



Posidonia today

OFFICIAL DAILY NEWS

Seafarers are easy targets in criminal cases

BY NICK SAVIDES



Gard Lawyer Eleni Antoniadou tells BIMCO Posidonia seminar that legal principles can be ignored when jurisdictions under pressure look for scapegoats, ignoring the maxim, innocent until proven guilty.

■ Speaking at BIMCO's Crewing the Future: Supply, Sustainability & Seafarers' Rights seminar on Wednesday, Gard's Eleni Antoniadou told the audience that when drugs are found on board a ship, whole crews are arrested and held, sometimes for long periods.

"In these situations, there is no proper justification on why this is happening. So, normally, what we have seen as a trend from a club's perspective is that there is a media storm; the case is all over the news and that puts a lot of pressure on the local authorities to find a solution," said Antoniadou.

She added: "And unfortunately, the easiest target, scapegoat, if you may, is the seafarer."

A lawyer from the audience was more forthright, insisting that, "Systemic change is necessary in order to make sure that the fundamental principle of criminal law —innocent until proven guilty — is embedded in the national jurisdictions."

There is a pattern, said the source, who preferred to remain anonymous: the drugs come from South America

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EU needs to act to secure strategic industry

■ Skaramanga shipyard's VP and CEO Miltiadis Varvitsiotis sees multiple threats to European security and the strategic industry that is shipbuilding and repairs.

A seminar on security seems an unlikely place to see a shipyard manager commenting on the wider political climate, but Skaramanga CEO Miltiadis Varvitsiotis did not hold back in his views on European defence and economic security.

Varvitsiotis forcefully argued that the transition in the political and economic climate meant that Europeans were being left behind, and the CEO believes that hard power is the foundation for modern competitive economies.

"Europe still believes that it can deal with all the global threats and become a global leader based on soft diplomacy," Varvitsiotis said, opening the panel on Strategic Infrastructure and Investment.

"This is impossible," he said, "If you don't have an army, if you don't have a navy, if you don't have an air force, and you don't have the will to use them, you are irrelevant in this modern world. And this is a reality

■ Continues on page 7



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Why nuclear at sea is moving closer to reality

BY JORGE SEGOVIA, ABS SENIOR ENGINEER

■ Commercial nuclear power at sea is enjoying renewed momentum as energy transition, regulation and innovation attract new investment and sharpen interest in maritime applications. From powering ports and producing future fuels to supporting offshore data centres and desalination platforms, nuclear technology is re-emerging as a serious long-term prospect for the industry, offering high energy density, reliability and strategic independence.

Advanced reactor technologies, robust class rules, purpose-built testing facilities, evolving regulatory frameworks and a growing interest in public-private partnerships are helping bring those applications into clearer focus.

NUCLEAR: AT THE HEART OF A NEW ECOSYSTEM

Beyond propulsion, nuclear power can serve as the foundation for an entirely new offshore ecosystem. Shoreside nuclear plants can power ports and produce shipping's next generation fuels such as hydrogen and ammonia, while offshore installations could support floating data centres, synthetic fuel platforms and desalination systems.

FLOATING POWER BARGES: THE FIRST WAVE OF DEPLOYMENT

The earliest practical applications of this new technology are likely to be floating nuclear power barges. These single-location offshore reactors can provide clean, reliable electricity to ports, islands and

coastal communities. Because they are stationary and operate within defined maritime zones, regulators may find them easier to approve. Their design allows for strict control of safety, security and non-proliferation measures, creating a lower-risk pathway to deployment.

BUILDING THE NUCLEAR CORRIDORS OF THE FUTURE

When it comes to nuclear propulsion for ships, the challenges extend beyond technology to regulatory and social acceptance. The first nuclear-powered commercial vessels will likely operate along defined maritime corridors between nations that share mature regulatory frameworks and public acceptance of nuclear energy. These corridors can provide controlled environments for early deployment, with self-contained infrastructure and vessel support systems.

SETTING THE STANDARDS

To realize nuclear's maritime potential, safety and trust must come first. This is where independent third parties like ABS play a critical role. A pioneer in maritime nuclear technology, ABS is bridging the gap between outdated 1960s-era regulations and modern reactor designs with the technical rigor and oversight needed to secure regulatory approval and public confidence.

The ABS Requirements for Floating Nuclear Power Plants represent one of the most significant advancements in nuclear maritime regulation in decades, modernizing obsolete standards with contemporary IAEA safety concepts. As interest grows,

the challenge is no longer only how to regulate future nuclear applications, but how to prepare for them early enough to avoid costly redesign later. The industry-first ABS Nuclear-Ready Notation gives marine and offshore assets a formal pathway to address future nuclear conversion from the design stage, while continuing to operate on conventional power systems.

Through practical research, strategic partnerships and proactive standards development, ABS is helping shape the industry's path toward deployment. Recent projects have included approvals in principle for advanced nuclear concepts such as a molten salt reactor-powered containership, floating nuclear power plants and a nuclear-powered LNG carrier.

The journey toward maritime nuclear deployment is complex, but it has already begun. With modern standards, coordinated regulatory pathways and strong international collaboration, nuclear technology can redefine what is possible at sea.



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■ Continued from page 1

where the investigations take place, and tackling the problem in Europe is where the authorities should start.

“If we try to prioritise Europe and make sure that there is a quicker detention duration, and that the seafarers are duly released without being in prison for months or years, I think that’s a very good first step,” said the lawyer.

Referencing the apparently feeble response by the industry to the plight of the *Phoenician-M* chief mate, Ali Albohari, the lawyer said: “No one can force a member state to change its laws or the way they provide justice. It’s their own exclusive authority to do that. However, I would say that through soft law initiatives, and I know those are not immediate, we will not see the results tomorrow, maybe it will take years, and maybe there will be even more victims.”

It is for governments and international organisations to make changes happen, these changes must come at a high level through dialogue, the source added.

Meanwhile, the transitory nature of shipping, as vessels call at multiple ports, can cause varying periods of detention for crew, from as little as five weeks to up to 1.5 years.

An additional level of complexity is the multi-jurisdictional element of such cases, with port state control and the flag state often giving conflicting orders. “And when you add to that the convoluted ownership structure a shipping company may have, then there are a lot of factors involved,” Antoniadou told the audience.



As a result, there has been an increase in drug smuggling, and a substantial rise in cases where seafarers are investigated, detained and prosecuted.

In these situations, the lawyer believes it is important that shipowners continue supporting crew members.

“By that, of course, I don’t mean to pay any facilitation money to the authorities because this will only backfire and it will encourage more accusations against the seafarers,” explained Antoniadou, **“What I mean by support is to provide the legal support, the proper defence of the seafarers.”**

Alan Croft, business development manager at the International Seafarers Welfare Network, pointed out that it is a very tough situation for both the seafarer held and their families, with little or no information and “no clear point of contact to help them through it.”

