

# Mediterranean sustainable cruise charter

Revision 2025

**Unified Charter**

**Outlining the  
Commitments of  
Cruise Companies**

**Operating in the  
Mediterranean**



**SUSTAINABLE  
CRUISE  
CHARTER**  
MEDITERRANEAN



**Gouvernement Princier**  
PRINCIPAUTÉ DE MONACO



**RÉPUBLIQUE  
FRANÇAISE**

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# 2022 Observations and Conclusions

The Mediterranean coast is the mainland area most affected by cruise activity. In 2025, the Mediterranean coast will host 1,885 port calls in France and 145 in Monaco. Cruise activity in France in 2025 involves a fleet of 147 vessels operated by 52 cruise companies. In 2025, the vast majority of port calls will be made by 63 vessels planning more than 10 calls throughout the year.

The Sustainable Cruise Charter was created in October 2022 in response to the growth of cruise activity and the increasing awareness of environmental and air quality issues among citizens and authorities. It consists of commitments that go beyond regulatory requirements in areas related to the environmental impact of cruises. This charter is a unique agreement between a state and major cruise operators. In 2024, 4 ports were identified with more than 70 calls of cruise ships per year and without opportunity to implement shore power connection (Ajaccio, Cannes, Villefranche sur mer, Saint Tropez).

After two years of implementation, the results of the charter are tangible: 32 signatory companies representing 86% of port calls, 68 ship self-assessments submitted, 33 ship audits conducted, and 26 vessels certified.

The implementation of this initial framework has helped better identify the technical characteristics of these vessels, notably:

- 42% of cruise ships are currently shore-power capable,
- 51% of vessels use scrubbers, including 34% with open-loop systems,
- 38% of ships were built before 2009,
- 51% of vessels meet Tier II or III emission standards.

With the entry into force of the Mediterranean SECA in May 2025, the creation of the North-Western Med PSSA, and the commitment of the Principality of Monaco to join, a revision of the charter commitments and monitoring framework is essential for 2025.

Regulatory developments required a review of the previous 5 thematic and 13 commitments. As a result, 8 thematic and 20 commitments are proposed for 2025.

## FOR A PRESERVED MEDITERRANEAN AND SUSTAINABLE CRUISE



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# 2025 Issues

The 2025 framework identifies necessary areas of improvement compared to the 2022 framework in order to enhance and update the actions implemented by the companies in a context of regulatory evolution.

The objective of this new version of the charter remains the same: "Reduce the environmental impact of cruising by promoting technical and organizational solutions that mitigate the impact."

8 thematics  
to improve  
the impact of  
vessels

20  
commitments  
to implement  
concrete  
actions



**CONTRIBUTE TO THE PRESERVATION OF BIODIVERSITY, PROMOTE THE USE OF BIODEGRADABLE PRODUCTS ON BOARD VESSELS, AND MINIMIZE THE RISK OF SPREADING INVASIVE SPECIES.**



**REDUCE THE RISK OF COLLISION BETWEEN VESSELS AND CETACEANS, AND CONTRIBUTE TO THE REPORTING OF LARGE CETACEANS.**



**MINIMIZE DISCHARGES AT SEA, PARTICULARLY SCRUBBER WATERS AND POOL WATERS IN THE FRENCH TERRITORIAL WATERS, AS WELL AS UNTREATED SEWAGE IN THE NORTH WESTERN PSSA UNDER THE FRENCH JURIDICTION.**



**PROMOTE WASTE REDUCTION LOGISTICS ON BOARD AND WASTE RECOVERY ON LAND. COMBAT FOOD WASTE AND THE USE OF SINGLE-USE PLASTICS.**



**REDUCE NOISE AND LIGHT POLLUTION FROM CRUISE VESSELS WHILE IN TRANSIT AND AT PORT.**



**REDUCE EMISSIONS OF AIR POLLUTANTS AND GREENHOUSE GASES WHILE IN TRANSIT, AT PORT, AND DURING EXCURSIONS.**



**RAISE PASSENGER AWARENESS ABOUT ENVIRONMENTAL PROTECTION AND COMMUNICATE THE ENVIRONMENTAL PERFORMANCE OF THE COMPANY'S VESSELS.**



