



# Posidonia today

OFFICIAL DAILY NEWS

## Record breaking Posidonia is now open!



**I**t was standing room only for the official opening of Posidonia 2024, where the Prime Minister of Greece, Kyriakos Mitsotakis, and President of the Union of Greek Shipowners, Melina Travlos, praised the role Greek shipping plays in Greek society and world trade.

The keynote addresses followed a warm welcome from Posidonia Exhibitions Managing Director, Theodore Vokos, who revealed this year's exhibition is the largest in its 60-year history, overflowing the available exhibition space as 2,030 companies from 82 countries showcase their maritime products and services from around the world.

Vokos spoke on the miracle of Greek shipping, its roots in the traditional family business, and how over 6,000 Greek vessels

trade around the world, keeping trade ticking.

*"We would like to wish our exhibitors and expected 40,000 visitors from over 100 nations a productive week," said Vokos.*

The ceremony included a video from the Union of Greek Shipowners which explored the potential consequence should the shipping industry stand still and stop moving the world's energy and goods. The video showed a future of food shortages, electricity blackouts, product scarcity, gridlocked motorways, grounded airplanes and social decay, calling attention to the breadth of industries and daily activities that rely on goods moved by sea.

## Greek owners extend their supremacy in key sectors

BY PAUL BARTLETT

■ As international shipping's most glamorous gathering takes place at Posidonia in Athens this week, the pivotal role played by Greek owners in global sea trade is more evident than ever.

Greek owners hold top slots across various global shipping markets. With 427 million dwt of ships on the water worth an estimated \$183 billion, they control the world's largest fleet in terms of carrying capacity. And Greece's top ten owners control no less than 5% of the total world tonnage, according to statistics from Clarkson Research.

The Managing Director of the shipbroker's leading analysis team, Stephen Gordon, reveals how Greek owners have scaled up in recent months. At the last Posidonia two years ago, they accounted for just 7% of the world's ships on order, a 20-year low.

After a mega-spending spree and the adoption of a range of innovative financing structures, they've climbed the ranks to second place, with 49m dwt worth \$40 billion on order. Last year alone, Greek owners ordered more ships than anyone else, placing contracts for 293 vessels worth nearly \$20 billion.

In certain sectors, Greek supremacy is even more evident. As the structure of LNG transport by sea has transformed from long-term supply contracts to a thriving charter market with medium

■ *Continues on page 3*



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# Greek owners extend their supremacy in key sectors

Continued from page 1

and short-term fixtures and spot deals, the Greeks have scaled the LNG ranks at speed. Over the last decade, their share of the fleet has soared from just 3% in 2013 to well over 20% today.

However, the country's owners also continue to dominate tramp business – the dry and liquid bulk trades where fluctuating markets offer exciting asset plays in which the Greeks excel. They remain the number one sale and purchase player, Gordon notes.

It is not all plain sailing, however. Gordon points out that the energy transition poses challenges for Greek owners – about half of their ships carry energy in one form or another. This compares with a 38% energy share of total seaborne trade in 2023.

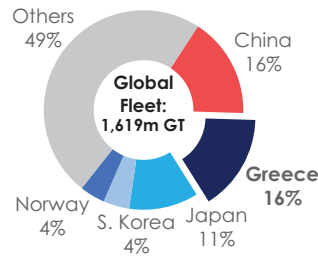
Weighing up energy security needs, the timing of the energy transition, and opportunities along the way will all be important.

The Greeks have been pioneers in the adoption of carbon-reducing technologies. Close to 40% of ships controlled by Greeks have energy-saving device installations. Their efforts are duly noted: 75% of their ships fall into the top three categories of the IMO's carbon intensity indicator (CII), compared with a global average of 65%.

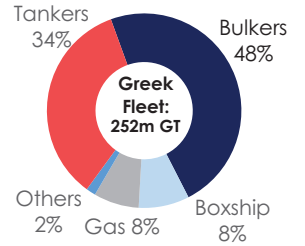
Athens is unlikely to run out of tonic water as it did during one particularly high-spirited business week many years ago. But there will certainly be robust celebrations and much revelry as new ship contracts are revealed and shipping's suppliers and service companies have a field day.

And, if the word on the Akti Miaouli is right, we can even expect to hear about contracts for radically new ship types relating to the world's energy transition.

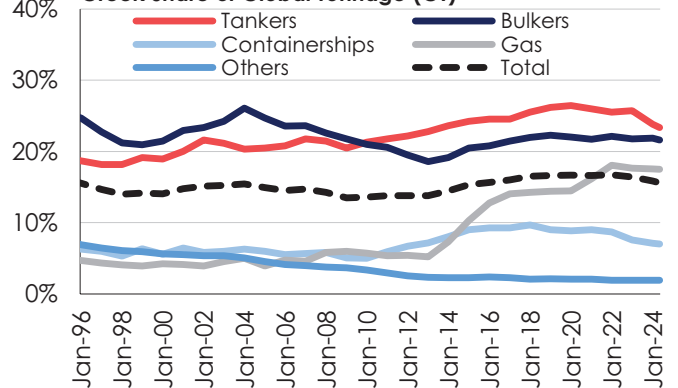
Top Owner Nations (GT)



Greek Fleet by Ship Type (GT)



Greek Share of Global Tonnage (GT)



Clarksons Research. To find out more, visit stand number 1221/3 in Hall 1 at Posidonia

## Maritime's new lexicon

Shipping will be speaking a new language from next year as environmental regulations "with teeth" begin to bite and will force the industry to sit up and take notice.

Chris Wiernicki, chairman and CEO of class society ABS opened this year's Capital Link conference at the Astir Palace hotel in Athens telling the audience that a new language will be spoken and that will be "well to wake carbon equivalent



emissions per mega joule of energy", which he said is the language of the FuelEU decarbonisation regulation.

He told delegates that the costs of non-compliance could be massive in the longer term, although the initial costs will be comparatively modest, around \$150,000 for a 10-day round trip the costs will increase every five years and could reach \$1 million for a similar trip by 2050.

"It sounds alarming," said Wiernicki, "but the regulation has been designed in such a way that the regulators hope few will pay these sums."

According to ABS's calculations operators who are compliant with FuelEU can begin to build surpluses by undershooting the compliance levels, and that can be turned into income by selling the compliance.

"The power of pooling will be significant," according to Wiernicki, "A wind assisted ship could generate enough surplus

to offset another conventionally fuelled vessel. While a ship operating on 30% biofuels could generate enough surplus to offset 10 ships up to 2030."

