



PERFORMANCE REPORT

2022



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GREEN MARINE EUROPE IN NUMBERS



AN ENDURING WAVE

Sustainability. Requisites. Progress.

These are what drive Green Marine Europe’s approach. And put forth the question as much as the goal: how can the maritime economy’s stakeholders together progress in greening their activities?

In a world of limited resources that will increasingly force us to reassess our activities in light of ever more profound energy, technological, environmental and geopolitical changes, **we have chosen to be pioneers.**

We have chosen not to just take a wait-and-see stance in the face of new European and international regulations.

We have chosen to adopt an approach that is as proactive as it is collaborative to **build a network of participants committed to reducing their environmental impact.**

Four years later, the result is there: from six participating ship owners in 2019 to 25 in 2023, representing a fleet of more than 500 vessels in diverse areas of activity – passenger ships (ferries, hovercrafts, high-speed craft and cruise vessels), tankers, bulk carriers, container ships, tugs, offshore rigs, supply vessels, ro-ro, and service ships (for underwater cabling, research, etc.).

Beyond the numbers, Green Marine Europe is the story of a **collective** that was initially French, and now **truly European**. This year marks the arrival of eight new participants, and our **first foray into England and Spain.**

It is also an important step in our desire to build a **certification that applies to the entire European maritime transportation network.** It is indeed essential to have an approach that is as global as it is collaborative for a more virtuous and significant impact on our environment.

That’s why, in 2022, Green Marine Europe opened the door to **shipyards**, with the creation of a working group whose discussions will culminate in a body of performance indicators in 2023. Its **European dimension** is quite significant: **Germany, France, Italy, the Netherlands, Portugal** – these are the countries from which the shipyards and contributing partners have been gathered. Our goal: to achieve **certification of the initial participating shipyards in 2024.**

With our consistent evolution, we are gradually anchoring Green Marine Europe into the economic matrix of European shipping, at the same time as we understand this major industry from the angle of a true circular economy.

As a result of the **joint efforts** through the **Surfrider Foundation Europe (EU)** and **Green Marine (CAN/US)**, **the fleet of certified ship owners on both sides of the Atlantic** represented just over 1,130 vessels, which is around **1% of the global fleet (> 400 GT)!**

With these four years of existence, we can now talk about the Green Marine Europe “community,” which expands and strengthens that of Green Marine in Canada and the United States. This European and international community provides its members (participants, supporters, associations, partners) best practices, solutions, and spaces for discussions. Cultivating this **inclusive membership** is key to having shipping that is more responsible to the territories it serves, passengers who are all the more concerned about selecting companies that are more respectful of the environment, and all the stakeholders affected by shipping activities.

Florent Marcoux
Executive Director
Surfrider Foundation Europe

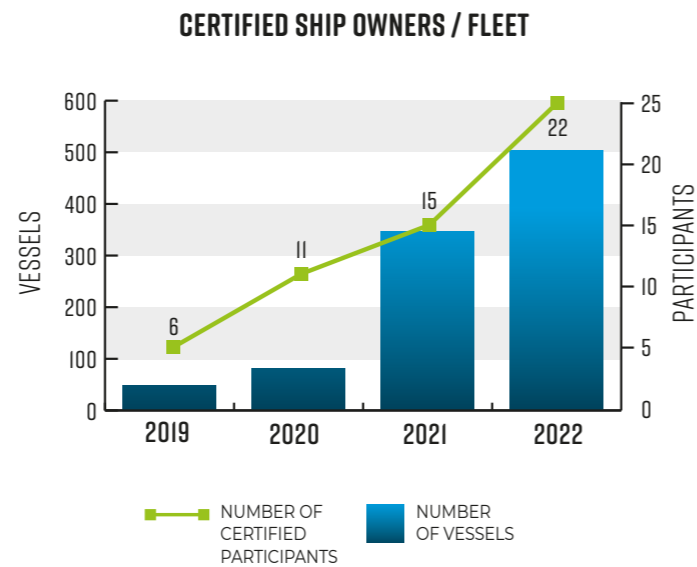




A GROWING COMMITMENT BY THE EUROPEAN MARITIME COMMUNITY

In four years, Green Marine Europe has made clear progress at different levels and offers an **increasingly comprehensive picture of the European maritime economy.**

First of all, the **number of participants has increased fourfold** – from six participants in 2019 to 25 in 2023.

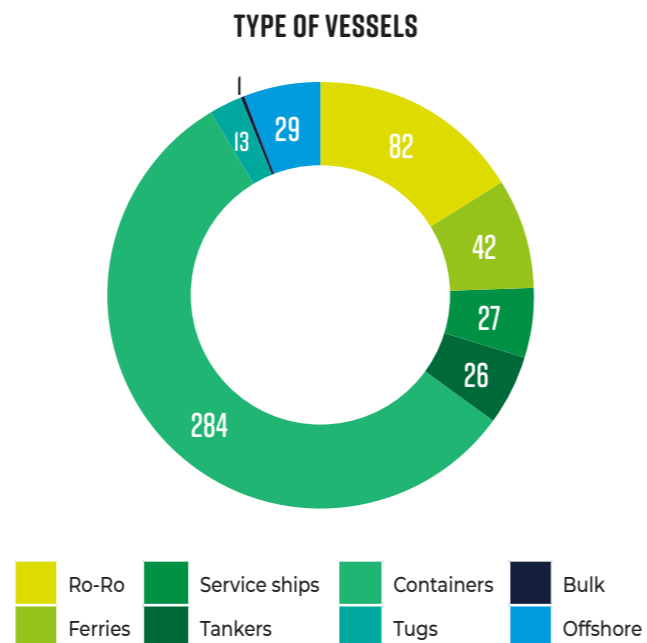


+ 45%

The new participating ship owners represent a growing fleet of vessels whose functions vary.

