



Posidonia today

OFFICIAL DAILY NEWS

Resilience and flexibility key to surviving disruption

BY GARY HOWARD



As the problem solvers of world trade, the shipping industry has kept cargo flowing through a series of structural and geopolitical challenges, the Tradewinds Shipowners Forum heard.

■ Good relationships, diversification, flexibility, efficiency, and a strong balance sheet were among the strategic priorities shipping leaders championed to a packed audience at the Tradewinds Shipowners Forum on 2 June.

In a conversation that covered a broad range of challenges facing the sector, and the solutions deployed, moderator Julian Bray, editor-in-chief at TradeWinds, suggested that shipping might need a rebrand after an evolution in recent years. Instead of 'we'll move your cargo as efficiently as possible,' the new tagline might be 'we'll fix your problems... for a premium'.

Charis Plakantonaki, chief strategy officer at Star Bulk Carriers, listed some of the market-shaping developments shipowners have endured: "Nowadays, geopolitics do not simply create operational disruptions, geopolitics are redefining entire markets across segments. Looking at the past years, we've had the US-China trade war, and we had COVID, the war in Ukraine, the Houthis in the Red Sea, and now we have the war in Persian Gulf."

In the dry bulk markets, geopolitical effects included China adjusting its soybean sourcing from the US to

■ *Continues on page 7*

Greek tycoon takes aim at IMO

BY NICK SAVVIDES

■ Billionaire shipowner George Procopiou continued his now legendary attacks on the IMO and its Net Zero Framework (NZF) at Posidonia by launching a broadside against the secretary-general in his absence.

Speaking at the Capital Link conference, which kicked-off this year's Posidonia, Procopiou was asked by moderator George Paleokrassas, a partner at Watson Farley & Williams, why owners keep building new ships, alluding to the likely over-capacity that is expected in the near future.

The response was only slightly tongue in cheek, "to replace the old ones," quipped the shipowner. However, he continued that these new ships are 35% more efficient than the ones they are replacing.

"So, the less fuel you burn, the less emissions you have," added Procopiou, "It is the first time that we are aligned with the very fanatic environmentalists because if we have a vessel that burns 40% less, we create 40% less pollution, but

■ *Continues on page 5*



**Building Trust.
Driving Innovation.
Empowering Greek Shipping.**

Visit ABS at **Booth 3.101**



Your fleet keeps trading.
That is the only metric that matters to us.

Solution-oriented. Built for owners who cannot afford to wait.



The BVI Red Ensign

Carries full international acceptance with port state control, classification societies, and financial institutions worldwide. What VISMA adds is something larger registries rarely can: a direct line to people with the authority to act. When a compliance challenge threatens your schedule, we find a solution, fast.

- **Competitive fees.**
- Personal service.

Meet us at Stand 2.161. Speak directly with **Chief Marine Surveyor & International Deputy Registrar of Shipping & Seamen**

Digital class and the next step in survey

BY MICHAEL KEI, VICE PRESIDENT, TECHNOLOGY (AMERICAS),
ABS GLOBAL TECHNOLOGY

■ Digital class is sometimes framed as a dramatic break from traditional classification, but the reality is more gradual. Shipping has been moving in this direction for years, and it is more useful to see the shift as a growing level of digital integration across vessel operations, class and regulatory processes.

That progression is already visible in survey activity. Remote Inspection Techniques (RITs), along with the wider use of digital records, onboard systems and data streams, are changing how and when information is exchanged with class. The result is a move toward more continuous, data-enabled compliance that is better aligned with client operations, less intrusive for crews and yards, and ultimately more effective in identifying and reducing safety and compliance risks.

BETTER DATA

Real-time and near real-time ship data will not eliminate physical inspections, but they are already making them more informed, more targeted, more efficient and more effective. The most significant impact comes from digitally integrating operational and maintenance data into the survey process, so that compliance checks are better informed and less intrusive for the vessel.

This data also enables more data-driven and hybrid inspections. ABS routinely applies data-driven survey techniques that combine onboard digital information, photos, live video and data streams with targeted physical attendance. This experience, accelerated during the pandemic,

is captured in our guidance on remote survey and RITs. Enabling comprehensive Wi-Fi connectivity throughout the vessel or asset is a foundational requirement for data-enabled surveys.

At the same time, ABS maintains that physical verification remains essential, particularly for critical structures, safety and environmental protection systems. Real-time data augments traditional survey regimes, supporting a more continuous, risk-based compliance process while preserving the assurance that comes from direct engagement with the ship and its crew.

ROLE OF THE SURVEYOR

The role of the surveyor is not being replaced by digitalization; it is being enhanced. Digital tools give ABS surveyors more insight, more informed preparation and safer methods, so they can apply their technical judgment more precisely to each individual asset.

Surveyors increasingly arrive on board with access to digital records, condition reports and analytics from smart systems and remote monitoring. Our investment in digital platforms and programs means that survey planning can be risk-based, with surveyors focusing their time and attention where the data indicates a higher likelihood or consequence of failure.

NEW APPROACHES

As these elements converge, new tools and techniques are emerging to support increasingly advanced survey techniques.



Drones, crawlers and advanced imaging are improving safety and access, particularly in confined spaces and at height, while also capturing more objective evidence. ABS has conducted and published results from pilot projects in these areas, demonstrating the value of these methods in complementing traditional practices.

What remains unchanged is the essence of the surveyor's mission: to apply independent technical judgment in the interest of safety, property and the environment. Digital tools and an expanding body of rules, guides and technical publications simply give them more information and better methods to uphold that mission in a rapidly changing industry.



Your Trusted Ship Supply Partner In West Africa



We provides fast, reliable and high-quality ship supply services across Lomé, Cotonou and west african ports. We ensure your vessels get exactly what they need, on time, every time.



Food and
cabin supplies



Ship maintenance
& repairs



Garbage Removal,
Sludge Removal



Safety
Equipment



www.avinato.com



Info@avinato.com



+228 90 28 75 74



Lomé- TOGO

Continued from page 1



we have 40% less in our bunker bill, which is the biggest expense in our company.”

This view was shared by Ioanna Procopiou, MD at Prominence Maritime, who said on an earlier panel that it would require 136% of the global green electricity production to produce the methanol and LH2 required to power the shipping industry.

“The greenest fuel is the fuel you don’t burn,” said Ioanna, “With efficiencies, you can start saving fuel energy now and you can start reducing pollution now. With the regulations we’re talking about, you’ll be polluting and paying.”

In a reprise of his monologue at the Capital Link event two years ago and again at last year’s Cyprus Maritime event, Procopiou then went on to say he could not understand the “obsession” with the NZF and why the IMO would want to target shipping’s 2% share of the world’s carbon footprint.

Shipping, he said, is responsible for handling 90% of global trade, while only emitting 2% of its carbon emissions.

“We have this very adventurous new IMO Secretary General, Arsenio Dominguez, he wants to become the

biggest banker in the world,” claimed Procopiou to audience acclaim.

He said that a suezmax tanker that costs \$80m and requires 20 years of operations to repay bank loans would need to earn three times its cost — \$240m — in order to make a profit when NZF carbon costs are taken into account.

“I wonder, if it is so difficult for the people to understand that we have to target the 98% that is easier, that is on shore. If you have the non-pollutant fuels, use it on shore. It is much easier,” said Procopiou.

As for the injuries caused by the 2% to the oceans, he said “nature heals the wounds”.

Maria Angelocoussis backed Procopiou’s view: “We were going to be taxed unless we bunker non-existent green hydrogen-based fuels. This is at a time when we are currently importing quite a lot of coal into Europe to make ends meet,” she said. “It doesn’t make any sense.”

Angelocoussis added that she was glad that policy makers had listened and were seriously considering proposals at the IMO put forward by Panama, Argentina and Liberia.

The Liberian proposals prioritise fuel neutrality and link GHG reductions to the market availability of alternative fuels — proposals that are seen by opponents as largely favouring LNG, a potent GHG.

Procopiou’s late, late show



Shipping magnate George Procopiou turned up 30 minutes late for the last 40-minute panel at Capital Link’s conference on Posidonia’s first day. One audience member wondered if the Dynagas founder was delayed writing Arsenio Dominguez’s obituary.



