



# Posidonia today

OFFICIAL DAILY NEWS

## Could nuclear prove to be the ultimate marine fuel?

BY PAUL BARTLETT



■ This hotly contested subject will undoubtedly generate lively discussion at the Executive Briefing at Posidonia on June 2. Hosted by Core Power, a London-based developer of maritime nuclear propulsion and shipyard-assembled floating power plants, the event is expected to attract attendees including shipowners and managers, designers, builders, bankers, insurers, ports, and regulators.

There are already significant advances in the nuclear field in Norway where small modular reactor development is a hot topic. Meanwhile heavyweight South

Korean shipbuilding groups including Hanwha Ocean and Samsung Heavy Industries are known to be studying possible options and watching developments closely.

Charlotte Vere is Group Head of Market Development at Core Power. She is emphatic that nuclear power in the maritime sphere is no longer a matter of if, but when.

"This is no longer a theoretical discussion," she declares. "We are seeing real engagement at government level among shipowners, banks, insurers and ports. What matters now is momentum,

■ *Continues on page 5*

## All-electric ferries could transform Greek island trades

■ A new generation of RoPax vessels powered entirely by electricity will soon be introduced on certain short-sea trades in Europe, according to Kongsberg Maritime's Oskar Levander.

The company's Vice President Strategy and Business Development tells Posidonia Today that all-electric RoPax vessels designed for passenger and freight routes in Europe will herald a new era in short-sea shipping. Europe, he says, will be in the vanguard of shipping's electric revolution.

Driven by the bloc's decarbonisation regulations – the EU Emissions Trading System (ETS) and FuelEU Maritime – zero-emission vessels with big batteries will be both environmentally favourable and economically beneficial on short-sea routes of up to 150 nautical miles.

And even though the IMO's Net-Zero Framework remains in limbo for the moment, environmental sustainability is already a key priority in many parts of the world. Fossil fuels in shipping will inevitably be in the firing line.

■ *Continues on page 11*



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# Investing in Greece: ABS is built for a changing industry

ELIAS KARIAMBAS, VP, BUSINESS DEVELOPMENT SOUTHERN EUROPE, ABS

*Shipping regulations are evolving, technologies are advancing and operational pressures are increasing. In Greece, owners need access to real experience, leadership and capability to help navigate the complexity.*



■ ABS has been a key contributor to success in Greek shipping for more than three quarters of a century, and today that presence has real scale. What sets the Athens office apart is not only its size, but the level of capability based here. ABS has placed senior talent and key leadership roles in Greece, giving owners and operators direct access to deep knowledge in ship systems, gas, sustainability, regulatory affairs and maritime training.

Today, the skilled professionals based in the ABS Athens office span surveyors, engineers and other specialists working across a broad range of technical disciplines. That gives ABS more than a local footprint. The Athens office has the kind of depth that allows us to work closely with clients as their demands evolve and respond quickly to new requirements, supporting complex work and staying closely connected to owners and operators.

For Greek owners this means the resources they need are on their doorstep. Athens is more than a local office. It is a location where ABS is undertaking some of its most important work.

That matters because progress depends on practical application of skills and experience. ABS supports owners and operators across the vessel life cycle, from newbuilding and plan approval to survey, certification, regulatory compliance and end-of-life considerations. In Greece, ABS is helping the industry turn new systems and technologies into practical operating reality. From advanced ship systems to emerging energy choices and more connected operations, the work being done in Athens reflects the decisions that will shape the next generation of fleets.

The Hellenic Ship Safety Center is a clear example of that investment. As shipping adopts more advanced systems and equipment, training becomes even more important to safe and effective operations. ABS has expanded its training resources in Athens, creating a center that helps

prepare people for the demands of a more technically complex operating

environment. The future of shipping will depend not only on new systems, but on people ready to work with them confidently and safely. That makes training not a support function, but a meaningful part of industry readiness.

*As Posidonia 2026 approaches, ABS in Greece stands out as growing center of technical strength, leadership and innovation, helping bring the next wave of shipping into practical reach for one of the communities that helps keep world trade moving.*

We know that the next phase of shipping will be shaped by tougher operational demands, evolving regulations and a new generation of technologies. ABS is approaching this shift from a strong and growing base, placing high-level talent and critical capability close to one of the world's most important shipping communities.



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Lomé- TOGO

■ *Continued from page 1*

and that momentum is building. Recent government-to-government collaboration focused on maritime nuclear is a strong signal that serious work is underway to create the enabling conditions for deployment.”

Advocates point to the many operational and environmental benefits of nuclear-powered ships and although they will be much more expensive – maybe twice or three times more – the long-term savings and greater trading efficiency are likely to more than offset up front costs and make nuclear power a compelling option, proponents say.

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**There are many ship design implications: engine spaces, for example, will be much smaller and will require the oversight of an entirely new type of marine engineer. Cargo spaces will be larger, replacing both some of the engine room space and all of the bunker tanks.**

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Nuclear-powered vessels will not need to be refuelled on a regular basis, increasing uptime and eliminating unnecessary deviation. Meanwhile, exposure to rising bunker prices becomes yesterday's headache. Depending on the setup, nuclear vessels could carry up to 15% more cargo and be designed to operate for periods ranging from five to 20 years or more without refuelling, experts say.

Meanwhile, significantly higher speeds will be possible as a result of a much higher power-to-weight ratio. Speed increases of up to 50% are thought possible, another means of raising vessel productivity.

Nuclear power is truly emission-free, producing no CO<sub>2</sub>, SO<sub>x</sub>, NO<sub>x</sub>, or particulates. And while the future of the IMO's Net-Zero Framework is, for the moment, uncertain, fuel regulations already in place in European waters are planned in other regions. A nuclear-powered vessel would ramp up substantial compliance surpluses under FuelEU Maritime regulations, generating another significant financial gain.

But those attending Posidonia's Executive Briefing are also likely to



hear about the many challenges relating to the adoption of nuclear power for ships. They include regulatory and liability frameworks, insurance, port authority acceptance, and radioactive waste management.

Timescale remains uncertain, with some experts predicting that the first nuclear-powered vessels are unlikely to be commissioned until the second half of the next

decade. That sounds like a long time but, in shipping terms, it's little more than the blink of an eye.

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**And of one thing you can be certain: entrepreneurial Greek owners will be amongst the early pioneers.**

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# Posidonia 2026 conference programme kicks off early with geopolitics dominant in industry agenda

*From insurance and risk management to energy transition, digitalisation and maritime security, the Posidonia 2026 conference programme highlights an industry actively reshaping itself in response to geopolitical disruption and structural change.*



■ This year's programme, set to begin weeks ahead of the exhibition itself, reflects a shipping industry navigating one of its most complex operating environments in decades, where war, sanctions, tariffs, insurance premiums, shifting trade routes and regulatory pressure are redefining both risk and opportunity.

The first events began in early May, underlining how Posidonia has evolved into a multi-week platform for dialogue rather than a single exhibition moment.

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"Posidonia has always been more than an exhibition. It is a platform where the industry comes together to address real-world challenges and shape its future direction,"

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said Theodore Vokos, Managing Director, Posidonia Exhibitions S.A. "This year's conference programme reflects the urgency of the issues

facing shipping today, particularly the impact of geopolitics, energy transition and technological change. The discussions taking place, even before the exhibition officially opens, highlight how critical collaboration and dialogue have become for the industry."

Kicking off the calendar, Marine Insurance Greece (6-7 May) addressed how the insurance market is responding to escalating geopolitical tensions and operational risks. With sessions covering sanctions, the rise of the "dark fleet", US policy shifts and war risk dynamics, the conference explored how the sector is adapting to an increasingly volatile global landscape. More coverage of this is on pages 33-35.

Also earlier in May, the RightShip Conference titled 'Redefining Maritime Safety Through Data, Trust, and Collaboration' turned attention to a full-day forum that brought together maritime leaders to explore how data, transparency, and collaboration are redefining safety, sustainability,

and crew welfare across the maritime supply chain, whilst the Naftemporiki Shipping Conference, "Shipping Between Global Powers: Where Geopolitics, Energy & Climate Shape the Future", further elevated the geopolitical theme, examining how global power dynamics, energy security and climate policy are reshaping shipping.

Once Posidonia week begins today (June 1st), the conference programme intensifies, bringing together some of the industry's most influential voices and started with the Capital Link Maritime Leaders Summit, held in partnership with DNV, and marking 20 years of convening top-tier shipowners, financiers, and policymakers. The agenda reflected real-time global market priorities while highlighting the enduring leadership of the Greek shipping community, a cornerstone of international maritime trade and home to the world's largest privately owned fleet.

Coverage will follow in tomorrow's edition of Posidonia Today.



On 2 June, the TradeWinds Shipowners Forum Greece will tackle “Resilience in the face of disruption”, addressing how shipowners are managing risk in a world of geopolitical fragmentation, economic uncertainty and regulatory pressure.

With senior executives from major global shipping companies and financial institutions, the forum will explore how operators can navigate volatility, safeguard asset values and adapt to shifting trade patterns. It will table critical questions such as: how can shipping operate and invest successfully amid geopolitical chaos and how are tensions between US-China and Trump-era policies impacting global trade flows.

Geopolitical risk and infrastructure security will also take centre stage at a seminar organised by the Embassy of the Republic of Poland in Athens under the auspices of the Ministry of Foreign Affairs of the Republic of Poland within the framework of Poland’s presidency of the Council of the Baltic Sea. The seminar seeks to examine the evolving relationship between maritime security and energy security, to identify shared vulnerabilities across Europe’s maritime spaces, and to advance practical cooperation between the Baltic and Mediterranean regions. The focus will also be on the geopolitical dimension of hybrid threats in the maritime space and how the Baltic and Mediterranean maritime spaces, despite their different geopolitical contexts, face comparable structural vulnerabilities.

