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OFFICIAL DAILY NEWS

Posidonia 2026 Opens!



At the Posidonia 2026 opening ceremony from left to right: Mr. Arsenio Dominguez, Secretary-General of the International Maritime Organisation (IMO); Mrs. Melina Travlos, President of the Union of Greek Shipowners (UGS); Mr. Kyriakos Mitsotakis, Prime Minister of Greece; Mr. Apostolos Tzitzikostas, European Commissioner for Sustainable Transport and Tourism and Mr. Theodore Vokos, Managing Director of Posidonia Exhibitions S.A.

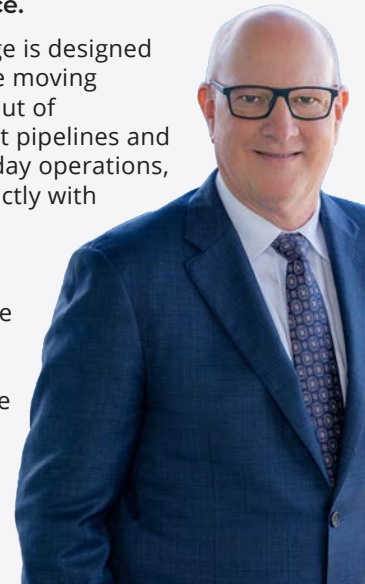
Turning innovation into real-world advantage: why the ABS SeaTech Innovation Exchange matters now

BY JOHN MCDONALD,
ABS CHAIRMAN AND CEO

■ ABS has launched the SeaTech Innovation Exchange featuring a new center here in Athens connected to a new innovation hub in Houston, Texas. The Exchange is a direct response to one of the most urgent challenges in shipping today. Turning rapid technological progress into safe, reliable and scalable operational performance.

The Exchange is designed to accelerate moving innovation out of development pipelines and into day-to-day operations, working directly with shipowners, technology developers and maritime institutions to advance safe, scalable

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on page 3*



Hormuz crisis shifts maritime debate from net-zero to survival

BY NICK SAVVIDES

Greek maritime minister Vasilis Kikilias opened the Capital Link conference with a dire warning that the Middle East's Iran war presents a danger to societies across the globe.

■ Conflict in the Middle East is transforming the maritime debate, with the focus firmly on the Strait of Hormuz, rather than decarbonisation and the Net Zero Framework (NZF).

Minister Kikilias opened the Capital Link conference urging the maritime industry's movers and shakers to find solutions through straight talking

aimed at preserving the resilience, openness and security of shipping not merely as a maritime priority, but as a "strategic imperative".

"We were discussing, of course, for many years, trying to create a new framework [NZF]" said Kikilias, "And then, a geopolitical problem broke out in the Strait of Hormuz, and it

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adoption across the global maritime ecosystem.

This matters now because shipping has entered a period where complexity is building faster than it can be absorbed. Costs are rising across fuel, compliance and crewing, while voyages grow more complex and cyber exposure increases.

At the same time, decision cycles are shortening. Owners are being asked to invest in technologies that will shape performance for decades, often without full visibility on how those systems will integrate, perform over time, or interact with crews and existing infrastructure.

This combination is creating a widening gap between what is technically possible and what is operationally viable at sea.

Closing that gap is now central to competitiveness.

Innovation is already delivering measurable returns. A one percent fuel saving on a large vessel can equate to hundreds of thousands of dollars annually, with digital tools now achieving reductions of 10 percent or more in real operations.

But the industry has only captured a fraction of the value. Emerging technologies such as artificial intelligence, robotics and advanced simulation can reshape routing, maintenance and decision making. They also introduce new complexity, from system integration to human interaction and regulatory alignment.

Cybersecurity, digital assurance and safety systems are also critical layers that must underpin every digital and operational advancement, supporting trust, resilience and performance across increasingly connected fleets.

This is where the ABS SeaTech Innovation Exchange truly differentiates itself by not just advancing technology, but anticipating, shaping and securing it before it fully arrives.

The Exchange is not a traditional research center. It is a new model for innovation. First, it redefines how we engage with innovation, bridging startups and breakthrough technologies into a dynamic, interconnected ecosystem that accelerates what is next on the



(From left) US diplomat Joshua Huck; ABS chief commercial officer Vassilios Kroustallis; and John Xylas of the Union of Greek Shipowners at the Athens launch. Photo: ABS

horizon. Second, it is a living exchange, one that moves beyond theory into action. It connects research to real-world application, innovation to operations, and technology to the next generation of maritime professionals who will carry this industry forward.

Third, it forges powerful, enduring partnerships, bringing together U.S. maritime institutions, the Greek maritime community and the global maritime industry to expand training, deepen collaboration and strengthen connections across global fleets.

A center in Houston focuses on advanced research and digital engineering, working with universities, startups and public sector partners on technologies such as AI, robotics and new approaches to certification. Athens serves as the operational counterpart, where these innovations are translated into applied training and real-world use.

ABS is also extending its view earlier into the innovation cycle through investment in a maritime and logistics venture fund, TMV Logistics, focused on advancing innovation across maritime, shipbuilding, ports, intermodal logistics and next-generation energy systems.

Alongside technology, skills are becoming a decisive factor for

shipowners and operators. Crews are managing more integrated systems with tighter coupling between digital and physical assets. Training must be continuous and grounded in real operating conditions. Simulation and modeling allow experience to be built before risk is introduced, strengthening performance and confidence.

Confidence is no longer limited to the integrity of the asset. It extends to the performance of the wider system. How vessels are designed, powered, operated and supported. How risk is understood across that system. And how trust is established in increasingly automated environments.

The ABS SeaTech Innovation Exchange sits at the center of this transition. It brings together technology, people and assurance in a more integrated model.

Shipping is becoming more connected and more data driven. The priority now is the ability to apply innovation at speed, at scale and with confidence. That is the gap the Exchange is designed to close.



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changed the picture, because this is not now about a transition from one fuel to another potentially, no, this is about survival now of society.”

Understanding that the maritime sector is vast in scope and in the opinions held by those that work in the sector, the minister urged the industry to sit down and find solutions to the very difficult questions, including decarbonisation that the industry faces.

Speaking directly to the IMO secretary general, Arsenio Dominguez, who was sitting in the audience, the conservative, New Democracy, minister said he has been honest with the IMO that the industry must avoid destroying itself, a world without shipping is unthinkable.

Therefore, he concluded, entering directly into the heart of the IMO and maritime’s debate, “LNG is the fuel of the present and we will see what the fuel of the future will be.”

Picking up on George Procopiou’s view of two years ago at the same event the minister went further claiming that the increase in the price of fuel will raise the cost of shipping and commerce and give rise to inflation, raising the cost of living for average families in what is a “circular economy”.

Directly after the minister spoke the Tanker Panel took to the stage,



composed of financiers and tanker owners, private companies and listed entities. The range of opinions was telling.

Tanker owners were generally upbeat about the current situation, with little hint of the crisis scenario projected by the minister. Although there were some concerns about the fall in demand in Asia, there has also been an upswing in tonne miles as US production has moved to fill some of the shortfall.

In the short-term there was a feeling that demand will surge when the

Straits of Hormuz reopens, driven by the desire to restore reserves and the expectation that many countries will increase their strategic reserve, further boosting demand.

Yannis Procopiou, CEO at Centrofin Management, said that the industry and its crews were being used as “pawns in a geopolitical game”. Beyond the politics, Procopiou said that the company expects the tanker market to soften in 2028 and 2029 as newbuildings are delivered.

Pnkaj Khanna, CEO at Heidmar Maritime Holdings, believes that the major threat to the tanker industry from the conflict is “demand destruction”. He pointed to Indonesia as an example where the major form of transport are motorbikes, which he said the government are looking to switch to EV’s, which would lead to the loss of 300,000 b/d.