CANAL DE PANAMÁ

THE PANAMA CANAL: BRIDGING OCEANS WITH INNOVATION

For over a century, the Panama Canal has been a critical link for global trade, reliably connecting oceans and markets worldwide. Our dedicated workforce has ensured continuous operations, adapting to challenges with innovative solutions.

Discover the enduring legacy and forward-thinking vision of the Panama Canal—where reliability meets resilience.

www.pancanal.com



■ *Continued from page 1*

Brazil, Europe shifting its trade with Russia to other nations, and while the dry bulk sector has been less affected than others by war in the Middle East, it has felt an impact. Higher oil and bunker prices have affected vessel supply as slow steaming brought average speeds below 11 knots, and a political shift from energy efficiency to energy security has raised coal demand and volumes.

The consequences have not been all supportive, however, said Plakantonaki. “We should not underestimate the increased cost outcomes of this war. We have higher insurance costs, we have sanctions risks, we have security concerns. When the war broke, we had eight vessels trapped in the Persian Gulf, and indeed we were one of the first companies to have a vessel be hit by a missile... thankfully we didn’t have any crew injuries but the vessel is still undergoing repairs.”

James Lewis, vice president, global operations, Cargill Ocean Transportation, said the speed of change was the biggest difference he’d seen in recent years. “As a major operator, we’ve always tried to build in, within our scale, flexibility that enables us to cope with change. But I don’t think we’ve seen change on this scale for as long as I can remember in the 20 years I’ve been here. It’s about being able to respond quickly, it’s about building flexibility into your fleet, into your decision making, into the technology you’re using. This can enable our people to make faster decisions,” said Lewis.

Cargill’s response to the Crisis in late February was in part

enabled by collaboration with its partners and flexibility in its charters, he said, along with working with its marine department to speak directly to customers to see what could be done.

Asked about East-West conflict and the tension between the influences of president Trump’s overnight social media posts and China’s five-year plans, Paul Pathy, BIMCO president and CEO at Fednav, joked that, as a Canadian, he was used to Trump’s social posts.

“China is business-focused, the US is business-focused... I have great faith in the ability of the US to right itself over time, although there may be disruption in the short term. China is clearly in it for the long term.

“Ultimately money talks... and that means that the most efficient and cheapest way to do things will win, and I think ultimately that breaks down all barriers,” said Pathy.

Lewis recalled that 2025 was a tremendously challenging period for shipping fraught with uncertainty:

“We’d spent years in Cargill trying to build up a fleet of modern eco ships, Japanese built, and we felt very good. Suddenly, the next day, we didn’t want them, we wanted Chinese ships. Then next day we wanted Japanese ships,” he said.

Costas Delaportas, president & CEO, DryDel Shipping, said he advises against financing in high geopolitical risk countries like China

after the US-China trade war left some owners scrambling to alter ownership structures held with Chinese lessors to avoid US fees.

Rolf Westfal-Larsen Jr, CEO at Westfal-Larsen Management and chairman at INTERTANKO, said shipping had been incredibly resilient in adapting to different crises, but it comes at the cost of higher risk premiums and greater inefficiencies in trade.

Costs are further rising from regulations arriving thick and fast, said Larsen, and the dark fleet remains a great threat to international shipping.

“The problem now is, the more you squeeze the regulations, the more ships fall outside of the regulations and end up in a power system where there are no rules and regulations. It’s a difficult balancing act... I think we need strong enforcement and port state control, and also we’ve seen recently more boarding of these substandard ships by governments. I think that needs to also increase,” said Larsen.

Delaportas said shipping’s nature made it difficult to avoid high geopolitical risk countries entirely. While it might be simple to avoid conflict areas, avoiding sanctioned cargoes can be more difficult when geopolitics brings overnight changes to the rules.

When it comes to facing the market’s challenges, Delaportas backed efficiency as a strategic priority, as well as being close to the cargo.

“At DryDel, we have made a big expansion in Japanese ships, the average age of our fleet is 2.5 years old and with these new designs and efficient vessels we can balance all the risk,” said Delaportas.

“Also, you have to remain flexible in the dry market, and you need to be around the cargoes. The cargo is king,” he added.





ONECAPE **HUB**

BY INCHCAPE SHIPPING SERVICES



YOUR ALL-IN-ONE HUSBANDRY SOLUTION

ONECAPE HUB IS THE OUTSOURCED SOLUTION THAT MANAGES AND OPTIMISES HUSBANDRY CALLS GLOBALLY.

As your trusted partner and impartial advisor, we safeguard your crew and vessel's needs at port, ensuring each voyage is predictable and profitable. We vet and coordinate agents and vendors, manage disbursement accounts, and process payments to make every call cost-effective and transparent.

Maritime. Cost-effective. Transparent.

Visit iss-shipping.com to learn more



THE MARSHALL ISLANDS REGISTRY

the flag of quality, compliance, and value



providing **CONFIDENCE** for the **VOYAGE AHEAD**



piraeus@register-iri.com
www.register-iri.com

International Registries, Inc.
in affiliation with the Marshall Islands
Maritime & Corporate Administrators

Meet Our Team at **Booth #4.114** During **Posidonia 2026**

Greek shipbuilding renaissance has a long way to go

BY EVANGELOS TSOURIS

The revitalisation of Greek shipbuilding and ship repair activity is important, but not yet sufficient. That was the message from Greek industry leaders at Posidonia, on June 2.

■ Despite the steps large shipbuilding players such as Skaramangas Shipyards and ONEX Group are making, smaller shipbuilders still experience a wide range of challenges spanning from regulatory pressures and new technologies to a lack of capital or state aid. The panel “the Greek shipyard renaissance: rebuilding capacity, restoring leadership”, moderated by SNAME chairman, John Kokarakis, addressed these challenges.

Representing one of Greece’s most historic and largest shipbuilding units, Anastasios Kyprianis, general manager at Skaramangas Shipyards, said that the shipyards have made significant steps in commercial production, describing it as the “post-stabilisation” period.

Kyprianis emphasised the tremendous challenges the shipyard’s new administration overcame due to a lack of maintenance carried out on the facilities. “We have one drydock, the number 4, that welcomes suezmax tankers,” he said, adding that there are plans for the revitalisation, development, and modernisation of other drydocks.



Regarding the complexity of European regulatory measures, Kyprianis said that rules should be followed regardless of the cost and the pressure derived from regulation. “We invest in new technologies, but there is a cost that should be transferred to our work,” he said.

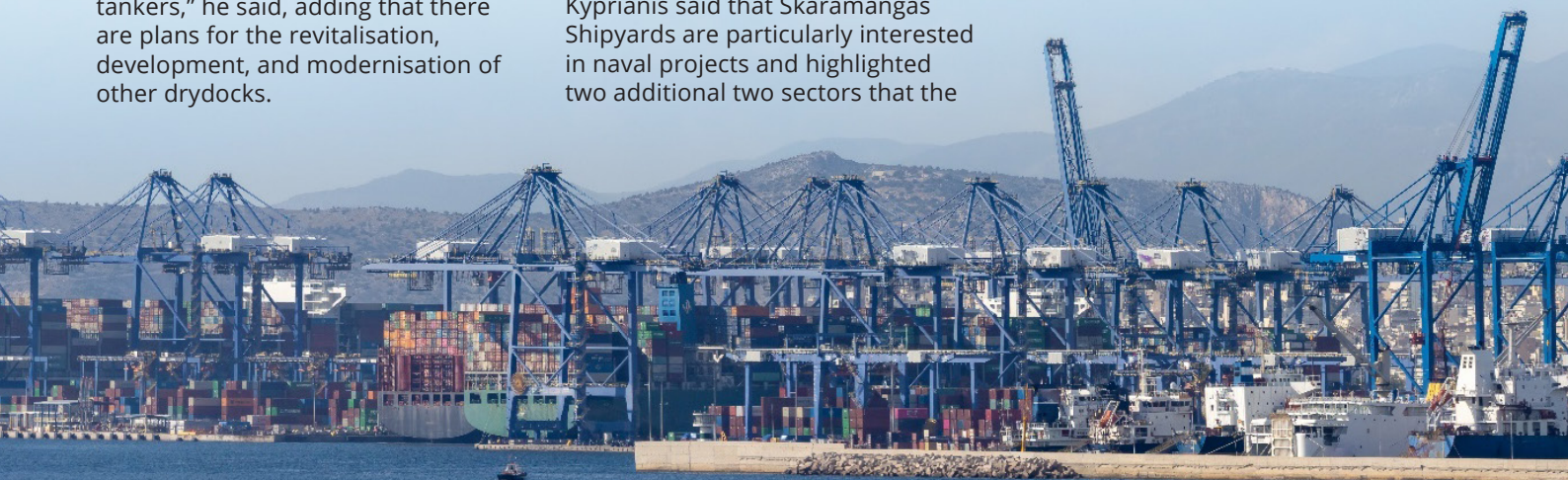
Kyprianis explained that this cost is transferred to Skaramangas’ clients and “while it is not easy for them” to accept it, “this is the only way.” Lastly, Kyprianis said that Skaramangas Shipyards are particularly interested in naval projects and highlighted two additional two sectors that the