“Geography separates the Baltic from the Mediterranean, but hybrid threats, sabotage risks, geopolitical competition and energy flows connect them in practice and require coordinated actions,”

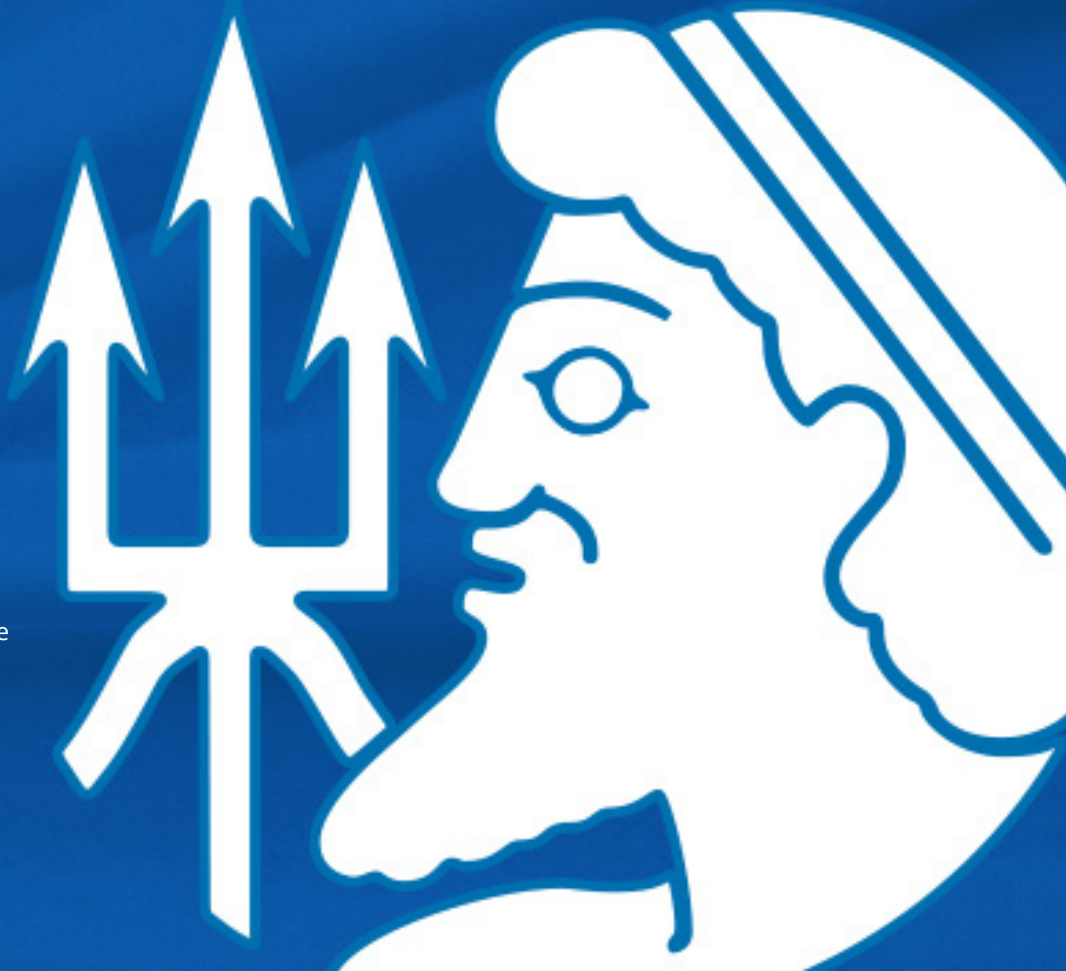
noted chargé d’affaires at the Embassy, Wojciech Ponikiewski, highlighting the need for coordinated international responses.

The HELMEPA International Conference (3 June) introduces Ocean Intelligence in MetaShipping: four interconnected forms of intelligence: ecological, human, technological, and financial, covering issues from biodiversity and crew skilling to AI, automation, and investment in the energy transition. Each essential, all connected. The audience brings together shipowners, maritime leaders, policymakers, regulators, financiers, academics, innovators, and the new generation, a full house where the right conversations happen with the right people.

To conclude, Vokos added:

“Across all events, a clear narrative emerges: shipping is no longer operating at the margins of global developments - it is at their core.”

Posidonia 2026 is organised under the auspices of the Ministry of Maritime Affairs and Insular Policy, the Hellenic Chamber of Shipping and the Union of Greek Shipowners, with the support of the Municipality of Piraeus and the Greek Shipping Co-operation Committee.





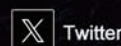
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# LNG all set for a bright future

BY NICK SAVIDDES

■ Greece's 20-year LNG service provider agreement (SPA) with the US, signed in November 2025, will see Greece serve as a gas export hub for Eastern Europe, including Ukraine, and reduce European reliance on Russian gas.

Assertive US policies have seen the government employ harsh economic measures on its allies; it appears that its military 'excursion' in Iran is another example as the US seizes the gas export crown from its Arab allies.

Jeff Wilson, divisional director, marine and offshore advisory, Howden told delegates at the two-day Marine Insurance Greece conference in Athens, last month, that the deal with Greece, is a major milestone for US and Greek exports.

A few months later, the US and its ally Israel attacked Iran without recourse to its allies in the UN, Asia, Europe or the Middle East. The result has been the destruction of a large amount of liquefaction capacity in the Gulf region.

"There are 77 million tonnes of capacity per annum in Qatar that can't be exported at the moment," Wilson told the MIG conference, part of which has been destroyed by drone bombing. Even if Qatar's capacity comes back online in the next two or three months, it will be suppressed by something like 20 million tons of its existing capacity, he said.

In the last decade or so, the US has built up its liquefaction capacity, Wilson continued, from around zero in 2012 to become the second largest export market behind the Middle East.

According to Wilson, the net effect of the war in the Middle East has been that the US is now "de facto the leading liquefaction export market for gas".

LNG is a 500 million tonne/year market that is underpinned by billions of dollars' worth of investments across the globe, with Europe and Asia effectively the demand centres for that energy.

There has been around \$120 billion



per annum invested in the US over the last three years or so, that investment drive is unlikely to slow down following the events in the Middle East, "because producers in the US can see an opportunity while the Middle Eastern liquefaction plants are not available," explained Wilson.

Attacks on Middle Eastern infrastructure mean that the investment by those countries will likely change significantly, not least because rebuilding Ras Laffan will still leave the site as a static target. It is much more likely that investors will look to floating liquefaction plants such as the Prelude, which produces, liquefies and stores LNG.

Looking at that possibility, Wilson suggested with some 30% of the global LNG fleet currently on order and beginning to be delivered, there could be scope to re-purpose older, less efficient tonnage.

Some 100 new LNG tankers will be added to the fleet this year, adding to the 750 vessels already afloat and active. Meanwhile, there are 188-190 ships that are ageing and inefficient.

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**"In the market of 15 years ago, there was only one thing to do with an old ship, which was to turn it into razor blades," said Wilson, pointing to the German response to the Russia's invasion of Ukraine.**

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"When the gas from Russia got turned off four years ago, and Germany, in particular, was exposed to a gap in its gas delivery, they didn't have time to build a new import plant. Instead, they just chartered FSRUs, floating storage and regas units." They were operational within a year, said Wilson.

Meanwhile, the energy contract signed by Greece with the US will be dependent on FSRUs, "because for the gas to arrive and for the gas to be usable it's going to need import facilities and is going to need investment in FSRUs."

It cannot be a coincidence that some of the world's leading LNG shipowners are Greek, Dynagas, GasLog and Angelocoussis. And they are some of the most outspoken owners when it comes to opposition to the IMO's NZF.

One of the major issues that has prevented the approval of the IMO's Net Zero Framework (NZF), has been the how the regulation deals with LNG, a liquefied greenhouse gas. That contentious debate has already been settled, according to one delegate at the MIG conference, who preferred to remain anonymous.

Asked if Europeans are likely to exchange one unreliable partner for another in the US, the delegate said there has been no force majeure on US contracts and they have always fulfilled their obligations.

"I think the overarching thing here is we can't predict who's going to run an administration, we can't predict an election, we can't predict any of that. But what we can see, really strong evidence of, is that as the delivery of LNG and the supply sources of LNG diversify. People are making pretty strenuous efforts to create working relationships that are going to outlast the life of administrations, which is why SPAs are 20 years long," said the delegate.

If the delegate is correct, it leaves an open question for maritime; Has the NZF already been defeated?



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Continued from page 1



However, for the moment, the Kongsberg analysis has focused on busy freight and passenger corridors in the English Channel, the Baltic, and Scandinavia. Early routes could include Dover-Calais, Tallin-Helsinki, and services linking Scandinavia, Germany and other Baltic ports.

## ROUTES IN THE MED

But Levander says that the economics stack up just as well in the Mediterranean. And, he says, subject to shore charging capacity and regulatory developments, fully electric vessels could become standard on key routes linking Piraeus with Greece's islands and routes between the islands themselves.

The Kongsberg team have analysed the costs and benefits on voyages where EU carbon regulations apply. For the moment, therefore, the full benefits of electric propulsion would not be available for ships deployed on Greece's domestic trades, particularly to and from smaller island communities which fall outside the EU regulations.

However, within the next few years, probably by 2030, the European Commission intends to extend the regulations to include both smaller ships of less than 5,000gt and routes serving smaller island communities.

Levander explains that the analysis focused on comparing the costs of conventional propulsion with battery power on both a cargo RoPax and a cruise RoPax. The cargo-oriented vessel design has 2,900 lane-metres for trailers, 50 cabins and capacity

for 600 passengers. The power requirements are met with batteries that can be charged from shore within relatively short port calls.

The cruise RoPax, designed for the example route between Helsinki and Tallinn, has 2,000 lane metres for trailers and 500 lane metres for cars. It has 98 cabins and capacity for 2,000 passengers. It requires more battery capacity and therefore larger and faster shoreside charging facilities are needed.

## INVESTMENT APPRAISAL

Analysis of the costs relating to the conventional vessel took into account its capital cost, daily operating costs, other voyage costs, the batteries, and energy costs. It also assessed costs relating to the EU ETS and penalties payable under FuelEU Maritime regulations.

