



2024

Performance report

greenmarineeurope.org

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Green Marine Europe by the numbers

37 PARTICIPANTS

12 EUROPEAN COUNTRIES

32 CERTIFIED

80 MEMBERS IN EUROPE

11 PERFORMANCE
INDICATORS



GREEN MARINE EUROPE: our environmental compass

Brittany Ferries is one of Green Marine Europe's founding members. Six years later, I am proud to sit on the board of Green Marine International, which has brought together the Green Marine (GM) and Green Marine Europe (GME) programs for a year now. Green Marine Europe is thus at the heart of an international organisation, with a shared common mission to advance sustainable shipping on a global scale.

We are all committed to this mission - both within Brittany Ferries and alongside our peers involved in Green Marine International. We have always been convinced that the environment, far from being an additional constraint, represents a strategic challenge and an opportunity for transformation (and appeal!) for our sector.

Green Marine Europe is now a certification recognised by the maritime industry, a steering tool that structures approaches, guides technical choices, and motivates teams. It is a compass in a demanding context, and a map that gives meaning to our actions.

The 2024 impact assessment confirms that committing to Green Marine Europe means accepting a certain level of demands. It takes time, energy and a financial investment. But the return is there. In terms of recognition, credibility and differentiation: it's well worth the effort to chart a solid environmental course.

With 80 members, including nearly 40 participants to the certification process (six times more than when it was launched in April 2020!), Green Marine Europe is now firmly established within the European landscape. It's a collective dynamic, open to shipyards and soon to ports, with a clear objective: to make shipping a pioneer in the environmental transition.

Making Green Marine Europe a european standard for transition

In the six years of its existence, Green Marine Europe has extended its standards to shipyards, with the same requirement for continuous adaptation as that for ship owners and guided by a real European ambition. In the same way, its teams are working on the deployment of a certification program dedicated to ports, endorsed by several European leaders and adapted from Green Marine's program for ports which has been proving its worth for 17 years now. By the end of 2025, the work underway will result in a reference framework designed for their operational reality. A new virtuous circle will be set in motion, for the benefit of ship owners who will gradually be able to rely on ports of call that are in line with their commitments.

So now it's up to us, the maritime industry, to play our part to the fullest. To make Green Marine Europe not only a rallying banner for measured and certified decarbonisation, but also the foundation of a sector that is competitive because it is sustainable. More demanding, clearer and more credible. A European standard at the service of the transition.

See you next year in Nice to share the progress of this collective adventure.

Christophe Mathieu

Christophe Mathieu

Chief Executive Officer – Brittany Ferries

*Member of the Green Marine
International board of directors*

Photo: Lou Benoist



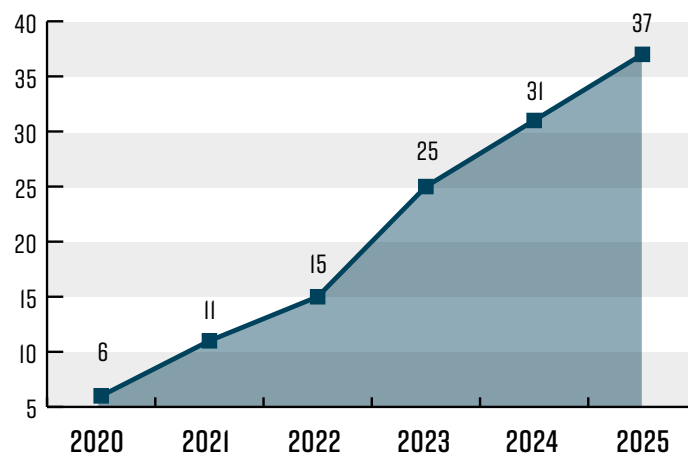
A growing impact

INCREASED PARTICIPATION

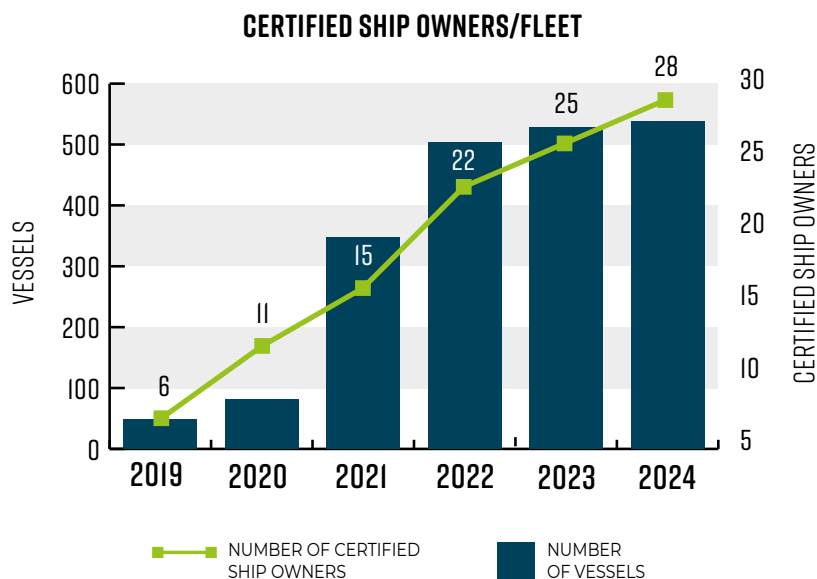
The program's momentum continues to build with a 14% increase in the number of participants compared to 2023. Three new participants are certified for the first time for their 2024 year of activity: the Turkish shipyard Desan, marking a first for Turkey, and the ship owners Mystic Cruises and Mystic Ocean.



Green Marine Europe now has 37 participants from 12 European countries, including 32 (28 ship owners and 4 shipyards) certified for 2024.



