



Climate Action  
Accelerator



# SNSM Environmental Roadmap

Getting 10 000 volunteers on board



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# 01

## Who are we ?

# Our purpose

## **Saving lives at sea and along the coast**

Offshore rescue operations carried out by lifeboat crews and beach surveillance by lifeguards.

## **Training to save lives**

Training and preparation of sea rescue lifeguards by volunteers.

## **Providing civil protection missions**

Missions carried out as part of preventive rescue arrangements (DPS) during public events.

## **Prevention**

Raising awareness and educating the public about the dangers of the sea.



# Key figures

**10 000**

Rescue operations  
in 2024

**2 028**

civil protection missions  
in 2024

**32 327**

people assisted  
in 2024

**522 000**

training hours delivered in 2024

# Our network

**205**  
Lifeboat stations

**32**  
Training and operational centres

**229**  
Beach rescue stations

**SNSM**  
LES SAUVETEURS EN MER

196  
PAR TELEPHONE  
16  
PAR VHF  
POUR DÉCLANCHER LES SECOURS EN MER



# Our (778) lifeboats

## Navires de sauvetage hauturiers



Navire de sauvetage hauturier  
CTT 56  
(ex-NSH1)



Canot tout temps  
CTT 51, CTT 58 ou CTT 59  
selon longueur



Vedette de 1<sup>ère</sup> classe  
V1 44, V1 46 ou V1 52  
selon longueur

*A venir*

Vedette de sauvetage hauturière  
CTT 55  
(ex -VSH2)

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## Navires de sauvetage côtiers



Vedette de sauvetage côtier  
V2 39  
(ex-VSC1)



Vedette de 2<sup>ème</sup> classe  
V2 34 ou V2 29  
selon longueur



Vedette légère  
VL 29



Semi rigide - NSC2



Semi rigide - NSC3



# Our people

6 100

Volunteers dedicated to offshore rescue operations (operational staff, trainers, managers, others...), including our lifeboat crews

3 500

Volunteers dedicated to coastal rescue operations (operational staff, trainers, managers, others...)

400

Other supporting volunteers

138

Employees

based across or attached to four sites (Paris, Saint-Nazaire, Saint-Malo and Palavas-les-Flots)



**Why do we care ?**



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02

Building our roadmap

# Understanding our carbon footprint

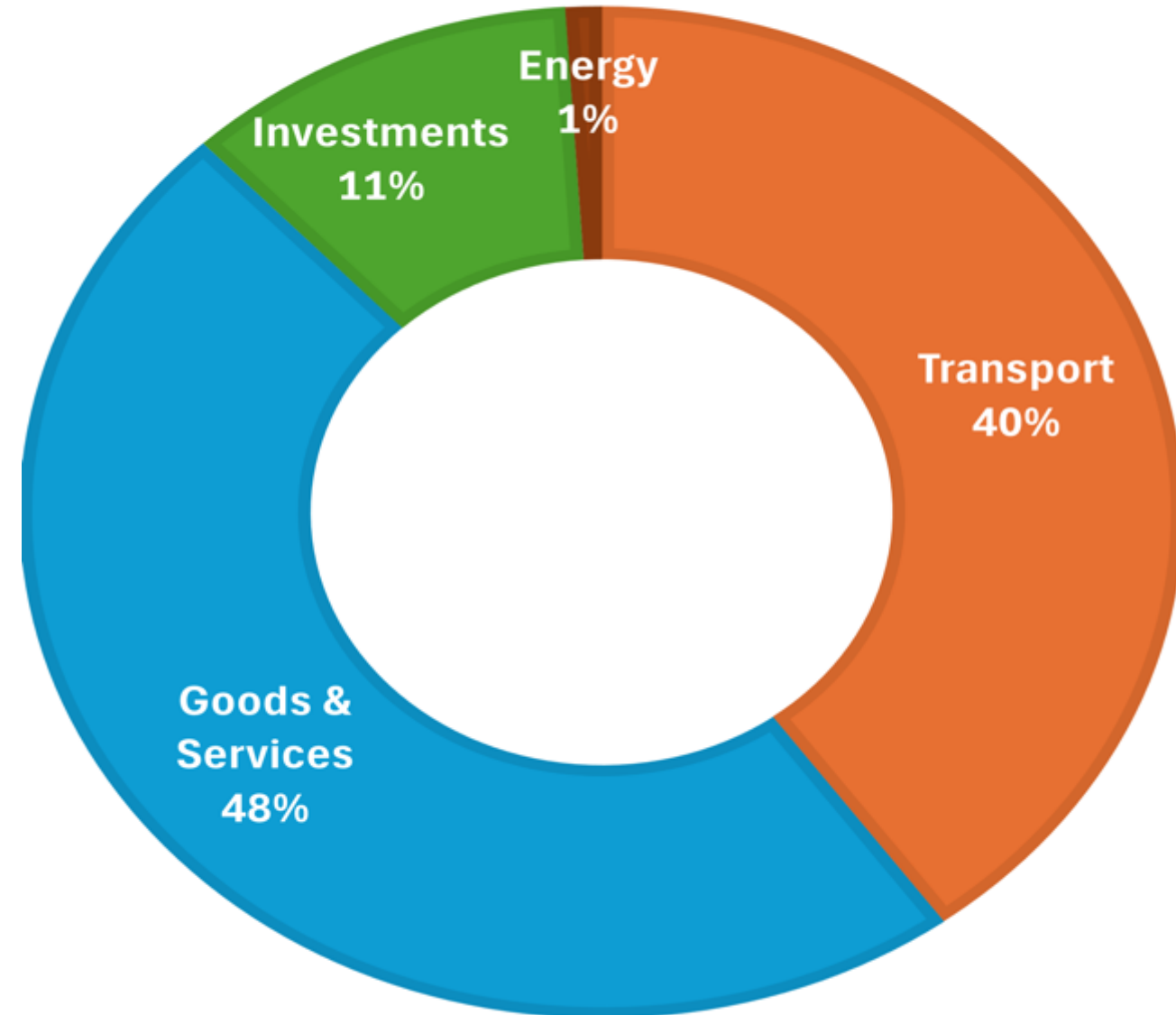
**An assessment led by Climate Action Accelerator**  
Built with input from SNSM volunteers and staff to reflect real operational activities.

