



**GREEN
MARINE**

— EUROPE —

PERFORMANCE
REPORT

2020

GREEN MARINE EUROPE BLOWS OUT ITS FIRST CANDLE



The result of a fruitful transatlantic collaboration between Surfrider Foundation Europe (EU) and Green Marine (Canada/U.S.), the Green Marine's environmental certification is strengthening and developing in 2021. We are extremely proud to present its second performance report to you.

Among the major news in 2021, we are very satisfied to have doubled the number of registrants for the certification from six to 12 ship owners. We ventured beyond the French borders to welcome ship owners from other European countries, such as Italy. An eighth performance indicator has also been added to the conditions for obtaining the label. Above all, we can be proud to have brought together a community comprising professionals from the maritime sector and partners committed to a common vision – that of maritime transport being more respectful of our ocean and environment.

With a voluntary real commitment by key players of the European maritime industry, Green Marine Europe supports professionals in the sector to move towards more responsible practices in

order to reduce the environmental footprint of maritime activity. The first European environmental certification for maritime transportation, the label is part of a process of continual improvement in the performance of the labeled ship owners in order to ensure the realization of long-term ambitions.

The challenge was sizeable in 2020, launching an international environmental certification while the world closed its borders and limited its outside exchanges. The exceptional health situation that all the countries had to face could have discouraged us. However, despite an unfavourable context, we can now attest to the success and great interest encountered throughout this first year of the Green Marine Europe label's existence.

At a time when the world has partly stopped turning, we believe it is important to seize this opportunity to build a more responsible future in which maritime transport represents a major issue in our international trade.

We would like to sincerely thank our financial partners who made this project possible and who allow it to continue to develop today: the Macif Advantages programme, ADEME (Agence de la transportation écologique), the European LIFE (L'instrument Financier pour l'Environnement) programme, France's Ministry of Ecological Transition and Solidarity, et the 1% for the Planet movement. As well as all the collaborators who took part directly or indirectly in this project's construction and development.

A handwritten signature in black ink, appearing to read 'Florent Marcoux', written over a horizontal line.

Florent Marcoux
Executive Director
Surfrider Foundation Europe

GREEN MARINE EUROPE

Green Marine Europe is a voluntary environmental certification program for European ship owners, originating from a collaboration between Surfrider Foundation Europe and Green Marine. The Green Marine Europe program, launched in the Spring of 2020, is inspired by the North American program's model of collaboration, rigour, transparency and accountability. The entities in this adaptation are a group of ship owners, government representatives and NGOs, as well as European

experts from civilian society with strong skills applicable to the ecological transition of maritime transportation. They collectively establish a tool capable of supporting and facilitating the management of the monitoring and improvement of their environmental performance based on a European rating scale.

The label encourages the leadership and long-term engagement of the companies to improve their environmental performance in a process of continual improvement for a strong impact.

A TRANSPARENT AND RIGOROUS APPROACH

Green Marine Europe requires its applicants to adopt practices and technologies that have a direct impact on the ground. The progress of the laureates is assessed year, on a scale of 1 to 5. Level 1 indicates regulatory monitoring while Level 5 illustrates leadership and excellence.

Green Marine Europe's labeling process is rigorous and transparent. To receive their label, applicants must annually measure their environmental performance using the certification program's self-diagnostic guides. They subsequently submit their results to an independent external verifier trained and accredited by Green Marine Europe and agree to publish them.

The criteria are reviewed annually to ensure that each of the four levels above the baseline that indicates regulatory monitoring is sufficiently demanding yet achievable. Finally, to remain true to the principle of continual improvement, Green Marine Europe also requires that any new participant achieves at least a Level 2 for one of the indicators within the framework of the participant's first year of evaluation, and subsequently demonstrates a yearly improvement by one level in at least one performance indicator until Level 2 is achieved for all applicable program indicators.



A COLLABORATIVE APPROACH

In addition to the laureates, who engage in a process of evaluation and continual improvement in their environmental performance, Green Marine Europe is also a space for discussion and exchange. At the project's outset, maritime associations such as the Armateurs de France and GICAN joined the initiative. Additionally, since its launch, Green Marine Europe has welcomed five new supporters: OceanCare, EuroSIMA, and the International Fund for Animal Welfare (IFAW).