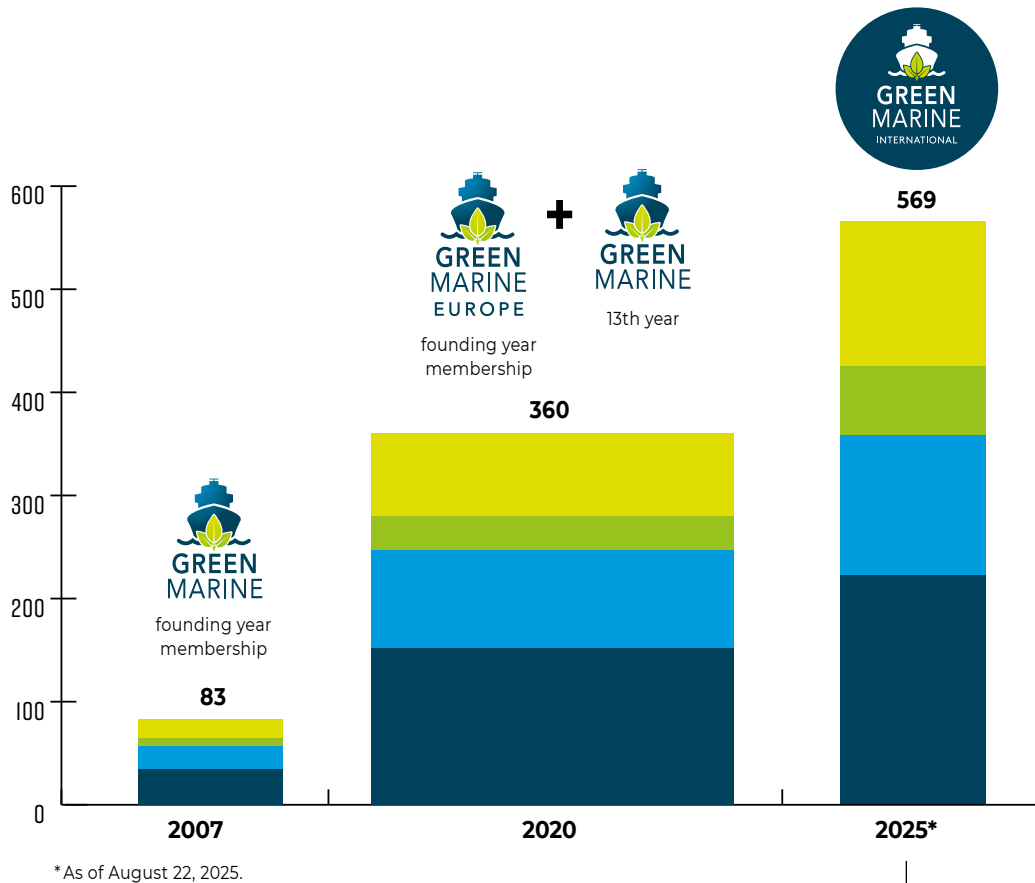
Green Marine Europe's certified ship owners represent a fleet of more than 530 vessels.





RISING GLOBAL MEMBERSHIP

Green Marine International's membership is steadily increasing, and the organisation now has almost 570 members: participants, associations, supporters and partners. Under the new structure, all are members of Green Marine International, unifying and strengthening the organisation's efforts and consolidating its global presence.



224 PARTICIPANTS

internationally: ship owners, ports, terminals, shipyards, and the St. Lawrence Seaway Management Corporation.



67 ASSOCIATIONS

Maritime industry advocacy organisations.



137 PARTNERS

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



141 SUPPORTERS

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

Milestones



2017

- The certification 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.

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

- **JULY**
The new program for European shipyards is published.
- **OCTOBER**
Announcement of the 2022 certified participants – 4th edition of the Reveal Event, in Bilbao.

Green Marine Europe certified ship owners derive from five European countries.

2024

- **MAY**
Green Marine International is incorporated and its first AGM is held.
- **JULY**
The inaugural edition of the Green Marine Europe newsletter is disseminated.
- **AUGUST**
Green Marine Europe becomes a legal entity by filing its statutes in compliance with France's Law of Associations.
New pilot projects to certify European ports are launched.
- **OCTOBER**
Three European directors join Green Marine International Board of Directors.

Announcement of the 2023 certified participants – 5th edition of the Reveal Event, in Brussels.





2019

- **JANUARY**

Discussions begin with Green Marine to import the North American environmental program's model for Europe.

- **AOÛT**

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.

- **NOVEMBRE**

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-assessment questionnaire for the first edition (2019 year of operations) of Green Marine Europe are published.

- **JUNE**

Green Marine Europe selects and trains individuals to become accredited verifiers.

- **OCTOBER**

The first Green Marine Europe certified ship owners are made public.

- **JUNE**

Announcement of the 2020 certified participants – 2nd edition of the Reveal Event, in Biarritz (hybrid event).

2025

- **SPRING**

Official hiring of the new Green Marine Europe team.

- **SEPTEMBER**

Announcement of the 2024 certified participants (6th year of evaluation) – 1st edition of the Green Shipping Industry day in collaboration with CirclesOfLife and EcoShipyards, in Brussels.



Maritime sustainability

STEERING THE TRANSITION, GETTING THE TEAMS ABOARD

As part of its final year of incubation within Surfrider Foundation Europe in 2024, Green Marine Europe carried out an impact assessment with a sample of 28 certified companies (22 of them responding).

Key Findings:

- **On course for an effective transition**

90% of the companies certified for more than three years now have a solid sustainable environmental strategy.



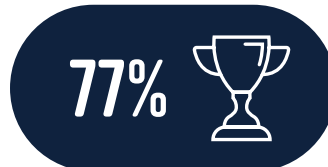
- **Committed teams**

More than 80% of technical and CSR (corporate social responsibility) departments report an increase in autonomy and commitment thanks to the certification process.



- **Visibility and differentiation**

77% of managers regard certification as a real image booster for their stakeholders.



GME recognition by third parties – regulators, financiers, passengers, customers – is a further way of accelerating sustainable investment.

