



# Posidonia today

OFFICIAL DAILY NEWS

## Greek owners announce dozens of newbuild orders during Posidonia

BY GARY HOWARD



*From harbour craft to VLCCs and containerships, Greek owners have splashed billions on newbuild contracts as Posidonia records busiest day ever*

■ Since Posidonia 2026 opened its doors, much has been made of the dominant position of the Greek-owned fleet within the industry; in the days since, a multi-billion dollar spending spree has helped to secure the Greece's ongoing prominence in global shipping. The orders suggest further fleet renewal to come after Clarksons Research (Stand 1.221/7) crowned Greek owners as the top newbuilding investors in 2026 so far, and the largest sellers of second-hand tonnage.

The first full day of Posidonia on 2 June opened to news that George

Prokopiou's Dynacom Tankers had inked an order for 12 VLCCs at China's Hudong-Zhonghua Shipbuilding with a value of around \$1.47bn and construction set to commence in October 2027.

Hengli Heavy Industries announced it had secured an extensive newbuilding package totalling 21 firm orders plus four options with a combined value of \$2.2bn. The orders from six international shipowners covered including 6,000 teu container ships, kamsarmax bulk carriers, capesize bulk carriers, LR2 product tankers and suezmax crude tankers.

■ *Continues on page 5*

## Cyprus emphasises industry's 'strategic direction'

■ As the Cypriot presidency of the Council of Europe draws to a close, the visions for shipping seen by regulators and the industry appear to be converging.

On Wednesday, Skaramanga's VP and CEO Miltiadis Varvitsiotis called for the EU to show the will to support shipping as strategic industry. On Thursday, a regulator backed his claims.

According to Varvitsiotis, the maritime sector has been hampered by state aid regulations and the failure of European educational institutions to train the engineers and technicians necessary to maintain the shipping sector.

Marina Hadjimanolis, shipping deputy minister to the president of the Republic of Cyprus, talking exclusively to Posidonia Today, agreed with Varvitsiotis, arguing that there was a need to shape a "Forward-looking vision for European shipping," in a complex global environment.

■ *Continues on page 7*



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# Why navigational knowledge isn't the same as performance

NIKOS PSOMAS, ABS TRAINING

■ For decades, navigational competence has been measured the same way across shipping: by testing what officers know. Collision Regulations (Colregs) are taught, the rules are tested and certification confirms that the rules are understood. The harder question is whether that knowledge translates into safer performance on the bridge, where officers must recognize developing situations, apply multiple rules in context and act under pressure.

ABS developed Navigational Skills Insight (NSI) to address the mismatch between certification and the ability to make judgements under the kind of pressure that does not exist in a traditional classroom. It creates a virtual environment that models real-world situations and helps assess behaviour under pressure.

The real risk at sea is not ignorance of the rules; it's a lack of situational awareness and problem recognition when it matters most.

Better insight is needed to predict performance and mitigate risk.

## RECOGNIZING THE PROBLEM IS THE SKILL

In most assessments, the problem is clearly defined. Officers are told what scenario they are solving, which rule is being tested and what decision is required.

On board a vessel, the problem is rarely announced. Officers must identify it themselves while responding to VHF calls, coordinating with the engine room, managing traffic and maintaining situational awareness under pressure. The ability to recognize that a situation requires action is critical.

## SAME KNOWLEDGE. DIFFERENT CONTEXT. DIFFERENT OUTCOME.

When the same navigation questions are delivered through traditional online exams, results tend to be strong. In a 2024 test among serving officers presented at the International Maritime Organization, more than 1,300 examinations produced average scores in the low 80% range.

However, when 130 of those officers were tested on the same questions inside the ABS NSI training environment, the outcome changed significantly. Among highly qualified officers and masters, average scores dropped to the mid 50% range.

Only the environment has changed.

This reinforces a critical point: maritime decision making is context dependent. Colregs operate within a hierarchy and are often applied simultaneously. Judgement and

situational awareness shape the outcome.

## FROM PASS/FAIL TO INSIGHT

The industry does not need another layer of pass/fail examinations. Compliance scores do not show how navigators will perform under pressure.

The NSI helps create insight by identifying where rule application becomes uncertain, where situational awareness breaks down and where risk may emerge under operational conditions. The reporting is targeted, highlighting specific navigational rule areas rather than generalizing overall competence.

This allows organizations to move beyond asking "Did this officer pass?" and begin identifying navigational risk concentrations across vessels or fleets and where training should be focused.

## ONE INDUSTRY CHALLENGE, CLEARLY ADDRESSED

Most navigational incidents ultimately trace back to the same source: not a lack of knowledge of Colregs, but a breakdown in their application under real conditions.

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**The NSI exists to shine a clearer light on that challenge by making assessments more meaningful.**

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When assessment reflects reality, it builds confidence that risk is being addressed where it truly exists: on the bridge, in real time.

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The mid-size containership orders were placed by a top European liner company, Hengli said, supported by additional orders in the segment from a Greek owner.

Two 'renowned Greek shipowners' have signed contracts with Hengli for 82,000 dwt kamsarmax and 181,000 dwt capesize bulk carriers, bolstering Greek presence in a segment where it holds around 22% of the world fleet, according to figures from the Union of Greek Shipowners. Clarksons Research said that almost half of Greek tonnage is accounted for by the dry bulk sector, while tankers have the largest share of the orderbook.

Adding to that tally, Greek shipping giant Venergy Maritime has confirmed a pair of suezmax crude tanker newbuilds plus a pair of options, while another Greek shipowner has placed orders for LR2 product tankers, adding to Hengli's clean and dirty tanker backlog. Venergy's order follows a pair of suezmax orders placed by the Piraeus-based owner with Guangzhou Shipyard International (GSI) last month



as part of an expansion in its core tanker segment.

**The newbuilding activity will top up a significant existing orderbook – Clarksons has the Greek fleet at a value of over \$200bn ahead of Posidonia, with more than \$75bn of investment in the orderbook.**

Greek shipyards were in on the action as ONEX announced the signing of a 4+4 design and construction contract for new eco-friendly ships with V

Group's Antipollution. The new vessels will be designed and built entirely in Greece at its Elefsina and Syros Shipyards, the company said. The agreement was signed at Posidonia in the presence of the minister of shipping Vassilis Kikilias.

The work was also flowing between Posidonia exhibitors within the shipbuilding and ship repair space. On 2 June, BLRT Repair Yards (2.101) held the steel-cutting ceremony for a floating dock being built for its Klaipėda yard Western Shiprepair. The 200-metre by 35-metre floating dock is under construction at HAT-SAN shipyard (3.513) in Turkey and will have a 15,000-tonne lifting capacity, replacing a dock currently in service and expanding capacity to cover panamax ships.

