



GREEN MARINE

— EUROPE —

PERFORMANCE
REPORT

2021



WHAT PROGRESS IN JUST THREE YEARS!



Launched in the Spring of 2020, Green Marine Europe (GME) is the first European environmental certification for maritime transportation. It targets key issues related to air and water quality, biodiversity protection, and waste management. In just three years, the program has come a long way!

Spearheaded by Surfrider Foundation Europe (EU) and Green Marine (CAN/US), Green Marine Europe initially had six ship owners in 2019, followed by 11 in 2020, and then 15 in 2021 representing a fleet of 347 vessels. They are Brittany Ferries, CMA CGM Group, Compagnie Maritime Nantaise, Compagnie Maritime Pen Ar Bed, Corsica Linea, Compagnie Polynésienne de Transport Maritime (Aranui Cruises), Ifremer/Genavir, La Méridonale, Maritima, MSC Cruises Management, Orange Marine, Ponant, Socatra, Sogestran Shipping, and Stena Line.

Green Marine Europe has quickly distinguished itself by the diverse maritime activities carried out by its certified ship owners: passenger transport, liquid bulk, underwater cables, scientific research, and cruises.

Diverse representation continues to define the latest additions, with the arrival of containerized shipping and one of its global flagships, the CMA CGM Group, and an augmented cruise presence with one of its key players, MSC Cruises.

Leaders in European and international maritime transportation, innovative players in the fight against oceanic plastic pollution, the four new ship owners – Aranui Cruises, CMA CGM Group, MSC Cruise, and Stena Line – are testament to Green Marine Europe's ability to federate a community of maritime industry

professionals and partners that are committed to a shared vision of maritime transportation that is more respectful of our ocean and environment. These new members confirm the program's European dimension.

This capacity for federation and inclusion received significant attention in 2022. In February, Green Marine Europe and its approach to the continual improvement in maritime transportation's environmental performance were on the official agenda of the One Ocean Summit in Brest. In May, Green Marine Europe officially joined EVE, a support program for companies to reduce the energy and environmental impact of their related transportation and logistical activities. The goal: to make it easier for shippers to promote the use of "Green Marine Europe" certified ship owners in their FRET21 commitment. Additionally, the appendices with the text implementing a directive to port facilities clearly identify Green Marine Europe and Green Marine (CAN/US) criteria on waste management as a basis for granting discounts.

This dynamic largely echoes that of certified ship owners who demonstrate, year after year, a real capacity for innovation that goes beyond any regulatory requirement. The treatment of underwater noise, aquatic invasive species, ship recycling, and waste management are among the areas in which the 2021 group made a notably significant investment, even though some of these issues are hardly taken into account by public policies.

Building on these strengths, we are already heading for the 2022 and 2023 programs: advanced criteria for oily discharge, aquatic invasive species, underwater noise, SOX/particulate matter, etc., are all on the agenda for our reflection on the future.

Last but not least, we are pleased to share with you Green Marine Europe's progress and ideas on our new website, which has been completely redesigned to make all of the information more readily accessible. Visit greenmarineeurope.org now!

Florent Marcoux
Executive Director
Surfrider Foundation Europe

A EUROPEAN PILLAR IN AN INTERNATIONAL NETWORK

Green Marine Europe is built as a tool capable of supporting ship owners and facilitating the monitoring and improvement of their environmental performance on a European-scaled basis.

The environmental certification program encourages the leadership and long-term commitment of companies to improve their environmental performance in a process of continual progress for a strong impact.

In 2019, Surfrider Foundation Europe acquired a four-year licence to implement 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 program's coordination is led by Surfrider Foundation Europe. The steering committee is comprised of nine members and is responsible for the European program's strategic orientation. It encompasses representatives of ship owners, Surfrider Foundation Europe, Green Marine, Armateurs de France, the Groupement des Industries de Construction et Activités Navales (GICAN), and public institutions such as ADEME.

Other European maritime associations, such as the European Sea Ports Organisation (ESPO) or GICAN, are also involved in the process within the advisory committee that provides expert advice on the criteria for the environmental certification program's performance indicators, as well as the program's European adaptation and future evolution. The advisory committee brings together all of Green Marine Europe's stakeholders: the ship owners, port representatives, shipyard managers, NGOs, shippers, financial and sector experts. The group adapts the criteria to European territory and proposes new criteria.