Additionally, the **number of vessels** with the fleets of the participating ship owners has **increased 10-fold** – from 50 vessels in 2019 to more than 500 in 2023! The overall fleet has grown by 45% thanks to eight new participants. The addition of **Baleària, Louis Dreyfus Armateurs or Bourbon Offshore Surf** – all owners of a number of vessels – explains this significantly higher level.

Finally, **the various areas of activity are confirmed:** passenger vessels (ferries, hovercraft, high-speed craft and cruise ships), tankers, bulk carriers, container ships, supply ships, ro-ro, service vessels (for underwater cabling, scientific research, etc.).



2017

- The label project is developed with the Environment Committee of the Armateurs de France and France's Ministry of Ecological Transition in collaboration with Alicse.

2018

- Green Marine, an environmental certification program for North America's maritime industry, is identified as a model for creating for creating Green Marine Europe.

2019

- JANUARY**
Discussions begin with Green Marine to import the North American environmental program's model for Europe.
- AUGUST**
Green Marine and Surfrider Foundation Europe commit to signing a licensing agreement with the aim of creating Green Marine Europe (GME) as part of the Ocean Pavilion C7 side discussions.
- NOVEMBER**
Initial meeting of the development committee to adapt the environmental program to the European context.

2020

- MARCH**
Surfrider Foundation Europe acquires a four-year licence to set up and manage Green Marine Europe. Green Marine is directly involved in the governance of Green Marine Europe; Surfrider coordinates the program.
- APRIL**
The criteria and self-diagnostic questionnaire for the first edition (2019 year of operations) of Green Marine Europe are released.
- JUNE**
Green Marine Europe selects and trains individuals to become accredited verifiers.
- OCTOBER**
The first Green Marine Europe certified ship owners are made public.

2021

- WINTER**
Green Marine Europe criteria and self-diagnostic questionnaire for the second edition (2020 year of operations) are released.
- JUNE**
The Green Marine Europe certified ship owners for the 2020 year of operations are revealed.
- SUMMER**
GME criteria and self-diagnostic questionnaire for the third edition (2021 year of operations) are released.

2022

- MAY**
A new website dedicated to Green Marine Europe is launched.
- JUNE**
Announcement of the 2021 certified participants – 3rd edition of the Reveal Event, in Marseille.
- SUMMER**
Launch of a working group for the development of program criteria for European shipyards.

2023

- FEBRUARY**
A first ship owner from Great Britain joins Green Marine Europe.
- JUNE**
A first ship owner from Spain joins Green Marine Europe.
- JULY**
The new program for European shipyards is released.
- OCTOBER**
Announcement of the 2022 certified participants – 4th edition of the Reveal Event, in Bilbao.





A GREATER PRESENCE

Eight new participants

Over the past year, Green Marine Europe has welcomed eight new participants, including for the first time from England and Spain. All of them are emblematic of the environmental certification program's increasing attractiveness.



Photo: Baleària

Baleària, the first Spanish shipping company to join Green Marine Europe

Baleària is Spain's leading maritime group with 25 years of experience in the maritime transportation of passengers, vehicles and goods, and routes connecting mainland Spain with the Balearic Islands, Canary Islands, Ceuta and Melilla on a daily basis. It is also the only shipping company that connects the four islands of the Balearic archipelago. Internationally, it operates in North Africa (Morocco and Algeria), in the south of France, as well as connects the United States to the Bahamas.

"Baleària has 25 years of history in the maritime transportation of passengers, vehicles and goods. Our company provides a global benchmark in sustainability because of its pioneering commitment to eco-efficient mobility. Integrating Green Marine Europe is for us an extension of our efforts," – Rafael ROLO, Corporate Director of Fleet Operations, Baleària



Photo: Bourbon Offshore Surf

Bourbon Offshore Surf, BOURBON Group's first and leading ship management company

Among the leaders in offshore maritime services, BOURBON offers the most demanding offshore energy producers a wide range of surface and subsea maritime services for the oil, gas and wind fields.

This service offering is based on a modern and standardized fleet of 285 vessels and the skills of 6,300 highly qualified professionals. In constant pursuit of operational excellence, the Group offers its customers local service in its 30 countries of operations, guaranteeing the highest standards of quality and safety. BOURBON brings together three activities: Marine & Logistics, Mobility, and Subsea Services.

"Bourbon Offshore Surf's participation in the Green Marine Europe certification process is for us an additional tool in our effort to measure our environmental impact and in photographing the levers available to work towards its reduction," – Anne-Lyse QUERARD, QHSE & Projects Director, Bourbon Offshore Surf



Photo: Hovertravel

Hovertravel or the arrival of a British vessel within Green Marine Europe

Hovertravel est un opérateur d'aéroglisseurs à grande vitesse qui relie les communautés de Portsmouth et de l'île de Wight à travers le Solent. Fondée en 1965, l'entreprise a investi dans huit versions de cette invention britannique au cours des cinq dernières décennies et exploite actuellement deux aéroglisseurs Griffon Hoverwork Ltd. 12000TD. Aujourd'hui, opérant jusqu'à 70 trajets par jour, ce service répond aux besoins des navetteurs, des médecins, des établissements d'enseignement, des entreprises et des touristes, ainsi qu'au transfert rapide des patients sur civière pour le service d'ambulance.

"Our commitment is motivated by the additional credibility and visibility that Green Marine Europe will bring to our environmental approach, but also the benefits of sharing best practices and hands-on experience with Green Marine Europe's members. In our view, a collective approach is essential to achieving the goals of Net-Zero 2050 and Britain's Maritime 2050 plan," – Brendan BEATTIE, Marine Safety and Environmental Officer, Hovertravel



Photo: L'Express des Îles

L'Express des îles: 35 years of serving Caribbean destinations

L'Express des Îles has been serving Caribbean destinations for 35 years. Based at the Bergevin ferry terminal at Pointe-à-Pitre in Guadeloupe, it first provided a fast ferry service among the islands of Guadeloupe, Martinique, Saintes, and Marie Galante, then extended its services to the Dominica in 1987, and to Saint Lucia in 1994.