Meanwhile, the minister of maritime affairs and insular policy, Christos Stylianides, highlighted the environmental and digital challenges that lay ahead of the maritime industry, but the ministry is focusing on the shortages of seafarers as "our most valuable asset".

"We have declared 2024 and 2025 as years of maritime education," he said, "We're putting forward a series of initiatives aimed at redefining the seafarers' profession to upgrade its status and make it more attractive and to provide our seafarers with an adequate level of training."



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# Marshall Islands registry marks half-century in Piraeus

BY JOHN CARR

**The Marshall Islands registry, a favourite flag of convenience for Greek shipowners, marks fifty years of its presence in Piraeus by pledging to push ahead with the ‘greening’ of Greek shipping.**

■ ‘We are applying new digital solutions to simplify operations [as part of] specialized technical support through peak technologies,’ says the Marshall Islands registry’s chief commercial officer and Piraeus bureau managing director, Theophilos Xenakoudis.



The registry says it fully embraces the IMO’s interim plan for a significant reduction in greenhouse gases from shipping by 2030. For ten years the registry says it has been investing in promoting cutting-edge green technology to member companies. ‘Even though we didn’t know the objectives, we looked into the future and it was clear that we had to have the best people’, Mr Xenakoudis says.

He sees the Greek shipping establishment as increasingly aware of the need to decarbonize and engaging more thoroughly in the industry debate over its pros and cons.

Some 33 percent of Greek-owned tonnage operates under the Marshall Islands registry, which, as of the end of April 2024, runs a total of 5,655 vessels totaling 201 million GRT. The registry has twenty-eight bureaus around the world.

## Conventional tankers are the order of the day

BY NICK SAVVIDES

**The tanker orderbook is lower than it was a decade ago, and last year it reached a historic low of around just 4% of the fleet, however orders have picked up this year with China picking up most of the orders, 71% in tonnage values.**

■ Moderating the ‘New Era for Tanker Shipping’ panel, Lloyd’s Register’s VP for Greece and Cyprus, Elina Papegeorgiou, said ‘that most of the orderbook is for conventionally powered ships, though a few of these will be alternative fuel ready’.

Co-panellists and tanker operators explained the thinking behind the orderbook, led by Svein Moxnes Harfeld, president and CEO at DHT Holdings, who asked what infrastructure is being built for new fuels and what are the capital expenditure costs, which he said would indicate the eventual cost of the fuel and how will these fuels be delivered to market.

‘The fact of the matter is these fuels will be very expensive, they’re going to be scarce in terms of volume and availability and so I think we just need to prepare

for the fact that there will be no energy sensation without energy security. So, we want to continue to do what we do now, for a good while longer,’ said Moxnes Harfeld.

Ted Petrone, vice chair of Navios Maritime told the Capital Link delegates that ‘We should not kid ourselves,’ when admitting that the tanker industry was not behind the new emissions regulations.

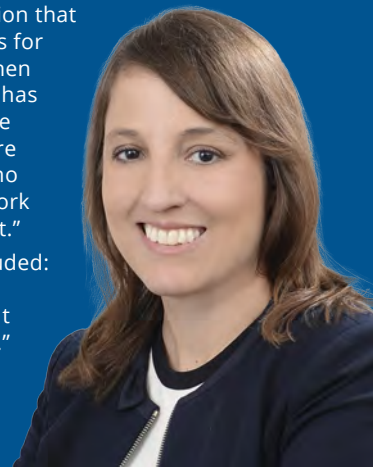
He added: ‘I think there needs to be a paradigm shift within the industry itself that takes the cost of the new ships and spreads it out across the whole supply chain.’

The industry is going to have to undergo fundamental change with long term deals that allow owners to make the major

investments necessary to meet the cost of new fuels.

Nevertheless, Ioannis Alafouzos, the founder chairman and director of Okeanis ECO Tankers Corporation, said there remains a lot of confusion, and there is a suspicion that Alafouzos speaks for many owners when he says Okeanis has ‘no idea what the fuels of the future will be, there is no infrastructure work being carried out.’

Alafouzos concluded: ‘We are very pessimistic about alternative fuels.’



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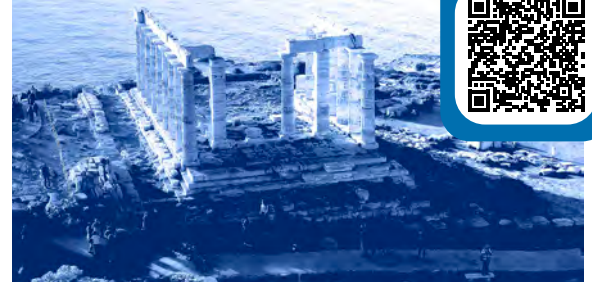
■ Nasdaq salutes Posidonia 2024 and Greek shipping from the heart of New York's iconic Times Square



## Posidonia TV 2024

■ Watch exclusive interviews with some of the industry's biggest names, direct from the TradeWinds stand at Posidonia.

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# Qatar expresses interest in troubled Larnaca port

BY GARY HOWARD

**Preparations are underway to re-tender Larnaca port after Cyprus terminated the \$1.3bn concession for its development.**

■ Transport Minister Alexis Vafeades told local media that the Qataris had expressed an interest in the port, along with general interest from other investors. The government's intention is to re-tender the project, a process which may be delayed by any legal proceedings from the .

The most recent operator of Larnaca port, Kition Ocean Holdings, held a long-term concession for the operation and development of Larnaca port and marina.

Trouble has been brewing at the port for some time, with little progress made in a development project which should have been closing in on completion by 2025.

Kition Ocean Holdings is a joint venture between Israeli investor Eldeman Holdings BV and Cypriot firm Alexandrou Corporate Services Ltd.

Cyprus scrapped the concession this week with the government blaming Kition for failing to renew a letter of



guarantee. Kition said it was examining its legal options, accusing the government of undermining the rule of law. The government claimed four warning letters were sent over the matter, and the guarantee was not received despite the company's repeated assurances.

The state will now operate the port and has already rehired 70 Kition workers at the site after meetings with trade unions earlier this week. The President of Cyprus Nikos Christodoulides said that the expansion project would continue without delay while they would also be looking for a capable company to handle the development and operations.

Kition was awarded the concession in 2020 and was granted multiple deadline extensions due to the pandemic. The state and Kition reached an agreement in mid-April to lower the guarantee amount sought by the state from €10m to €4.2m. Construction was due to recommence on receipt of the guarantee.

