorboats (18 people capacity each)

Due to the limited availability of crafts linked to high demand during the peak tourist season, it was not always possible to employ larger crafts that could accommodate all coaches assigned to a race course.



The Organizing Committee partnered with local company Gardaseecharter to **offer parents and friends the chance to watch the races from the water from a fleet of 8-10 m sailboats** (motorboating is forbidden in the northern part of Lake Garda, except for support boats during regattas and specially licensed boats) in an effort to **pool parents together**. A led wall was also installed in each club with **livestreaming of the races**.

4.4. Oil Spilling and Waste

The main fuelling point for support boats used for the Youth Sailing World Championships was located at Porto San Nicolò, with secondary fuelling points at Fraglia Vela Riva, Circolo Vela Torbole and Fraglia Vela Malcesine. **All pumps were equipped with a spill kit and all**

staff members were instructed to avoid refuelling on the water.

The Organizing Committee also installed signage at each boat ramp and marina to remind sailors, race officials and staff to avoid throwing any waste overboard and prevent water pollution. > [CLEAN REGATTAS – BEST PRACTICE 19](#) <

4.5. Washdowns

On account of local conditions at Lake Garda, the host clubs already had in place **a water only policy for boat washdowns**. As freshwater does not have the same corrosive and blistering effect as saltwater, no detergents are required to clean boats effectively and **the rinsing and cleaning of the hull and rigging does not need to be carried out as frequently as in saltwater conditions**.

The Organizing Committee put up signage at each boat ramp (where the washdowns were located as well) to remind sailors of the water only policy and make them aware of the importance of **cleaning the hull of their boat at the end of the Championships to prevent the spread of alien species**. > [CLEAN REGATTAS – BEST PRACTICE 19](#) <

4.6. Equipment

The Organizing Committee was responsible for transporting all boats, board and equipment to the event venue from the suppliers. **Cardboard and plastics packaging used to transport the boats were stored in a safe place to be reused for transporting the equipment back to the suppliers at the end of the event**.

The Notice of Race required **stickers with country codes and flags to be applied to the hull and sail** of most classes. This was managed by the Organizing Committee. There were instances of stickers falling off from sails, particularly in the ILCA class. **In all cases reported to the Organizing Committee, the stickers fell off on land, so there was no reported case of water pollution through this**.

All national flags and race committee flags produced for the event (about 200 in total) were given to the host clubs to be reused at later events. > [CLEAN REGATTAS – BEST PRACTICE 18](#) <

5. BRANDING AND MERCHANDISING

5.1. Branding

Besides educational signage to promote sustainable practices among event participants, the Organizing Committee produced the following **branding material to increase the visibility of the event locally and to promote the event's sponsors and partners.**

Branding material positioned at event venues

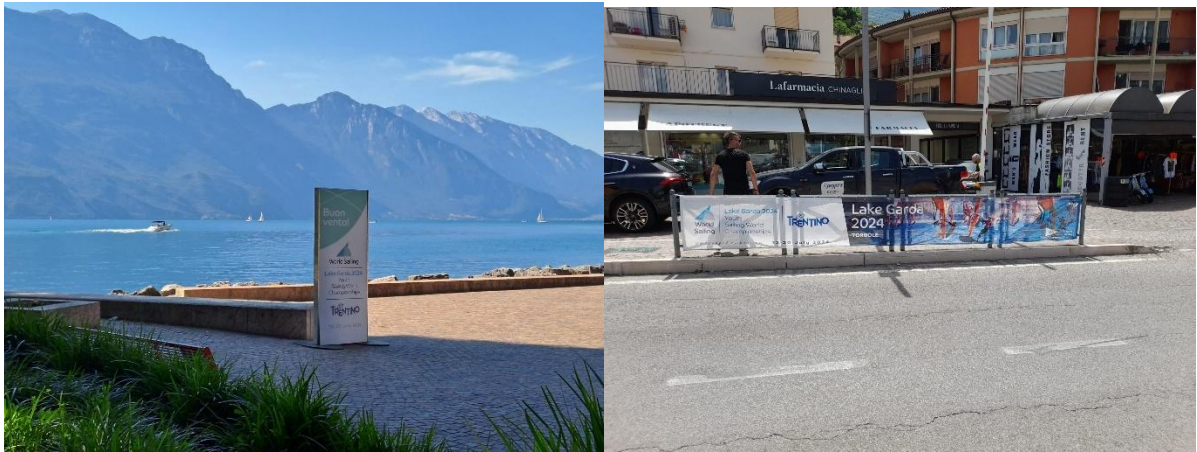
- 40 m² plastic mesh banners
- 1.120 m² nonwoven fabric banners
- 22 carton board panels for indoor use (ranging from 2 x 1,5 m to 2 x 1,9 m each)
- 18 composite sandwich panels for outdoor use (ranging from 2,5 x 2 m to 3 x 2 m each)
- 3 polyester interview backdrops with aluminium supporting structure
- 10 polyester flag banners (0,7 x 3 m each) with aluminium portable poles
- 40 pole flags made from recycled polyester (0,8 x 3 m each)