Svein Moxnes Harfjeld pointed to the more than 1,000 tankers in the dark fleet, where crew are paid in bitcoin, there are no cleaning facilities on board, and the ships are ageing. “They are major environmental problem that needs to rise up the IMO agenda,” he said to audience applause.

Nevertheless, Procopiou noted that with the tanker orderbook at a 17-year high, the market will be “flooded with ships”.





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IMO Sec-Gen asks Greek shipping community to share its experience

Posidonia Today's Gary Howard sat down with IMO secretary general Arsenio Dominguez ahead of the show's opening ceremony to discuss how shipping's global regulator is addressing current industry challenges.

PT: Secretary general, welcome to Posidonia. We're here in the heart of Greece, one of the largest ship owning nations on the planet. What message do you have for its maritime community on the role they can play in shaping global regulation at IMO?



AD: Greece is a big ship owning nation. Nearly a fifth of the global tonnage is operated and owned by Greek ship owners, and of course, it's their experience in implementing the IMO rules and the processes that we have in place to enhance the safety, security, sustainability, and environmental protection of shipping that I would like them to share with us.

The other message that I have for this very important community is what are they doing in order to enhance the sustainability of shipping? How are they investing? What are the new technologies that they expect that are going to help us make shipping more efficient? And this is not just on the area of the environment, but on safety and security. In particular, how are they going to invest more into the people in shipping — the seafarers — in order to have better lives for the seafarers on board the ships, better training and education, better facilities, and of course be able to attract new talent.

PT: The IMO Net Zero Framework had its adoption delayed last year, MEPC 84 perhaps saw it getting back on track. How can ship owners and operators prepare while the politics are still playing out at MEPC?

AD: I'll continue to ask to all those that can be the early movers and demonstrate that this decarbonisation

transition is actually taking place already to do so, and to share that experience with us. There are concerns that were raised in last October's meeting, and those are the ones that we're addressing right now. That comes from the new technologies, and how we're going to address them within the framework, fuels that are already being utilised and that are transition in this process like bio fuels and LNG, and at the same time better clarity of how we're going to support not only the sector but the member states in these transitions.

At the same time we need those ship owners to take the first step and start using those fuels that are already available. They may not be scalable right now, and we are already moving forward with the safety aspects of these alternative fuels, but the reality is that we also need that productivity, and that's something that I'm looking forward to hear more about at Posidonia.

PT: The situation in the Strait of Hormuz has shown how a geopolitical crisis can quickly become a seafarer safety crisis. What more do you think IMO and other stakeholders can do to protect crews and uphold freedom of navigation?

AD: When it comes to the Middle East, my biggest concern is the 20,000 innocent seafarers that remain

trapped there. It's not their fault, they're not part of these geopolitical conflicts, but we've seen in recent years in particular how geopolitics continue to have a negative effect on shipping. People are now noticing shipping even more, which is, in a way, good, because we are here to provide

for the benefits of everyone around the world, so shipping should not be weaponised in this respect, at the same time it allows us to actually provide more and listen more to the seafarers.

In my recent conversations with some of the seafarers that have been trapped there, or that have actually been able to leave, they express their views that they feel a little bit unheard and abandoned in the fact that we're not investing in them. They are not only expecting bigger salaries, that's not the number one thing that they want from us; they want assistance with training, they want better accommodation, better connectivity on board the ships, better treatment when it comes to mental health, fatigue, etc.

There are several areas that we are working on in the regulatory process of IMO to address it, with a revision of the STCW Convention, working as well on the social aspects within the International Labour Convention, as IMO does have a particular remit when it comes to the Maritime Labour Convention. We're interested, and we need to start reducing the number of cases of abandonment and criminalisation. The more that we actually look after our people, the better that the system is going to work for all of us.



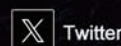
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Greece, US, and South Korea forge a new naval and industrial ecosystem in Elefsina

BY EVANGELOS TSOURIS

■ The creation of a new shipbuilding, industrial, and defence ecosystem centred on Elefsina, through strategic co-operation between Greece, the United States, and South Korea, has been marked by the Project Trident agreement.

This landmark partnership was officially presented during the signing ceremony of a memorandum of co-operation between ONEX and Hanwha Ocean at the US Ambassador's residence in Athens. At the heart of the plan is an ambitious investment programme totalling €1.35bn, which provides for the upgrading and expansion of the country's shipbuilding capabilities, the development of new port and logistics infrastructure, and the creation of modern industrial facilities capable of supporting international naval and defence programmes.

The implementation of Project Trident is structured in three distinct phases. The first phase, worth €150m, focuses on strengthening ship maintenance and repair capabilities through new facilities and large-scale dry docks. The second phase, budgeted at €200m, includes upgrading port infrastructure and creating modern logistics and supply chain facilities. The third and largest phase, worth €1bn, calls for the installation of advanced industrial equipment, automated production lines, and specialised infrastructure capable of supporting even complex submarine construction and maintenance programmes. Upon completion, the project is expected to create up to 10,000 direct and indirect highly skilled jobs over the next five to seven years, while its annual contribution to the Greek economy is estimated to reach 0.8% of the national GDP. Furthermore, the plan mandates a robust participation of the Greek defence and shipbuilding industries, targeting up to 70% domestic value added in the programmes to be developed, ultimately transforming Elefsina into a regional centre for shipbuilding and defence support for the Eastern Mediterranean, Southeast Europe, and the Black Sea.



The US Ambassador to Greece, Kimberly Guilfoyle, stressed that this initiative goes beyond a typical business partnership, representing a shared commitment by the three nations to regional security and prosperity. She noted that this trilateral co-operation combines American and Korean technologies with Greek industrial know-how, establishing Greece as a regional industrial hub for naval defence, supporting the Hellenic Navy, the US 6th Fleet, NATO forces, and allied nations in the Mediterranean and Black Sea regions.

Deputy foreign minister Harry Theoharis described the agreement as historic for Greece and for international defence co-operation. He emphasised that uniting American defence technology, Korean shipbuilding expertise, and the capabilities of Greek industry will foster the development of a robust centre for shipbuilding and defence support in the Eastern Mediterranean. He added that Elefsina can play a decisive role in supporting complex naval programmes, creating significant new opportunities for employment and the transfer of know-how to the Greek economy.

ONEX chairman and CEO Panos Xenokostas hailed the partnership as a critical turning point for Greece's shipbuilding industry. He noted that the co-operation with Hanwha and the support of the United States creates the conditions for Greece to evolve into a central, vertically

integrated shipbuilding and industrial hub for the Mediterranean and Southeast Europe. He reiterated the target for 70% domestic added value, ensuring the high participation of the Greek defence industry, while estimating that the investment will create 10,000 direct and indirect jobs over the next five to seven years.

The Ambassador of the Republic of Korea to Greece, Juseong Lim, stated that the agreement is an important step towards further strengthening cooperation between South Korea, Greece, and the United States in the fields of shipbuilding, defence, and technology. He pointed out that Greece's strategic position in the Eastern Mediterranean enables it to play a significant role in hosting a modern defence ecosystem around the Elefsina shipyards, opening up new prospects for investment, technology transfer, and industrial co-operation among the three countries. Sean Seongwoo Park, senior vice president of Hanwha's Naval Ship International Business Division, underlined that Hanwha's extensive experience in the shipbuilding and defence sectors will contribute directly to the modernisation of the Greek industry and the development of new capabilities to support naval programmes. He also noted that the initiative strengthens the ties between Korea, Greece, and the United States, creating conditions for new investments and deeper industrial co-operation across the broader Eastern Mediterranean region.



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“Rebuilding of oil stocks may support post-war tanker demand growth,” says BIMCO

BIMCO, which also has two important discussion panels at Posidonia, has coincided this important shipping week with the release of its BIMCO Tanker Shipping Market Overview & Outlook.

