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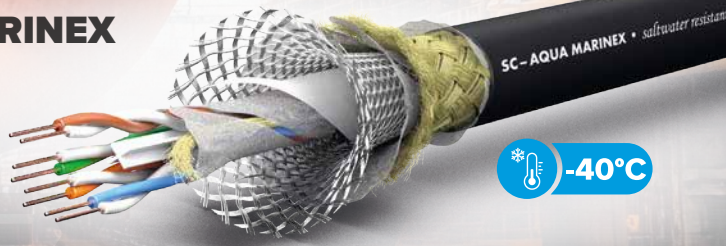

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Peter Tamm
Publisher

Expect the unexpected

Two years after the launch of our first issue, we are pleased to present the second edition of "HANSA Greek Shipping", once again published on the occasion of Posidonia. Over this period, the exhibition has continued to develop impressively, further strengthening its role as one of the most important global meeting points for the maritime industry.

At the same time, the market environment has become increasingly difficult to assess. Geopolitical tensions are having a profound impact on the shipping industry, while rising costs and regulatory uncertainties are adding further complexity. Investment decisions are becoming more challenging – not least because newbuildings ordered today will often only be delivered towards the end of the decade, in 2029 or 2030.

Shipping, however, is accustomed to navigating difficult waters. Its motto is "Expect the unexpected". The industry has repeatedly demonstrated its ability to adapt to changing conditions and to find solutions even in times of great uncertainty. This applies to all segments of the maritime economy – shipowners, shipyards and suppliers alike. They respond to technological developments, market trends and strategic challenges – and these are precisely the topics reflected in this edition.

These challenges cannot be tackled by any maritime nation alone. Shipping is a global business, and events such as Posidonia provide an essential platform for international exchange. From the perspective of a German publisher, it is particularly encouraging to see that Germany is once again represented with a national pavilion after a long absence – a sign of the close and longstanding relationship between two of the world's most important shipping nations. Well into the 1990s, Greek shipowners placed a significant number of orders with German shipyards, forming strong industrial ties that continue to this day. This connection is also reflected in the strong presence of numerous German companies in Athens.

With "HANSA Greek Shipping", we aim to contribute to this exchange and to provide a platform that connects maritime stakeholders from Germany, Greece and beyond. We hope you enjoy this issue and wish you a successful Posidonia.

The longest Posidonia to date

Anna Wroblewski
Editor-in-Chief – HANSA.news global

When Posidonia once again brings together the international maritime industry in the first week of June, all eyes will be on Athens. As every two years, the Greek capital becomes the sector's global hotspot. At the last edition, more than 2,000 exhibitors gathered at the exhibition grounds, presenting their products and services to around 33,000 visitors. This year, organisers expect to surpass these figures. However, there is little room for further growth: as Theodore Vokos explains in the interview (p. 6), the event is already reaching its capacity limits. Looking ahead to 2028, he hopes to expand the exhibition space to accommodate growing demand.

The strong growth in recent years is also reflected in the rising number of side events. Posidonia has long evolved beyond a traditional trade fair. Numerous events take place across the entire city. This year, for the first time, they will span a significantly longer period, as Posidonia is being extended to three weeks. According to Vokos, the 2026 edition will be the longest to date, featuring a comprehensive programme of conferences, networking opportunities, as well as social and sporting events. Activities will begin in May and culminate during the exhibition week from 1 to 5 June.

The extended format underlines the strong demand for exchange within the industry. There is certainly no shortage of topics. Like many other sectors, shipping is facing major challenges – from decarbonisation and digitalisation to artificial intelligence. Technological solutions, for example to reduce CO_2 emissions, are largely available. The next step is to advance the regulatory framework, including the currently suspended Net-Zero Framework. What matters is a coordinated international approach. Shipping is a global business, and the rules must be consistent for all stakeholders. International cooperation and dialogue remain essential – and the longest Posidonia to date will offer plenty of opportunities for both.

Anna Wroblewski

“Posidonia is much more than an exhibition, it has become a Greek institution”

Every two years, Posidonia brings the global maritime industry to Athens. In this interview, Theodore Vokos, Managing Director of Posidonia Exhibitions, outlines the event’s evolution and highlights the key themes shaping the 2026 edition, from geopolitics to new technologies

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Theodore Vokos, Managing Director of Posidonia Exhibitions, at the opening of Posidonia 2024

Every two years, the maritime industry gathers in Athens for Posidonia. How has the exhibition developed over the past ten years from your perspective, and how does it differ from other international trade shows?

Theodore Vokos: Since its modest – yet ambitious – beginnings some 60 years ago, Posidonia has evolved impressively into the world’s most prestigious and influential maritime event. For many years now, it has served as the most important business platform for the international maritime community to convene, discuss and debate new developments, learn from each other, establish new partnerships and discover the latest trends and technologies that will shape the sector in the years to come. Most importantly, it is where new deals are signed, ranging from securing shipyard slots to adopting new technologies for existing fleets. After all it does provide access to the largest commercial shipping fleet, which is currently in newbuilding mode and ordering ships of all types and sizes.

One aspect that is differentiating Posidonia from other maritime exhibitions is its broad profile, as it includes and showcases all aspects of the industry, not only shipyards and machinery products, but also services such as insurance, brokerage, finance, research, security and many more, thereby covering all aspects of the global trade ecosystem, as the Greek shipping industry engages with the world economy in many aspects. Another differentiating factor is our enhanced “sports and social” programme, which includes 6 sporting events which are part of the Posidonia Games and of course the many social events hosted by participants. These side events of Posidonia create additional networking opportunities, create new bonds and contribute to the unique character of Posidonia.

Every two years, the event raises the bar higher than before, breaking records in exhibition space, visitor numbers, and global visibility. Since 2022, Posidonia has also elevated its sustainability standards, becoming Greece’s first Sustainable Event after receiving ISO 20121 certification. These achievements reflect our commitment to delivering the high-quality, internationally acclaimed events that Posidonia has become synonymous with. But Posidonia has also a social impact, as it supports all initiatives which aim at bringing the new generation in touch with the shipping industry and introducing the many career opportunities available in this sector. In this regard we have been working closely together with the YES to Shipping Forum, Isalos.net, Project Connect and many more.

Posidonia basically is much more than an exhibition, it has become a Greek institution which embraces all aspects of the shipping industry and is not only a business event, but also a catalyst for regulatory initiatives, educational projects and technological breakthroughs.

As always, over the past two years we have been preparing intensively, monitoring developments, engaging with stakeholders and industry leaders, and collaboratively shaping a timely

and relevant platform for addressing key issues. We now look forward to welcoming the global shipping community in Posidonia 2026 and delivering an unforgettable event.

Two years ago, around 2,000 exhibitors presented themselves to visitors. How many exhibitors are expected this year?

Vokos: We will definitely surpass again the 2,000 exhibitors mark and have managed to squeeze in a few additional exhibitors in this year, but unfortunately our dynamic is hampered by space limitations, as we need more space at the exhibition centre. Germany and Italy return this year with National Pavilions, after a prolonged absence, showcasing their ship equipment manufacturers and service providers. To accommodate strong demand, all available space has been utilized to welcome approximately 50 new and returning exhibitors, including start-ups, technology innovators and shipyards from the Far East and Australia.

With the exhibition space at the Metropolitan Expo sold out months in advance, we are in a difficult position of having to turn away potential exhibitors due to the lack of space. But there are plans to enlarge the exhibition centre and we hope to have more space available in 2028.

What will be the key focus topics at this year's Posidonia? What are the current technological trends?

Vokos: With shipping currently facing significant headwinds in a challenging international environment, there will be much to debate at Posidonia. Key topics will include geopolitics, environmental regulatory requirements, as well as technological advancements and particularly the potential benefits that the use of AI could bring to the industry.

While all these areas are of critical importance, geopolitical developments are expected to dominate discussions. This is not only because they continue to shape market supply and demand dynamics, but also due to their far-reaching impact across other domains. And the challenges keep growing! Of course, the conflict in Iran is currently dominating all discussions and it remains to be seen what the impact will be on shipping in the long run. But there are many more challenges, and a notable example is the delay in the adoption of the net zero framework by the IMO, following intensive lobbying by the U.S. government.

As for current technological trends, the latest maritime AI services and products will be presented at this year's Posidonia. We have observed growing engagement among exhibitors and industry stakeholders around AI-driven solutions, including predictive maintenance, fuel optimisation, digital compliance, and operational analytics. Artificial Intelligence is clearly transitioning from theoretical discussion to real-world application. Insights from more than 40 Posidonia 2026 exhibitors indicate that AI adoption is not being approached blindly, but through structured experimentation. The maritime industry is evaluating AI through the critical lenses of safety, compliance, and return on investment.

One of the topics you are placing particular emphasis on this year is nuclear propulsion. How will this topic be presented at the exhibition? And what kind of response do you expect nuclear propulsion to receive from visitors? How strong is the interest in such systems among Greek shipowners?

Vokos: Nuclear propulsion in commercial shipping is not a new concept. However, what was once confined to the margins of industry debate is now moving to centre stage of Posidonia 2026. A high-level Executive Briefing will examine the role of advanced nuclear technologies

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In addition to the regular exhibition, Posidonia offers numerous social events, including many sporting competitions

in commercial shipping and near-shore power generation.

Hosted by Core Power, the session will bring together leaders from the shipping, ports, finance, and energy sectors to assess whether nuclear propulsion is transitioning from concept to commercial reality. The important fact is that the conversation has already shifted and as key stakeholders note, this is no longer a purely theoretical debate; there is now tangible engagement at government level, involving shipowners, banks, insurers, and ports

The inclusion of a dedicated executive seminar on civil maritime nuclear propulsion highlights how far the conversation has progressed, particularly in a country which controls roughly 20 % of global merchant tonnage.

While no public nuclear newbuilding orders have yet been announced, discussions are reportedly underway across both policy and industry circles. Greek institutions, classification societies, and international organisations – including the IAEA – have entered into structured dialogue on maritime nuclear frameworks. Greek experts suggest that the next wave could emerge within 10–15 years, driven by fourth-generation molten salt reactors (MSRs) using thorium fuel.

Naturally, widespread adoption will depend on several critical factors, including economic viability, public perception, and alignment on governance and regulation. But the bottom line is that when the relevant legislation is in place and nuclear propulsion becomes technologically mature and commercially viable, Greek shipowners are expected to be among the first to place orders for nuclear-powered newbuildings.

Posidonia is known for its numerous side events. What highlights can visitors look forward to this year?

Vokos: This year's Posidonia is set to become the longest to date, with a three-week programme designed to engage the global maritime community through a rich agenda of conferences, networking opportunities, as well as social and sporting events. Activities will commence in May and culminate during Posidonia Exhibition Week, which will take place from 1 to 5 June.

The Posidonia 2026 Conference Programme has already taken shape. The Marine Insurance Greece and RightShip conferences will open proceedings in early May, focusing on risk management and maritime safety and security. The TradeWinds Shipowners Forum 2026 will take place on the first day of the exhibition, bringing together leading shipowners to debate the industry's most pressing challenges, followed by the Helmepa Conference, which will address environmental and sustainability issues. Other highlights, which take place before the exhibition opens its doors, are the Capital Link and Naftemporiki Conferences, which will be very topical as they will tackle the current geopolitical challenges amongst others. Especially interesting will be the SNAME Conference, titled "The Greek Shipyard Renaissance: Rebuilding Capacity, Restoring Leadership", exploring the future of Greece's resurgent shipyard sector.

The Posidonia Games continue to expand into a major sporting and social platform, creating their own maritime ecosystem, now comprising a full sports weekend ahead of the exhibition. A new addition for 2026 is the Posidonia Tour, a challenging cycling event that will take participants along one of the world's most scenic routes, from Syntagma Square in central Athens to the Temple of Poseidon at Sounion. Some 350 cyclists are expected to take part. The established sailing, football, golf, 3x3 basketball and running events will also return, drawing more than 4,000 shipping professionals.

To conclude, it's safe to say that the impact of Posidonia actually starts some 3 weeks before the exhibition opens! This extended activity cycle is expected to deliver even greater benefits to the local economy, with hotel and event-space bookings already exceeding 2024 levels.

Interview: Anna Wroblewski


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“International cooperation remains essential for the maritime transition”

Greece and Germany are among Europe’s leading maritime nations, closely linked through shipping, trade and technology. In this interview, Athina Lagou discusses her role as Maritime Attaché, bilateral cooperation, regulatory challenges and the role of innovation – from digitalisation to decarbonisation

You are Greece’s Maritime Attaché in Hamburg. What are your main responsibilities in this position? What does a typical working day look like for you?

Athina Lagou: As Greece’s Maritime Attaché in Hamburg, my primary responsibility is to represent the Ministry of Maritime Affairs and Insular Policy and to act as a liaison between the Greek maritime administration and one of Europe’s most important shipping centers.

Hellenic Coast Guard officers serving as Maritime Attachés are entrusted with responsibilities related to maritime safety and security, marine protection, international standards concerning the working and living conditions of seafarers, and cooperating with local authorities for Greek-flagged vessels and their crews.

This role involves monitoring developments in shipping, ports, shipbuilding, regulatory frameworks and maritime technology, maintaining structured dialogue with industry stakeholders and institutions, and facilitating cooperation between the Greek and German maritime communities.

A typical working day combines administrative and operational activities, including meetings with authorities and maritime organizations, participation in industry events, visits to Greek vessels, and handling issues related to Greek shipping interests in the host country.

The role focuses on maintaining institutional cooperation and effective communication between maritime stakeholders.