COMMITTED FINANCIAL PARTNERS

Green Marine Europe is supported by the French Directorate-General for Maritime Affairs, Fisheries and Aquaculture (DGAMPA), whose missions – to support the maritime sector's ecological transition, structure the industries, and encourage innovation – are fully in line with the raison d'être of our program. GME is also involved in two key European consortia: CirclesOfLife (COL - Horizon Europe funds), focusing on the environmental impact of the shipbuilding industry, and Pelagos, which is dedicated to the protection of cetaceans in the Mediterranean. These partnerships strengthen the anchorage, legitimacy and impact of GME's approach on a European scale.



Green Marine International

The strength of a network for a sustainable and measurable transition

Green Marine International is celebrating a successful first year! Its formal incorporation was approved in May 2024. The new governance structure oversees the Green Marine and Green Marine Europe environmental certification programs. These programs remain distinct with all participants now officially being Green Marine International members.

The board established for Green Marine International has 11 directors to represent the larger and more geographically diversified membership. The steady but thoroughly considered expansion of Green Marine International assures that the organisation's utmost integrity is maintained as it guides additional maritime enterprises to progressively achieve sustainability thresholds beyond applicable regulations.

In August 2024, Green Marine Europe became a legal entity with its statutes filed in compliance with the 1901 Law of Associations in France. The filing concluded the successful collaboration between the not-for-profit Surfrider Foundation Europe dedicated to protecting the Ocean and the founding Green Marine organisation in North America to launch the European program.

«Since Green Marine Europe was launched in 2020, the program has grown from six pioneering ship owners to a dynamic community of 37 participants, which now includes not only shipping companies but also shipyards, and is soon to welcome ports. This remarkable progress reflects the growing recognition within the European maritime sector of the importance of rigorous environmental management, as well as the strong commitment and pride of each and every participant. Together, we are redefining the standards for more sustainable shipping and working every day to make concrete progress towards a more sustainable future.»

— David Bolduc

President and Chief Executive Officer, Green Marine International

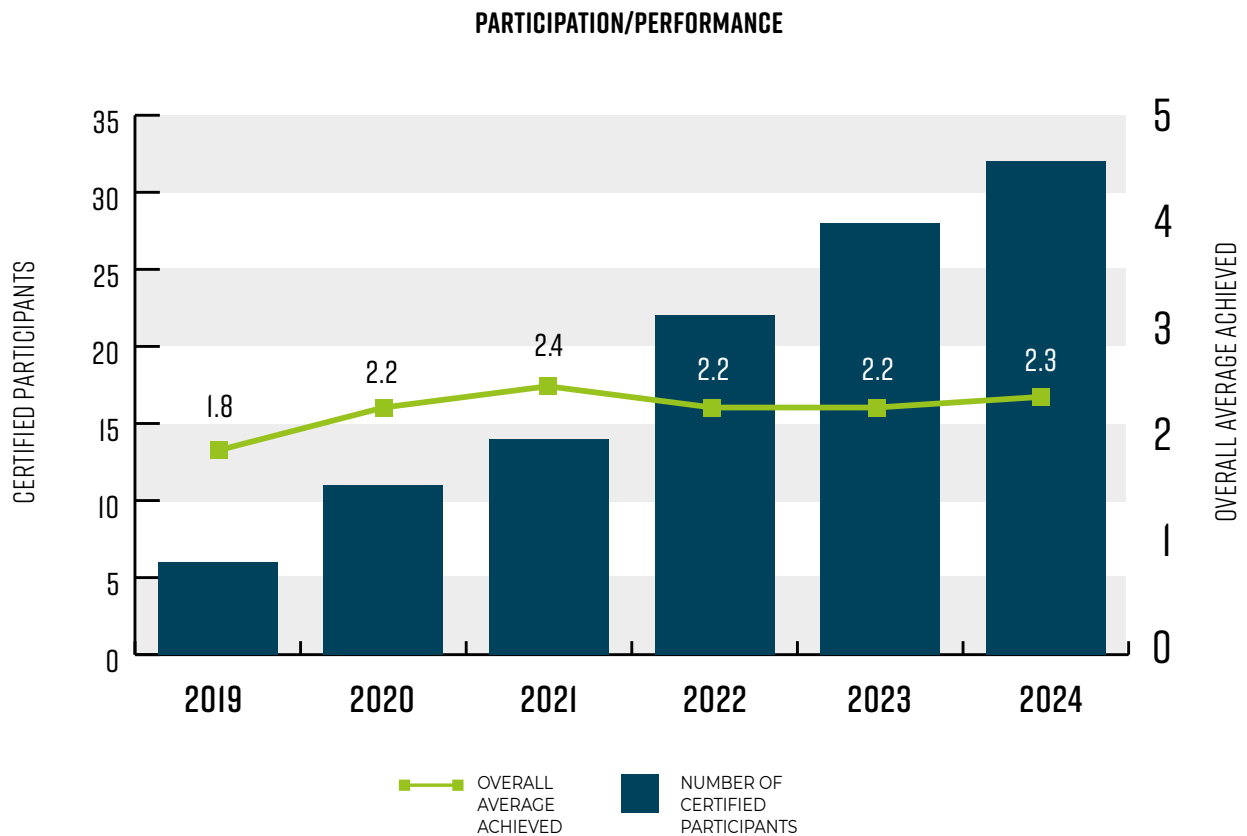


Key results for 2024

PARTICIPANTS COMMITTED TO CONTINUAL IMPROVEMENT

Green Marine Europe's values of dialogue, expertise and sharing both guide and reinforce the commitment of its participants, who measure their environmental efforts on an annual basis.

With an average score of 2.3 on a 1-to-5 scale, the overall average for 2024 is slightly lower than in 2023 (2.5). Far from being a negative point, this is proof that our participants choose to set demanding benchmarks for themselves – changes to which may require more time to adapt and assimilate. This figure also highlights Green Marine Europe's commitment to transparency: performance never takes precedence over the spirit of progress and humility that underpins the program.



- 48% of participants progressed by at least one level in 2024 compared to 2023.