shipyards will focus on — newbuilding projects, which are in progress, and LNG carriers.

Regarding LNG carriers, Kyprianis said that the “recovery is not easy, it goes step by step.” However, supporting his optimism, he revealed that Skaramangas is on the second level of qualification for LNG carriers.

On the contrary, for small shipyards and facilities to operate, the challenge is enormous: For Stella Rissaki, CEO of Perama-located Megatechnica Shipyard, smaller players face problems such as workforce limitations, bureaucracy, shortage of financing and capital, as well as environmental challenges.

However, Rissaki pointed out that the shipyard “survived by its own capitals, not from state aid overall.”





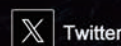
CCS 70TH ANNIVERSARY:

Safety, Environmental Protection and
Creating Value for Clients & Society

Stand No: 2.501

CHINA CLASSIFICATION SOCIETY

CCS Mansion, 9 Dongzhimen Nan Da Jie, Beijing 100007, China
Tel: +86 10 5811 2288
Fax: +86 10 5811 2811
www.ccs.org.cn



Shipowners air deep scepticism over decarbonisation timelines

BY EVANGELOS TSOURIS

Significant concerns regarding the current trajectory of the shipping industry's transition to green energy were raised by prominent Greek shipowners with key institutional roles during a series of recent discussions.

■ The consensus among top industry figures suggests that the current regulatory agenda is increasingly disconnected from the practicalities of global trade. Panos Laskaridis, founder of Laskaridis Shipping / Lavinia Corporation, leveled strong criticism at the International Maritime Organization's current decarbonisation roadmap, describing the strategy as a plan that enforces strict targets without providing any practical methodology for achievement.

Furthermore, he labeled the prospect of the IMO managing financial funds as both impossible and unacceptable, questioning why the shipping industry — which accounts for just 2% of global emissions — is being aggressively targeted while sectors like agriculture and heavy industry face less scrutiny. He attributed this pressure to shipping's lack of political leverage, despite its vast financial resources.

However, for the Greek shipping community, Laskaridis argued that decarbonisation is eclipsed by more immediate, structural crises, pointing to several critical issues requiring urgent attention, such as the alarming decline and collapse of the Greek flag registry, a severe shortage of approximately 100,000 maritime officers, an acute absence of domestic personnel on board vessels, and high levels of corruption within Port State Control globally, urging the industry to look after its vessels and crews.

Echoing this skepticism, Ioanna Procopiou, owner of Prominence Maritime and president-designate of BIMCO, highlighted the industry's marginal influence on global decision-making and noted that shifting regulatory timelines and compliance uncertainty have made long-term investment decisions, particularly for newbuildings, exceptionally difficult for shipowners.

Procopiou pointed out a major regulatory flaw regarding the historical focus on Tank-to-Wake emissions rather than a holistic Well-to-Wake approach, which leaves the environmental impact of upstream fuel production unaddressed. She saved her sharpest criticism for classification societies, accusing them of abandoning objective reality to aggressively push a political green agenda, claiming that these societies have completely lost their traditional role, fail to rely on fact-based data, and ultimately waste shipowners' time with unrealistic expectations.

The practical gridlock of alternative marine fuels was detailed comprehensively by Intercargo President John Xylas, who stated flatly that an affordable, available, and scalable net-zero fuel simply

does not exist today. Xylas explained that while LNG assists immediate regulatory compliance, it remains a temporary fix due to high upstream methane slip, and while LPG offers lower emissions than traditional fuel oil, it suffers from very low scalability.

He expressed a negative view on hydrogen and ammonia, noting that hydrogen is difficult to store, coal- and gas-based hydrogen carries heavy lifecycle emissions, and green hydrogen requires massive renewable energy. Green ammonia is highly dependent on scarce green hydrogen, while its extreme toxicity poses severe safety risks. He appeared more positive about methanol as it is the easiest to manage logistically among the choices, though it faces a double production hurdle since it requires green hydrogen and direct atmospheric carbon capture. Ultimately, Xylas concluded that the industry remains far away from a viable net-zero fuel due to unresolved safety hazards, lack of volume, and a severe deficit in global port infrastructure, stressing that an alternative fuel must be accessible across hundreds of global ports, not just a select few.



Putting emissions in a spin

BY NICK SAVVIDES

Carbon Ridge adds a dimension to capture and storage (CCS) with its compact system that employs the same technology used to enrich uranium, to purify and capture emissions.

■ Using a compact centrifuge system to separate the amine solution used to capture exhaust emissions, Carbon Ridge said tests on a Scorpio Tankers vessel have shown that the system is very effective in reducing GHGs.

In a technical evaluation by class society DNV, the assessment was that the CCS achieved a 98% capture rate on its first maritime deployment on a LR2 tanker.

[“The results were reached using data gathered over a scheduled five-month pilot period, which commenced in July 2025 at Besiktas Shipyard in Turkey, on the 109,999dwt, 2015-built STI Spiga as the vessel undertook regular commercial operations,” said a company statement, released yesterday.](#)

CEO Chase Dwyer told Posidonia Today: “An important part of the system is that we don’t just do the CO2 treatment, we’re also doing these other solutions for sulphur and NOx treatment. So, we actually use our centrifuge as a scrubber too. That’s an innovative part of the process.”

Dwyer further explained that the company chose an amine-based solution because they were “not trying to reinvent the wheel per se”.

The idea was to take a tried and tested CCS system and optimise it for maritime.

According to Dwyer, conventional column-based towers used on land utilise too much space for maritime purposes, particularly when the system is being retrofitted. The centrifuges are about a tenth of the size of conventional column CCSs.



yard, but Dwyer said, “We don’t do any major fabrication at the shipyard because that takes time out of service.”

Dwyer said that alternative fuels have less energy density and require more storage space, but comparing CCS to LNG or methanol, it is evident that the CO2 requires less space, but you burn the fuel, rather than store it.

“We’ve introduced high gravity into usually a slow passive-based process, and that enables us to really significantly reduce size. These are highly modular systems, prefabricated, and can be installed onto the vessels quite quickly,” said Dwyer.

The system uses steam to separate the carbon dioxide from the amine solution, which requires significantly more thermal energy to heat columns, compared to the high conductivity of the much smaller centrifuges, making the system cheaper to operate, according to the company.

Carbon Ridge confirmed that the system was shipped to the Turkish yard in containers and fitted by the

[“So, it’s not one-to-one because the liquid CO2 is actually more dense than the fuel, but you are getting a little bit of reprieve basically in the fuel consumed with the CO2 store,” said Dwyer.](#)

Once the carbon is captured and stored, Carbon Ridge is developing partners to utilise the carbon in cement or fizzy drinks, among other solutions, or it can be permanently stored underground.

“We’re doing for owners is co-ordinating that entire value chain,” explained the CEO.