The flood of newbuild activity was reflected at Posidonia itself. Theodore Vokos, managing director, Posidonia Exhibitions, told Posidonia Today that the show had welcomed 11,000 visitors on its second day, a new daily record for the show.

## Lavinia Innovation Centre backs maritime research projects

■ Lavinia Corporation, supported by the Laskaridis family, is using vessel data, digital tools and academic partnerships to improve fleet performance and support shipping decarbonisation.

Through Laskaridis Shipping, the company has signed eight MoUs with universities in Greece and overseas. Its partners are the National Technical University of Athens, the National and Kapodistrian University of Athens, the University of Piraeus, the Technical University of Crete, the University of Nicosia, Aalto University, Liverpool John Moores University and The American College of Greece.

Lavinia also works with research bodies including the Cambridge Centre for Advanced Research and Education in Singapore, the Hellenic Naval Academy, Nanyang Technological University, Chalmers University of Technology and the

Norwegian School of Economics.

The company is currently involved in 14 research projects. These include the Horizon Europe projects RETROFIT55 and FIT-HORIZON, the SMARTSHIP project on advanced classification notations, and the RELIFE project to develop a full lifecycle digital twin for a Newcastlemax bulk carrier.

Other projects include the design and operation of a sustainable underwater remotely operated vehicle (ROV), as well as studies into nuclear propulsion and small nuclear reactors for zero-emission ships and ports.

Lavinia has also launched the Synopsis Project with the National Technical University of Athens. The project



uses Advanced Proper Orthogonal Decomposition to analyse high-frequency vessel operating data.

The company said its research work has produced 38 peer-reviewed papers, conference papers and technical presentations. Two papers submitted to international conferences have received Best Paper Awards.



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The minister said that the launch of the EU Industrial Maritime Strategy was the consequence of a broader strategic debate with a unified EU approach at the IMO. The culmination that work will come next week in Luxembourg when the Council will meet and adopt the strategy.

**“The Presidency has consistently worked to project a unified European voice on the global stage, recognising that Europe’s influence depends on its ability to act cohesively,” she said.**

It is, however, worth pointing out that the minister had said at last year’s London International Shipping Week that Cyprus was prepared to dissent on the EU’s position on LNG, due to the offshore energy it was hoping to exploit in the future.

Nevertheless, the commissioner for sustainable transport and tourism, Apostolos Tzitzikostas, said in March: “With our EU Ports and Industrial Maritime Strategies, we are equipping Europe’s ports, shipping and shipbuilding sectors to lead the clean energy transition, secure trade and defence, and remain globally competitive.”

Another signal that regulators and industry are converging came at a HHX.blue seminar at Posidonia, with panellist Gavin Allwright, founding secretary general of the International Windship Association (IWSA) telling the audience that while shipping is very good at tactical decisions, it was necessary to act strategically and collectively.

“If you’re doing a strategic alignment, you need to look at 2050,” and work backwards, said Allwright. “I have not heard anybody in the industry that’s told me what the fleet — a robust, profitable, clean fleet — what that looks like in 2050.”

Financing the transition was another issue raised, particularly the question of where this money would come from, as the strategy looks at using EU, national and private investment as well as funds from the EU ETS to finance innovation and development.

It remains unclear whether national and EU funding would contravene European state aid regulations.



In a more specific response, the minister pointed to the policy that directly addressed Varvitsiotis’ major concerns about the depletion of shipbuilding in Europe. This included the Shipyards of the Future initiative and the European Maritime Value Chains Alliance, with targeted financial tools to modernise and digitalise yards.

The minister added that the EU will continue to push for fairer competition globally that will ensure European companies are not at a competitive disadvantage.

In addition: “Smarter regulation, simplifying procedures where possible, improving permitting frameworks, and ensuring that our legislation is predictable, fit-for-purpose and aligned with international developments,” will allow European yards compete with international players.

**“The message is clear,” said Hadjimanolis, “Europe is not stepping back—on the contrary, we are stepping up, to ensure that our shipyards remain competitive, innovative and firmly positioned at the heart of the global maritime sector.”**

Another key achievement for the Cyprus presidency has been to unite member states, institutions and industry around a shared strategic direction, putting resilience, competitiveness

and the workforce at the centre of solutions, explained Hadjimanolis.

April’s Lefkosia Declaration is seen by the minister as a “defining moment” of the country’s presidency.

According to the minister, the Lefkosia Declaration was the EU’s response to “pressing structural challenges” in the industry, namely the shortage of skilled seafarers, demographic shifts, safety risks, and the under-representation of women.

Just as important has been translating the vision into “tangible engagement” with a series of targeted conferences in Cyprus and Belgium.

“We created platforms for substantive dialogue among policymakers, industry leaders and international partners. These exchanges helped to build consensus, strengthen partnerships and elevate the visibility of European shipping at a critical moment for the sector,” claimed Hadjimanolis.





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

# Industry leaders call for unified carbon capture framework

BY EVANGELOS TSOURIS



■ **The Marine Technical Managers Association (MARTECMA) tackled the commercial and technical viability of Onboard Carbon Capture Systems (OCCS) during a Posidonia seminar on June 4.**

As the maritime industry wrestles with tightening decarbonisation mandates, OCCS is increasingly viewed as a pragmatic, immediate solution to mitigate emissions from conventional propulsion systems. Opening the discussion, Panos Kourkountis, chairman of MARTECMA and technical director of Sea Traders SA, delivered a grounded assessment of the industry's energy transition, arguing that shipping will remain fundamentally reliant on fossil fuels for at least the next two decades. Kourkountis directed sharp criticism toward the International Maritime Organization's (IMO) Net Zero Framework, arguing that current policies prematurely incentivise alternative fuels that remain commercially unavailable.

Furthermore, he raised concerns over the severe financial penalties built into the framework and questioned how member states intend to manage and redistribute the collected revenues. Echoing this stance, Takis Kourtris, managing director of Roxana Shipping SA, noted that fossil fuels are set to

dominate the medium-term maritime landscape, stating that in this context, onboard carbon capture holds significant potential.

While a panel of classification societies and industry experts expressed optimism regarding the technological maturity of OCCS, they flagged critical commercial and regulatory headwinds.