## A clear view of our emissions drivers

- Transport is the main contributor (40%)
- Purchases represent nearly 60% of total emissions
- Energy remains marginal (1%)

## A foundation to act where it matters most

This assessment helps prioritize high-impact actions across SNSM operations and supply chain.



# A collective effort across SNSM

The roadmap was built through a large-scale collaborative process

Engaging both **volunteers** and **staff** across SNSM.

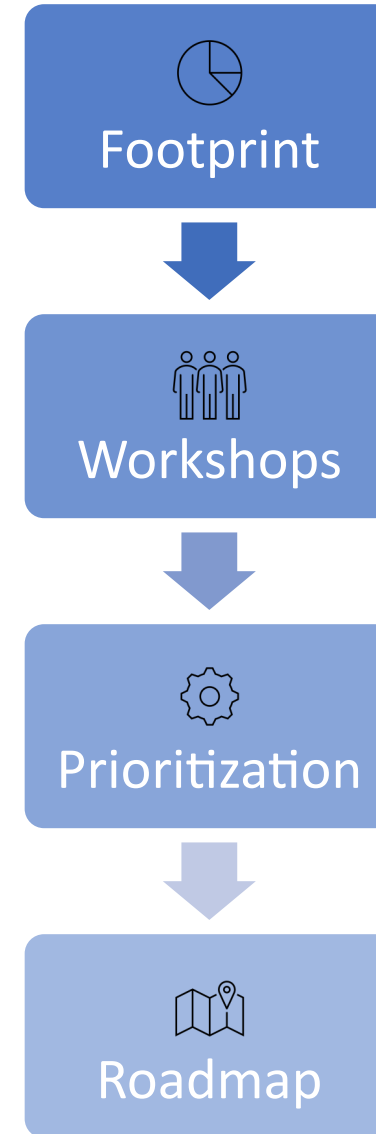
- **10 thematic working groups** covering all activities
- Strong mobilization from **field volunteers**
- Close collaboration with Climate Action Accelerator
- Contributions grounded in **operational realities**