Greece and Germany are both traditional maritime nations. However, their fleets differ in structure: while Greek shipowners are predominantly active in the bulk and tanker segments, German companies are more focused on container shipping. From your perspective, are there nevertheless commonalities between the two maritime nations?

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Lieutenant Commander H.C.G. Athina Lagou is Greece’s Maritime Attaché in Hamburg

Lagou: Whatever the differences, the two maritime nations share common fundamental characteristics. Both Greece and Germany maintain an outward-oriented maritime profile and are deeply integrated into international trade and global

supply chains. Shipping is regarded in both countries as a key component of their economic and industrial activity. Both maritime communities demonstrate adaptability in responding to regulatory developments, environmental requirements and market conditions, while maintaining a strong commitment to safety, efficiency and compliance with international standards.

Are there areas in which the two countries could learn from or benefit each other?

Lagou: There is clear scope for mutual benefit. Both countries may further utilize each other's best practices in maritime technology, port management and their global operation. In addition, areas such as digitalization, energy efficiency, and maritime training and skills development provide further opportunities for knowledge exchange and cooperation. The complementary characteristics of the two maritime sectors support the development of targeted and practical forms of cooperation.

How would you assess the current level of exchange and cooperation between Germany and Greece? What role do events such as Posidonia play in this context?

Lagou: The level of cooperation between Germany and Greece is already strong and well-established, characterized by continuous and constructive dialogue, both at bilateral level and within international fora such as the IMO and the European Union. There is a long-standing tradition of close collaboration, mutual understanding and alignment on key maritime issues, which provides a solid basis for further strengthening this partnership.

Events such as Posidonia play an important complementary role in this context. They contribute to the exchange of views and the development of partnerships at international level, offering a structured platform that brings together shipowners, industry stakeholders, technology providers and institutional representatives, facilitating dialogue on current developments and regulatory frameworks. In doing so, this major Exhibition facilitates dialogue on current developments and regulatory frameworks, while also supporting networking and the exploration of concrete cooperation opportunities across different segments of the maritime sector.

Shipping is a global industry. Both Greece and Germany are exposed to global regulatory and technological trends. Which developments do you consider most important at present?

Lagou: Key developments in the shipping sector include decarbonisation, evolving regulatory frameworks, geopolitical conditions and digital transformation. Shipowners operate in a dynamic environment shaped by regulatory requirements, market conditions and technological developments, and are required to take decisions based on multiple parameters. In this context, particular importance is attached to the need for a global regulatory approach, primarily within the framework of the IMO, in order to ensure a level playing field for international shipping. At the same time, attention is given to energy efficiency, the availability and suitability of alternative fuels, and the development of digital tools supporting operational performance. Developments at both EU and international level continue to shape the overall framework within which the sector operates.

One topic experiencing renewed attention is nuclear propulsion. What is your view on this development?

Lagou: Nuclear propulsion is a topic under discussion in the context of the energy transition in shipping. It is an area, that need to be considered at the appropriate international framework framework, for issues related to safety, security and operational implementation.

Looking ahead, what are your expectations for the future of Greek-German maritime cooperation?

Lagou: The development of Greek-German maritime cooperation is long-standing and well established. The interaction provides a solid basis for cooperation in multiple areas. Building on the existing strong relationship, there is clear potential to further enhance cooperation at bilateral, European and international level. International cooperation remains an essential element in addressing the challenges related to the maritime transition.

Interview: Anna Wroblewski

Net-Zero Framework remains on hold

In the last week of April, the maritime industry turned its attention to London, where the 84th session of the IMO's Marine Environment Protection Committee (MEPC) took place. One of the key topics was the suspended Net-Zero Framework

The 84th Marine Environment Protection Committee (MEPC 84) met from 27 April to 1 May in London to discuss issues related to maritime environmental protection. Alongside topics such as ship efficiency and air and water pollution, the postponed decision on the IMO's Net-Zero Framework was at the centre of attention.

Under the Net-Zero Framework, global shipping has committed to becoming fully climate-neutral by 2050. The plan is in place, but progress has stalled. Most recently, the framework was put on hold at an extraordinary MEPC session last autumn due to opposition from the United States. The reason: Donald Trump and his administration view it as an "unnecessary tax" that would distort competition.

The members were again unable to reach a consensus at the latest meeting. "The constructive dialogue this week is very welcome, even if it is clear that many member states are not yet in a position to adopt a global regulatory framework without further adjustments," said Thomas A. Kazakos, Secretary General of the International Chamber of Shipping (ICS). "The shipping industry remains fully committed to the goals of the IMO's 2023 greenhouse gas strategy and has already achieved significant reductions in greenhouse gas emissions."

It is essential, he added, that governments adopt a comprehensive and fit-for-purpose global framework as soon as possible to enable the industry to accelerate its transition to alternative energy sources. "We therefore welcome the decision to resume additional negotiations in September, to which the ICS will contribute ideas on a possible way forward in order to secure the necessary support from all member states," Kazakos said.

Further discussions on the Net-Zero Framework are expected to take place ahead of the next MEPC meeting in winter, alongside continued work on the greenhouse gas reduction strategy, which is due to be presented in 2028. The 85th session of the committee (MEPC 85) is currently scheduled for 30 November to 3 December 2026.

Greek shipowners call for realistic solution

Among the countries taking a critical view of the Net-Zero Framework is Greece. Ahead of MEPC 84, the Union of Greek Shipowners (UGS) warned of the potential impact of planned climate regulations on international shipping.

In a statement issued in connection with the MEPC 84 meeting, UGS President Melina Travlos said that the draft Net-Zero Framework does not constitute an appropriate solution. On behalf of the Union of Greek Shipowners, she called on all member states to approach the issue with pragmatism and constructive cooperation.

Greek shipping, which represents the largest cross-trading merchant fleet in the world, has long been at the forefront of environmental stewardship, the she said. The Greek shipowning community continues to invest heavily in fleet renewal, energy efficiency and technological innovation, demonstrating that operational excellence and environmental responsibility go hand in hand.

While reaffirming its commitment to the decarbonisation of the sector, the statement stressed that ambition must be grounded in realism. The draft Net-Zero Framework is not an appropriate solution, as evidenced by the lack of support from major and influential states representing a significant share of global tonnage – a factor that cannot be ignored.

Greek shipowners therefore urge member states to work towards a global, realistic and implementable solution that ensures a just and balanced transition, prioritises safety and provides the necessary certainty for long-term investments. Otherwise, the risk of a fragmented regulatory landscape, marked by regional measures that distort competition, will become inevitable. Such an outcome would neither advance the global decarbonisation of shipping nor preserve the IMO's central role as the competent regulator of international shipping.

The extensive experience gained through previous negotiations should be used to explore alternative approaches based on the industry's deep expertise and practical experience. Active involvement of the shipping industry is essential to shaping a robust regulatory framework that safeguards both environmental objectives and the sector's resilience, while also supporting the welfare of societies worldwide.

Progress in maritime environmental protection

Although no progress was made on the Net-Zero Framework, other results were achieved. The committee agreed on the establishment of a new emission control area in the North-East Atlantic. From September 2027, stricter limits on sulphur and nitrogen oxide emissions will apply there. The area is set to extend from Portugal via the British Isles to Iceland and Greenland. It will become the largest zone of its kind worldwide and will also connect existing emission control areas in the Mediterranean, the North Sea and off North America.

In addition, MEPC 84 saw discussions on further measures. Progress was made on updating the NOx Technical Code, guidelines on emissions monitoring, a work plan for onboard carbon capture and storage requirements, and revised guidance on biofuels. *ED*

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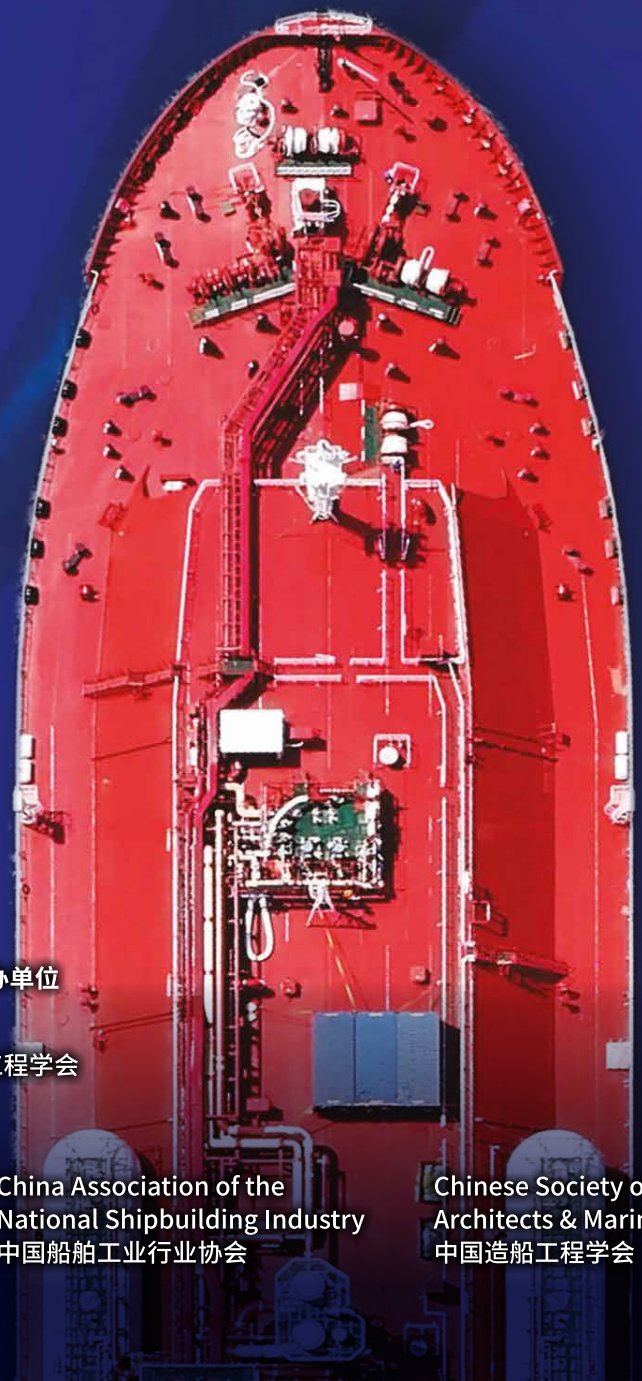

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Shipping at another inflection point

The maritime industry is once again at a turning point – but this time, multiple forces are converging at once. A convergence of factors is encouraging smarter, data-driven shipbuilding and vessel operations, writes Patrick Ryan, Chief Technology Officer at ABS. Decarbonization, digitalization and geopolitical pressures are increasingly intertwined, reshaping the sector

We often hear that shipping is at an inflection point. At this stage, we might need a new phrase, because shipping always seems to be at an inflection point. Every year becomes the most pivotal yet. But this year does feel different. Over the last several months, a combination of powerful forces have converged.

The pressure to decarbonize and modernize the fleet continues to intensify, but with uncertainty both from technology and regulatory perspectives.

Digital technologies, automation, and data analytics are moving from experiments to everyday tools. AI is advancing so very fast we are all struggling to maintain pace with major advances in robotics driving everyone's imagination.

And in many countries, there is a more serious conversation about rebuilding maritime industrial capacity and resilience as a matter of national and economic security.

In other words, the conversations around climate and energy, technology and industrial competitiveness are no longer separate. They are now colliding in new ways, creating the latest inflection point.

Combining at this inflection point are data and digitalization, people and skills and partnerships and collaboration.

Technology

We have been talking about 'going digital' in shipping and shipbuilding for more than a decade, perhaps longer. But unlike decarbonization, there is no single mandate, no fixed end state, no moment when we can say, "we are done; we are digital." Technology and technologists are the key drivers of competitive advantage in our industry

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"No single organization – no yard, owner, class society, government, or academy – can manage this transition alone. The challenges are too complex, the technologies too diverse, and the timelines too compressed."

Patrick Ryan

Ships themselves are becoming more software-defined, from the engine room to the bridge to the shore-based control center. And a noteworthy shift is also happening in shipyards.

In many facilities, we are now seeing the early architecture of what we might call the smart digital shipyard: a single digital thread running from concept design through basic and detail design, into production, commissioning, and then operations.

A production-grade 3D model does not just make for impressive visuals; it drives work instructions, training, workflow management, inspection – and now, in 2026 – a rapid expansion of the discussion around automation and robotics, especially free-roaming robotics, and humanoid ones in particular.

The same dataset that defines a structural member can later feed the digital twin that informs condition monitoring and maintenance. When you connect design, data, and automation, a yard stops behaving like a one-off project shop and starts behaving more like a product company. It learns from each build. It updates its processes more quickly, and it separates the learning from the work instructions.

People and skills

By now, we've all seen some dire projections on the impact that AI will have on the workforce of the future. Don't believe those. People are and always will be critical to our industry.

Technology is only an advantage if you have the people who can design it, build it, operate it, and continuously improve it. In shipyards, that means welders who can program and supervise robots, not just weld manually.

It means production planners who can use AI to optimize plans, adjust digital twins and schedules when a supplier misses a delivery. It means naval architects and engineers who are com-

fortable collaborating with software developers and data scientists to build enhanced design tools that improve and speed their work.

Onboard and ashore, it means mariners who can run hybrid plants and advanced power management systems, not just conventional setups. Officers who can interpret decision-support tools and analytics, not just silence alarms. And shore-based teams who can manage fleets as systems, not just individual vessels.