Maritime infrastructure security is a necessity for Europeans

BY EVANGELOS TSOURIS

■ The need to protect the European Union's (EU) energy and maritime infrastructure was stressed during the Polish Embassy's seminar, titled "energy security and critical infrastructure in the Baltic and Mediterranean maritime space", on 2 June at Posidonia.

"Our dependence on maritime infrastructure will only grow, so we have to shift into inter-region solutions and work together to remain secure," said the Polish foreign minister, Ignacy Niemczycki.

He described the European seas, particularly the Baltic Sea and the Mediterranean Sea, as "the backbone

of European security" and stressed the need for co-operation to protect European assets from malicious attacks — physical and cyber.

Polish executives, including Agnieszka Legucka, Department of Strategy, Ministry of Foreign Affairs of the Republic of Poland, emphasised the dangers coming from Russia's shadow fleet, which is transporting oil and energy products through European waters in the Baltic Sea. Legucka pointed out that "the majority of Russia's shadow fleet crosses the Baltic Sea,"

and described how Poland tries to deal with this challenge and threat. She said that Poland utilises both the NATO framework and the Council of the Baltic Sea States as an additional layer of protection against Russia's shadow fleet.

Moreover, Costis Stambolis, chairman of the Institute of Energy for South-East Europe (IENE), described the protection of maritime energy infrastructure as Greece's main objective, particularly for the connectivity of Aegean islands with mainland Greece.

Polish foreign minister, Ignacy Niemczycki



Reach new horizons

of sustainability and performance

With PPG's marine coatings, providing 360° vessel-efficiency.

Visit us in Hall 3 at stand 3.104 to find out more.



Where shipping grows responsibly, through expertise and integrated solutions for your fleet.

Meet us at
Posidonia 2026
booth n. 3.211 - Hall 3



Our experience. Your growth.

rina.org



Ensuring Sustainable & Compliant High Seas Fisheries

Through effective regulation, certification services, and vessel authorization.



✉ info@bhsfu.gov.bz
☎ +501-223-4918
☎ +501-223-7421
🌐 www.bhsfu.gov.bz

Our Services

▶ Licenses and Authorizations for fishing and related activities including CITES certificates

▶ Trade documents allowing fisheries products to be exported at preferential import tariffs

▶ Facilitation of a Sanitary Certification process

▶ Quota allocation for managed fisheries in the Atlantic

Greek shipping contributes to the EU's autonomy and resilience

BY EVANGELOS TSOURIS

The Union of Greek Shipowners (UGS) has released its 2025–2026 Annual Report, offering a comprehensive overview of the latest data on the Greek-owned fleet and its indispensable contribution to the global, European and national economy. The Report highlights shipping's strategic role as a fundamental pillar of international trade, energy and food security, as well as a stabilisation force for global supply chains.



■ The Report outlines the UGS's positions in relation to the key policy developments and emerging challenges shaping both the present and the future of the sector, with emphasis on shipping decarbonisation, European maritime policy, the safety of navigation, and the critical role of seafarers.

Greece remains the world's leading shipping nation, with a fleet of nearly 5,800 vessels, accounting for over 19% of total global tonnage. Greek shipping represents 61% of the EU- controlled merchant fleet, constituting a strong strategic advantage for the continent's autonomy and resilience, the report said.

Greek shipping leads the way in the sector's decarbonisation, with

increasing investments in new vessels incorporating the latest clean technologies. According to the report, Greek owners manage the largest alternative fuel-capable merchant fleet globally, and their fleet is also the largest fleet incorporating Energy Saving Devices (ESD) worldwide.

At the same time, Greek shipping remains a national asset for Greece, directly and indirectly, accounting for 7-8% of the country's Gross Domestic Product (GDP) and supporting approximately 200,000 jobs.

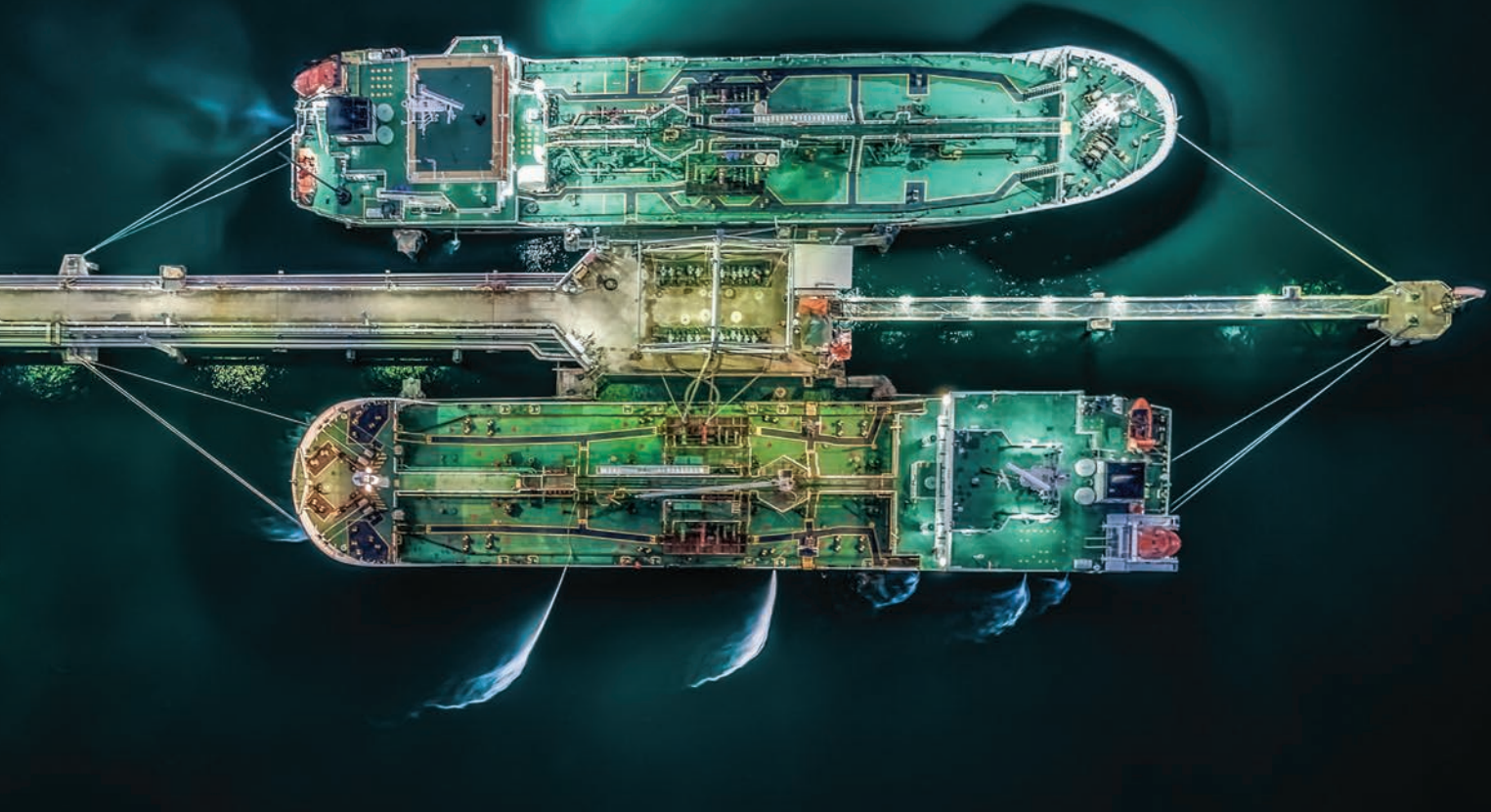
The report also highlights the strong social footprint of Greek shipping; the restoration and reconstruction of 33 school facilities

has been completed under the UGS Aid Program for Thessaly, Agios Nikolaos. UGS' expanded scholarship program Syn-enosis for Education +100 Scholarships will offer 365 scholarships for the 2026–2027 academic year, empowering the next generation.

"In an era of growing uncertainty, shipping once again confirms its enduring role as a force of continuity, stability and connection. In this demanding environment, Greek shipping maintained its leading position internationally, reaffirming its strategic importance, reliability and resilience. Unity is our strength. With a common strategy, institutional consistency and collective responsibility, Greek shipping will continue to lead on the seas of the world and contribute meaningfully to shaping the future of global shipping," said UGS president, Melina Travlos.