"A Caribbean company, L'Express des îles is an enduring commitment to serving our territories and passengers. By joining Green Marine Europe, we wanted to extend and strengthen this commitment, by integrating with a network founded on a path of progress. This is important to our teams, our passengers, and the territories that we serve," – Onick DRAVEL, Master-at-Arms, L'Express des îles.



Photo: Manche Îles Express

Manche Îles Express, a Norman shipping company

Manche Îles Express is a Normandy shipping company that provides service to the Channel Islands of Jersey, Guernsey, Sark and Alderney from the ports of the department of Manche Granville, Barneville-Carteret and Diélette. Flying the French flag, the company operates two high-speed vessels with 245 and 236 seating capacity respectively, ensuring safety and comfort. The Channel Islands and the Manche department are only a few miles apart and benefit not only from their geographical proximity, but also from rich historical, cultural, economic and touristic ties.

"Serving the Channel Islands means operating in a particularly rich environment, both in terms of biodiversity and varied landscapes. Joining Green Marine Europe reflects our desire to make our activity sustainable, both for our passengers and our territories," – Olivier NORMAND, President, Manche Îles Express .

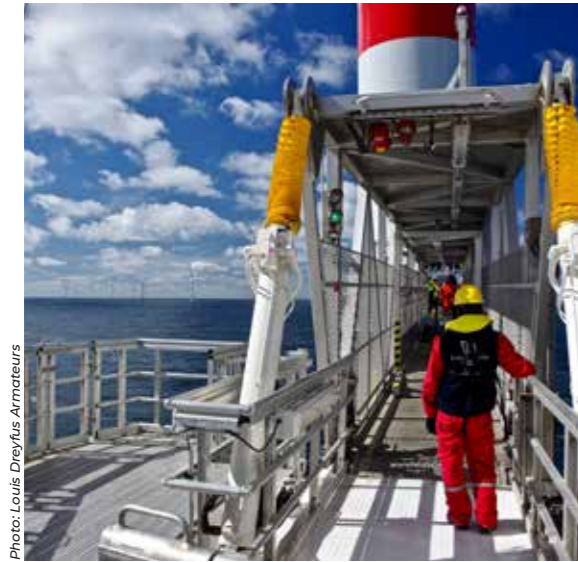


Photo: Louis Dreyfus Armateurs

Louis Dreyfus Armateurs (LDA), a traditional family business with a stellar international reputation

For 170 years, the Louis Dreyfus Armateurs (LDA) Group has offered its customers tailor-made industrial maritime solutions and integrated services ranging from ship design to marine operations. LDA offers its services in dry bulk transport, port logistics (through traditional terminals and offshore transshipments), fourth-party logistics (4PL) for heavy and special packages, as well as industrial solutions (the laying and repair of submarine optical or power cables; the maintenance of offshore wind fields; industrial services for large wind power; underwater studies and surveys; etc.). Present worldwide with more than 2,600 employees and a fleet nearing 100 units, LDA is still at its core a French family group.

“The Louis Dreyfus Armateurs (LDA) Group became committed to the Green Marine Europe certification process in 2022. It was during the One Ocean Summit in Brest that Edouard Louis-Dreyfus, the LDA Group’s President, announced his intention to join the program. This is the natural outcome of the longstanding actions carried out by the Group to limit its impact on the environment and to support its customers towards the energy transition,” – Antoine PERSON, Deputy Chief Executive Officer, Louis Dreyfus Armateurs



Photo: SOMARA

SOMARA: towing and port services throughout the Caribbean

Based in Martinique, SOMARA operates throughout the Caribbean, where it carries out port towing operations, barge transportation, wreck lifting, and special maritime work. SOMARA tugs are regularly a part of maritime assistance operations, including on the high seas. Very connected to all the region’s operators, SOMARA has extensive maritime expertise. Currently with a fleet of 14 vessels, the ship owner has started to modernise the company’s nautical resources in a drive to reduce its environmental impact. This is evidenced by the very recent entry of the PLIS FOS tug, which has an 85-tonne pulling force at the hook and is the very first French tug meeting IMO Tier 3 standards.

“By joining Green Marine Europe, our goal is to take a further significant step in measuring and reducing our environmental Impact,” – Gaëtan COCAUT, Technical Manager, SOMARA

SPM Ferries, the maritime company of the Territorial Collectivity of Saint-Pierre and Miquelon

With its two RoPax vessels, the company offers 360 round trips between Saint-Pierre and Miquelon and 220 round-trips between Saint-Pierre and Fortune, Newfoundland, annually. The company significantly contributes to opening up the archipelago by sea by facilitating the transport of passengers, vehicles and freight. The company also makes 250 round trips between Saint-Pierre and Langlade, located on the nearby island, with a 19-metre passenger catamaran during the summer. Its public service mission between the islands promotes exchanges among them, facilitating both the economic development of businesses and community travel. Its international line opens the islands to the outside world and contributes to the community’s tourism strategy. In 2022, the company served 61,789 passengers and transported 8,117 vehicles. Since February 2023, the company has also transported goods internationally.

