

Charter on Sustainable Cruising in the French Mediterranean

Unified Charter on the
commitments of cruise
companies sailing in
Mediterranean waters under
French jurisdiction



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CHARGÉ DE LA MER

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Introductory context

The management of maritime activities in the Mediterranean is essential to finding a balance between the economic development of the territories and the protection of the environment and marine biodiversity.

Cruise lines are often leaders in terms of innovation: advanced wastewater treatment on board, electrical connection to the quay, use of alternative fuel (LNG), management of complex logistics to satisfy thousands of passengers, etc. The sector is a driving force in improving environmental practices. They make the most of their exposure to the general public to lead the way in sustainable development at sea.

By signing up to the current charter, cruise lines are pursuing their commitments to protect the marine environment, improve air quality and mitigate climate change.

This charter is intended to confirm, or even unify, the various local charter initiatives carried out by local authorities and port managers.

In accordance with the international SOLAS convention, ship safety is a priority. Cruise ships, flying the flag of a foreign state, enjoy the right of innocent passage through French territorial waters.



Objectives and challenges

This charter is part of the strategy for the sustainable management of cruises in the Mediterranean, promoted by the State and its partners, which meets the requirements of two European directives: the Marine Strategy Framework Directive and the Maritime Spatial Planning Framework Directive.

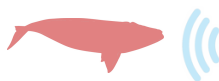
The sustainable cruise management strategy, and therefore this charter, contributes to meet the objectives set by these directives:

- **In environmental terms:** “to avoid the physical disturbance of Mediterranean phanerogam meadows and coralligenous (by moorings)”, as well as other environmental objectives relating to the protection of specific habitats, the reduction of waste and contaminants discharges in the natural environment, the limitation of anthropogenic disturbance of marine mammals or even the limitation of atmospheric emissions.
- **In socio-economic terms:** "to support the sustainable development of the territory with better equipment and services" and "as part of the ecological, energy and digital transition, to support research, innovation and experimentation favor the development of the blue economy and ensure the dissemination of results to stakeholders”.

The objectives of the charter are to limit the impact of cruising on the identified issues, while promoting innovative technical solutions that can be levers of sustainable development.



