

THE MARSEILLE PROVENCE CRUISE BLUE CHARTER


**GLOBAL AGREEMENT ON THE REDUCTION OF AIR
POLLUTANT EMISSIONS**

**"BLUE MARITIME SUMMIT MARSEILLE PROVENCE
– CRUISE INITIATIVES"**

Whereas the cruise sector is duty bound to implement best practices for the protection of the environment and local populations;

Whereas, with this in mind, effective means and systems enabling sulphur dioxide, nitrogen oxide, fine particulate matter and greenhouse gases to be significantly reduced should be put in place in ports and during port approaches;

Whereas, with this in mind, the Port of Marseille Fos Authority believes shore-to-ship power should be envisaged as the main solution towards attaining these goals, in association with new fuels such as LNG or new production sources on board and the practice of environmentally sound operations;



In accordance with the recommendations set out in the SAILS charter for ship-owners put forward by the French government, the undersigned undertake, voluntarily and over and above their regulatory obligations, to put in place and participate in a set of actions designed to reduce emissions of air pollutants and greenhouse gases according to the following four rules:

RULE NO.1

Join and utilize the CENAQ 2024 (shore power connection of ships at berth) project being led by the Marseille Fos Port Authority(GPMM), to provide shore-to-ship power supplies for ships berthing at the MPCT, with the aim of being able to provide connections for two ships simultaneously by the 2024 season.

RULE NO.2


Upon entry into the Marseille Fos Port Authority's river and maritime regulatory zone (ZMFR), set up by Prefectural Order No. 2012016-0002 dated 16th January, 2012 and amended by Prefectural Order No. 2012249-0002, maneuver using 0.1% Maritime Gas Oil or equivalent means such as LNG (Liquefied Natural Gas) or exhaust gas cleaning systems complying with local and international regulations, save any contrary use of fuel not in compliance solely for the purpose of ensuring the safety of the vessel or saving life at sea.

RULE NO.3

Encourage the scheduling of port calls at Marseille by LNG (Liquefied Natural Gas) – powered vessels, with such scheduling potentially contributing to the development of a bunkering service using the LNG terminals at Fos Tonkin and Fos Cavaou.

RULE NO.4

Maintain a speed of 10 knots maximum within the pilot zone when entering or leaving port, save any contrary safety needs necessary for the purpose of ensuring the safety of the vessel or saving life at sea, or traffic regulation instructions from the vessel traffic service (VTS), while implementing environmentally sound operations practices, in collaboration with the port authority and pilot service. Ensure efficient monitoring and supervision of the engines during maneuvering and berthing in order to anticipate any malfunction of the generators, main engines, boilers or incinerators and any other pollutant emission sources.



CHARTER GOVERNANCE

The Charter's governance is based on the principle of transparency of information.

The Marseille Fos Port Authority and the cruises companies undertake to communicate any details proving the effectiveness of the measures to any institution requesting same: The Marseille Fos Port Authority's harbor master, DIRM Med, DDTM (water police), Maritime Prefecture, Maritime Gendarmerie (military maritime police), etc.

CHARTER UPDATING

This Charter is designed to be updated to reflect, in particular, future regulations, technological advances and environmental issues.



Cruise companies

Groups



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