**DEVELOP A COLLABORATIVE DYNAMIC WITH LOCAL AREAS TO MINIMIZE THE ENVIRONMENTAL IMPACT OF PORT CALLS AND EXCURSIONS.**



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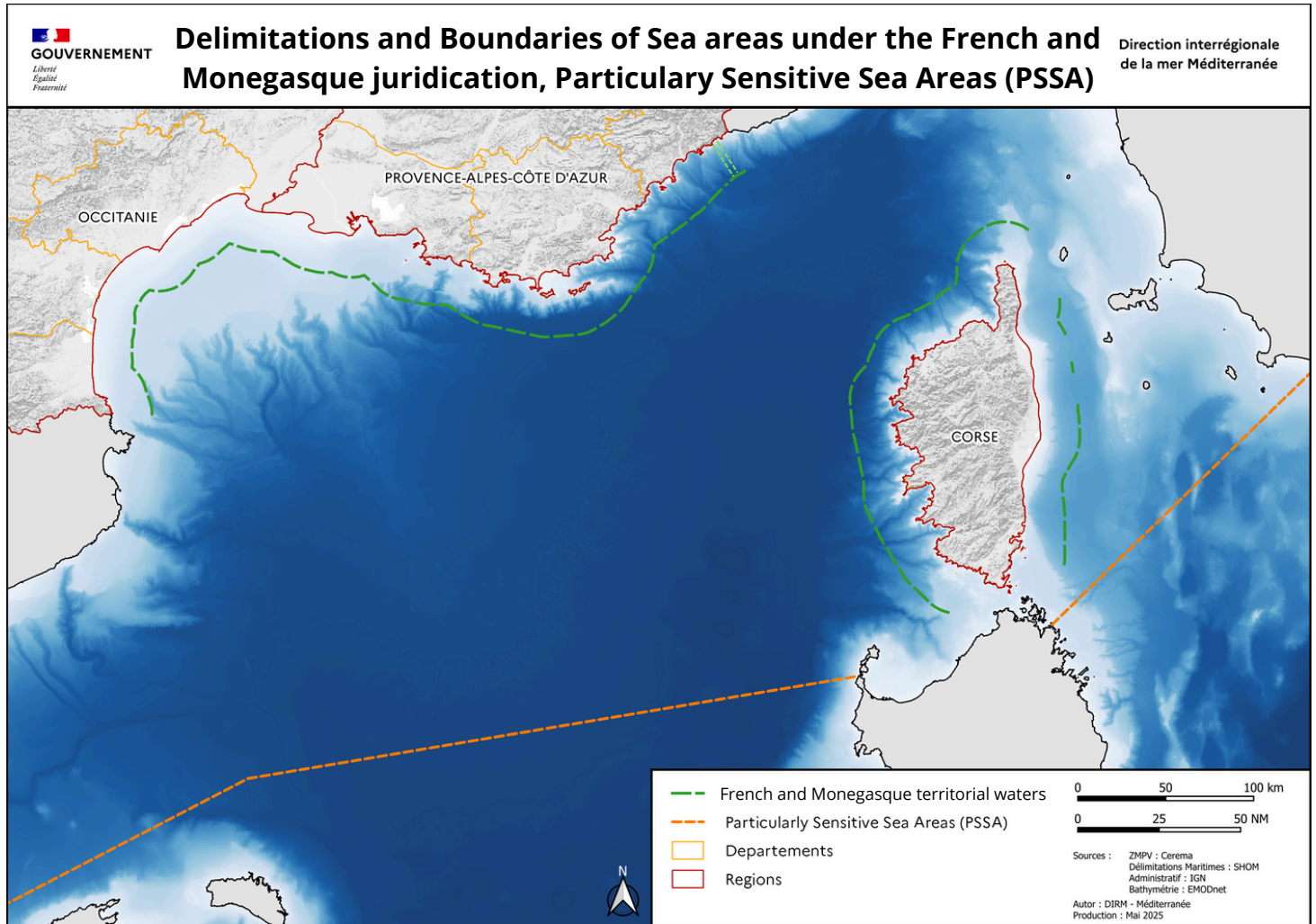


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# Scope of Application

The scope corresponding to the various commitments made under this charter is defined in the map below. It shows the boundaries of the French and Monegasque territorial waters and the North-Western Mediterranean PSSA.