PHYSICAL ALTERATION OF PHANEROGAM MEADOWS AND OTHER SPECIAL HABITATS IN THE MEDITERRANEAN



RISK OF COLLISION BETWEEN CRUISE SHIPS AND CETACEANS AND NOISE DISTURBANCE



SEWAGE AND SOLID WASTE FROM SHIPS

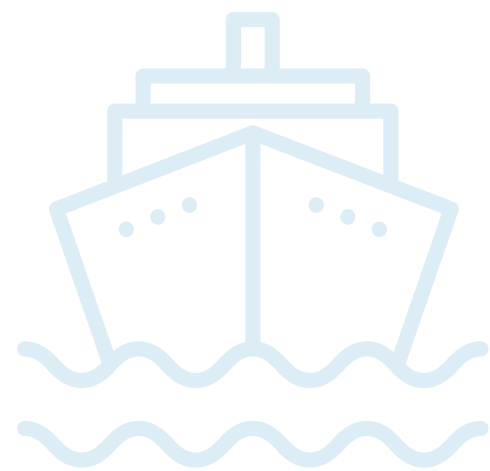
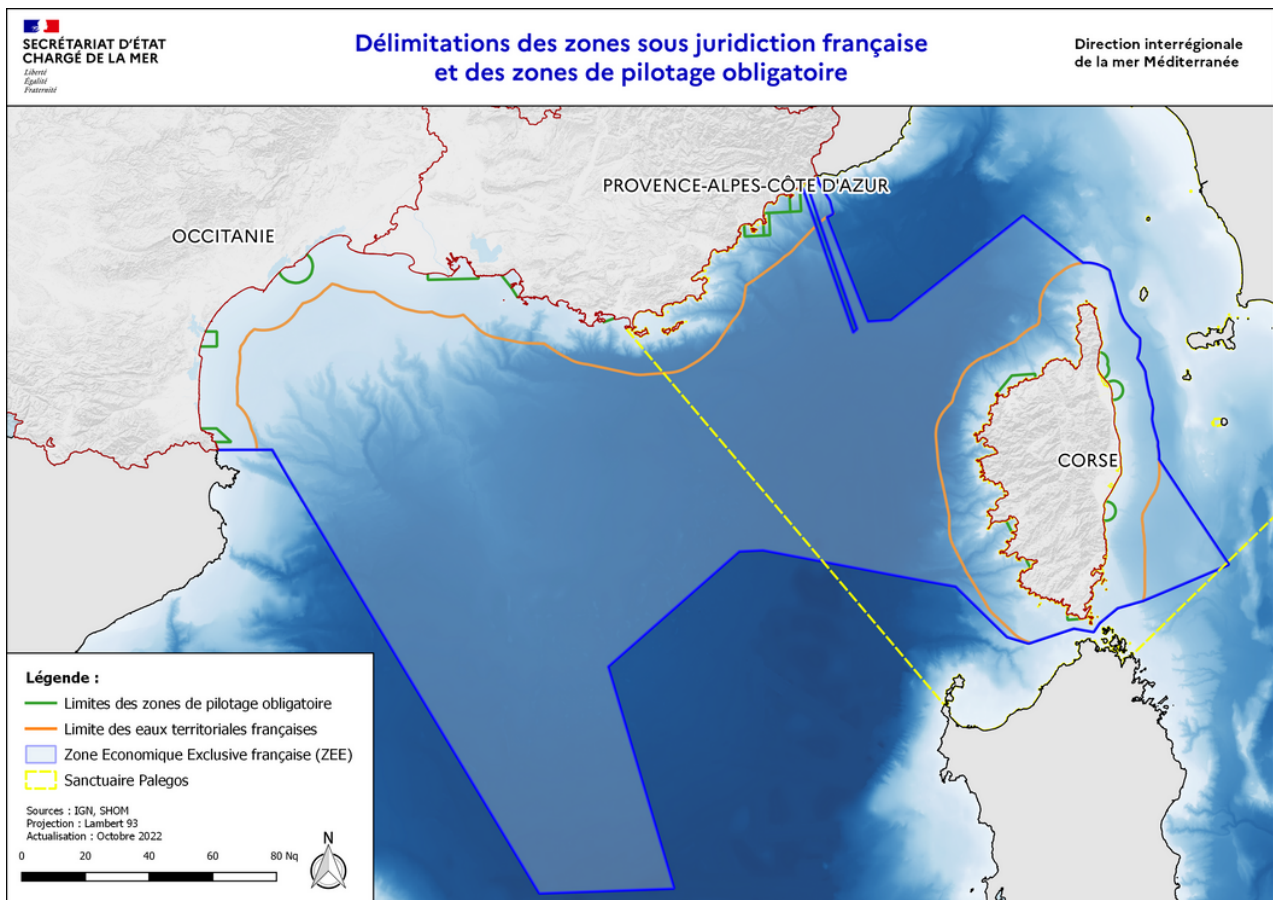


ATMOSPHERIC EMISSIONS FROM SHIPS



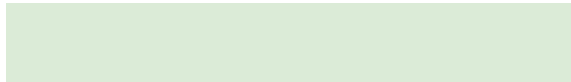
Geographical scope

The geographical scope corresponding to each engagement of the Charter is described in the following map. The map below shows the boundaries of the French exclusive economic zone, the French territorial waters, the Pelagos sanctuary and compulsory piloted areas.



COMMITMENTS

Habitats protection



Commitment n°1

Respect the issues of seagrass protection when dropping anchor (for example by using cartographic tools).



Collision with cetaceans and noise



Commitment n°2

Limit speed to no more than 13 knots in the event of detection of large cetaceans in the French territorial waters.