Dr Joanna-Eugenia Bakouni, Learning & Development Manager – Maritime at Maersk training, believes that the industry is not doing enough to educate seafarers on how to deal with these situations.

Bakouni argued: “We drill relentlessly for man overboard, for fires, for any sort of emergency that might occur on board the vessel. But if you ask an average seafarer what they should do in such a case [when they are arrested], then usually the answer you will get is silence. So, there is a gap there in the training standards that we have for such situations.”

Guidelines on fair treatment are all well and good, said Bakouni, but reading a guideline sitting on a website at 3am when you might be facing prosecution is just a document, “And that’s simply all that is”.



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■ Continued from page 1



that I believe everybody should realise.”

Coupled with that hard power is the economic will to support strategic industries to make sure they remain competitive.

Varvitsiotis pointed to the Polish yards, which in the decades before the country switched from communism to a market economy had great output, “Once they joined the European Union, this output fell radically,” he said.

EU yards in 2000 built 55% of the world’s tonnage, and China just 5%, but bureaucrats decided that they did not want to build half the ships in the world anymore, and that trend has reversed, claimed Varvitsiotis.

“They applied very strict state aid rules, very strict environmental rules, very strict labour, safety, health and insurance rules, and they actually deprived the shipbuilding sector from any EU funding. And this is still the case until now,” he added.

According to the CEO, the EU is now going to subsidise green shipbuilding, but he urged Poland and Greece to join together and call for every euro spent on these subsidies to go to European yards.

“Otherwise, we are going to be left without any orders, they will go to be made elsewhere, and the money of European Union and European taxpayer are going to be sent out there,” said Varvitsiotis.

In addition, there is a need to stimulate ship repair yards to employ the naval engineers, electricians and mechanical engineers that the EU is now lacking due to the decline of its yards.

He said that instead of European yards competing against each other they must be consolidated into a pan-European shipbuilding industry that instead of being totally fragmented as it is today, is highly competitive and will create, rather than destroy more jobs.

Another source of growth will be the burgeoning offshore business within Europe, which can add to demand, but there is a necessity to invest in the industry emphasised Varvitsiotis. Next there is a requirement to create the regulatory framework that will allow the business to grow.

State aid rules must be relaxed, he said. “All the shipyards in the Far East, they work with export guarantees provided by the state. This is unthinkable in Europe.”

“Second, the environmental rules and the licensing of a new infrastructure in shipyards are very hard to acquire.”

According to Varvitsiotis this proposal has already been mooted by Apostolos Tzitzikostas who serves as the European Commissioner for Sustainable Transport and Tourism.

Lastly, the EU must address the shortages of labour and the educational system that is neglecting technical education.



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CSSC inaugurates Greece representative office in Athens

China's top shipbuilding group strengthens its strategic presence across Europe's maritime market

■ China State Shipbuilding Corporation (CSSC) has officially inaugurated its Greece Representative Office in Athens, marking a breakthrough in the company's global market layout.

Fang Qiu, Chinese ambassador to Greece, and Jia Haiying, deputy party secretary and director of CSSC, jointly unveiled the new office during the grand opening ceremony.

CSSC said that the inauguration represents a pivotal milestone for the group's deepened penetration into Europe's high-end core maritime market, further optimising its global strategic deployment and elevating maritime co-operation between China and Greece. The newly-launched office acts as a key strategic foothold based in Greece, covering the wider European maritime market and serving as a vital bridge for bilateral



industrial co-operation and exchanges.

Spearheaded and centrally-managed by China Shipbuilding Industry Trading, the representative office is a crucial part of CSSC's global business network expansion strategy. Moving forward, it will fully mobilise the group's complete industrial chain resources to consolidate local market presence in Greece and continuously expand business coverage across the European maritime sector.

The office will gather real-time frontline market information

regarding new vessel designs, advanced marine equipment and emerging industry demands in Europe, driving the continuous upgrading of bilateral co-operation models and facilitating the industrial transformation from Made in China to integrated China-Greece co-development.

Serving as a two-way linkage platform connecting China and European maritime industries, the office will actively engage with European marine equipment suppliers, professional maritime service institutions and maritime financial resources.

CSSC aims to build a comprehensive full-industry-chain ecosystem that integrates ship design, vessel construction, marine outfitting, maritime finance and after-sales services, empowering in-depth and diversified maritime co-operation between China and Europe.

Remember the seafarers!

■ In his opening speech of Posidonia, the IMO Secretary-General, Arsenio Dominguez, said:

"My biggest concern continues to be the 20,000 innocent seafarers that have nothing to do with this conflict (in the Middle East) and continue to be trapped as a result of the closure of the Strait of Hormuz."

His comment was echoed by Ed Pearce, head of corporate development at Mission to Seafarers, who told Posidonia Today:

"We must not forget our seafarers, especially those trapped in the Strait of Hormuz, and also those that are victims of abandonment."



"These crews face serious risks to their safety and growing anxiety for their families at home. With few options available, many remain on board vessels operating in a volatile environment. Extended time at sea

without shore leave or crew changes also raises serious concerns about fatigue, stress, and overall safety."

Despite security restrictions limiting access to some ports, The Mission to Seafarers continues to deliver emergency assistance and remote welfare support. Teams in the UAE, Bahrain, Aqaba (Jordan), and Cyprus remain operational, arranging emergency deliveries of food and water and assisting seafarers facing abandonment.

Asked what the 1000s of visitors to Posidonia could do to support seafarers, Ed encouraged everyone to use their time travelling to and from the show (and likely stuck in traffic) to visit www.missiontoseafarers.org and see what action they could take.



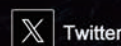
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Greek shipowners weigh AI's promise in sustainable shipping

BY EVANGELOS TSOURIS

The intersection of the global sustainability agenda and the strategic deployment of Artificial Intelligence (AI) is rapidly transforming modern maritime operations. This paradigm shift took centre stage during an esteemed shipowners' panel on June 3 at the Hellenic Marine Environment Protection Association's (HELMEPA) Posidonia conference, titled "Ocean Intelligence in Metashipping."



■ Reflecting on this evolving landscape, Alex Hadjipateras, CEO of Dorian LPG, said that the sustainability mandate has fundamentally reshaped his company's corporate philosophy, emphasising that its long-term benefits extend to both the global environment and future generations.