## Geographical Scope of Commitments

- **PSSA (under the French jurisdiction) : 4 - 5 - 7 - 12**
- **French and Monegasque territorial waters : 6**
- **Ports and areas of anchorage : 1 - 15 - 16 - 17 - 19 - 20**
- **No geographical specification : 2 - 3 - 8 - 9 - 10 - 11 - 13 - 14 - 18**



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# Commitments of Companies

## Sustainable cruise

### BIODIVERSITY PROTECTION

#### COMMITMENT 1

The company commits to respect the protection of seagrass beds by anchoring only in authorized areas by coastal authorities.

#### COMMITMENT 2

The company commits to using biodegradable and low-toxicity oils for underwater components likely to come into contact with the marine environment (Oil-To-Sea Interfaces), where technically feasible. These components will be identified.

The company also commits to using biodegradable and non-toxic cleaning agents and detergents on board for external decks, where technically feasible.

#### COMMITMENT 3

The company commits to record malfunctions of the ballast water treatment systems on vessels, along with the associated corrective actions, in compliance with the BWM Convention.

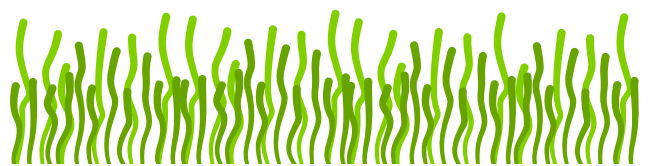
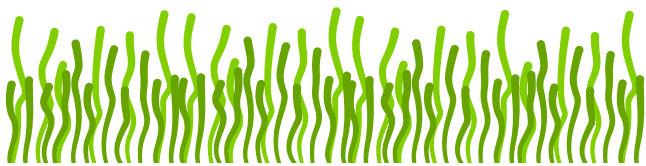


The company also commits to implement the IMO 2023 Guidelines for the Control and Management of Ship's Biofouling to Minimize the Transfer of Invasive Aquatic Species.

### CETACEANS PROTECTION

#### COMMITMENT 4

The company commits to record sightings of large cetaceans in the Northwest Mediterranean Sea Particular Sensitive Sea Area (PSSA) under French jurisdiction through OBSenMer system.



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# Commitments of Companies

## Sustainable cruise

### COMMITMENT 5

The company commits to taking actions to reduce the risk of collision with large cetaceans:

- Reducing speed between 10 and 13 knots in the event of large cetacean detection. However, a safe speed should be kept, so that proper and effective actions could be taken to avoid collision and any possible negative impacts on vessel's manoeuvrability.
- Training the crews to detect cetaceans and to implement the necessary actions in case of detection.
- Reporting any collision with a cetacean to appropriate coastal authority.



### REDUCTION OF DISCHARGES AT SEA

#### COMMITMENT 6

The company commits, within 12 nautical miles, not to discharge chlorinated pool water, barring safety considerations.

The company commits, within 6 nautical miles, not to use open-loop scrubbers from January 1, 2026. The French authorities invite companies to extend this limitation up to 12 nm.

#### COMMITMENT 7

The company commits not to discharge untreated sewage, during normal operations, except for safety reasons, maintenance or damages related situations in compliance with MARPOL Annex IV Convention.

The company commits to maintain records of sewage treatment plant malfunctions and maintenance.

#### COMMITMENT 8

The company commits to provide annual quantities of food waste discharged at sea for the vessel to be audited annually.