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**Chara Georgopoulou, head of maritime R&D and advisory Greece at DNV, highlighted the substantial hurdles and fragmented regulatory gaps facing the technology, though she emphasised that the engineering fundamentals are sound, pointing to a wave of pilot projects that demonstrate impressive CO<sub>2</sub> capture rates ranging between 30% and 90%.**

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According to Stamatis Fradelos, vice president of regulatory affairs at ABS, the core bottleneck lies beyond the vessel's rail; the midstream value chain is currently the most pressing issue because the industry must ensure the captured CO<sub>2</sub> can be safely transported

and sequestered, said Fradelos. Fradelos also unpacked the regulatory disconnect complicating OCCS adoption, explaining that while a unified global framework remains absent at the IMO level, regional policies are highly uneven; the EU Emissions Trading System offers allowances to shipowners utilising carbon capture, yet the FuelEU Maritime regulation currently lacks equivalent provisions—an omission that highlights the lack of a unified European approach.

Despite these regulatory gaps, land-based infrastructure is evolving rapidly to meet the challenge. Vassilios Dimoulas, technology & innovation director at Bureau Veritas, identified the European continent as an emerging epicenter for Carbon Capture and Storage projects, specifically highlighting infrastructure developments at the ports of Amsterdam and Rotterdam that could eventually open up to service the broader shipping sector.

The final piece of the OCCS puzzle — the maritime transport of the captured carbon — was analysed by Panos Deligiannis, director of engineering and technology at EcoLog. Deligiannis described liquefied CO<sub>2</sub> shipping as an essential method that fundamentally links the broader energy industry to maritime logistics. However, scaling this supply chain will require navigating complex technical hurdles. Deligiannis concluded by reminding the panel that CO<sub>2</sub> is a highly challenging and unique cargo to manage under strict pressure and temperature constraints.



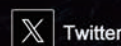
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# Cyber resilience will soon be a matter of seaworthiness

BY GARY HOWARD

*As Greek shipowners continue to invest in fleet renewal, Enrico Vergani, director and Italian lawyer at Campbell Johnston Clark (CJC) advises owners to keep a close eye on cyber security provisions through the design and build process.*

■ **“I don’t like the word particularly, but geopolitical issues are all around, and it’s not a matter of just something which happens once, it’s a matter of being under constant attack,” Vergani told Posidonia Today.**

Beyond the appearance of an incredible, flourishing market, Vergani said shipping is demonstrating its ability to perform under fire — literally in recent months — in a time of great uncertainty, said Vergani.

Vergani joined CJC when it acquired a team of lawyers from BonelliErede in late 2025, folding some of the expertise into its London office and establishing an office in Genoa. Vergani views the new location as both a safe harbour and a gateway in the Mediterranean for Italian companies, insurers, and brokers facing English jurisdiction or English transactional law. Italy has been a testbed for a new programme on cyber risk in shipping, developed in partnership with experts in the field.

“We are very proud of our [legal] expertise, but we are not magicians, we are serious professionals, so we make alliances with specialists in terms of IT technology, in terms of human resources, and geopolitical risk analysis to present to the shipping community a one-stop service on this on this topic,” said Vergani.

The programme was tested in the Italian market, and CJC has found the same interest in its new approach as it meets with companies beyond Italy, “especially now that there is an imposing newbuilding campaign, or fleet renewal campaign by Greek ship owners.”

Cyber resilience is becoming a requirement in evaluating the performance of a ship, but may soon become a requirement for seaworthiness, warned Vergani.

**“Looking very carefully at the cyber resilience of your vessel and the equipment on board your vessel is already and will be something to be very, very carefully looked at when ordering new tonnage and when supervising constructions,” he said.**

Years ago, seaworthiness was just a matter of watertight steel, said Vergani. Then came the need for highly-trained, competent crew and other requirements, including the 1983 case of The Marion which made having up-to-date charts a matter of seaworthiness.



“I can’t say it [cyber security] is in the law, but before The Marion, charts were not provided by any statutory regulation... it’s just a matter of time, or just a matter of having a case big enough, having some cargo interest or some hull insurer trying to plead in order to increase the recovery, or the claim,” said Vergani.

While not Vergani’s first Posidonia, it is his first as part of CJC, attending with head of CJC Italy office, Marco Mastropasqua.

“I think that this one of the most glittering and most interesting editions [of Posidonia] to my memory. This year is very, very busy, and you see there is a lot of genuine interest,” said Vergani.

## MIM LIVE AT POSIDONIA!



Posidonia was home of Marketing in Maritime’s first MiM-Masterclass live this week. It was a sellout success with an oversubscribed waitlist and a room full of people excited to learn about how events shape their strategies and how marketing teams provide a crucial role to the business. It was a fun, engaging session led by a panel of experts, including Rebecca Bridgen, founder, Innov8 Social; Eva Margrethe Hessen, TradeWinds; Sidsel Norvik, Nor-Shipping; Karen Martin, ShipMoney; Andy Ford, Wake Media and Nicole Lyons, Wartsilla.

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# Pulsar & Inmarsat at heart of Greek market

BY EMMA HOWELL

■ In this Q&A feature, Posidonia Today's Emma Howell was in conversation with Robert Sakker, owner and CEO of Pulsar International and Ben Palmer OBE, who leads Viasat's non-government business, a \$2.4bn global portfolio providing innovative satellite communications technology and services that keep consumers, companies and communities safe, connected, entertained, engaged and included at sea, on land and in the air.

The following is part of the conversation, with the full podcast interview available at the end of June on [www.seatrade-maritime.com](http://www.seatrade-maritime.com)

**EH:** *It's timely to talk to you both at Posidonia because, amongst the many conversations going on, is crew welfare and connectivity.*

**As highlighted again by the IMO Secretary-General Arsenio Dominguez, there are still around 20,000 seafarers stuck at sea as part of the ongoing geopolitical conflict but the connectivity that you are able to provide is hopefully helping ease some of the mental stress that the seafarers will be facing?**

**BP:** Look, I think it's interesting. We've seen that crew welfare has become so much more important in the maritime industry. There was a time when basically connectivity was really just for shipboard operations and there was very limited opportunity for crew welfare. But we're now seeing that some of our customers are demanding things like video solutions and TV, obviously the internet and WhatsApp and all of those sort of things are pretty critical but I think if you're going to look after and retain really good crew, you've got to have the bandwidth on board the vessel to support those applications.

To your point right now, I think our high-quality comms and connectivity is a real life saver for folks. And I can't imagine what it must be like to be stuck at sea not knowing when you're going to see your loved ones again and to be able to communicate, to be in touch.



*Robert Sakkar, president and CEO, Pulsar International; Ben Palmer, president, Inmarsat; Emma Howell, content director, Seatrade Maritime*

To know what's going on in the outside world is such a fundamental importance of what makes us human. And so that we're able to provide that in partnership with people like Robert to our customers is a really important piece of our mission. And hopefully things can get resolved quickly and so those folks can get back to doing their business and living their lives and getting home and seeing their loved ones as soon as possible.