Except for nonwoven fabric banners, these materials were conceived as **legacy pieces to be reused by host clubs after the event for decoration or practical functions** (e.g. fending off boat parks). > **CLEAN REGATTAS – BEST PRACTICE 8** <



Branding material positioned outside of event venues

- 30 vinyl decals
- 17 composite sandwich, polymeric laminate or forex billboards (
- 50 m² PVC banners



The branding materials were made mostly of recyclable materials and, when not reused, were disposed of after the event according to local waste management regulations. Banners were installed and fixed using marine ropes provided by Armare, which were later removed and set aside for reuse. This prevented the use of throwaway plastic clamps. Billboards and panels, when not self-standing, were applied to existing structures. All branding materials were supplied by local partner Grafica5.



5.2. Merchandising

The Organizing Committee gifted sailors, coaches, race officials, staff and volunteers with welcome packages containing the following merchandising items:

Sailors (500 pieces)

- Bag made from partly recycled Dacron sails
- Cap made from recycled twill polyester

- T-shirt made from organic cotton
- Stainless steel thermic water bottle
- Beach towel made from organic cotton

Coaches (150 pieces)

- Bag made from partly recycled Dacron sails
- Cap made from recycled twill polyester
- Polo shirt made from organic cotton
- Thermic water bottle

Race officials and staff (100 pieces)

- Bag made from partly recycled Dacron sails
- Cap made from recycled twill polyester
- Softshell jacket made from recycled polyester (96%) and spandex (4%)
- Polo shirt made from organic cotton
- 100 ml Garda DOP Trentino olive oil with glass bottle and paper box
- Stainless steel thermic water bottle

Staff and volunteers (200 pieces)

- Bag made from organic cotton
- Cap made from recycled twill polyester
- Softshell vest made from recycled polyester (96%) and spandex (4%)
- T-shirt made from organic cotton (3 pieces each)
- Stainless steel thermic water bottle

> **CLEAN REGATTAS – BEST PRACTICE 5** <

All event participants were also provided with lanyards and plastic badges for identification. In addition to this, the Organizing Committee also had to provide bibs for all sailors participating in the event.

The Organizing Committee partnered with local clothing company Ssito to source and brand the **event's clothing line, made either from organic cotton or certified recycled materials.** > **CLEAN REGATTAS – BEST PRACTICE 4** <



Bags given to sailors, coaches and race officials were made from dacron sails by two Italian craft companies: Kevlove – based in Bogliaco, Lombardy - produced the bags for race officials and staff, whereas Rivelami – based in Sarzana, Liguria - produced the bags for sailors and coaches.

Race officials were also given a bottle of Uliva Garda DOP Trentino olive oil produced by local oil mill Frantoio di Riva. > **CLEAN REGATTAS – BEST PRACTICE 9** <

All trophies used at the Youth Sailing World Championships with the exception of the Bengt Julin Trophy for fostering international understanding and sportsmanship are perpetual trophies. > **CLEAN REGATTAS – BEST PRACTICE 5** <



6. EDUCATION AND INVOLVEMENT

6.1. Sustainability Handbook

The Organizing Committee developed a **sustainability handbook highlighting 11 best practices** which all people involved in the event should follow to make the Youth Sailing World Championships more sustainable.

SUSTAINABILITY

LAKE GARDA LOVES SAILING, LOVE LAKE GARDA BACK!

Help us make the Youth Worlds at Lake Garda a truly sustainable event by following a few simple rules. Sailing is dependent on the environment and through these simple practices we can ensure our sport has no negative impact on the environment.