■ “The Strait of Hormuz has been effectively closed for three months, trapping hundreds of ships and thousands of seafarers in the Persian Gulf while significantly reducing global seaborne tanker volumes,” says Niels Rasmussen, Chief Shipping Analyst at BIMCO.

As it is unknown when ships can safely return to the strait, we present two outlook scenarios. One, “SoH open”, assumes that the strait is fully reopened before the end of the second quarter while the other, “SoH closed” assumes that the strait remains effectively closed throughout 2026 and 2027

Since the beginning of the Iran war, dirty and clean tanker cargo volumes have fallen 13% year-on-year. Despite cargo volumes grew before the war, year-to-date cargo volumes have therefore fallen 5% year-on-year, equating to declines of 340 million barrels in the dirty tanker market and 147 million barrels in the clean tanker market.

To counter the missing oil supply, oil stocks have been released at record pace. JP Morgan estimates that 800 million barrels can still be released without touching what is needed to keep minimum pipeline and storage tank levels.

“If the Strait of Hormuz remains effectively closed, oil stocks could reach critical levels by the end of September and may no longer be able to provide a secondary source of oil supply,” says Rasmussen.

On the other hand, rebuilding of global oil stocks could offer additional tanker demand growth once ships



can again safely transit the Strait of Hormuz. The International Energy Agency has estimated that as much as 1 million barrels per day for three years may be needed to rebuild stocks.

Saudi Arabia’s and the United Arab Emirates’ ability to divert oil exports to ports in the Red Sea and Gulf of Oman has been invaluable in avoiding a further drop in global oil supply and dirty tanker demand. That has allowed Saudi Arabia to maintain nearly 60% of its pre-war exports despite 90% of exports are normally exported from ports in the Persian Gulf. The United Arab Emirates have similarly been able to maintain more than 70% of its pre-war export volumes.

Following an initial spike in freight rates at the beginning of the war, spot freight rates in most key trade lanes are back at levels similar to those recorded before the war. Freight rates for Persian Gulf exports remain elevated but are mostly theoretical due to the few ships transiting the Strait of Hormuz.

“If the Strait of Hormuz reopens before the end of the second quarter, we expect that cargo volumes will grow gradually during the third quarter, normalise in the fourth and, supported by stock rebuilding, return to growth in 2027. Due to high fleet growth, the product tanker supply/demand balance could, however, still weaken in 2027. If the strait remains closed, we expect cargo volumes to decline as oil stocks are depleted,” says Rasmussen.



Fleet growth fuels expansion of Greece's Tonne Millionaire club

BY EVANGELOS TSOURIS

The 39th annual survey by Naftiliaki Greek Shipping Review of Greece's fleets over 1m dwt – the 'Tonne Millionaires' – revealed a record-breaking 97 Greek and Greece-based shipping companies possess fleets over 1m dwt tonnes. The number of companies increased by almost a quarter from the 78 listed last year.

■ This year's list underlines the ongoing development of fleets in the Greek cluster, as newbuildings are delivered and Greeks remain key players in the sale and purchase ring, renewing their fleets and becoming more energy efficient.

According to Naftiliaki's records and information gleaned from the market, at mid-April, the 97 companies from the Greek maritime cluster owning fleets of over 1m dwt were trading a total of 3,726 ocean-going ships, or 366.5m dwt, increasing by 402 ships and 11m dwt from 2025. This year saw 24 new entries to the Tonne Millionaires, with two returning to the club from the 2023 list and an additional two returning from the 2024 list. Four companies are missing from last year's list, and one company, Samos Steamship, was reshaped into two different owners, Carlova Maritime and JHI Steamship.

When it comes to sea transportation in most of the trade sectors, Greek shipowners are among the leading

players, and where they are not, like the boxship sector, they are closing in on those above them as they adapt to the changing demands of the political and commercial markets. The larger owners are especially well placed to take advantage of opportunities that may appear over the horizon.

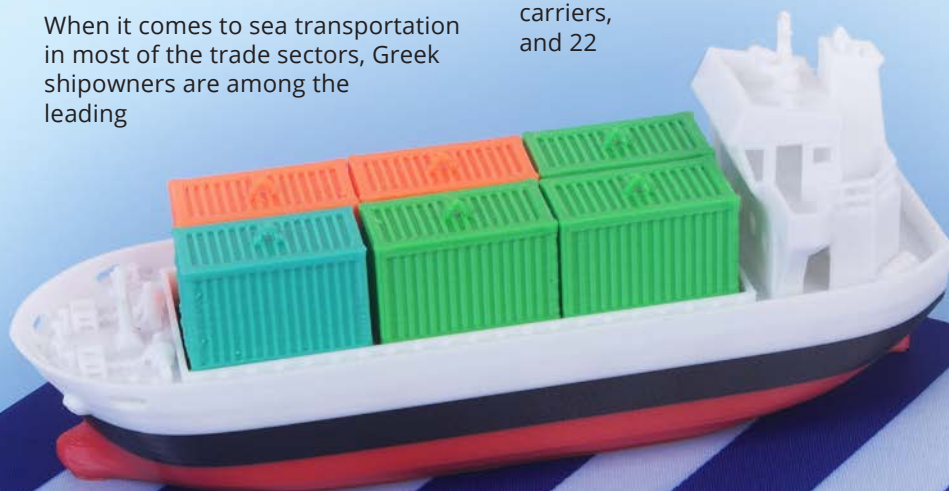
Diversity remains a feature of the list; however, the number of dedicated fleets rose by eight to 27. Six of the additions are in the dry bulk sector and three in tankers, bringing their representation in the dedicated list to 18 and nine, respectively.

Overall, the Tonne Millionaires operate 1,699 bulkers, and 1,164 tankers; the 464 containerships are spread across 21 companies in the list. There are also 173 LNG carriers, 130 LPG carriers, and 22

reefers, of which 20 are operated by Laskaridis Shipping.

First place on the list is once again occupied by the Maria Angelicoussis-controlled Maran Group despite its 141-ship fleet of some 25,382,908 dwt being down in both ships and dwt terms.

The 24 newcomers to the 2026 list are: Helikon Shipping Enterprises at number 43; Newport SA at 46; the Athens-relocated Ciner Ship Management at number 48; Carlova Maritime at number 52; Seamar Management SA — operator of the biggest ice-class fleet worldwide within the North Sea Route (NSR) — at number 54; Iblea Shipmanagement at number 60; Angelakos (Hellas) SA, which returned from the 2024 list at number 65; Hellespont Steamship at number 67; Altomare / Smart Tankers, also returning from the 2024 list, at number 68; JHI Steamship at number 70; Star Marine / Lion Bulk Carriers at number 72; Velos Tankers/ Dry at number 73; the Greece-based Erasmus Corp at number 76; Performance Shipping at number 80; Kyla Shipping at number 81; Navitas Compania Maritima at number 82; Delos Navigation / Akrotiri Tankers at number 83; Pleiades Shipping Agents and Prime Tanker Management, both returning from 2023 list, at 84 and 85, respectively; Sea Pioneer Shipping at number 86; Meadway Bulkers at number 93; Stamco, the largest Greek operator of Vehicle Carriers at number 94; Naftomar Shipping at



number 96, and Carras (Hellas) SA taking the final spot at 97.

Gone from the list are three companies as Eurotankers, Drylog, and Minoa Marine Limited all fell short of the 1m dwt threshold.

Also out of the list are the N.J. Goulandris Group companies Andriaki Shipping and Hydroussa Navigation, which should be counted as separate entities. However, cumulatively, they operate 18 vessels of 1,768,005 dwt.