Cyber awareness and digital literacy need to become part of basic seamanship and engineering competence. For existing mariners this means a call for continuous learning and improvement. Not just reading some articles but getting into a classroom – physical or virtual – to get the proper depth of continuous learning they will need.

Global co-operation

Many maritime nations have long traditions of seafaring and strong training cultures. They have academies and training centers with deep experience in advanced vessel operation, integrated bridge systems, and complex offshore and polar work.

At ABS, we see ourselves as a connector in this space. Our global footprint and relationships with owners, yards, regulators, and academies give us both a vantage point and a responsibility to help bring the right people together. We intend to deepen that role, particularly as technologies like advanced robotics and autonomy move from theory into practice. These developments will demand a new blend of maritime and technological competence, and the education system needs to be ready for that.

No single organization – no yard, owner, class society, government, or academy – can manage this transition alone. The challenges are too complex, the technologies too diverse, and the timelines too compressed. What we are seeing instead is the emergence of ecosystems. Yards are partnering with international shipbuilders, equipment manufacturers, and automation suppliers to accelerate digital shipyard capabilities.

Owners are working with software companies, connectivity providers, and data analysts to integrate fleet-wide digital solutions. Governments, regulators, and classification societies are collaborating to turn emerging practices into clear rules, guidance, and verification methods that enable innovation rather than blocking it.

Conclusion

We face real uncertainty around this point of inflection. The temptation is to wait but we do not have to wait, and in fact we cannot afford to. There are moves we can make right now that we will not regret.

We can invest in digital design and model-based engineering. We can pursue smart production and modularization in the yard. We can design vessels and fleets to be data-ready from the start, with meaningful digital twins as part of their DNA.

We can use operational analytics to improve efficiency, safety, and emissions performance for the ships we already have. We can adopt targeted autonomy and advanced automation where they clearly add value, while maintaining a strong safety culture. And we can strengthen the pipeline of mariners and technologists by investing in maritime education at home and by embracing international cooperation.

If we do that, we move toward a more adaptive maritime system: yards that can reconfigure quickly and build complex vessels with confidence; fleets that can shift routes or roles with minimal friction; supply chains that are more visible and resilient; and people – mariners, engineers, technologists, and educators – who are equipped to lead in a software-defined, data-driven industry.

The opportunity that technology presents is ours to grasp and in combination with the right skills and a mindset of collaboration, the industry is positioned to push performance past the next inflection point, to higher levels of efficiency and safety. ■

“Our platform is used by various stakeholders across the maritime industry”

With TrustedDocks, entrepreneur Carsten Bullemer is pushing the digitalisation of ship repair, maintenance and supply chain processes. In this interview, he explains how data-driven tools and AI can improve transparency, reduce effort and support better decision-making across the maritime industry

© Wroblewski

Carsten Bullemer, Founder of TrustedDocks

The software developer and start-up founder Carsten Bullemer has already successfully developed and launched several internet platforms. One of his best-known projects is the AIS portal Vesseltracker. After selling it, he turned to the development of new products, including the online platform TrustedDocks. He spoke to us about this internet-based solution, which aims to digitalise and streamline maintenance processes, repairs and supply chains.

What led you to develop the TrustedDocks platform?

Carsten Bullemer: From my time at Vesseltracker, I still had a number of clients who used AIS data to monitor competitors. By analysing the data, they were able to identify which projects they had missed. They approached me for support in structuring this data. In addition, engine manufacturer Caterpillar contacted me, as it wanted to track its MAK engines and monitor their shipyard stays in order to draw conclusions for the aftersales market.

Who is the platform aimed at and who benefits from using it?

Bullemer: TrustedDocks is now aimed at anyone who needs vessel data or market information – including owners, managers, suppliers and other stakeholders in the maritime industry.

If I am an owner, what kind of data can I search for?

Bullemer: As a shipowner, I can use TrustedDocks to search worldwide for suitable shipyard capacity – for repairs, maintenance, conversions and newbuilds. In addition, I can monitor the condition of my fleet and check whether the ship manager complies with Port State Control requirements and whether the required certificates are on board.

What advantages do I have as a user compared with someone who repairs or maintains their vessel in a conventional way?

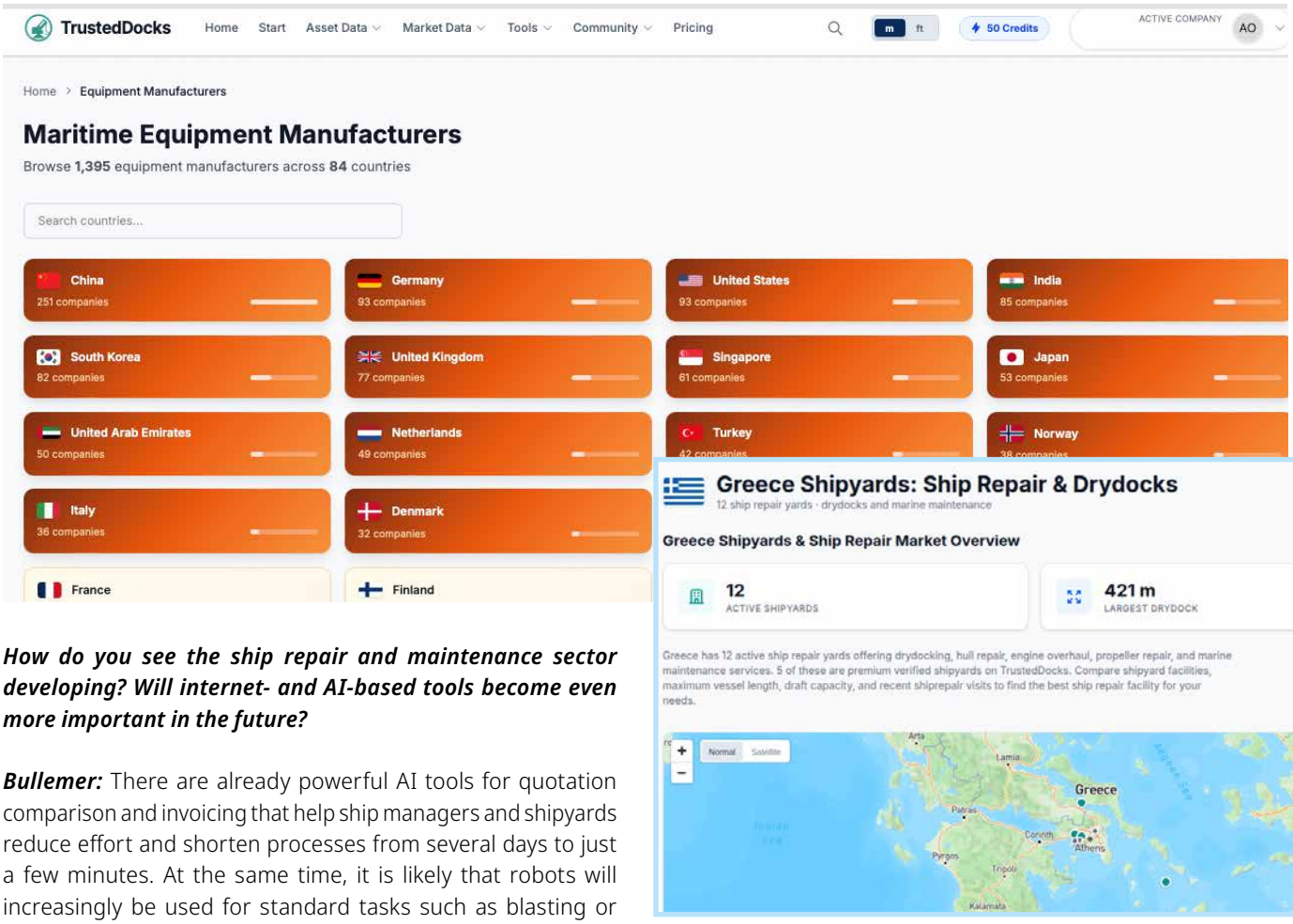
Bullemer: With the data we provide through TrustedDocks, we support our customers in finding suitable shipyards. We compare shipyards and help identify the right option at competitive conditions – something that can be difficult in many parts of the world.

Which customers are already using TrustedDocks?

Bullemer: Our platform is used by various stakeholders across the maritime industry. Our current customer base of around 100 includes major manufacturers such as Caterpillar and Wärtsilä, as well as service providers such as flag registries and classification societies, along with smaller companies and even “one-man shows” such as shipyard agents.

You recently added an AI assistant to your platform. Why – and what benefits does it offer users?

Bullemer: The AI assistant enables users to get faster answers and significantly simplifies setup processes. Information and data are personalised to the respective companies and users. This allows, for example, sales managers to focus more on their customers. They are better prepared for their contacts and have a clearer understanding of their needs.



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TrustedDocks offers a wide range of functions. Among other things, it helps users find suitable equipment suppliers and identify the right shipyard for repairs

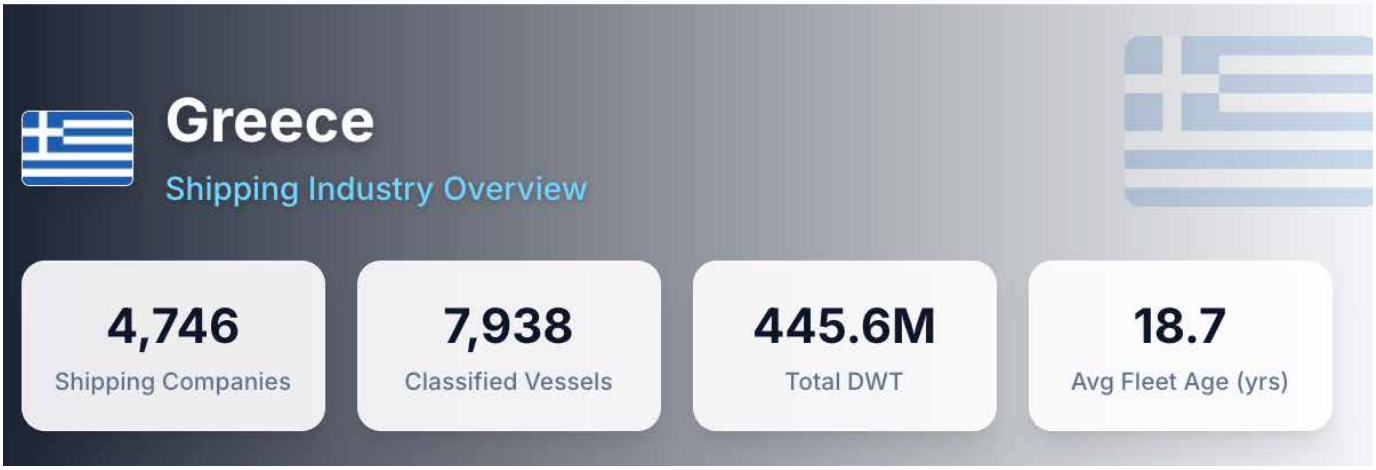
How do you see the ship repair and maintenance sector developing? Will internet- and AI-based tools become even more important in the future?

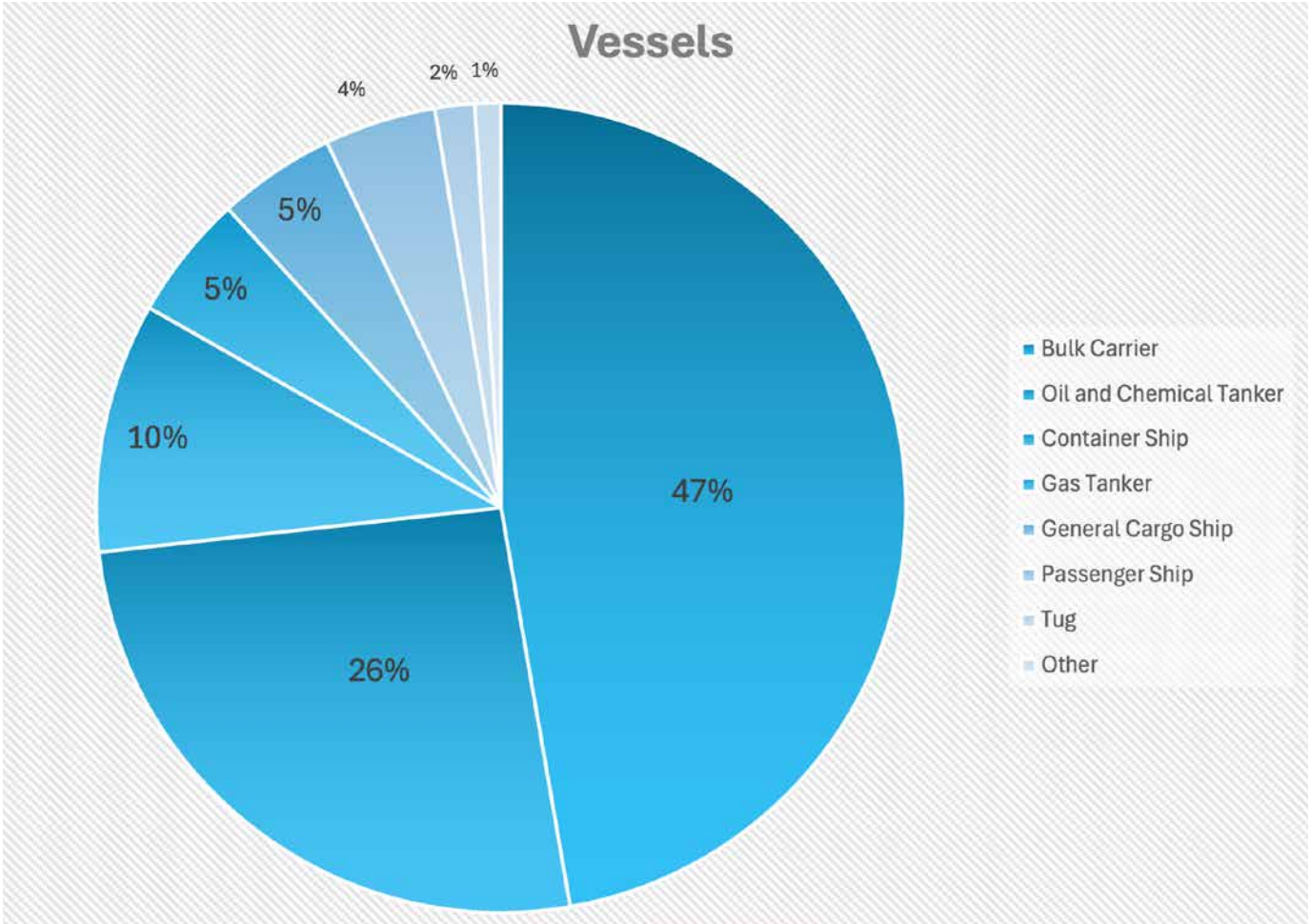
Bullemer: There are already powerful AI tools for quotation comparison and invoicing that help ship managers and shipyards reduce effort and shorten processes from several days to just a few minutes. At the same time, it is likely that robots will increasingly be used for standard tasks such as blasting or painting, further reducing the need for manual labour.