**EH:** *And as we know, ship owners are often seen as demanding, certainly commercially focused technology clients. Is there an appetite in the Greek market for higher capacity, more resilient connectivity?*

**RS:** Well, commercially demanding would have to be a euphemism for the Greek market. Technology is also really important. We're actually seeing a bit of a change in the conversations that we're having with our customers. About five years ago there was very little innovation in the satellite industry. Everyone really sold the same product and unfortunately that meant that the conversations that we were having with customers were conversations solely about price, because there really wasn't any other differentiator.

A minimum hygiene factor is you've got to have a Greek-speaking support team. They've got to be available 24/7. They've got to know what they're doing. But after that, the technology was identical.

Now, one thing I must at least credit Starlink for is when they came out with a different product with higher bandwidth, the rate of adoption of that product in the market was amazing. And what it actually led to, I think, is satellite companies reinvesting in their technology, putting some more effort into understanding what the customers really need and developing new solutions. So for us, we've made a major commitment in Inmarsat for the NexusWave product. It's a product that is fully managed, which is really important for the IT managers. It's a bonded product so that we're getting the best routing of the traffic over the right combination of LEO, GEO and cellular. And we're really seeing some interesting uptake from that.

Our conversations have gone from talking to customers about price to talking to customers about the outcomes that they want and about the



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value that we can bring to them. Price remains important, but it's secondary now to the actual technology that we can deliver to help them achieve what they need to do on their vessels.

***EH: Ben, Pulsar is now acting as a NexusWave reseller and installation partner in the Med. Why is that local partner model important when working with Greek and Mediterranean ship owners?***

**BP:** Inmarsat, and now Viasat, has been active in the Greek market for 40 years actually. We have a long-standing presence. We have a very loyal customer base here in what is still, I think, rightly one of the major shipping concentrations of ship owners and operators in the world. And we're very proud to have been part of that. We've always thought that business everywhere is — we're a global company — but business everywhere is local, and I think in Greece it's particularly local. It's really important to have the right relationships, the right understanding of what's really driving customer decision making. It's really important, as Robert says, to be able to communicate and to be available 24/7 to help people manage what is a really critical, mission critical capability.

So we've always prided ourselves on building deep relationships with local players who understand the market, who are well-placed to partner with us. It's really great to be sitting here next to my friend, Robert, because Robert, I think, has shown real visionary leadership in seeing the value that the new NexusWave product that we brought to market can bring to his customers and has really had the courage to step up and be counted in that conversation. And we're really pleased and delighted with the work he and his teams are doing to bring that capability to market here in Greece.

***EH: You're in Athens today and I'm assuming one of the reasons is to talk about the NexusWave projects with Greek ship owners. Can you tell us anything about those deployments and where the market is heading?***

**RS:** It's interesting. We've really started, we had an event in Piraeus in January where we brought all of our customers

and prospective customers in. We had great support from Inmarsat came along and brought some technical people. We were able to do a demonstration of a TeamViewer thing from Norway using Nexus Wave and be able to demonstrate it at that Piraeus event. And I think that really opened the eyes of people in the Greek market. That's led to us being able to do some trials with fleets, and those trials have been very successful, and we're starting to see fleet-wide deployment of the NexusWave solution. So for us, we've got a very significant pipeline that we've built up. We're talking to customers that have got significant numbers of vessels in their fleet. Just as I was on the way over here, one of my sales guys grabbed me and said, I've got to tell you, we've just signed another customer today. Well done. We like that. A smaller fleet of five vessels, but that'll all go on NexusWave as well. So, every day we're moving ahead.

**BP:** And I think there's a lot of confidence in our sales team now that they are selling a good product, something that they can put their reputation behind. And I think having over 1,600 vessels deployed now across the fleet, the Inmarsat fleet, if you like, with, as I say, a really healthy pipeline is giving... confidence breeds success and that breeds confidence and I think that's testament to the hard work that folks like Robert have been doing to make sure as we launch the product we get ahead of things and we understand things and we fine-tune it as we go, and that's giving people a lot of confidence in the solution.

**RS:** The research and development that's obviously gone into the product to make it work is critical. And you need a company the size of Viasat or Inmarsat to be able to do that level of investment. It's very hard to have that balkanised out through various different ship managers and that sort of thing. So we really appreciate that. A lot of thought, a lot of development, a lot of time has been spent on optimising the product and that also means that we can be

very confident taking it out there and what we say it can do is what it really does.

***EH: So ultimately, particularly in Greece, what are the key factors driving customer decisions?***

**RS:** Is it offered at a fair price? Does it do what they need? Do I have the local support? And do I have that global confidence in its ability to deliver? Those I think are going to be the sustained drivers of customer decisions, no matter how exciting the new sticker is that's coming into the market or whatever. And for us, you know, that lies at the heart of the kind of dependable, reliable service that we wanted to deliver over time. Our hope, our aspiration, our view is that NexusWave is allowing us to rebuild and to build on the foundations of the past and to take that business forward. So you can come and ask me two years' time what I think about what I said now, but we're really optimistic and really confident in the future and the longevity of what we're doing. And the take-up rate and the enthusiasm that folks like Robert and his team are showing for the product, I think gives us a lot of heart in the competitive environment in which we operate.



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# Omani shipyard Asyad Drydock reports record growth and marks 2,200 drydocking mile

*Asyad Drydock is celebrating its 2,200 drydocking milestone as the company continues to see record numbers of repair and conversion deals. The company, part of the Asyad Group, is exhibiting in Hall 4 at Stand 4.134*



■ **Asyad Drydock says drydockings in the first five months of 2026 have increased by more than 10% compared to the same period last year. This builds on record numbers of drydockings in 2024 and 2025 when the yard repaired more than 230 vessels each year, the highest levels since opening in 2011.**

Asyad Drydock CEO, Ahmed bin Ali Al Bulushi, said the 2,200 drydocking milestone reflects how the shipyard has become one of the most strategically important in the world.

“Since starting, Asyad Drydock has demonstrated consistent growth through strategic investments in operational capabilities, infrastructure, and people,” he said. “Our competitive advantage is anchored in our strategic positioning on the Arabian Sea, which places us directly on critical Asia-Europe and Asia-Africa maritime corridors. This geographic advantage enables vessel operators to optimise voyage efficiency—eliminating costly deviations into the Arabian Gulf and preserving valuable sailing days.”

Mr Al Bulushi said the yard’s growth is also being driven by its integration into the wider Asyad Group, the global

logistics and supply chain company. He stated that Asyad is investing heavily in infrastructure at the Port of Duqm which is creating a stronger ecosystem of suppliers and OEM facilities. Moreover, he said the yard is benefiting from Asyad’s logistics arm which fast tracks supplies of equipment and spare parts. He also pointed to the Special Economic Freezone in Duqm which offers numerous incentives to companies, including tax breaks and 100% foreign ownership, to set up in the port.