“What motivates our Green Marine Europe participation is our desire to unite our teams around environmental issues, to initiate the process of continual improvement, and to engage a collective network of maritime industry stakeholders in the search for sustainable and responsible solutions,” – Caroline CECCHETTI, Director of the Transport and Mobility Division, Logan ROULET HSE Manager, and Green Marine Europe project manager for SPM Ferries



Photo: SPM Ferries

14 SHIP OWNERS ARE CERTIFIED AGAIN IN 2022

For this fourth consecutive year of assessments, **14 European ship owners are certified once again, while eight participants are receiving the Green Marine Europe certification for the first time, including MSC Cruises**, which had already committed to the program last year but could not fit within the certification process timeline. It’s noteworthy that of the 25 participants in the program, 22 are certified for their 2022 environmental performance: TOWT and Plastic Odyssey did not have any operations for the entire year of evaluation, and SPM Ferries entered the program too recently. All three will get certified next year.

A detailed presentation of each ship owner is available on our greenmarineeurope.org website. You will also find each of their profiles in this report’s appendix on page 21.





GREEN MARINE EUROPE OPENS THE DOOR TO SHIPYARDS

Since its inception, the Green Marine Europe environmental certification program has attracted keen interest from European shipyards. Green Marine Europe is collaborating with Green Marine (CAN/US) to develop performance indicators for this specific activity.

The approach to shipyards began in June 2022 when Green Marine Europe organized a round table as part of Euromaritime in Marseilles.

Responsible for developing the performance indicators, the Green Marine Europe working group consists of **shipyard representatives from the Netherlands, Spain, Germany, Italy, Portugal and France, as well as partners of the industry, associations and NGOs.**

“The Groupement des industries de construction en activités maritimes (GICAN) has played a leading role in mobilizing shipyards. Boris Fedorovsky, GICAN’s now retired technical and economic advisor, and an initial member of the Green Marine Europe steering committee, was particularly involved in this issue.”
— Antidia CITORES, Green Marine Europe

What started out as the June 2022 impetus turned into a work cycle throughout 2023 focusing on the **initial performance indicators:** waste management,

greenhouse gas and air pollutant emissions, spill prevention and stormwater management, community impacts, and community relations.

“The leaders of the European shipyards have been brought together in this working group, led by Green Marine Europe, to define a common approach to making our industry more sustainable.” — David QUEVA, Chief Operating Officer, Monaco Marine, and GICAN Board Member

Taking into account European particularities, the goal is to harmonize Green Marine Europe’s evaluation grid with the Green Marine program in North America for the sake of consistency.

“Operators are fully aware of the expectations placed on them to promote environmental protection, even if their realm of activity does not benefit from great public visibility. Many ship owners are calling for the environmental mobilisation of shipyards. And this is to make better known their desire to favour best environmental practices for the maintenance, repair and modernisation of their vessels. This is why in 2023 we together designed a criteria grid with the aim of certifying the first participating shipyards as of 2024.”
— Romain BENOIT, Green Marine Europe



COMMUNITY IMPACTS



COMMUNITY RELATIONS



GREENHOUSE GAS EMISSIONS



SPILL PREVENTION AND STORMWATER MANAGEMENT



WASTE MANAGEMENT

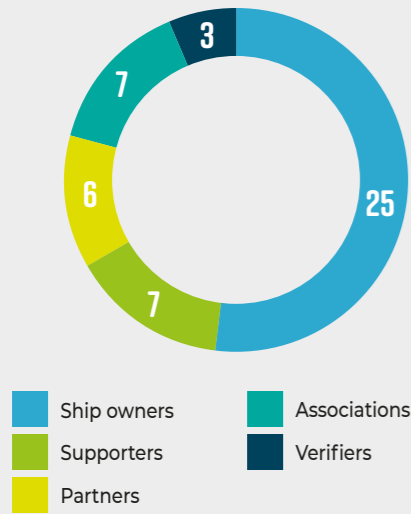




AN EVEN MORE INCLUSIVE MEMBERSHIP

In addition to the certification program's participants, Green Marine Europe's membership includes supporters, associations, partners and verifiers.

A DIVERSE NETWORK*



*As of September 15, 2023



SUPPORTERS

The supporters represent the scientific community, governmental agencies and environmental organizations. They bring valuable perspectives and expertise to the development of the certification requirements.



PARTNERS

Many of the responses to current environmental challenges depend on innovations and emerging technologies being developed or already proposed by Green Marine Europe's partners. They offer products, equipment and technologies and/or services that facilitate participants improving their environmental performance. This category of members benefits from the international Green Marine Europe network since partners belonging to the European program are also considered partners in North America. **The network has more than 130 partners in total, with six being specific to Europe: Opsealog, GSR Services, Marha Conseil, Reeferpulse, Seatrack Box, and XBEE.**

VERIFIERS

The external verifiers play a pivotal role within Green Marine Europe, validating the continued progress of participating ship owners. They help to ensure the **rigour** and **transparency** of the certification process. Their number is stable and corresponds to the program's current needs. These three verifiers carry out all the necessary verifications in Europe. Their numbers will increase, depending on the new countries to be covered and the growth in the number of participants.

Green Marine Europe's three verifiers are:

- **Nicolas CARION**, co-founder of the ECO consulting firm
- **Benoît GUILLOU**, maritime expert at the Clément et Associés firm of maritime expertise
- **Marie SCIBOZ**, CEO of CERES, a company specialising in underwater research and expertise

ASSOCIATIONS

The associations serve as **ambassadors** for Green Marine Europe's environmental certification program. They encourage their own members to join and promote the efforts and successes of Green Marine Europe's participants.

Armateurs de France has notably supported the Green Marine Europe initiative from its beginnings in 2012 until its launch in April 2020 and continues to actively participate in the steering committee. Le GICAN also joined the initiative in its early days.

"Convinced of the need to dialogue with NGOs and all maritime industry stakeholders to reduce the environmental footprint of vessels, Armateurs de France has been fully involved in this robust and ambitious European program since its origin, because this is a certification that supports the ship owners in improving the environmental performance of their vessels beyond regulations." — Nelly, GRASSIN, Armateurs de France, the professional organization representing French maritime transportation and services

The most recent organization to join Green Marine Europe's ranks is the **NGO Shipbreaking Platform**, which supports the program's efforts in developing criteria that is specific to shipyards.