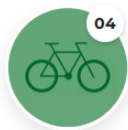
01
Dispose of your waste in the proper bins and follow the recycling guidelines



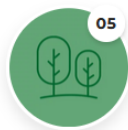
02
Avoid single-use plastics. Fill in your water bottle with tap water



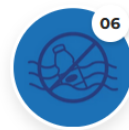
03
Switch off the light when you don't need it and save energy



04
Use a bike whenever you can! Most Youth Worlds locations are within biking distance of each other



05
Respect the environment, for example by preventing the spread of alien species



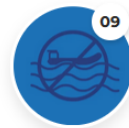
06
Don't throw anything overboard. Be aware that what get thrown in the drain eventually will end up in the lake



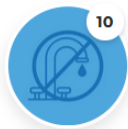
07
Lake Garda is a freshwater lake: there's no need to use detergent for washing down boat and equipment



08
Choose eco-friendly detergents and cleaning products



09
Prevent fuel loss by promoting green boating practices such as using spill kits. Avoid motorboating whenever possible

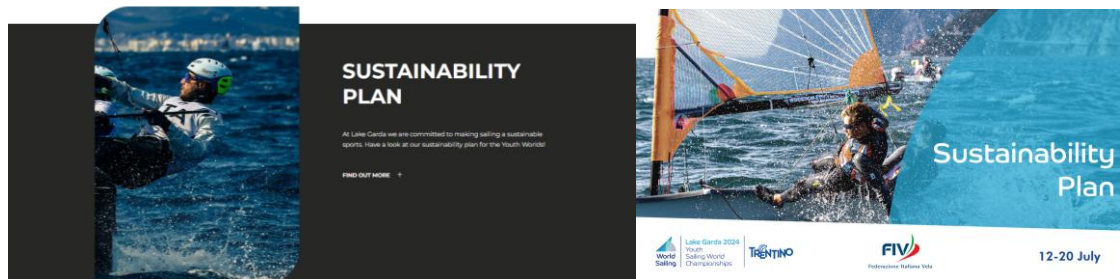


10
Be careful about water waste, for example when showering, washing your teeth



11
Limit food waste by only taking what you actually plan to eat and avoid throwing food away

The Sustainability Handbook was published on the event website together with the **Sustainability Plan**, which detailed actions and goals pursued by the Organizing Committee and their partners. > **CLEAN REGATTAS – BEST PRACTICE 6** <



Green Boating and Race Management

PLANNED ACTIONS

1. Use fully electric robotic marks for all racing areas
2. Secure enough electric RIBs to cover the needs of at least one racing area
3. Install charging points for electric RIBs
4. Create a green boating handbook for on the water staff to encourage green boating practices (e.g. spillproof fuelling, no overboard waste)
5. Use water only washdowns when cleaning boats at the end of the event to avoid the spread of invasive species
6. Use eco-smart paperless race management (e.g. digital notice board)

SUSTAINABILITY PARTNERS

The event's sustainability efforts can count on the support of the following partners:

6.2. Sustainability Meeting

The Organizing Committee partnered with World Sailing, the Italian Sailing Federation, One Ocean Foundation and the University of Trento to organize a **Sustainability Meeting** on 12 July. The meeting took place on the main stage and was **aimed at all sailors taking part in the Championships**.

The event saw the **participation of about 50 sailors**, including sailors from World Sailing's Emerging Nations Programme, and the **guest speakers** were Gaia Peretti, Project Coordinator at One Ocean Foundation, and Luca Fambri, professor of Polymer Science and Technology at the University of Trento.



Over the course of one hour, Peretti gave sailors an overview of One Ocean Foundation's efforts to foster marine conservation worldwide, whereas Fambri presented his project on the presence of microplastic pollution in Lake Garda recorded using SeaBin, a filtration device installed in the harbour of Fraglia Vela Riva. The evening was rounded off with a quiz to test the sailors' knowledge with America's Cup prizes on offer for the winners. > **CLEAN REGATTAS – BEST PRACTICE 7 + BEST PRACTICE 16** <



6.3. Involvement of Partners

In partnership with the Italian Sailing Federation, the Organizing Committee created a fan zone and expo area located at the heart of the main event venue in Riva del Garda. Exhibitors included educational stands run by the Italian Sailing Federation to showcase their marine conservation initiatives as well as sustainability partners like Circular Flow and One Ocean Foundation. The Organizing Committee also provided free booths for food vendors selected for their efforts to promote traditional food and local produce. > **CLEAN REGATTAS – BEST PRACTICE 6 + BEST PRACTICE 7 + BEST PRACTICE 9** <