Echoing this sentiment, Frakiskos Kanellakis, director of Alpha Bulkers, Alpha Gas, and Pantheon Tankers, observed that the commercial and operational importance of sustainability has intensified dramatically over the past five years. He revealed that this shift has driven the fleets under his management to become more technologically advanced, thereby enhancing their marketability to charterers. Although charterers increasingly demand highly efficient vessels, they remain largely reluctant to pay the associated financial premiums, he said.

The conversation also addressed the evolving human element in shipping, including the blend of

soft and hard skills required by the modern workforce and the strategies necessary to attract younger generations to the maritime sector.

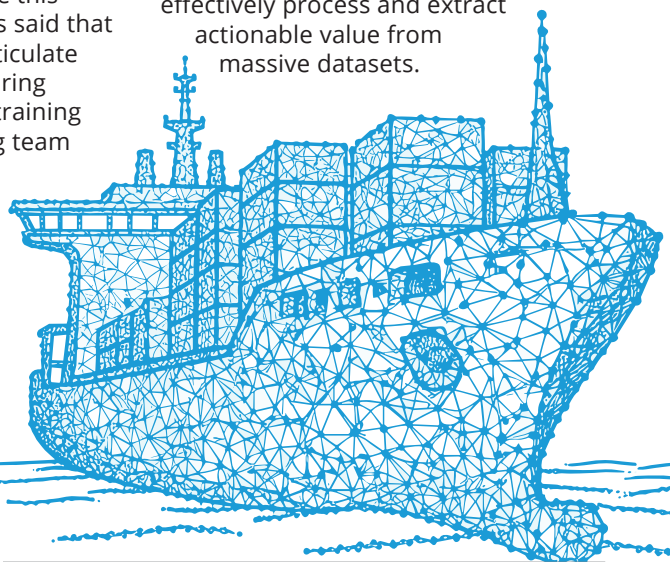
Sadan Kaptanoglu, CEO of Kaptanoglu Shipping, said younger demographics have a natural aptitude for digitalisation and it is necessary to actively promote the industry's positive transformations and modernisations to appeal to the next generation. To cultivate this talent pipeline, Hadjipateras said that the industry must better articulate the profound value of seafaring careers while modernising training frameworks to foster strong team dynamics among next-generation crews.

On the integration of AI, the panellists offered nuanced perspectives on its operational utility. John Michael Radziwill, chairman of C Transport Maritime SAM, said that

foundational AI applications tailored to seafaring operations and safety protocols have the potential to be truly transformative.

He suggested that AI can serve as a powerful tool for senior seafarers to mentor junior crew members, though he stressed that technology must always be balanced by human wisdom and experience. Hadjipateras hailed AI as an industry gamechanger, particularly for its ability to optimise vessel performance and operational efficiency.

Offering a forward-looking perspective on maritime technology, Kanellakis advocated for the widespread implementation of dedicated data centres within shipping operations. The industry currently suffers from severe data fragmentation due to a myriad of disparate reporting sources, he said. To mitigate this inefficiency, he argued for centralised data centres to empower shore-based personnel to effectively process and extract actionable value from massive datasets.



Shipping Confronts Its Defining Decade

The conversation inside Posidonia transcended geopolitics, cargo tonnage, insurance premiums and charter rates yesterday (3rd June). The most senior figures in global maritime governance - from the Secretary-General of the International Maritime Organization (IMO) to the President of the Union of Greek Shipowners and shipping ministers representing some of the world's most important flag states - turned the spotlight on the two issues that will define the industry's next decade: the safety and dignity of the men and women at sea, and the race to decarbonise global shipping.

■ The day's discussions, shaped by an extraordinary concentration of political and regulatory authorities, made clear that Posidonia is the forum where the maritime world takes stock of itself.

When asked to identify the single most pressing item on the IMO's agenda, Secretary-General Arsenio Dominguez said: "Seafarer wellbeing and seafarer safety is our top priority. The industry depends on the people, the men and women, who are on ships day in day out, responsible for keeping global trade running. In zones of conflict, it is the seafarers who are on the front line, dealing with uncertainty, psychological stress and concern for their own families. The most pressing agenda right now is to seek de-escalation and resolution of conflict. I will continue to engage with all States and stakeholders to speak up for seafarers."

The statement carried particular weight given the current geopolitical climate - with maritime trade routes under pressure from regional conflicts and chokepoint tensions that have placed merchant vessels, and the seafarers aboard them, in harm's way with increasing frequency.

He added: "I call on the industry to stand with IMO in defending the principle of freedom of navigation, including the rejection of tolls and discriminatory transit measures. I hope that Posidonia will see strong commitments to the energy transition, with increased focus on energy efficiency technologies, alternative fuels and looking to the future with orders for dual fuel ships. Above all, we need to keep investing in our

workforce, championing diversity and inclusion while finding more ways to attract the next generation of seafarers."

No voice carries greater weight at Posidonia than that of the Greek shipowning community - the largest in the world - and this year, Union of Greek Shipowners President Melina Travlos used her address to offer the perspective of the most powerful shipping nation in the world.

She said: "Seafarers should never have to face conditions of increased risk, let alone risks to their very lives. We hope that peace and respect for international law will prevail, so that the seas remain open, safe, and free for the benefit of all peoples."

The green transition, Travlos argued, cannot be treated as a problem that the shipping industry can solve alone, or on a timeline determined by regulatory convenience rather than technological and infrastructural readiness: "Shipping's decarbonization is utterly dependent upon external factors. The availability of safe fuels, fit-for-purpose technologies and adequate infrastructure depend entirely on other sectors. The green transition requires technological feasibility, economic viability, global coordination, and a level playing field. Otherwise, higher costs will be imposed on the entire supply chain without delivering the corresponding environmental benefits."

Few flag states have articulated a more distinctive or more proactive

philosophy in response to the current regulatory vacuum than Malta. Its position rests on three interlocking convictions: that global solutions must ultimately prevail over regional ones; that technology neutrality through a goal-based approach is non-negotiable; and that, in the interim, flag state administrations have a responsibility to fill the regulatory vacuum with authoritative, commercially useful guidance.

"We are actively moving past administrative sluggishness; if a vessel can thoroughly prove its safety through Alternative Design and Arrangements, our technical department will facilitate its deployment now, rather than allowing it to be delayed by bureaucratic backlogs," said Dr Ivan Tabone, Registrar General of Shipping and Seamen, Malta Ship Registry.

The Registry's approach to the IMO framework's delayed finalisation is equally direct. Malta is not waiting for diplomatic resolution before preparing its fleet for the operational reality of the metrics that will eventually govern global shipping emissions.