48%



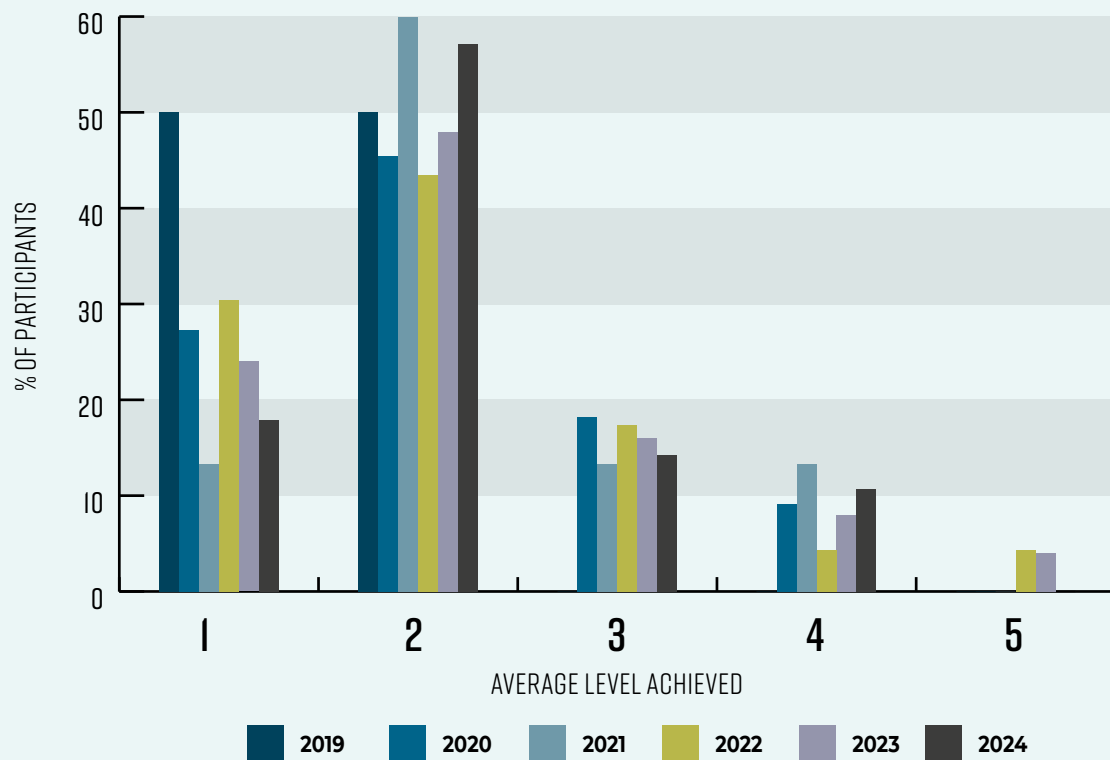
- 26% of certified participants maintained their performance level, despite increased requirements and updated performance indicators.

26%

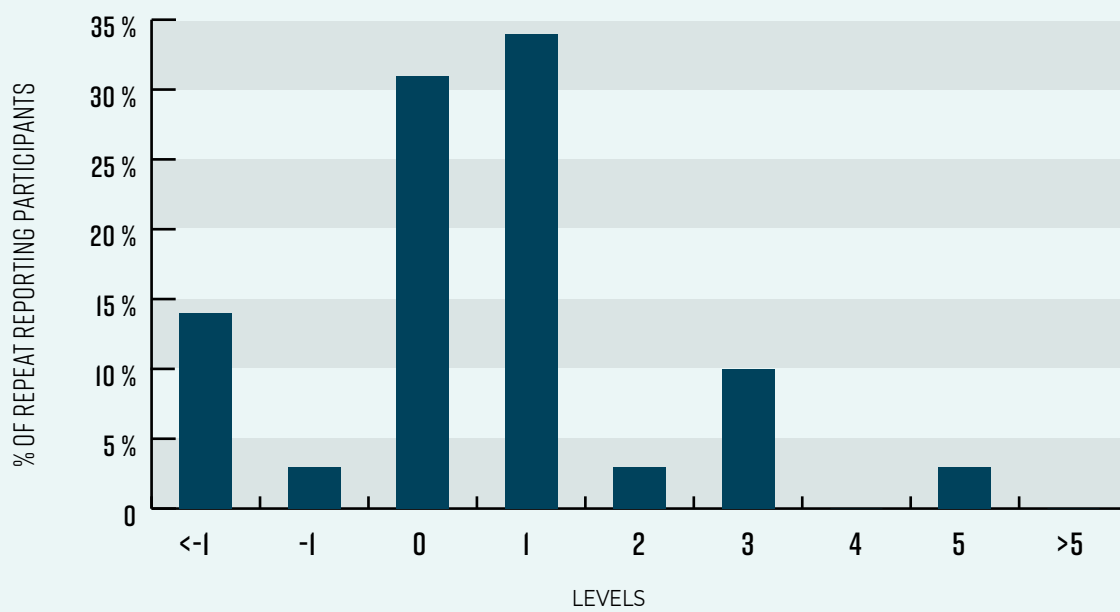




PERCENTAGE OF PARTICIPANTS BY AVERAGE LEVEL ACHIEVED



NET LEVELS IMPROVEMENT



2024 Results Highlights

TOWARDS STRUCTURED DECARBONISATION

31% of all participants achieved a score higher than 3 for the greenhouse gas performance indicator. This notably includes the development of comprehensive inventories of their GHG emissions. Some participants are already implementing verified reduction plans, thereby positioning themselves on the path to long-term decarbonisation. Ship owners in particular will therefore be ready to comply with the revised criteria, such as inventories based on the well-to-wake (WtW) approach and alignment with an annual reduction target of 3.3% compared to 2018.



AQUATIC SPECIES: PREVENTIVE CLEANING AND RISK MANAGEMENT ON THE RISE

36% of ship owners are at Level 3 or higher. The best-performing participants have also adopted ship-specific risk assessments and proactive hull cleaning programs.





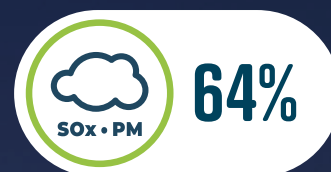
SO_x-PM AND NO_x : ROBUST INDICATORS

64% of ship owners achieved Level 4 or 5 for the SO_x-PM (sulphur oxides and particulate matter) indicator, making it one of the best-performing indicators in 2024. This progress reflects the fleet-wide adoption of low-sulphur fuels, exhaust gas treatment systems and continuous monitoring strategies. Several ship owners have also implemented stricter fuel change protocols and port-specific mitigation plans.

