



2025 // Performance Report



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All the statistics and performance analyses presented in this report are based on results compiled as of June 30, 2026.

Staying the course towards sustainability: a strategic necessity

In an unstable geopolitical and economic environment, the maritime industry must demonstrate agility in the face of shifting trade patterns, market volatility, sovereignty imperatives, and the accelerating environmental transition. Staying the course has become a strategic necessity.

Green Marine International (GMI) offers a concrete solution to this complexity: a common environmental framework capable of establishing a shared set of standards, while allowing each region to adapt its criteria, priorities, and implementation methods to its own regulatory and operational realities.

Membership remains stable in Canada, the United States, and other regions where the program is implemented, with a retention rate exceeding 90%. Successful pilot projects in Australia, Mexico, and the Bahamas have also helped attract new participants.

In Europe, the number of participants has grown by 30% in one year, with the program now including ports. In 2026, Green Marine Europe's total membership surpassed the 100-member mark. This growth confirms the value of a framework tailored to a regulatory and industrial environment undergoing profound transformation.

On both sides of the Atlantic and elsewhere around the world, certification helps companies structure their management, ensure the reliability of their reporting, and better meet the growing expectations of investors, funders, and all of their stakeholders. It also supports the

technical and technological modernisation of the various links in the maritime chain by connecting environmental performance, business resilience, competitiveness, and the management of regional impacts. In Europe, it serves as a powerful strategic tool for planning the implementation of the maritime industrial strategy and of the port strategy.

The past year has been defined by the work of GMI's first international board of directors. Reappointed in May 2026, the board strengthens governance that reflects the diversity of the sectors and regions covered by the program. It is our collective responsibility to preserve the high standards, credibility, and adaptability that underpin the value of this initiative.

This progress is made possible by the dedication of our board members, participants, partners, experts, permanent staff, and members of committees and working groups. I would like to thank them for their commitment.

It is on this basis which is both international and fully tailored to European challenges—that Green Marine Europe can provide long-term support for the transformation of the maritime industry.



Antidia Citores

General Manager, Green Marine Europe



Annual Certification Process

From self-evaluation to verification:
a structured process grounded in rigour and progress.



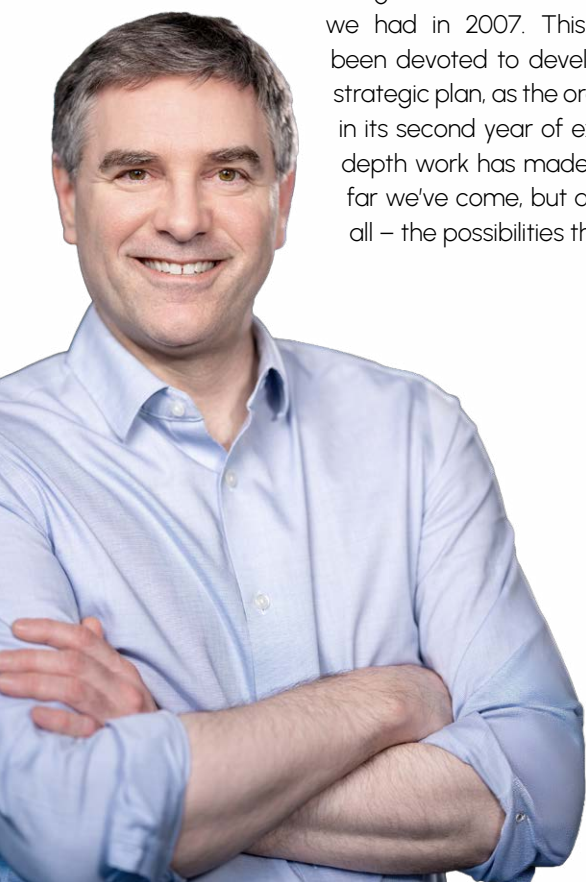
A WORD FROM THE PRESIDENT AND CEO

Asserting global leadership in support of sustainable maritime transportation

The 2025 results mark Green Marine Europe's 7th performance report, and Green Marine 18th performance report. These are pivotal years, rich in evolution and transformation. In less than two decades, the program has grown from some 30 pioneers in the St. Lawrence and Great Lakes maritime industry who took the plunge – I would even call it a leap of faith, believing in the power of rigorous, transparent environmental certification – to more than 220 ship owners, ports, terminals, and shipyards. Today, we have certified participants in eight European countries (Belgium, Bulgaria, England, France, Portugal, Spain, Switzerland and Turkey), and in Canada, the United States, Mexico, the Bahamas and Australia!

I've had the good fortune to fill a front-row seat at the launch of Green Marine's environmental program, then to help establish Green Marine Europe in 2020, and now the privilege of leading Green Marine International (GMI).

This global reach far exceeds the visions we had in 2007. This past year has been devoted to developing GMI's first strategic plan, as the organisation is only in its second year of existence. This in-depth work has made me realize how far we've come, but also – and above all – the possibilities that lie ahead.



GMI's very first three-year strategic plan comes at a pivotal moment when the organisation's scope, the diversity of its stakeholders, and its global ambitions have grown significantly. This plan addresses the need for a clear, shared roadmap to guide international deployment, strengthen governance across regions, and steer program development in line with evolving scientific knowledge, regulatory frameworks, and industry expectations. Anchored in nearly 20 years of a collaborative approach and commitment to continual improvement, this plan outlines how GMI will consolidate its existing programs and continue to promote environmental excellence on a global scale.

I am proud to share with you our new mission statement, our vision, and the values that will continue to guide our work:

GMI aims both to advance sustainability in the maritime industry through a voluntary certification program that drives continual improvement and to serve the maritime industry as a worldwide leader, charting the course to sustainability. To achieve this, we will draw on the core values that have been at the heart of our approach from Day 1: collaboration, integrity, and commitment.

In a world where the only certainty seems to be uncertainty, GMI's presence has never been more crucial in guiding the way – like a lighthouse – towards greener maritime transportation, across oceans and borders.

A handwritten signature in black ink, reading "David Bolduc".