ESSENTIAL FINANCIAL SUPPORT

In addition to its membership, Green Marine Europe also has financial partners. The program would have never seen the light of day without the partnership of the European Union's LIFE program.

The program also benefits from the valuable financial support of the French Ministry in charge of the environment, of the Macif Advantages program, and the support of Tussock Jumper.

"Supporting Green Marine Europe means raising awareness among our freight forwarders and our customers about more sustainable maritime transport as part of our wine import/export activity throughout the world." — Kim van ARKEL, Environmental Manager at Wineforces (Tussock Jumper)

"Green Marine Europe is one of the many impactful field programs of Surfrider Foundation Europe that MACIF supports as part of the 'Climate and Biodiversity' CSR approach." — Jérôme WENDLING, Environment and Partnerships Manager, MACIF





A CONTINUOUS IMPROVEMENT APPROACH BEYOND REGULATIONS

Green Marine Europe offers a detailed framework that helps maritime companies measure their environmental footprint and then reduce it. Participants must demonstrate measurable, continuous improvement year over year to obtain certification. The program addresses prioritized environmental issues related to air and water quality, the protection of biodiversity, and waste management. It consists of 11 performance indicators, some intended for ship owners and others for shipyards, with their criteria distributed on a 1 (monitoring of regulations) to 5 (excellence and leadership) scale.



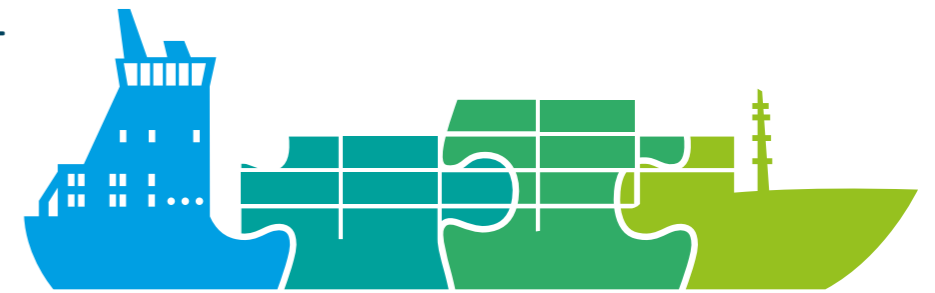
A CONTINUALLY EVOLVING PROGRAM

The program continually evolves because of its yearly revision dynamic. The program's scope is expected to be expanded regularly, as new issues are prioritised and the bar is raised. This involves keeping the criteria ahead of existing or anticipated regulations. **Continual revision also makes it possible to integrate evolving scientific discussions, emerging technologies and best practices into the criteria's definitions.**

It's in the spirit of continual improvement that Green Marine Europe reviews its criteria regularly. Through the advisory committee, a collaborative process brings together industry stakeholders as well as the program's supporters, consisting of environmental NGOs, maritime experts, and governmental agencies. Building on this dynamic, Green Marine Europe's goal is to bring participants average performance beyond Level 2.

PROGRAM DEVELOPMENT & REVISION

The criteria are developed based on the collaborative approach at the heart of Green Marine Europe.



WORKING GROUPS

Ad-hoc to review specific issues or develop program indicators; they involve subject matter experts from the overall membership.

ADVISORY COMMITTEE

It directs program revision and development priorities. It brings together representatives from the industry, governments, research institutions and environmental organizations.

STEERING COMMITTEE

The steering committee oversees the certification's strategic orientations within Europe. It currently has ten voting members representing ship owners, Green Marine Europe, Green Marine North America, and public institutions.





2023 AND 2024 TRAJECTORIES

The evolving nature of the environmental certification program requires constant review and renewal of the different criteria requirements. In 2023, Green Marine Europe reviewed its performance indicators regarding **Pollutant air emissions - SOx and PM, and Underwater noise**. In the case of SOx-PM, it was a question of better taking into account certain technical advances in environmental matters – such as electrical shore power – to further lower emission rates.

For the underwater noise indicator, the revision focused on speed reduction (Level 4) and the valuation of different “quiet” ratings from classification societies (Level 4 and 5). These revisions particularly reflect the desire by Green Marine Europe and its participants to anticipate developments in European regulations.

The 2024 program is already being prepared, with the revision of the performance indicators for **Waste management and Oily discharges**.

GREEN MARINE EUROPE: RECOGNIZING UNDERWATER NOISE AS POLLUTION

While underwater noise is not subject to any binding international regulations, Green Marine Europe chose to include underwater noise in its indicator grid since the program’s launch in 2020, reflecting the proactive character of its certification.

As with the other indicators, participants self-evaluate their environmental performance on the 1 to 5 scale. Within this context, the Underwater noise indicator covers the main elements for improvement in this area: vessel speed reduction; cetacean detection systems (most notably REPCET) and crew training in their use, along with knowledge to optimise marine fauna; less noisy vessel ships (reduced propeller noise, wake optimisation, reduced machinery noise through better engine insulation); and, optimised hull design.

Towards the end of 2022, the 79th Marine Environmental Protection Committee (MEPC) of the International

Maritime Organization (IMO) approved the creation of a Particularly Sensitive Sea Area (PSSA) in the northwestern Mediterranean Sea.

Goal: Reduce the risks of vessel collisions with cetaceans – a significant step towards the protection of marine biodiversity.