The development plan called for the second largest port in Cyprus to be expanded with 10 piers, a state-of-the-art passenger building, and new environmentally friendly equipment. The

existing infrastructure of the port was to be upgraded including the piers, internal road network, and storage areas.

Larnaca is a multi-use port that occupies an area of approximately 44.5 ha on the southern coast. It serves cargoes including bulk, timber, iron, fertilisers, cars, pipes, and petroleum.

**The development of Larnaca has a troubled history; a project agreed in 2010 with Zenon Consortium eventually fell through in 2015 after failing to raise funds despite multiple deadline extensions.**

# Charting Transition to Zero-Emission

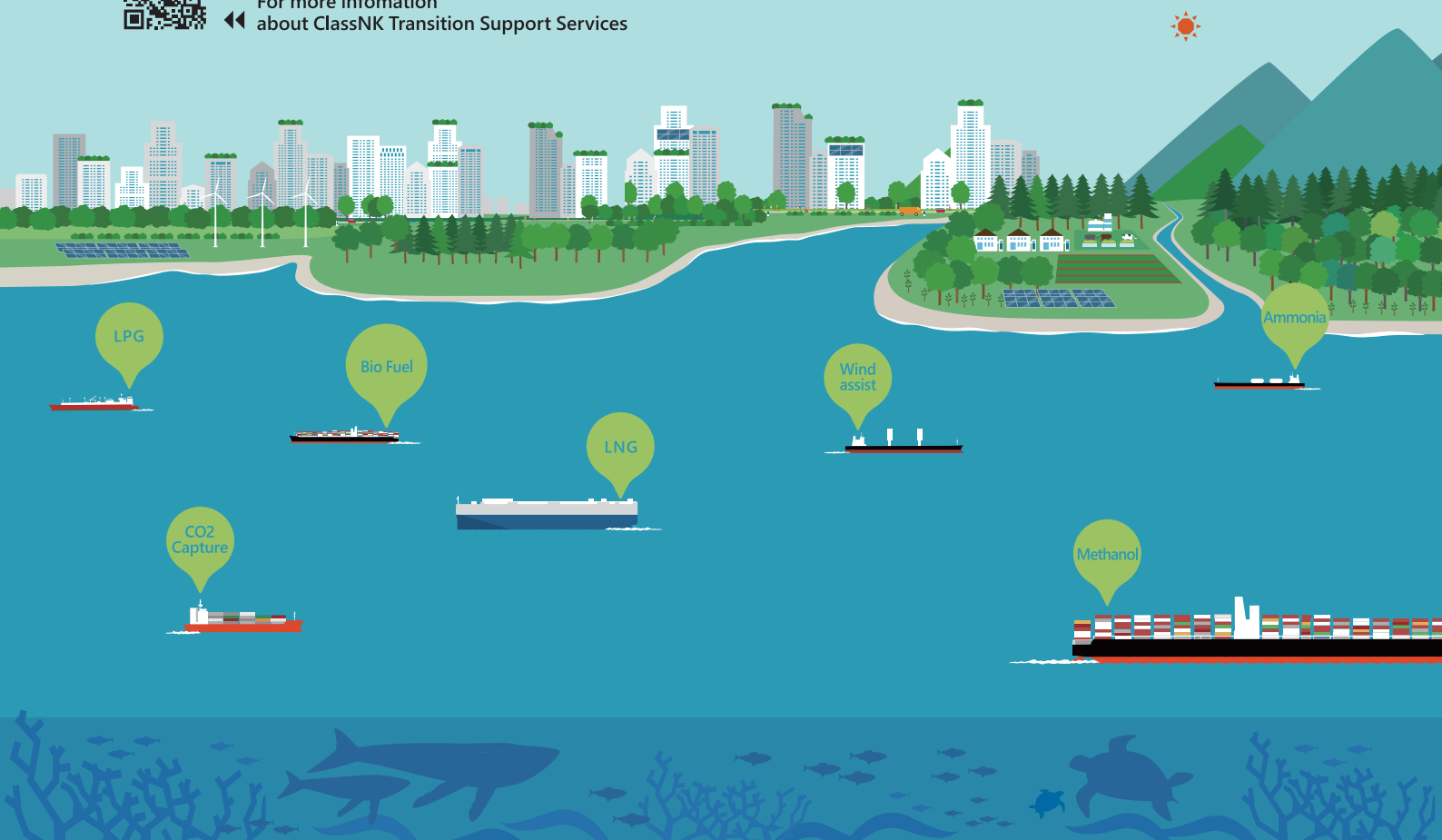
Revised IMO targets to reduce GHG emissions and the EU's expanded climate policy package are driving increasingly stringent regulations for shipping. In the meantime, the infrastructure for supplying zero-emission fuels is still under development. In the immediate term, shipping stakeholders seeking to make progress towards zero-emission need to select GHG reduction measures based on their circumstances and the specifics of their individual vessels.

To support its clients' ongoing efforts to reduce GHG emissions, ClassNK is extending its "ClassNK Transition Support Services." Based on a holistic assessment of customer needs and implementation strategies to achieve optimal solutions, the expanded service focuses on three types of GHG emissions reduction measures: the introduction of alternative fuels for ships; energy efficiency improvement technologies; and the use of onboard CCS.

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# SITA to bring revolutionary aviation IT solution to maritime industry

**S**ITA, the global leader in technology solutions for the air transport industry, disembarks in the maritime industry bringing globally trusted transport technology and innovation to the maritime sector to revolutionize and drive it forward just as they do in the air transport sector. An initial agreement with Columbia Shipmanagement (CSM), a world-class ship manager and maritime service provider, will kick-off this journey to accelerate digitalization across the whole value chain.

SmartSea, powered by SITA, has set out to digitize the maritime industry by transforming the maritime digital ecosystem through the development of a state-of-the-art integrated maritime management platform (CMP) and the establishment of a broad portfolio of services both onboard and ashore. With over 75 years' experience in the air travel industry, SITA's entry into the market will accelerate the implementation of technology within the sector helping businesses to streamline their processes and establish more efficient operations.

CSM is delighted to be one of the first clients of SmartSea as it enters the maritime market, enabling it to uniquely access end-to-end IT services across the full suite of onshore and offshore technology requirements.

CEO of SmartSea, Julian Panter, said:

"SITA's launch of SmartSea and our first agreement with CSM marks a strategic step both in terms of SITA's wider growth strategy as well as the digitalization of the maritime industry. Alongside myself, I am delighted to have the talent and knowledge of our COO, Marinos Y., who has worked with CSM for 15 years and Drew Griffiths, our CTO who has joined us from SITA, having held the position of Senior Vice President."