The European program uses the shared governance methods and procedures developed by Green Marine (CAN/US) with a view of cooperation and the pooling of know-how and expertise. If the long-term objective is to establish a new independent organisation, similar to Green Marine (CAN/US), it is also a question of building a solid and agile network on a European and international scale.

A TRANSPARENT AND RIGOROUS APPROACH

Green Marine Europe requires its applicants to adopt best practices and technologies that have a direct impact on reducing their environmental footprint.

Each participant's progress is assessed yearly, on a scale of 1 to 5. Level 1 indicates regulatory monitoring while Level 5 illustrates leadership and excellence.

Green Marine Europe's environmental certification process is rigorous and transparent. To be certified, candidates must annually gauge their environmental performance using the program's self-evaluation guides. The results are then submitted to an independent external verifier trained and accredited by Green Marine Europe, prior to be published.

The criteria are revised annually, to ensure that each of the four levels above the baseline (of regulatory monitoring) is both challenging and achievable.

Finally, to stay true to the principle of continual improvement, Green Marine Europe requires that any new participant achieves at least one Level 2 as part of their first year of results, and at least one additional level in another category each year thereafter until all applicable indicators are at Level 2 or higher.





“Green Marine is the result of a collective effort on the question of sustainable maritime transportation – ship owners, government representatives, NGOs, European experts from the civil sector. The diversity of ship owners newly applying for certification is a testimony to this mobilization in Europe: leaders in European and international maritime transportation, a pioneer in sailing transport, an innovative player in the fight against plastic pollution at sea, etcetera!”

— Antidia CITORES, Surfrider Foundation Europe.

“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)

“Convinced of the need to dialogue with NGOs and all stakeholders in the maritime sector to reduce the environmental footprint of ships, Armateurs de France has been fully involved in this robust and ambitious European program since its inception, because it is a certification that supports ship owners in improving their environmental performance of their vessels beyond regulations. The certified ship owners are at the forefront of a European dynamic for the ecological transition of maritime transportation.”

— Nelly GRASSIN, Armateurs de France, the professional organization for French companies offering maritime transportation services

“Green Marine Europe permits us to carry out a diagnostic review of all our actions based on the program’s eight performance indicators. We also want to have greater precision about where we are. This allows us to precisely define the margins of progress that we have undertaken. That’s the “magic” of this certification. Obviously, this cannot be a solitary undertaking. It is important for us that competitors, as partners, also participate in this program. Why? Because our conviction is that only collective action will permit us to find the relevant answers to the immense issues of climate and biodiversity.”

— Claire MARTIN, CMA CGM

A COLLABORATIVE APPROACH

In addition to the participants 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.

Armateurs de France has supported this project since it was first discussed in 2012. GICAN is also among the maritime associations that joined the initiative in its early days. The French Maritime Cluster and the Royal

Dutch Shipowners Association (KNVR) also endorse the certification, as does the Luxembourg Pavilion.

Since its launch, Green Marine Europe has also welcomed new supporters: OceanCare, EuroSIMA, the International Fund for Animal Welfare (IFAW), the Ocean and Climate Platform, Labeyrie Fine Foods, and the Tara Ocean Foundation.



MILESTONES

• 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.