**Mr Al Bulushi said this year, Asyad Drydock is repairing vessels for a large number of new customers as well as existing ship operators. The Greek ship owning market also remained key with many owners using the yard.**

“Despite our recent market entry, Asyad Drydock operates world-class facilities that rival established global shipyards,” he said. “Our 1.2m-square-meter complex features two graving docks—capable of accommodating vessels up to 500,000

dwt and 600,000 dwt, respectively—complemented by state-of-the-art steel fabrication, engineering, coating, and blasting capabilities. This integrated infrastructure enables us to execute sophisticated conversion projects and compete effectively on the global stage.

**Today, we service an unprecedented diversity of vessel classes—including VLCCs, tankers, car carriers, bulk carriers, and cruise ships—while our clients consistently report exceptional satisfaction with our operational performance and service efficiency.”**

Mr Al Bulushi highlighted a comprehensive suite of operational enhancements, including the deployment of an additional floating drydock, attainment of American Bureau of Shipping (ABS) certification for large-vessel propeller blade repairs, implementation of advanced environmentally sustainable coating systems, and integration of robotic hull-cleaning technologies. The

company has further expanded into shipbuilding, securing a landmark agreement this year to construct Oman’s first domestically-manufactured tugboat for Oman LNG, developed in strategic partnership with workboat specialist Svitzer.



# 1,000 engines and counting

*WinGD has reached a major milestone, announcing its X-DF dual-fuel engine has now passed 1,000 orders.*

■ For WinGD, the milestone represents more than sales volume, signalling continued confidence in LNG as a transition fuel and highlighting how one engineering response to a regulatory challenge helped reshape the direction of modern shipping.

## THE X-DF ORIGIN STORY

Engineers are trained to solve problems. So, when the IMO introduced stricter Tier III NOx emission limits, WinGD's engineers moved quickly to address both the technical and commercial challenges faced by shipowners. In February 2011, work began in earnest to develop a dual-fuel low-speed gas engine capable of meeting the new emission requirements without the need for additional exhaust after-treatment systems.

Only seven months later, on the 19th of September, the new technology was successfully demonstrated on a full-scale research engine at the Wärtsilä factory in Trieste, Italy. By 2013, WinGD had introduced the X-DF engine series, a launch that marked the beginning of a major shift in marine propulsion.

Using low pressure gas admission ignited by a low volume of liquid pilot fuel, the X-DF represented a breakthrough for the shipping industry offering an attractive CAPEX/OPEX

balance together with simple and reliable operation. The technology enabled compliance with IMO Tier III NOx regulations while also significantly reducing SOx emissions, particulate matter and greenhouse gas emissions compared with conventional marine fuels.

Fifteen years later, the scale of that breakthrough is clear. Not only have orders surpassed 1,000 units, but the order book has expanded from LNG carriers to include ultra-large container ships, shuttle tankers and very large crude carriers. Since the second half of 2017, the X-DF has been the best-selling dual-fuel low-speed engine technology in the LNG carrier market.

## ENGINEERING ELEGANCE

The engine's appeal isn't limited to its environmental performance. The WinGD engineers found a solution that combined regulatory compliance with operational simplicity and commercial pragmatism. The engines met Tier III NOx limits without requiring exhaust gas after-treatment systems, helping reduce both capital and operating costs. The technology also consumed very small quantities of pilot fuel while maintaining the reliability expected from low-speed two-stroke propulsion engines. The combination of efficiency, simplicity and reliability adds up to an attractive price point for shipowners.

And the problem-solving didn't stop there. The X-DF has been on a journey of continuous iteration over the past decade, with WinGD's engineers steadily improving engine efficiency and environmental performance, particularly through innovations designed to reduce methane slip - one of the key

challenges associated with LNG as a marine fuel. Those developments have strengthened LNG's position as a lower-risk compliance option under evolving regulatory frameworks, including FuelEU Maritime requirements.

**Today, X-DF engines running on LNG can avoid FuelEU Maritime penalties until at least 2035, providing owners with greater regulatory certainty amid shifting global and regional emissions rules.**

With the introduction of X-DF2.0 and iCER, WinGD achieved a further step in reducing both fuel consumption and methane slip. The technology improved efficiency in gas mode while significantly reducing methane slip compared with the first-generation X-DF platform.

This evolution has been further strengthened by Variable Compression Ratio VCR technology, which allows the compression ratio to be optimised according to operating conditions. In combination with X-DF2.0, VCR provides an additional reduction in gas consumption in gas mode, fuel consumption in diesel mode and methane slip. For the X72DF-2.2, this brings methane slip down to around 0.7%, while larger-bore engines are expected to reach even lower levels 0.5%.

WinGD continues to invest in methane-slip reduction, with further design and technology improvements already communicated to key stakeholders.

## FUTURE FUEL READY

Importantly, the platform has been designed with future fuels in mind. The X-DF range is already capable of operating on carbon-neutral fuels such as biomethane and synthetic methane derived from renewable electricity, without requiring major engine modifications. That capability

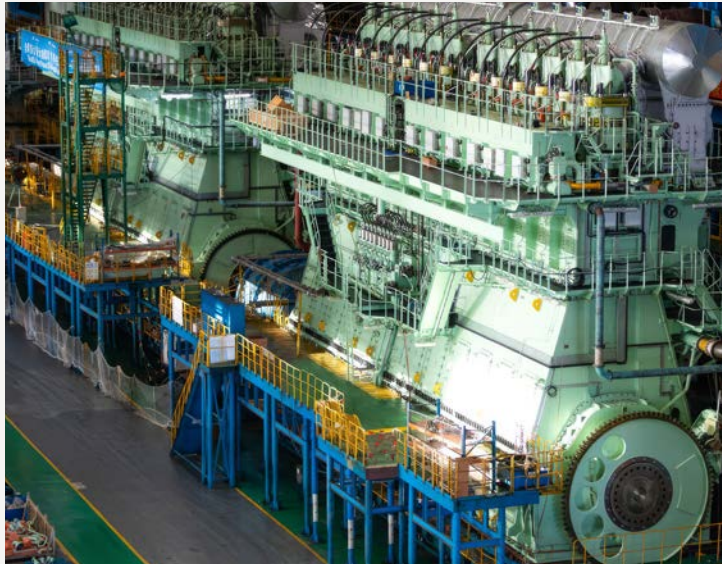


gives owners a pathway toward progressive decarbonisation while protecting vessel value as fuel markets continue to evolve.

For many operators, that flexibility has become increasingly important. Rather than committing to a single long-term fuel strategy today, shipowners are looking for technologies that can deliver immediate emissions reductions while preserving future optionality. WinGD's X-DF platform has positioned itself squarely within that space: combining proven technology, fuel flexibility and regulatory resilience at commercial scale.