The analysis of the battery powered RoPax assessed these costs but also took into account the cost of batteries on the ship, and shoreside charging

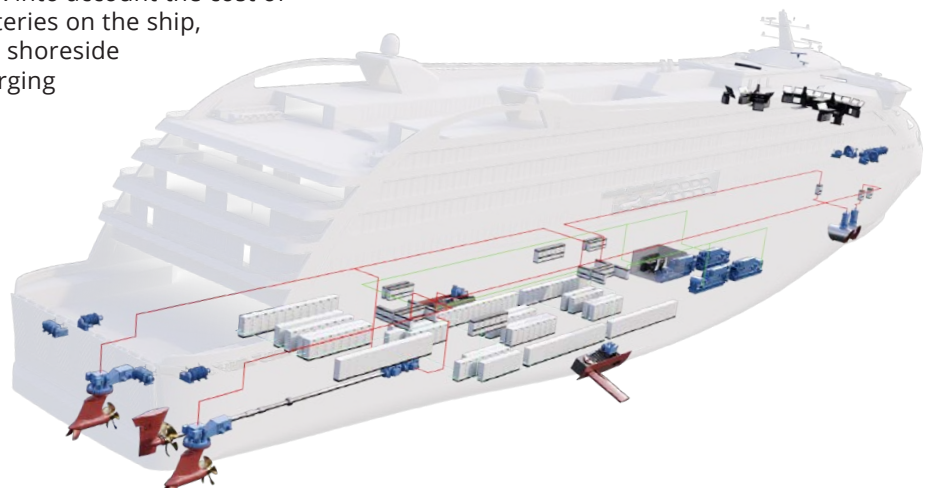
infrastructure. Despite higher upfront capital costs, the RoPax vessel generated lower lifetime costs of 8-15% compared to diesel-powered alternatives.

Levander is keen to emphasise that no two short-sea routes have the same parameters and the deployment of electric RoPax vessels will present challenges in terms of electric power availability ashore and afloat, the size of propulsion pods, the possible need for high-speed back-up gensets, and other route-specific variables.

**"The ship is the simple part," he declares. "Each project will be a complicated system that must be carefully designed and integrated. Shipowners will need to have a reliable consultant – a third-party system integrator and lifecycle partner. That could be where we come in."**

These exciting developments come at a key moment for domestic shipping in Greece. The sector is getting a major shot-in-the-arm from new investment in ports and shipyards. These include a €300m development plan for the Port of Piraeus, majority owned by Cosco Shipping, including investment in the RoPax and cruise terminals.

Meanwhile, the country's shipyards are gaining a new lease of life with more than €650m of new capital from ONEX Shipyards & Technologies Group, a Greek shipping and industrial infrastructure company. Major developments are underway in modernising both the Neorion and Elefsina shipyards.



# Ukraine war began decline of rules-based global market

BY NICK SAVIDDES

*Hellenic Chamber of Shipping board member Yannis Triphyllis initiated a debate between insurers that covered virtually all of the major challenges of the maritime market in the modern age, from 2016.*

■ In his welcome speech to the Marine Insurance Greece conference in Athens on 6 May, Triphyllis claimed that the “invasion of the Donbas was the starting gun for the unravelling of the rules-based market.”

The first incursion of the Donbas came in 2014, but the understanding was that the more recent attempt to subjugate the whole of Ukraine was the meaning ascribed to Triphyllis’s words.

Key to the discussion was the presentation by the COO of the American Club, Daniel Tadros, who laid out the US vision of a new world order, which has the US at the centre of the new global economic regime.

Tadros launched into his treatise with a quote from the second world war Admiral Yamamoto of Japan, speaking after the attack on Pearl Harbour:

“I fear that all we have done is to awaken a sleeping giant and fill him with a terrible resolve.”

“Now, fast forward to the last four or five years,” he told the Maritime Insurance Greece audience, “the geopolitical competition with China, both commercially and as a matter of national security, has woken up the United States and has filled not just politicians — both Democrats and Republicans — but also the government, the military, everyone, with a resolve to rebuild the US Merchant Marine.”

Historically, the US had been a world leader in shipping, owning 63% of the world’s tonnage immediately after WWII. Today, that is down to less than 1% as the cutting of government subsidies and high labour costs all contributed to the rise of Japanese and South Korean prominence in shipbuilding.



Photo: Ukraine Ministry of Defense

In the last 15 years, however, China has surged ahead, not just in shipbuilding, which Tadros focused on, but in a number of key industries, such as electric vehicles and green energy, and through investments across the globe, including through the Belt and Road initiative.

**“The geopolitical competition and national security have created what many have called assertive US maritime trade policies,” said Tadros.**

That assertive policy can be seen in the tariff regime and other policies that are aimed at levelling US costs with their international competitors.

“In the Western Hemisphere, the United States is looking at combating China’s influence, migration, combating cartels, expanding

partnerships, and strengthening supply chains, including looking at the Venezuela region.”

The US is fighting Chinese influence in Africa, Europe and the Middle East, while Washington is, “working furiously” to reach a peace deal in Ukraine, said Tadros.

According to the assertive America doctrine, a key issue is to avoid conflict between China and Taiwan. To avoid conflict in the Middle East, the US has taken action to remove its main ‘destabilising forces,’ the Palestinians and the Iranians.

An effect of the assertive America policy was highlighted by George Karkas, MD of Gard Greece,

“Developments in the Strait of Hormuz have been quite extraordinary. I actually heard from Mr. Rubio that 10 seafarers died,” in what Karkas said is “one of the most significant

disruptions to global trade and energy markets in decades.”

The potential consequences are disruptions in food and energy supplies and the basic necessities of life for millions of people around the world.

Since April there have been some 20,000 seafarers on between 2,000 and 3,000 ships imprisoned in the Arabian Gulf.

Shipping, as Karkas points out, is a major global success story: “Over time, we have built the framework of rules, standards, practices that work together and have made shipping safer, more efficient, and more accountable.

“Today, shipping is one of the most internationally governed industries in the world, and this matters. We see fewer lives lost at sea, fewer major casualties, and fewer pollution incidents than at any point in any modern history.”

This framework did not evolve through chance it happened because it was “rooted” in the work of the United Nations and the IMO.

Now we are “Entering an age of extremes,” according to Karkas, shifting from a bipolar to a multipolar world “marked by conflict, shifting alliances and fragmentation”.

Karkas shows that the maritime insurance industry has reduced the number of claims, and has become a safer industry overall, but that claims over a five-year average are three times bigger, with the strongest increase in the last 10 years.

“So, we have fewer claims, but when things go wrong, they seem to go very wrong and become very costly. In short, we see far more extreme claims. Why is this happening? The reasons are probably many and complex, but part of the picture is no doubt politics and geopolitics,” claimed Karkas.

He spoke about the criminalisation of crew where nation states are more interested in extracting money than

they are in justice for the accused.

“If claims and verdicts become more detached from reality and from the loss actually suffered, they end up undermining trust in the system.”

That is a system that is under increasing pressure from risks, including climate change, extreme weather, and the shadow fleet, which continues to be a systematic challenge for all of us and not least the increase of more extreme claims.

The global ramifications that follow the assertive America policy, although not directly put by Karkas in his presentation is a decay in a system of trust, which ultimately undermines the system as a whole.

Maritime trade, crucial for the increase in wealth of societies over decades reflects the mood created by an assertive America policy. It undermines the community established over decades that have taken the high moral ground, asserting that democracy will provide for all. And will eventually lead to us all being poorer.

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# Shipping's labour crisis a hot topic in Athens

BY PAUL BARTLETT

*The growing shortage of seafarers is a major concern for many owners and operators. But it is clear to see why a 24/7 existence with long hours, shifts, limited connectivity, and rarely any shore leave, holds little appeal for most young men and women these days.*



■ The crewing crisis is an issue at the very forefront of many shipping minds as seafarers become expected to embrace new technologies, digital systems, artificial intelligence, alternative fuels, and increasingly complex regulations which change in different parts of the world. The pressures are immense: and they come on top of the emotional challenges of missing loved ones, key events, and sometimes a degree of loneliness which is unimaginable for most of us.

No wonder that there are constant and growing calls on the services of shipping's charities – the Seafarers Charity (Posidonia's official charity partner this year), Mission to Seafarers, Sailors' Society, and Stella Maris, to name but a few.

There are, of course, many initiatives underway to attract more young people to careers at sea. And the geographical net is widening. Africa is a key focus: countries including Ghana, Kenya, Namibia, Nigeria, South Africa and Tanzania have maritime training facilities and are supplying increasing numbers of young men and women for lives at sea.

However, it remains the case that few ordinary folk think much about where the products they buy or consume come from, how they arrive from some remote region, and by which mode of transport.

But this is where one specific initiative at this year's Posidonia could make a real difference. Project Connect is holding a conference on Thursday afternoon at the Metropolitan Expo. The name of the event is "Adopt a Ship: How Early Education is Changing the Future of Shipping; Raising the Maritime Workforce of 2036."

[The conference will reveal the profound impact of the Adopt a Ship™ programme. Early-age exposure to and knowledge of the maritime world is intended to excite young minds and prepare the path for the next generation of seafarers for tomorrow.](#)

The organisers promise that the session will honour the teachers, captains, and member companies whose commitment has enabled thousands of students to experience the world of shipping in a direct and personal way.

A panel of distinguished speakers, including Mr John Xylas, Treasurer of the Union of Greek Shipowners and Chairman of the dry cargo shipowners' organisation, Intercargo, will be enlightened by first-hand perspectives from Nautical Vocational High School students, the future captains and engineering of the Greek fleet, as they embark on their first decisive steps into careers at sea.





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# Charting the future: How elevate by Lloyd's Maritime Academy is powering the next generation of maritime leaders

■ In a rapidly evolving maritime sector, professional development is no longer optional—it's essential. We spoke with Andie Welch, a Senior Education Consultant at Lloyd's Maritime Academy, to learn more about Elevate, their flagship learning initiative designed to future-proof maritime careers

**Seatrade Maritime News:** Elevate has been gaining attention across the industry. What exactly is it?

**AW:** Elevate is our response to a clear demand for structured, high-impact learning in maritime. It's not just a single course - it's a curated pathway of professional development programmes tailored to different career stages. Whether someone is entering the industry or stepping into leadership, Elevate helps them build relevant, practical skills.