David Bolduc

President and CEO

Green Marine International

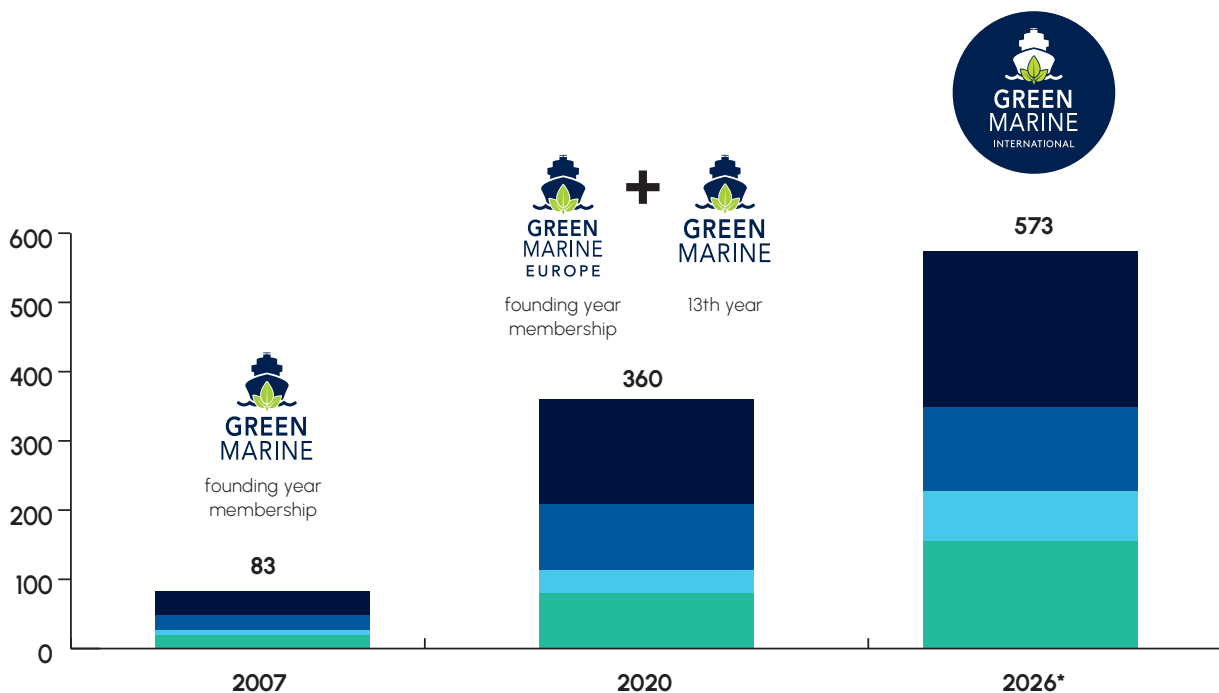
MEMBERSHIP

Growth and stability

Green Marine International continues to expand its reach, notably through significant growth in the number of European participants – which now include ports – as well as numerous North American terminals adding sites to their certification, and the certification of international participants following successful pilot projects in Australia, Mexico, and the Bahamas. In Europe, the number of participants has increased by 30% over the past year. This continued growth confirms the appeal of the certification and its relevance to the specific challenges of the European context. The stability of the Green Marine program's membership in Canada, the United States, and elsewhere where the program is active – with a retention rate exceeding 90% despite a challenging geopolitical and economic climate – demonstrates the program's robust strength, credibility, and relevance 19 years after its inception.


+30%

**European
participants
in one year**



* As of July 30, 2026.



224 PARTICIPANTS

internationally: Ship owners, ports and waterways, terminals, and shipyards.



72 ASSOCIATIONS

Maritime industry advocacy organisations.



122 PARTNERS

Suppliers of marine industry-related products, services, equipment, and technologies.



155 SUPPORTERS

Scientific research institutes, environmental and community organisations, and governmental agencies.

INTERNATIONAL PILOT PROJECTS

Setting sights on the Southern Hemisphere

Green Marine International is building on the momentum of the successful pilot projects in Mexico, the Bahamas and Australia that led to last year's certification of several new members. A new series of pilot projects is underway in 2026 to assess the adaptability and applicability of the Green Marine certification program's criteria in several South American countries. The participants in this new wave of exploration are the **Bahía Blanca Port Authority** in **Argentina** and three **DP World** terminals in Callao, **Peru**; Posorja, **Ecuador**; and, Santos, **Brazil**. Green Marine International also has a pilot project in **New Zealand**, involving the terminal operator **3 Islands Intermodal**.

The pilot projects aim to determine whether the environmental performance criteria are sufficiently demanding at each level of the program beyond existing national regulations.

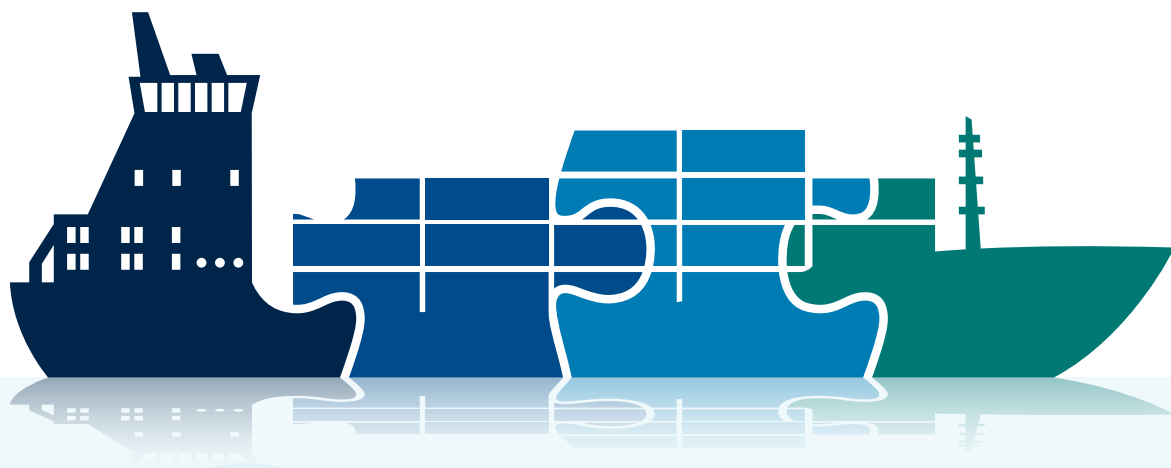
"We see Green Marine International as a powerful complement to our ISO 14001 management system, turning high level environmental commitments into sector specific, measurable performance at the terminal level. By piloting the program at three of our South American terminals, we aim to demonstrate the added value and feasibility of this voluntary certification model across our regional operations, strengthening both our operational excellence and our environmental stewardship."

– Audrey Bastos Cortez

Environment Manager - Americas Region, DP World



COLLABORATIVE APPROACH



Collaborative approach

In November 2025, Green Marine International and the International Association of Port Cities (AIVP) formalized the renewal and expansion of their partnership started in 2018. Running through 2030, this new Memorandum of Understanding aims to amplify the impact of joint actions promoting more sustainable ports that are better integrated into their local regions. It thereby seeks to strengthen collaboration on adapting the environmental program for European ports and integrating the AIVP's 2030 Agenda's priorities. This strategic alliance reflects the shared conviction that the sustainable future of ports lies at the intersection of environmental ambitions, societal priorities, fiscal realities, and enhanced dialogue within their local regions.



2025 PROGRAM CHANGES

A more robust certification

This report presents the results of the Green Marine Europe certification program's 7th year of reporting. Each year, a selection of performance indicators is reviewed to ensure that their criteria go beyond regulatory compliance, incorporate best practices, and take into account new technologies that have become available.

In 2025, four indicators applicable to ship owners were revised, while no changes were made to the indicators for shipyards. Given that European shipyards were added more recently to the program (in 2023), it was decided to give these participants more time to completely familiarize themselves with all the criteria in order to pursue their fuller implementation.