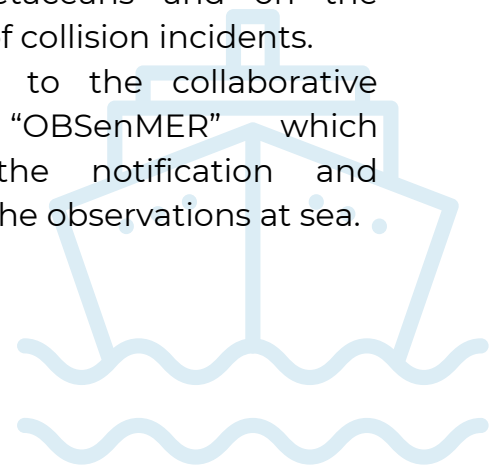


Commitment n°3

Consider voluntary additional measures to reduce the risk of collision with cetaceans in French territorial waters and in Pelagos area under French jurisdiction.

For example:

- Notify the detection of cetaceans spotted
- Provide training to crew on how to spot cetaceans and on the outcomes of collision incidents.
- Contribute to the collaborative platform "OBSenMER" which supports the notification and analysis of the observations at sea.



COMMITMENTS

Sewage and solid waste

Commitment n° 4

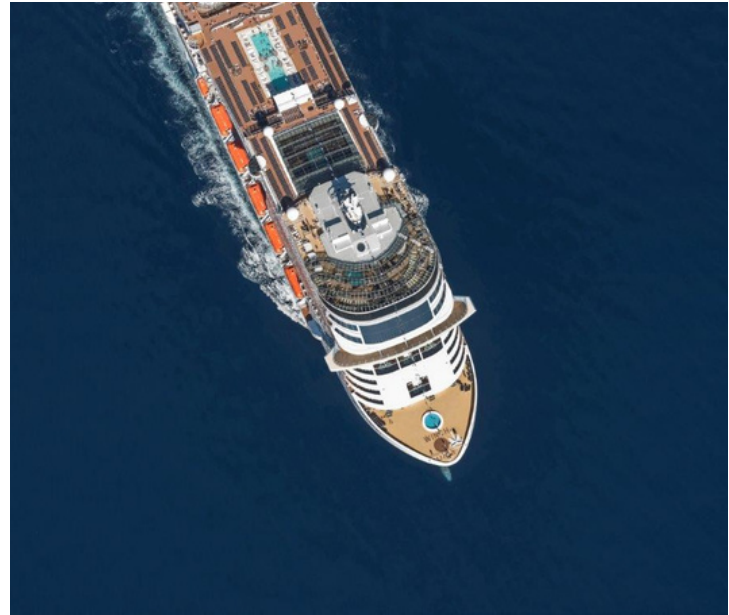
Do not discharge untreated sewage during normal operations, except for safety reasons or damages related situations covered by MARPOL annex IV. All sewages are processed through a sewage treatment system that is certified in accordance with international regulations

Commitment n° 5

Develop and implement a policy for the use of biodegradable and low toxicity oils for elements at risk of being released into the marine environment when technically possible.

Engagement n° 6

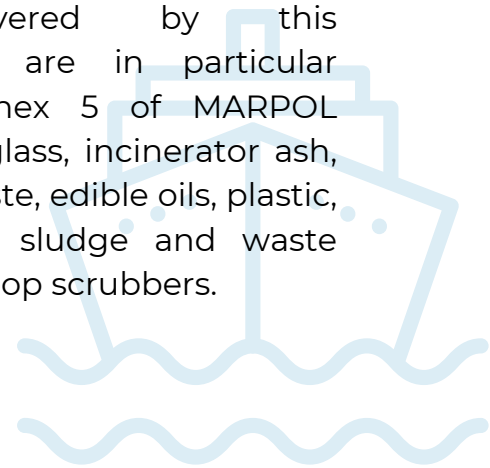
Promote the use of biodegradable products of all cleaning products used on board under the responsibility of the cruise operator (for example washing products for open decks and surfaces).



Commitment n°7

Cooperate with local authorities to identify and implement more sustainable port reception facilities to ensure that on board waste segregation is collected and recycled by approved shore companies.

Waste covered by this commitment are in particular MARPOL Annex 5 of MARPOL Convention (glass, incinerator ash, electronic waste, edible oils, plastic, etc.), sewage sludge and waste from closed-loop scrubbers.