THE 2025–2026 ANNUAL REPORT OF
THE UNION OF GREEK SHIPOWNERS
IS AVAILABLE HERE:





Trusted advisers
by your side

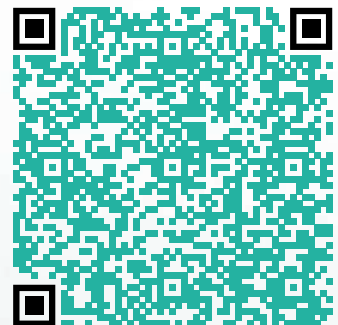
Navigate the future of maritime operations with LR Advisory

A global network for
advice and expert services

Fuel for thought



Scan the QR code to learn more about LR at Posidonia 2026



Expert insights into the future of alternative fuels



**BUREAU
VERITAS**

FIND YOUR PATH

WITH BUREAU VERITAS

Each vessel's journey to net zero is unique – and decarbonizing shipping will mean collaborating beyond the maritime industry.

At Bureau Veritas, we address the complexity and uncertainty of the energy transition with a realistic, pragmatic approach.

**VISIT US AT POSIDONIA
HALL 2 - STAND 2.201**

**VISIT US AT
BOOTH 3.262
POSIDONIA
JUNE 2026**



**A trusted flag, streamlined registration, global recognition
and trusted compliance, for your maritime future.
Join us under the Flag of Freedom!**



San Marino Ship Register s.r.l.

Operating and Registered office - Via Ventotto Luglio, 212- 47893 Borgo Maggiore - RSM Ph:+378 0549960075 - info@smsr.sm www.smsr.sm

BAR Technologies strikes deal with Hyundai Heavy

BY PAUL BARTLETT

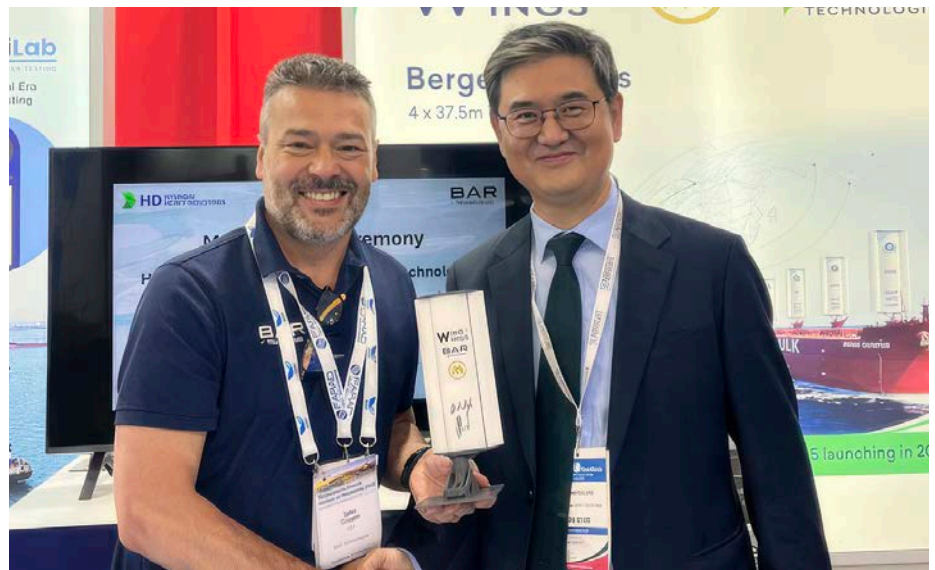
UK-based wind power tech company, BAR Technologies, and HD Hyundai Heavy Industries (HHI) have signed a Memorandum of Understanding (MoU) to collaborate on commercial opportunities for the integration of rigid WindWings® sails in newbuildings. The strategic tie-up, signed at Posidonia yesterday, is a major development because it is the first continuing partnership between a wind sail designer and one of the world's largest shipbuilders.

■ The two companies will work together on the technology required to interface the WindWings control system with HHI's own integrated vessel control system. They will also collaborate on performance verification methodologies to support scalable commercial deployment.

The shipbuilder's senior executive vice president and CTO, Hongryeul Ryu, said:

“Through this commercial and technical collaboration with BAR Technologies and the joint development of WindWings®, we aim to support the wider adoption and technical advancement of wind-assisted propulsion systems as a key element of next-generation maritime transport. This collaboration goes beyond technology integration; it represents a step toward fundamentally evolving the way ships are designed for the future. As a leading shipbuilder in the global maritime industry's decarbonisation journey, we are committed to playing our part in driving this transition forward.”

Bar Technologies' CEO, John Cooper, commented: “We already have WindWings deployed across a significant number of newbuild vessels. This agreement is about taking that further and into new segments. Working with HHI allows us to move beyond existing orders and



Left to right): John Cooper, CEO of BAR Technologies and Hongryeul Ryu, Senior Executive Vice President and CTO of HD Hyundai Heavy Industries

extend wind propulsion into vessel design, including in areas such as gas carriers. As fuel costs and regulatory pressure continue to build, the question for shipowners is no longer if they use wind, but how quickly. Partnering with world class shipyards like HHI is how wind propulsion moves from early adoption into mainstream shipbuilding.

The three-year MoU comes at a key moment for global shipping. On the one hand, in many parts of the world, shipping emissions are a key concern and regulations already in operation in some regions are set to tighten in the years ahead. On the other hand, bunker prices have soared in the wake of the Middle East conflict and experts believe that energy prices are unlikely ever to return to pre-war levels.

Wind-assisted propulsion is climbing the agenda ... fast.

Bar Technologies already has WindWings installations on the newcastlemax bulk carrier, Berge Olympus, as well as kamsarmax bulk carriers and a various products carriers of different sizes.



Polish foreign minister, Ignacy Niemczycki

DNV launches next generation of Steel Load Planner

■ Class society DNV has released version 2 of its award-winning Steel Load Planner (SLP V2.0) self-service application at Posidonia. Building on two years of operational experience, the new version can automatically generate fully AI-optimised loading plans with a structural assessment in under five minutes. Its application has also been extended beyond the bulk carrier segment, bringing automated coil planning to general cargo and multi-purpose vessels for the first time.

Steel coils are one of the staple minor-bulk cargoes, yet remain among the most demanding to plan, with wide variations in coil size, weight and behaviour during stowage. At the same time, tight tonnage supply, a shortage of newbuild slots, and growing regulatory costs for emissions, mean owners and operators need to maximize the

loading capacity of their existing vessels to remain competitive.

Building on the original Steel Load Planner, which launched in 2023 and won the IT Solution award at the International Bulk Journal Awards, DNV's SLP V2.0 can now automate planning work that previously relied on manual input and judgement. This means that even non-specialists can be guided by the built-in AI and produce a fully-optimised plan in just minutes. Planners enter the vessel and the coil dimensions, and SLP V2 identifies the stronger and weaker areas of the structure, then optimises dunnage as well as coil placement accordingly and generates a loading plan. In addition, general cargo ships and multi-purpose vessels can now take advantage of the same automated structural assessments.

Belships AS, a shipowner and operator of geared bulk carriers with a fleet of 39 ultramax vessels, tested the new version

of SLP across its fleet and commented:

“Being involved in the testing of SLP V2.0 meant we could put the new version to work at an early stage and also offer feedback on the development process. What stands out is how quickly a steel coil loading plan can be put together and how it optimises cargo intake. Having the structural assessment built-in means decisions can now be made on the spot, with confidence and the documentation to support them.”

To find out more, visit the DNV team Hall 4.



Morten Løvstad, VP and global business director for Bulk Carriers, DNV Maritime

See the future of cost — shipbuilding, fuel, and regulation including EU-ETS and FuelEU Maritime

ClassNK Fleet Cost Simulation



For more information about ClassNK Fleet Cost Simulation



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.

Anthony E. Comminos honored with Captain Xenakoudis Excellence in Shipping Award

■ The Republic of the Marshall Islands (RMI) Registry recognised several milestones and achievements during its Posidonia celebration.