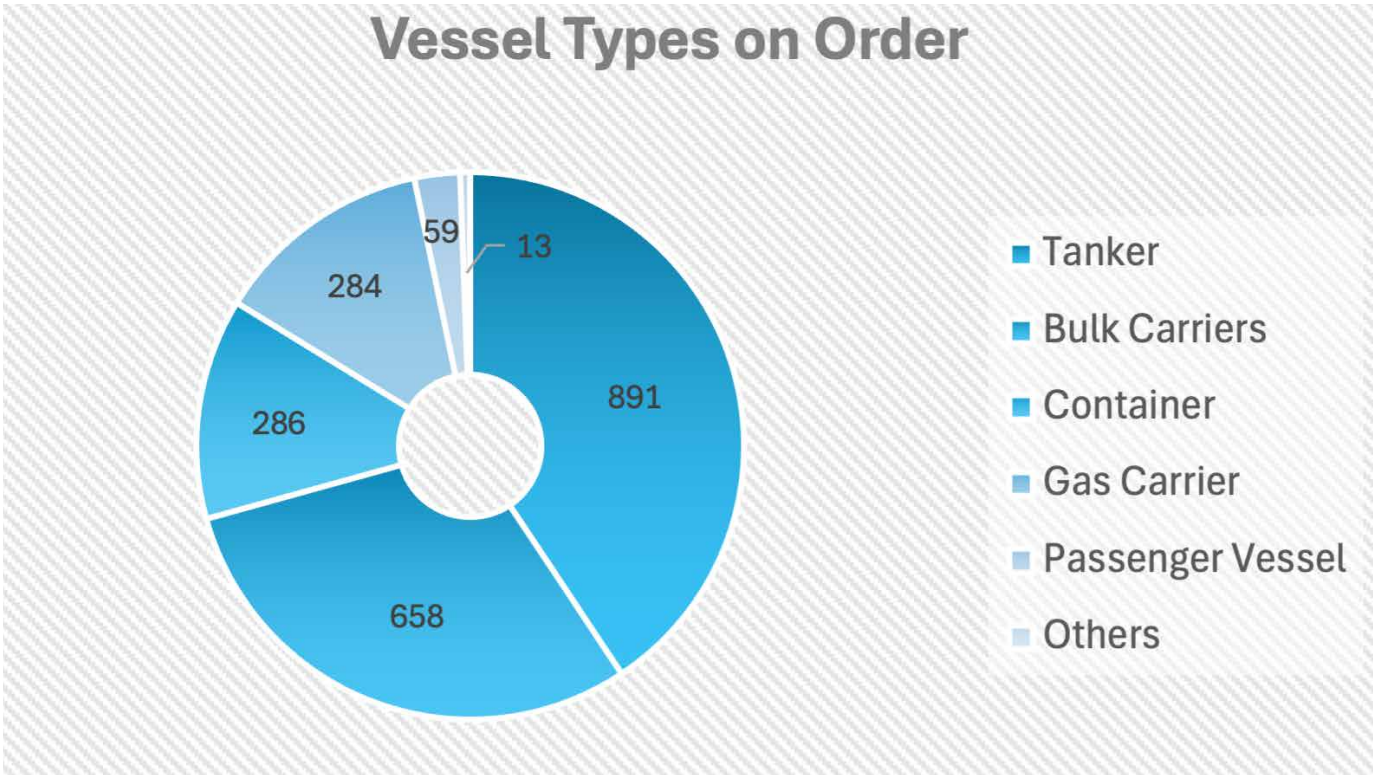
Interview: Anna Wroblewski

Greek shipping industry in figures

Greece ranks among the world's leading maritime nations. A total of 4,746 registered shipping companies (shipowners and managers) control a fleet of 7,938 IMO-classed vessels, with an average age of 18.7 years. The following pages provide data-driven insights into vessel types, fleet age distribution, preferred classification societies and the most frequently used repair shipyards, based on actual vessel calls tracked by TrustedDocks







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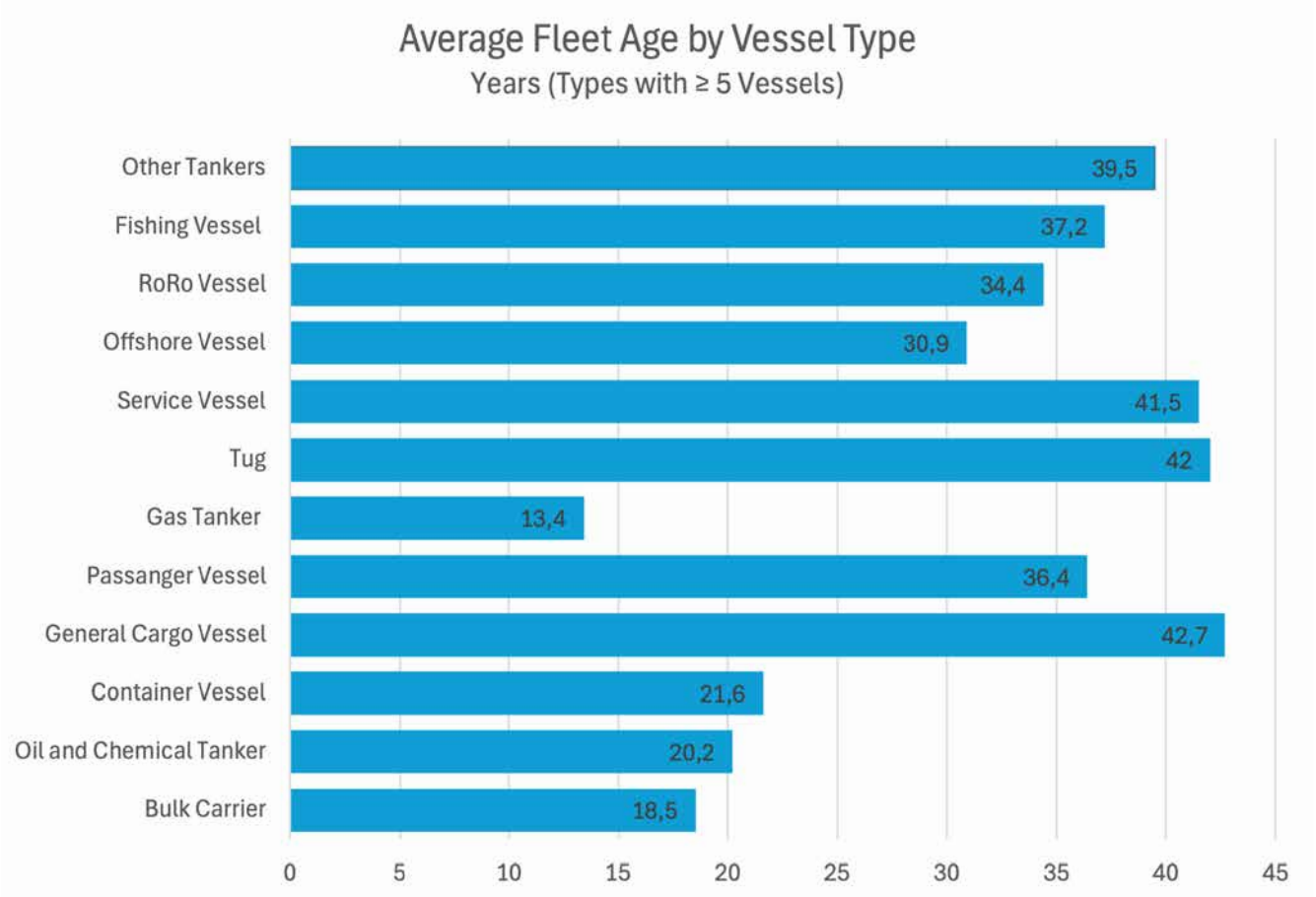

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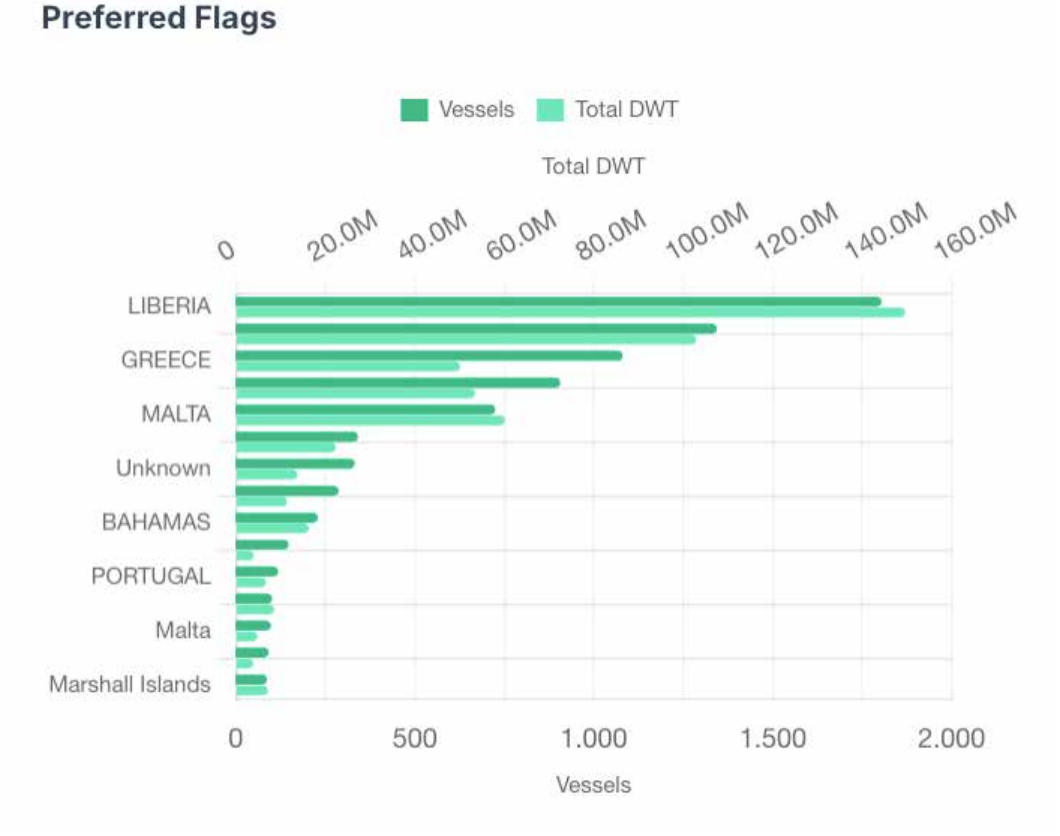
Preferred Flags