CEO of Columbia Group, Mark O'Neil said: "I am thrilled to be working with SmartSea as it brings its extensive experience and innovative aviation technology to the maritime industry. Through working with SmartSea, we will be able to offer maritime stakeholders a complete onshore and vessel-based IT systems solution, which will dramatically improve efficiency, safety, and sustainability. Utilizing this technology will revolutionize the industry and drive forward digitization and bring us in line with other technologically advanced industries."

SITA serves 95% of international destinations in the air travel industry, and over 2,500 airlines, airports, ground handlers and governments all working closely with the company. More than 70 governments and all G20 nations trust SITA solutions, and 85% of international air passengers globally benefit from SITA digital border solutions. SITA's undeniable role in transforming the air industry and shaping it into what it is now is the strongest proof of the value SITA can provide to the maritime sector through SmartSea.



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# Alternative fuel availability is a 'hurdle' for green progress, says Martecma

BY JOHN CARR

**Ahead of Posidonia, John Carr spoke to Panos Kourkountis, chairman of MARTECMA, a technical management association.**



## **How far is Greek shipping from the eventual zero-emissions target?**

The zero-emissions target is a global ambition. To approach such an ambitious target the cooperation of all sectors of the shipping industry is necessary.

Greek owners have already invested in a number that are burning alternative fuels, in both carriers and ammonia carriers.

**The main hurdles of this path are the availability of alternative fuels and the infrastructure for global supply.**

But, Greek shipping has an entrepreneurial culture and it has always been at the forefront of innovations, so I am confident that when the technology is mature and financially viable, the Greek shipping will lead the transition.

## **What exactly is the role of MARTECMA and its members?**

MARTECMA is an international association that has members including technical managers and executives from shipping companies worldwide. The main objective is for members to share their experiences and knowledge on ship design, operation and technical management of their fleets. New regulations and innovative technologies are among the most popular topics of discussion between the members.

## **How is the exchange of information among members combined to give an overall result?**

Information is valuable by itself and it is properly utilized by our members. It is not surprising that many of the reported issues are common for the majority of the shipping companies. The root cause of the problems is usually the interpretation of a new regulation; the application of a new technology or it is the poor performance of a maker or a service provider.

In many of these cases, MARTECMA brings the issues to the attention of the specific maker and arranges joint meetings between the maker and the members that are facing this as a common problem.

For issues related to regulations, MARTECMA approaches flag authorities, class societies and international organizations. The voice of the Association is much stronger than that of a single individual or company and in many cases, we succeed to influence decisions.

## **How useful is the Posidonia event for technical managers?**

Posidonia is a happily overloaded week for all. Technical managers have the opportunity to meet and discuss with the highest ranking people of the shipyards, classifications, suppliers and partners from all over the world. They can be updated on many new technologies and have a unique opportunity to find new partners. Every night there are social events where they can meet old and new friends and exchange opinions in relaxed conversations. Posidonia is a welcome change of pace from the usual weekdays in shipping.



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# Everyone's a winner!

The *Posidonia Games*, with more than 4000 participants, included the Posidonia Cup Sailing Race, Posidonia Running Event, Posidonia Shipsoccer Tournament, Posidonia Golf Tournament, and Posidonia 3x3 Basketball Tournament. Well done all!



More images to come in Day 5 of Posidonia Today!

# Laskaridis Shipping, CARES and Metis to find realistic pathways to low carbon shipping

BY GARY HOWARD

A research project which brings together *The Cambridge Centre for Advanced Research and Education in Singapore (CARES)*, *Laskaridis Shipping Co. Ltd* and *Metis* will evaluate the real world impacts of the future fuels for shipping.

**T**he three-way collaboration will make high frequency data captured by analytics and performance evaluation specialist Metis from Laskaridis Shipping's in-service bulk carrier ICARUS available to CARES.

With funding from Singapore's National Research Foundation, data scientists at CARES have developed tools to model ship lifecycle pathways towards decarbonisation, including the lowcarbonship.com online calculator, which helps users to compare vessel performance across a range of fuel and decarbonisation options, including HFO, on-board carbon capture and others.

Prof. Nondas Mastorakos from CARES said of the agreement: "This will allow us to apply our modelling tools and provide

"what if?" answers based

on realistic data. In this way, effective decarbonisation strategies can be developed quickly."

Integrating individual vessel characteristics such as weight, volume and cargo displacement into the modelling, as well as energy consumption and emissions data, generates realistic inputs to develop an accurate picture of a ship's future performance across a range of fuel options. The

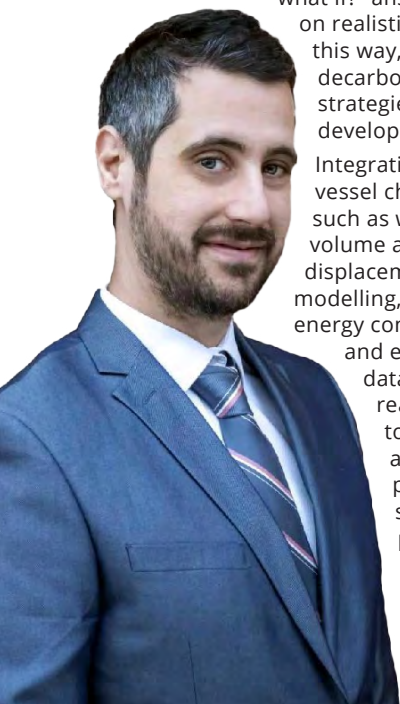
collaboration will create an invaluable database for projecting ship CO<sub>2</sub> reductions, based on a granular analysis that goes beyond estimates based on average fuel consumption and routing.

"The maritime sector is considering many decarbonisation options to reduce its environmental footprint," said Panos Theodossopoulos, Chief Executive Officer, Metis. "However, no single option is emerging as a clear winner. Consensus suggests that shipping's carbon neutral future will rely on a range of alternative fuels, supply chains and technologies.

**"This research provides key examples of the way digitalisation and advanced analytics will help ship owners develop successful pathways towards decarbonisation which balance their commercial and sustainability imperatives."**

Nikolaos Tsoulakos, Innovation & Technology Manager of Laskaridis Shipping, emphasised: "The high-frequency data collection systems installed on our vessels serve as the foundation for harnessing the potential of AI. Through collaboration with CARES and Metis on this initiative, our aim is to contribute to the scientific community by sharing data and providing valuable insights to the maritime sector through data analysis and performance analytics."