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# Commitments of Companies

## Sustainable cruise

### WASTE REDUCTION AND RECOVERY

#### COMMITMENT 9

The company commits to monitor and make efforts to reduce food waste including raising passenger awareness about food waste.

#### COMMITMENT 10

The company commits to monitor and make efforts to reduce waste by:

- Monitoring the annual waste production by category
- Quantifying the proportion of recyclable, waste by category (as per MARPOL).
- Setting reduction targets.
- Reducing single-use plastics.

The company commits to provide for the vessel to be audited the annual amount of waste production and the proportion of recyclable waste by category.

#### COMMITMENT 11

The company commits to educate crew regarding waste segregation and disposal.



### REDUCTION OF NOISE AND LIGHT POLLUTION

#### COMMITMENT 12

The company commits not to use underwater lighting.

#### COMMITMENT 13

The company commits to implement MPEC.1/Circ.906 "revised guidelines for the reduction of Underwater Radiated Noise from shipping to address adverse impact on marine life" in new ship specifications.

Unless required for health, safety or security reasons, the company commits to limit broadcasts on open decks while in port. This includes public announcements and playing entertainment through loudspeakers.

# Commitments of Companies

## Sustainable cruise

### REDUCTION OF GHG AND ATMOSPHERIC POLLUTANTS

#### COMMITMENT 14

The company is committed to decarbonization efforts.

The company is committed to consider, when possible and feasible, the adoption of appropriate operational and/or technical innovations aimed at energy efficiency and the reduction of GHG emissions (e.g., digital solutions for energy monitoring, sail assistance, hull and propeller optimization, batteries, fuels with lower GHG intensity).

#### COMMITMENT 15

The company commits to reduce emissions by connecting to shore power for as long as possible while at berth.

By 2028, as far as operationally possible, the company commits to favor the assignment of vessels fitted with the minimum of Tier II engines for ships over 250m calling either at anchor or at berth in a port with more than 70 calls in 2024, where shore power connection is not to be considered. If vessel is already fitted with SCR, the company commits to use it in such ports of call.

Use solutions that minimize atmospheric pollutant emissions starting from 3 nautical miles in case of pollution peaks declared by local authorities.

#### COMMITMENT 16

The company commits to monitor visible emissions while at berth, taking appropriate corrective actions in the event of reported visible smoke emissions by port authorities.

The company authorizes DIRM MED (as the port state control authority) to publish the results of inspections related to sulfur oxides (SOx) on its website, to promote public information.

#### COMMITMENT 17

Where available and operationally feasible, the company commits to using low emissions transportation solution at anchor, at berth, and during excursions (e.g., decarbonized buses and shuttles, eco-friendly mobility).



# Commitments of Companies

## *Sustainable cruise*

### ENVIRONMENTAL AWARENESS OF PASSENGERS AND TRANSPARENCY

#### COMMITMENT 18

The company commits to raise passenger awareness about the environmental issues in the Mediterranean and possible actions to protect these areas, using materials provided by the French Authorities subject to company's review and approval.

The company commits to making information about its environmental performance accessible for passengers in its Annual Sustainability Report.



### SOCIAL AND ECONOMIC RESPONSIBILITY

#### COMMITMENT 19

Where operationally reasonable, the company commits to collaborate with local stakeholders to ameliorate its social footprint during port calls. This includes:

- Planning and managing shore excursions to prevent and minimize overcrowding at tourist sites,
- Promoting local economy and where feasible, sourcing from local suppliers on turnaround days in French Mediterranean ports.

#### COMMITMENT 20

Except in cases of absolute necessity, the company commits not to bunker fresh water in ports located in areas declared to be in an emergency drought situation.



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# Partner Commitments

## *Sustainable Port Calls*

After two years, certain challenges in applying the framework have been observed. In particular, some actions can not be carried out unilaterally by cruise companies without collaboration from other maritime stakeholders.

Therefore, to ensure the long-term success and continuous improvement of this initiative, it is essential that the roles of the charter's partners are clearly defined, and that these partners also commit to the actions outlined in the Sustainable Cruise Charter.