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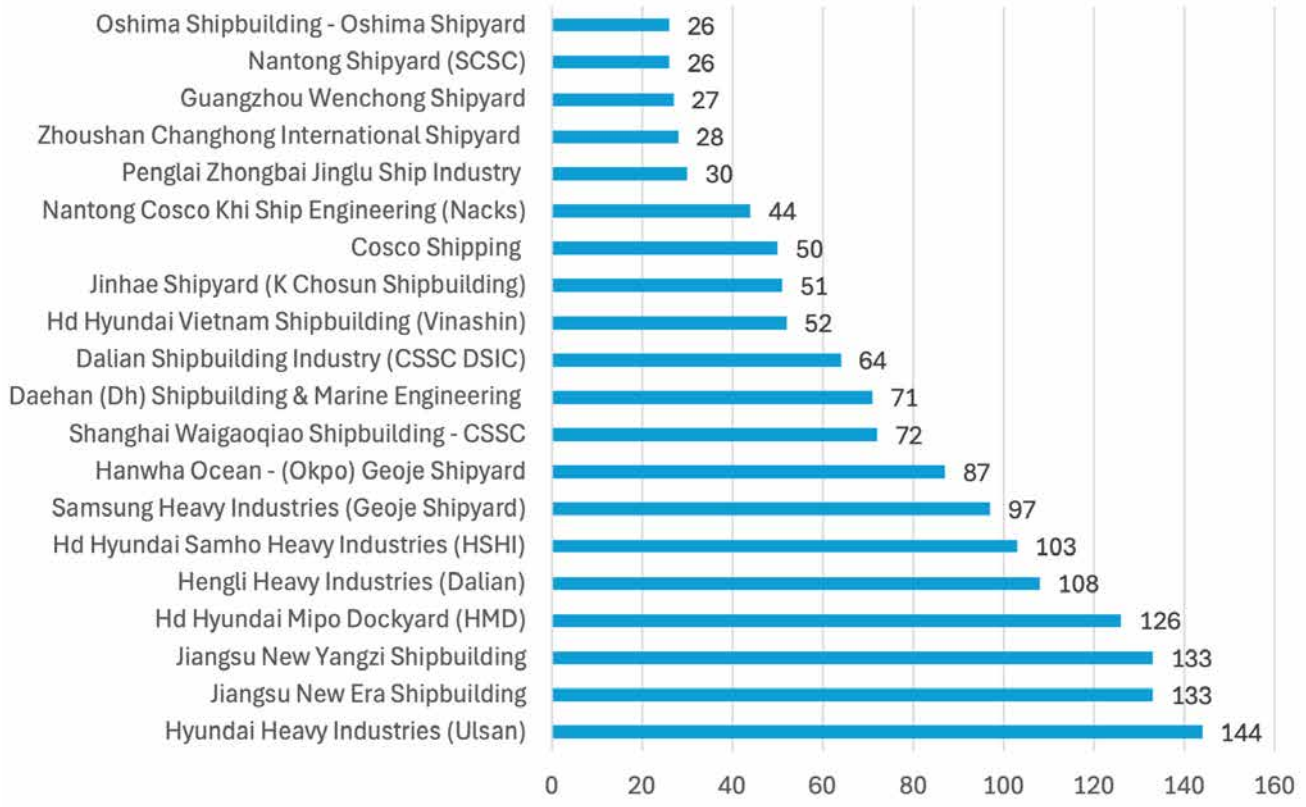
Preferred Shipbuilders (by Orders)



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WIMA expands global maritime services network

A growing international network with a broad service portfolio: the Worldwide Industrial & Marine Association (WIMA) brings together maritime companies under one umbrella. In this interview, Elias Hajiefremidis, President of the Board, outlines its structure, client base and current market developments. Key drivers include decarbonisation and digitalisation

© WIMA

Elias Hajiefremidis, President of the WIMA Board

What role does WIMA play in the maritime industry, and how is the association structured in terms of members and services?

Elias Hajiefremidis: WIMA – the Worldwide Industrial & Marine Association is a non-profit business association of marine-oriented companies, whose main goal is to support and guide the expansion of its members' activities on a global scale.

Since our establishment in 2006, we have successfully introduced a new concept to the maritime market: a network of certified companies with global reach, working together to effectively cover any requirement across all sectors of the shipping industry.

WIMA's members are active in ship construction, including newbuildings and refitting, as well as in ship repair, the supply of spare parts and equipment, technical and general ship services, and the manufacture of marine equipment.

Our main objective as an association is to expand our network and promote our members' activities internationally. To assist this purpose, WIMA participates in most of the world's largest shipping exhibitions, such as Posidonia, SMM, Europort, Sea Asia, Seatec and Seatrade, to name a few.

Over the years, we have managed to steadily and successfully increase our members while maintaining the high standards we represent; WIMA's company-members number over fifty at this time – all leaders in their fields of expertise.

This alone provides our customers with the benefit of finding the right service at the right time, provided by reliable, certified companies, without having to go through the difficult process of sourcing the right supplier.

On behalf of WIMA and its members, we invite you to contact us with your inquiries, enabling us to prove the quality of our services.

Which customer groups do your members primarily serve?

Hajiefremidis: Our members' clients are primarily shipping companies as well as ship management companies. At the same time, their client base may also include shipyards and repair yards. Additionally, many of our members serve the needs of industrial businesses.

Does WIMA specialise in particular vessel segments, or does it cover the full spectrum of shipping?

Hajiefremidis: No, we are not limited to a specific vessel type. Our members provide services across the entire range of maritime activities, supporting all types of vessels, including ferries, yachts, cruise ships, bulk carriers, tankers, and LNG carriers.

What key trends are currently shaping demand for maritime services, and which areas are gaining particular importance?

Hajiefremidis: From our perspective, several key trends are currently shaping the maritime industry. There is a particularly strong and growing demand for services related to environmental compliance and decarbonisation, driven by stricter international regulations and sustainability goals. At the same time, we observe increased interest in digitalisation, energy efficiency solutions, and alternative fuels such as LNG and other low-carbon options. Additionally, there is a steady demand for maintenance, retrofitting, and upgrading of existing fleets, as shipowners seek to extend vessel lifespan while meeting new regulatory requirements.

Interview: Anna Wroblewski

HOPPE MARINE

New “Hellas” representation strengthens regional presence

The Hamburg-based shipbuilding supplier is establishing a new representation in Southeast Europe to expand its business with shipowners in Greece and Cyprus.

The Greek and Cypriot shipping markets will now be served locally under the Hoppe Hellas brand. The provider of measurement and control solutions for the maritime industry has appointed Spiros Kalimeris to lead the new operation.

“Greece and Cyprus together form the world’s largest shipowning community, representing more than 20% of the global fleet. This region therefore plays an important role for Hoppe Marine, as it is strongly focused on major newbuilding projects in China and Korea, as well as ongoing fleet modernisation and retrofit activity driven by efficiency gains and regulatory requirements,” the supplier said.

According to the company, the Greek market offers “unique proximity” to key decision-makers, fleet managers and technical departments. At the same time, there is growing demand for high-quality after-sales services, ranging from spare parts supply and service agreements to retrofit solutions, “creating a significant opportunity to add value through a dedicated local structure”.

Until now, Hoppe Marine had been represented in the region by Oceanking. The company thanked its partner “for the constructive and loyal cooperation over many years”. With the establishment of Hoppe Hellas, this cooperation has now come to an end. Spiros Kalimeris had already helped expand Hoppe Marine’s customer base in the Greek shipping market during his time with Oceanking. ■

© Hoppe Marine

From left, Emile Degro (Sales Manager, Hoppe Marine), Spiros Kalimeris (Regional Manager, Hoppe Hellas) and Hauke Hendricks (Head of Global Sales, Hoppe Marine)

HASYTEC

Erma Tech Group expands portfolio with ultrasonic antifouling

© Erma Tech Group

Eleni Polychronopoulou, President of Erma Tech Group

The Greek Erma Tech Group has acquired the ultrasonic antifouling technology and associated intellectual property developed by the German company Hasytec.

According to Erma Tech Group, the strategic acquisition further strengthens its commitment to maritime decarbonisation and environmental protection, while reinforcing its position as a provider of advanced, eco-friendly solutions for the global shipping industry.

With the addition of this technology, Erma Tech Group integrates Dynamic Biofilm Protection intelligent (DBPi) into its portfolio of marine decarbonisation solutions. DBPi is an AI-powered ultrasonic antifouling solution designed to prevent the accumulation of marine organisms such as algae and barnacles on vessel hulls. Left untreated, such growth increases hull friction, leading to higher fuel consumption and additional maintenance requirements.

DBPi uses ultrasonic pulses controlled by AI-based algorithms to keep hull surfaces clean from the earliest stages of biofilm formation, reducing the need for frequent underwater cleaning or chemical treatments.

Currently deployed to protect critical ship systems such as propellers, sea chests and box coolers, DBPi continues to evolve, with new applications under development, including a next-generation hull protection solution. By preventing biofouling build-up, the system helps maintain a smoother hull surface, reducing drag, improving energy efficiency and lowering fuel consumption as well as CO_2 emissions.

The technology has already proven effective across the commercial shipping, cruise and offshore sectors.

“This acquisition marks another strategic milestone for the Erma Tech Group,” said Eleni Polychronopoulou, President of Erma Tech Group. “We are integrating another disruptive technology that reduces emissions, lowers operating costs and enhances compliance, further strengthening our growth path and reinforcing our position as a provider of end-to-end sustainable shipping solutions.”

Hasytec’s operations will remain in Kiel, Germany, ensuring continuity for existing clients. According to Erma Tech Group, Hasytec customers will benefit from its global network of more than 50 locations and 170 service engineers. ■

Greek suppliers position for maritime transition

The Greek maritime supplier industry is globally active and technologically well positioned. The HEMEXPO brings together companies across the sector, driving innovation, exports and collaboration along the maritime value chain

© HEMEXPO

Representatives of the HEMEXPO

The HEMEXPO represents a dynamic network of Greek companies active in the design, manufacturing and export of advanced maritime equipment and services. Its members cover a broad spectrum of solutions, ranging from machinery components, electrical and automation systems to digital applications, environmental technologies, hull and deck outfitting as well as accommodation equipment. Systems developed by HEMEXPO members are installed on more than 10,000 vessels worldwide, underlining the global footprint of the Greek maritime equipment sector.

Beyond its product portfolio, HEMEXPO also acts as a collaborative platform linking industry, shipping, research institutions and international stakeholders. The association supports its members through international promotion, participation in major exhibitions, business missions and targeted networking initiatives. In addition, it contributes to policy dialogue at both national and European level and facilitates access to EU-funded research and development projects, thereby strengthening innovation across the sector.

The association's members primarily serve the global shipping industry, including shipowners, ship managers, shipyards and the retrofit market. Greek shipping plays a particularly important role in this context, providing a highly demanding environment that drives both quality and innovation. At the same time, HEMEXPO members are strongly export-oriented, with a significant share of their turnover generated in international markets across Europe, Asia and the Americas. This global reach reflects the competitiveness and reliability of Greek maritime equipment manufacturers.

Rather than focusing on a specific vessel type, HEMEXPO members provide solutions across the full spectrum of maritime segments. These include tankers, bulk carriers, container ships, LNG and LPG carriers, Ro-Ro vessels, ferries, passenger vessels, cruise ships, offshore support vessels, naval vessels, yachts and other specialised marine applications. This versatility is a key strength of the network. Instead of targeting individual vessel categories, the focus lies on delivering solutions that address cross-cutting needs across the fleet, both for newbuildings and retrofit projects, and that can be adapted to varying operational and regulatory requirements.

From an industry perspective, several key trends are shaping the market. Most notably, the acceleration of decarbonisation and the broader energy transition in shipping, driven by increasingly stringent EU and IMO regulations. Demand is rising rapidly for solutions that support emissions reduction, energy efficiency, alternative fuels and onboard environmental technologies. This is particularly evident in the retrofit segment, where immediate impact is required. Technologies such as carbon capture, energy-saving devices and shore-side power are gaining traction.

At the same time, digitalisation is emerging as a central enabler. Shipowners are placing greater emphasis on data-driven solutions, including performance monitoring, optimisation and predictive maintenance, in order to enhance efficiency and reduce operating costs. Another important development is the shift towards more integrated solutions. Instead of standalone products, there is growing demand for technologies that can interact seamlessly and be incorporated into vessel operations, ensuring flexibility as regulatory and technological requirements continue to evolve.

Against this backdrop, HEMEXPO members are actively investing in innovation and participating in European research and development initiatives, contributing to the advancement of next-generation technologies that support a more sustainable and competitive maritime industry. *AW*

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From LNG to hydrogen: “Gotland Horizon X” bets on flexibility

At Austal’s shipyard in the Philippines, a particularly innovative vessel is currently under construction: a fuel-flexible high-speed ferry. From 2029, it is set to operate in the Baltic Sea between the island of Gotland and the Swedish mainland

© Austal

The “Gotland Horizon X” is a multi-fuel, high-speed ferry designed to operate completely emission-free from 2045 onwards

The “Gotland Horizon X” is being built for the Swedish company Gotlandsbolaget. It is one of the first large-scale, fuel-flexible high-speed ferries worldwide. The catamaran ferry, which will be capable of carrying up to 1,500 passengers and 400 vehicles, has been developed jointly by Gotlandsbolaget and Austal. The fuel-flexible propulsion system is being supplied by Siemens Energy. It is designed to operate on LNG and bio-LNG, diesel and bio-diesel, methanol and, in the future, even 100 % hydrogen. The “Gotland Horizon X” therefore aligns with Gotlandsbolaget’s “Destination Zero” strategy, which aims to provide climate-neutral transport to and from Gotland by 2045.

The vessel’s innovative propulsion system is expected to play a key role in enabling fully emission-free operations in the future. The propulsion and power system developed by Siemens Energy for the “Gotland Horizon X” is based on an SGT-400 gas turbine, offering an efficiency of around 50 %. The scope of supply includes the gas turbine package, combined cycle balance-of-plant equipment and controls, heat recovery steam generators (HRSG), the power distribution system, motor control switchboards, UPS systems, generators (PTO/PTI), a power management system, as well as the EcoMAIN performance and condition monitoring system.

Gas turbine with waterjet propulsion

The SGT 400 gas turbine drives a steerable waterjet as well as a PTO/PTI generator. The turbine’s exhaust heat is used to generate steam, which in turn drives a steam turbine. This powers an additional boost waterjet and a generator. This combined-cycle configuration delivers not only high overall efficiency, but also lower emissions and savings in weight and space.

A key feature of the propulsion system is its ability to operate on multiple fuels. At present, the SGT-400 turbine can run on LNG (including bio-LNG) and diesel. According to the manufacturer, methanol operation is also possible with minor modifications. In addition, a hydrogen burner developed under the EU-funded HYFLEXPOWER programme opens up the prospect of operation on 100% hydrogen.

But how flexible is the system in practice? Does switching fuels require adjustments on board, such as different tanks or piping systems? According to Siemens Energy, switching between LNG and diesel – and in the future between LNG and hydrogen – can be carried out automatically during operation, provided separate tanks and piping systems are available. The gas turbine control system "ensures a seamless transition and thus a high level of operational flexibility", the Siemens Energy states.