Air Emissions – NOx/SOx & PM. The Level 2 criteria common to the GHG, NOx, and SOx/PM indicators have been refocused on the practical management of energy consumption. The changes focus in particular on fuel traceability, trip optimisation using weather and climate tools, preventive engine maintenance, and identifying optimal engine speed or load. Energy efficiency programs have also been expanded beyond lighting alone. Ship owners must also analyse equipment and loads that could be better managed or resized.



Air Emissions – Greenhouse Gases. This indicator has undergone a more thorough revision. The annual inventory must now cover the entire fleet — whether owned or chartered — including voyages outside Europe. The energy performance plan is becoming a decarbonisation plan, with quantified targets: a 40% reduction in emissions per unit of transport by 2030, compared to 2018, and carbon neutrality for the fleet by 2050.



Aquatic invasive species. The indicator has been updated to better incorporate the management of biofouling and ballast water, in alignment with the most recent international regulatory and technical standards. The new requirements are detailed in the graph below.

Biofouling and ballast water: translating international frameworks into verifiable criteria

THE CRITERIA NOW INCORPORATE FOUR INTERNATIONAL STANDARDS:

- | | | | |
|--|--|--|--|
| 1
the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004; | 2
the 2023 IMO Guidelines on Biofouling — Resolution MEPC.378(80); | 3
the BWM.2/Circ.70/Rev.1 circular on commissioning tests and the biological effectiveness of treatment systems; | 4
the recommendations on contingency measures. |
|--|--|--|--|

These translate into verifiable requirements: biofouling and ballast water management plans, monitoring of malfunctions, data retention for at least 24 months, corrective and preventive actions, and contingency plans for ships with or without a bilge water treatment system. New ships ordered on or after July 1, 2025, must also incorporate the 2023 IMO (International Maritime Organization) guidelines into their design specifications.

HORIZON 2026

Two programs, one shared direction

The 2026 criteria reflect continued alignment between Green Marine and Green Marine Europe as credible frameworks for environmental excellence in the maritime industry. This year, Green Marine is advancing cross-sector work on waste management and underwater radiated noise, while Green Marine Europe is strengthening key ship owner criteria for air emissions, ship recycling, underwater noise, and waste management.



From waste reduction to circularity

In the Green Marine program, the **Waste Management** indicator was expanded across all sectors to promote circularity, with new attention to microplastics, administrative waste (generated by ship owners), and more consistent waste planning tools. In Green Marine Europe, the waste management criteria applicable to ship owners focuses on the waste hierarchy, by improving environmentally sustainable purchasing, reducing single-use items, conducting annual garbage inventories, and establishing management plans to achieve zero single-use plastic aboard vessels.



Stronger tools for greater impact

The two 2026 programs consolidate several annexes, templates, and methodologies that guide the criteria's implementation and place greater emphasis on documented results and long-term commitments, particularly regarding decarbonization and ship recycling. This evolution reflects a structured, performance-based approach that goes beyond regulatory compliance and enables measurable progress over time.



Protecting biodiversity and reducing emissions

For Green Marine ship owners, the **Underwater Noise** indicator becomes **Underwater Radiated Noise**, aligned with the International Maritime Organization (IMO) terminology and scope, expanded from marine mammals to the broader protection of marine species. For Green Marine Europe ship owners, 2026 updates reinforce fleet-wide greenhouse gas inventories and decarbonization planning, strengthen pathways for **NOx** reduction, and advance **SOx and particulate** matter measures, including lower sulphur thresholds, at-berth emission reductions, particulate sampling, and cleaner technology options.

The 2026 criteria reflect collective progress, driven by members, toward greater sustainability in the maritime industry. The Green Marine Europe and Green Marine programs operate under the same philosophy of continual improvement, while maintaining criteria tailored to their respective regulatory and operational contexts.

View all the criteria:



VERIFICATION PROCESS

Rigour and credibility



Légende photo : Cherif Belgaroui – Green Marine Europe, Nicolas Carion – verifier, Claudia Kempkes – BSM Cruise Services (ship manager for Ambassador Cruise Line), May 21, 2026, in Hamburg.

In September 2025, new rules were announced to strengthen the oversight of the external verification process. Effective January 1, 2026, each verifier is limited to a maximum of 20 verifications per year. A rotation requirement has also been established: a participant may not use the same verifier for more than three consecutive verifications, after which a rotation will be required for at least one verification. Applied retroactively to January 1, 2022, this measure will take effect in 2028.

These adjustments have been made in response to the program's evolution and heightened expectations regarding governance and credibility. Green Marine International now operates on three continents – North America, Europe, and Australia – at a time when environmental claims are subject to increased scrutiny in many jurisdictions. In view of this, the GMI Board of Directors has revised applicable practices to maintain high standards of governance and to preserve the value of the certification for all members.

A new verifier's manual has also been developed.

20

maximum
verifications per
verifier annually

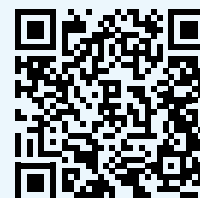
3

maximum
consecutive
verifications with
the same verifier

6

minimum
verifications
reviewed
annually

Learn
more:



2025 RESULTS OVERVIEW

Dynamic growth and progress

In 2025, Green Marine Europe encompasses three categories of participants: ship owners, shipyards, and, for the first time, ports. The program brings together 47 committed organisations, one of which participates in both the Ship owners and Ports programs. The published results pertain to the 37 participants who have completed their certification process for their 2025 initiatives.

Progress in tandem with program expansion

The overall average level for ship owners rose from **2.5 to 2.6** on the 1-to-5 scale, representing a 3.5% increase. The average level for shipyards rose from **2.1 to 2.4**, representing a 32% increase.