Last year, Metis and Laskaridis Shipping Co. LTD. collaborated to secure the first Bureau Veritas (BV) DATAINFRA notation, recognising the bulk carrier LETO's data infrastructure for reliable collection, transmission, storage and sharing data. LETO also received BV's SMART (EnE1-W, -S, -Em) notation for the smart functionality on board covering energy efficiency, speed optimisation, weather routing and emissions monitoring.



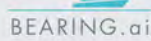
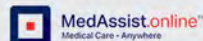
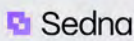
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# Norwegian Cruise Line starts Piraeus homeporting

BY JOHN CARR

Norwegian Cruise Line has inaugurated homeporting at Piraeus this season for its new liner *Norwegian Getaway*, with prospects for a second ship next year.



**'A**s Greece is one of our passengers' favourite destinations, we have upgraded our service in favour of larger ships,' Kevin Babolz, Norwegian's vice-chairman and managing director, told *Proto Thema*, a Greek weekly.

The *Norwegian Getaway*, now employed on seven-day Aegean island cruises, can carry some 4,000 people, twice the capacity of the firm's liner that plied Greek routes last year, Mr Babolz said. A new sister ship, the *Norwegian Viva*, is on a shakedown cruise touching at Piraeus and Istanbul. The next

newbuild, *Norwegian Aqua*, is expected to begin operations out of Piraeus this time next year.

Mr Babolz said Norwegian plans to touch at other Greek tourist ports such as Volos, partly because of the extremely varied scenery, combining sea and mountains, that the area is renowned for.

Added Greek destinations are intended to offset the suspension of service to Haifa, Israel, for example, in view of the Gaza conflict.

There is a need for more feeder flights to Greece to bring passengers to the homeport, Mr Babolz says. Passengers from the United States, Australia and Dubai, for example, sometimes encounter bottlenecks.

As of early June, Norwegian says it has covered 75 percent of its 2024 bookings, after several years of covering 40 percent by this time of year. 'That's an absolute record for us,' says Mr Babolz.

Norwegian Cruise Line Holdings, which comprises NCL, Oceania Cruises and Regent Seven Seas Cruises, operates twenty-nine vessels. Under construction are seven more for NCL, two for Oceania and two for Regent.

■ The Friday night before Posidonia has always been the Lloyd's Register night, and 2024 was no exception. Many of the legendary families of Greek shipping joined LR chief executive Nick Brown, chief marketing officer Philippa Charlton, LR vice president Greece Elina Papageorgiou and LR colleagues from across the organisation for conversation, cocktails, canapes and much more at the Grand Resort Lagonissi.

With this expected to be the busiest Posidonia for some years given the red-hot contracting market and many friends from Asia returning for the first time post-pandemic, it was clear to all those present that there is appetite for deals to be done.





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# Shortsea shipping could speed the advent of zero emissions

BY JOHN CARR

**Charalambos Simantonis, President of the Hellenic Shortsea Shipping Shipowners' Association, outlines the green advantages of the European shortsea fleet**

## *What has been the impact of shortsea shipping on Europe's maritime trade?*

Shortsea Shipping has been the main mode of seaborne transport in Europe for years. Before ocean liners and bigger vessels dominated the seas, vessels sailing short distances between European port cities were the norm.

Shipping transports more than 72% of EU external trade, while more than 60% of the European fleet is Greek owned; thus it is clear that Greek shipping is the backbone of European shipping.

During the Russian Ukrainian war, the fundamental role of maritime sector in Europe's survival became clear, as it ensured the uninterrupted supply of energy products to European countries. Furthermore, European shortsea shipping facilitates economic growth by transporting goods and passengers, providing jobs for thousands of people.

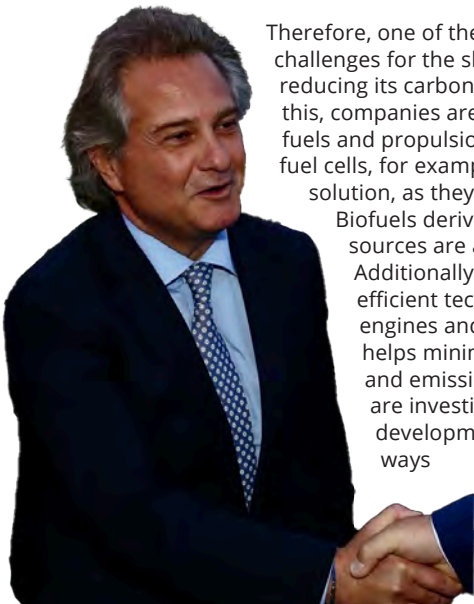
Shortsea vessels are the main customers of Europe's shipyards, which now have the opportunity to expand, restoring Europe's shipbuilding capacity. It is essential that the European Commission come up with a maritime industrial strategy to support the competitiveness of European shipyards and maritime equipment manufacturers. Such a strategy could also facilitate the green transition for the shortsea fleet while retaining its competitiveness.

## *How do you visualise the green transition?*

The EU green plan has direct implications for almost all key sectors of the European economy, since it aims to reduce greenhouse gas emissions by at least 55% compared to 1990 levels and transform the Union into a zero net GHG emissions area by 2050.

Therefore, one of the most pressing challenges for the shipping industry is reducing its carbon footprint. To achieve this, companies are exploring alternative fuels and propulsion systems. Hydrogen fuel cells, for example, offer a promising solution, as they produce zero emissions.

Biofuels derived from sustainable sources are also gaining traction. Additionally, the adoption of energy-efficient technologies, such as hybrid engines and advanced hull design, helps minimise fuel consumption and emissions. Shipping companies are investing in research and development to find innovative ways of decarbonising their operations, ensuring a sustainable future for the industry.



Yet technology, research and development, not to mention the definite lack of shore infrastructure, are still in their early stages. There are measures that can be taken to decrease a ship's carbon footprint, such as slow steaming, retrofitting energy power limitation devices or propulsion improvement devices, voyage optimisation and technological advances in ship design. Nevertheless, while the EU is pressing ahead with new environmental regulations, new technologies need more extensive research.