NO_x (nitrogen oxides) also had the highest proportion of high performers, with 79% achieving levels above 3. The adoption of IMO Tier III engines paved the way for further emissions reductions. Our participants implemented best practices, including modernisation, reduction technologies and more advanced voyage planning to reduce engine load peaks.

This consistency can be explained by:

- the impact of international and European standards: Particularly Sensitive Sea Area (PSSA) and Sulphur Emission Control Area (SECA) in the Mediterranean, FuelEU Maritime regulation;
- the adoption of low-sulphur fuels;
- the widespread adoption of annual emissions inventories;
- reduced docking-time practices, route optimisation, and preventive maintenance.



AT LEVEL 4
OR HIGHER



AT LEVEL 3
OR HIGHER

OILY DISCHARGE: A DEMANDING AND CHANGING INDICATOR

25% of ship owners have reached or surpassed Level 3. Best practices include strict valve control procedures, the installation of tamper-proof monitoring systems, and regular crew training. However, this indicator remains difficult to achieve due to the variability of operations and stricter documentation requirements at higher levels.

The 2024 update to the reference document introduces a distinction between ships with and without an OWS (oily water separator). Participants must now:

- lock valves, supervise discharges;
- avoid emulsifying products;
- train crews;
- formalise a discharge management plan from Level 3 onwards.

This change reflects the desire to adapt the criteria to the diversity of fleets, while requiring more detailed documentation.



AT LEVEL 3
OR HIGHER

SHIP RECYCLING: A SYSTEMIC TRANSITION TO EVOLVE

With only 14% of ship owners reaching Level 3 or higher, this indicator remains one of the most demanding. Participants that have reached this threshold have formal plans in place for the disposal of hazardous materials and are committed to reducing the impact of recycling. This indicator is expected to evolve in the coming years thanks to the CirclesOfLife initiative, which aims to bring a systemic perspective to ship recycling. By incorporating lifecycle thinking, material traceability and circular economy principles, the program could strengthen requirements and provide a more holistic framework aligned with future European regulations and sustainability goals.



AT LEVEL 2 OR HIGHER

UNDERWATER NOISE: SIGNIFICANT PROGRESS

21% of the ship owners have Level 3 or higher. These ship owners have gone beyond impact assessments to implement technical noise reduction measures, such as optimised propeller design, hull coating technologies, and adaptive speed management in sensitive maritime areas.



AT LEVEL 3 OR HIGHER

WASTE MANAGEMENT: PRACTICES TAKING SHAPE

43% of the ship owners achieved a score equivalent to or higher than Level 3. This reflects ongoing efforts in crew awareness, source reduction, and sorting strategies. The best results were achieved by ship owners that implemented waste flow audits, material reuse policies, and public reporting on waste volumes.



AT LEVEL 3 OR HIGHER

SHIPYARDS: A COMMITMENT TO CONTINUOUS IMPROVEMENT

For their part, shipyards have once again confirmed their commitment to continuous improvement this year, with an overall average score of 2.1, meaning that 85% of the indicators assessed had achieved Level 2. The Spill Prevention and Stormwater Management indicator stands out for its structural nature, incorporating criteria ranging from hydrocarbon management to prevention plans and systematic stormwater treatment, with an increasingly rigorous approach to the risks of accidental pollution. The other performance indicators (GHG & Air Pollutants, Waste Management, Community Relations and Community Impacts) also remain stable at Level 2, suggesting significant room for improvement. In this context, the CirclesofLife project will play a leading role by providing a systemic interpretation of circularity, enriching the GME reference framework to bring it more into line with European strategies, and driving industrial practices towards greater environmental resilience.



OVERALL AVERAGE LEVEL OF 2.1



Port certification: towards a sustainable and integrated maritime

In 2024, Green Marine Europe began adapting its environmental standards to European ports, based on the proven North American model. This approach aims to integrate territorial and regulatory specificities, going beyond current requirements (Corporate Sustainability Reporting Directive (CSRD), Fit for 55 (European Union legislative package to achieve a 55% reduction in GHG emissions by 2030 compared to 1990), green taxonomy).

A JOINT EFFORT WITH THE EUROPEAN PORT ECOSYSTEM

Launched in March 2025, this adaptation is based on a collaborative methodology involving a dozen ports (Marseille, Nice, HAROPA PORT, La Rochelle, Bordeaux, Bilbao, Bayonne, Santander, Tonnay-Charente), technical and sectoral experts (Eco CO2, Ecocean), international NGOs (IFAW – International Fund for Animal Welfare, AIVP – World Network of Port Cities), and Green Marine teams. This collective aims to ensure the feasibility of indicators for ports of various sizes, while going beyond existing regulatory requirements.

REVAMPED ENVIRONMENTAL, SOCIAL AND SOCIETAL INDICATORS

Of the nine existing performance indicators, four have already been thoroughly reviewed:

- **Air Emissions – GHG & Air Pollutants:** now aligned with European trajectories and reporting tools (MRV Regulation, WtW).
- **Waste Management:** enhanced integration of circularity criteria (reduction at source, traceability, recovery).
- **Community Relations → Stakeholders dialogue:** assessment of formal consultation and territorial transparency mechanisms. Reflecting the diversity of port stakeholders, this wording is more in line with the terminology used in the European sustainability reporting framework – CSRD and European Sustainability Reporting Standards (ESRS).
- **Community Impacts:** consideration of direct impacts such as noise, light pollution and temporary waste storage.

The other five indicators (Aquatic Ecosystems, Underwater Noise, Spill Prevention and Stormwater Management, Solid Bulk Handling and Storage, and Environmental Leadership) are being further adapted to take into account European regulatory, ecological, cultural and logistical realities.