• 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

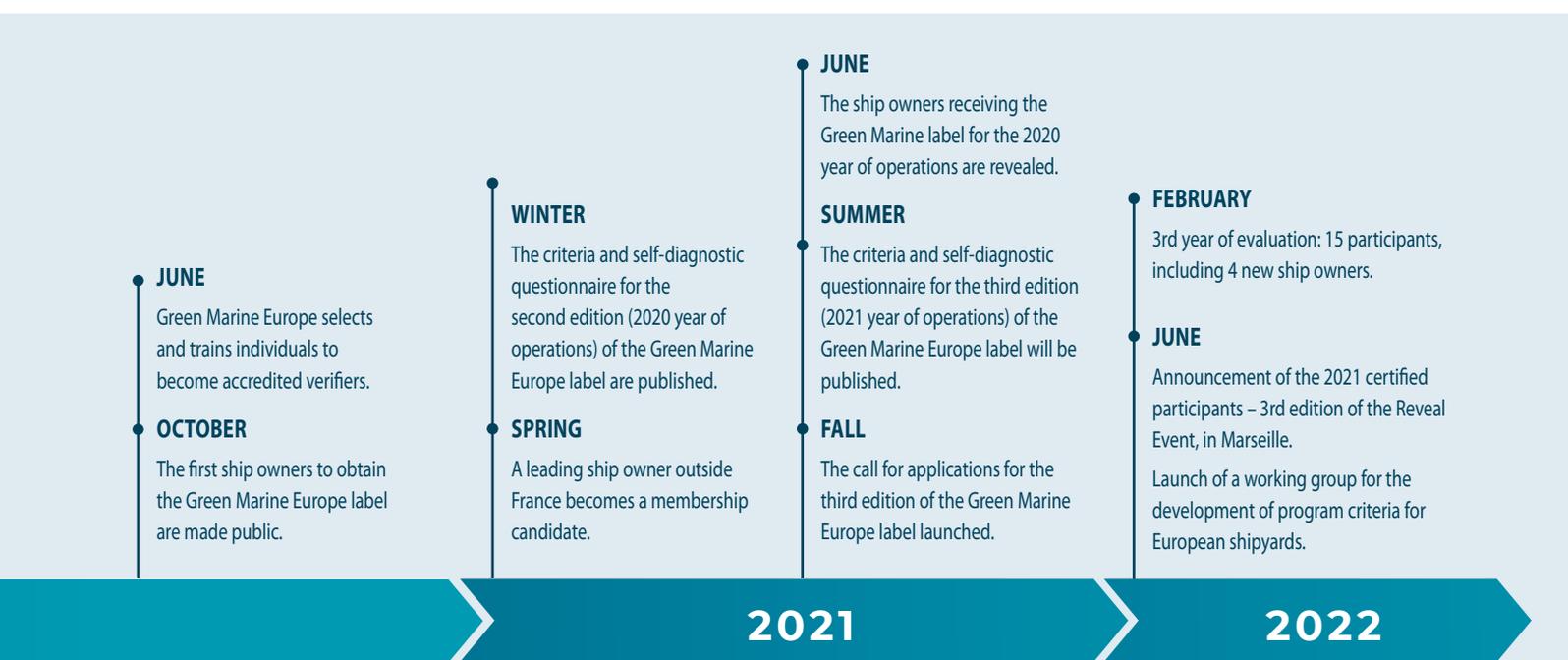
2018

2019

2020

ESSENTIAL PARTNERSHIPS

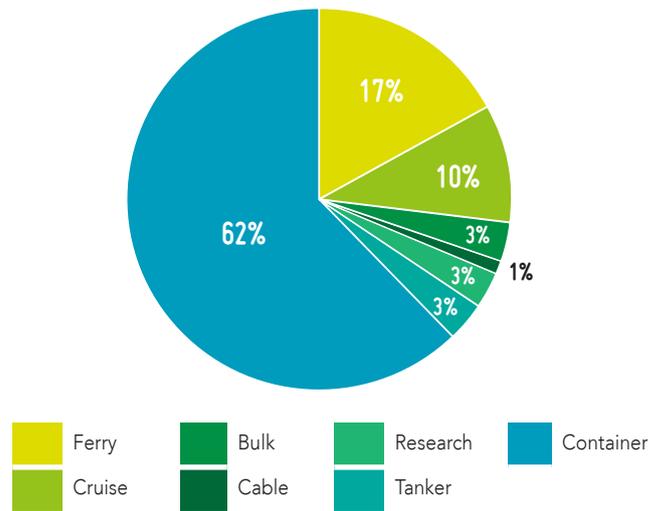
Green Marine Europe would never have seen the light of day without the partnership of the European Union's LIFE programme. It also benefited from the essential financial support of the French Ministry responsible for the environment, along with the Macif Avantages programme, and the 1% pour la Planète fund.