37

**certified
members**



60 %

**ship owners
improved their
results**



100 %

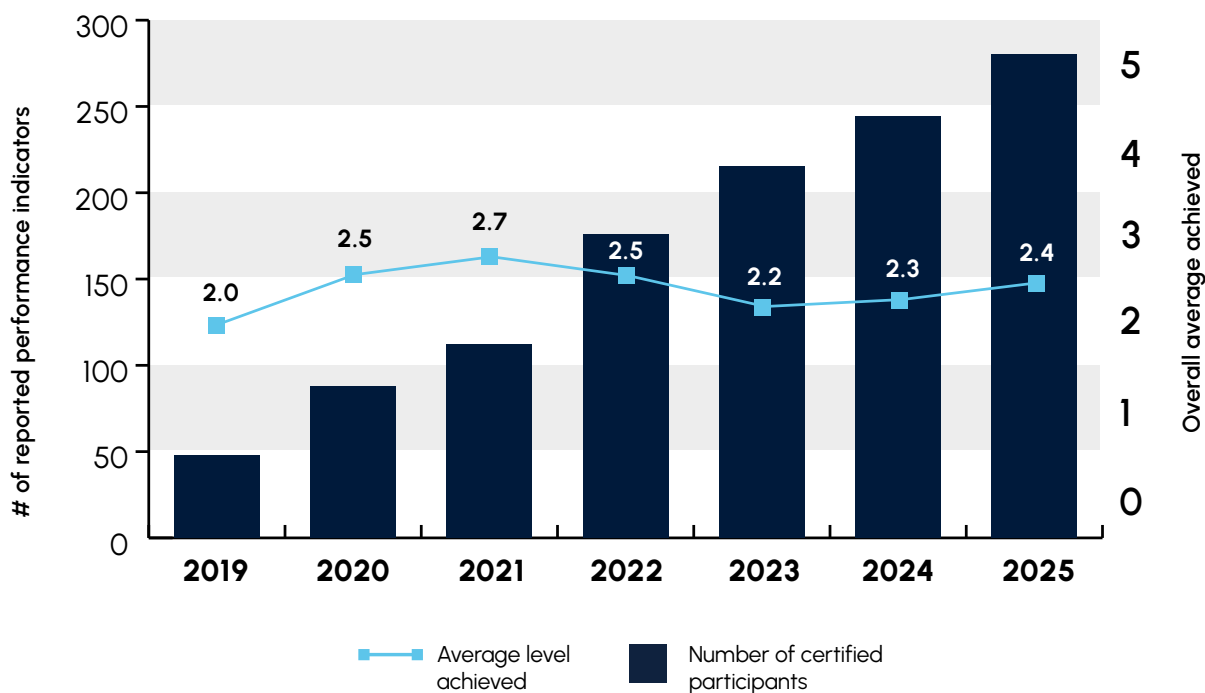
**shipyards have
made progress**



2

**initial port
certifications**

Participation versus performance



While the number of reported indicators has increased nearly sixfold since 2019, the overall average remains above Level 2. Between 2019 and 2025, the number of reported indicators rose from 48 to 280. Over the same period, the overall average fluctuates between 2.2 and 2.7, settling at 2.4 in 2025.

Performance indicators



Ship owners



Ports and waterways



Shipyards



AIR EMISSIONS -
GREENHOUSE GASES



AIR EMISSIONS -
NOx



AIR EMISSIONS -
SOx & PM



AQUATIC
ECOSYSTEMS



AQUATIC INVASIVE
SPECIES



DRY BULK
HANDLING AND
STORAGE



ENVIRONMENTAL
LEADERSHIP



LOCAL COEXISTENCE
AND IMPACT
MANAGEMENT



OILY DISCHARGE



SHIP
RECYCLING



SPILL PREVENTION
AND STORMWATER
MANAGEMENT



STAKEHOLDERS
RELATIONS



UNDERWATER
NOISE



WASTE
MANAGEMENT





Ship owners

A broad-based performance improvement

The Ship owners program remains Green Marine Europe's largest and longest participating group. Twenty-nine ship owners are certified for the 2025 results, compared to 28 in 2024, with two new participants joining and one member leaving.

Their average performance rose from 2.5 to 2.6 out of 5, representing a 3.5% increase. Among the 25 returning ship owners, 15 (60%) improved their scores. Eight remained unchanged, and two saw a decline.

The main improvements were seen in the **Air Emissions - Greenhouse Gases** and **Ship Recycling** indicators, each showing an average increase of 15%, followed by SO_x and particulate matter, at +7%, and NO_x, at +5%. **Invasive Aquatic Species** and **Underwater Noise** remain the key areas for improvement.



29

certified
shipowners



60 %

improved
their score



15 %

improvement





Shipyards

The biggest progress

The Shipyards program has expanded from four to seven participants, representing a 75% increase; six are certified for 2025.

Their average performance has improved from 2.1 to 2.4 out of 5. The four returning shipyards have all shown improvement: one has risen by an entire level, from 2.6 to 3.6; another has increased its performance by 50%, from 1.6 to 2.4; and the remaining two have each improved their average by 0.2.

The **Air Emissions - Greenhouse Gases and Air Pollutants** indicator and the **Waste Management** indicator have each improved by an average of 33%. The indicator for **Spill Prevention and Stormwater Management** represents the main area for improvement.

These differences reflect varying levels of progress, depending on the technical complexity of the criteria, recent developments, the required investments, and the availability of operational solutions.



+75 %
participants



100 %
improvement



33 %
progress





Ports

A first point of reference

Officially launched in 2026, the Ports program includes eight port authorities: the Port Authority of Cartagena, the Port Authority of Santander, Grand Port Maritime de Bordeaux, Port Atlantique La Rochelle, Port Autonome du Centre et de l'Ouest (PACO), Port Charente Atlantique, Société portuaire Port de Bayonne, and Syndicat mixte des ports de la Seine-Maritime, representing the commercial ports of Fécamp and Le Tréport.

The ports of Santander and Cartagena immediately entered the certification process based on their 2025 environmental performance and are therefore certified this year. The other six port authorities will be evaluated in 2027 based on their 2026 performance.

The first port certifications are initial benchmarks rather than being trend representative of the overall program, since only two ports have been certified. These ports achieved an average performance of 2.5, demonstrating that they exceed regulatory requirements and implement best practices.

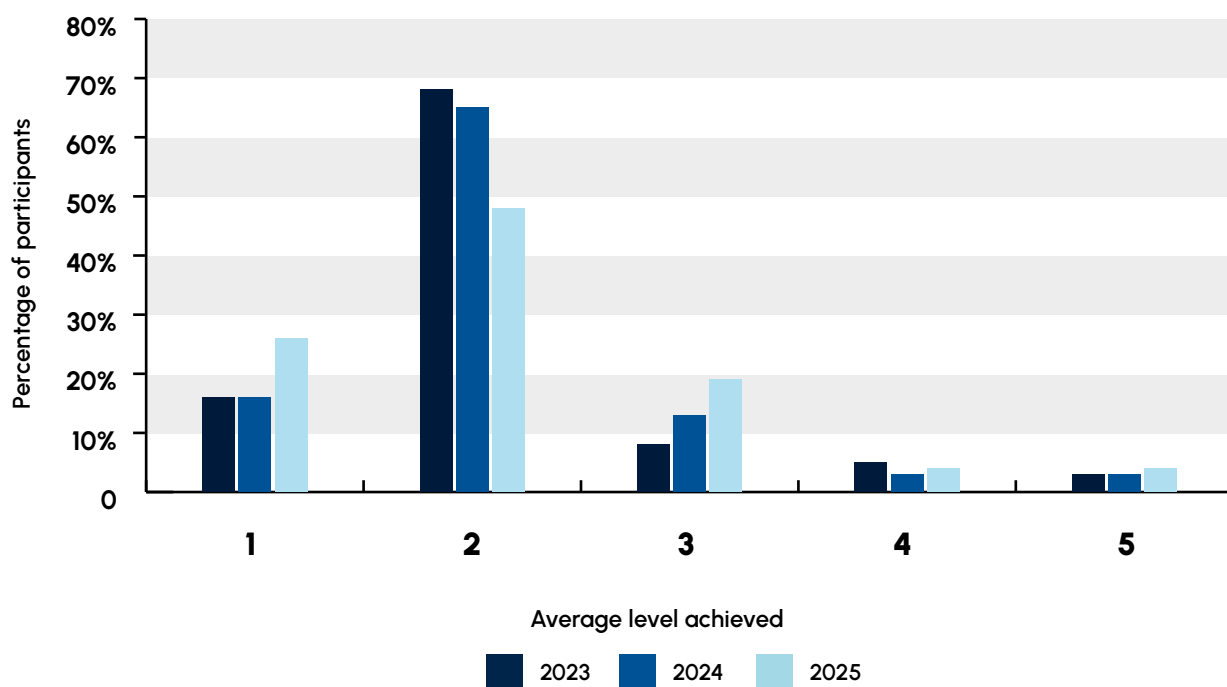
These results confirm that the framework is applicable to European port conditions. The inclusion of the five additional port authorities will broaden the basis for analysis and provide a more detailed understanding of performance by indicator.