A particular highlight was when prominent Greek shipping leader, Mr. Anthony E. Comminos, founder of Target Marine S.A. and Horizon Tankers, was honoured with the Captain Xenakoudis Excellence in Shipping Award.

“Tonight we celebrate excellence and remember the shoulders on which we stand,” said Bill Gallagher, president of International Registries, Inc. and its affiliates (IRI), which provide administrative and technical support to the RMI Registry. “The award’s namesake, Captain Costas Xenakoudis, was a remarkable maritime leader, a true man among men. Hands on in



every aspect of the business, Captain Costas cared deeply for the people he worked with, from the seafarers aboard the vessels he captained as a mariner to those that he supported through certification, inspection, and documentation activities shoreside,” continued Gallagher.

The Captain Xenakoudis Excellence in Shipping Award is given to an individual in the Greek shipping community

who embodies vision, integrity, leadership, and an enduring commitment to the maritime industry. The award is named for Captain Costas Xenakoudis, a highly respected maritime leader, who served the industry for more than 60 years. Captain Costas joined the RMI Registry in 1994, and, alongside Captain John Giannopoulos, substantially increased the number of Greek-interest vessels with the RMI Registry.

Target Marine is one of the Registry’s oldest Greek clients. Their first RMI-flagged vessel was registered under Captain Costas. During the awards ceremony, Mr. Xenakoudis highlighted Mr. Anthony E. Comminos’ place as a visionary in the industry and his personal connection to Captain Costas.

Shipping’s new world order

■ The shipping industry entered Posidonia week with multiple discussion points and the Tradewinds Shipowners Forum delivered a lively second session with what has become one of the industry’s most contested and consequential debates: the future of maritime decarbonisation. The discussion built on themes aired during the opening ceremony, where disagreement over alternative fuel availability and the readiness of enabling technologies set a candid tone for what followed.

Panellists examined what the continued delay of the IMO Net-Zero Framework means for long-term planning and investor confidence; whether sustainable shipping retains genuine urgency among owners or risks being deprioritised amid commercial pressures; and how lenders and investors are incorporating sustainability criteria into financing decisions at a time of profound uncertainty.

Baroness Charlotte Vere, group head market development, CORE POWER said that “shipowners have accepted

that decarbonisation is coming”. Claire Wright, managing director, Hanwha Ocean Europe agreed that the discussion is no longer whether decarbonisation will happen, but rather that the conversation has shifted from talk on energy transition to talk about resilience.

Bo Cerup-Simonsen, CEO, Maersk McKinney Møller Center for Zero Carbon Shipping, said that we work in a world where shipowners are willing to get going and try out new fuels and new technologies. “As the IMO and the EU negotiations continue, I am confident that we’ll get regulation that is fair for all. The cost issue remains though and needs to be taken seriously. For owners, it’s important to ask questions to get clarifications. We are enabling now the technologies for when they are really needed in the future when regulations are in place.”

Dr Alexandra Ebbinghaus, general manager decarbonisation, marine sector, Shell, believes that LNG is the best solution.

Representing the European shipowners’ voice in the panel, Sotiris Raptis, secretary general, ECSA said: “We want

a clear commitment from the EU that if we have an agreement with the IMO, the points about ETS etc. will be dropped. European shipowners are paying Europe €9bn annually. Where is this going?” he wondered.

Evangelos Marinakis, Founder and chairman of Capital Maritime & Trading Corp., shared his views on the geopolitical situation during a fireside panel session towards the end of the TradeWinds conference. He stated that none of his vessels would attempt crossing the Strait of Hormuz, citing crew safety as the overriding concern, but added: “Even if we had to pay a passage fee, it would be far better than having the Strait closed.”

On European sanctions against Russian oil, Marinakis was equally direct, arguing that partial sanctions are counterproductive. “Indians and Chinese are buying drastically discounted Russian oil and we Europeans are paying sky-high prices,” he said. In his view, if sanctions are to be effective, they must be total: “They should blockade any shipment from Russia to the rest of the world, because if sanctions apply only partially, that’s bad for Europe and the rest of the world

OceanScore and StormGeo strengthen their alliance

■ Hamburg-based OceanScore, an emissions compliance specialist, and weather intelligence company, StormGeo, signed a collaboration agreement at Posidonia yesterday to optimise strategies on emissions compliance management and the impact of weather on voyages and ship emissions.

This is a key development for owners with ships trading in, to or from, the European Union and the European Economic Area because ship emissions incur fuel penalties across the region, levied under the EU Emissions Trading System (ETS) and FuelEU Maritime. The regulations are set to become stricter over time.

However, with careful planning, shipowners can minimise their financial exposure by adopting effective fuel and operational strategies that will minimise costs and, in some cases, generate savings. The partners will now enable

shipping clients to streamline their increasingly complex emissions regulation requirements more efficiently, including emissions reporting, data validation, compliance exposure management, and financial settlement.

OceanScore's managing director, Albrecht Grell, commented: "From the outside, companies like StormGeo and OceanScore may sometimes be perceived as competitors because both operate around emissions and compliance workflows. But in reality, the industry increasingly needs both perspectives working together: trusted operational emissions data on one side and commercial compliance execution on the other.

"Our co-operation reflects that shipping companies are no longer looking for isolated solutions – they need connected processes, automated across different systems and reliable decision-making

throughout the full compliance chain," he added.

Espen Martinsen, chief commercial officer at StormGeo, said: "StormGeo plays a central role in helping shipping companies turn operational vessel and emissions data into trusted, decision-ready insights. As emissions regulations become more complex, this data is essential for transparent and efficient compliance management. By working with OceanScore, we can help customers connect StormGeo's validated operational data with commercial compliance processes, creating a more integrated and practical approach to emissions management."

The signing took place at the StormGeo stand and was attended by representatives from both companies.

MARINTEC CHINA 2027

上海新国际博览中心
SHANGHAI NEW
INTERNATIONAL
EXPO CENTRE

30.11 – 3.12.2027

中国
国际
海事
技术
学术
会议
和
展览
会

Organised and Managed by

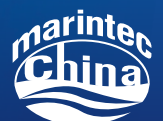
Informa Markets SSNAME

Co-sponsored by

China State Shipbuilding Corporation Limited
China Association of the National Shipbuilding Industry
Chinese Society of Naval Architects & Marine Engineers

#MarintecCares

Scan to Register
MTC27



Lloyd's Register grants AiP to HD Hyundai Samho

■ Lloyd's Register (LR) has awarded Approval in Principle (AiP) to HD Hyundai Samho for a container ship design standard supporting NAV1 compliance.

The AiP, presented at Posidonia, centres on a remote camera system designed to deliver a continuous 360-degree field of vision around a container ship.

As shipowners seek to maximise cargo efficiency, higher container stack heights can create blind spots and reduce visibility from the wheelhouse. This becomes a greater design challenge under advanced navigation notations such as LR's NAV1, which require an unobstructed 360-degree field of view from the



bridge. In practice, that can limit the maximum container intake a vessel can carry.

The approach aims to extend visibility beyond the limits of the

bridge and support safer navigation in congested waters and other restricted operating conditions, while also helping to maximise container loading.

The concept combines system design, risk assessment and configuration review to demonstrate how camera-based vision can be assessed against NAV1 requirements. For yards, this offers a more structured pathway to certification. For operators, it signals how digital bridge systems could be deployed in practice without compromising safety or regulatory confidence.

By establishing a class-backed design framework, the project provides a clearer route to compliance, helping to reduce technical uncertainty and avoid redesign later in the approval process.

Lloyd's Register strengthens newbuild capabilities

■ Lloyd's Register (LR) is growing its role in the newbuilding market with the launch of its **Newbuild Advisory Service** and updated **New Construction Guide**.

With global demand continuing to reshape shipyard orderbooks, owners are balancing a growing number of considerations during the planning phase of newbuilding projects, including fuel readiness, delivery timelines, technical capability and long-term operational requirements.

Launching at Posidonia 2026, the **Newbuild Advisory Service** is designed to support shipowners, operators, yards, and investors throughout the design and build process, helping them to manage risk, optimise performance, and make informed decisions from concept through to delivery.