Moreover, the Green Marine Europe label would have never seen the light of day without the partnership of the European Union's LIFE programme. It also benefits from the invaluable financial support of France's ministry in charge of the environment, ADEME (Agence de la transportation écologique), the Macif Advantages programme, and the 1% for the Planet collective.



MILESTONES

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 Alice.

2018
Green Marine, an environmental certification program for North America's maritime industry, is identified as a model for creating the new Green Marine Europe label.

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 as part of the Ocean Pavilion G7 side discussions.

NOVEMBER

Initial meeting of the development committee to adapt the environmental program to the European context.

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 label.

APRIL

The criteria and self-diagnostic questionnaire for the first edition (2019 year of operations) of the Green Marine Europe label are published.

2017

2018

2019

2020

BUSINESS PARTNERS

Green Marine Europe is a label that aims to engage the entire maritime industry. This year the membership has therefore been opened to a new category of members: partners. These companies provide solutions to ship owners to improve their environmental performance.



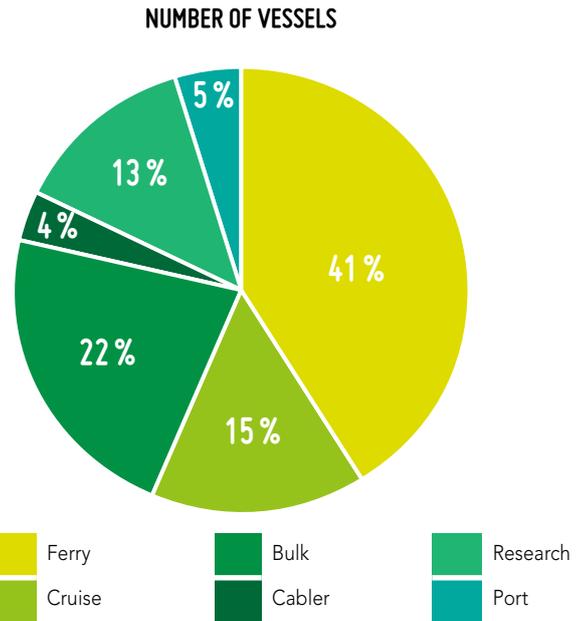
XBEE SA distributes its natural additive fuel through an international network of specialized professionals. For more than 20 years, the XBEE enzyme technology has successfully been used by its clients to process and improve all kinds of fuel: from diesel to heavy fuel oil, including the most recent biofuels and VLSFO blends. XBEE purifies fuels in a natural and sustainable way to make

engines cleaner and more efficient. As a result, fuel combustion is improved and toxic gas emissions are significantly reduced. At the same time, significant savings are achieved through lower energy consumption and lower maintenance costs.

TWICE AS MANY LAUREATES!

For its second campaign, Green Marine Europe is proud to award its environmental label to 12 ship owners representing a total fleet of 85 vessels.

This diversified fleet represents various sectors: passenger transport, liquid bulk, submarine cable laying, as well as scientific research. Two firsts this year: an Italian ship owner and the cruise sector also figure among the number with labels.



2021 LAUREATES



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.



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.



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

Founded in 2016, CORSICA linea is one of the major companies in the Mediterranean in two business areas: freight transport and passenger transportation. From Marseilles, CORSICA linea provides year-round service to the ports of Bastia, Ajaccio and Île-Rousse, as well as trips to Algeria and Tunisia. The company also makes occasional trips to Sardinia from Ajaccio.



GARBAGE GROUP

Garbage Group was launched in 1958 and for more than 60 years it has been protecting and caring for the environment in Italy and abroad. In addition to collecting, transporting, treating, recovering and disposing of all kinds of waste, it also recovers and enhances the environment, cleans stretches of sand, beaches and reflecting ponds, along with preventing the pollution of water or land, and/or decontaminating them and removing friable (i.e. crumbly) and solid (i.e. compacted) asbestos. Its emergency division handles all kinds of environmental emergencies and is ready 24/7 to intervene immediately in response to any situation.



GENAVIR - IFREMER

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 MÉRIDIIONALE

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.



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.



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.