COMMITMENTS

Atmospheric emissions

Commitment n° 8

Minimise the emission of SOx (sulfur oxides):

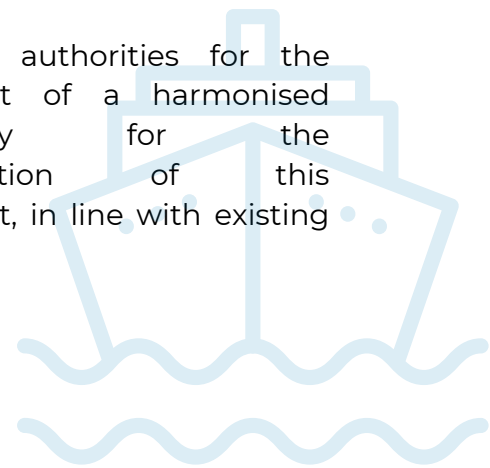
- Commit to, as of January 2023 within 3 NM from the French coast baselines, the use of a fuel with a sulfur content of less than or equal to 0.1% or an alternative solution leading to equivalent sulfur emissions (alternative energy source, flue gas cleaning, EGCS, etc.).
- By January 2024, expand the commitment to French territorial waters, with a view to anticipating the SECA zone (2025).



Commitment n°9

Generalize the use of energy sources with low smoke emissions in particular in case of a declared pollution peak by the local authorities.

- At berth and at anchorage, companies will monitor smoke emissions.
- Companies will take any appropriate measures to minimize smoke emissions on their own or in consultation with the harbour master (ex: stop the EGCS, change power generator, change fuel, etc.), especially in case of upcoming or declared severe pollution peak.
- Signatory companies authorize DIRM Med (as port state control authority) to publish the result of sulfur inspections performed on company's vessels on their website for public awareness.
- Work with authorities for the development of a harmonised methodology for the implementation of this commitment, in line with existing solutions.



COMMITMENTS

Commitment n°10

Reduce speed in mandatory piloted areas.

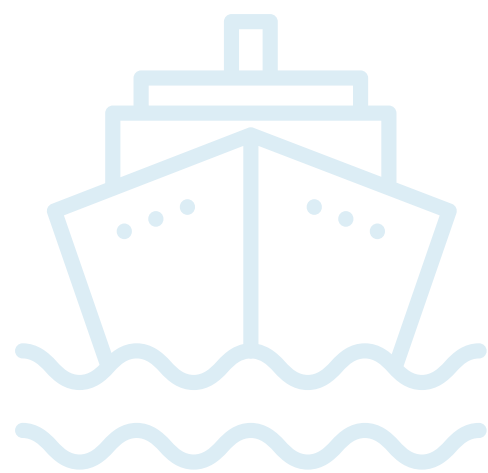
Commitment n°11

Minimise the emission of NO_x (nitrogen oxides):

- Prioritise vessels capable to connect to shore-side electricity (SSE) by 2025 for calls at French Mediterranean ports, so as to allow connection of 100% of equipped vessels when the connection is available.
- By 2025, use SSE connection as soon as these are available.
- Any vessel fitted with Tier III engines, if not connected to SSE, to switch on the SCR, or any other equivalent technology, system in case of severe air pollution declared by the local authority (Prefecture) 3 NM before arrival and during their call.

Commitment n°12

At anchorage, use, if available, shuttles for disembarking operations with low atmospheric emissions energy supply (for example, electric propulsion, 0.1% sulfur fuels, etc.).