Program's maturity

Complimentary interpretations

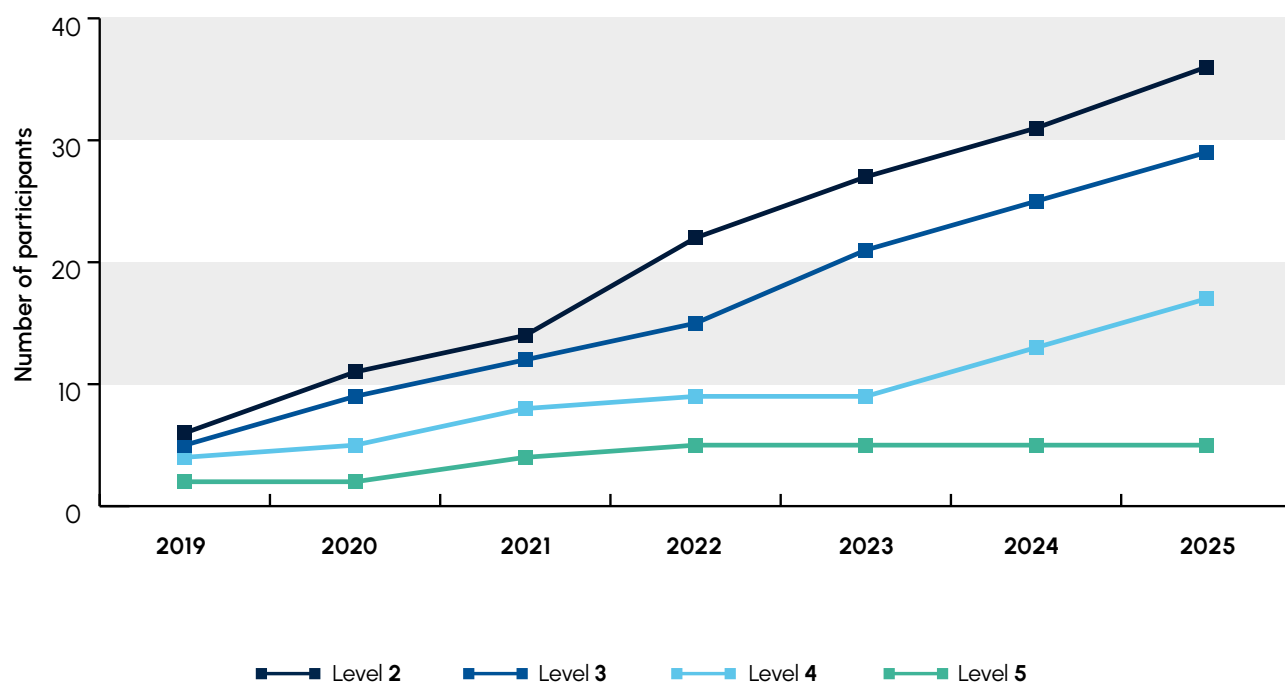
An increasing number of participants are reaching advanced levels



Number of participants who have reached the specified level for at least one performance indicator. The figures are cumulative: a participant who has reached Level 4 is also counted at Levels 2 and 3.



Performance that reflects the adoption of best practices



More participants are achieving high levels for certain criteria, but the improvement in average performance across the entire framework remains gradual.