GOVERNANCE

At the end of the discussions started in early 2019, Surfrider Foundation Europe acquired a four-year licence to set up and manage Green Marine Europe. Green Marine (the certification program founded in North America) participates directly in the governance of Green Marine Europe, while the coordination of the label is led by Surfrider Foundation Europe. The steering committee is the foreshadowing body of the future board of directors of Green Marine Europe. It is responsible for the strategic orientation of the European label and currently has eight members representing ship owners, shipyards, Surfrider Foundation Europe, Green Marine, Amateurs de France, and public institutions such as the Agence de la transition écologique (l'ADEME).

Other European maritime associations, such as the Groupement des Industries de Construction et Activités Navales (GICAN), or the European Sea Ports Organization (ESPO) are also involved in the process at the development committee level. This advisory body provides an expert opinion regarding the environmental certification program's performance indicator criteria, its European adaptation and its future developments. The development committee brings together all of Green Marine Europe's stakeholders: ship owners, port representatives, shipyards, NGOs, shippers, financial experts and sector experts. This body is responsible for adapting the criteria for the European territory and proposing new ones.

The new label uses to the tools and procedures developed by Green Marine. The long-term objective is to set up an independent organization within a few years, similar to Green Marine.

HEAD FOR EUROPE!

Building on its first year of existence, Green Marine Europe is expanding its reach and membership across Europe and continuing its discussions with Swedish, Belgian, Dutch and German ship owners. The awarding of the label to the first laureate outside France, to the Italian ship owner Garbage Group, is a promising breakthrough and constitutes both an excellent first and encouraging step for the label's future on the European continent. The inclusive character of the label, which deals with a variety of environmental issues beyond greenhouse gas or sulphur oxide air emissions, as well as its collaborative and sectoral approach focusing on the reduction maritime transportation's global environmental footprint is a major asset for the growth of Green Marine Europe.

"For l'ADEME, the Green Marine Europe label contributes to meeting maritime transportation's numerous environmental challenges by actualizing a change in the behaviour of ship owners and by making visible the efforts already undertaken by some of them. L'ADEME considers this voluntary approach to be an essential lever for the sectors' ecological transition and makes it possible to act where regulations are insufficient or non-existent. My participation in the working groups allows me to better understand the practices and constraints ship owners regarding the management of their fleet and to broaden by knowledge. These discussions are a source of inspiration."

— **Philippe Cauneau, ADEME**

"The Green Marine Europe label is the result of a long and close collaboration between the Armateurs de France and Surfrider Foundation Europe. Maritime transport faces many environmental challenges and the dialogue between ship owners and NGOs is essential to move forward together in the sector's ecological transition. The label's proactive approach highlights the ethical initiatives of ship owners and invites them to go beyond regulations. The exchange and sharing of good practices among the participants within the various development committees are highly valuable and appreciated."

— **Nelly Grassin, Armateurs de France**

"Witnessing the adaptation of the North American program to European standards and expectations is a source of great pride for Green Marine. It demonstrates the relevance and flexibility of our environmental certification program, which has proven itself to be well suited to tackling the various environmental issues, here and elsewhere. The existence of the program in Europe represents an important milestone and creates opportunities for synergy on both sides of the Atlantic."

— **David Bolduc, Green Marine (North America)**

THE ENVIRONMENTAL PROGRAM

The Green Marine Europe label offers a detailed framework to shipping companies in order to measure their environmental footprint, and then reduce it. Applicant ship owners must demonstrate continual and measurable improvement, year after year, in order to obtain the label. Initially, the programme is addressing priority environmental issues related to air and water quality, the protection of biodiversity, and waste management. It includes eight performance indicators, with the addition for this second cohort of the indicator related to responsible ship dismantling.



AQUATIC
INVASIVE SPECIES



GREENHOUSE GAS
EMISSIONS



OILY DISCHARGE



POLLUTANT AIR
EMISSIONS NOX



POLLUTANT
AIR EMISSIONS SOX & PM



UNDERWATER
NOISE



WASTE MANAGEMENT



RESPONSIBLE
SHIP RECYCLING

A SCALABLE SCOPE

The program's scope is indeed called upon to be regularly broadened as new issues are prioritized and the bar is raised in order to keep the criteria ahead of existing or expected regulations, as well as based on scientific understanding, emerging technologies and best practices. In this spirit of continual improvement at the heart of Green Marine Europe's approach, the criteria are regularly revised. Through the development committee, this process is subject to extensive consultation with industry stakeholders, environmental NGOs, maritime experts and government agencies.