**Seatrade Maritime News:** How does Elevate differ from traditional maritime training?

**AW:** Traditional training can sometimes be static. Elevate is dynamic. We focus on blending theory with real-world application - case studies, expert-led sessions, and peer collaboration. The maritime sector is facing challenges like decarbonisation, digitalisation, and regulatory change. Elevate ensures professionals aren't just aware of these trends but are equipped to act on them.

**Seatrade Maritime News:** Who is the ideal participant?

**AW:** It's quite broad. We work with ship operators, port authorities, legal professionals, and even finance specialists connected to maritime. The key is ambition - people who want to progress, adapt, and lead. Elevate is particularly valuable for those transitioning into more strategic roles.

**Seatrade Maritime News:** Can you share any success stories?

**AW:** Absolutely. We've had participants who've moved into senior management roles shortly after completing programmes. Others have led sustainability initiatives within their organisations. What stands out is the confidence they gain - not just knowledge, but the ability to make informed decisions.

**Seatrade Maritime News:** How is the learning delivered?

**AW:** Flexibility is central. We offer online learning, live virtual sessions, and opportunities for networking. Participants can learn alongside global peers without stepping away from their roles. For organisations, Elevate is also structured into Silver and Gold packages, as well as fully customised solutions tailored to specific business needs. This means companies can align training directly with their strategic goals while supporting teams at scale.

**Seatrade Maritime News:** Finally, why should someone consider Elevate now?

**AW:** Because the industry is changing now. Waiting isn't an option. Elevate gives professionals the tools to stay competitive and relevant. It's about investing in yourself in a way that delivers tangible career impact.

As maritime continues to transform, initiatives like Elevate signal a shift toward continuous, strategic learning - ensuring today's professionals are ready for tomorrow's challenges.

**To request a demo of Elevate by Lloyd's Maritime Academy or to find out more information, email [ElevatebyLMA@informa.com](mailto:ElevatebyLMA@informa.com) or meet the Lloyd's Maritime Academy crew at the Seatrade Maritime News Happy Hour stand\***

*\*by invitation only*



## Panamanian President at Posidonia

His Excellency José Raúl Mulino, President of Panama, and a large Panamanian entourage are anticipated at Posidonia this week.

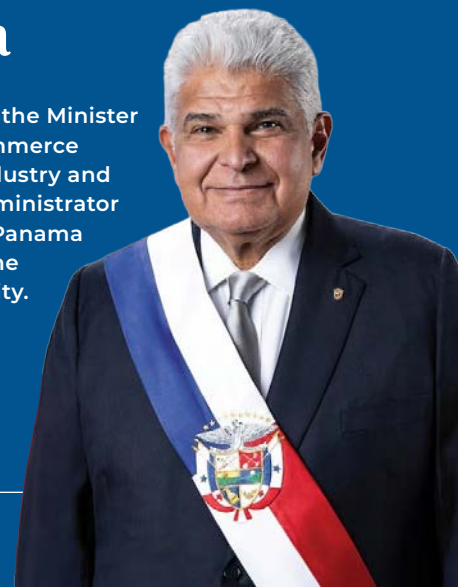
His Excellency is not new to the maritime industry, having completed a master's degree in maritime law from Tulane University and after graduating in law, dedicated himself to private professional practice in the field of maritime law. In 1988, he

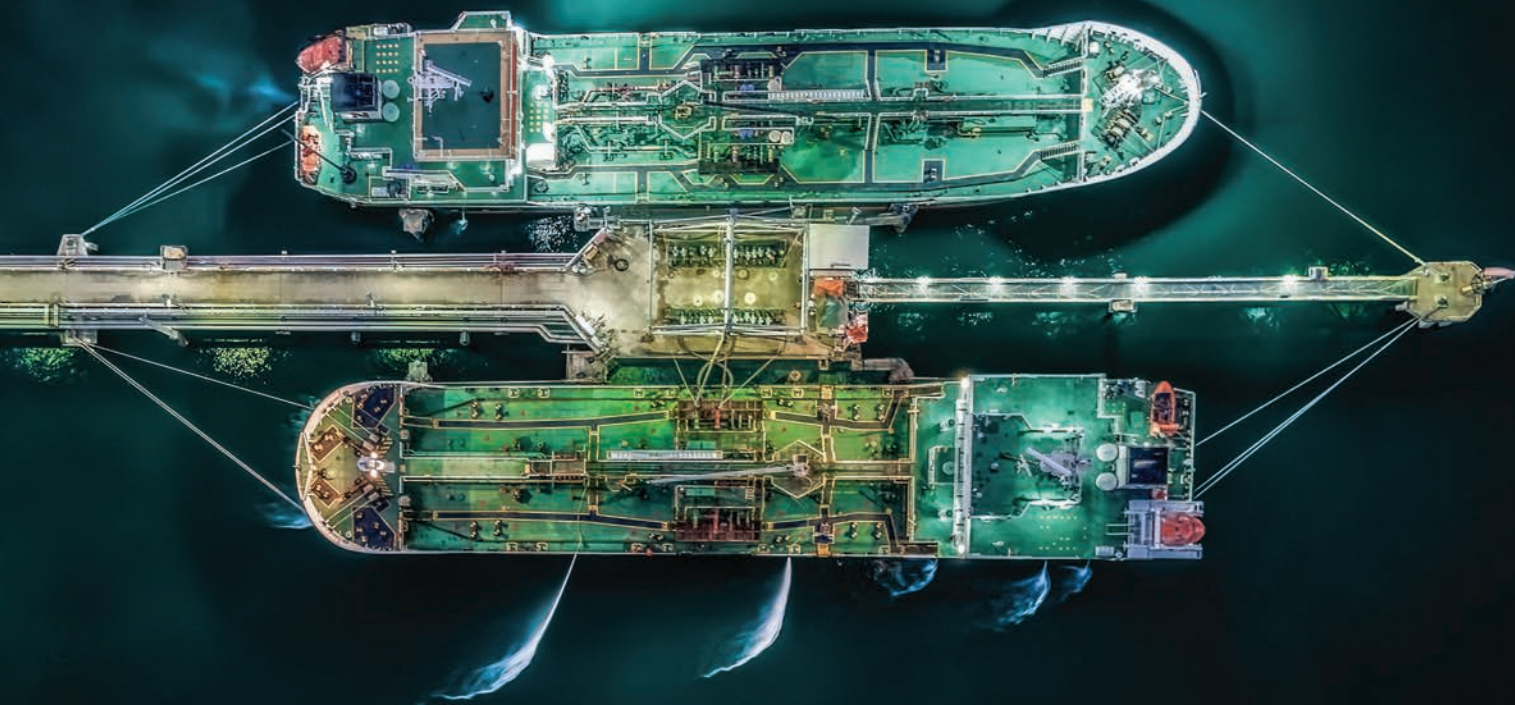
became a founding partner of the Fábrega, Molino y Mulino law firm.

In a recent weekly TV programme in Panama, he referenced coming to Athens for Posidonia and reminisced about how he walked the streets of Piraeus building contacts and opportunities.

He will be joined by The Minister for Foreign Affairs, the Minister for Canal

Affairs, the Minister for Commerce and industry and the Administrator of the Panama Maritime Authority.





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# Greek shipping moves the world

*Ahead of this year's Posidonia, President of the Union of Greek Shipowners, Melina Travlos, gave a strong statement of support to the shipping industry.*

■ **"In an era of geopolitical realignments, uncertainty and multiple crises, shipping remains a force of stability, continuity and connection. Shipping moves the world, keeping economies functioning, societies supplied and people connected.**

Posidonia brings together in Greece, home to the world's leading shipping nation, the international maritime community, highlighting the strategic importance of an industry that does not merely transport goods and energy, but safeguards the very functioning of the modern world.

In the current international environment, shipping operates under conditions of increasing geopolitical tension. Threats to freedom of navigation and attacks against merchant vessels and seafarers are no longer isolated incidents. They have become a new reality, testing maritime routes, supply chains, energy security and global economic stability.

The safe and uninterrupted operation of maritime transport is a prerequisite for humanity's welfare. Shipping carries food, medicines, energy, raw materials and essential goods at a scale and efficiency unmatched by any other system of transport.

For this reason, maritime security is a global public good and a collective responsibility. The protection of human life at sea, of merchant vessels and freedom of navigation must be a non-negotiable duty of the international community.

**In this challenging environment, Greek shipping, representing almost 20% of global capacity and more than 60% of the EU-controlled fleet, continues to demonstrate its strength, reliability and resilience.**

This leadership is not only measured in numbers. It is reflected in the consistently principled and



*Credit: Statement of the President of the Union of Greek Shipowners, Melina Travlos - Maritimes*

institutional stance of the Union of Greek Shipowners on all critical issues concerning our sector and international maritime policy. It is reflected in our foresight, our investments and our ability to respond with consistency, composure and determination to constantly changing global conditions.

At the same time, Greek shipping is at the forefront of the industry's green transition, with one of the youngest fleets worldwide and the largest alternative-fuel-capable fleet globally. Our investments in new build vessels, innovative technologies, digitalisation and emission-reducing solutions are continuous and substantial.

However, the transition towards decarbonisation requires realism, technological maturity and global alignment. It must not compromise the safety of crews and vessels, nor the viability of shipping and global supply chains. A truly sustainable transition must be safe, practical and implementable, fair for all parties and operationally effective worldwide.

The recent discussions at IMO MEPC 84 offer the international community a second chance to restore consensus

and work towards a realistic, fit-for-purpose and workable global framework for the reduction of greenhouse gas emissions from ships. The ultimate success of this effort requires safe, available, economically viable and scalable alternative fuels worldwide.

**Shipping has proven throughout time that it knows how to navigate with resilience, prudence and resolve, even through the most turbulent waters. And it will continue to do so.**

Because shipping is a force of vital continuity for the world. In times of crisis, it keeps the routes of cooperation open. In times of uncertainty, it provides stability. In times of transition, it ensures that progress can continue.

In this great global mission, Greek shipping continues to lead with purpose and vision. With its seamanship, resilience and unity, it will continue to connect the world with consistency, vision and a sense of responsibility for generations to come."