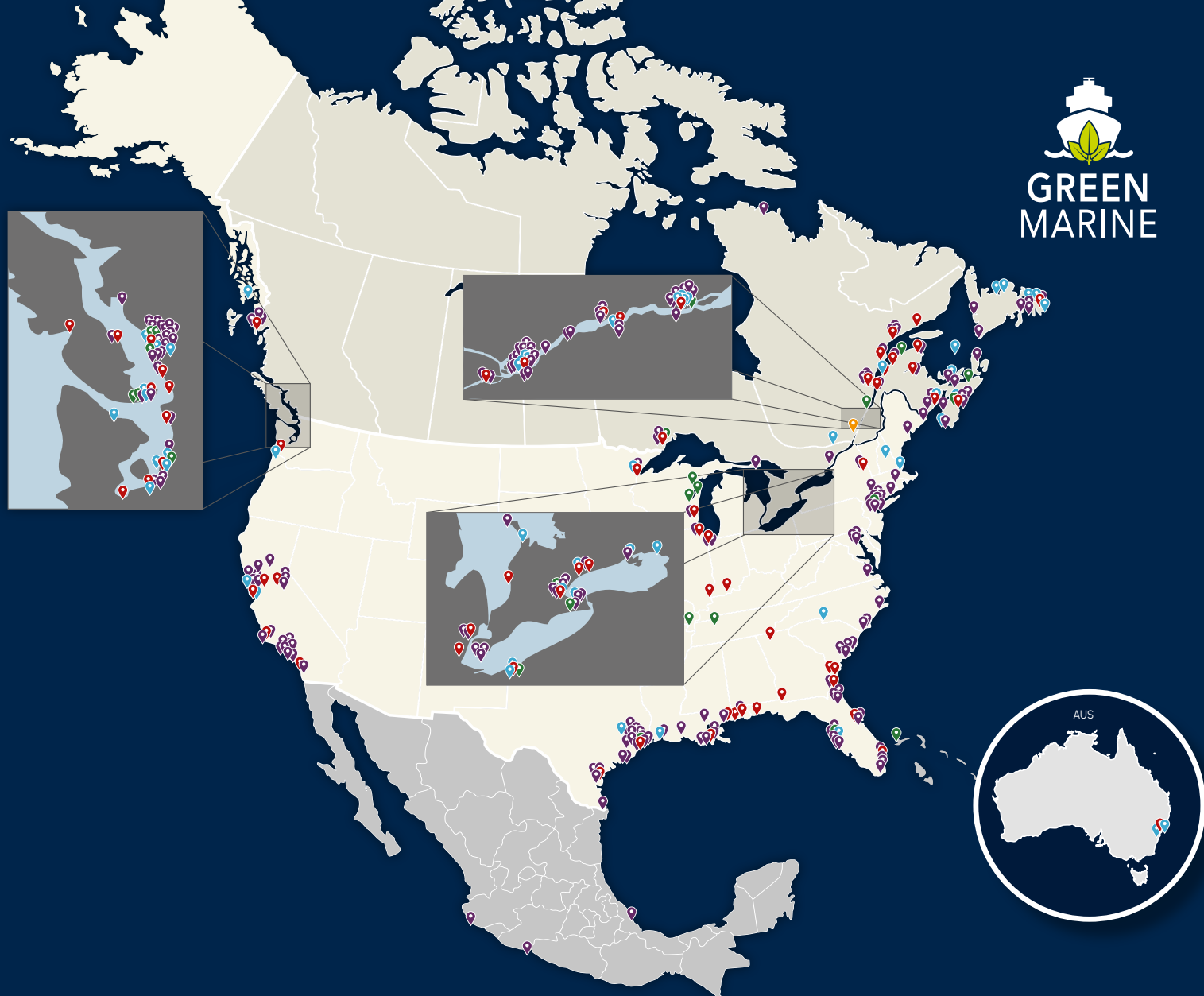




Participant Types*

-  Ship owners
-  Ports and waterways
-  Terminals
-  Shipyards
-  Seaway

*Participant categories vary by program.



Staying the course

Now in its 18th year of evaluations, Green Marine has reached a new milestone for 2025 operations: the overall average score for participants is **3.1 out of 5**, exceeding Level 3 for the first time since 2017. The 244 reports received, 18 of which came from first-time certified participants, total 1,690 reported performance levels. This year's results embody the principle at the foundation of the Green Marine certification program: continual improvement. The number of participants achieving at least one Level 5 has increased from 82 to 109 compared to the 2024 results. Nearly half of the participants achieved the highest level for at least one applicable performance indicator.

This progress is underpinned by a framework that continues to raise the bar. The program included 15 indicators in 2025, in part due to the addition of an indicator on **Surface Treatments and Coatings** for shipyards. The criteria were also strengthened regarding the reduction of **GHG emissions** intensity by ship owners, **Community Impacts**, **Underwater Noise**, and **Ship Recycling**.

The sectorial results highlight concrete gains. Ports have the highest overall average, at 3.3; for **Aquatic Ecosystems**, their average rose from 2.7 to 3.2 for the second year of mandatory reporting. Ship owners are the only group to have improved their average across all eight indicators;

their best results were in the areas of **Aquatic Invasive Species** (3.6), and **Underwater Noise** (3.4). Terminals, which account for 16 of the 18 new participants, submitted 122 reports covering nearly 200 locations in Canada, the United States, and Mexico, and achieved an average performance of 3.6 for the **Air Emissions - GHGs and Air Pollutants** indicator.

Over the years, the certification program has demonstrated its relevance, its essential character and its ability to bring together an entire industry, both on land and on water, far beyond the Great Lakes-St. Lawrence Basin where it was first established in 2007.

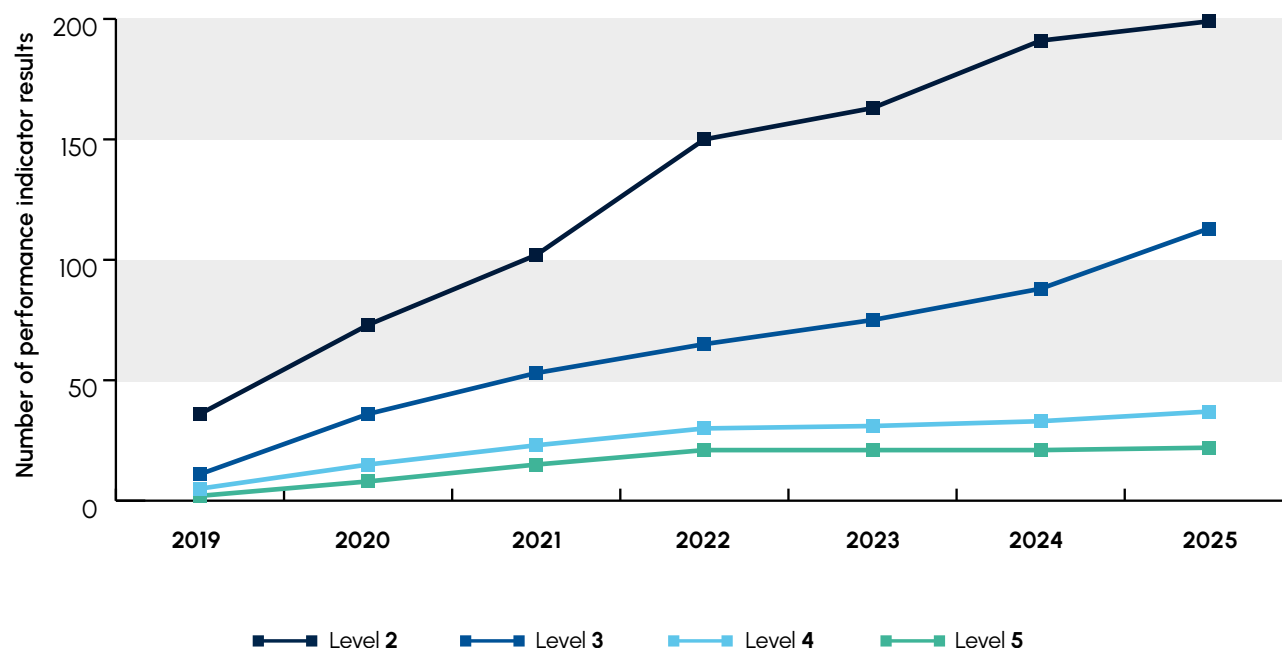
Interpretation notes

The term n/a (not applicable) appears several times in the report's tables because the issues addressed by the program do not necessarily apply to all participants. The published results indicate each participant's self-evaluated and subsequently verified performance. While the program's self-evaluation is comprehensive, it is not an exhaustive assessment of all environmental matters related to a participant's maritime operations. Green Marine Europe has not itself evaluated the environmental performance of the participants.



The results share each participant's environmental performance in 2025 within each applicable performance indicator on the program's 1-to-5 scale.

A growing number of indicators are reaching higher performance levels



The number of performance indicator results reaching each threshold increases as the program expands. In 2025, 199 indicator results reached at least Level 2, 113 at least Level 3, 37 at least Level 4, and 22 reached Level 5. The series are cumulative: a Level 4 result is also counted at Levels 2 and 3.