# From ideas to structured solutions

A step-by-step process to identify and prioritize actions

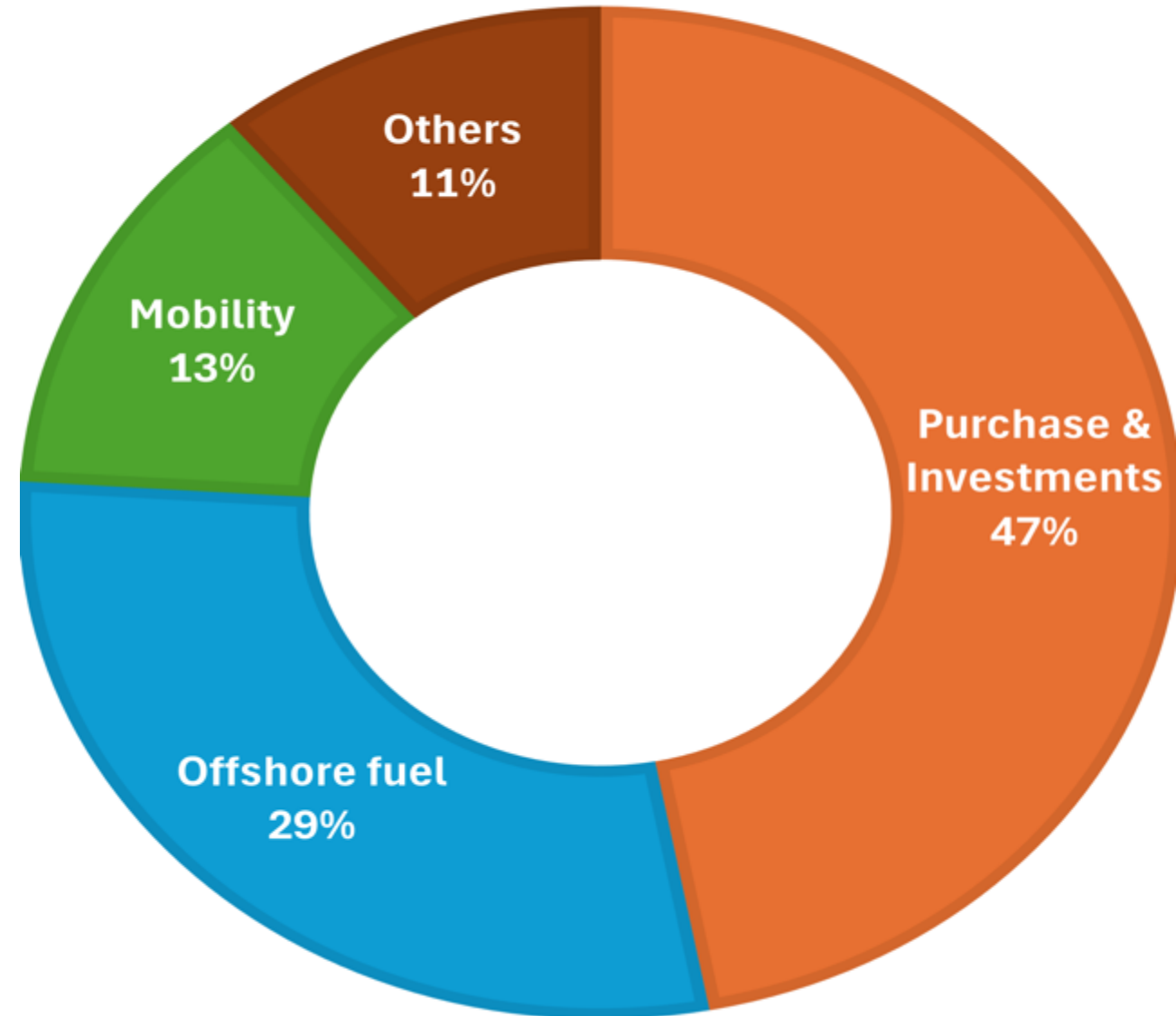
- 1. Identify key topics**  
Based on the carbon footprint and SNSM activities
- 2. Workshops and consultations**  
Led by volunteer-staff pairs
- 3. Challenge and prioritize solutions**  
Based on impact and feasibility
- 4. Consolidate into a roadmap**  
Structured into actionable projects



# Focusing on what drives the most impact

Breakdown of total reduction potential:

- Purchases & investments → ~47%
- Offshore fuel (operations at sea) → ~29%
- Vehicles & mobility → ~13%
- Other levers → ~11%





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03

From strategy to concrete action

# From strategy to concrete actions

Our roadmap is now being deployed through concrete, operational projects

Focus on two key initiatives:

- Reducing fuel consumption in offshore operations
- Extending the lifespan of SNSM lifeboats



# Reducing fuel consumption at sea

(~7% of total reduction effort)

## A data-driven approach to adjust navigation practices

- Installation of sensors to monitor fuel consumption in real time
- Data displayed directly in the wheelhouse

## Adapting speed and engine regime

- Reduced speed outside emergency situations (<5% of operations)
- Optimized engine RPM to limit fuel consumption

## Scaling across SNSM operations

- Deployment of sensors across the fleet
- Training of volunteers to eco-driving practices

## Complementary initiatives

- Reducing unnecessary sea trips
- Training guidelines promoting onshore exercises



# Extending vessel lifespan: a major carbon lever (~11% of total reduction target)

The main impact comes from lifeboat lifecycle, not fuel alone

## Refit vs new build: a strong carbon advantage

- A refit represents ~40% of the carbon impact of a new vessel
- Shifting from systematic replacement to refurbishment

## A shift already underway

- For rigid inflatable boats (RIBs): refit now systematic after ~10 years, extending lifespan to 20+ years
- For decked vessels: refit already performed at mid-life as part of standard maintenance
- Exploring additional refit at end of theoretical lifespan (~30 years) to extend service life

## Going further: targeting where it creates value

- Refining lifecycle analysis by **vessel type**
- A refit is relevant if **added lifetime > relative carbon cost**



# Scaling impact through collaboration

## Beyond SNSM: driving systemic change

- Working with European and international partners (e.g. IMRF, RNLI, etc.)
- Addressing regulatory barriers to reduce environmental impact
- Example: SOLAS (IMO) requires fixed replacement cycles (e.g. lifejackets after 10 years)
- Objective: adapt standards to align safety and sustainability





Thank you