The carrying capacity of Angelicoussis / Maran Group continues to lead the 'Tonne Millionaires' by a margin of a little less than 7m dwt from the George Economou-led TMS / Cardiff, while the Petros Pappas-controlled Star Bulk / Oceanbulk / Product Shipping regains the third position, pushing Angeliki Frangou-led Navios to fourth place. The George Procopiou-controlled Dynacom / Dynagas / Sea Traders complete the top five.

In position number six is Anna Angelicoussi's Group (Alpha Gas / Alpha Tankers / Pantheon Tankers). The Nikolas Martinos-led Thenamaris took seventh, while one position down is the Nikolaos Tsakos-led Tsakos Group. Anglo-Eastern Ship Management, buyer of Euronav Ship Management (Hellas), took ninth position, while Andreas Martinos-led Minerva rounds out the top 10.

Among the 18 companies dedicated to dry bulk, the Polys Hajioannou-led Safe Bulkers / Safety Management is the largest with 54 vessels, while the Veniamis / Gabriel's Golden Union takes second with 47 bulkers. Despite its fleet shrinking by three vessels since the last edition, the biggest overall owner of bulkers is Star Bulk group with some 153 bulkers in its 162-strong, 14.985m dwt fleet.

The nine all-tanker fleets are once again led by Anglo-Eastern Ship Management (Hellas) ahead of Kyklades Maritime and Onassis-founded Olympic.

Peter Livanos-headed Gaslog runs 35 LNG carriers of 3.1m dwt and NYSE-

listed Dorian LPG has 25 LPG carriers and a tanker in its 26-ship fleet.

The most diversified owners in the club are: Thenamaris, which has tankers, bulkers, containerships, LNG, and LPG carriers; the Latsis family-led Latsco Marine Management, which operates tankers, bulkers, boxships, LNG, and LPG carriers; Capital, which has tankers, bulkers, containerships, LNG, LPG, platform supply vessels, and two Liquefied Carbon Dioxide (LCO2) carriers.

While the Tonne Millionaires list provides a snapshot of the Greek-owned fleet and its composition, Greek shipowners are heavily investing in new vessels. As many companies launch and continue their newbuilding programmes to expand their market share, renew their fleets, and boost energy efficiency, there are bound to be many changes in 2027's review of the Tonne Millionaires.

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Dry bulk optimism builds on coal demand and fleet constraints

BY EVANGELOS TSOURIS

The remarkable resilience of the dry bulk sector, alongside the complex challenges looming on the horizon, took center stage at Capital Link's 10th Maritime Leaders Summit in Athens on 1 June. Leading Greek and Cypriot dry bulk shipowners gathered to share their market insights, outline investment and commercial strategies, and express a collective optimism for the industry's future.



■ **Despite prolonged geopolitical turmoil, the dry bulk sector continues to display robust signs of resilience.**

Stamatis Tsantanis, chairman and CEO of Seanergy Maritime Holdings Corp. and United Maritime Corporation, highlighted how shifting geopolitical realities have led to a resurgence in coal demand. “We see the emergence of coal because people cannot rely on oil and gas due to supply disruptions,” Tsantanis said. “The Far East is currently re-stocking massive amounts of coal.” Echoing this sentiment, Semiramis Paliou, CEO of Diana Shipping Inc., added, “Countries are sourcing coal to meet their increased energy needs. As a result, coal is staging a comeback—it is certainly not dead yet.”

The panelists also provided critical insights into the current state of the global dry bulk fleet and the orderbook. John Dragnis, CEO of Goldenport Group, pointed out that the orderbook remains modest compared to other shipping segments,

particularly for capsizes, despite China's massive shipbuilding capacity. Tsantanis underscored a looming “tonnage deficit,” driven by an ageing global fleet and the inability of shipyards to deliver new vessels within a two-to-three-year window.

From an investment perspective, Costas Delaportas, CEO of DryDel, emphasised that timing is everything.

“Due to evolving regulations, investing in newbuildings is the wiser choice,” he said. Delaportas noted that effective supply tonnage, which accounts for both the existing fleet and operational constraints like port congestion, will be a critical metric moving forward. Looking ahead, “2026 is the time of dry bulk,” he said.

Navigating this highly uncertain environment has made commercial decision-making increasingly complex. Polys Hajioannou, CEO of Safe Bulkiers Inc., highlighted

the value of flexibility over a rigid strategy. “It is better to keep your company in the spot market for the next six to seven months,” Hajioannou advised.

“We should all stick to the spot market and fix charters in the final quarter of the year.” Driven by concerns over volatile fuel prices, the Cypriot owner added, “I want to be more careful and keep the fleet on the spot market until fuel prices calm down.”

While Dragnis agreed with Hajioannou's spot-market approach, strategies varied across the panel. Paliou noted a different preference for Diana Shipping: “We prefer period [charters]; we want to charter with first-class charterers.” Meanwhile, Delaportas focused on geographic positioning, stating, “For me, tonne-miles are more important than cargo volumes. We aim to maintain a 50-50 split between the Atlantic and Pacific.”

Finally, the shipowners turned their attention to the role of Artificial Intelligence (AI) in modern shipping. Paliou described AI as “the elephant in the room,” noting its immense potential to transform shipping operations. While Tsantanis and Delaportas highlighted AI's positive impacts on the technical and operational sides of the business, respectively, Hajioannou struck a more cautious tone, arguing that while AI is incredibly useful for reducing paperwork and administrative burdens, it should not be integrated into critical executive decision-making processes.

Posidonia 2026: the heart of shipping beats in Athens

BY EVANGELOS TSOURIS

The impact of this year's Posidonia maritime exhibition, June 1–5, will be the greatest ever witnessed in Greece, confirming that the heart of shipping beats in the country where it was established and rose to prominence.



■ **Posidonia 2026 opened its gates on 1 June, expecting to welcome more than 40,000 maritime industry professionals from around the world to Athens.**

Against a backdrop of geopolitical challenges in the Middle East, global shipping has moved firmly into the mainstream spotlight, underlining the strategic importance of maritime transport to global trade, energy security, and economic stability. With hundreds of ships stranded for months in the Straits of Hormuz and energy supply chains placed under immense pressure, the resilience of the shipping industry is once again being tested on a global scale.

“Greek shipping is not about a select few. It concerns society itself, development, jobs, and the everyday

lives of citizens. Posidonia is the leading international meeting point where the critical decisions shaping the future of global shipping, energy, and the economy are discussed, with a direct impact on local communities and people's lives,” said the Greek minister of Shipping, Vassilis Kikilias at Posidonia's press conference.

“In a time of international challenges and multiple disruptions, Greek shipping stands as a pillar of stability, resilience and global connectivity. It unites the world and leads with vision, determination and institutional responsibility. The strategic value of shipping is also reflected in Posidonia 2026, a prestigious global maritime event that fosters meaningful dialogue and cooperation in shaping the future of the industry. With pride, we welcome the international maritime

community to Greece, home of the world's leading shipping nation,” said the president of the Union of Greek Shipowners, Melina Travlos.

“The 29th Posidonia biannual exhibition and events are occurring at a time when geopolitical conflicts and rivalries are at their highest since the historically momentous collapse of the Soviet Union 35 years ago, and when attacks on merchant shipping are, regrettably, the highest since the age of sail. Against this worrying (and rather disheartening) background we are happy and proud to host a maritime week that, once again, brings together so many national delegations from all over the world to cooperate in the pursuit of peaceful trade, goodwill and coexistence,” said the president of the Posidonia Coordinating Committee, John C. Lyras.



and networking events having started weeks ahead of the official opening.

“The economic impact of this year’s Posidonia on the Greek economy will be greater than ever before. We expect the total economic turnover generated by Posidonia 2026 to significantly exceed €100m,” Vokos said.