## *How do you see the future of the sector?*

Shipping, which handles some 80% of world trade, accounts for nearly 3% of the world's greenhouse gas emissions. Shortsea shipping provides a greener alternative to conventional, inland transport with significantly smaller carbon dioxide emissions per ton/kilometre carried. The shortsea fleet is ideal for applying new technological trends thanks to its shorter routes. For example, electrical batteries are not suitable for deep sea shipping; yet, because of the fleet's size and distances covered, shortsea shipping could use batteries in newbuildings, enhancing the transition to a greener fleet. Combining means of transportation results in high environmental sustainability, leading to GHG emissions reduction.

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Let's meet at  
our Stand 3211  
in Hall 3  
**Posidonia**

# LIST OF CONFERENCES AND SEMINARS

	Organiser	Event Title	Posidonia Venue	Time	Contact Organiser
	Lloyd's Register, TMV and The Captain's Table	<b>Posidonia   Maritime Technology Demo Day</b>	Stavros Niarchos Foundation Cultural Center	<b>9:30 - 13:15</b>	marl@tmv.vc
	TradeWinds	<b>TradeWinds Shipowners Forum 2024</b>	Posidonia Conference Hall	<b>11:00-16:00</b>	info@tradewindsevents.com
	Embassy of the Republic of Poland in Athens	<b>POLAND - Thinking out of the box about maritime industry</b>	Seminar Room Central	<b>10:30-12:30</b>	agata.krupa@msz.gov.pl
	S&P Global Commodity Insights	<b>S&amp;P Global Commodity Insights Shipping Forum</b>	Posidonia Seminar Room 1A - Sponsored by S&P Global Commodity Insights	<b>10:45-18:30</b>	liz.herbert@spglobal.com Anuj.Angirish@spglobal.com
June 4th	SGS Greece	<b>LNG Bunkering - Custody transfer. Identifying financial and technical exposures  Oceangoing vessel decarbonization: opportunities and challenges with 2050 as time limit</b>	Posidonia Seminar Room 2A	<b>10:45-12:30</b>	antonis.oikonomou@sgs.com gr.bunkers@sgs.com
	UES Marine	<b>The Ferry Experience, Passenger</b>	Posidonia Seminar Room 2B - Sponsored by UES Marine	<b>10:45-12:30</b>	bpetersen@uesint.com
	Greek Seamen's Pension Fund	<b>The Seamen's Pension Fund (NAT) presents the 2nd Annual Report on Seafarers Employment in Greece</b>	Posidonia Seminar Room 1B	<b>10:45-12:30</b>	gram.prnat@nat.gr
	Schneider Electric & Msystems	<b>Edge Solutions for Maritime installations</b>	Posidonia Seminar Room 1B	<b>12:45-14:30</b>	anastasios.sarris@se.com
	Viva Energy Australia, hosted by Haven Marine Services Ltd	<b>Viva Energy Australia Shipping Forum</b>	Posidonia Seminar Room 2A	<b>12:45-14:30</b>	haven@hmserv.gr
	MAN Energy Solutions Hellas Ltd	<b>MAN PrimeServ Retrofit Solutions: Navigating Decarbonization</b>	Posidonia Seminar Room 2B - Sponsored by UES Marine	<b>12:45-14:30</b>	spiros.sofianos@man-es.com
	Japan Ship Exporters' Association (JSEA)	<b>Challenges by Japan</b>	Seminar Room Central	<b>13:30-17:00</b>	posidonia@jsea.or.jp takeyumi@jsea.or.jp
	Vessel Performance Solutions	<b>End to End Digital Performance Management for Sustainable Ships</b>	Posidonia Seminar Room 2A	<b>14:45-16:30</b>	jdr@vpsolutions.dk ear@vpsolutions.dk
	Wärtsilä	<b>Wärtsilä Technical Seminar - Future Fuel and Decarbonisation Solutions</b>	Posidonia Seminar Room 2B - Sponsored by UES Marine	<b>14:45-16:30</b>	posidoniaevent@wartsila.com
	Macquarie Group	<b>The EU Emissions Trading System (EU ETS) and Afternoon Tea</b>	Posidonia Seminar Room 1B	<b>14:45-16:15</b>	posidonia@macquarie.com
	Maritime London and the British Embassy in Athens	<b>Securing your Ships from External Disruptions: Safety and Decarbonisation perspectives</b>	Book Castle, Stavros Niarchos Foundation Cultural Center	<b>15:30 - 19:15</b>	events@maritimelondon.com
	Hellenic Ports Association (ELIME)	<b>Ports: Security, Technology and Environment</b>	Posidonia Seminar Room 1B	<b>16:45-18:30</b>	elime@elime.gr
	Norsepower Oy Ltd	<b>Harnessing the Wind: The Role of Norsepower Rotor Sail™ in complying with Fuel EU and EU ETS regulations</b>	Posidonia Seminar Room 2A	<b>16:45-18:30</b>	sales@norsepower.com
	Kyvernitis Travel Group	<b>Crew Insights</b>	Posidonia Seminar Room 2B - Sponsored by UES Marine	<b>16:45-18:30</b>	i.marinakis@kyvernitis.gr
	Isalos.net	<b>Innovative Management: Re-shaping the Fundamentals of Shipping</b>	Posidonia Seminar Room Central	<b>17:00-19:00</b>	info@isalos.net
	June 5th	Royal Norwegian Embassy in Athens and Norwegian Maritime Authority	<b>Quality Flag Breakfast</b>	Ploes Floating Venue	<b>10:00-11:30</b>
Hellenic Marine Environment Protection Association (HELMPEA)		<b>Shipping Resilience to Climate Change</b>	Posidonia Conference Hall	<b>10:30-14:30</b>	helmepa@helmepa.gr
BIMCO		<b>Today's contractual solutions for your decarbonisation voyage</b>	Posidonia Seminar Room Central	<b>11:30-13:30</b>	et@bimco.org
LALIZAS		<b>Safety is not just a product, it is an ongoing process</b>	Posidonia Seminar Room 1A - Sponsored by S&P Global Commodity Insights	<b>10:45-12:30</b>	communication@lalizas.com
Shanghai Qiyao Environmental Technology		<b>Green fuel or CCUS? It's not a question</b>	Posidonia Seminar Room 1B	<b>10:45-12:30</b>	yaoping@ccpitmsc.org
DNV		<b>DNV Expert Talks "Energy Efficiency - Tankers &amp; Bulkers in focus"</b>	Posidonia Seminar Room 2A	<b>10:45-12:30</b>	georgina.vranaki@dnv.com
Danelec		<b>Leading the Way for Safe and Sustainable Maritime Strategies</b>	Posidonia Seminar Room 2B - Sponsored by UES Marine	<b>10:45-14:30</b>	info@danelec.com
Telematic Medical Applications		<b>AI Empowered Wellbeing in Shipping</b>	Posidonia Seminar Room 1B	<b>12:45-14:30</b>	aserafeim@tma.gr
Green-Jakobsen A/S		<b>Using data to drive human performance</b>	Posidonia Seminar Room 2A	<b>12:45-14:30</b>	m.progoulaki@green-jakobsen.com
Japan Ship Exporters' Association (JSEA)		<b>Japan Presentation</b>	JSEA Stand 4.202	<b>13:15 - 16:00</b>	posidonia@jsea.or.jp
CMA D. ARGOUDELIS & CO S.A.	<b>Innovative energy &amp; digital solutions for shipping</b>	Posidonia Seminar Room 1B	<b>14:45-16:30</b>	k.georgiou@cmagreecce.com	