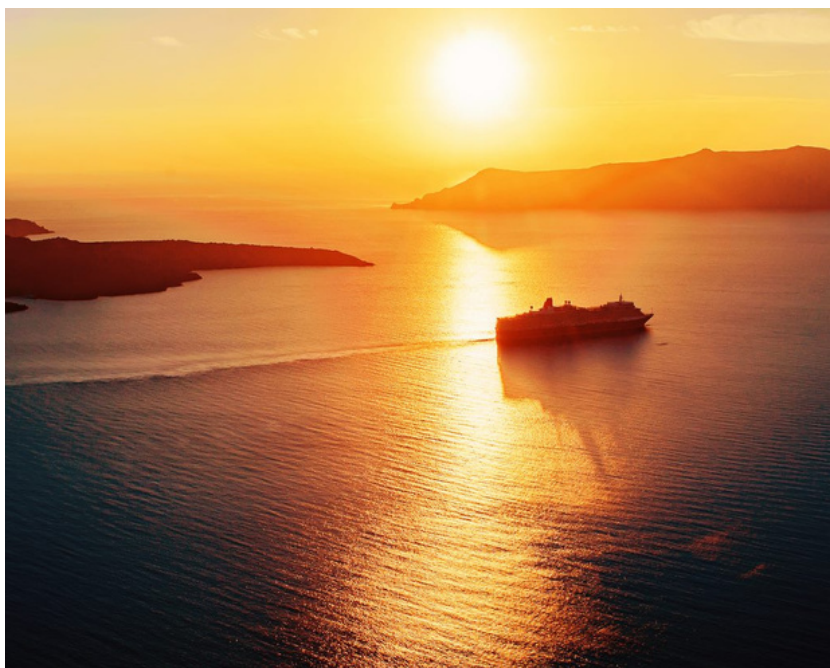
COMMITMENTS

Raising awareness

Commitment n°13

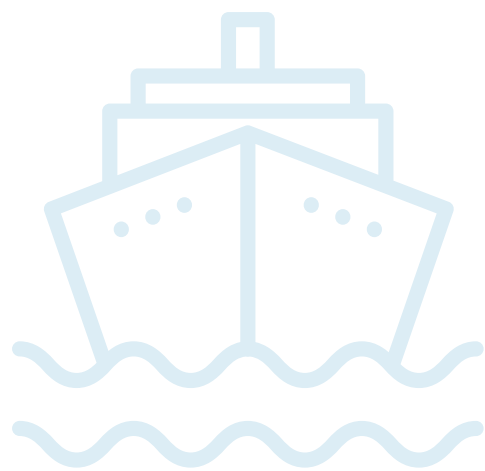
Raise passengers' awareness on:

- biodiversity and environmental issues (protected areas, marine fauna and flora),
- waste reduction (reduce food waste, encourage reuse, etc.),
- energy efficient and eco-responsible behaviours.



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Application of the charter

Governance and perspectives

Establishment of a monitoring committee (development of the reference system and exchanges on developments).

Association of ports (authorities and managers) for the proper application of the charter.

Port authorities can rely on the charter to grant financial incentives to committed companies.

CLIA confirms its role and its commitment to represent the member cruise companies and to coordinate with State services.

Association with other actors committed to sustainable maritime transport

Guarantees of cruise sustainability

Cruise companies undertake to respect this Charter as well as to provide transparent information on the conditions of its application.

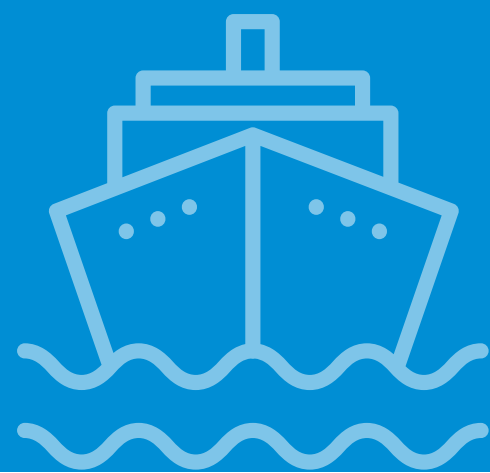
The application of this Charter by cruise companies will be rewarded through various communications from the signatories.

The objective is to promote the commitment of responsible companies in environmental matters.

Monitoring compliance with commitments

The companies undertake to participate in the charter compliance control system and to provide access to the documentation and auditing of at least one vessel per year.

The commitments of this charter will be checked by a certifying body each year, mandated by the Administration





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Marseille, October 20, 2022

Hervé BERVILLE

Secrétaire d'Etat chargé de la mer



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Vice President
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Royal Caribbean Group

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– signing for
Royal Caribbean International
Celebrity Cruises
Silversea
TUI Cruises
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President

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Vice President
Marine HSEM

Frank Weber, Senior
Vice President of Fleet
Operations

The development and monitoring of this charter benefit from a broad partnership :