## 1,000 UNITS, AND COUNTING

And the orders keep coming, a signal of continuing market confidence not only in the X-DF but also in LNG



as the transition fuel of choice for pragmatic shipowners. Most recently, BW LNG ordered two 174,000 cu.m LNG carriers to be built at HD Hyundai Heavy Industries, each powered by WinGD 5X72DF-2.2 VCR engines to be manufactured by HHI-EMD. Engine delivery is expected in mid-2028.

The continued growth of the WinGD portfolio has also been strengthened

by the introduction of the X-DF-HP engine platform, further extending the LNG offering into high-pressure technology for larger bore applications. Alongside the established low-pressure X-DF concept, the introduction of X-DF-HP means shipowners can now select between two distinct LNG combustion concepts, each optimised for different vessel applications, operational priorities and decarbonisation pathways.

**From a research engine tested in Trieste in 2011 to more than 1,000 engines ordered worldwide, the X-DF story illustrates how rapidly maritime innovation can scale when engineering excellence, technology, regulation and market demand align.**

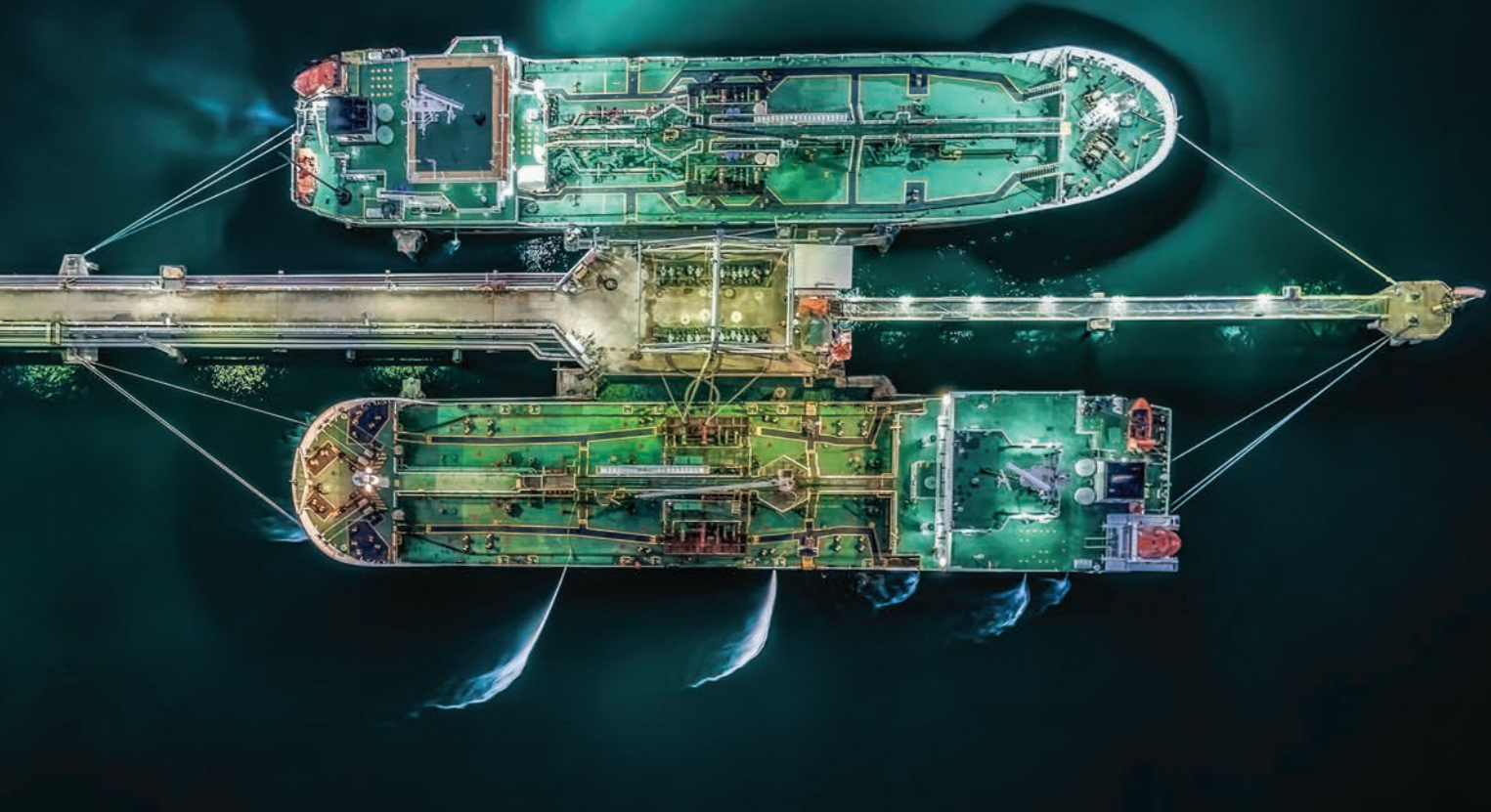
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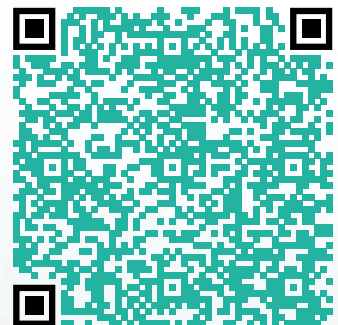
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# UKHO & partners evaluate S-100 with commercial mariners

*The UK Hydrographic Office (UKHO), in collaboration with NorthStandard, Seall ECDIS and fleet operators Minerva Marine and the Angelicoussis Group, has conducted comprehensive S-100 simulator trials in Athens, Greece.*

■ **Bringing together working mariners and crew from VLCCs, LNG tankers and bulk carriers, the trials evaluated S-100 data standards in realistic navigation scenarios using full mission bridge simulators. During the trials, bridge teams were able to plan and execute passages, compare S-57 and S-100 side by side, and assess how additional data layers influenced their decisions in practice.**

S-100 is the new data framework developed by the International Hydrographic Organization (IHO) that will replace the current S-57 format and underpin the next generation of navigation technologies. The S-100 framework comprises multiple data layers that provide granular, dynamic insights into the maritime environment. Importantly, S-100 data layers are interoperable, enabling them to be integrated into a single ECDIS display.