# LIST OF CONFERENCES AND SEMINARS

June 5th	RINA	<b>Decarbonization: An Ocean of Opportunities</b>	Posidonia Seminar Room 1A - Sponsored by S&P Global Commodity Insights	<b>14:45-16:30</b>	angeliki.Xylaki@rina.org
	CMA D. ARGOUDELIS & CO S.A.	<b>Innovative energy &amp; digital solutions for shipping</b>	Posidonia Seminar Room 1B	<b>14:45-16:30</b>	k.georgiou@cmagreece.com
	WISTA Hellas	<b>A People-Centered Decarbonization Concept Beyond Sea Level Boundaries - In the framework of METAVASEA project</b>	Posidonia Seminar Room 2A	<b>14:45-16:30</b>	wistahellas@wista.gr
	Danica Crewing Specialists and Ocean Technologies Group	<b>Beating the talent time-bomb: Strategies for Recruiting, and Retaining Top Maritime Talent</b>	Posidonia Seminar Room 2B - Sponsored by UES Marine	<b>14:45-16:30</b>	jensen@danica-crewing.com
	Embassy of the Republic of Korea to the Hellenic Republic, IOBE (Foundation for Economic & Industrial Research)	<b>4th Korean-Hellenic Maritime Cooperation Forum</b>	Posidonia Seminar Room Central	<b>15:30-19:00</b>	wasileiou@mofa.or.kr
	SNAME Greek Section	<b>Nuclear Energy in Maritime. A presentation of Fission and Fusion</b>	Posidonia Seminar Room 1A - Sponsored by S&P Global Commodity Insights	<b>16:45-18:30</b>	harilaos@pnpmarine.com
	Damen	<b>Navigating together towards zero emissions</b>	Posidonia Seminar Room 1B	<b>16:45-18:30</b>	events@damen.com
	Hellenic Electricity Distribution Network Operator (HEDNO S.A.)	<b>Initiatives of HEDNO to support the electrification of the maritime sector</b>	Posidonia Seminar Room 2A	<b>16:45-18:30</b>	jprousal@naval.ntua.gr melinakalampoka@yahoo.gr
	SQ Learn	<b>Navigating Vetting Inspections: How to Prepare, Perform &amp; Succeed</b>	Posidonia Seminar Room 2B - Sponsored by UES Marine	<b>16:45-18:30</b>	accountmanagers@sqllearn.gr
	ABS	<b>Hellenic Ship Safety Center: A New Era of Training</b>	Venue National Gallery - Alexandros Soutsos Museum	<b>15:00-17:00</b>	absevents@eagle.org
June 6th	Hamburg Messe und Congress	<b>SMM 2024 - Press Talk: Driving the maritime transition</b>	Posidonia Meeting Room 1	<b>10:45 - 12:30</b>	nele.bruns@hamburgmesse.de
	Newsfront/ Naftiliaki under the auspices of MARTECMA (Marine Technical Managers Association)	<b>Greener Shipping Summit 2024 - New Technologies and Education</b>	Posidonia Conference Hall	<b>10:30-16:00</b>	natvas@otenet.gr
	American-Hellenic Chamber of Commerce (AmChamGR)/ North American Marine Environment Protection Association (NAMEPA)/ U.S. Embassy Athens	<b>"4th Trading in U.S. Waters Seminar &amp; the Shark Tank Event "Future Trends &amp; Innovations in the Maritime Sector""</b>	Posidonia Seminar Room Central	<b>10:30-16:30</b>	"v.tseritzoglou@amcham.gr executivedirector@namepa.net Maria.Georgousi@trade.gov "
	90POE	<b>Achieving Maritime Excellence Through the Adoption of Digital Technologies.</b>	Posidonia Seminar Room 1A - Sponsored by S&P Global Commodity Insights	<b>10:45-12:30</b>	posidonia@90poe.io
	Hellenic Institute of Marine Technology (HIMT)	<b>Shipping Decarbonization</b>	Posidonia Seminar Room 1B	<b>10:45-12:30</b>	info@elint.org.gr
	Hellenic Marine Equipment Manufacturers & Exporters (HEMEXPO)	<b>SEA Europe Press Conference: The European Shipbuilding Strategy</b>	Posidonia Seminar Room 2B - Sponsored by UES Marine	<b>10:45-12:30</b>	info@hemexpo.gr
	RetroFIT55 Consortium	<b>RetroFIT55 Forum 2024</b>	Posidonia Seminar Room 2A	<b>10:45-12:30</b>	alessandro.iafrati@cnr.it vzagkas@simfwd.com
	University of Piraeus	<b>Shaping Maritime Careers: University education of the future</b>	Posidonia Seminar Room 1B	<b>12:45-14:30</b>	ilagoudis@unipi.gr
	EMICERT Ltd.	<b>Challenges and Opportunities from EU's Climate Change Policies for the Shipping Industry</b>	Posidonia Seminar Room 2A	<b>12:45-14:30</b>	e.koutsouki@emicert.com
	UES Marine	<b>The Ferry Experience, Operator</b>	Posidonia Seminar Room 2B - Sponsored by UES Marine	<b>12:45-14:30</b>	bpetersen@uesint.com
	ITA - Italian Trade Agency, Athens Office Trade Promotion Office of the Italian Embassy	<b>The Digitisation Process in the Maritime Sector: The Italian Experience</b>	Posidonia Seminar Room 1A - Sponsored by S&P Global Commodity Insights	<b>14:45-16:30</b>	atene@ice.it
	MAST Maritime Services S.A.	<b>Optimizing Vessel Performance with Energy Saving Technologies</b>	Posidonia Seminar Room 1B	<b>14:45-16:30</b>	info@mastms.gr
	Learning Seaman	<b>Seafarers' Mental Health and Wellbeing</b>	Posidonia Seminar Room 2A	<b>14:45-16:30</b>	info@learningseaman.com
	Fleetwork - Everything You Need to Manage Your Fleet	<b>The Cloud Shipping ERP Era is NOW</b>	Posidonia Seminar Room 2B - Sponsored by UES Marine	<b>14:45-16:30</b>	pchytiroglou@fleetwork.io
	Orca AI in cooperation with DeepSea AI	<b>AI and Connectivity: Fueling Maritime's Transformation</b>	Posidonia Seminar Room 1A - Sponsored by S&P Global Commodity Insights	<b>16:45-18:30</b>	shay.nir@orca-ai.io s.bogunovic@deepsea.ai
	Maritime Research Institute Netherlands (MARIN)	<b>Sustainable shipping is more than alternative fuels</b>	Posidonia Seminar Room 1B	<b>16:45-18:30</b>	P.M.Hooijmans@marin.nl
	FORBES GREECE	<b>Forbes List: Greece's Top Shipowners - Perspectives and Challenges</b>	Posidonia Seminar Room 2A	<b>16:45-18:30</b>	pavlaki@atticamedia.gr
ABB Marine & Ports	<b>Maritime is Electrifying</b>	Posidonia Seminar Room 2B - Sponsored by UES Marine	<b>16:45-18:30</b>	antonis.asimakopoulos@gr.abb.com	