Yiannis Moralis, mayor of Piraeus, said: “Piraeus warmly welcomes the global maritime community to Posidonia 2026, an institution inseparably linked to the city’s history and identity. As a timeless center of Greek shipping and one of Europe’s most important ports, Piraeus continues to serve as a reference point for international maritime activity, while also showcasing its modern and outward-looking character. As part of this year’s event, the city is also hosting the highly popular Posidonia Running Event and Posidonia Cup, further strengthening the connection between Posidonia and Piraeus.”

This year’s exhibition will feature a record 24 national pavilions — including the official participations of Germany and Italy, both returning after a long absence — spread across the Athens Metropolitan Expo’s 45,000 m2 area. In total 2,227 exhibitors from 83 countries and territories will participate, representing every sector of the international shipping industry, an almost 9% increase in the number of exhibiting companies.

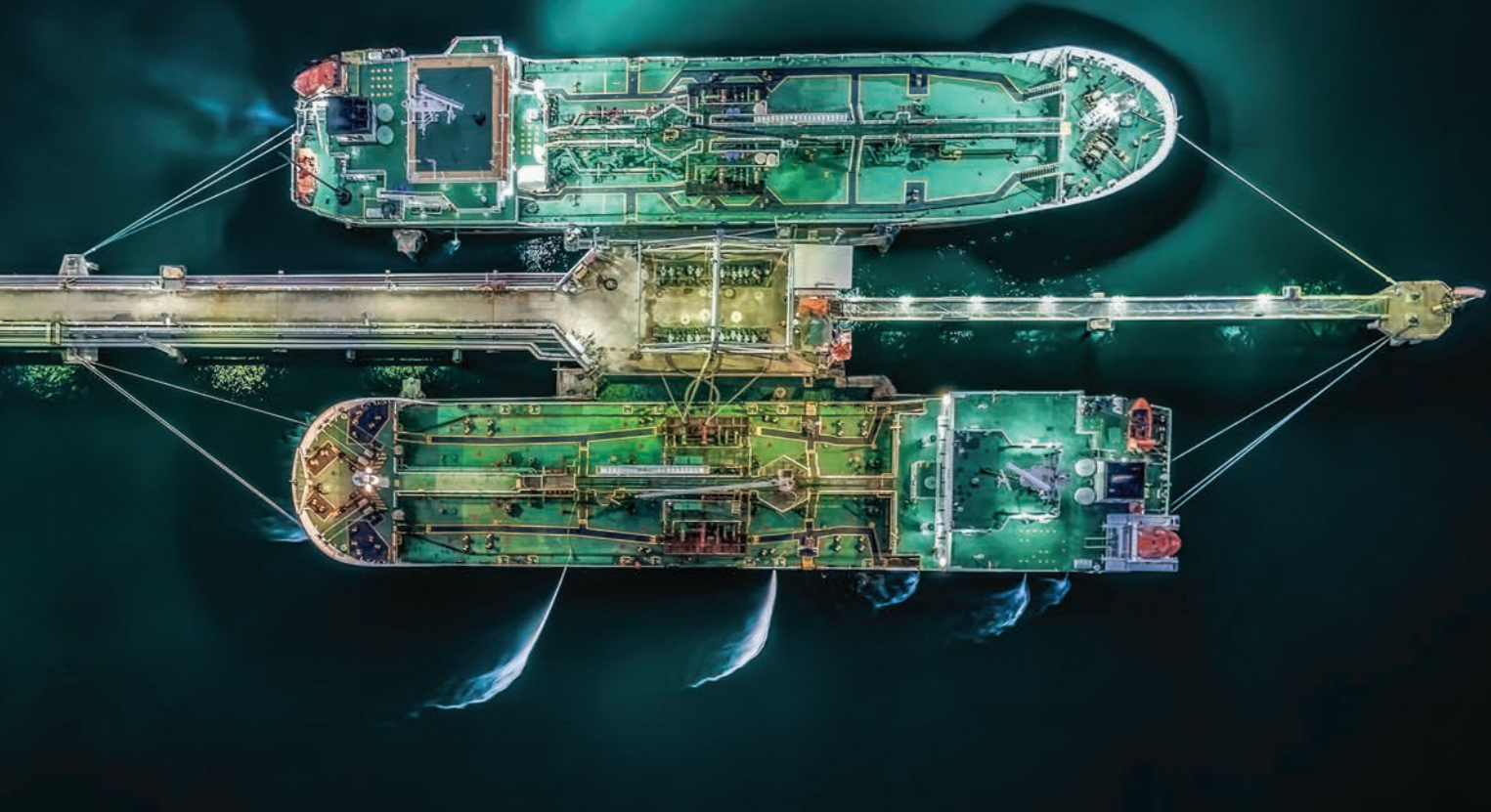
crisis also highlighted the resilience of our shipping industry. Not only did it withstand the challenges, but it also demonstrated its importance to the global economy by continuing to operate and serve the world despite adverse conditions.”

Vokos also highlighted the broader economic significance of this year’s event, noting that Posidonia 2026 has effectively already begun, with conferences, meetings, receptions,

The growing technological transformation of shipping will also be strongly reflected at Posidonia 2026, with more than 30 exhibitors showcasing Artificial Intelligence applications and capabilities designed specifically for maritime operations. At the same time, the industry’s accelerating transition toward sustainability and regulatory compliance is driving strong demand for environmental technologies, with 100 exhibitors presenting solutions aimed at supporting the sector’s journey toward zero emissions.

Theodore Vokos, managing director of Posidonia S.A., said: “It is important to emphasize that, despite our initial concerns, the crisis in the Gulf did not affect us, and all exhibitors and visitors from the Gulf region have confirmed their attendance. But this





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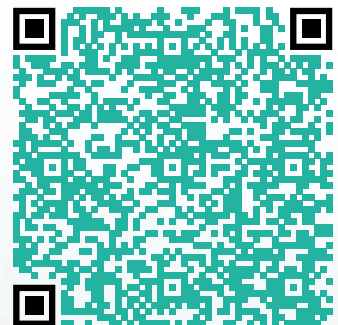
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Expert insights into the future of alternative fuels

Rerouting Middle East trade amid regional conflict

BY GARY HOWARD

Folk Maritime CEO Poul Hestbaek speaks to Seatrade Maritime News about the Saudi feeder and shortsea shipping operator's strategy and the reshaping of regional trade as conflict rages in the Middle East.



■ Since its launch in early 2024, Folk Maritime has not had the easiest market conditions in which to execute its initial growth plans as a feeder and regional container line based in the Middle East.

Launching soon after the container majors rerouted their ships around the Cape of Good Hope to avoid the Red Sea and the Houthi threat off Yemen, the company was two years old when war in the Middle East brought the closure of the Strait of Hormuz and further fundamental disruption to supply chains.

Speaking on the Seatrade Maritime Podcast, Folk Maritime CEO Poul Hestbaek told correspondent Gary Howard that the company was fortunate enough that its ships were not in the Gulf when hostilities broke out, and its operations have since adapted to keep the cargo flowing.

"Before the 28th of February, we

had access to two services from India into the Gulf all the way up to Iraq and Saudi. Those services were terminated when the state of Hormuz was closed, but, our two vessels that we operate in that trade corridor were outside. We started employing them from India, from Oman into the Red Sea to cater for predominantly local cargo from India that used to go via the Gulf into Damam and further into the hinterland of Saudi."

That cargo now moves through Jeddah into Saudi Arabia and into Bahrain, Qatar, and Kuwait, which have become landlocked by the closure of the Strait of Hormuz.

The challenges caused by disruption to Middle East supply chains have evolved over the weeks since the conflict began, said Hestbaek.

"The most difficult part was that there was no lack of visibility. We did not know what would be the reality tomorrow. There was a lot of global cargo that got stranded on vessels initially, where the shipping lines took a wait and see approach."