**Five S-100 product specifications were evaluated during the trials:**

**S-101 Electronic Navigational Charts (ENCs), S-102 bathymetric surface data, S-104 water levels, S-111 surface currents, and S-124 navigational warnings.**

These trials provided new evidence of the operational and safety benefits of S-100, with participating mariners identifying a higher number of safe waypoints during passage planning and reporting clearer, more usable chart displays compared to S-57. The ability to view multiple data layers in a single display was also seen as a key advantage, supporting more informed navigational decision-making, especially in confined waterways.

Feedback from participating bridge teams also highlighted important considerations for wider S-100 implementation. These included the need for effective training and familiarisation, as well as the importance of clear, intuitive ECDIS displays. Additionally, ECDIS usability enhancements were identified, such as the ability to easily customise the displayed data layers based on the scenario and individual user preferences.

Findings from these trials add to a growing body of evidence on how S-100 can support navigation in practice, while reinforcing the importance of a structured and well-supported transition as the industry moves towards adoption. The findings will also complement the wider programme of S-100 testing led by the UKHO and in collaboration with international partners, including live sea trials aboard commercial vessels.

Tom Mellor, head of technical partnerships at the UKHO, said:

“Working directly with mariners from Minerva and Angelicoussis has given us valuable insight into how S-100 data sets could support real-world operations. Seeing S-102 water-level adjustments combined with S-111 surface current data in a simulator environment helped bring to life some of the operational advantages these products may offer, particularly in narrow and restricted waterways where understanding under keel clearance is critical.

“The feedback from crews across different vessel types has been incredibly valuable. By working alongside partners including NorthStandard and Seall ECDIS, we’re able to test how these products perform in practice and feed those insights back into the standards development process, helping ensure future S-100 services are shaped around the needs of end users.”

John Southam, loss prevention director – Greece at NorthStandard, said:

**“The trials have generated some really valuable feedback from both the training teams and the crews involved. What’s been particularly encouraging is seeing practical discussion around how S-100 products could be used at sea, alongside honest feedback on usability, operational relevance and training requirements.**

“Bringing mariners and trainers into the process in this way is important. Their experience and insight can help shape how these standards develop in practice, supporting a transition that reflects the realities of day-to-day navigation and bridge operations.”





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

**ClassNK** CHARTING THE FUTURE

# Regulatory incentives drive shore

*Shore power is shifting from a local environmental measure to a key operational and regulatory consideration for shipowners, according to DNV's latest white paper "Shore Power in Shipping: Technology, regulation and implementation." As regulatory pressure builds in Europe, California and parts of Asia, access to shore power is shaping compliance and operating costs during port stays.*

■ Historically a voluntary option for saving energy and reducing emissions in ports, shore power is becoming part of baseline compliance considerations for many shipowners. The technology is mature and can deliver immediate, measurable reductions in noise, fuel use, and emissions during port stays by replacing auxiliary engine operation.

However, uneven deployment means shipowners must make route-specific and berth level decisions when planning operations, particularly where penalties apply for not using shore power when it is available.

To help shipowners navigate these complexities, DNV's white paper outlines how regulatory exposure, technical suitability, berth-level availability, and operational factors translate into cost and emissions impacts.

Cristina Saenz de Santa Maria, CEO Maritime at DNV, said: "Shore power can deliver immediate, measurable emissions reductions by reducing the need to burn fuel while at berth. However, uptake remains constrained by a mismatch between ship and port readiness. Ports hesitate to invest without predictable demand, while

shipowners delay retrofits without reliable berth-level availability. Accelerating adoption will depend on regulatory clarity, public co-funding, and targeted incentives working in parallel."

DNV's white paper finds that shore power's potential impact on fuel savings is significant. Analysis suggests it could reduce global fleet fuel-oil consumption for ships above 5,000 gross tonnage (GT) by 3.5%, equivalent to approximately 9.24 million tonnes of fuel and around 29 million tonnes of CO<sub>2</sub> annually. However, this reflects auxiliary-engine use during port stays and does not fully replace onboard energy demand in all cases, particularly where oil-fired boilers remain in use during port stays

**Despite this, current industry readiness is highly fragmented with around 29% of cruise vessels and 20% of container ships equipped with shore power connections, compared to 7% of bulk carriers and 1% of tankers. Port-side availability is highly limited, with around 3% of global ports offering shore power infrastructure, primarily concentrated in Europe, China and the US.**

Amidst these gaps in infrastructure and readiness, the regulatory landscape is tightening. Under FuelEU Maritime, shore power-capable container, passenger, and cruise vessels above 5,000 GT will be required to connect in key European ports from 2030, with penalties applying where shore power is available but not used. FuelEU Maritime is also among the regulatory frameworks that strengthen incentives for ports to expand shore power

infrastructure and improve access to low-emission electricity at berth.

Shore power can therefore help reduce compliance costs by lowering emissions during port stays, while supporting overall emissions performance. Similar measures are emerging in California and parts of Asia, linking the use of shore power during port stays to compliance and cost exposure. Taken together, these developments point to shore power capability becoming a determining factor for operating in certain trades towards the end of the decade.

Jason Stefanatos, global decarbonisation director at DNV, said: "The business case for shore power depends on how and where a ship operates. For some segments, reducing auxiliary engine use can lower maintenance demand and improve operational predictability alongside noise and emissions reductions. For others, shorter port stays and lower electrical demand change the economics. Complexity also varies, particularly for tankers, where hazardous-area considerations and the need to align on connection point locations can increase complexity and influence adoption timelines. This is why investment decisions need to be grounded in berth-level realities rather than general port



# Fleetwork showcases the next generation of cloud maritime ERP

■ Fleetwork, one of the fastest-growing maritime ERP technology companies, is showcasing the latest generation of cloud and AI-powered solutions for the maritime industry.

Established in 2009, Fleetwork evolved in 2025 into the first fully cloud maritime ERP platform developed entirely in Greece and designed specifically for the needs of modern shipping companies. Following the launch of its platform at Posidonia 2024, the company recorded significant client growth, with an increasing number of shipping companies adopting cloud-based solutions to manage their operations more efficiently.

What began as a new approach to maritime ERP has evolved into a fully modular, cloud-based system designed to adapt to the changing needs of the shipping industry and

grow alongside market demands. Through a unified cloud environment, Fleetwork's platform supports critical fleet management operations, including maintenance, procurement, inventory, safety, accounting and finance, crew, operations and reporting workflows, providing improved visibility across operational data and enabling faster decision-making. At the same time, the company's new AI-driven tool, AI FleetVision, helps reduce manual workload while streamlining day-to-day processes and documentation flows.

"At Posidonia 2026, we are presenting the next generation of our platform, with a strong focus on our new AI-driven tool, smarter

workflows, and cloud-based capabilities that enhance real-time collaboration between vessel and shore operations. Our goal is to help shipping companies achieve greater flexibility, better utilisation of operational data, and more efficient day-to-day processes through a modern cloud maritime ERP environment, that is always looking toward the future." said, Giannis Sarris, founder and CEO of Fleetwork.