THE CERTIFIED FLEET QUADRUPLES

For its third year of evaluation, Green Marine Europe is proud to count 15 ship owners representing a total fleet of 347 vessels. This diversified fleet represents various maritime sectors: passenger transportation, liquid bulk, underwater cables, scientific research. Of special note is the presence of container transport with the CMA CGM Group, a world leader in that realm. This sends a strong signal to the international community involved in transport and specifically maritime services, regarding the environmental commitment of this “heavy weight” player.

NUMBER OF VESSELS



NEW SHIP OWNERS

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 Polynésienne 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.

MSC Group Cruise Division



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.

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.

CONTINUED COMMITMENT



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.



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 MÉRIDIONALE

The French shipping company La Méridionale 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.

THE ENVIRONMENTAL PROGRAM

Green Marine Europe offers a detailed framework that allows maritime companies to measure their environmental footprint and then reduce it. Ship owners must demonstrate continual measurable improvement, year over year, to obtain the certification. Initially, the program is addressing prioritized environmental issues related to the air and water quality, biodiversity protection, and waste management. There are eight performance indicators with criteria outlined on a 1 (regulatory monitoring) to 5 (excellence, leadership) scale.



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 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 advisory committee, this process is subject to extensive consultation with industry stakeholders, environmental NGOs, maritime experts, and government agencies.

For the third year of evaluation, Green Marine Europe adjusted the criteria for the **waste management**

performance indicator, to reflect the regulatory advancements made in relation to single-use plastics as well as recycling at port facilities. The criteria were also notably enriched in terms of requirements linked to the loss of containers at sea, as well as onboard food waste. Moreover, waste management now covers the waste from scrubbers. The **greenhouse gases** indicator was also reviewed to raise the carbon reduction targets and to take into better account the emission factors for alternatives to heavy fuel. Finally, the **ship recycling** indicator has been adjusted to take into account imminent European legislation with more extensive requirements.