As a result, during the BMS in december 2024, "Sustainable Port Call" commitments were signed, formalizing a joint and collaborative approach to the actions of the Sustainable Cruise Charter in the French Mediterranean.

Collection and sharing of technical data on vessels at berth regarding shore power capabilities (type of connection, power capacity, location of the hatch, etc.).

Advance notification of pollution peaks by port authorities to cruise ships to enable appropriate measures to be considered, along with the systematic reporting of dense and foul-smelling smoke emissions observed.

Promotion of low-emission and decarbonized mobility solutions at berth (infrastructure or services) for both land and maritime transport of passengers, in coordination with port authorities, local governments, major shipping companies, and relevant state services.

Accessibility of real-time information on actual shore power connection and identification of any obstacles to connection in order to improve connection rates.

Continuation of local studies on air quality evolution in major port cities along the coastline, with the support of air quality monitoring organizations, to assess the actual reduction of SOx, NOx, CO<sub>2</sub>, and fine particulate emissions.

When authorizing port waste collectors, port authorities will ensure that priority is given to waste recovery and recycling.



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# Charter Implementation

## GOVERNANCE AND FUTURE OUTLOOK

- A new framework built for 5 years
- Development and revision of the monitoring and steering committee (so-called COPIL).
- Port authorities are encourage to join the charter and commit to sustainable port call actions.
- CLIA plays a intermediary and advisory role between companies and DIRM MED to elaborate documentation for an harmonized understanding of commitments and audit extension.
- For companies not members of CLIA, communication is managed by DIRM MED.
- Development of the charter's partner network.

## COMMUNICATION AND BROADCAST

Signatory cruise company commits to provide transparent information on the implementation conditions of the charter.

Both signatory and non-signatory companies are listed on the DIRM MED website. The list of signatory vessels is available to port authorities for potential incentive measures or prioritization.

A visual identity (logo, poster, film, and photo exhibition) and awareness-raising tools are also available to charter members and partners.

## MONITORING COMPLIANCE WITH COMMITMENTS

The companies commit to accept the four steps of the commitment control system (technical questionnaire, onboard audit, action plan, and validation).

The company commits to provide access to documentation and conducting an annual audit on one of its fleet's vessels.

The onboard audit is carried out by an independent certifying body, appointed by DIRM MED or by DIRM MED auditors, using a standardized questionnaire.

## GUIDELINES AND CHARTER PARTNERS

To ensure the effective implementation of the charter's missions, guides are available to assist all interested parties and will be updated :

- Auditor's Guide
- Auditee's Guide
- Visual Identity Guide
- Third-party Guide
- Sustainable Port Call Commitments

The charter also encourages companies and associated partners to join the charter using a membership application form.



# Signatory States



M. Philippe TABAROT  
Ministre chargé des transports

Mme. Céline CARON-DAGIONI  
Ministre de l'équipement, de l'environnement  
et de l'urbanisme

# Signatory companies

AT THE LAUNCH OF THE 2025 EDITION OF THE CHARTER



Michèle FRANCIONI  
Chief energy transition officer



Patrick AUGIER  
Directeur exploitation et  
secrétaire général



NORWEGIAN CRUISE LINE  
HOLDINGS LTD.



For Norwegian cruise line holdings ltd.  
Angela STARK

SVP, assistant general counsel,  
securities, sustainability and compliance

ON BOARD  
JP



Catherine GERARD  
Directrice marketing

ORIENT EXPRESS  
SAILING YACHTS

Christophe BRIERE DE LA HOSSERAYE  
Sustainability senior manager



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**CARNIVAL**  
CORPORATION & PLC



for CARNIVAL CORPORATION & PLC  
John HAEFLINGER  
Senior Vice President, Maritime Policy & Analysis



Nicolai SKOGLAND  
Executive director



Frank WEBER  
Senior vice president of fleet operations



Aleksander BIENIEK  
Vice president marine operations



Royal Caribbean Group



For ROYAL CARIBBEAN GROUP  
Alessandro CAROLLO  
Associate Vice President

on behalf of 



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