Drawing on experience from more than 500 new building projects, the **Newbuild Advisory Service** helps clients make better design and technology choices upfront, giving greater control over cost and schedule



as projects progress, and reducing the risk of misalignment between owner expectations and yard execution.

It also adds a layer of independent oversight, with a focus on build quality, efficiency and long-term asset performance.

Alongside the **Newbuild Advisory Service** launch, LR is introducing an updated **New Construction Guide**, providing detailed insight into major North Asian shipyards on yard capabilities, experience, and regional strengths in a single, easy-to-use tool.

The guide reflects LR's extensive knowledge of key shipyards, regional shipbuilding activity and newbuilding considerations, combined with its technical expertise across classification, plan approval, technical advisory and digital support services.

The **Newbuild Advisory Service** and updated **New Construction Guide** are featured at the LR stand (4.201) during Posidonia, as part of broader engagement with owners, yards and charterers on the next phase of newbuild activity.



Marketing moves fast. Help your team move faster.

Join the #MiMCrowd and gain the competitive edge your business deserves.

Marketing in Maritime isn't just an education platform, it's a powerful community designed to accelerate growth.

Accelerate business
growth

Enhance your visibility
and influence globally

Lead the charge in
marketing innovation

Empower your team

Build a connected,
influential community



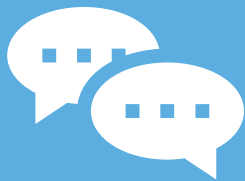
Scan the QR code
to learn more



Discover



Learn



Connect



Grow

#MiMCrowd

HAPPY BIRTHDAY TO
LONG-TERM POSIDONIA
MEDIA PARTNER,
ALLABOUTSHIPPING!



ECONAVIS' DR AKTAS
WINS PRESTIGIOUS
MARITIME AWARD



Batuhan Aktas (above centre) has been awarded the prestigious RINA Maritime Innovation Award for his pioneering work developing and commercialising the energy efficiency Eco Boss Cap propeller hub, pictured right

 **ST. KITTS & NEVIS**
INTERNATIONAL SHIP REGISTRY



The Gold Standard for Modern Maritime Operations

We blend decades of maritime expertise with digital innovation to provide flexible, world-class flag services. From commercial fleets to private yachts, our global infrastructure ensures your assets are managed with peak efficiency.

Why Leading Operators Choose Our Flag

- ✓ Financial Transparency & Value
- ✓ A Proven, Reputable Registry
- ✓ Seafarer Documentation Services
- ✓ Specialised Yachting Solutions
- ✓ Worldwide Representation & Direct Access
- ✓ Special Registration for Delivery Voyages
- ✓ Bareboat Charter – In/Out Registrations
- ✓ Fully E-Document & Digital Operations
- ✓ Incentives for Newbuildings and Fleet Growth

We aspire to be the Flag that owners choose with intention—not by default—anchored in a framework that champions compliance, transparency, and technical credibility

PPG white paper highlights benefits of electrostatic coating application



■ PPG today announced the publication of a white paper, **Electrostatic Application of Marine Hull Coatings**, detailing how this advanced application technology can help ship owners and operators improve efficiency and reduce environmental impact.

Electrostatic application works by negatively charging paint particles at the spray gun nozzle while the substrate is grounded, causing the coating to be attracted to the surface like a magnet. Compared with traditional spraying, the process

improves transfer efficiency and reduces overspray, resulting in a more uniform coating application. In one case study, the EDR Antwerp shipyard reported a 40% reduction in overspray.

The process supports reduced waste and Scope 3 carbon lifecycle savings compared to traditional application methods, as significant reduction in paint consumption means fewer raw materials need to be extracted, manufactured or transported. These reductions are in addition to the operational carbon savings achieved

by vessels coated with low-friction solutions, which can help ship owners reduce Scope 1 emissions.

“Electrostatic application is just one piece of the puzzle. Combined with advanced hull coating performance, it contributes to a more effective sustainability solution,” said Joanna van Helmond, PPG product development director, marine fouling control, Protective and Marine Coatings.

“Friction caused by biofouling can account for 50% of a ship’s total drag, leading to higher fuel consumption.

By applying solutions such as PPG SIGMAGLIDE® 2390 coating electrostatically, we can create a smoother, glossier film that reduces hydrodynamic resistance. This in turn leads to lower fuel consumption and greenhouse gas (GHG) emissions.”

PPG is presenting its 360 degree approach to marine coatings, including low-friction hull coatings, electrostatic application and digital tools, at the Posidonia, Stand 3.104

Aderco launches 2055G+ programme

■ Advanced fuel additive technology specialist, Aderco, has formally launched 2055G+, an industry-first program to drive verifiable ship emissions reductions and deliver measurable financial returns for ships running on conventional marine fuels.

The solution addresses key pain points in performance monitoring for greater sustainability, including fuel price volatility, the IMO Carbon Intensity



Indicator (CII) and EU Emissions Trading System (EU ETS) requirements, while also ensuring that emissions claims are based on verifiable data.

Based on more than 100 ships already entered into the 2055G+ programme, fuel savings range between 2% and 5%, including two verified by class societies ABS (Reefer - 4.84%) and RINA (Capesize - 3.25%).

Needing to demonstrate genuine emissions cuts in response to advancing environmental regulations, ship operators, managers and charterers also face resourcing and implementation challenges to navigate the complexities of claiming CO2 offsets. Transparency is critical

to assert credibility for carbon credit methodologies in the maritime industry.

The comprehensive 2055G+ solution offers a streamlined methodology for the entire process that covers reducing carbon emissions, proving it with verifiable data and generating revenue through Voluntary Carbon Credits issued by Gold Standard.





Upskill your maritime workforce - at scale.

Elevate

by Lloyd's Maritime Academy:
one platform, total capability.

400+ expert-led modules.
Recognised certifications.
Real-time performance insights.

Flexible. Measurable. Cost-effective.
Build skills. Track progress. Prove ROI.
Elevate your people. Power your business.

Request a Demo: ElevatebyLMA@informa.com

Call: +44 (0) 20 8052 2710

Greek fleets swell as consolidation continues

BY EVANGELOS TSOURIS

Fleet consolidation remains an underlying feature of the Greek shipping industry as the number of Greek-controlled and Greece-based fleets of 20-plus units reached 69, rising by six from last year and following a growth trajectory like Naftiliaki's 'Tonne Millionaires' (see issue 2).



MARAN MORPEHUS for Fleet Consolidation

■ Between them, the 69 operators run 3,439 vessels totaling 317,877,092 dwt compared to 2025's 63 operators that ran 3,316 vessels of 314,340,058 dwt - an increase of 123 vessels and 3,537,034 dwt.

Five of the companies in the 2026 list of owners with 20+ vessels come in at less than 1m dwt, compared to 10 such fleets last year. MM Marine's fleet of 32 vessels comes close with a capacity of 929,453 dwt; the Nikolas Pateras-led Contships Management operates 27 boxships with a capacity of 434,905 dwt; the Melina Travlos-led Neptune Lines operates a fleet of 26 vessels - three bulkers and 23 Vehicle Carriers at 435,905 dwt; the Orestis Ghiokas-led Navarone SA operates 25 at 816,967 dwt; and the Tsalamaniotis family-controlled Seaven Tankers / Dry operates exactly 20 vessels at 119,346dwt.

There are 12 new entries to the list this year, nine of them - Erasmus

Corp, Helikon Shipping Enterprises, Newport SA, Naftomar Shipping, Iblea Shipmanagement, Ciner Ship Management, Hellespont Steamship, Seamar Management SA, and Meadway Bulkers — also joined the Tonne Millionaires list this year.

The remaining three were already in Tonne Millionaires club and joined the 20+ fleet list — the Athanasios Laskaridis-led Laskaridis Maritime with 28 vessels, the Myron Tsatsakis-controlled Modion Maritime and Protank Management with 20 vessels, and Seaven Tanker / Dry with 20 vessels.