# NAVTOR focuses on vast Greek market

*Norway-based NAVTOR, an e-navigation and fleet performance monitoring specialist, sees enormous potential in the Greek market. But it is by no means an easy sell: Greek owners and operators are tough customers and invariably focus on digital products that definitely save time, money and safety.*

■ NAVTOR executives point to Greek customers' pragmatic approach to decarbonisation by way of example. 'Nice-to-have' systems rarely appeal. They look for exactly what is needed to meet requirements and stay operational.

Therefore Greeks are investing in technologies and systems to limit exposure to costly regulations such as the EU Emissions Trading System and FuelEU Maritime. So they are comparing digital monitoring systems to track carbon intensity and safeguard ship ratings.

The company has recently introduced a new feature in its latest version of NavFleet, a system that connects ship and shore with information such as passage plans, routes, documents and certificates. Now, owners and operators will benefit from a Port State Control (PSC) module to ensure a more proactive approach to guard against poor inspections and possible detentions.

Typically, ship detentions last between from one or two days to a week. Serious deficiencies, of course, or delays in accessing specific parts, take

longer. But any delay, particularly in a buoyant market, can result in many thousands of dollars, problems with ship scheduling, and the risk of incalculable damage to reputation. And the problem is a big one: in the first quarter of this year alone, there were more than 600 PSC detentions.

The company's Jakob Clausen, Head of Performance explains. "Our new system gives shore users a clearer and more actionable overview of PSC exposure ... Instead of treating PSC as a historical compliance record, users can use it as a forward-looking tool to identify risk, prepare vessels and prioritise actions."

PSC risk becomes costly when it is discovered too late, he points out. The priority for owners and technical managers, therefore, is to know which vessels need attention, what type of deficiency is most likely to draw attention, and where to focus critical resources before a vessel reaches port. The new functionality, he says, will help to close that gap.

The new system comes at a time when there is a growing requirement for transparency. "Shipowners

and managers are expected to demonstrate that vessels are not only compliant on paper, but are also operationally ready for inspection at any time," Clausen points out.

He explains that shore and sea staff can now have a steady dialogue so that superintendents' attention can be focused on the highest-risk areas and address recurring deficiencies before they lead to delay or, worse, detention. Another benefit, he says, is that the system allows shore teams to compare vessels, identify patterns, and apply lessons in the development of standard operating procedures across an entire fleet, rather than treating each PSC case in isolation.

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"The new module's value, therefore, is not only in better compliance," Clausen declares. "It is in fewer surprises, better use of technical resources, improved schedule reliability, and stronger protection of a vessel's earning potential."

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# AI majors home in on Greek market

BY PAUL BARTLETT

*Dramatic advances in AI technology are transforming many of shipping's traditional processes – from navigation to data-driven remote monitoring, and from voyage optimisation to predictive maintenance. An impressive range of artificial intelligence (AI) developers will be promoting their systems in Athens this week.*

■ Few companies have made such deep and fast inroads into the Greek market as Orca AI, a marine tech company with an AI-powered navigation and situational awareness platform that supports bridge personnel and provides another layer of safety, particularly in challenging conditions including bad weather and congested waters.

During a recent five-day trial assessed by Lloyd's Register in some of the Mediterranean's busiest shipping lanes, the platform detected a number of close-range and low-signature targets not visible on traditional systems including radar, AIS and manual watchkeeping. Orca AI is not a replacement for traditional watchkeepers and bridge personnel; it is, however, proving to be an additional and valuable safety system.

Greek owners have been amongst the first adopters – clients now include Ionic Shipping, Latsco Shipping, Maran Tankers, Seanergy, Sea Traders and TMS Cardiff Gas. But the London-based firm has also caught the attention of insurers, shipbuilders, classification societies, and investors.

Lloyd's Register recently put Orca AI's digital watchkeeper, the SeaPod, to the test. In a five-day trial on a voyage of more than 800 nautical miles between Gioia Tauro in Italy and Marsaxlokk in Malta, 729 relevant targets were encountered. The SeaPod achieved 94% precision and 98.6% recall. The results were recorded across days and nights, and in congested conditions. Zero

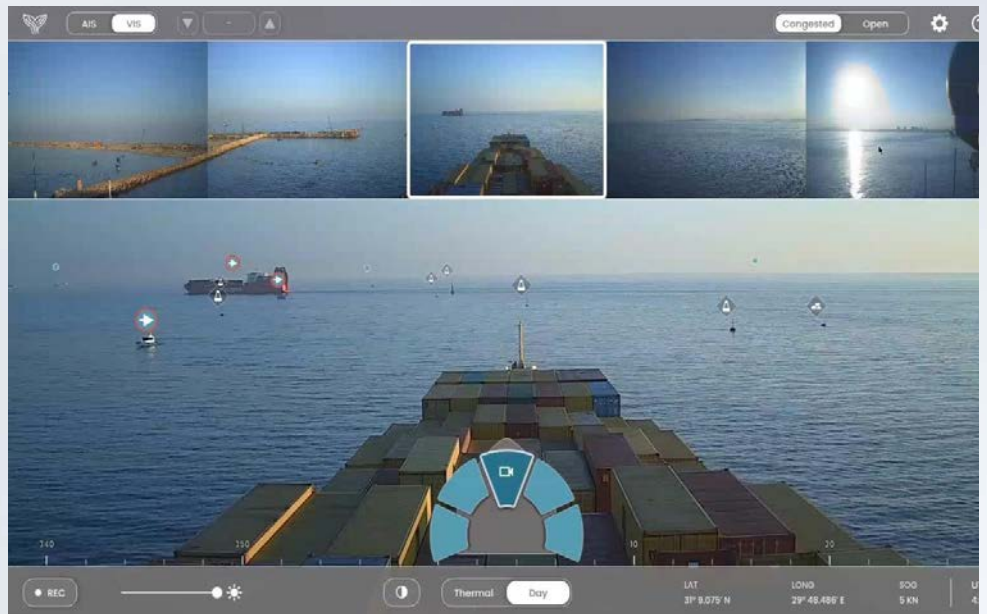


Photo:: Orca AI

downtime was recorded and missed detections were just 1.4%.

Commenting on the trial, Dor Raviv, the company's co-founder and CTO said: "What this trial shows is that AI-assisted navigation is no longer a future concept, it is already delivering measurable value in live operations. More than 1,200 vessels using Orca AI are evidence that earlier and more accurate detection lead to more-informed decisions on the bridge, which lead to safer navigation. Trials like this pave the way for broader AI adoption in our industry on the journey towards autonomous shipping."

Posidonia's MD, Theodore Vokos, commented: "AI is clearly transitioning from theoretical discussion to operational application.

Orca AI's take-up in the Greek market demonstrates yet again how the country's shipowners are in the vanguard of technology developments. And we expect, amidst today's geopolitical turmoil, that Orca AI will make further progress in Greece this week."





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At the Saudi Maritime Awards, organized by Robban Assafina—the largest maritime focused media outlet in the Middle East and North Africa—the service was recognized as a “product offering novelty and innovation that contributes to the industry as a whole”, and received the Best Project Innovation Award 2026.

**ClassNK** CHARTING THE FUTURE

# Captain's Table to inspire innovators in Athens

■ As global shipping continues its passage through a sea of unprecedented change, the Hong Kong-based Captain's Table technology innovation platform will use this week's Posidonia as a catalyst to inspire the next round of marine tech start-ups across the Greek shipping community and beyond.

The Captain's Table was partly inspired by Hong Kong's Young Professionals in Shipping Network. Set up seven years ago by Su Yin Anand and Tabitha Logan, it is supported by Lloyd's Register and a series of sponsors across the shipping spectrum.

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Active across Asia, the Middle East and the UK, it inspires innovators to incubate their ideas and launch them in shipping. More than 40 start-ups have been supported over its short life.

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Its 'Dragon's Den' type format sees contenders pitching their ideas to senior shipping executives including owners, charterers and investors. Winners receive prize money, legal advice, and potentially further financial support.



Last year's winner, Calcareia, is a decarbonisation innovator. The company has launched a system which uses limestone loaded during port calls that reacts with carbon dioxide in ships' exhaust gas to form a safe bicarbonate that can be safely stored in the ocean. The process eliminates the need for ships to offload captured carbon ashore, a logistically complex procedure that requires special shoreside facilities.

Several events were staged in 2025 included one during London International Shipping Week. Twelve start-ups gave their pitches at a Mansion House event in London, supported by two UK Government

departments. Biobright, a pollution control start-up, came first.

Meanwhile, the Dubai Tech Demo day in November saw five finalists make their pitches. Ensomatosys won the day with its real-time fuel quantity and quality monitoring system.

During Posidonia, The Captain's Table executives will host a Maritime Innovation Demo Day on Wednesday at Athens' Margi Hotel. It will enable shipowners, operators, charterers and investors to see some of the latest innovative technologies in the marine sphere and reveal how these new systems could benefit their businesses in future.

## Sailors' Society emergency appeal continues

■ As Posidonia opens its doors this week, the Sailors' Society emergency appeal for seafarers stranded in the perilous waters of the Arabian Gulf will have been running for two months. When the appeal was launched at the beginning of April, few would have thought that the vast majority of the 20,000 seafarers caught in waters to the west of the Strait of Hormuz would still be there nine weeks later.

Ships' crews are experiencing unimaginable hardship. Marooned in steel shells under the beating sun day after day, supplies of food, fresh water, fuel for auxiliary engines, and spare parts have run low on many ships. They are surviving by

strict rationing, desalinating water, fishing for food, and the emergency provisions delivered by small boats and marine charities.

There have been casualties too. Dalip, a 25-year-old seaman who had only been at sea for two years, died when a missile struck the side of his ship at the beginning of the conflict. He had been working in the engine room at the time and could not be found when the coastguard rescued the rest of the ship's crew.

Speaking at the launch of the appeal in April, Sara Baade, the charity's CEO, said: "We have all seen the horrifying pictures on the news of ships on fire. This critical maritime area has become a battleground with innocent and frightened crews paying the

price ... Over the past few weeks, our crisis team has been supporting distressed families like Dalip's and frightened crews who have found themselves caught up in this conflict."