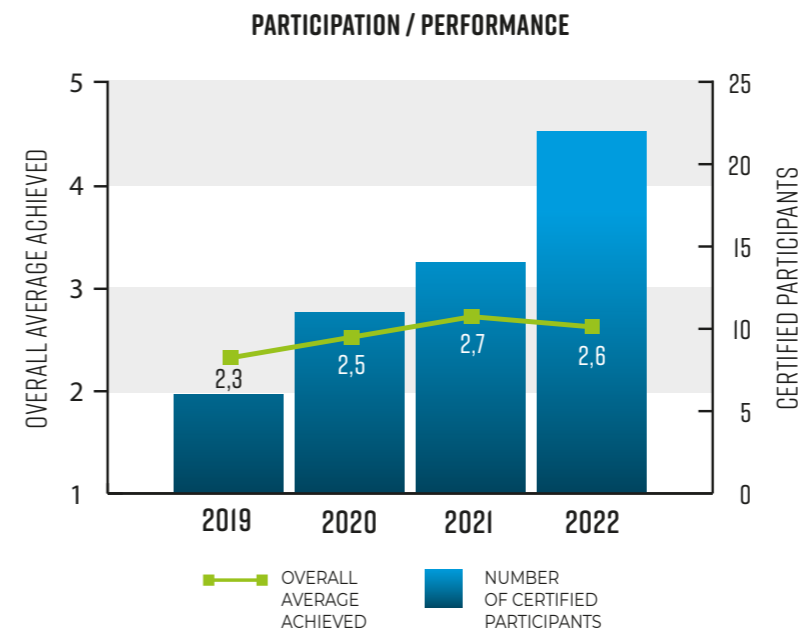
Other associated voluntary measures have been defined, such as establishing an appropriate safety distance and adopting a reduced speed when cetaceans are present. These measures, like the PSSA principle, were definitively approved during MEPC 80 in July 2023.

In keeping with its ambition to anticipate regulatory developments, Green Marine Europe promptly integrated these voluntary measures into the criteria related to underwater noise. Although they relate primarily to reducing the risks of collisions, they also constitute a benefit for the protection of marine mammals.



PERFORMANCE IS AT THE HEART OF PARTICIPANT ENGAGEMENT

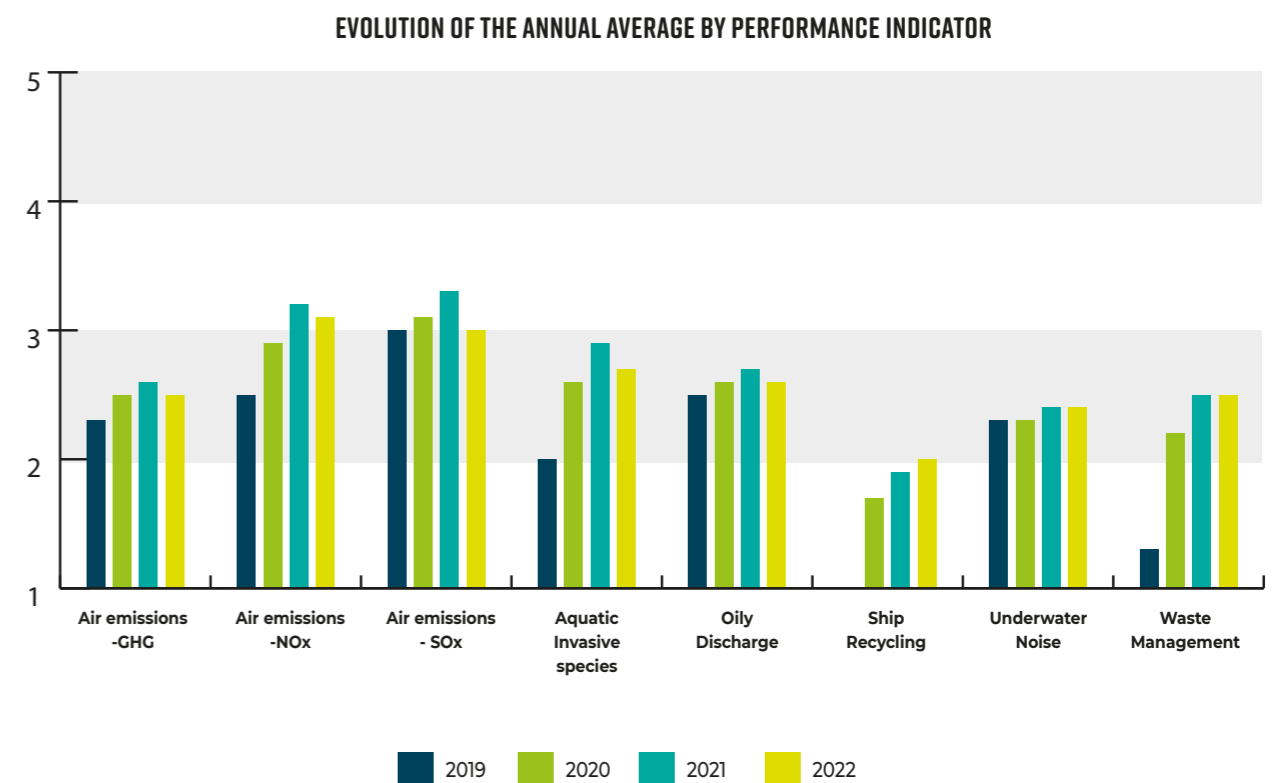
After three years of clear progress, the results for 2022 present a slight decrease in the overall average by a 10th of a point to put it at 2.6 (on the 1-to-5 scale). This plateau is explained by the influx of new participants (a +50% increase), and their generally needed time to become familiar with all the program’s requirements.



However, the 14 ship owners already certified in 2021 continued to make progress, improving by 17 levels overall in 2022 when all performance indicators were combined.



Consistent with present concerns within European and international regulatory bodies, the NOx and the SOx and PM performance indicators display the best averages, at 3.1 and 3, respectively. With the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships expected to come into force within the next 24 months, the **Ship Recycling** performance indicator outlines a **significant margin for improvement** for ship owners with a Level 2 average.