Over the entire event researchers from the University of Trento, coordinated by Professor Luca Fambri, collected waste from the harbour at Fraglia Vela Riva using the SeaBin filtering system and set up an onsite laboratory to share with the public their research methods and results. They also worked with volunteers to clean up the lake front and collect more microplastics samples for their research. > **CLEAN REGATTAS – BEST PRACTICE 7 + BEST PRACTICE 14** <



6.4. Recycling Hub

The Organizing Committee partnered with World Sailing and Circular Flow to set up a **recycling hub within the expo area**. As boats and riggings were provided to sailors by the Organizing Committee, the efforts of the organizers focused on **collecting wetsuits, which Circular Flow transform into recycled neoprene products like bags and mats**. To say thank you those who recycled their wetsuits were offered 40% off coral reef safe sunscreen brand stream2sea, further fostering the sustainability of sailing. **The total amount of wetsuits collected was three.** > **CLEAN REGATTAS – BEST PRACTICE 20** <



6.5. Long Term Commitment

The Youth Sailing World Championships also benefited from the **long term commitment of local government and stakeholders in the Garda Trentino area** and from sustainability efforts and initiatives developed and put in place long before the event. Best practices include:

- The **general ban on motor boating** in the northern part of Lake Garda introduced by the regional government of Trentino.
- The **use of robotic marks** at all clubs involved in the event.

- The presence of SeaBin devices in the harbours at Fraglia Vela Riva, Lega Navale Italiana and Fraglia Vela Malcesine, in partnership with the University of Trento.
- The use of RIBs with an engine fitted with a device for filtering micro-plastics inside its cooling circuit – a partnership between Fraglia Vela Riva and Suzuki.
- The use of a plastic compactor for handling single-use plastics at Fraglia Vela Riva.
- The marking of all storm drains with plaques with the caption “Il lago inizia qui” (i.e. The lake starts here), a visual reminder that whatever goes into that storm drain system will end up in Lake Garda (this is project by AGS).

6.6. Signage

The Organizing Committee produced **signage to educate event participants and clubs frequenters in general**, to bring attention to the efforts of the organizers to make the Youth Sailing World Championships a sustainable event and to **foster awareness about sustainability issues** ranging from responsible water usage to alien species, from waste recycling to fuel spillage.



Signage was produce using existing templates developed by World Sailing and the Italian Sailing Federation or creating new designs to reflect local conditions. All signage produced for the event was made of forex and **designed to be left in place at the host clubs as a legacy of the event**. In total, The Organizing Committee produced 400 signs, corresponding to 50 m2 forex panels. > **CLEAN REGATTAS – BEST PRACTICE 8** <



6.7. Communication

Besides raising awareness among event participants, the Organizing Committee focused on **publicizing their sustainability goals and actions to the general public** through a variety of initiatives, including:

- **Social media content** shared by the event organizers and partners (World Sailing, Italian Sailing Federation, Garda Trentino, One Ocean Foundation etc.).
- **Press releases and PR activities** aimed at traditional media.
- Production of **sustainability related clips and interviews** to be aired during the event online streaming and TV broadcasting.
- Involvement of the **event ambassadors** (including Olympic Champion Ruggero Tita) to spread sustainability messages.
- **Broadcasting of sustainability related content on the led walls positioned on the lakefront**, to intercept locals and tourists.

> CLEAN REGATTAS – BEST PRACTICE 6 <



in Lake Garda the water is very good and safe to drink

UNIVERSITÀ DI TRENTO
UNITRENTOMAG
Informazione dell'Università di Trento | 8 Febbraio 2025

STORIA RICERCA FORMAZIONE INTERNAZIONALE VITA UNIVERSITARIA EVENTI SPORT INNOVAZIONE ORIENTAMENTO

RICERCA
Un lago di plastica
Dal 2021, Luca Fambri del DiI monitora con Seabins la presenza di plastiche e microplastiche nel Garda
23 luglio 2024

di **Daniela Santoluna**
Ufficio Stampa e Relazioni esterne

Conoscere lo stato di salute dei nostri laghi e dei nostri fiumi è fondamentale. Non solo per pianificare le politiche necessarie allo sviluppo del movimento di gestione, ma anche per sensibilizzare la cittadinanza sull'importanza di comportamenti sostenibili e responsabili. Dal 2021, Luca Fambri, docente di Scienza e tecnologia dei materiali al Dipartimento di Ingegneria Industriale dell'Università di Trento, lavora su questo fronte in collaborazione con Progetto Vela di Riva con il progetto Seabins, un'iniziativa nata in Australia nel 2015 per la pulizia dell'oceano ora diffusa a livello globale.