AN AMBITIOUS BENCHMARK FOR CERTIFICATION BY 2026



This initiative confirms Green Marine Europe's role as a catalyst for environmental harmonisation in the European maritime sector. The certification of European ports, based on a measurable, ambitious and appropriate set of standards, will be launched in 2026, based on operations in 2025.



Green Marine Europe at UNOC3

During the 3rd United Nations Ocean Conference (UNOC3), held in Nice from June 9th to 13th, 2025, Green Marine Europe actively participated in several highlights of this event at the Palais des Expositions – La Baleine, between the “Protect, Explore, Decarbonize” Pavilion (Armateurs de France, GICAN, CMA CGM) and the Base Ocean Camp. Green Marine Europe is establishing itself as a catalyst for transformation in the maritime sector, bringing together public, private and financial stakeholders in a structuring dynamic at the crossroads of technical expertise, European frameworks and societal expectations.

A MULTI-STAKEHOLDER VIDEO FOR FINANCING THE TRANSITION

On the eve of UNOC3 and the Blue Economic and Finance Forum (Monaco, June 7-8, 2025), Green Marine Europe unveiled a new video entitled “From ships to ports: Finance the change the Ocean needs,” bringing together a diverse range of stakeholders, including NGOs, ship owners, shipyards and investors. All agree on one urgent need: the maritime transportation sector’s transformation cannot happen without a massive mobilisation of funding.

[This collaborative video, which has been viewed nearly 2000 times on LinkedIn, can be found on our YouTube channel.](#)

ISLANDS FORUM: SUPPORTING THE TRANSITION OF ISLAND TERRITORIES

As part of the Islands Forum on June 11, 2025, Green Marine Europe took part in the panel discussion titled “Solutions and innovations to decarbonise maritime transport.” Alongside political, industrial and institutional players, GME was able to highlight the holistic approach of its certification, which goes beyond decarbonisation to include the reduction of underwater noise, the preservation of biodiversity, and the lifecycle assessment of ships.



MODELLING TOOLS & PROJECTS: FINANCING NET ZERO ROUNDTABLE

Speaking at the round table discussion Modelling Tools & Projects: Financing Net Zero, organised by MEET2025, Green Marine Europe's General Manager, Antidia Citores, emphasised the importance of developing decarbonisation pathways that align with investor requirements. She reiterated the Green Marine Europe certification's strategic role and its consistent reference framework for structuring ambitious projects anchored in operational realities.

FOR A MORE EQUITABLE AND INCLUSIVE MARITIME SECTOR

Green Marine Europe participated in an event organised by WISTA France, reaffirming that the maritime transition cannot be solely technological. It must also be human, inclusive and diverse. This discussion highlighted the importance of valuing women's skills and encouraging solidarity within the sector.

REDUCING UNDERWATER NOISE: BRINGING TOGETHER SCIENCE, TECHNOLOGY AND REGULATION

As part of a workshop organised by the Directorate-General for Maritime Affairs, the Belgian Ministry of the Environment, Bureau Veritas Marine & Offshore and IFAW, Green Marine Europe helped to advance the discussion on concrete solutions to reduce the noise impact of maritime transportation. An international movement is emerging, led in particular by Canada, Belgium and South Africa, which has attracted 37 signatories committed to reducing the impact on oceans of underwater noise.

CARDS ON THE TABLE: AN UNFILTERED DIALOGUE ON THE OCEAN CLIMATE

By participating in this exchange organised by the international NGO Ocean & Climate Platform, Green Marine Europe promoted its collaborative approach based on active listening, transparency and a desire to build strong and clear alliances to tackle climate and ocean challenges.



*Antidia Citores' intervention at the
Protect, Explore, Decarbonize Pavilion.*



*Eric Banel, French General Director for
Maritime Affairs, Fisheries, and Aquaculture.*



WISTA France Conference.

GREEN MARINE EUROPE JOINS THE PELAGOS CONSORTIUM FOR THE PROTECTION OF CETACEANS IN THE MEDITERRANEAN

Supported by the Prince Albert II of Monaco Foundation and the Tethys Research Institute, the Pelagos Consortium was launched during a symbolic event at the Palais des Rois Sardes in Nice on June 11, 2025, in the presence of H.S.H. Prince Albert II of Monaco, Charles Ange Ginésy, President of the Alpes-Maritimes Department, and Agnès Pannier-Runacher, Minister for Ecological Transition, Biodiversity, Forests, the Sea and Fisheries.

With the aim of strengthening cross-border governance within the Pelagos Sanctuary, the Consortium brings together 13 international partners around four strategic pillars: scientific research, strengthening regulations, communication and awareness-raising, and stakeholder involvement.

Green Marine Europe will focus its efforts on this last pillar, mobilising maritime stakeholders – ports, ship owners, shipyards, local authorities – to jointly develop concrete solutions that promote marine biodiversity.



Photos: Arnold Jerocki: FPA2

International outreach and cooperation

Green Marine Europe participated in nearly 20 events in France and Europe, including conferences, workshops, forums, etc. Some examples in 2025: Blue Economy Conference, École Nationale Supérieure Maritime (ENSM) in Le Havre (January), Waterborne Days (COL) in Brussels (February), French-Norwegian Green Maritime Forum in Marseille (February), CLIA European Cruise Week in Rotterdam (March), European Shipping Summit in Brussels (March), international round table on underwater noise related to maritime traffic organised by IFAW at CMA CGM headquarters (March), webinar on COL and GME topics for GICAN (April), Shipping Days in La Rochelle (April), annual dinner of Armateurs de France (April), webinar presenting GME at the

International Investment Forum (April), presentation of the Strategic Plan for Maritime Decarbonisation (PSDM) initiated by GICAN, Armateurs de France and the Union des Ports de France in Paris (May).

Additionally, as part of the Transatlantic pilot project, led by MEP Younous Omarjee and coordinated by the Conference of Peripheral Maritime Regions (CPMR), members of the team also took part in field missions to Quebec (November 2024) and Wales (May 2025). The aim was to strengthen ties with stakeholders in the blue economy and lay the foundations for sustainable transatlantic cooperation.