Dr Ivan Tabone continued: "The IMO Net-Zero Framework may be experiencing diplomatic and political delays, but the work on technical guidelines must not pause, and Malta is actively preparing its fleet for the operational reality of Greenhouse Gas Fuel Intensity metrics today. Malta continues to advocate firmly for a unified, global level playing field that rewards real-world carbon reduction, rather than forcing shipowners to navigate fragmented, check-the-box regional compliance frameworks."



From left: Mr. Vasileios A. Papagiannopoulos, Member of the BoD of the Union of Greek Shipowners; Mr. John C. Lyras, Member of the BoD of the Union of Greek Shipowners; Mr. John A. Xylas, Treasurer of the Union of Greek Shipowners; Mr. Nikolaos Th. Veniamis, Secretary of the Union of Greek Shipowners; Mrs. Melina N. Travlos, President of the Union of Greek Shipowners; Mr. George K. Karageorgiou, Member of the BoD of the Union of Greek Shipowners; Mr. Aristeidis I. Pittas, Member of the BoD of the Union of Greek Shipowners; Mr. Ioannis S. Lekanidis, Member of the BoD of the Union of Greek Shipowners and Mr. Dimitrios J. Fafalios, Secretary of the Union of Greek Shipowners

Cyprus Shipping Minister Marina Hadjimanolis arrived at Posidonia 2026 with a message that spoke as much to the process of good governance as to the substance of maritime policy. "Shipping is facing multiple pressures simultaneously, from geopolitical instability and trade disruptions to the challenges of decarbonisation, digitalisation and the evolving regulatory landscape. Open and constructive dialogue between policymakers and industry stakeholders is therefore more important than ever," she said.

Hadjimanolis also highlighted the human capital dimension of maritime transformation, noting that the digitalisation of shipping places a premium on continuous investment in workforce skills - a theme that echoed the IMO Secretary-General's own emphasis on the people at the heart of the industry. She offered what amounted to a governance philosophy for the gathering of maritime ministers.

From the other side of the world - but deeply embedded in the same

global conversation - Singapore's Senior Minister of State for Law and Transport, Murali Pillai, brought the perspective of Asia's pre-eminent maritime hub to Posidonia 2026.

"Amidst a more complex and rapidly evolving operating environment, Singapore remains committed to being a trusted node in global trade. We are charting the course ahead and investing in our port's digital and decarbonisation capabilities to support a more resilient, efficient and sustainable maritime future," he said.

No maritime jurisdiction occupies a more literally strategic position than Gibraltar. Straddling the narrow passage between the Atlantic and the Mediterranean - a corridor through which some 60,000 vessels transit each year - Gibraltar has long derived its maritime identity from geography. But geography alone does not build a competitive maritime hub, and Minister Gemma Arias-Vasquez made clear that Gibraltar's ambitions extend well beyond the enduring advantage of its location.

She said: Gibraltar's perspective is rooted in its role as a major Mediterranean port and bunkering hub. We support seafarers' rights through practical welfare support

for crews visiting Gibraltar, strong Maritime Labour Convention (MLC) standards for Gibraltar-flagged vessels, and a port community that recognises seafarers as essential to global trade. On decarbonisation, Gibraltar supports a realistic transition through cleaner bunkering, readiness for alternative fuels and close alignment with IMO objectives, ensuring the maritime sector reduces emissions while remaining safe, competitive and operationally resilient.


Day 3 of Posidonia 2026 closed with a sense, shared across delegations, that the maritime industry stands at an inflection point unlike any in recent memory. The regulatory architecture for decarbonisation is being built in real time, imperfectly and under diplomatic strain. Geopolitical turbulence is testing the norms of free navigation and the safety of the men and women who make global trade possible. And the jurisdictions, administrations, and hubs that will define the next era of shipping are, right now, making the investments and choices that will shape that future.

Shipping markets in 10 data points

BY GARY HOWARD

Clarksons Research shared its 10 key figures for understanding the disruption, risk, and opportunity defining global shipping markets.


■ Disruption has been a headline topic at Posidonia 2026, and while even Clarksons Research, one of shipping's greatest analysts, sees a clouded outlook across volatile shipping markets, managing director Steve Gordon anchored the discussion at the Tradewinds Shipowners Forum with a pick of 10 data points to explain the current situation.

#1  **95%**
drop in
Hormuz
Strait transits

From a normal level of 130-140 ships, Hormuz transits have been fairly consistently at 10 or fewer for the last three months. From an oil perspective, it's 1.2bn barrels of oil lost to the markets, theoretically. This is not just a one-off, not just a black swan. "This is the latest of a number of geopolitical events that reminds us that shipping is at the front line of the new geopolitical order."

#2  **~7m**
barrels per day
in replacement
crude supplies

This is the opportunity. We've lost 15m barrels of crude, but we're exporting from the Red Sea, we have record exports out of the US Gulf, we have tankers repositioning in the Atlantic. The situation is net economically positive for the market so far. "This is also, from a Hormuz perspective and the replacements, the biggest issue for the global economy, not just energy shipping."

#3  **+10%**
increase
in average
distance of
seaborne trade
since 2019

Hormuz is the current crisis, but shipping has been dealing with Red Sea rerouting, sending 800 containerships around the bottom of Africa for years. The rerouting of Russian oil, oil products, and gas has added to distances. Tariffs froze up the market for a while, but less than 4% of global trade is being freshly tariffed by this new Trump administration. Clarksons sees trade growth, but it also sees increasing complexity.

#4 **\$40,000**
per day – the ClarkSea
Index's strongest ever
start to a year

This is the strongest start to the year for the ClarkSea index, the Clarksons barometer of global shipping covering average earnings across tankers, bulkers, containers, and gas carriers. VLGCs are the best performing market today, followed by crude tankers and product tankers. "We've also have more cash in shipping that we've ever had," said Gordon.

#5  **21%**
the
orderbook
as % of fleet

A number Clarksons has tracked for many decades, it was at just 10% at the start of COVID and was 50% in 2008. The orderbook is uneven with a large number of containership orders, and this year has been all about ordering crude tankers and LNG. "That's really filled up the shipyards again. 21% is just about manageable, but watch it carefully, I would say."

#6 **60m CGT**
record shipyard
deliveries expected
in 2027

Next year we will surpass the level of shipyard output seen in 2010. Clarksons is tracking 200 shipbuilding capacity projects, mainly reactivation and expansion, and 70-80% of it is in China. We have long lead times, and shipbuilding is clearly geopolitically strategic. "6% of the fleet will be delivered next year, not the 12% delivered back in the last cycle, but I think we need to watch this very



#7

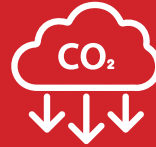


41%

share of the fleet
15+ years old

In 2008, it was around 35% of the fleet at 15+ years old. The average age of the fleet is increasing and, in a few years, 100m gt of ships will be hitting their 25th anniversary every year. "The fleet renewal is there today, it will be there in five years' time and 10 years' time," which gives the market a release valve.