The Sailors' Society offers a unique Circle of Care that looks after seafarers throughout their careers. As well as its Crisis Response Network and 24/7 helpline, the charity offers a proactive Ship Connect service that sees its trained team calling crews regularly.

The charity relies entirely on donations and its resources are stretched today as never before. Donations can be made online at the charity's website: <https://sailors-society.org>.

# Alfa Laval focuses on multi-fuel future and energy efficiency

■ “Whatever fuel you choose, we have you covered,” declares Alfa Laval’s Dimitris Poulos, managing director of Alfa Laval Greece. He was talking to Posidonia Today ahead of this year’s event which, he believes, will be one of the most strategically important editions of the show in recent times.

“So much has changed in so many aspects of shipping business in the last two years,” he says, “particularly in the field of maritime energy.”

The Alfa Laval team will be displaying a portfolio that reflects the full complexity of where the shipping industry stands today. And its multi-fuel future will be a key focus for the Sweden-based company.

Poulos points out that this is particularly relevant for Greek owners who are leading players in the LNG business. Subject to regulatory developments, synthetic LNG is likely to be a key decarbonisation option in the future.

“On the fuel transition, we have a range of developments spanning not only LNG but also LPG, biofuels, methanol and ammonia – including cryogenic heat transfer systems for LNG applications and fuel supply systems for ammonia-fuelled newbuilds,” he reveals.

“The message we have for customers is consistent: you shouldn’t have to bet on a single fuel. That’s why our portfolio is strategically structured to give ship operators flexibility as the regulatory and commercial landscape evolves.”

He outlines some of the technologies relating to energy efficiency that will be on show. These include the AQUA Blue Mini freshwater generator and the OceanGlide fluidic air lubrication system, both designed to improve fuel consumption and therefore CII and EEDI/EEXI performance.

The group’s weather intelligence and route optimisation subsidiary, StormGeo, will be demonstrating

Voyage Intelligence. “This platform,” he explains, “optimises voyages and provides weather intelligence, fleet performance monitoring, and compliance reporting all in one place.”

The company is also showing its latest ballast water system, PureBallast 3 Ultra, its Compliance Service Package for tailored preventive maintenance, and the Moatti filter system for cleaning oils such as fuel oil, luboil and hydraulic oil.

And Poulos is particularly enthusiastic about Oceanbird, a wind propulsion joint venture with Wallenius Lines which he describes as one of the most exciting long-term bets in sustainable shipping.



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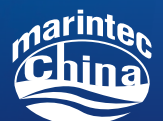
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# bound4blue strengthens presence in Greece

BY PAUL BARTLETT

*Spanish wind propulsion pioneer bound4blue (b4b) has stepped up its presence in Greece with the signing of a Joint Development Project (JDP) with Laskaridis Shipping and classification society, Bureau Veritas (BV).*



Photo: bound4blue

■ **The agreement, facilitated by Greek marine engineering and commercial specialist, Oeanking, demonstrates growing interest in wind propulsion generally and b4b's innovative eSAIL® technology in particular. It also marks a major step forward as b4b targets the potential of the Greek market.**

Recently signed in Athens, the JDP focuses on assessing the feasibility of installing eSAIL® suction sails on the 81,000 dwt kamsarmax bulk carrier *Polydefkis*, built in 2020. The collaboration brings together a technology developer, shipowner and class partner to evaluate both the technical integration and commercial viability of the system, with a strong focus on real-world operational performance.

Each partner will contribute specific expertise. B4b will analyse system performance and vessel integration. Laskaridis will provide operational

insight and vessel data. And the classification society will develop a methodology to evaluate performance of the sails independently.

Daniel Mann, chief commercial officer at the wind energy company, commented:

**“Greek owners have a well-earned reputation for combining operational excellence with a pragmatic approach to innovation. That makes this an ideal environment to demonstrate how wind propulsion can deliver huge environmental and commercial value. We're delighted to be working with partners of the standing of Laskaridis and Bureau Veritas on this important project.”**

Wind propulsion is gaining increasing traction as owners seek practical ways in which to meet tightening regulations such as CII, EEXI and FuelEU Maritime, while managing rising fuel and carbon costs. Technologies such as eSAILS® offer immediate reductions in fuel consumption and emissions, without requiring major changes to vessel operations.

The JDP with Laskaridis reflects a broader shift towards structured, data-driven validation of new technologies, helping reduce adoption risk and build confidence. Meanwhile, as Posidonia brings the global maritime community to Athens, projects like this highlight how Greek shipping continues to play a leading role in evaluating and adopting technologies that will shape the industry's decarbonised future.



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# Silverstream notches up more RoPax contracts

■ London-based Silverstream, a leading air lubrication specialist, begins this Posidonia with its first Greek flag installations for a repeat customer. Italy's Grimaldi Group, which now has Silverstream systems for 35 vessels either in service or on order for its own ships and those of its subsidiaries, has placed orders for two Greek vessels.

A pair of new RoPax vessels for Minoan Lines will be the first ships flying the Greek flag to have air lubrication system (ALS) installations. They two ferries are part of a nine-ship order for Grimaldi Group companies which includes three for Finnlines and four for Grimaldi Lines. The vessels are under construction at China Merchants Industry Weihai Shipyards.

The contract marks 15 cumulative in-service of ALS operation across the Grimaldi fleet with installations in operation on RoRo, RoPax, and vehicle carriers. Silverstream's largest order to date also provides clear evidence of the efficiency gains generated by the carpet of air bubbles released over the flat bottom of ships to reduce hull resistance.

The company's James Lea, VP Strategic Programme, tells Posidonia Today: "Ferry operators require energy efficiency solutions that deliver measurable, repeatable savings.



This is particularly true in the RoPax and RoRo segments, where vessels operate on tight schedules, short voyages and variable conditions.

**"One common misconception is that technologies struggle to perform under high sea states or on short routes," he explains.**

**"In reality, the constraint is verification. On short-sea routes, the difficulty is not switching a system 'on' or 'off', but generating a sufficient number of comparable 'on/off' cycles within limited operational windows to build statistical confidence."**

Across an installed base of over 150 vessels and more than a decade of in-service experience, Silverstream has shown that this barrier can be removed by integrating testing into normal ship operations. Performance can be measured reliably, without disrupting schedules, and with a level of confidence that supports both technical and commercial decision-making.

A further lesson from in-service deployment is the importance of operational flexibility and continuous optimisation. Performance is not fixed at a single design point. Through onboard testing and system tuning, savings can be aligned with how a vessel is actually operated, unlocking additional value over time, the company says.

# Orders for WinGD's ammonia engines ramp up

■ **Successful Factory Acceptance Testing of WinGD's ammonia-fuelled two-stroke engine paves the way for an X52DF-A-1.0 engine to be installed on the first of four 25,000 m<sup>3</sup> LPG/ammonia carriers for Tianjin Southwest Maritime. The vessels are being built at CSSC Huangpu Wenchong Shipbuilding.**

The engine, built by Yuchai Marine Power Co. Ltd, was tested in April in the presence of China Classification Society. Results on the 52-bore engine demonstrated stable engine performance and encouraging emission results.

The X-DF-A engine platform features high-pressure ammonia injection

supplemented by a low, targeted pilot fuel dose of around 5% at full load. It delivers load handling, dynamic response and fuel efficiency comparable to WinGD's diesel-fuelled X-Engines in both ammonia and diesel operating modes.

"Nox emissions during ammonia operation were significantly lower than those from conventional fuels, while N<sub>2</sub>O emissions remained minimal, contributing to an improved overall greenhouse gas profile," the company said in a statement.

WinGD's Peter Krähenbühl, Vice President Product Center, said: "The successful completion of Factory Acceptance Testing in China provides

further validation of our X-DF-A platform across key performance and safety parameters. The results demonstrate continued progress in the development and validation of ammonia-fuelled engine technology.

"Bringing ammonia propulsion into commercial service depends on close cooperation across the maritime value chain, particularly between engine designers and engine builders. Working closely with partners such as YCMP allows us to translate development progress into reliable manufacturing and testing outcomes, supporting the safe and efficient deployment of ammonia-fuelled propulsion technologies."



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# BV to unveil Remote Inspection facility in Athens

■ Bureau Veritas (BV) is to launch its new Remote Inspection Technique (RIT) centre in Athens during Posidonia. During a Digital Solutions Seminar, the classification society will demonstrate how digitalisation is improving risk management strategies, operational performance, and supporting asset values.

The new RIT centre in Athens expands the BV network to seven locations with 15 surveyors across the network. By the end of this year, the classification society aims to have 16 centres in operation with more than 40 surveyors in post.

RIT is a field-based system whereby surveyors can deploy drone and unmanned aerial vehicle technology to assess confined spaces including ballast tanks and cargo holds. This avoids the requirement for physical entry into potentially dangerous ship spaces.

BV stresses that the procedure is distinct from traditional remote surveys which focus on document reviews conducted remotely. These do



not involve the physical presence of expert surveyors, often an important guide to the management and overall condition of a vessel.

Owners benefit from auditable inspection records supported by AI-processed drone data. These can help to extend asset life, support resale value, and provide a record to lenders and insurers about a vessel's condition on a consistent basis.

Revealing details of the new setup, Alex Gregg-Smith, president of BV Marine and Offshore, said: "As shipping faces greater scrutiny from lenders, charterers, and regulators, our role is evolving from compliance referee to data-driven risk partner ... The expansion of our RIT network into Athens reflects both the maturity of the technology and the strategic importance of Greece to international shipping."

## Posidonia's official charity partner

■ Posidonia Exhibitions' choice of The Seafarers' Charity as its official charity partner this year could not have come at a more apposite moment. The 109-year-old London-based organisation, originally launched as the King George's Fund for Sailors, was set up to create 'a world where seafarers and their families are valued and free of need and disadvantage'.

Few in shipping would say that aim has ever been achieved universally – some seafarers have been periodically or consistently mistreated through the decades. However, it is particularly relevant today as geopolitics disrupts key trade lanes, traps and damages ships, and causes unimaginable mental hardship to a workforce that ensures the world's trade keeps flowing.