Participants




2024 RESULTS

INTERPRETATION

The term n/a (not applicable) appears a few 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 2024 within each applicable performance indicator on the program's 1-to-5 scale.

SHIPYARDS 	AIR EMISSIONS - GREENHOUSE GASES & AIR POLLUTANTS	COMMUNITY IMPACTS	COMMUNITY RELATIONS	SPILL PREVENTION & STORMWATER MANAGEMENT	WASTE MANAGEMENT
Chantier Naval de Marseille	1	2	1	2	2
Desan Shipyard	2	2	2	2	2
Lisnave	1	2	2	3	2
Navantia S.A.	4	2	3	2	2

CERTIFICATION PROCESS

1 ANNUAL SELF-EVALUATION



Completion of online **Smart 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**

Autumn

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
Aranui Cruises	2	3	3	2	2	2	2	2
Baleària Eurolíneas Marítimas S.A.	2	2	2	2	2	2	2	3
Bordeaux Port	1	1	1	2	2	1	1	1
Bourbon Offshore Surf	2	3	2	2	2	2	2	1
Brittany Ferries	2	5	5	2	3	2	3	3
CFC Groupe Ambassador	1	1	1	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	2	2	4	2	3	1	2	2
Corsica Linea	3	3	4	2	2	2	2	3
Geoquip Marine	2	3	2	3	2	1	2	2
Hovertravel	2	3	2	n/a	2	1	2	3
Ifremer-Genavir	2	3	3	4	3	2	5	3
La Méridionale	3	3	2	2	2	2	2	2
L'Express des Îles	2	2	2	n/a	2	1	2	2
Louis Dreyfus Armateurs	3	4	3	5	5	5	3	3
Manche Îles Express	2	3	3	2	1	2	2	2
Maritima	2	3	3	2	2	2	2	2
MSC Cruises	5	5	5	5	5	5	5	5
Mystic Cruises	2	3	3	2	2	1	2	3
Mystic Ocean	1	3	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	3	2	3	2	2	2	3
Sogestran Shipping	3	3	4	3	3	2	2	2
Somara	1	2	2	n/a	2	1	2	2
SPM Ferries	2	3	3	3	2	1	2	2
Stena Line	2	5	4	1	2	2	2	3

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 \geq Level 2



A constantly evolving program

SUSTAINABILITY, LEADERSHIP, INNOVATION

The performance indicators forming the basis of the Green Marine Europe certification are reviewed regularly to ensure that the program remains sufficiently ambitious at every level beyond regulatory compliance. These revisions are only incorporated after being analysed by the steering committee and advisory committees (which include GME members from the scientific, environmental and governmental spheres).





WASTE MANAGEMENT: FOCUS ON PLASTIC REDUCTION

In the 2024 program, which relates to the results in this report, the **Waste Management** performance indicator has undergone the most significant revisions to gradually reduce plastic waste. Some examples include: responsible purchasing policy and waste segregation on board (Level 2), annual inventory of plastics used (Level 3), tonnage estimate of plastic sources on board (Level 4), and plan for the gradual elimination of plastics from operations (Level 5).

DECARBONISATION: GREEN MARINE EUROPE RAISES THE BAR!

For example, greenhouse gas (GHG) criteria will require a 40% reduction in carbon intensity by 2030, in line with the goal of decarbonising maritime transport by 2050. The program adopts the 'Well-to-Wake' approach and harmonises Level 2 indicators for GHG, NOx, SOx and PM.

In line with this approach, indicators for nitrogen oxides (NOx), sulphur oxides (SOx) and fine particulate matter (PM) have been strengthened, particularly with stricter compliance requirements in NOx Emission Control Areas (NECA).

Air quality criteria are also continuing to evolve as part of the 2026 program's development. Among the main changes envisaged are: stricter sulphur limits in fuels, new requirements in SECA (Sulphur Emission Control Areas), and updating of GHG emission factors included in climate assessments.

OTHER PLANNED DEVELOPMENTS



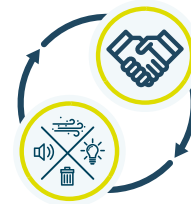
- Anticipation of future IMO (International Maritime Organization) regulations on container loss.



- Integration of the progressive ban on discharges from open-loop scrubbers into the waters covered by the Convention for the Protection of the Marine Environment of the North-East Atlantic (OSPAR).



- Newly revised **Underwater Noise** indicator, linked to the IMO's progress by the end of the experimental phase (Experience-Building Phase led by the Design & Construction Subcommittee - SDC), and with the Pelagos Consortium, as well as in context with the emerging coalition of states in favour of a 'quiet' ocean (QuietOcean).



- Updates to the **Community Relations** and **Community Impacts** indicators for shipyards, further integrating social and transparency issues, particularly in relation to the CSRD and the work of CirclesOfLife.

Collaborative approach

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 COMMITTEES

They direct program revision and development priorities. They bring together representatives from the industry, governments, research institutions and environmental organisations.



STEERING COMMITTEE

It serves as an advisory forum bringing together certified participants, associations, and other stakeholders to guide the program's development in Europe. It includes up to 15 members representing a broad range of interests.





TOWARDS SYSTEMIC SUSTAINABILITY IN EUROPEAN SHIPYARDS

The Horizon Europe consortium CirclesOfLife (COL) is developing a systemic approach to integrating sustainability into European shipyards. Its ambition is to anticipate European regulations, integrate environmental requirements from the design stage onwards, and ensure traceability of impacts throughout a ship's lifecycle.

Tools for ship lifecycle performance

COL develops practical tools for process modelling and Life Cycle Performance Assessment (LCPA) of ships:

- SEPI (Shipyard Environmental Performance Index) to measure the environmental performance of shipyards;
- SCMP (Ship Circular Materials Passport) SCMP (Ship Circular Materials Passport) to track the materials used and promote their reuse;
- SLP (Ship Lifecycle Passport) to integrate all stages of the lifecycle into a circular and transparent process.