Unchanged from last year, six fleets tallied over 100 ships each in 2026; The Petros Pappas-controlled group of Star Bulk / Oceanbulk / Product Shipping / OCC / Pappas remains

top in both terms of vessels and dwt, operating 162 vessels with a capacity of 14.985m dwt. Angeliki Frangou's Navios is second with 152 ships and a reduction of more than 2m dwt compared to last year. The third position is occupied by Maria Angelicoussis-led Maran Group, which operates 141 vessels - down three from last year. Costis Constantakopoulos-led Costamare follows with 105 vessels, and the sixth position belongs to George Youroukos-led Technomar and its 101 ocean-going vessels.

The domestic ropax sector is represented by Attica Group's 30 vessels — down 11 — operated under Anek Line, Blue Star Ferries, Hellenic Seaways and Superfast Ferries' banners with a combined fleet of 603,583 gt. The Marios Iliopoulos-led Seajets has a high-speed fleet of 39 vessels, 10 more than last year of a total of 253,308 gt.



Posidonia Masterclass in Shipping

**Start your exciting journey into
shipping,
from just €99**

**50%
OFF**

**Get the Exclusive
Posidonia offer using the
coupon**

50POS26



Scan Here

Founding Supporters



AEGEAS
NON-PROFIT COMPANY



EUGENIDES FOUNDATION



AIKATERINI
LASKARIDIS
FOUNDATION

Powered by

**NAYTIKA[®]
XPONIKA**

www.PosidoniaMasterclass.com

Survitec issues warning

Survitec is warning shipowners and operators that port state control (PSC) detentions are becoming an increasingly predictable operational risk for global fleets, driven largely by deficiencies in safety systems, maintenance standards and onboard procedures.

■ In a newly released white paper, *In-port Detentions: The costs and implications for an ageing fleet – and how to avoid them*, the Survival Technology solutions provider reveals that PSC detentions increasingly stem from deficiencies that are visible, foreseeable and often preventable.

Metkel Yohannes, Chief Portfolio Officer at Survitec, said, “Detention is increasingly becoming part of the operating environment for many fleets, and even the shortest detention can quickly escalate into six-figure costs once off-hire exposure, berth costs, emergency repairs, schedule disruption, insurance impacts and reputational damage are factored in.



“The commercial reality is simple,” Yohannes added. “Proactive annual inspections and lifecycle planning significantly reduce the risk of costly compliance failures and operational disruption. Investing in prevention is materially cheaper than absorbing even one detention.”

The findings come at a time when global inspection volumes have remained broadly stable at around 75,000 per year, while detention outcomes have worsened significantly. Detentions under the Tokyo MoU have more than doubled over the past five years, and the Black Sea MoU recorded the highest detention rates relative to inspections, driven in part by a concentration of older tonnage.

As fleets continue to age and pressure mounts from tighter budgets, stretched maintenance windows, and reduced crew capacity, more vessels are entering inspections in a compromised state, particularly for safety-critical systems, significantly increasing the likelihood of detention.

Many of the deficiencies identified are not simply compliance issues

but relate directly to the operational readiness of fire safety and lifesaving systems, raising concerns about a vessel's ability to respond effectively in an emergency.

As shipowners increasingly extend vessel lifecycles amid geopolitical instability, shipyard constraints, uncertainty around future fuels, and ongoing trade disruption, all of which are contributing to an older global fleet operating under greater technical and regulatory pressure.

The white paper draws on a series of onboard inspection case studies from real-world safety assessments by Survitec technicians, highlighting a range of risks affecting critical firefighting and lifesaving equipment. These findings point to both hidden internal failures and visible system defects that could compromise performance in an emergency. Issues identified include the degradation of firefighting systems, the impact of poor maintenance practices, and the deterioration of portable safety equipment. The paper also highlights concerns in lifeboat systems, where environmental exposure and inadequate maintenance can compromise the reliability of safety systems and equipment.

Jan-Oskar Lid, Technical Sales and Support Manager at Survitec, said, “As the case studies show, these types of failures rarely occur in isolation or suddenly and highlight the critical role of rigorous, standards-based inspection regimes in identifying hidden risks before they escalate. The challenge for many operators lies in keeping pace with increasingly complex, fast-changing regulations that vary by vessel type, flag, class, and equipment, while still meeting the demands of day-to-day commercial operations.

“Against this backdrop, the critical question is not simply why incidents occur, but how vessel condition, maintenance discipline and emergency readiness influence the severity of an incident.

Yohannes added, “Operators must ensure safety-critical equipment works when it counts to reducing risk, avoiding costly failures, and ultimately protecting lives.”

To find out more about the white paper, visit Survitec at Stand 1.160 in Hall 1

LIST OF CONFERENCES AND SEMINARS

June 3rd	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	helvepa@helvepa.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
	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	info@martecma.com
	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 4th	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	lasnydras@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	



**SeatradeMaritime
News**
by informa ...

Join Us for Networking, Nibbles and Drinks

1600-1800hrs

2nd, 3rd & 4th June 2026

Events Area 2, Posidonia Exhibition



Register here



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

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

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

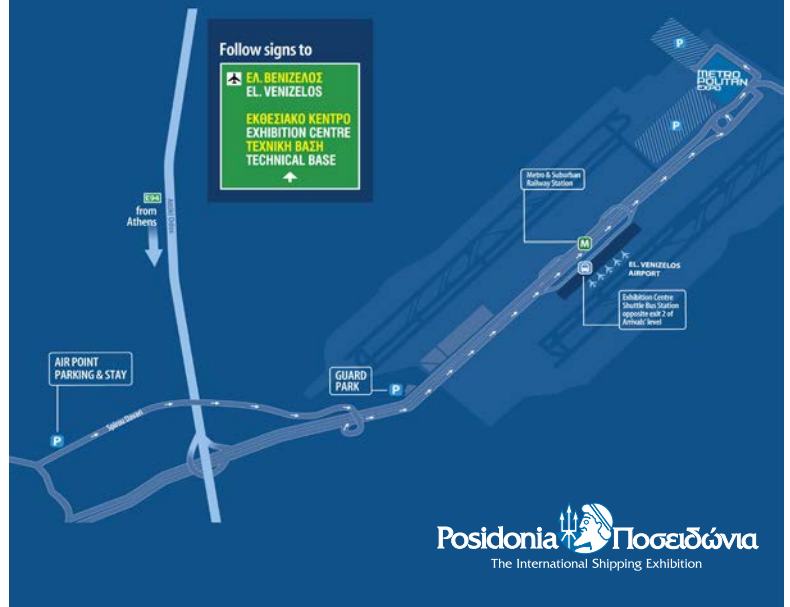
DOWNLOAD the Posidonia 2026 App

Available for iOS and Android

Sponsored by



CAR PARKING MAP



Posidonia Ποσειδώνια
The International Shipping Exhibition

EXHIBITION OPENING HOURS

Wednesday 3 June	10:30 to 19:00
Thursday 4 June	10:30 to 19:00
Friday 5 June	10:30 to 17:00

Published by Seatrade/ Naftiliaki

Editor: Emma Howell

Editorial team: Gary Howard, Nick Savvides,, Lamar Harper-Campbell, Paul Bartlett, Evangelos Tsouris

Shipping Editor at
Newsfront/Naftiliaki

Production editor:

Alysanne Parker

Advertising sales:

Tim Hills, Chris Adams

Design: Alysanne Parker

OFFICE DETAILS:

Newsfront / Naftiliaki

18A Marathonodromon
Street

176 71 Kallithea, Athens,
Greece

Tel: +30 210 9214205

E-mail: natvas@otenet.gr

Seatrade Maritime

Informa Markets

27 Middleborough,
Colchester, UK. CO1 1TG

Please send any press releases to: seatrademaritime@informa.com



Tough on fouling

- Enables ultra-low friction antifouling and compliance with IMO CII requirements
- Superior static performance
- Excellent in-service colour retention
- Strategic tool to reduce exposure to rising copper prices



Use biocides safely. Always read the label and product information before use.
ECONEA® may not be registered for certain uses in certain countries.
For more information on the registration status in your country of interest, we invite you to contact us.



econea.com
info@janssenpmp.com