When the lines all realised that the conflict would not be over quickly, ships rushed to discharge their cargo at any port along the Indian Ocean rim, leaving the cargo until the consignee decided to move it, either



Seatrade Maritime News Podcast

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The International Shipping Exhibition

waiting for the Guld to reopen, or committing to the more expensive and slower route via Jeddah. Those volumes of local and transshipment cargo have now stabilised.

“Secondly, what happened was that the cost for bunkers just went through the roof. In bunkering, we usually bunker in Jeddah, and at times the prices were triple what was normal before the Strait of Hormuz closed down. So, on the cost side, it has been dramatic,” said Hestbaek.

Now, supply chains are seeing a similar situation to the aftermath of the closure of the Bab al-Mandeb Strait — congestion. “We have waiting time for berthing in several of the ports in the Red Sea area, and that, of course, is adding more cost and bringing less efficiency into the calculation,” said Hestbaek.

The situation in the Middle East has affected the Folk Maritime’s fleet strategy and slowed its network growth.

“We had the ambitions to build up our fleet of our own container vessels slightly faster than what we’re seeing right now. Perhaps partly because of the different crises around the world, it has been a very tight supply and demand when it comes to both chartering and also acquisition of second-hand tonnage,” said Hestbaek.

The tight market has pushed up the price and also limited the visibility on the viability of vessels in the market, making acquisition decisions more difficult, but the company is maintaining stable growth despite the challenges.

“This year we hope to grow plus 30-35% so we are very strong still, but we have not been able to expand our network as we would have liked. That is probably going to be pushed into 2027, but we have had a chance to optimise and become leaner and fitter, and we have been able to stay very agile in the situation that we’re in the middle of right now,” said Hestbaek.

One threat to tight supply and demand in the container sector is any potential re-opening of the Red Sea, which would free up ship capacity as vessels return to the shorter Asia-Europe route via Suez. Hestbaek believes any such change will be felt differently by mainline container lines and regional carriers.

“There’s always an impact, but it will be different... I see that there is a focus towards near-shoring, and particularly there is a focus to friend-shoring. You want to make sure that you source your goods from a friend that is not going to stab you in next year or a week from now,” said Hestbaek.

Regional customers also need a different level of service, Hestbaek believes, and as larger lines move to greater

automation and self-service, they will have more difficulty serving regional customers left behind by technological advances.

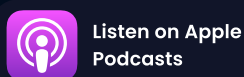
“They will, of course, eventually come on that journey, but it’s going to take time. My belief is that the combination of this, more near-shoring, friend-shoring will actually cement our position and growth in the regional trades.

“When it comes to the Middle East, I believe that we will play an increasing role. We will continue to be both a feed operator and a regional container line, but I would predict that our regional container line share will quickly become the main part of our business,” said Hestbaek.

To hear the full episode, including Folk Maritime’s plan for newbuild vessels and the strategy of its owner, Saudi Arabia’s Public Investment Fund, follow the QR code.



Scan the QR To listen to the full episode:





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Shipping embraces new era of collaboration

BY PAUL BARTLETT

■ As Posidonia opens its doors against a backdrop of unprecedented disruption in global shipping, the industry's tenacity will be demonstrated throughout this week. Conflicts, sanctions, piracy and maritime terrorism weigh heavily on the minds of many in shipping today. But despite this bleak backdrop, the resilience of global shipping still shines through.

The fate of the IMO's Net-Zero Framework remains in the balance, with superpowers and petrostates amongst those preparing for a showdown with advocates for a global goal at the IMO in October. But whatever the outcome, international shipping has developed a sustainability momentum all of its own that is now unstoppable.

It extends across the network of the global business – from designers to builders, from equipment suppliers to digital service providers, and from owners to charterers.

The fact that conventional marine fuels are unlikely ever to return to their pre-war prices is a new boost to the industry's sustainability drive. Modifications to main engines, batteries, changes to ships' bows, propellers, and rudders to improve flow, slick hull coatings, smart digital systems to raise voyage efficiency and enhance ship safety, weather routing and wind sails will all be on the agenda.

Perversely, the significantly higher bunker prices of the future will be a catalyst. The new marine fuels that are being developed are all much more expensive than traditional ones. But the impact of regulations will help to balance out some of the disparities, though whether at international or regional level remains uncertain.

There will be no stopping shipping's diligent search for environmental innovation. And shipping's customers have a vital role to play. They have sustainability priorities of their own laid out in environmental, social,



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governance (ESG) and corporate social responsibility (CSR) strategies.

The sustainability of their transport networks is a key concern as environmental regulations in many regions tighten, their own customers look for green supply chains, and their investors assess their environmental credentials.

Shipping's financiers are in the frame too. Their lending criteria have shifted markedly to include environmental considerations and assessments of sustainability strategies among entities seeking finance. And, as shipping companies make greater use of the capital markets, environmental credentials climb close to the top of the due diligence list.

“Out of adversity comes opportunity.” As Benjamin Franklin said. And this is clearly evident across all sectors of the shipping sphere.

Take, as one example, Rio de Janeiro-based Vale SA, the world's largest iron

ore miner and the largest charterer of very large ore carriers. The company now has eight of these equipped with wind sails. Under its EcoShipping programme, it plans a minimum of twenty ships with wind power systems in its chartered fleet.

The company also recently announced the 25-year charter of two new 325,000 dwt ore carriers with China's Shandong Shipping. Scheduled for delivery in 2029, these are the world's first ocean-going vessels powered primarily by ethanol. They will have ethanol-capable engines from WinGD and five rotor sails to reduce greenhouse gas emissions by up to 90%.

The transaction demonstrates a long-term commitment that is valuable to all parties – owner, builder, engine supplier, wind sail manufacturer and, crucially, charterer. Deals like this are still unusual in shipping, which has often been an adversarial business. But cross-sector collaboration makes each party stronger and this week's Posidonia will see a range of new alliances brought to fruition.



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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

Shipping weighs AI acceleration against maritime pragmatism

Shipping is neither rushing into AI nor standing still, according to a survey carried out ahead of Posidonia amongst its audience.

■ **“Artificial Intelligence is clearly transitioning from theoretical discussion to operational application,”** said Posidonia Exhibitions managing director, Theodore Vokos. **“Over 40 Posidonia 2026 exhibitors have lent their insights regarding AI adoption by their businesses, and what we are witnessing is not blind adoption, but structured experimentation. The maritime industry is assessing AI through the lens of safety, compliance and return on investment.”**

Industry responses, gathered in the run-up to the exhibition, reveal three distinct approaches: active adopters embedding AI into products and services; companies selectively integrating AI for internal optimisation; and others maintaining a cautious, observational stance.

Classification societies and technology leaders appear among the most proactive. Bureau Veritas sees AI increasingly embedded in routing optimisation, fuel consumption prediction, and risk-based inspection frameworks. Through digital tools that combine drone imagery, scanning and intelligent data processing, AI enhances survey precision while preserving human oversight.

Some companies are going all-in on AI, such as Nereus Digital Bunkers, an AI-native company. According to Nikolas Gkikas, founder and CEO: “AI is not a feature we are adding — it is a structural component of our platform. Our AI procurement advisor is already in active development and is being piloted with select clients. It uses large language model technology, combined with domain-specific maritime and commodity market data, to provide contextual, actionable insights directly inside the procurement workflow

In the technical services segment, Dynamic Group of Companies is leveraging decades of maintenance data to transition from

reactive repairs to predictive asset management. By applying analytics to hull and ballast tank records, the company aligns maintenance cycles with both financial efficiency and environmental performance targets.

Similarly, Fortune Technologies has embedded AI-powered modules within its enterprise software platforms, automating processes and generating operational insights for ship operators. Electropneumatic S.A. is integrating AI within its R&D activities, while Endress+Hauser anticipates accelerated deployment in predictive diagnostics and fleet performance monitoring.