The Charity issued a statement ahead of the event in which it underlined its drive to underpin the recognition across the maritime sector that seafarer welfare is fundamental to the sustainability and resilience of global shipping.

Throughout the week, the charity will be actively engaged with partners and stakeholders. Temi Binitie, Business Development Director (right), will be meeting with industry leaders, strengthening relationships, and highlighting the charity's unstinting work in the support of seafarers and their families around the world.

The charity will be joined on the streets of Piraeus by WOMEN TOGETHER, a group that empowers women to elevate their careers and mindful wellbeing. They will be championing diversity in support of the growing number of women who choose a life at sea or support the global business in key posts ashore.



# LIST OF CONFERENCES AND SEMINARS

| June 1st   | Capital Link   | 10th Capital Link Maritime Leaders Summit – Greece  | Athenaeum Intercontinental Athens        | 8:30-16:15              | forum@capitalink.com                       |
|--|--|---|--|-------------------------|--|
| June 2nd   | TradeWinds   | TradeWinds Shipowners Forum 2026  | Conference Hall                          | 10:00-18:00             | info@tradewindsevents.com                  |
|  | Embassy of the Republic of Poland in Athens under the auspices of the Ministry of Foreign Affairs of the Republic of Poland within the framework of Poland's presidency of the Council of the Baltic Sea | Energy Security and Critical Infrastructure in the Baltic and Mediterranean Maritime Space - Mutual Risk, Mutual Resilience   | Seminar Room Central                     | 10:30-12:30             | events.athens@msz.gov.pl                   |
|  | Triad Ltd  | Redefining Maritime Safety: Triad Ltd & Fire Security Set a New Global Standard in Cable Fire Protection  | Seminar Room 1A                          | 10:45-12:30             | info@triad-ltd.com                         |
|  | Wärtsilä   | Wärtsilä Technical Seminar: Maximising Vessel Performance: Engine Lifecycle Support, Energy Efficiency and Electrification  | Seminar Room 1B                          |                         |  |
|  | Core Power   | Nuclear in Maritime: Powering Next Generation Shipping and Strengthening Energy Security  | Seminar Room 2A                          | 10:45-12:30             | events@corepower.com                       |
|  | Flanders Investment and Trade  | Expertise from Flanders, Belgium in Maritime Technology & Sustainable Innovation  | Seminar Room 2B – Sponsored by ADMIRALTY | 10:45-12:30             | athens@fitagency.com                       |
|  | SNAME  | The Greek Shipyard Renaissance: Rebuilding Capacity, Restoring Leadership   | Seminar Room 1B                          | 12:45-14:30             | events@sname.org; siliogrammenou@sname.org |
|  | Lloyd's Register and OneOcean  | Digital Transformation in Maritime Seminar by Lloyd's Register and OneOcean   | Seminar Room 2A                          | 12:45-14:30             | nagia.mentzi@lr.org                        |
|  | Lloyd's Register and OneOcean  | Digital Transformation in Maritime Seminar by Lloyd's Register and OneOcean   | Seminar Room 2A                          | 12:45-14:30             | nagia.mentzi@lr.org                        |
|  | International  | The power of sleek. Introducing Intersleek 2120   | Seminar Room 1A                          | 13:00-13:45             | sharm-ishta.subramanian@akzonobel.com      |
|  | International  | From compliance to competitive edge: Practical steps to minimize your carbon footprint  | Seminar Room 1A                          | 13:45-14:30             | sharm-ishta.subramanian@akzonobel.com      |
|  | Prevention at Sea  | Panel Discussion Topic1: The evolution of SMS and Vetting: Have we made ships safer - or just smarter on paper? Topic2: AI in Maritime Decision-Making: Tool or Authority? Presentation: MORSE-BCAV-VETTING | Seminar Room 1A                          | 14:45-16:30             | info@preventionatsea.com                   |
|  | SQLearn  | SQLearn x RightShip Exclusive Conference: RISQ 3.2 Uncovered (Updates & Practical Preparation)  | Seminar Room 1B                          | 14:45-16:30             | kgouveli@sqlearn.com                       |
|  | SAFETY4SEA   | Port State Control MasterClass  | Seminar Room 2A                          | 14:45-16:30             | team@safety4sea.com                        |
|  | UK Hydrographic Office   | Seminar: Introduction to S-100 - The next generation of navigation  | Seminar Room 2B – Sponsored by ADMIRALTY | 14:45-16:30             | events@ukho.gov.uk                         |
|  | UK Hydrographic Office   | Seminar: Introduction to S-100 - The next generation of navigation  | Seminar Room 2B – Sponsored by ADMIRALTY | 14:45-16:30             | events@ukho.gov.uk                         |
|  | Maritime London and the British Embassy in Athens in partnership with Lloyd's Register   | Greek-British Shipping Forum  | National Gallery-Museum                  | 15:00-20:00             | events@maritimelondon.com                  |
|  | Hellenic Ports Association (ELIME)   | Greek Ports, Breakwaters of Geopolitical challenges for Economic Development  | Eugenides Foundation                     | 16:00-18:30             | events@elime.gr                            |
|  | Fortune Technologies & Microsoft   | AI & Copilot in Maritime ERP  | Seminar Room 2A                          | 16:45-18:30             | info@frntech.com                           |
| Kyvernitis Travel Group  | Crew Insights Panel Discussions  | Seminar Room 2B – Sponsored by ADMIRALTY  | 17:00-18:30                              | posidonia@kyvernitis.gr |  |
| World Maritime University (WMU) of the International Maritime Organization (IMO) | Ocean Technologies and the Future of the Ocean   | Seminar Room 1A   | 16:45-19:00                              | asp@wmu.se              |  |

# LIST OF CONFERENCES AND SEMINARS

|   |   |   |  |   |   |
|---|---|---|--|---|---|
| June 2nd                                  | University of Piraeus – School of Maritime & Industrial Studies, National Technical University of Athens – School of Naval Architecture and Marine Engineering, Deloitte, HY-DRUS Engineering | <b>Project PERMISS or How can soft skills be measured?</b>  | Seminar Room 1B                          | <b>17:00-18:30</b>                                      | angelos@pantouvakis.eu; j.vlavianos@hy-drus-eng.com; a.papadakis@hydrus-eng.com |
|   | Naftika Chronika & Isalos.net, the Norwegian Maritime Authority and the Royal Norwegian Embassy in Athens   | <b>Quality Flag Forum: Securing the Global Fleet: A Norway-Greece Dialogue</b>  | Seminar Room 1A                          | <b>17:15-19:30</b>                                      | pk@gratia.gr  |
| June 3rd                                  | The Captain's Table   | <b>Posidonia Maritime Tech Demo Day</b>   | The Margi Hotel, Liteos 11, Vouliagmeni  | <b>10:00 - 14:00</b>                                    |   |
|   | Hellenic Marine Environment Protection Association (HELMPEPA)   | <b>Ocean Intelligence in MetaShipping: Biodiversity - People - Innovation - Investment</b>                            | Conference Hall                          | <b>10:30-14:30</b>                                      | helvepa@helvepa.gr  |
|   | Heraklion Port Authority S.A. (Οργανισμός Λιμένος Ηρακλείου Α.Ε.)   | <b>European Project Blue Ports - Blue Careers in Net Zero Energy Ports</b>  | Seminar Room 1A                          | <b>10:45-14:30</b>                                      | info@portheraklion.gr; stournaki@tuc.gr   |
|   | SAFeCRAFT EU  | <b>SAFs and Energy Efficiency Technologies towards Decarbonization: Challenges, Opportunities and Lessons Learned</b> | Seminar Room 1B                          | <b>10:45-12:30</b>                                      | ergas@wegemt.eu   |
|   | Maritime Research Institute Netherlands (MARIN)   | <b>Performance driven strategies for sustainable ship operations</b>  | Seminar Room 2A                          | <b>10:45-12:30</b>                                      | P.M.Hooijmans@marin.nl  |
|   | Marketing in Maritime   | <b>MiM-Masterclass: Learn from top Marketing experts from across the industry</b>                                     | Seminar Room 2B - Sponsored by ADMIRALTY | <b>10:45-12:30</b>                                      | kae-ley.brann@mimcrowd.com; info@mimcrowd.com                                   |
|   | BIMCO   | <b>Crewing the Future: Supply, Sustainability &amp; Seafarers' Rights</b>   | Seminar Room Central                     | <b>11:30-13:30</b>                                      | et@bimco.org  |
|   | SEASTARS & FLEETFor55 EU  | <b>Innovative Design Concepts for Maritime Decarbonisation: Early Results, Shared Challenges</b>                      | Seminar Room Central                     | <b>11:30-13:30</b>                                      |   |
|   | Green Jakobsen, Britannia P&I, OCIMF, and INTERTANKO  | <b>Performance Influencing Factors. What Really Drives Safety?</b>  | Posidonia Seminar Room 2A                | <b>12:45-14:30</b>                                      | m.green@green-jakobsen.com  |
|   | Maritec Naias   | <b>Marine Biofuels in Practice: Regulation, Risks, Claims &amp; Reality</b>   | Seminar Room 2B – Sponsored by ADMIRALTY | <b>12:45-14:30</b>                                      | info@naiaslabs.com  |
|   | Xinde Marine News   | <b>Xinde Marine Forum Athens 2026 — by invitation only</b>  | PPA S.A. Event Hall                      | <b>13:00-19:00</b>                                      | event@xindemarine.com   |
|   | RINA Hellas   | <b>Energy Transition and Electrification</b>  | Seminar Room 1A                          | <b>14:45-16:30</b>                                      | mina.champip@rina.org   |
|   | NEPA Economic Consulting  | <b>The Future of Shipping Finance: Outsourcing, Tax Efficiency &amp; Global Compliance</b>                            | Seminar Room 2A                          | <b>14:45-16:30</b>                                      | a.dromousis@nepa.gr   |
|   | DNV Maritime  | <b>Press Conference (by invitation only)</b>  | Seminar Room 1B                          | <b>14:45-16:30</b>                                      | georgina.vranaki@dnv.com  |
| EcoShipYard & Circles of Life EU Projects | <b>Green Shipbuilding</b>   | Seminar Room 1A   | <b>16:45-19:00</b>                       | bonazountas@epsilon.gr; drc@danaos.gr                   |   |
| WMG Sustainable Innovation                | <b>Delivering the EU Ports Strategy: Requirements, Investment Needs &amp; Funding Pathways</b>  | Seminar Room 1B   | <b>16:45-18:30</b>                       | a.lekka@wmg.com.gr                                      |   |
| ABB SA                                    | <b>Hybrid Electric Propulsion, Flexible &amp; Suited for the Future   Shore Power and Smart Ports</b>   | Seminar Room 2A   | <b>16:45-18:30</b>                       | stig.leira@no.abb.com; konstantinos.filippou@gr.abb.com |   |
| Auramarine Ltd.                           | <b>How to Ensure Safe Use of Marine Fuels and Engine Health</b>   | Seminar Room 2B – Sponsored by ADMIRALTY  | <b>16:45-18:30</b>                       | noora.jefimoff@auramarine.com                           |   |
| University of Piraeus, Maritime Studies   | <b>Shaping Future Leaders: Collaboration, Networking and Global View for Maritime Education</b>   | Conference Hall   | <b>17:00-19:00</b>                       | gvaggelas@unipi.gr                                      |   |
| June 4th                                  | MARTECMA  | <b>Onboard Carbon Capture Systems Forum: From Concept to Commercial Reality</b>                                       | Conference Hall                          | <b>10:00-17:00</b>                                      | info@martecma.com   |
|   | American-Hellenic Chamber of Commerce (AmChamGR)/ North American Marine Environment Protection Association (NAMEPA)/ U.S. Embassy Athens  | <b>5th Trading in U.S. Waters Seminar: U.S. &amp; Greek Approaches on Today's Maritime Challenges</b>                 | Seminar Room Central                     | <b>10:30-16:30</b>                                      | v.tseritzoglou@amcham.gr; CEO@namepa.net  |
|   | PPG Protective & Marine Coatings  | <b>Future proof your Vessel with Sustainable Coating Solutions</b>  | Seminar Room 1A                          | <b>10:45-12:30</b>                                      | shambrick@ppg.com   |