For the third edition of the program, Green Marine Europe will adjust the criteria for the **waste management (garbage)** indicator to reflect legislative developments related to single-use plastics and port recycling facilities. The criteria will particularly be advanced in terms of the requirements linked to the loss of containers at sea and the waste of food distributed on board. The greenhouse gas indicator will also be reviewed in order to raise carbon reduction targets. Finally, the indicator related to **ship dismantling** will be revised to take into account the deadlines for the broadened European legislation.



2020 RESULTS

INTERPRETATION

The words “not applicable” appear in a few places in the table because the environmental issues do not apply to all participants. For example, the vast majority of ferries do not discharge ballast water. This notion also applies in the event that the participant does not have complete control of operations.

The published results reflect the environmental performance of participants within the framework of Green Marine Europe’s

environmental program indicators; they do not constitute a comprehensive assessment of all environmental aspects related to maritime operations. The Green Marine Europe label itself does not claim to assess the environmental performance of the participating companies. The results are subject to external verification every two years. Each participant must then submit all the documentation related to the level declared for each of the applicable indicators.

LEVELS

The results indicate each participant’s environmental performance in 2020 within each applicable indicator on the program’s 1-to-5 scale:



BEYOND COMPLIANCE

Although this is the second cohort and the first year of assessment for half of the certified ship owners, the laureates of the Green Marine Europe label area already demonstrating a performance beyond European regulatory requirements, reach an overall average of 2.6 on the 1 to 5 scale, wherein 1 conveys regulatory monitoring and 5 represents excellence and leadership.

For the label's second edition, all the ship owners already awarded it last year have complied with the requirement for continual improvement. The improvement of their environmental performance is reflected first of all by taking into account the impacts linked to the dismantling of their ships, often beyond existing regulations. As such, Brittany Ferries, CORSICA linea and Orange Marine, each first obtaining the certification last year, stand out by reaching Level 2 of this new performance indicator.

Several laureates for the second consecutive year have also innovated to progress on the label's basis. For example, La Méridionale has implemented the monitoring of NOx emission

by vessel, which allows it to progress from Level 2 to Level 3 for this indicator. Finally, we must underline the significant progress of the Orange Marine company, which is improving its environmental performance in terms of its management of aquatic invasive species, air emissions (NOx and SOx), waste, and the reduction of underwater noise.

This year's new laureates are not left out of these results either. Maritime Nantaise, Sogestran Shipping and Ponant for their first certification qualification are already showing performance beyond existing legislation for all eight of the label's indicators. Finally, once again this year, several ship owners have achieved Level 5, the label's indication of environmental excellence. These are: Genavir - Ifremer and Ponant for the management of aquatic invasive species; Ponant and Garbage Group for SOx emissions; Ponant for NOx emissions, oily discharges and waste management, and finally Genavir - Ifremer and Garbage Group for the underwater noise indicator.

SHIP OWNERS 	AQUATIC INVASIVE SPECIES	AIR EMISSIONS (SOX & PM)	AIR EMISSIONS (NOX)	GREENHOUSE GASES	OILY DISCHARGE	WASTE MANAGEMENT	UNDERWATER NOISE	SHIP RECYCLING
Brittany Ferries	2	4	4	3	2	2	2	2
La Méridionale	2	2	3	3	2	1	2	1
Corsica Linea	2	4	2	2	2	1	2	2
Socatra	1	2	2	2	2	2	1	1
Genavir-Ifremer	5	4	3	2	4	3	5	n.a.
Orange Marine	3	3	3	2	4	3	3	2
Compagnie maritime nantaise	3	3	3	3	3	2	3	2
Sogestran Shipping	2	3	3	3	2	2	2	2
Maritima	2	3	3	2	1	2	1	1
Ponant	5	5	5	4	5	5	2	5
Compagnie maritime Penn ar Bed	2	1	1	1	2	1	2	1
Garbage Group*	4	5	2	3	4	1	5	2

n.a.: non applicable

* New candidate whose results have not yet been verified

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