Yet beyond early adopters, a more measured tone prevails.

MAS S.A., active in advanced automation systems, expects AI adoption to expand primarily within decision-support tools and optimisation layers, while core control systems remain bound by deterministic safety and classification requirements. Navigator Shipping Consultants echoes this pragmatic outlook. While AI already supports emissions monitoring and data analytics, critical operational decisions — particularly under emergency conditions — remain firmly human-led.

The regulatory dimension also shapes industry posture. Normec Verifavia, active in emissions verification and auditing, highlights the necessity for traceable and auditable AI frameworks within a highly regulated sector. Environmental compliance is widely viewed as a catalyst. Decarbonisation pressures,

CII performance monitoring and EU ETS requirements are accelerating demand for digital tools capable of managing complex datasets and improving efficiency metrics.

In logistics and support services, firms including Royal Blue Logistics and Adamar International Maritime Services report using AI-based tools to improve inventory planning and operational forecasting, while emphasising that implementation remains selective.

Perhaps the most consistent conclusion across industry responses is that AI will augment rather than replace the human element.

From shipyards to surveyors, executives stress that maritime operations involve dynamic, real-time decision-making in unpredictable environments. Automation may increase efficiency and reduce risk, but accountability, safety and operational trust remain human responsibilities.

Economic considerations further temper adoption rates. Return on investment, data ecosystem collaboration and cyber security resilience are repeatedly cited as prerequisites for broader AI integration.

As Posidonia 2026 enters its second day, AI solutions are expected to become a major point of interest both on the exhibition floor and in the event's conference discussions. However, rather than signalling a sudden technological upheaval, the industry appears to be navigating a gradual transformation, consistent with its longstanding culture of measured innovation.



Cydome & Rakuten Maritime Sign Partnership

■ A strategic partnership signed between Cydome and Rakuten Maritime aims to provide shipping companies with a secure digital backbone to better protect their assets from cyberattacks.

The collaboration integrates Cydome's class-certified cybersecurity technology into the Rakuten Maritime digital infrastructure platform, enabling multi-layered protection across the entire vessel lifecycle.

"The co-operation comes at a time of escalating maritime threat levels and increased ship connectivity, which is expanding the attack surface," said Cydome CEO Nir Ayalon, adding that generative AI is transforming how hackers expose system vulnerabilities.

"Attackers are now using AI to identify and exploit vulnerabilities at machine

speed, turning new flaws into active threats within hours. This leaves defenders with practically zero time to patch systems. Securing vessels one system at a time with basic firewalls and endpoint antivirus is no longer enough to stop these modern threats."

Ayalon said that shipping companies need a unified solution, one that is already built for maritime environments, rather than making adaptations and managing fragmented cyber tools.

The Cydome approach secures the vessel from cyber hackers with the best-in-class protection for IT as well as maritime-specific operational technology (OT) that uses unique maritime protocols like NMEA and MODBUS and other proprietary protocols. This is crucial for the ship's critical functionality and business continuity.

"As vessels become more connected and more regulations are imposed, safeguarding OT is the main concern

for maritime companies," added Ayalon. "Additionally, context-aware AI analyses information from multiple layers of protection simultaneously, identifying the context of events and their impact on the entire ship. This moves beyond standard monitoring of individual assets for disconnected anomalies."

"By partnering with Rakuten Maritime, we are ensuring that sophisticated, AI-driven protection is accessible to every vessel, regardless of its age, existing architecture, or the technical expertise of the crew onboard," said Ayalon.

"By automatically learning the behaviour of any third-party device used on the vessel or offshore site, we can provide asset owners with an advanced future-proofed security solution for existing and new software and digital platforms."

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Cobham Satcom showcases new SAILOR 7200 terminal

■ Cobham Satcom is showcasing its new SAILOR 7200 terminal for Iridium, expanding customer choice in next-generation Global Maritime Distress & Safety System (GMDSS) services and strengthening the company's position as the only GMDSS equipment manufacturer supporting both recognised satellite safety service ecosystems.



For the first time, shipowners and operators have choice in how next-generation GMDSS services are implemented across their fleets. Together with the continued availability of the well-known SAILOR mini-C for Inmarsat services, the introduction of SAILOR 7200 for Iridium Certus services enables Cobham Satcom to meet any needs and provide independent guidance based on vessel operations and trading patterns, without commercial lock-in to a single network.

Built on decades of GMDSS and maritime safety innovation, SAILOR 7200 is a next-generation GMDSS solution for Iridium's LEO constellation, offering truly global coverage, even in

polar regions. The terminal combines GMDSS, Ship Security Alert System (SSAS) and Long-Range Identification and Tracking (LRIT) functionality within a single integrated platform designed to simplify installation and GMDSS compliance.

The compact omni-directional antenna features built-in intelligence with no pointing required, while the proven SAILOR user interface ensures intuitive and familiar operation, helping reduce crew training requirements and simplify installation further. With its small footprint, low power consumption and integrated architecture, SAILOR 7200 is designed to reduce complexity and lower total cost of ownership across a wide range of vessel types.

For more details, visit the team at stand 3.411/2.

GT Wings introduces performance assessment tool

■ GT Wings has introduced a holistic ship performance assessment tool to support early-stage evaluation of its AirWing™ wind-assisted propulsion system. The tool, developed by independent wind assist experts Blue Wasp Marine and based on its proprietary Pelican Suite™ web-based platform, will enable GT Wings to develop and submit reliable and structured indications of potential fuel, emissions, and regulatory savings.

RINA's review and verification confirm that the modelling methodology and performance assessment framework of the Pelican Suite™ tool are aligned with recognised industry standards and guidelines.

This Approval in Principle provides confidence that the approach is suitable for early-stage evaluation of wind-assisted propulsion solutions, offering shipowners a reliable basis for preliminary technical and commercial assessments.

Strengthening early-stage performance assessment GT Wings has developed AirWing™, a Jet Sail wind propulsion system using controlled suction and blowing to achieve high aerodynamic performance with a minimal deck footprint. As wind-assisted propulsion adoption accelerates, shipowners are increasingly seeking reliable early-stage insights to inform both technical and commercial decisions.

GT Wings' Jet Sail system has already been installed onboard Carisbrooke Shipping's MV Vectis Progress, with additional orders from Grieg Maritime Group, and the company has completed more than 80 early-stage performance assessments to date.

For more details, visit the team who can be found on the Franman stand – 4.109 in Hall 4.





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Marlink and Metis partner to expand access to ship data intelligence

■ The agreement establishes Marlink as a strategic integration partner for Metis' vessel performance and operational data solutions, combining Marlink's global maritime digital infrastructure, cyber secure network environment and customer support capabilities with Metis' expertise in end-to-end data acquisition and AI-powered analytics.



Metis will provide the onboard data acquisition, equipment integration services and the analytics platform, while Marlink will bring the solution to market as part of its Possibility solutions portfolio, supported by its maritime customer engagement, cyber-secure network environment and global service organisation.

The partnership will expand Marlink's ability to deliver holistic operational

intelligence solutions for maritime customers, enabling fleets to capture, analyse and operationalise high-frequency vessel data more effectively across fuel consumption, emissions performance, voyage optimisation, machinery performance, compliance reporting and operational efficiency.

The agreement also creates a roadmap for deeper technical integration, with future development focused on bringing Metis' IoT and AI-powered analytics capabilities into closer alignment with Marlink's XChange NextGen edge platform.

By enabling more intelligence at the vessel edge, the partnership will help customers accelerate the shift towards smarter, more connected and data-driven fleet operations.

The agreement reflects the evolution of maritime digital operations, where connectivity, data intelligence, cyber security and edge computing increasingly operate as a unified environment. Through its Possibility Portfolio, Marlink brings these capabilities together to help customers build more scalable, intelligent and resilient operations.