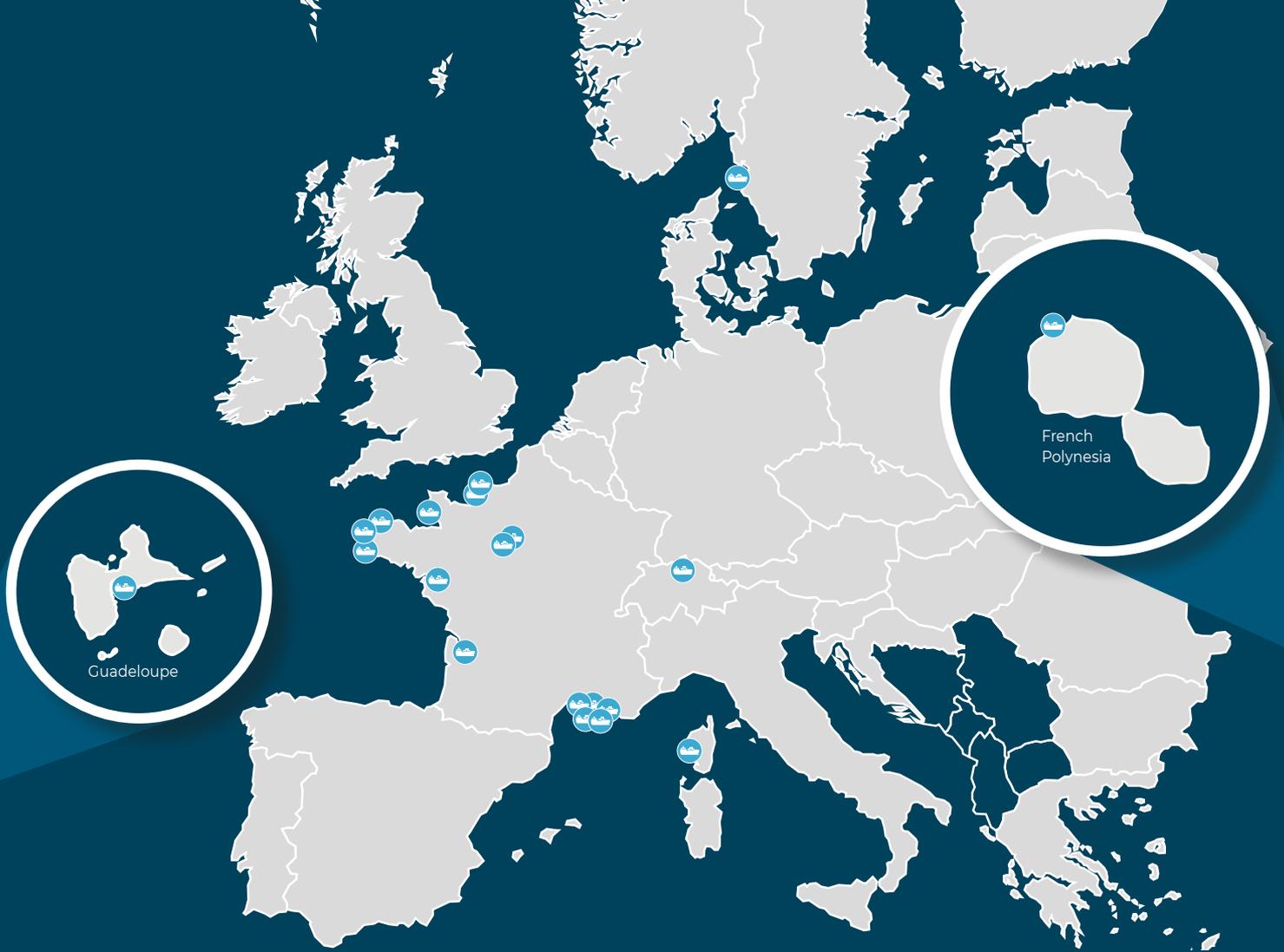
3 YEARS IN EXISTENCE AND PROGRESS HAS BEEN A SMOOTH RIDE

Within just three years, the number of ship owners has gone from 6 to 15, increasing the total fleet from 42 vessels to 347, with the significant progress made between the 2020 and 2021 program years. The entry of the 'heavy weights' in maritime transportation – CMA CGM, MSC Cruises – among the participants is at the heart of this qualitative leap.

Bolstered by this dynamic, Green Marine Europe has set the ambitious but realistic goal of reaching an average of 3 out of 5 rating for all of its participants.

Four other ship owners have joined Green Marine Europe so far in 2022 and will complete the certification process next year. They are Louis Dreyfus Armateurs, Manche Iles Express, Plastic Odyssey Expedition, and Express des îles. A fifth ship owner, TOWT, participates in a spirit of both traditional and innovative maritime collaboration by representing the possibilities of pure wind-sail power.





INNOVATION FOR PROGRESS

This 2021 group encompasses for the first time the container sector with one of the world leaders, the CMA CGM Group, and has a reinforced cruise presence with MSC Group Cruise Division. Overseas membership is also present with the Aranui company. **The program confirms its European dimension** with companies based in Britain and Sweden, and global reach with others as far away as Guadeloupe in the French Caribbean and Tahiti in French Polynesia.

In addition to these firsts, there is **real improvement** in several aspects, giving witness to a movement by all of the certified participants of going beyond regulatory requirements.

Underwater noise is the first such area to note, particularly with Brittany Ferries and Ponant, with the latter improving by two levels. This is a very positive development, because it relates to an emerging issue in public policy regarding the marine environment that is still minimally taken into account as a type of pollution.

In terms of **aquatic invasive species**, CMA CGM equips its ships with an innovative ballast water treatment system, based on UV rays, without any chemical additives. The progress made in terms of **waste management** among the ship owners, particularly Corsica linea and Penn ar Bed, is also noteworthy. We also underline in this regard the efforts of the CMA CGM Group, announcing during the One Ocean Summit in February 2022 its commitment to stop transporting plastic waste aboard any of its vessels. With this policy taking effect as of June 1, 2022, CMA CGM will move up to Level 3 within the waste management indicator.

There are also the efforts regarding several other aspects, with SOCATRA, for example, improving in terms of its handling of **aquatic invasive species**, **NOx emissions**, and **ship recycling**.