## LIST OF CONFERENCES AND SEMINARS

June 7th	Young Executives & Students (YES) Forum	<b>YES to Shipping Forum 2024</b>	Posidonia Conference Hall	<b>10:30-17:00</b>	info@yes-forum.com
	ABS	<b>ABS's innovation projects</b>	Posidonia Seminar Room 1B	<b>10:45-12:30</b>	asoulioti@eagle.org
	Sustainable Blue Economy Partnership	<b>Blue Economy - The key towards Mediterranean Regional Sustainability</b>	Posidonia Seminar Room 1A - Sponsored by S&P Global Commodity Insights	<b>10:45-17:00</b>	s.dimitropoulou@gstrt.gr
	Samyoung Machinery Co., Ltd.	<b>Metal Casting innovation with sand 3D printing technology</b>	Posidonia Seminar Room 2A	<b>10:45-12:30</b>	kanghoon.lee@sym.co.kr
	UES Marine	<b>Experience Australia</b>	Posidonia Seminar Room 2B - Sponsored by UES Marine	<b>10:45-12:30</b>	bpetersen@uesint.com
	Union of Greek Shipowners	<b>UGS Press Conference</b>	Posidonia Seminar Room Central	<b>12:00-13:30</b>	posidoniapress@extrovert.gr
	Dynamic Group of Companies	<b>Anchoring Maritime Resilience: Innovative Repair Strategies, Steel Surfaces Maintenance, and Efficiency Optimization</b>	Posidonia Seminar Room 1B	<b>12:45-14:30</b>	purchasing@dynamicco.com
	Hellenic Logistics Association (EEL)	<b>Unlocking the potential from freight decarbonization: The role of zero emission transport modes</b>	Posidonia Seminar Room 2A	<b>12:45-14:30</b>	info@eel.gr; mbougioukas@eel.gr
	Hydrus Engineering	<b>LH2CRAFT Project - Safe and Efficient Marine Transportation of Liquid Hydrogen</b>	Posidonia Seminar Room 2B - Sponsored by UES Marine	<b>12:45-14:30</b>	j.vlavianos@hydrus-eng.com
	University of the Aegean, Department of Shipping Trade and Transport	<b>Blue economy and the role of multidisciplinary research in Multi-use of Space (MUSICA)</b>	Posidonia Seminar Room 1B	<b>14:45-16:30</b>	lilas@aegean.gr
PROJECT CONNECT	<b>Enhancing Youth Employability in the Shipping Industry, from an early age</b>	Posidonia Seminar Room 2A	<b>14:45-16:30</b>	events@project-connect.gr	

## POSIDONIA 2024 SHUTTLE BUS PROGRAMME

**Route 1: Athens International Airport Metro Station - Metropolitan Expo****Tuesday 4 to Thursday 6 June**

Roundtrips throughout the day from 10:00 to 19:30

**Friday 7 June**

Roundtrips throughout the day from 10:00 to 18:00

*Note: The Shuttle Bus runs every 30 minutes**Note 2: Route 1 services Sofitel at the Airport*Route 1 Sponsored by **Route 2: Syntagma Square (at the main entrance of the National Garden)- Metropolitan Expo****Tuesday 4 to Thursday 6 June**

Departures from Syntagma Square: 9:00, 09:15, 9:30, 09:45 and 10:00

Return from Metropolitan Expo: 18:50, 18:55, 19:05, 19:15, 19:20 and 19:25

**Friday 7 June**

Departures from Syntagma Square: 9:00, 09:15, 9:30, 09:45 and 10:00

Return from Metropolitan Expo: 16:25, 16:40, 16:55, 17:15, 17:20 and 17:30

**Route 3: Doukissis Plakentias Metro Station - Metropolitan Expo****Tuesday 4 to Thursday 6 June**

Roundtrips throughout the day from 09:30 to 19:30

**Friday 7 June**

Roundtrips throughout the day from 09:30 to 17:30

*Note: The Shuttle Bus runs every 30 minutes***Route 4: Glyfada Old City Hall (on Posidonos Avenue) - Metropolitan Expo****Tuesday 4 to Thursday 6 June**

Departures from Glyfada Old City Hall (on Posidonos Avenue): 9:00 and 10:00

Return from Metropolitan Expo: 18:45 and 19:10

**Friday 7 June**

Departures from Glyfada Old City Hall (on Posidonos Avenue): 9:00 and 10:00

Return from Metropolitan Expo: 16:45 and 17:05

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## EXHIBITION OPENING HOURS

<b>Tuesday 4 June</b>	10:30 to 19:00
<b>Wednesday 5 June</b>	10:30 to 19:00
<b>Thursday 6 June</b>	10:30 to 19:00
<b>Friday 7 June</b>	10:30 to 17:00

Published by Seatrade/  
Naftiliaki

Editor: Emma Howell

Editorial team: Gary Howard,  
Nick Savvides, John Carr,  
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Production editor:  
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Advertising sales:

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Design: Alysanne Parker

Printer: PaperGraph

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