#9



2%

of annual global
ghg emissions
from shipping

The consensus has stalled, not just in shipping. "It seems to me that we need to be practical, understand that this is a process that's going to take many, many decades... I think the Greek market has got it spot on."

#8 \$2.4tn

value of the world fleet
and orderbook today

That is a record. There has been a period of elevated asset values for a while, and tankers in particular have risen this year. "If you're looking for something similar to 2008, I'd say the availability of finance... for what it's worth, we think we need to invest another \$2trn in newbuildings in the next 10 years."

#10



21%

the Greek share of
total bulker, tanker,
and gas fleet

"It's an amazing achievement, without a cargo base, without a national liner company, without the shipbuilding piece... we noted this year that the Greek market is the number one S+P seller and the number one newbuild buyer."

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- ▶ Foreign Company Registration
- ▶ Segregated Portfolio Structure
- ▶ Private Trust Company Formation
- ▶ Option to Continue Operations in Belize
- ▶ Merger Friendly Legislation

LIMITED LIABILITY PARTNERSHIP

A Limited Liability Partnership (LLP) is a business structure that combines the flexibility of a partnership with the limited liability protection of a corporation. In an LLP, partners are not personally liable for the debts and obligations of the business, protecting their personal assets from business risks.

LIMITED LIABILITY COMPANY

A Limited Liability Company (LLC) is a flexible and business-friendly entity that combines the benefits of a corporation and a partnership. It provides limited liability protection to its owners (members), meaning their personal assets are protected from the company's debts and obligations.

INTERNATIONAL FOUNDATION

A Belize International Foundation is a versatile legal entity designed for wealth management, asset protection, estate planning, and philanthropic purposes. It operates as a separate legal entity with no owners, allowing assets to be managed independently according to the foundation's charter and objectives.

TRUSTS

A new world-class Trust Act coming soon. Recognized trust types include: Discretionary Trusts, Charitable Trusts, Non-Charitable Purpose Trusts, Special Business Trusts and Virtual Asset & Smart Contract Trusts.



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MERC launches new research programme

The Athens-based Maritime Emissions Reduction Centre (MERC) has launched a major new industry programme at Posidonia, combining research, real-world pilot projects and data management applications development to help reduce greenhouse gas emissions from the existing global shipping fleet.

■ The programme is designed to close the gap between theoretical solutions and operational reality, supporting shipowners with practical insight into how technologies perform under real trading conditions.

At its core is a co-ordinated approach built around three pillars: targeted research, pilot deployment and structured data management. Together, these aim to generate clear, evidence-based understanding of which solutions can deliver scalable emissions reductions and under what conditions.

MERC has introduced a pilot initiative designed to test a range of energy saving devices and technologies under real-world operating conditions. These will generate data on performance, integration and commercial viability across different vessel segments, with findings feeding directly into fleet operations and future technology development.

Complementing this, MERC is establishing frameworks and platforms to manage and analyse emissions-reduction data generated through the research and pilot activity.



The aim is to improve consistency, transparency and comparability across technologies and vessel types.

Nikos Kakalis, Managing Director of MERC, said: "Our new research programme positions MERC as an implementation-focused industry platform helping shipowners navigate the practical realities of decarbonising under regulatory pressure and real market conditions.

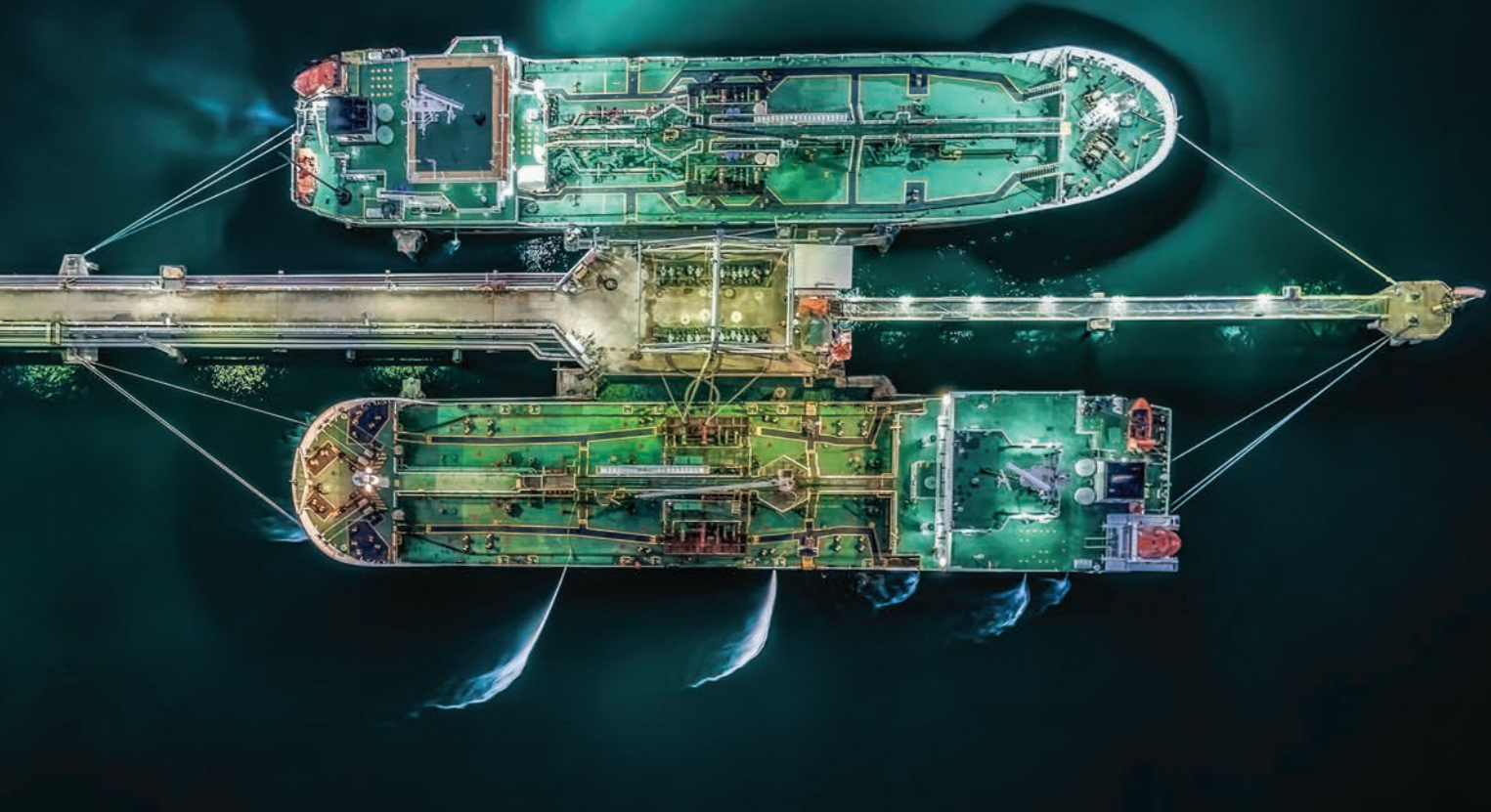
"What we are seeing now is a clear shift towards real-world testing, where the constraints, costs and integration challenges become fully visible. Our role is to bring that evidence together in a way that supports better, faster decisions for shipowners."