Ensuring smooth operation was one of the main challenges of the project, as the integration of a combined-cycle propulsion and power system – including complex control technology – is being implemented in a ship platform for the first time.

Siemens Energy has previously deployed similar systems in maritime and offshore applications, including FPSOs and floating platforms, as well as in hydrogen combustion research under the EU-funded HYFLEXPOWER programme. This experience has been incorporated into the "Gotland Horizon X" project.

For Siemens Energy, the innovative "Gotland Horizon X" ferry provides an opportunity to "demonstrate its leading role in fuel-flexible, low-emission propulsion solutions". At the same time, the project highlights how gas turbines and combined-cycle technology can contribute to the decarbonisation of shipping. *AW*

"Gotland Horizon X"

- Shipyard: Austal (Philippines)
- Length: approx. 130 m
- Capacity: up to 1,500 passengers and 400 vehicles
- Operation: Gotland service (Sweden)

Propulsion concept

- Integrated propulsion and power system by Siemens Energy
- Main propulsion: SGT-400 gas turbine
- Configuration: combined-cycle system (gas turbine + steam turbine)
- Waterjet propulsion, including an additional boost waterjet

Fuel flexibility

- Current: LNG and bio-LNG, diesel and bio-diesel
- Future: methanol (with modifications)
- Future: 100 % hydrogen possible (HYFLEXPOWER technology)
- Fuel switching possible during operation (subject to appropriate tank and system configuration)

Climate protection at sea

How can shipping become climate-neutral and environmentally sustainable? This question is at the centre of efforts by shipping companies worldwide. The German Aerospace Center (DLR) is examining the role of renewable energy and how it can be efficiently integrated into onboard energy systems

One approach to reducing fuel consumption and, with it, CO_2 emissions is the use of energy from photovoltaics (PV). A ship's large hull and superstructure are ideal for the installation of solar panels. However, the side of a ship, as the largest flat surface, is excluded due to technical and practical limitations. The structural integration of PV systems into the vertical hull is complex and difficult to implement, especially given the mechanical loads that large vessels undergo at sea. The resulting bending and torsion, combined with the corrosive effects of seawater, would quickly damage a rigid PV system.

PV is application-dependent

On inland waterways, however, the sunroofs of leisure boats, or the covers of bulk carriers, make an ideal mounting surface for PV. „Some of these are already in use," explains Robert Beckmann, researcher at the DLR Institute of Networked Energy Systems. However, his primary concern is how to feed solar energy into the ship's energy network.

In a large-scale project, Beckmann is working with renowned shipyards, research institutes and industrial partners to investigate potential for creating up an on-board, DC-based energy network. „SuSy" (Sustainable DC Systems for Ships) is investigating approaches for the simple integration of alternative energy sources, including photovoltaics, fuel cells or batteries, as well as consumers such as lighting or ship electronics into the grid. The goal is to achieve a high degree of flexibility in energy flow control and the operation of generators and consumers.

PV reduces fuel consumption

One initial focus area for SuSy is on the hotel sector on cruise ships. The photovoltaic use of the balcony cladding of passenger cabins was recently modeled. On a cruise ship such as the „AIDAnova", which carries around 6,000 passengers, around 4,400 m^2 of surface area could be developed – enough for an installed solar power output of around 880 kWp. „Compared to the ship's engine power of 60 MW, this may seem insignificant. But it definitely contributes to a reduction in fuel consumption," says Beckmann.

Beckmann and his team wanted to know more. Using historical irradiation data from the European satellite service Copernicus, they simulated the photovoltaic output of a virtual Caribbean cruise. The team compared this with the simulated energy consumption profile of passenger cabins within one deck fire zone of the ship: „We collected about 590 kWh from the sun during the passage, with energy requirements of 2,900 kWh for the 45 passenger cabins in the area. That's 20 %," says Robert Beckmann.

This is how photovoltaics could be implemented on a cruise ship: Balcony claddings are covered with solar panels

© DLR

All energy scenarios tested at the DLR's Emulation Center for Networked Energy Systems (NESTEC) can be controlled from the control center

DC has many advantages

At DLR, the benefits of an on-board DC grid are not only seen in the low-loss integration of renewable PV energy, but also in the variable-speed operation of the ship's engines: „You don't have to adapt to a grid frequency, so you're not tied to a constant speed, and can therefore run the engines closer to the optimum operating point, which reduces energy consumption," explains the engineer. Another important aspect is the much simpler integration of DC components into the power grid - with space and weight savings of up to 30%, as well as less wiring.

Wanted: The DC energy management system

What exactly such a decentralized generator network would look like in concrete terms is the subject of research at DLR. „We are primarily investigating the possibilities of on-board load distribution and flow control. This is one of the major challenges facing DC technology. We are not only looking for an efficient network, but above all a resilient one, in which an individual generator can fail but others will assume their tasks, or their load," says Beckmann, describing the central issue.

Together with the Technical University of Hamburg, he is working on a modular simulation system to run through a wide range of load scenarios. The clear goal is to develop a vessel energy management system that is optimized for the use of power generators from weather-dependent, decentralized production. This system will also serve as a basis for the development of the necessary industrial components.

Author: Frank Fladerer, Bachmann electronic

Cabling solutions for demanding maritime environments

From retrofit projects to high-end yacht applications, reliable cabling is becoming a key factor in modern ship systems. In this interview, Marie-Kathrin Huber, CEO of Sommer cable, outlines the company's offering for the Greek maritime market and explains how system-oriented solutions support performance, durability and future-ready onboard infrastructure

© Sommer cable

Marie-Kathrin Huber, CEO of Sommer cable

Which products or services do you offer for the Greek maritime market?

Marie-Kathrin Huber: Sommer cable provides high-quality cable solutions for demanding and safety-critical environments such as maritime applications. Particularly relevant for the Greek market is the Aqua Marinex series, as many vessels require reliable solutions for repair, retrofitting, and long-term operation. These cables are specifically designed for harsh outdoor and marine conditions and are highly resistant to UV radiation, saltwater, moisture, and mechanical stress.

We do not see cables as mere accessories, but as an active component of overall system performance. That is why, in addition to products, we also offer consulting and system-oriented solutions, supporting shipyards, integrators, and service providers in selecting the right infrastructure for refits and upgrades.

Which projects have you already implemented in the Greek market, and could you provide a concrete example?

Huber: Our products are used internationally in maritime and coastal environments, typically through partners, system integrators, and distributors. In Greece, this includes large-scale yacht projects, where our cable solutions ensure reliable transmission under demanding marine conditions.

One representative example is the, Feadship built, luxury yacht "Fos", a high-end 62.3 meters yacht operating in Greek waters with state of the art audio video equipment. In this project, Sommer cable supplied audio cables from the Aqua Marinex series, along with cables compliant with CPR class Cca, ensuring reliable signal transmission across onboard systems. In such environments, shielded cables play a crucial role, as routing cannot always be optimized and cables frequently run alongside power lines. The result is a robust and interference-resistant infrastructure that meets both technical and regulatory requirements.

In your opinion, where is the maritime sector heading, and how are you adapting your portfolio accordingly?

Huber: The maritime industry is increasingly moving toward higher data rates, IP-based infrastructures, and more integrated onboard systems. At the same time, established fleets with existing technical infrastructure require efficient, durable, and easy-to-install retrofit solutions. This is exactly where our portfolio comes in: with the Aqua Marinex series, we offer reliable cables for extreme environmental conditions, while hybrid cables reduce complexity and significantly improve installation efficiency. In addition, fiber optic solutions support the growing bandwidth demands of modern systems.

Overall, a system-oriented approach is becoming increasingly important, as a high-performance cabling infrastructure plays a key role in scalability, ease of maintenance, and long-term operational reliability – especially in retrofit projects. Sommer cable supports this development with robust, application-specific solutions and in-depth technical expertise. *ED*

© Sommer Cable

Aqua Marinex series

Viega expands lifecycle management

Viega is extending its activities beyond newbuild projects to cover the entire lifecycle of vessels. With its press systems and tailored service concepts, the company is targeting both shipyards and operators. A particular focus lies on retrofit solutions and onboard water hygiene

© Wroblewski

From left: Marius Hilleke, Coordinator Ship Repair/Dry Dock at Viega, and Christoph Carstens, Key Account Manager Marine Europe at Viega

For years, Viega's efficient press systems have been used at European shipyards. Whether CuNi systems for seawater, copper and stainless-steel pipes for potable water and HVAC applications, or press connections for thick-walled steel pipes – according to the manufacturer, these systems offer decisive advantages in newbuilding, including increased safety, consistently high quality and significant time savings compared to conventional joining methods such as welding or threading.

"Through the wide application of our press systems in the construction of cruise ships, naval vessels, megayachts, offshore platforms and research vessels, we also see it as our responsibility to support ships throughout their entire lifecycle with suitable solutions," explains Marius Hilleke, Coordinator Ship Repair/Dry Dock at Viega. "Our 'Made in Germany' production and global availability through a strong distributor network enable us to respond quickly even to short-notice repair requests – that is our claim."

Solutions for modernisation and refit

Viega approaches lifecycle management as a universal concept rather than one tied to specific vessel types. For onboard modernisation projects, it is irrelevant whether Viega systems have already been installed. Thanks to a wide range of materials and applications, individually tailored solutions can be developed, with all systems holding the required class certifications. "We are aware that a large share of the global merchant fleet is built in Asia – often according to standards that differ from those in Europe. This makes it all the more important to demonstrate how targeted piping modifications can improve the efficiency of existing vessels," says Christoph Carstens, Key Account Manager Marine Europe at Viega. As a former site manager at a German shipyard, he is familiar with practical requirements.

Viega can point to numerous reference projects. In one case, the company worked with the superintendent of a RoRo vessel to redesign the greywater system, resulting in improved trim optimisation. "The correct routing of piping systems is a decisive factor," Carstens emphasises. He also sees significant potential in material selection: "It does not always have to be metal – in many cases, composite piping systems are ideal. They are lighter, more cost-effective to transport and easier to install, especially in repair and retrofit scenarios."

Potable water hygiene on board

Another key focus for Viega is ensuring potable water quality on board. The proper operation of drinking water systems is essential to maintain water quality over the long term. Regular water exchange, temperature control, as well as comprehensive documentation and maintenance are crucial in this context.

"Only consistent measures can minimise the risk of bacterial contamination, for example from legionella," explains Carstens. "Among other solutions, Viega offers electronic fittings for washbasins and showers that enable automated water exchange."

A particular feature is Viega's electronically controlled circulation valve Viega Zirk-E, which maintains a constant temperature in potable water circulation lines, saves energy and enables automatic thermal disinfection.

To further develop these topics, Viega regularly offers VDI-certified training at the Viega World in Attendorn (North Rhine-Westphalia), including specialised marine seminars held twice a year, which attract strong interest.

Tailored service packages

In addition, Viega focuses on customised service concepts. During joint onboard inspections, installed materials and potential weak points can be identified. On request, a tailored service package is assembled, consisting of a Viega press tool and a needs-based mix of materials available directly on board. This allows repairs to be carried out immediately and without delays.

"Our goal is continuous dialogue with operators and decision-makers on board. Only through close cooperation can sustainable solutions be developed that deliver real added value," Hilleke concludes. *ED*

Posidonia 2026 expands to three-week format

Posidonia 2026 is extending its format, with events spanning three weeks for the first time. The exhibition in Athens will again bring together the global maritime industry, while conferences and side events gain importance. Geopolitics, regulation and technology are expected to shape the agenda

© Posidonia

Exhibitors and visitors from 140 countries are expected at Posidonia 2026 in Athens

One of the world's leading shipping exhibitions is set to extend its format, as Posidonia 2026 prepares to engage the global maritime community over a three-week period of conferences, networking as well as social and sporting events. Activities will begin in early May and culminate during Posidonia Week, which officially takes place from 1–5 June.

With 50,000 square metres of exhibition space at the Metropolitan Expo sold out months in advance, thousands of exhibitors and visitors from 140 countries are expected in Athens. Posidonia 2026 is also relevant for the local economy, including hotels, catering and restaurants, transport providers and event infrastructure. The event is expected to contribute more than €100m to the economy of Attica and neighbouring tourism destinations.

"Posidonia is returning with greater strength and scale than ever before."

Theodore Vokos

Theodore Vokos, Managing Director of Posidonia Exhibitions S.A., said: "The economic and business impact of Posidonia now begins nearly three weeks before the official opening, as conferences, business meetings, industry gatherings and sporting events are increasingly scheduled ahead of the traditionally crowded Posidonia week. With many events staged during the preceding 15-day period, the overall Posidonia timeframe has expanded significantly. This extended activity cycle is expected to deliver even greater benefits to the local economy, with hotel and event-space bookings already exceeding 2024 levels."

He added: "Posidonia is returning with greater strength and scale than ever before, driven by the industry's renewed momentum and a shared commitment to maintaining the exhibition's status as an unmissable biennial meeting point for the global maritime community – a place to connect, exchange ideas and collaborate now and into the future. No other shipping event attracts as many shipping

ministers, presidents of international organisations, Greek and international shipowners and senior shipping executives."

As the home event of the Union of Greek Shipowners (UGS), Posidonia attracts shipyards as well as equipment and service providers, alongside stakeholders from finance, insurance and technology. In 2025, Greek shipowners placed 250 newbuilding orders. They also ranked second worldwide in second-hand vessel acquisitions, with around 260 purchases, behind China.