2021 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 2021 within each applicable indicator on the program’s 1-to-5 scale:



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	5	4	2	2	2	3	2
CMA CGM	4	3	3	3	2	3	2	2
COMPAGNIE MARITIME NANTAISE	3	4	3	3	3	2	3	2
CORSICA LINEA	2	4	2	2	2	2	2	2
CPTM (ARANUI CRUISES)	2	2	2	2	2	1	2	2
GENAVIR-IFREMER	5	4	3	2	3	3	5	1
LA MERIDIONALE	2	3	3	3	2	1	2	1
MARITIMA	2	3	3	2	2	2	1	1
MSC CRUISES MANAGEMENT*	5	5	5	5	5	5	4	4
ORANGE MARINE*	3	3	3	2	4	3	3	2
PENN AR BED	2	1	1	1	2	2	2	2
PONANT	5	5	5	5	5	5	3	2
SOCATRA	3	2	3	2	2	2	1	2
SOGESTRAN SHIPPING	2	3	3	3	3	2	2	2
STENA LINE	1	3	5	2	1	2	1	2

*Participant whose results have not yet been verified

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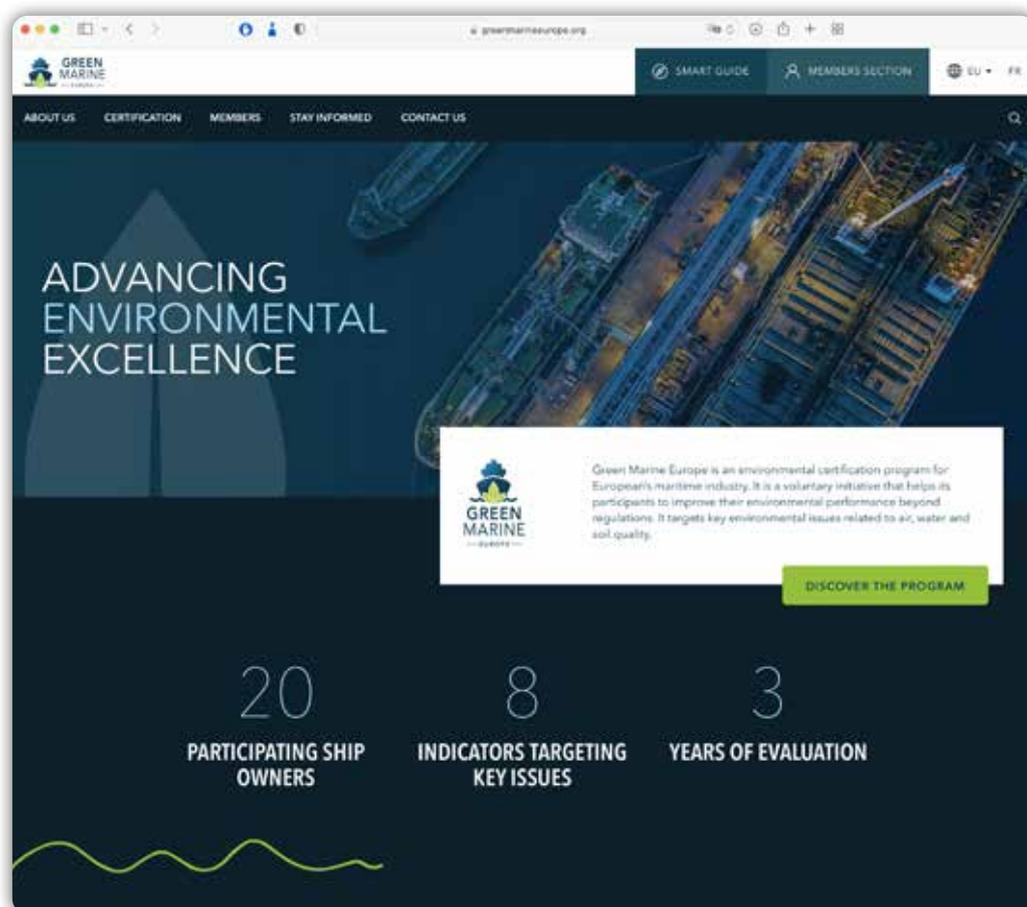
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ROMAIN BENOÎT

Outreach officer

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