As part of the programme, MERC is also developing a series of research outputs reflecting direct shipowner

experience. The first of these, focused on onboard carbon capture and storage (oCCS), developed with MERC member Star Bulk, is expected to be released this summer.

Nikos Kakalis adds: "Together, this approach signals a more structured, evidence-led approach to decarbonisation. By linking research, real-world testing and data analysis, MERC is working to close the gap between technical potential and operational reality."

MERC is an Athens-based non-profit initiative co-established by leading shipowners Capital Group, Navios Maritime Partners, Neda Maritime Agency, Star Bulk, Thenamaris (Ships Management) Inc. and the Lloyd's Register Maritime Decarbonisation Hub, with enabling support from Lloyd's Register. MERC recently announced Cargill Ocean Transportation and DryDocks World as its latest members.



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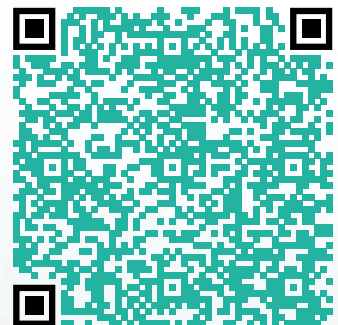
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Posidonia Today in conversation with HEMEXPO

Ahead of Posidonia, Gary Howard, chief correspondent at Seatrade Maritime News recorded a podcast In Conversation episode with Eleni Polychronopoulou, president of HEMEXPO – Hellenic Marine Equipment Manufacturers & Exporters.

■ Introducing HEMEXPO, Eleni said: Our members are companies with strong international activity supplying products and services to shipping companies, shipyards and maritime projects all around the world. I am also the president of one of these companies, the ERMA TECH Group, where we are mainly focused on environmental solutions that have to do with energy efficiency as well as wastewater and environmental services.

Gary Howard: Could you give an overview of the importance of HEMEXPO members to the Greek economy?

EP: So, the contribution of the HEMEXPO members to the Greek economy is substantial. Our companies support exports, industrial production, innovation and highly skilled

employment. Most of our members are

internationally oriented businesses that compete successfully in global markets supplying advanced maritime equipment and services.

At the same time, they contribute to strengthening Greece's industrial footprint in shipping and maritime technology. They invest continuously in research and development, and they support specialised know-how, creating important links between industry, shipping companies, universities and research institutions. The footprint can reach up to €2bn in the Greek economy. And we are very proud of how we have succeeded in comparison to where we started 10 years ago.

It is important to highlight that Greek shipping is not only strong at the operational level but has stepped up and is becoming a growing maritime technology and manufacturing base with real international presence.

GH: Could you give us an idea of the sort of key product and service areas that HEMEXPO members are involved in?

EP: Yes, of course. The activities of the members cover a very broad range of maritime products and services. These are, of course, the marine equipment, manufacturing, automation, navigation, communication, electrical and electronic application, environmental and energy efficiency, safety and this can be applied to new buildings, but also retrofit,

mechanical equipment, marine materials as well as technical support and consulting services.

Many HEMEXPO members have also invested heavily in areas connected with decarbonisation, smart shipping, digital applications, cybersecurity and of course data-driven solutions. And this reflects the wider transformation currently taking place across the maritime industry.

GH: And speaking of transformation, there are a lot of changes going on in the industry, often guided by regulation. How does HEMEXPO promote the interests of its members in terms of policies both nationally within Greece and at the EU level?

EP: HEMEXPO maintains a very active presence both in Greece but also at the European level because it is important that the views of the maritime equipment manufacturing industry are properly represented.

In Greece we work closely with the ministries and the institutional bodies and the wider shipping community on issues related to competitiveness, industrial development, innovation and investment. At the European level, we are very actively participating in the Sea Europe association which represents marine equipment manufacturers and the shipyards. This provides an important platform for dialogue with European institutions on issues such as industrial policy, sustainability, decarbonisation,

■ Continues on page 23



**Seatrade Maritime
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At the Saudi Maritime Awards, organized by Robban Assafine—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

■ Continued from page 21

digitalisation and funding. I serve on the Board of Directors, as well as Vice Chair of Sea Europe. This has helped strengthen our presence in the European discussion.

We are also cooperating with the former Shipping Deputy Minister of the Republic of Cyprus, Mr. Vasilis Dimitriadis, who brings deep expertise in formulating EU maritime policies, which is something that we really need. And this has further strengthened our institutional presence in Brussels and at the European policy level.

So, all these partnerships help ensure that Greek maritime manufacturers are able to participate proactively in discussions concerning industrial competitiveness, innovation, skills, technological development and the green transition. This all allows us to create a stable and supportive framework that allows European maritime industries to invest, to innovate and to remain globally competitive in this very strange world that we are living in.

GH: March saw the adoption of the European Maritime Industrial Strategy by the European Commission. How important is this and can it deliver results, do you think?

EP: It is a very important step. For the first time there is a broader recognition at European level that maritime manufacturing and maritime technology are strategically important industries for Europe. But the strategy is just the first step. The real value will depend on how it is going to be translated into concrete actions and effectively implemented. The industry now needs the practical measures. We need easier access to financing. We need support for the innovation, investment in green and digital technologies, support for the small and medium enterprises and also initiatives that strengthen the industrial resilience and the workforce development. Europe has

a very strong maritime know-how, leadership, and significant industrial capabilities, and now the challenge is to ensure that these strengths are supported through realistic and competitive policies.

GH: One of the main policy areas that we talk about in shipping is decarbonisation. Could you talk about the role that HEMEXPO members play in both the green and the digital transitions for the maritime industries?

EP: We are very happy to see that this challenge has been acknowledged by the HEMEXPO members at an early stage and right now most of the members are deeply involved in both the green and the digital transition. Many of the companies develop technologies that improve energy efficiency, that reduce emissions, which help the industry comply with the increasingly demanding environmental requirements. But, also on the digital side, we see more and more technologies coming from Greece. We see startups and we are very happy to see that there is a creation of startup ecosystem for digital technologies for the maritime and some of them are very, very successful. We are also active in automation, in smart systems, remote monitoring, digital platforms.