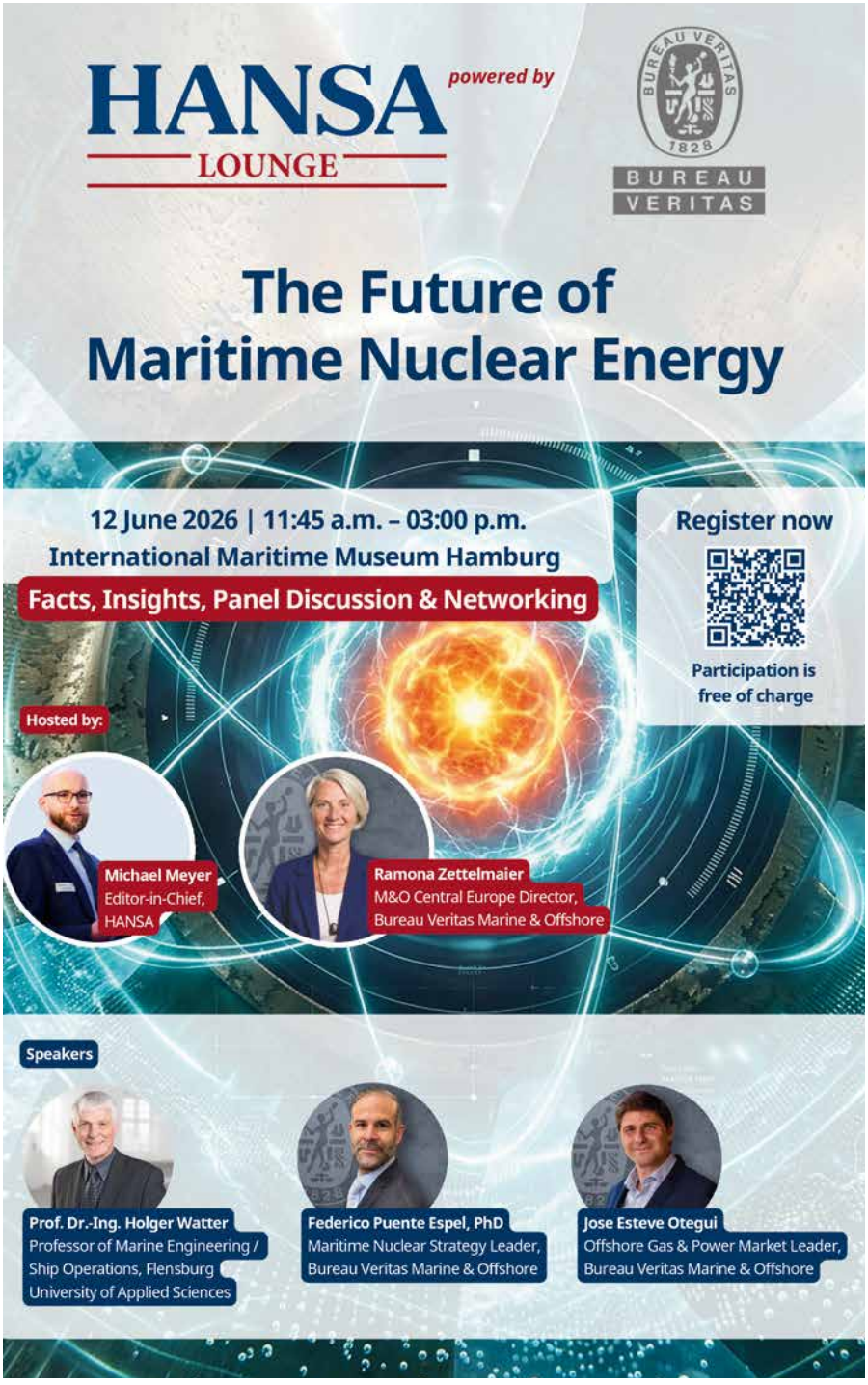
Germany and Italy will return with national pavilions, with ship equipment manufacturers and service providers presenting their portfolios. Additional exhibition space has been used to accommodate around 40 new and returning exhibitors, including start-ups, technology companies and shipyards from the Far East and Australia.

With shipping facing a challenging international environment, a range of topics is expected to be discussed at Posidonia. According to Eva Tzima, Head of Research and Valuations at Cass Technava: "Topics to be discussed will include geopolitics, environmental regulatory requirements, and of course technological advancements and the possible benefits the use of AI could offer to shipping. It goes without saying that while all these areas are of high interest to the industry, geopolitical developments are expected to dominate discussions, not only because they continue to shape market supply and demand dynamics, but also because their impact has been extending across other areas of interest, as evidenced by the delay in IMO's net zero framework adoption voted last year, following intensive lobbying from the U.S. administration."

Packed programme

The Posidonia 2026 conference programme is taking shape. Proceedings in early May will focus on risk management as well as maritime risk and security. During the exhibition itself, discussions will then turn to the key challenges facing shipowners, alongside environmental and sustainability issues. Another conference will examine the recovery of Greece's shipyard sector and the question of how capacity and competitiveness can be rebuilt.

The Posidonia Games will again form part of the programme, including a sports weekend ahead of the exhibition. A new addition in 2026 is the Posidonia Tour, a cycling event from Syntagma Square in Athens to the Temple of Poseidon at Sounion, with around 300 participants expected. Sailing, football, golf, 3x3 basketball and running events will also return, attracting more than 4,000 shipping professionals in total across all disciplines. *ED*



IMES
Two-stroke combustion sensor for electronic engines

In times where emission regulations continue to tighten, optimised engine performance to reduce NOx and CO_2 is of paramount importance.

TCS-01CA-PMI is a two-stroke combustion sensor for continuous measurement of cylinder pressure on two-stroke diesel and dual-fuel engines.

It is specifically designed for use on electronically controlled engines and is suitable as a replacement for standard pressure sensors in PMI auto-tuning systems. The connector is pin-compatible with PMI systems, and the plug-and-play design enables easy installation.The sensor is installed in a specially designed adaptor between the cylinder cover and the indicator cock, significantly reducing the build-up of combustion deposits on the sensor membrane.

TCS-01CA-PMI is a highly robust sensor. Its closed-face design reduces the risk of sooting during long-term operation. Combined with very good thermodynamic characteristics, this enables high-precision cylinder pressure measurements (<1% full scale). The sensor also offers long service life and constant sensitivity without the need for recalibration. It has been designed for continuous operation over three years, according to the manufacturer IMES. TCS-01CA-PMI has received certifications from major classification societies, including Marine Type Approval from Bureau Veritas, ClassNK, DNV, Korean Register, Lloyd's Register and RINA.

© IMES

CS-01CA-PMI sensor installed on a MAN 6S60 ME two-stroke engine

At Posidonia, IMES will showcase its product portfolio in Hall 1, Booth 1422.4. ■

STUCKE GROUP
Electrical protection systems focus on cybersecurity

Stucke Group is a provider of network protection and control systems for the shipbuilding industry and industrial applications. Over more than 50 years, the company has expanded its international presence, with offices in Germany, Serbia, India, China and South Korea, as well as a global network of representatives. With an installed base of more than 40,000 protection and control systems, including solutions marketed under partner brands, the company has established a strong position in the market. According to the company, its systems are installed in a large share of medium-voltage switchboard applications in commercial newbuildings in South Korea.

© Stucke Group

Symap ECG protects engines

Based on this experience, the company positions its products as meeting the requirements of the Greek maritime market, supported by manufacturing standards, technical expertise and global service capabilities. It is also established in the region through long-standing commercial relationships and a continuous market presence.

With increasing geopolitical tensions, cybersecurity is gaining importance in the maritime sector. The Symap product line has received cyber security type approvals in accordance with IEC standards from multiple classification societies, including American Bureau of Shipping, DNV, Bureau Veritas, Lloyd's Register, Korean Register and China Classification Society.

Further areas of focus include sustainability, lifecycle management and obsolescence management. The company offers products and services such as spare parts supply, repairs, upgrades and retrofit solutions, including for long-established systems such as Synpol D, introduced in 1994.

Safety of vessels and crew remains another key aspect, particularly in the cruise and yacht segments. The Symap Arc system is designed to provide arc fault protection for medium- and low-voltage switchboards with short tripping times.

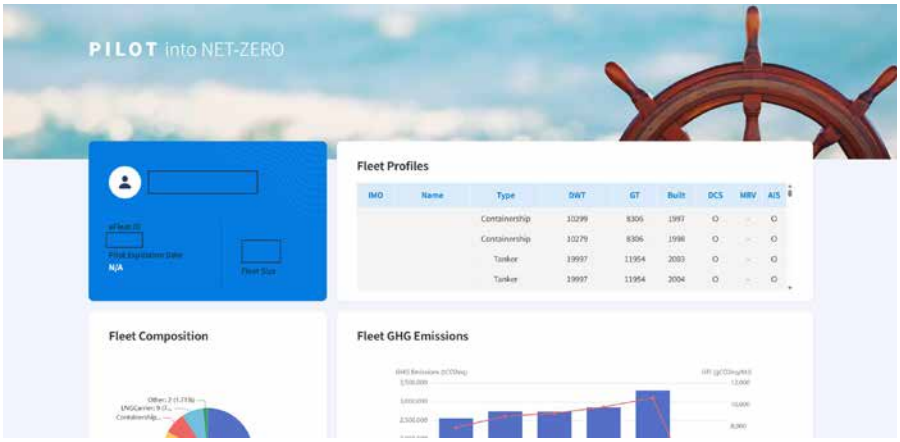
At Posidonia, Stucke Group will be exhibiting in Hall 2, Booth 2.249. ■

KOREAN REGISTER

Integrated digital platforms target decarbonisation and compliance

For the Greek maritime market, the classification society Korean Register (KR) is focusing on integrated digital solutions designed to support shipowners in managing increasingly complex decarbonisation and operational requirements.

A core part of its offering is formed by the KR PILOT and KR POWER platforms, which together provide a data-driven approach to emissions management and efficiency. KR PILOT is conceived as a simulation and decision-support tool, enabling shipowners to evaluate decarbonisation strategies by analysing variables such as fuel options, carbon pricing and regulatory costs, including EU ETS and FuelEU Maritime. The system is intended to identify cost-effective and compliant pathways.

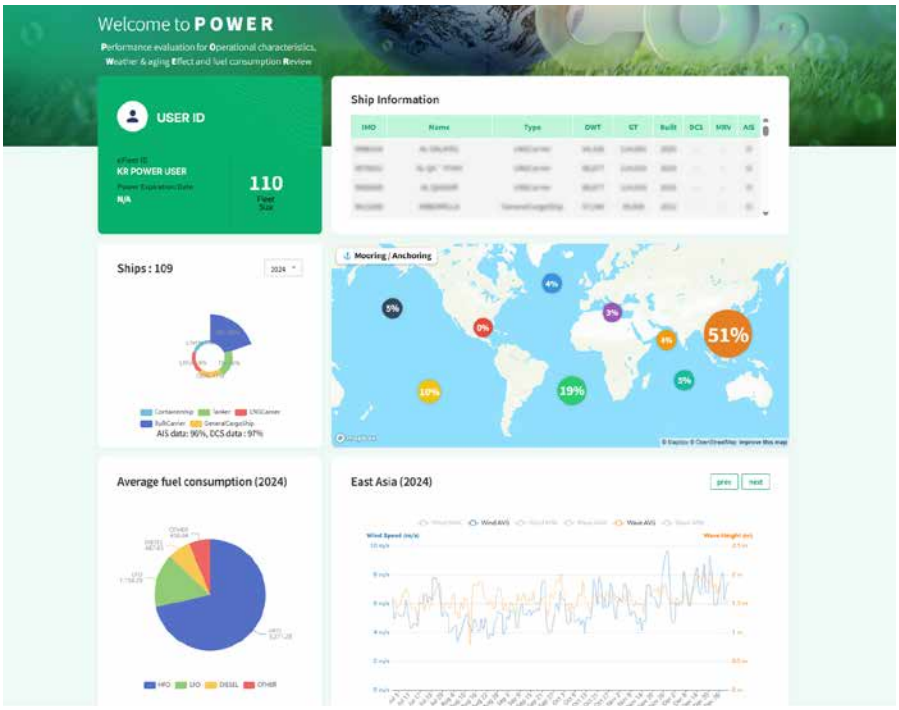


© KR

Korean Register's KR PILOT is designed as a simulation and decision-support tool

KR POWER complements this by focusing on real-world vessel performance. The platform analyses operational data, including weather conditions and vessel ageing, to assess fuel consumption and identify inefficiencies. This enables operators to optimise performance and reduce emissions at source. Both tools are designed to operate in tandem, linking strategic planning with continuous operational feedback and enabling a more economically informed approach to decarbonisation and efficiency improvements.

According to KR, the maritime sector is undergoing a structural transformation driven by decarbonisation, digitalisation and increasingly complex regulation. Compliance is becoming more data-driven and closely integrated into operations, with frameworks such as EU ETS and FuelEU Maritime directly influencing commercial decisions, fleet deployment and fuel strategies. At the same time, shipowners are placing greater emphasis on practical, real-time insights rather than purely theoretical guidance.



© KR

KR's PILOT and POWER platforms support a data-driven approach to emissions management

The industry is moving towards integrated platforms that support decision-making across the entire lifecycle, from planning and operation to compliance. In response, KR is evolving its portfolio towards a more comprehensive end-to-end model. This includes strengthening the integration between platforms such as PILOT and POWER to create a continuous feedback loop, as well as expanding capabilities in data analytics and artificial intelligence to enhance predictive insights.