Ship owners

	AIR EMISSIONS - GREENHOUSE GASES	AIR EMISSIONS - NOX	AIR EMISSIONS - SOX AND PM	AQUATIC INVASIVE SPECIES	OILY DISCHARGE	SHIP RECYCLING	UNDERWATER NOISE	WASTE MANAGEMENT
Ambassador Cruise Line Group Ambassador	1	1	1	1	2	1	1	1
Aranui Cruises	2	3	2	2	2	1	2	2
Baleària Eurolineas Marítimas S.A.	2	3	3	2	2	2	2	3
Bordeaux Port	1	1	1	2	2	2	2	2
BOURBON*	3	3	2	2	2	2	2	1
Brittany Ferries	3	5	5	3	3	3	3	3
Canbaz Shipping Group	1	1	1	1	1	1	2	1
CFC Groupe Ambassador	2	2	2	2	2	1	1	1
CMA CGM	4	4	3	4	3	2	3	3
Compagnie Maritime Nantaise - MN	3	3	4	3	3	2	2	2
Compagnie maritime Penn Ar Bed	3	2	4	2	3	1	2	3
Corsica Linea	3	3	4	2	2	2	2	3
FRS Express des Îles	2	3	3	2	3	2	2	3
Geoquip Marine	3	3	3	3	2	2	3	3
Hovertravel	2	3	3	n/a	2	1	2	3
Ifremer-Genavir	3	3	3	4	3	2	5	3
La Méditerranée	3	3	3	2	2	2	2	3
LD Armateurs	3	4	3	5	5	5	3	3
Manche Îles Express	2	3	3	3	1	2	2	2
Maritima	2	3	3	2	2	2	2	2
MSC Cruises S.A.	5	5	5	5	5	5	5	5
Mystic Cruises	3	3	3	2	2	4	2	3
Mystic Ocean	3	4	4	2	2	1	2	1
Orange Marine	2	3	4	2	2	3	2	3
Ponant Explorations Group	4	5	5	5	5	5	5	5
Socatra	3	4	3	3	2	3	2	3
Sogestran Shipping	3	3	4	3	3	2	2	2
Somara	2	1	2	n/a	2	1	2	2
SPM Ferries	2	3	3	3	2	2	2	2

*Certified for the fleet previously operated under the legal entity Bourbon Offshore Surf.

Shipyards

	AIR EMISSIONS - GREENHOUSE GASES & AIR POLLUTANTS	LOCAL COEXISTENCE AND IMPACT MANAGEMENT	SPILL PREVENTION & STORMWATER MANAGEMENT	STAKEHOLDERS RELATIONS	WASTE MANAGEMENT
CARDEM	2	2	2	2	2
Chantier Naval de Marseille	2	2	2	1	2
Desan Shipyard	2	2	2	3	3
EDR Antwerp Shipyard	2	2	2	2	2
Lisnave	3	2	3	1	3
Navantia S.A. (Cadiz)	5	3	2	4	4

Ports

	AQUATIC ECOSYSTEMS	AIR EMISSIONS - GREENHOUSE GASES AND AIR POLLUTANTS	DRY BULK HANDLING AND STORAGE	ENVIRONMENTAL LEADERSHIP	LOCAL COEXISTENCE AND IMPACT MANAGEMENT	SPILL PREVENTION AND STORMWATER MANAGEMENT	STAKEHOLDERS RELATIONS	UNDERWATER NOISE	WASTE MANAGEMENT
Port Authority of Cartagena	3	1	2	4	2	2	3	2	2
Port Authority of Santander	4	1	2	3	2	2	4	1	2

n/a : non applicable

EXPANDING THE PROGRAM AND INCREASING ITS REACH

Using the framework to drive growth

In 2025 and 2026, Green Marine Europe focused its projects and advocacy efforts on three priorities: aligning environmental ambitions with industrial and financial realities, transforming scientific collaborations into operational tools, and expanding certification to new categories of stakeholders. Euromaritime, Posidonia, the Pelagos Consortium and the Horizon Europ project CirclesOfLife exemplify this strategy, which lies at the intersection of industry, research, public policy, and biodiversity protection.

Linking environmental requirements, industrial decisions, and financing

At **Euromaritime**, held February 3-5, 2026, in Marseille, France, Green Marine Europe partnered with two key sessions at the trade show: "Blue Pact – Decarbonisation" and "Blue Pact – Financing." Our organisation focused its presentations on the industrial implementation of the transition, its financing, and regulatory developments.

The Chantier Naval de Marseille, a certified GME participant since shipyards were added to the program, presented the key areas for translating climate goals into measurable actions: energy, processes, resource management, and impact monitoring. FIMAR, a partner of Green Marine International, demonstrated how a voluntary framework helps ship owners prioritize their investments, objectively measure their progress, and strengthen their credibility with financiers.

During the plenary session, Green Marine Europe also presented the certification program as a tool for anticipating regulatory changes, during a discussion on the entry into force of the sulphur emissions control area in the Mediterranean.

Green Marine Europe also served on the jury for the first Euromaritime Awards, which involved evaluating 32 entries, 10 of which were shortlisted, with five ultimately receiving awards.



1

strategic dialogue
focused on IMO
regulations



2

case studies
presented by
members



32

innovations
reviewed as part of
the Euromaritime
Awards



Integrating environmental performance throughout a ship's entire lifecycle

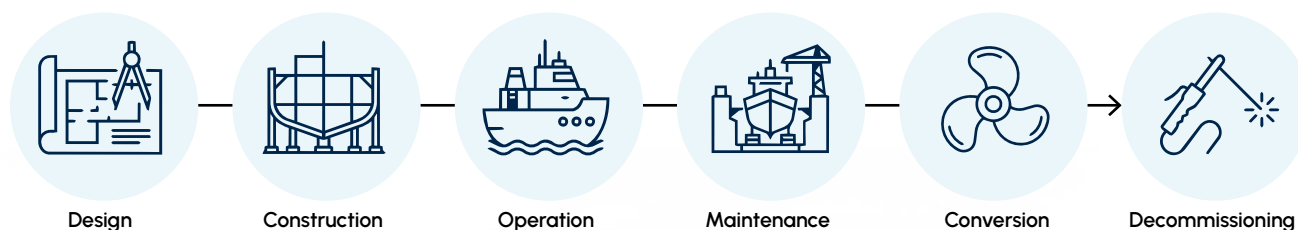
At **Posidonia** in Greece in June 2026, Green Marine Europe conveyed a more systemic message: a ship's environmental performance can no longer be assessed based solely on its technical specifications or its emissions during operation. It is now the result of a series of choices made throughout its lifecycle, from design to dismantling.

"A ship is no longer an isolated entity. It is part of a system. This means shifting from a focus on technical compliance to performance demonstrated over time. It involves anticipating, right from the design phase, uncertainties regarding fuels, maintenance and conversion needs, as well as the reuse, recycling, and traceability of materials. Data connects all these stages: it enables us to finance, compare, certify, and improve performance. Certification thus creates a common language among ship owners, shipyards, ports, regulators, and investors, transforming innovation into measurable, documented, and verified results."

- Antidia Citores

General Manager, Green Marine Europe

The presentation was part of the international session Future of Shipbuilding, organised in collaboration with the HorizonEurope projects CirclesOfLife¹ and EcoShipYard².