GH: What can visitors expect to see from HEMEXPO and its members at Posidonia 2026?

EP: Posidonia is always an important meeting point for the whole maritime industry and for HEMEXPO, it's an excellent opportunity to showcase the

capabilities of the Greek marine equipment manufacturers and exporters. So, you can see a range of products and technologies solutions developed by our member companies. The particular emphasis will be on green technologies; digital application, the energy saving solution for retrofit and for new buildings as well.

At our stand, we will be discussing the European policies, and we will be in the position to outline what lies ahead when it comes to the European marine strategy. We will also strengthen our collaboration with the Hellenic Institute of Maritime Technology and intend signing an agreement that will bring Greek marine equipment manufacturers and exporters closer to the academia.

Visit HEMEXPO at stand 3.131/23.

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Safe Bulkers secures historic first shipping listing on Euronext Athens

■ Greek bulker owner Safe Bulkers Inc. was officially listed on the Euronext Athens Regulated Market on 2 June, with ticker code SB. With its admission on Euronext, Safe Bulkers is the first shipping company listed in Athens Stock Exchange.

Safe Bulkers said its common stock will continue to be primarily listed on the New York Stock Exchange (NYSE), along with its series C and D preferred stock, which will not be trade on Euronext Athens.

At market opening on June 2, Safe Bulkers' shares were admitted to trading at a reference price of EUR5.70 per share, corresponding to a market capitalisation of EUR580.4m on its first day of trading on Euronext Athens.

"This is an important milestone for Safe Bulkers, for the broader maritime



community and for Athens, as it evolves into an increasingly important international financial and shipping centre," said CEO Polys Hajioannou. "Our company has the opportunity to access the European Institutional investor base assisting in transforming Athens into a premier global maritime finance hub within the Euronext platform."

Safe Bulkers operates a fleet of 45 bulkers and is continuing to invest in fleet renewal and environmental performance through a program of newbuildings incorporating the latest energy-efficiency and emissions-reduction technologies.

Euronext welcomed the historic arrival of shipping on its Athens exchange. "The transaction strengthens the connection between one of Greece's most strategic and internationally recognised industries and the domestic capital market, while further enhancing the diversity of sectors represented on Euronext Athens. It also reflects the growing international profile, credibility and attractiveness of Euronext Athens within the wider European capital markets landscape, providing companies with access to a broad investor base and supporting their long-term growth ambitions," it said.

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LR tackles shipping's digital disconnect

Lloyd's Register (LR) is expanding its maritime digital transformation capabilities with a growing portfolio of integrated advisory, assurance and software services and solutions designed to help shipowners and operators move from fragmented digital activity to scalable, commercially focused operating strategies.

■ The move comes as operators face growing pressure to demonstrate performance, comply with tightening regulation and integrate increasingly complex onboard and shore-based systems. While digital investment is rising, many organisations struggle to translate technology into consistent operational and commercial gains.

Against this backdrop, LR is positioning digital transformation as a strategic issue rather than a technology one, linking its Digital Maturity Index (DMI), Digital Transformation Advisory (DTA) service and a new maritime digital assurance framework into a structured pathway for adoption including full alignment with the LR-owned OneOcean portfolio of software products.

Central to this approach is the DMI, which has now been completed by more than 50 maritime companies globally, including a significant proportion of Greek shipowners. The benchmarking tool provides a fact-based assessment of digital readiness and application, replacing perception-led decision-making with measurable data and peer comparison.

The DMI is increasingly acting as the entry point into wider advisory and implementation programmes. Companies are moving from benchmarking into Digital Transformation Advisory, where LR works with organisations to define strategy, prioritise digital investment and develop phased implementation roadmaps across vessel and shore-based operations.

Building on this foundation, LR is introducing a Maritime Digital



Assurance Framework that brings together systems, data and operations (including decision-support software such as OneOcean) into a single framework structure, with artificial intelligence acting as an overarching layer. The framework is designed to provide assurance at each stage of the digital lifecycle, addressing a gap in the market where organisations can deploy systems but lack a clear mechanism to validate performance, integration and decision-making.

The assurance framework will also support work related to remote operating centre (ROC) feasibility studies and future autonomous and remotely-operated vessel concepts. This work aligns with the IMO's recently-adopted MASS Code at MSC 111 and reflects growing industry focus on digital and secure operating models, automation, real-time operational oversight and AI applications.

Alongside technology and strategy, LR continues to place emphasis

on the role of people in digital transformation. Findings from LR's updated Global Maritime Trends Digital Transition Barometer show a six per cent increase in digital engagement among maritime professionals. The result points to a growing recognition that digital tools, when implemented effectively, can support both operational performance and crew welfare.

Insights from the OneOcean Thetius research programme further underline that digital transformation depends as much on skills, training and culture as it does on technology, with companies increasingly focusing on how digital capability is embedded across their workforce.

LR and OneOcean are presenting their latest digital transformation developments during Posidonia 2026.



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XGIT-VORTEX™ launched at Posidonia

GIT Coatings officially launched XGIT-VORTEX™, its next-generation graphene-based propeller coating system, during Posidonia alongside Lloyd's Register at the LR x GIT Coatings Client Type Approval Ceremony.

■ XGIT-VORTEX™ was introduced as the next evolution of GIT Coatings' propeller coating technology, designed to help shipowners move beyond propeller polishing as a periodic recovery measure and toward long-term performance retention. The system is engineered to address the main limitations of current approaches: fouling build-up between polishing events, cavitation-related coating damage, and loss of propeller smoothness over the drydock cycle.

Powered by GIT's Amphiphilic Graphene Nanonetwork (AGN) technology, XGIT-VORTEX™ is a dedicated three-layer propeller coating system. The foul-release topcoat helps deter fouling attachment for a cleaner propeller over time, while the reinforced mid-coat acts as the system's structural layer, helping absorb cavitation stress and reduce coating damage at blade edges and tips. Together, the system is designed to support stronger coating integrity, long-term smoothness retention, and more stable propeller performance over the drydock cycle.

As shipowners increasingly focus on lifecycle efficiency and emissions performance, propulsion optimization



is becoming a critical component of operational strategy. Propeller efficiency remains one of the most immediate operational levers for reducing fuel consumption, emissions, and maintenance costs across commercial fleets.

Propeller condition directly influences fuel consumption, CII performance,

EU ETS exposure, and overall operating cost. With XGIT-VORTEX™, vessel operators can move beyond reactive polishing and support more stable propeller performance through a more durable and reliable propeller coating system engineered for the drydock cycle.