«Seabins presso Frangia Vela Riva è diventato prima di tutto un progetto didattico di monitoraggio e di sensibilizzazione, ma con importanti risvolti da un punto di vista accademico», spiega Luca Fambri, che per tutta la scorsa settimana ha presieduto lo stand Università a Riva del Garda in occasione dello Youth Sailing World Championships (12-19 luglio 2024) proprio per raccontare le attività in corso a chi ha raggiunto la città per la competizione. «Un progetto che nei corsi degli anni è riuscito a coinvolgere alcune scuole del territorio – il Liceo Mattei e l'Università – con l'obiettivo di assicurare sempre più giovani al tema dell'impatto delle plastiche».

col@fambri.univr.it



News
Five ways the Youth Sailing World Championships committed to sustainability

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READ TIME: 2:00
DATE: 20/07/2024

Across five days of racing following months of preparation, the Youth Sailing World Championships 2024 has demonstrated an unwavering commitment to sustainability.

In partnership with the Italian Sailing Federation and Trentino, initiatives across all six clubs have all contributed to reducing waste and fossil fuel consumption.

Education ensured sustainability specific to sailing and beyond broadened the next generation's knowledge, the future of making the sport even greener.

Here are five ways the Youth Sailing World Championships 2024 championed sustainability on Lake Garda:



FIV federazioneitalianavela e oneocean ...

FIV federazioneitalianavela ...
Sustainability takes no compromises: the Youth Sailing World Championships also provided an opportunity to raise awareness among young athletes through the Sustainability Talk 🌱

🇮🇹 La sostenibilità non accetta compromessi: anche gli Youth Sailing World Championships sono stati occasione per sensibilizzare i giovani atleti presenti attraverso il

♡ 🔍 📌
Piace a 100 persone
14 luglio 2024

7. EQUITY, DIVERSITY AND INCLUSION

7.1. Gender Balance

Gender equity and the promotion of diversity and inclusion across the sport of sailing are key goals shared by World Sailing, the Italian Sailing Federation and the Organizing Committee, who were jointly responsible for appointing key positions within the event organization.

50% of green team members, 26% of race officials and 12% of jury members were women, but there were no women in the technical committee nor at the head of any of the bodies which made up the Organizing Committee. Gender balance was therefore not achieved at the event.

On the other hand, **three out of five of the event ambassadors** (Alessandra Sensini, Ruggero Tita, Nicolò Renna, Chiara Benini Floriani and Giorgia Bertuzzi) **were female sailors, as well as one of the two main event commentators** (Lily Xu and Jon Emmet). **Women also comprised 40% of World Sailing and Italian Sailing Federation staff at the event.**



7.2. Emerging Nations Programme

World Sailing's Youth Emerging Nations Programme is run each year before the annual Youth Sailing World Championships: successful sailors are invited to a **four-day training camp** before then taking part in the Championships. World Sailing provides support for flights to the event, as well as the event entry fee, and costs related to the training camp including boat charter and accommodation.

The programme currently runs in the **ILCA 6 and iQFOiL Youth** classes. The sailors in the program are also supported by **world class coaching** during the event, to provide on the water support and guidance for sailors in the event. **In 2024, 36 sailors from 17 countries took part in the programme.**

The Organizing Committee and the Italian Sailing Federation supported the Emerging Nations Programme by assisting World Sailing with local organizational tasks as well as by directly providing airport transfer, meals, bikes, support boats, coaching personnel, equipment storage, facilities and technical assistance to participating sailors. The Organizing Committee also made a financial contribution to the programme.



7.3. Parasailing

The Parasailing Academy is a project created by the Italian Sailing Federation in collaboration with IBSA to teach young people with disabilities to sail Hansa 303 boats.



At the Youth Sailing World Championships, the Parasailing Academy was hosted at Spiaggia degli Olivi next to Casa Italia. **Five young sailors had the chance to learn and train at Lake Garda with the support of FIV coaches and take part in the social activities and side events linked to the Youth Sailing World Championships.**