As part of this development, KR is also advancing AI transformation (AX) across its services. This includes recent enhancements to KR-CON, where AI-supported search functions have been introduced to improve access to complex regulatory information. Overall, the company is aligning its portfolio with a more connected, data-centric ecosystem, aiming to deliver integrated and forward-looking solutions for the maritime industry.

Those interested in Korean Register's solutions can find the classification society in Hall 3, Booth 3.401. ■

MMG
Propeller redesign and manufacturing technologies in focus

© MMG

MMG supplies propellers for newbuildings and retrofit projects worldwide

Mecklenburger Metallguss GmbH (MMG) has been manufacturing ship propellers for more than 78 years, with a focus on size, quality and efficiency. All propellers are developed, designed and produced at the company's site in Waren (Müritz), Germany.

According to the MMG, its production processes and qualified workforce are aligned with the requirements of classification societies. MMG supplies propellers for both newbuildings and retrofit projects. To meet evolving industry demands, the company applies a combination of conventional sand casting and additive manufacturing technologies. These include automated welding systems and large-scale 3D printing, enabling the production of complex geometries and customised designs.

A central element of its activities is a propeller Re-Design-program, under which more than 700 vessels have been retrofitted. By adapting propeller designs to updated operational profiles, the programme aims to improve efficiency and reduce fuel consumption in service.

MMG has worked with a number of Greek shipowners, including Costamare, Danaos, Technomar and Thenamaris, on projects to optimise propeller performance in line with operational requirements.

The company continues to develop its portfolio, with a focus on optimised propeller designs and the integration of new manufacturing technologies. Current developments also include solutions aimed at reducing noise emissions while maintaining propulsion efficiency.

MMG will present its latest products and developments at Posidonia, where company representatives will be available for technical discussions, at Booth 2162.3 in Hall 2. ■

MY MARINE
Joint showcase targets Greek service market at Posidonia

The Greek maritime market remains a key focus for a group of specialised suppliers presenting their services jointly at Posidonia. Represented in the Aegean region by MyMarine, the three companies are targeting demand for technical services and onboard solutions across the local fleet.

Tribomar will showcase equipment for onboard oil analysis, designed to enable fast and repeatable testing under operational conditions. The systems focus on determining parameters such as base number (TBN/BN), iron content and water-in-oil concentrations. In addition, the company offers test kits and treatment solutions aimed at maintaining onboard water quality.

Ship Safety Group provides inspection services for life-saving appliances (LSA) and firefighting equipment (FFE). The company operates with its own technicians and offers services on a lump-sum basis, including travel costs. Its teams are deployed worldwide.

© Tribomar

Tribomar, one of the three exhibitors, specialises in onboard oil analysis

Sunship Electronics specialises in navigation and communication systems. The company offers maintenance and inspection services such as radio surveys, VDR annual performance tests and gyro compass overhauls. Its scope also includes service and repair of radar systems, ECDIS, GPS and MF/HF equipment, as well as the supply of spare parts including magnetrons, EPIRBs, batteries, SARTs and VHF units.

At Posidonia, the companies will showcase their combined portfolio, including onboard diagnostics, safety inspections and electronic service solutions, at Booth 2.162 in Hall 5. ■

SKF

External Airspace retrofit enables compliance and flexibility

© SKF

Bulk carrier "Baltic" underwent a retrofit of its oil-lubricated aft sea

SKF has been awarded a contract by Danish owner and operator Alba Tankers to retrofit the oil-lubricated aft seal of the bulk carrier "Baltic". The aim of the project was to ensure compliance with current environmental regulations while maintaining operational reliability and efficiency.

The solution selected was the Simplex Airspace system, which creates a controlled air barrier between oil and seawater. By eliminating direct contact between lubricant and the marine environment, the system meets VGP requirements while allowing continued use of mineral oil in the sterntube. This approach is intended to reduce lubricant consumption and maintain operational flexibility across different trading areas.

The retrofit required a tailored engineering solution. Due to the vessel's shaft configuration, it was not possible to route the necessary air piping within the sterntube. SKF therefore developed an external installation concept, routing the air lines along the hull. This required detailed engineering, precise positioning of drilling points in the sterntube boss flange and close coordination during installation.

According to the company, SKF managed the project from concept development through to on-site execution under class supervision. The scope of work included installation and pressure testing of air pipes, installation of the Airspace control cabinet, fitting and alignment of the seals, commissioning of the oil chambers and onboard training for the crew.

In addition to VGP compliance, the system also meets Polar Code requirements, supporting operations in Arctic waters. As mineral oil lubrication can be retained, the need for environmentally acceptable lubricants (EAL) is avoided, which may result in cost savings depending on the vessel's operating profile.

With the retrofit completed, "Baltic" is now equipped with a sealing system adapted to its technical constraints. A similar conversion within the fleet is already planned.

SKF Marine will showcase its products and services at Booth 2.321 in Hall 2. ■

© SKF

SKF Marine aft seal after retrofit

JASTRAM

Propulsion specialist focuses on efficiency and noise reduction

Jastram is a fourth-generation manufacturer of marine propulsion and steering systems and is considered one of the leading specialists in active noise reduction.

With its engineering team, the company supports customers from the initial concept and hydrodynamic design phase through to manufacturing, installation and commissioning.

Beyond product delivery, Jastram follows a lifecycle approach that includes technical consultancy, system integration, spare parts supply and worldwide service support. Its global service network is designed to ensure short response times and minimise downtime for operators in both commercial shipping and yacht segments. In recent years, the company has supported a range of international projects, including vessels operating in the Mediterranean. Jastram systems are designed for reliable performance under demanding harbour and offshore conditions.

The maritime industry is increasingly focused on efficiency, emission reduction and integrated system solutions. Jastram is responding by further developing its portfolio with a focus on hydrodynamic optimisation, energy efficiency and compatibility with hybrid and electric propulsion concepts.

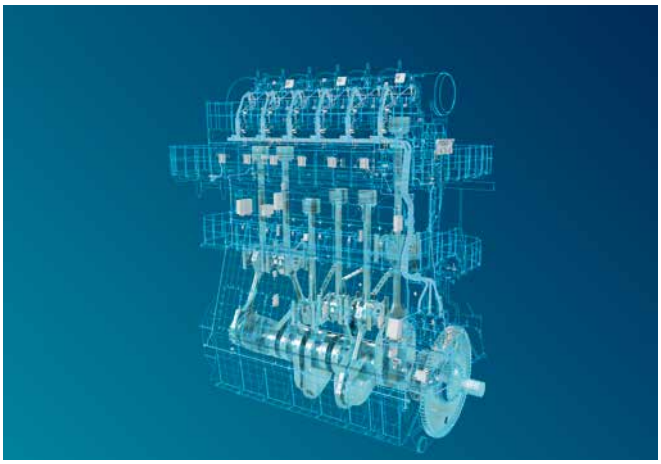
With its combination of engineering expertise, customised solutions and global service capabilities, the company positions itself as a long-term partner for shipowners and shipyards.

Jastarm will present its products and know-how in Hall 1, Booth 1.515. ■

© Jastram

With its product portfolio, Jastram focuses on noise reduction

WINGD
Multiple pathways for shipping's fuel transition



© WinGD

WinGD continues to expand its portfolio with ammonia, methanol and ethanol-capable engine solutions

As the maritime sector continues to balance regulatory pressure with operational realities, engine developers are refining both newbuild and in-service solutions to support a more flexible transition pathway. Against this backdrop, WinGD will engage with industry stakeholders at Posidonia, with discussions expected to centre on fuel flexibility, efficiency gains and lifecycle support. LNG remains a key reference point in the near-term decarbonisation landscape, and WinGD's portfolio reflects this with both the established X-DF and newly introduced X-DF-HP engine options. The availability of both concepts allows owners to weigh considerations such as methane slip, efficiency and integration complexity when selecting propulsion systems aligned with their operating profiles.

Beyond newbuild specification, attention is increasingly turning to the existing fleet. Retrofit potential and service support are becoming more important as operators evaluate how to maintain competitiveness while complying with tightening emissions requirements.

Efficiency optimisation also plays a key role in both operating costs and environmental performance. Beyond the engine design, WinGD's digital tools and hybrid solution X-EL, offer incremental gains through enhanced engine control and performance tuning, contributing to ongoing reductions in fuel consumption and emissions across fleets.

WinGD continues to advance a wider fuel portfolio, including ammonia and methanol dual-fuel engines, as well as the introduction of the X-DF-M/E ethanol-capable engine launched in 2025. These developments reflect the need to keep multiple pathways open as fuel availability, regulation and technology readiness continue to evolve. The company will present these solutions at Posidonia in Hall 3, at Stand 3.112. ■

SUNSHIP ELECTRONICS
Marine electronics expertise

Sunship Electronics is an internationally operating service provider for maritime navigation and communication electronics. The company supports shipowners and shipping companies with maintenance services such as radio surveys, VDR annual performance tests (APT) and gyro compass overhauls.

In addition, it provides service and repair for radar systems, ECDIS, GPS, MF/HF and other navigation and communication equipment.

Its technicians are based in Emden, Germany, as well as Szczecin and Gdynia in Poland. From these locations, Sunship Electronics covers Germany, the Netherlands, Belgium, northern France and the Baltic Sea. It also provides worldwide service attendance.

Furthermore, Sunship Electronics supplies a wide range of spare parts, including magnetrons, EPIRBs, batteries, SARTs, VHFs and more. The company maintains a stock of new and reconditioned spare parts and operates an in-house workshop for repairs.

Sunship Electronics is approved by class societies such as ClassNK, ABS, DNV, RINA, Korean Register, Lloyd's Register, Bureau Veritas and the German authority BSH. The company will be showcasing in Hall 2, Booth 2162.5. ■

HHX.BLUE
Digital tools for maritime finance

HHX.blue is a specialised maritime finance, ESG and decision intelligence firm focused on improving bankability, capital readiness and strategic decision-making in shipping, including support on regulatory aspects such as EU ETS.

In today's shipping markets, investments face growing regulatory complexity, sustainability requirements and tighter credit standards. While many projects are operationally sound, they often struggle at the financing stage due to inadequate preparation, misaligned risk presentation or insufficient transparency in financial modelling.

HHX.blue addresses these challenges by combining independent expertise with proprietary digital tools. Its SeaCheck platform provides bank-ready cash flow modelling, financing feasibility analysis and scenario evaluation. The system helps shipowners, S&P brokers and other stakeholders present projects in line with capital market expectations, reducing uncertainty and improving financing outcomes.

Beyond digital solutions, the company supports clients with capital brokerage, financing advisory and strategic decision support, particularly in refinancing, fleet renewal, EU ETS exposure and sustainability-related investment planning. The company will be exhibiting in Hall 1, Booth 1422.1. ■

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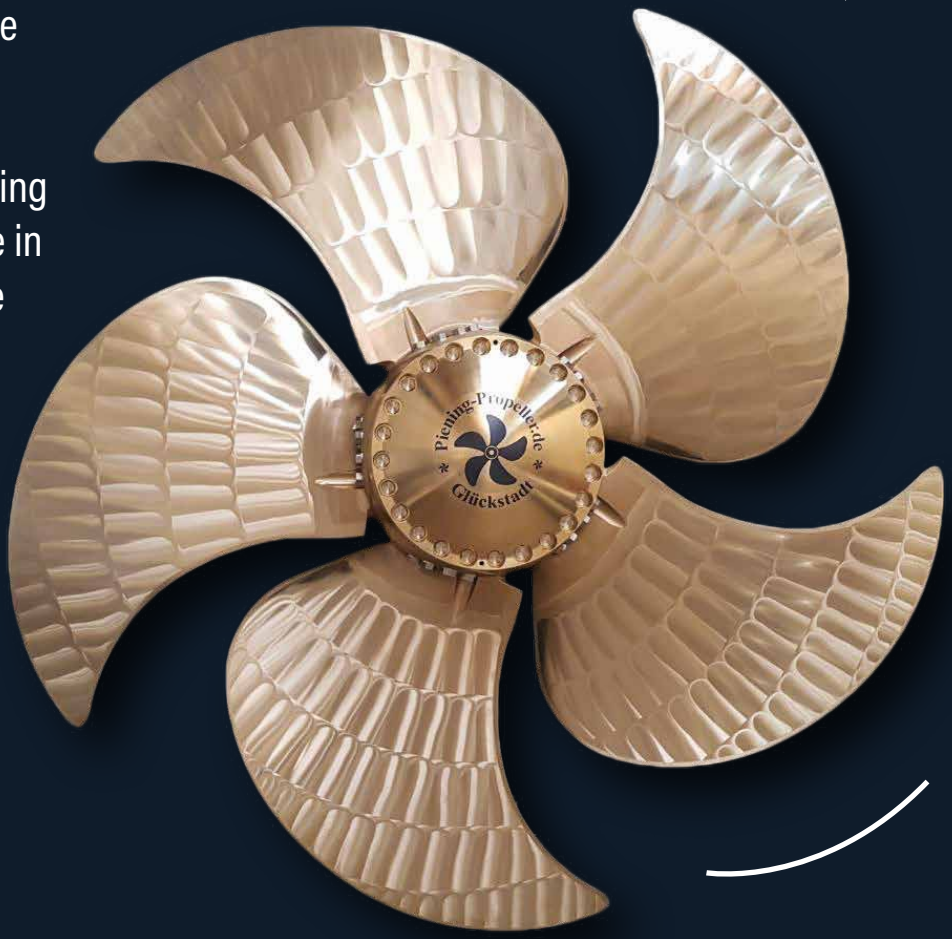

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