**Visitors to Posidonia 2026 can meet Fleetwork at Hall 1 – Booth 1.350, where the team showcases the latest developments of its cloud-based maritime ERP platform.**

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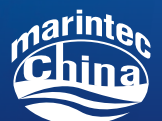
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# DNV and Kongsberg Maritime enable standardised UVD exchange

■ DNV and Kongsberg Maritime have entered into an agreement to enable secure, standardised exchange of Operational Vessel Data (OVD) between Kongsberg Maritime's digital fleet management solution and DNV's Veracity platform.

The agreement establishes a digital integration based on DNV's Operational Vessel Data interface standard and API technology, allowing customers to share vessel operational data between the two platforms in a controlled, scalable way. The integration is designed to support digital assurance services, operational insight and future data-driven maritime services, while maintaining full customer control over data usage.

By aligning around common data standards and secure digital pipelines, DNV and Kongsberg Maritime aim to reduce complexity for shipowners and



operators looking to use operational data across confidence-critical maritime services.

**“Standardised and trusted access to operational vessel data is fundamental to accelerating digital assurance and improving decision making across the maritime industry,”** said Mikkel Skou, Executive Director Veracity by DNV at DNV.

“By connecting Kongsberg Maritime with DNV Veracity, we are making it easier for customers like Wisby to turn operational data into trusted reporting and practical insight. This collaboration shows how stronger integration can reduce manual work, improve data quality, and give customers greater confidence in the decisions they make every day,” said Anders Bryhni, senior vice president Digital Ocean at Kongsberg Maritime.

The co-operation is customer-driven and intended to simplify environmental reporting, while helping customers save time and maintain control over what data they share and how it is used.

**Customers interested in enabling Operational Vessel Data exchange can contact DNV or Kongsberg Maritime to learn more.**

# KR and HD Hyundai Samho celebrate AI project completion

■ Korean Register (KR) and HD Hyundai Samho held a project completion signing ceremony at Posidonia marking the conclusion of their joint project on ‘AI-Based Solution Development for Design and Analysis Innovation’.

Carried out over one year, under a Memorandum of Understanding (MOU) signed in June 2025, the project focused on introducing AI technology to shipbuilding operations to establish a more efficient and precise framework for ship design and analysis.

The joint research centered on two core workstreams: an AI-powered optimisation and structural assessment solution for hull support arrangement, and a generative AI



service specialised for the shipbuilding design documents.

Conventionally, determining the number and position of hull supports required repeated structural analysis. The project has yielded an AI model capable of performing this process in near real time, enabling users to rapidly evaluate multiple arrangements and identify the optimal

support configuration.

In addition, a domain-specific Large Language Model (LLM) service based on generative AI was developed to support the efficient management and retrieval of complex shipyard design documents.

Built in an on-premise environment to meet shipyard security requirements, it systematises tacit knowledge and accumulated expertise, giving a wider range of personnel access to specialist-level insights; ultimately driving greater operational efficiency and productivity.

With the project now complete, both parties plan to accelerate the adoption of AI technology across design and analysis workflows, with a view to expanding its application to a broader range of operational areas.



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# Focus on Greek Shipping Podcast

Throughout Posidonia, the Seatrade Maritime News team recorded a series of podcasts to release after the show to keep the conversation going!

These podcasts will be released over the coming weeks and accessible on [www.seatrade-maritime.com](http://www.seatrade-maritime.com)



**Kahina Ouchaou**, Global Product Manager; **Ewout Bosman**, Global Segment Director, PPG Coatings



**Julien Boulland**, Sustainability Leader in the Strategy Corporate Department, Bureau Veritas



**Bert Adems**, Business Development Manager, Electrostatic Application; **Clementine Mathieu**, Global Product Manager, Sustainability, PPG Coatings



**Maria Kyratsoudi**, Director, Business Development, ABS



**Jules Jnr. Nasso**, Senior Vice President – Commercial, Unimed



**Peter Broadhurst**, Digital Transformation Consultant; **Mark Warner**, Global Client Marketing Director, Lloyds Register



**Rober Sakkar**, President and CEO, Pulsar International; **Ben Palmer**, President, Inmarsat



**Timo Biemueller**, VP of Maritime in EMEA, Speedcast; **Anastasis Gryponisiotis**, VP of Software Engineering, Speedcast



**Zoe Upson**, Founder, Women Together and Freight and Commodity Talented Limited (FACT)



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## LIST OF CONFERENCES AND SEMINARS

June 5th	Embassy of the Republic of Indonesia to Athens	<b>Global Outreach: Navigating Indonesia Maritime Industry</b>	Seminar Room 1A	<b>10:45-12:30</b>	economic.athens@kemlu.go.id
	Sierra Leone Maritime Administration	<b>Sierra Leone Annual Regoff Meeting</b>	Seminar Room 1B	<b>10:45-12:30</b>	info@slmarad.com
	Pertamina Marine Solutions (PMSOL) in partnership with Meg Marine L.L.C-FZ	<b>Delivering Excellence from Crew Management to Vessel Assurance</b>	Seminar Room 2A	<b>10:45-14:30</b>	info@megmarine-llc.com;
	Hydra Merchant Marine Academy Alumni Club	<b>Hydra Merchant Marine Academy Alumni Club / 50 Years of Operation</b>	Seminar room 2B – Sponsored by ADMIRALTY	<b>10:45-12:30</b>	lasnyydras@gmail.com
	YES Forum	<b>YES to Shipping Forum 2026</b>	Conference Hall	<b>10:45-17:00</b>	info@yes-forum.com
	Union of Greek Shipowners	<b>UGS Press Conference</b>	Seminar Room Central	<b>11:00-13:00</b>	
	Imperial College London	<b>Maritime Innovation Outlook: Resilience and Future Readiness</b>	Seminar Room 1B	<b>12:45-14:30</b>	e.katsou@imperial.ac.uk; i.giannakeas19@imperial.ac.uk
	Digivalue MIKE - Provision of IT & Compliance Services	<b>Knowledge at the Helm: Leveraging the iManage Knowledge Work Platform for AI-Driven Compliance and Document Intelligence in Shipping</b>	Seminar Room 2B – Sponsored by ADMIRALTY	<b>14:45-16:30</b>	michalis.vlahakis@digivalue.eu

## POSIDONIA 2026 SHUTTLE BUS PROGRAMME

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

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

**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 & Souri Str

**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

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

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

**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

**Friday 5 June**

Departures: 9:00 and 10:00

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



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## EXHIBITION OPENING HOURS

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- Strategic tool to reduce exposure to rising copper prices



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