These tools are currently being tested in several pilot projects and are designed to be aligned with European frameworks (Ship Recycling Regulation (SRR), CSRD, Fit for 55, etc.)

A community of stakeholders based on four key characteristics

The various consortium general meetings, notably in Hamburg (December 2024) and Genoa (May 2025), highlighted the importance of structuring the COL ecosystem around four strategic entities and their expectations: shipyards, financial institutions, suppliers and subcontractors.

Green Marine Europe plays a leading role in coordinating this community, particularly through exchanges with Netherlands Maritime Technology (NMT), GICAN (Groupement des Industries de Construction et Activités Navales) and GISBIR (Turkish Shipbuilders Association), and is working to integrate COL's advances into its own framework. A particular effort is underway to align GME indicators with CSRD requirements, thereby strengthening the impact and credibility of non-financial reporting initiatives.

circles-of-life.eu

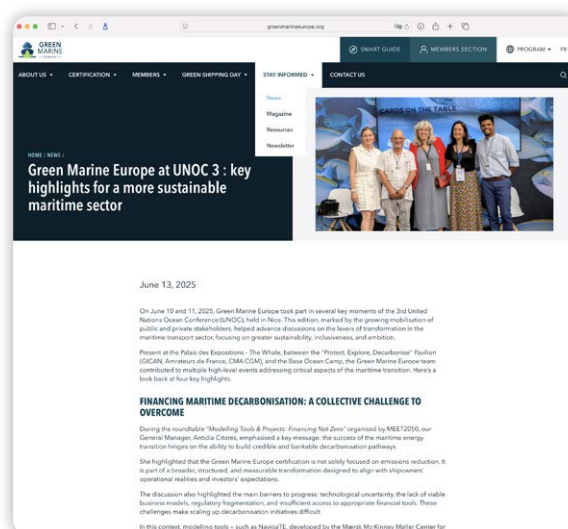


Increasing visibility and legitimacy

The legitimacy of Green Marine Europe as a structured, transparent and rigorous process will be further consolidated through multi-channel and collective communication: promoting the environmental actions of our participants, educational content on the approach, etc. The objective is twofold: to consolidate Green Marine Europe in its role as a benchmark tool for companies committed to environmental transition, and to gradually incorporate the program into the reference frameworks recognised by European public authorities and reporting platforms. In 2024, Green Marine Europe continued to develop its communication strategy with a strong momentum and encouraging results in terms of visibility, engagement and sector recognition.

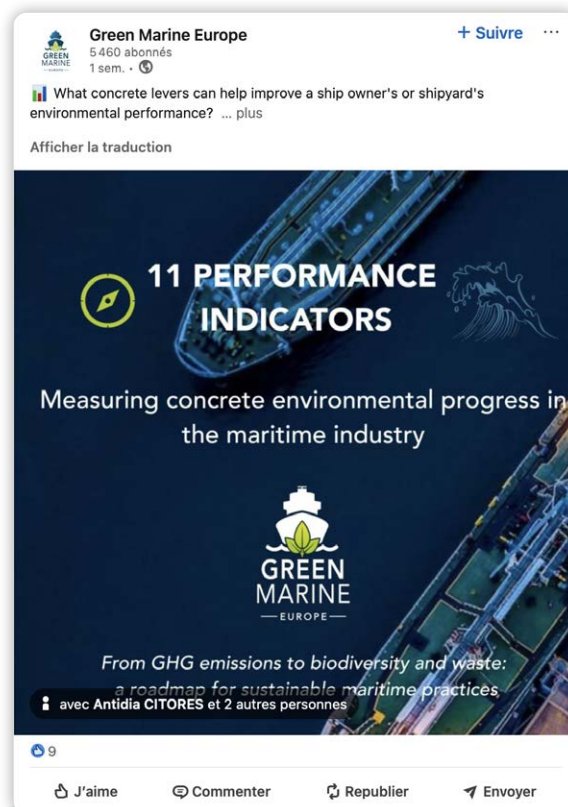
GROWING DIGITAL PRESENCE

With 35 news articles published on the website, the year was marked by regular editorial content aimed at informing, documenting and promoting the program and its participants. This content provided updates on members, regulatory developments and technical and strategic advances in the certification program.



AN ACTIVE AND QUALIFIED LINKEDIN COMMUNITY

The year was marked by more than 80 LinkedIn posts, feeding a structured and varied editorial feed (news, profiles, behind-the-scenes stories, events). The Green Marine Europe page surpassed 4,000 followers, recording steady, organic growth with nearly 1,070 new followers. The average interaction rate of 9.04% confirms an engaged community made up of maritime and environmental professionals and European institutions that are sensitive to the issues addressed by the program.





AUDIOVISUAL FORMATS: EMBODYING TRANSITIONS

In 2024, five videos were produced (interviews, reports) with a clear objective: to highlight the program's participants, illustrate their innovations, and demonstrate the operational relevance of Green Marine Europe in their environmental transition strategy. These videos embody the certification program's values of rigour, dialogue and transformation.

TARGETED DISSEMINATION TO STAKEHOLDERS

Two newsletters were sent to a network of more than 500 European contacts, including maritime industry players, institutions, NGOs and scientists. This channel facilitated maintaining regular professional contact with the Green Marine Europe community and highlighting the program's key events.

Team

A NEW DYNAMIC

In February 2025, Green Marine International appointed Antidia Citores as Green Marine Europe's General Manager. With four years of experience as Green Marine Europe's project manager, 17 years as Surfrider Foundation Europe's spokesperson, and legal expertise in maritime transportation's ecological transition, her background naturally made her the ideal candidate for this key role, which she carries out from Bordeaux, France.

Green Marine Europe officially welcomed Pasquine Albertini in April 2025 as Communication Manager, Europe. A well-known figure in maritime institutional networks, Pasquine brings a wealth of strategic experience in environmental and social issues in the sector, acquired in particular at Armateurs de France and Corsica LINEA. Then, at the end of May, Cherif Belgaroui joined the team as Program Manager to support European participants and coordinate program development. His background includes experience as a ship captain and first mate, as well as having a Master's degree in transport and sustainable development.



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