Qualities expected of tomorrow's ships:
ADAPTABLE · TRACEABLE · VERIFIABLE



¹ This project is funded by the European Union's Horizon Europe research and innovation program under Grant Agreement No. 101138013.

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Mobilising the shipping industry to protect cetaceans

Green Marine Europe's involvement in the **Pelagos Consortium**¹ draws on its sector-specific expertise and its ability to engage private sector stakeholders in a collective effort to protect biodiversity.

Led by the Prince Albert II of Monaco Foundation and the Tethys Research Institute, the Consortium was launched on the sidelines of the United Nations Ocean Conference in Nice in June 2025. It brings together 13 organisations from the research community, public institutions, NGOs, marine protected areas, and the business sector. Its work is based on four pillars: advocacy and regulation, communication, stakeholder engagement, and research and innovation.

In late 2025, Green Marine Europe produced a series of five videos (available on GME's YouTube channel) featuring Consortium members and highlighting their shared goals.

This contribution builds on the work of the underwater noise program. At an IMO workshop on underwater noise and energy efficiency, held November 6th and 7th, 2025, in London (United Kingdom), more than 15 years of experience with the indicator for underwater radiated noise, applied by more than 200 ship owners worldwide, were shared. It demonstrated how a progressive framework can support ship owner initiatives, port incentives, and the research and development of future regulatory frameworks.



CirclesOfLife: From scientific research to operational use



Horizon Europe's **CirclesOfLife** project brings together 17 organisations around three complementary tools designed to enhance the sustainability of the European shipbuilding industry:

- the **Shipyard Environmental Performance Index (SEPI)**, which focuses on the environmental performance of shipyards
- the **Ship Circular Materials Passport (SCMP)**, designed to ensure the traceability and circularity of materials;
- the **Ship Lifecycle Passport (SLP)**, which organizes environmental information throughout the ship's entire lifecycle.

On March 3, 2026, in Rotterdam (Netherlands), a trial workshop hosted by Maritime & Offshore NL provided an opportunity to test the SEPI under real-world conditions and refine its development. Green Marine Europe was represented by its Program Manager, Cherif Belgaroui, who contributed to discussions on how the tool fits within existing sectoral frameworks.

At its general meeting in Espoo (Finland) from June 9th to 11th, 2026, the consortium reviewed the progress of the work and prepared for the transition from research to operational implementation in the European shipbuilding industry.

17 partners · 3 complementary tools · 1 goal: to link data, circularity, and environmental performance

circles-of-life.eu

¹ Consortium members: ACCOBAMS Permanent Secretariat, BlueSeeds, Cerema, CNRS-Géoazur (Alps-Maritime Department), Green Marine Europe, European Commission's Joint Research Centre, MIRACETI, OceanCare, Port-Cros National Park, Portofino Marine Protected Area, Tethys Research Institute, and WWF Italy.

Making the ports framework a tool for implementing European strategies

Translating European guidelines into measurable targets

Published in March 2026, the European Maritime Industrial Strategy and the European Ports Strategy view the maritime sector as an ecosystem linking shipbuilding, operations, port infrastructure, energy, innovation, financing, and skills.

In particular, they assign ports an expanded role in decarbonisation, the development of new energy infrastructure, the resilience of supply chains, the protection of ecosystems, and the regional integration of activities.

To translate these guidelines into measurable targets, Green Marine Europe offers a framework based on continual improvement, verifiable indicators, and independent

certification. Developed in collaboration with port authorities and public, technical, and industrial stakeholders, it covers, in particular, atmospheric emissions (such as greenhouse gases), aquatic ecosystems, underwater noise, waste management, impacts on stakeholders, coexistence with local communities, and environmental leadership.



A first group to move into full-scale implementation

Eight port authorities have joined the first European cohort:

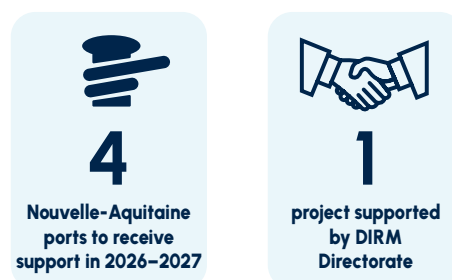


This group moves the framework from the design phase to operational implementation. It makes it possible to test the framework in different port configurations, generate comparable data gradually, and build a European community of practice.

In the Nouvelle-Aquitaine region (France), this initiative is taking a new step forward with our **Aquitania Portus Nova** project, supported by the South Atlantic Interregional Maritime Directorate. Set to be implemented starting in late 2026 for a period of two years at the ports of Bordeaux, La Rochelle, Bayonne, and Rochefort – Tonnay-Charente, the project aims to produce various tools: a collaboratively developed methodological guide, shared assessments, port-specific roadmaps, on-site support, and the development of an indicator dedicated to climate change adaptation. The tools developed and the lessons learnt can be adapted and applied to other French ports.



Aquitania Portus Nova



"Opening our framework to port authorities is not merely an expansion of its membership base. It changes the scale of the program by creating a common framework among ship owners, shipyards, and ports, which is to say among several interdependent links within the maritime chain."

– Cherif BELGAROU
Program Manager
Green Marine Europe



Expanding the Program's Reach

Between July 2025 and July 2026, Green Marine Europe's communications efforts helped to expand its community, share its results and expertise, and increase its visibility among European and international audiences.



6,900 +
LinkedIn
followers



8 %
average
engagement



5,100 +
website
users



1,000
newsletter
subscribers

A growing community, a sustained commitment

As of the Summer of 2026, the LinkedIn page had 6,980 followers, compared to 5,173 during the same period in 2025, which is a **33.6% increase**. The 98 published posts recorded an average engagement rate of 8%, which is an excellent result, well above the average engagement rate of 5.2% across all types of pages.

The newsletter mailing list now has more than 1,000 subscribers, an **increase of 77.2%**. A total of 10,660 emails were sent, with an open rate of 33% and a click-through rate of 3.4%.

This synergy between social media and direct communication enables Green Marine Europe to expand its audience while maintaining regular contact with its members, partners, and stakeholders.

Sharing results and expertise

The Green Marine Europe website had 5,102 visitors, representing a 24.6% increase. The number of sessions reached 10,063, up 17.4%, and the number of page views rose from 18,761 to 19,722.

The increase was especially pronounced for news articles, with the number of views rising from 1,964 to 2,746, which is a 39.8% increase. Articles focusing on European ports, participants, and feedback were among the most viewed.

A more diverse European audience

The number of users whose browsers are set to English rose from 1,544 to 2,357, representing a 52.7% increase. English-language sessions rose in parallel from 2,638 to 3,711, a 40.7% increase. The English-speaking audience now exceeds the French-speaking audience in terms of user numbers. The site also attracts several hundred Spanish, Turkish, Portuguese, Dutch, German, and Italian users. Organic searches remain the primary channel for accessing the site, with 5,168 sessions, which is a 14.1% increase, reinforcing the program's ability to reach beyond its immediate community.

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