# LIST OF CONFERENCES AND SEMINARS

|          |  |   |  |                    |   |
|----------|--|---|--|--------------------|---|
| June 4th | LMA Legal London   | <b>London Maritime Arbitration Seminar</b>  | Seminar Room 1B                          | <b>10:45-12:30</b> | mroca@lmalegal.co.uk  |
|          | HHX.blue   | <b>Confidence Is Not Intelligence - Why Technically Sound Shipping Decisions Still Destroy Value</b>  | Seminar Room 2A                          | <b>10:45-12:30</b> | Orestis.Schinas@hhx.blue  |
|          | UK Department for Business and Trade, in partnership with the Society of   | <b>Smarter, Safer and More Efficient Ships: UK Technology Solutions for Future Ready Fleets</b>   | Seminar Room 2B – Sponsored by ADMIRALTY | <b>10:45-12:30</b> | pavilions@maritimeindustries.org                                  |
|          | Simtec SA  | <b>Engineering Simulation for the Marine Industry: Digital Transformation at the Pace of Technology</b>                                     | Seminar Room 1A                          | <b>12:45-14:30</b> | chrissa@simtec.gr; hpekkas@simtec.gr                              |
|          | A.S. Prote Maritime Ltd.   | <b>The Maritime Drone Continuum: Integrated Drone Operations for Smart Ports, SAR, Anti-Piracy and Subsea Autonomy</b>                      | Seminar Room 1B                          | <b>12:45-14:30</b> | mroca@lmalegal.co.uk; info@a-s-prote.com                          |
|          | PYLI NET   | <b>Beyond Technology - Human Responsibility at Sea</b>  | Seminar Room 2A                          | <b>12:45-14:30</b> | admin@pyli-net.com  |
|          | UK Hydrographic Office   | <b>Panel discussion: S-100 in focus - Sea trials insights</b>   | Seminar Room 2B – Sponsored by ADMIRALTY | <b>12:45-14:30</b> | events@ukho.gov.uk  |
|          | WIMA   | <b>Human Factor in Maritime Tech Transformation: 20 Years of Lessons &amp; What's Next</b>  | Seminar Room 1A                          | <b>14:45-16:30</b> | info@wima.gr  |
|          | Bureau Veritas   | <b>How Bureau Veritas Digital Solutions Reduce Risk, Lower Cost &amp; Increase Asset Value</b>  | Seminar Room 1B                          | <b>14:45-16:30</b> | anna.lazaridou@bureauveritas.com                                  |
|          | OneCare Group  | <b>Transforming Healthcare at Sea: Future Health Systems for the Maritime Industry</b>  | Seminar Room 2A                          | <b>14:45-16:30</b> | marketing@onecaregroup.global                                     |
|          | UK Hydrographic Office   | <b>Seminar: Introduction to S-100 - The next generation of navigation</b>   | Seminar Room 2B – Sponsored by ADMIRALTY | <b>14:45-16:30</b> | events@ukho.gov.uk  |
|          | Hellenic Institute of Marine Technology (H.I.M.T.)                         | <b>Blue Frontiers: A Roadshow of High-Impact Hellenic Marine Technology Research</b>  | Seminar Room 1A                          | <b>16:45-18:30</b> | info@elint.org.gr   |
|          | Capital.gr / Forbes Greece   | <b>Forbes List: Greece's Top Shipowners - Shipping in the Face of a New Reality</b>   | Seminar room 2A                          | <b>16:45-18:30</b> | pavlaki@atticamedia.gr  |
|          | Project Connect  | <b>Adopt a Ship™: How Early Education is Changing the Future of Shipping Raising the Maritime Workforce of 2036</b>                         | Seminar Room 2B - Sponsored by ADMIRALTY | <b>16:45-18:30</b> | events@project-connect.gr   |
|          | Eugenides Foundation   | <b>Skilling and Upskilling the NextGen Seafarers: Eugenides Foundation expands further into the International Education Ecosystem</b>       | Seminar Room Central                     | <b>17:00-19:00</b> | info@eef.edu.gr   |
| June 5th | Embassy of the Republic of Indonesia to Athens                             | <b>Global Outreach: Navigating Indonesia Maritime Industry</b>  | Seminar Room 1A                          | <b>10:45-12:30</b> | economic.athens@kemlu.go.id                                       |
|          | Sierra Leone Maritime Administration                                       | <b>Sierra Leone Annual Regoff Meeting</b>   | Seminar Room 1B                          | <b>10:45-12:30</b> | info@slmarad.com  |
|          | Pertamina Marine Solutions (PMSOL) in partnership with Meg Marine L.L.C-FZ | <b>Delivering Excellence from Crew Management to Vessel Assurance</b>   | Seminar Room 2A                          | <b>10:45-14:30</b> | info@megmarine-llc.com; mk.megan.intanti@mitrakerja.pertamina.com |
|          | Hydra Merchant Marine Academy Alumni Club                                  | <b>Hydra Merchant Marine Academy Alumni Club / 50 Years of Operation</b>  | Seminar room 2B – Sponsored by ADMIRALTY | <b>10:45-12:30</b> | lasnyydras@gmail.com  |
|          | YES Forum  | <b>YES to Shipping Forum 2026</b>   | Conference Hall                          | <b>10:45-17:00</b> | info@yes-forum.com  |
|          | Union of Greek Shipowners  | <b>UGS Press Conference</b>   | Seminar Room Central                     | <b>12:00-14:00</b> | posidoniapress@extrovert.gr                                       |
|          | Imperial College London  | <b>Maritime Innovation Outlook: Resilience and Future Readiness</b>   | Seminar Room 1B                          | <b>12:45-14:30</b> | e.katsou@imperial.ac.uk; i.giannakeas19@imperial.ac.uk            |
|          | ALPHA MARINE CONSULTING  | <b>MARINER™ - Emissions Reporting &amp; Monitoring Platform</b>   | Seminar Room 2B                          | <b>12:45-14:30</b> | g.markomichelakis@alphamrn.com                                    |
|          | Digivalue MIKE - Provision of IT & Compliance Services                     | <b>Knowledge at the Helm: Leveraging the iManage Knowledge Work Platform for AI-Driven Compliance and Document Intelligence in Shipping</b> | Seminar Room 2B – Sponsored by ADMIRALTY | <b>14:45-16:30</b> | michalis.vlahakis@digivalue.eu                                    |



## POSIDONIA 2026 SHUTTLE BUS PROGRAMME

### Route 1: Athens International Airport Metro Station - Metropolitan Expo

Departure meeting point at AIA: Arrivals level, opposite Exit 2 and Sofitel Hotel

#### Monday 1 June

Roundtrips throughout the day from 11:00 to 21:00

#### Tuesday 2 to Thursday 4 June

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

#### Friday 5 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 Hotel at the Airport

### Route 2: Syntagma Square - Metropolitan Expo

Departure meeting point at Syntagma: Amalias Ave & Souris Str

#### Tuesday 2 to Thursday 4 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 6 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

Sponsored by



### Route 3: Doukissis Plakentias Metro Station - Metropolitan Expo

Departure meeting point at Doukissis Plakentias Metro Station: Street level at Iraklitou Str

#### Monday 1 June

Roundtrips throughout the day from 11:00 to 21:00

#### Tuesday 2 to Thursday 4 June

Roundtrips throughout the day from 08:30 to 19:30

#### Friday 5 June

Roundtrips throughout the day from 08:30 to 17:30

Note: The shuttle bus runs every 30 minutes

### Route 4: Glyfada - Metropolitan Expo

Departure meeting point at Glyfada: Old Glyfada Town Hall

#### Tuesday 2 to Thursday 4 June

Departures: 9:00 and 10:00

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

#### Friday 5 June

Departures: 9:00 and 10:00

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

## EXHIBITION OPENING HOURS

|                  |                |
|------------------|----------------|
| Monday 1 June    | 18:30 to 21:00 |
| Tuesday 2 June   | 10:30 to 19:00 |
| Wednesday 3 June | 10:30 to 19:00 |
| Thursday 4 June  | 10:30 to 19:00 |
| Friday 5 June    | 10:30 to 17:00 |

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