2022 RESULTS

LEVELS SCALE

The results reflect the environmental performance of each participant in 2022 for each of the indicators on a 1-to-5 scale.



INTERPRETATION

The published results reflect the environmental performance of the participants in terms of the Green Marine Europe program's performance indicators. They do not constitute an exhaustive assessment of all environmental aspects related to maritime operations. Green Marine Europe does not itself claim to evaluate the environmental performance of the participating companies. A new participant's results are verified prior to granting certification and thereafter subject to external verification every two years. Each participant must submit all documentation related to the level declared for each of the applicable indicators.



SHIP OWNERS

	AIR EMISSIONS -GHG	AIR EMISSIONS -NOX	AIR EMISSIONS -SOX	AQUATIC INVASIVE SPECIES	OILY DISCHARGE	SHIP RECYCLING	UNDERWATER NOISE	WASTE MANAGEMENT
ARANUI CRUISES	2	2	2	2	2	2	2	2
BALEÀRIA EUROLINEAS MARITIMAS S.A.	2	2	2	2	2	2	2	3
BOURBON OFFSHORE SURF	1	3	2	2	2	1	1	1
BRITTANY FERRIES	2	5	5	2	2	2	3	2
CMA CGM	3	4	3	4	3	2	2	3
MANCHE ILES EXPRESS	1	1	1	2	2	1	2	1
COMPAGNIE MARITIME NANTAISE - MN	3	3	4	3	3	2	2	2
COMPAGNIE MARITIME PENN AR BED	2	2	2	2	2	1	2	2
CORSICA LINEA	2	3	4	2	2	2	2	2
HOVERTRAVEL	2	2	2	n.a.	2	1	2	2
IFREMER-GENAVIR	2	3	3	5	3	1	5	3
LA MERIDIONALE	3	3	3	2	2	1	3	1
L'EXPRESS DES ILES	2	2	2	1	2	1	2	2
LOUIS DREYFUS ARMATEURS	3	4	3	5	4	5	3	3
MARITIMA	2	3	3	2	2	1	2	2
MSC CRUISES	5	5	5	5	5	5	5	5
ORANGE MARINE	2	3	4	2	4	2	2	4
PONANT	5	5	5	5	5	5	3	5
SOCATRA	2	3	2	3	2	2	2	2
SOGESTRAN SHIPPING	3	3	3	3	3	2	2	2
SOMARA	1	1	1	2	2	1	1	2
SPM FERRIES*	2	2	2	1	1	1	2	2
STENA LINE	2	5	3	1	1	2	1	3

* Participant whose results have not yet been verified.

CERTIFICATION PROCESS

1 ANNUAL SELF-EVALUATION



Completion of **interactive PDF guide** by participants

Due May 31

2 EXTERNAL VERIFICATION



Verification every 2 years by an **accredited external verifier**

Due June 30

3 PUBLICATION OF RESULTS



Annual Performance Report released at the **annual Reveal event**

October 2023

4 CONTINUAL IMPROVEMENT



To **become certified**: achieve at least one Level 2 in the 1st year;

To **maintain certification**: continual improvement of one level each year until all applicable indicators ≥ Level 2





ENGAGING WITH THE GREEN MARINE EUROPE COMMUNITY

Although Green Marine Europe also has the X account @Green_Marine_Eu, it's on **LinkedIn** that most of our visibility and editorial strategy deployment take place.

At the heart of it all is the promotion of our participants and all our members, their best practices, and the major highlights of Green Marine Europe life. The home base created for this is the "News" section on our website: greenmarineeurope.org.

The last year also saw the production of **videos**, specifically dedicated to the **engagement of our**

participants, grouped together on our YouTube channel for easier accessibility, and distributed on LinkedIn and X.

The **impact of this content strategy on LinkedIn** is proving positive, with **nearly 1,000 new subscribers in 2022**, and a relatively quick rise above 2,000 at the very start of 2023, as well as a very respectable average engagement rate (level of subscriber interaction with our profile in our publications) of 4.8.



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CONTINUAL COMMITMENT



COMPAGNIE POLYNÉSIEENNE DE TRANSPORT MARITIME (CPTM) / ARANUI CRUISES

For 40 years, Compagnie Polynésienne de Transport Maritime / Aranui Cruises has been offering a regular 12-day cruise program with its mixed passenger/cargo ship ARANUI 5, sailing to the Tuamotu, Marquesas, and Leeward Islands while delivering goods to the islanders at the same time.



BRITTANY FERRIES

Breton by nature, Brittany Ferries is the first maritime transporter on the western and central Channel. Its 11 vessels constitute a veritable bridge among France, the United Kingdom, Ireland and Spain. Since 1972, the company is a major French player in responsible, sustainable economic development with Europe.



CMA CGM

Led by Rodolphe Saadé, the CMA CGM Group, a global player in maritime, land, air and logistics solutions, serves more than 420 ports worldwide on 5 continents. With a fleet of 580 vessels, the Group in 2021 transported 22 million TEU (twenty-foot equivalent) containers, 474,000 tonnes of air freight, and 2.8 million tonnes of land freight with its subsidiary CEVA Logistics. Committed to maritime transportation's energy transition and a pioneer in the use of alternative fuels, the CMA CGM Group has set itself the goal of being net-zero carbon by 2050.



COMPAGNIE MARITIME NANTAISE

Maritime Nantaise (MN) is the owner and operator of roll-on roll-off vessels, special charters, and passenger ferries. A 100% subsidiary of SOGESTRAN, it operates all of its vessels under the French flag.



COMPAGNIE MARITIME PENN AR BED

Penn Ar Bed, a marine subsidiary of the KEOLIS Group, provides maritime services to the islands of Ouessant, Molène and Sein in the extreme West of Finistère under a public service delegation contract with the Brittany Region. For nearly 40 years, it has linked the islands of the Iroise Sea to the mainland with its six vessels, including a freighter.