ShipMoney to the rescue!

■ She's a familiar face on the maritime circuit, so it is of no surprise that Karen Martin, global brand ambassador at ShipMoney, has come to the rescue of fellow exhibitors and visitors!

"I've been attending Posidonia for quite a few years and have first-hand experience of what it takes to make the most of this amazing experience.

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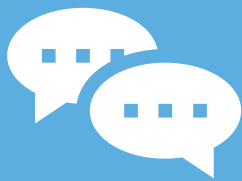
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Women Together's powerhouse talks to PT

They often cross paths at events, but don't often get the chance to have a conversation. With planning, some good wind and a lot of determination, Seatrade Maritime's content director, Emma Howell, met and recorded an 'In Conversation' podcast with Zoe Upson at Posidonia.

■ Recently voted number one in AllAboutShipping's top 100 women in shipping, Zoe first came onto my radar about four years ago now when I was researching up and coming women in the maritime industry. She had taken a business to Dubai called Freight and Commodity Talented Limited, FACT for short, and was fast growing both her client list and her profile. Since then, I've watched with keen interest someone who I admire enormously.

In this conversation, we dig a little bit deeper into Women Together - of which Zoe is a founder - an organisation that supports women in the industry in their careers and wellbeing across Shipping, Commodities and Trading markets.

Emma Howell: Tell us how the concept for Women Together happened?

Zoe Upson: I was looking for female brokers to join my desk. This was hard. Two fantastic women were recommended to me by a client. They were too qualified for the role, however, our passion to see more women in our industry created WOMEN TOGETHER and we are very good friends to this day.

We then we started doing an annual event at the start of International Petroleum week and its grown from there!, Every single time I did an event, the ladies wanted me to do another one, so we started doing sponsored events, and then we've gone from doing one a year to maybe sometimes 5 or more and it has continued to grow.

But it's driven by the women in the community, it's driven by what the market wants. I'm just the facilitator and helping to evolve as an association. It was never me saying, I want a women's community...it birthed itself.

EH: I noticed that Women Together has different communities within its offering and one of those is wellbeing. Tell me a bit about the wellbeing element.

ZU: You can be incredibly successful and still have burnout. Looking after your wellbeing is something we need to integrate, and I also think it's a great space for women to connect, outside of industry events. So now we try and do a holistic event with every single industry week - so in Bahri week in Dubai, we did a sunset walk and a dry dinner. This week, we did Reiki healing on the beach here in Athens.

We're looking to do retreats next year. And then on 12th of June, we've got Michelle Flynn, who's a phenomenal coach, and she's going to do a session for women on success and avoiding burnout. We want the women in industry to be thriving, succeeding in their careers, but also with their minds at peace, feeling good and taking care of themselves.

EH: Another area I want to pick your brain about is how we get more women to commit to speaking on panels at industry events. Why are women still so reluctant to put themselves forward?

ZU: We recently launched a speaker platform because I felt there wasn't one central space for female speakers to put themselves forward. It's crazy, there are so many women who do have voices or have industry expertise and it's confidence that stops them stepping forward.

EH: So, how did we change that? How, as an event organiser, do we help?

ZU: I think maybe if you could do something for confidence building, wherever it's master classes or learning how to do a podcast for example. Perhaps rather than being on a panel, a fireside chat approach?

We all have to start somewhere. I still get incredibly nervous. I recently had to host, be master of ceremony, and also moderate a panel. I called my mom crying, and I do this (be on stage) a lot, but at the end of the day, we're human and nerves are great. It means you care,

it means you want it. And I think that the nerves are a great thing to have. You just need to channel them and I think that's where you, as event organisers can help.

EH: Let's get back to you, Zoe. I mean, you have a lot of accolades to your name. You're a busy, busy woman. What do you do for your downtime?

ZU: I talk about trying to get women to be more holistic and not avoid burnout, but I'm quite bad with downtime, if I'm totally honest, but I love what I do. So, for me, I don't feel burned out, but I do have a life coach, which I pre-book a year in advance all my sessions to make sure I always come back to self and check in with my mindset and make sure I'm remaining balanced. I'm very fortunate to live in Dubai, so a pool day, and if my daughter's on a play date, I always take the opportunity at the weekend to take a book, or go to a beach and chill out, and sometimes I'll take a long bath.

EH: What about in five years' time? Where's Women Together going to be in five years?

ZU: I want us to be the largest female community across shipping and commodities and I want to have a list of accolades and examples of how much we actually really have shifted the industry, particularly the corporate side with companies that we've started working with already. So in five years, the largest women's network across the world. We have about 2000 members across the world now and then we have obviously some more active than others which amount to about 300.



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LIST OF CONFERENCES AND SEMINARS

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@hxx.blue
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	chrisa@simtec.gr; hpekka@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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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

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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

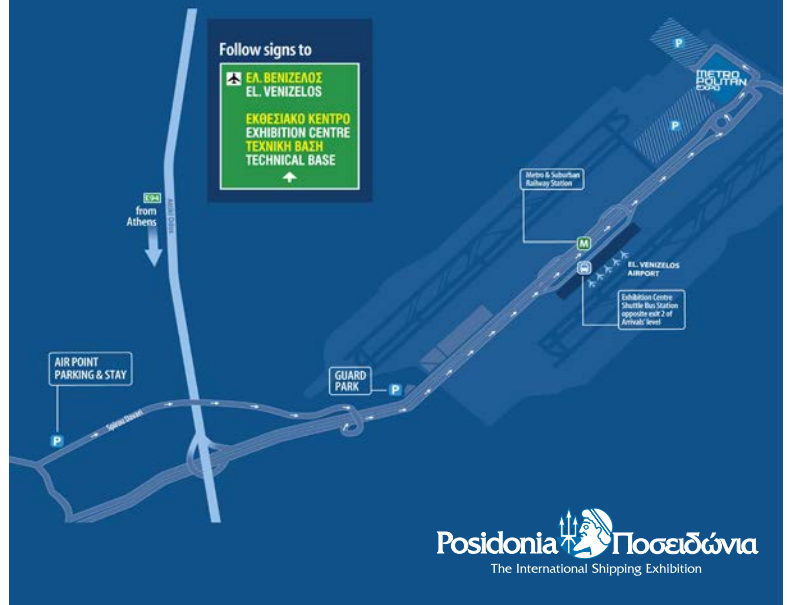
DOWNLOAD the Posidonia 2026 App

Available for iOS and Android

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CAR PARKING MAP



Posidonia 2026
The International Shipping Exhibition

EXHIBITION OPENING HOURS

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

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