Women Together runs with The Seafarers Charity

■ A team of women in maritime took to the streets of Piraeus running in the 6th Posidonia Running Event, raising awareness and funds for seafarer welfare with The Seafarers Charity.

Among those taking part were Temi Binitie, Business Development Director of the Charity, alongside Zoe Upson, founder of Women Together, Karen Martin of Ship Money, Izzy Bishop of Vortexa and Dr Joanna-Eugenia Bakouni from Maersk Training.

The event provided an opportunity to highlight the work of The Seafarers' Charity, which supports seafarers through funding a range of welfare programmes and services aimed at strengthening the resilience and sustainability of the maritime sector essentially to promote wellbeing, diversity and practical assistance for seafarers and their families.



Reflecting on the event, Zoe, praised the atmosphere and strong sense of community. "It was a great day to kick off Posidonia events. Great community spirit in celebration of all things maritime."

Funds raised through the event will help support the charity's ongoing work with seafarers and their families around the world.

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NASDAQ SALUTES POSIDONIA 2026 AND GREEK SHIPPING



One of the world's leading financial institutions, NASDAQ, once again recognised the international reach and importance of Posidonia and the Greek shipping industry by displaying the message: "NASDAQ Salutes Posidonia 2026 & Wishes All Participants Great Success!" in Times Square. The message was featured on the iconic NASDAQ Tower, one of the most recognisable digital displays in the world and a landmark of the global business community.spo

IBIA RECEPTION MAKES WAVES



Spotted at the function, from left to right: Mustafa Aslan, IBIA Hon Treasurer, Chairman, Asmira Group; Jeroen de Vos, IBIA Vice Chair, Head of Global Operations, Peninsula; IMO Secretary-General Arsenio Dominguez; Her Excellency, Dr Lindiwe Msengana-Ndlela, Ambassador of South Africa to the Hellenic Republic; Adrian Tolson, IBIA Chair, Owner, 2050 Marine Energy, and Alexander Prokopakis, IBIA Executive Director.



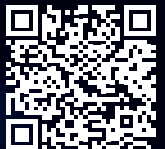
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LIST OF CONFERENCES AND SEMINARS

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@sqllearn.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@ftrntech.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
University of Piraeus – School of Maritime & Industrial Studies, National Technical University of Athens – School of Naval Architecture and Marine Engineering, Deloitte, HY-DRUS Engineering	Project PERMISS or How can soft skills be measured?	Seminar Room 1B	17:00-18:30	angelos@pantouvakis.eu; j.vlavianos@hy-drus-eng.com; a.papadakis@hydrus-eng.com

LIST OF CONFERENCES AND SEMINARS

June 2nd	Naftika Chronika & Isalos.net, the Norwegian Maritime Authority and the Royal Norwegian Embassy in Athens	Quality Flag Forum: Securing the Global Fleet: A Norway-Greece Dialogue	Seminar Room 1A	17:15-19:30	pk@gratia.gr
	The Captain's Table	Posidonia Maritime Tech Demo Day	The Margi Hotel, Liteos 11, Vouliagmeni	10:00 - 14:00	
	Hellenic Marine Environment Protection Association (HELMEPA)	Ocean Intelligence in MetaShipping: Biodiversity - People - Innovation - Investment	Conference Hall	10:30-14:30	helmepa@helmepa.gr
	Heraklion Port Authority S.A. (Οργανισμός Λιμένος Ηρακλείου Α.Ε.)	European Project Blue Ports - Blue Careers in Net Zero Energy Ports	Seminar Room 1A	10:45-14:30	info@portheraklion.gr; stournaki@tuc.gr
	SAFeCRAFT EU	SAFs and Energy Efficiency Technologies towards Decarbonization: Challenges, Opportunities and Lessons Learned	Seminar Room 1B	10:45-12:30	ergas@wegemt.eu
	Maritime Research Institute Netherlands (MARIN)	Performance driven strategies for sustainable ship operations	Seminar Room 2A	10:45-12:30	P.M.Hooijmans@marin.nl
	Marketing in Maritime	MiM-Masterclass: Learn from top Marketing experts from across the industry	Seminar Room 2B - Sponsored by ADMIRALTY	10:45-12:30	kae-ley.brann@mimcrowd.com; info@mimcrowd.com
June 3rd	BIMCO	Crewing the Future: Supply, Sustainability & Seafarers' Rights	Seminar Room Central	11:30-13:30	et@bimco.org
	SEASTARS & FLEETFor55 EU	Innovative Design Concepts for Maritime Decarbonisation: Early Results, Shared Challenges	Seminar Room Central	11:30-13:30	
	Green Jakobsen, Britannia P&I, OCIMF, and INTERTANKO	Performance Influencing Factors. What Really Drives Safety?	Posidonia Seminar Room 2A	12:45-14:30	m.green@green-jakobsen.com
	Maritec Naias	Marine Biofuels in Practice: Regulation, Risks, Claims & Reality	Seminar Room 2B – Sponsored by ADMIRALTY	12:45-14:30	info@naiaslabs.com
	Xinde Marine News	Xinde Marine Forum Athens 2026 — by invitation only	PPA S.A. Event Hall	13:00-19:00	event@xindemarine.com
	RINA Hellas	Energy Transition and Electrification	Seminar Room 1A	14:45-16:30	mina.champip@rina.org
	NEPA Economic Consulting	The Future of Shipping Finance: Outsourcing, Tax Efficiency & Global Compliance	Seminar Room 2A	14:45-16:30	a.dromousis@nepa.gr
	DNV Maritime	Press Conference (by invitation only)	Seminar Room 1B	14:45-16:30	georgina.vranaki@dnv.com
	EcoShipYard & Circles of Life EU Projects	Green Shipbuilding	Seminar Room 1A	16:45-19:00	bonazountas@epsilon.gr; drc@danaos.gr
	WMG Sustainable Innovation	Delivering the EU Ports Strategy: Requirements, Investment Needs & Funding Pathways	Seminar Room 1B	16:45-18:30	a.lekka@wmg.com.gr
	ABB SA	Hybrid Electric Propulsion, Flexible & Suited for the Future Shore Power and Smart Ports	Seminar Room 2A	16:45-18:30	stig.leira@no.abb.com; konstantinos.filippou@gr.abb.com
	Auramarine Ltd.	How to Ensure Safe Use of Marine Fuels and Engine Health	Seminar Room 2B – Sponsored by ADMIRALTY	16:45-18:30	noora.jefimoff@auramarine.com
	University of Piraeus, Maritime Studies	Shaping Future Leaders: Collaboration, Networking and Global View for Maritime Education	Conference Hall	17:00-19:00	gvaggelas@unipi.gr
	June 4th	MARTECMA	Onboard Carbon Capture Systems Forum: From Concept to Commercial Reality	Conference Hall	10:00-17:00
American-Hellenic Chamber of Commerce (AmChamGR)/ North American Marine Environment Protection Association (NAMEPA)/ U.S. Embassy Athens		5th Trading in U.S. Waters Seminar: U.S. & Greek Approaches on Today's Maritime Challenges	Seminar Room Central	10:30-16:30	v.tseritzoglou@amcham.gr; CEO@namepa.net
PPG Protective & Marine Coatings		Future proof your Vessel with Sustainable Coating Solutions	Seminar Room 1A	10:45-12:30	shambrick@ppg.com
LMA Legal London		London Maritime Arbitration Seminar	Seminar Room 1B	10:45-12:30	mroca@lmalegal.co.uk
HHX.blue		Confidence Is Not Intelligence - Why Technically Sound Shipping Decisions Still Destroy Value	Seminar Room 2A	10:45-12:30	Orestis.Schinas@hhx.blue

LIST OF CONFERENCES AND SEMINARS

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



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