CORSICA LINEA

Created in 2016, CORSICA linea is one of the leading companies in the Mediterranean in two business segments: freight and passenger transport. With a fleet of 9 ships flying the French first register flag, CORSICA linea has 1,400 employees, including 900 sailors. The company is thus the leading employer under the French flag in the Mediterranean and the second largest employer of French sailors. Since the beginning of its history, CORSICA linea has continued to develop while remaining committed to its three fundamental pillars: customer satisfaction, social ambition and energy transition. The company has also devoted energy, skills and financial resources to accelerating the energy transition of its fleet. Today, CORSICA linea is working to continue decarbonising its activity in the Mediterranean and concentrating its efforts around a genuine global environmental plan that will enable it to achieve its objective: to reduce its CO2 emissions by 30% by 2030 and thus contribute to carbon neutrality by 2050!





IFREMER - GENAVIR

The owner/operator of France's oceanographic fleet since 1977, Genavir operates vessels from Ifremer, CNRS, and the Institut de Recherche pour le Développement (the Research Institute for Development). The onboard equipment makes it possible to carry out seismic and bathymetric measurements necessary for marine science worldwide.

LA MÉRIDIONALE



The French shipping company La Mériidionale has been providing links from Marseilles to Corsica, and Sardinia since its founding in 1931. In 2017, it became the first company to test a shore power system at the Port of Marseilles, which facilitated the engines on its four ships to be shut down completely during their stopovers in France's oldest city.



MARITIMA

A wholly owned subsidiary of la Compagnie Fluviale de Transport (C.F.T.), the MARITIMA company specializes in oil supply and storage along the French Mediterranean coast. The company established on the Port-de-Bouc site for several decades has been ISM certified since 2002, ISPS since 2006, and MLC since 2013.

MSC CRUISES



The Cruises Division of MSC Group, the leading privately held Swiss-based shipping and logistics conglomerate with over 300 years of maritime heritage, is headquartered in Geneva, Switzerland, and has two distinct brands – contemporary and luxury – within its structure. MSC Cruises, the contemporary brand, is the world's third largest cruise brand as well as the leader in Europe, South America, the Gulf region and Southern Africa with more market share in addition to deployed capacity than any other company. It is also the fastest growing global cruise brand with a strong presence in the Caribbean, North America and the Far East markets. The luxury brand, Explora Journeys, is set to start operating in 2023 with a fleet that has the latest and most advanced environmental and maritime technologies available. MSC has long been committed to environmental stewardship with a long-term goal to achieve net-zero emissions by 2050.

ORANGE MARINE



Orange Marine is a wholly owned subsidiary of Orange specialising in the installation and repair of submarine cables. Its cable fleet – representing 15% of the global such fleet – is one of the most experienced in the world. In total, Orange Marine has installed more than 230,000 kilometres of fibre-optic submarine cables in all of the oceans. These vessels have carried out more than 670 repairs on submarine connections, some of which do to a depth of 5,000 metres. Orange Marine also designs and manufactures underwater vehicles (ROVs, plows, trenchers, crawlers) through its SIMEC department.

PLASTIC ODYSSEY*



Plastic Odyssey is an international project to reduce plastic pollution. Thanks to its worldwide network of partners, researchers, scientists, entrepreneurs, teachers and engineers, Plastic Odyssey is developing concrete solutions to recycle plastic waste and raise awareness about the alternatives to plastic use. Plastic Odyssey is working on several awareness programs designed for people currently most affected by plastic pollution. The aim is to provide universal access to available, concrete solutions to avoid the use of plastic. The Plastic Odyssey vessel embarked in 2022 on a 3-year expedition to Africa, South America and Southeast Asia.

PONANT



Founded in 1998, Ponant has established itself as France's only cruise company. Its sustainable development strategy and the investment of its teams have set it on a course of sustained growth with a fleet that will number 12 units in 2021. This development has always been thought out responsibly. In 2020, Ponant was the first French cruise company to obtain Green Marine certification. It is thereby ranked the first most ethical cruise company in the world by the non-governmental organization NABU.

SOCATRA



Founded in 1977, Socatra is a family business that operates in two distinct energy-related sectors: maritime transport and petroleum products storage. The Socatra fleet, which is completely managed in house, consists of seven medium-range and five small petroleum tankers. Socatra operates its vessels worldwide with offices in Bordeaux, Singapore, Luxemburg, and in Madagascar.



SOGESTRAN SHIPPING

Sogestran Shipping is a young owner and operator of chemical and gas tankers under the French flag. A wholly owned subsidiary of the Sogestran Group, it operates the the Mayoury tanker and is building a chemical tanker on behalf of Total Energies.

STENA LINE



Stena Line is an international freight and ferry company with its landside roots in Sweden. Headquartered in Gothenburg, Stena Line has a route-based organisation in 6 business regions across Northern Europe that includes Ireland, Britain, France and Holland. As one of the world's largest ferry networks, the company offers affordable transportation with a commitment to safety, reliability and a reduced environmental footprint.

TRANSOCEANIC WIND TRANSPORT (TOWT)*



Founded in 2011, TransOceanic Wind Transport (TOWT) is the first French carrier of goods under sail. After having transported more than a million products on existing sailing ships under its own ANEMOS environmental label, TOWT is shifting to an industrial scale to decarbonise maritime transport with the construction of a first fleet of cargo sailing ships. By December of 2023, up to 20,000 tonnes of goods will be sailed on wind power to America, Africa or Asia on behalf of large companies, saving 3,000 tonnes of CO2 per year.

* Non-certified participant (a new participant, or a ship owner with no operations for the most recent evaluation year).

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