



ANNUAL REPORT

2024-2025





03

PRESIDENT’S ADDRESS

04–06

THE VITAL ROLE OF SHIPPING:
· SHIPPING IN THE GLOBAL SCENE

Shipping: the essential vehicle
of global economy

07–10

THE VITAL ROLE OF SHIPPING:
· SHIPPING IN THE GLOBAL SCENE

Greek shipping: a global leader

11–15

THE VITAL ROLE OF SHIPPING:
· SHIPPING IN THE GLOBAL SCENE

Building a greener future through
maritime transport

16–17

THE VITAL ROLE OF SHIPPING:
· SHIPPING IN THE EU

A strategic export industry for the EU

18–19

THE VITAL ROLE OF SHIPPING:
· SHIPPING IN GREECE

Pillar for the country

20–23

**COMPETITIVENESS AND SUSTAINABILITY
FOR THE SHIPPING SECTOR:**
· DECARBONISATION

The IMO NZF: the first global
carbon pricing agreement

24–25

**COMPETITIVENESS AND SUSTAINABILITY
FOR THE SHIPPING SECTOR:**
· DECARBONISATION

Europe’s regulatory framework must
not undermine its shipping industry

26

**COMPETITIVENESS AND SUSTAINABILITY
FOR THE SHIPPING SECTOR:**
· DECARBONISATION

From Agreement to action: meeting the first target
of the IMO GHG Strategy

27–28

**COMPETITIVENESS AND SUSTAINABILITY
FOR THE SHIPPING SECTOR:**
· MARITIME SECURITY

29

**COMPETITIVENESS AND SUSTAINABILITY
FOR THE SHIPPING SECTOR:**
· TRADE POLICY

30

**COMPETITIVENESS AND SUSTAINABILITY
FOR THE SHIPPING SECTOR:**
· AN OVERARCHING EU MARITIME STRATEGY

31

**COMPETITIVENESS AND SUSTAINABILITY
FOR THE SHIPPING SECTOR:**
· SHIP FINANCE

32

**COMPETITIVENESS AND SUSTAINABILITY
FOR THE SHIPPING SECTOR:**
· THE HUMAN ELEMENT IN THE MARITIME INDUSTRY

33–36

**THE SOCIAL WELFARE
CONTRIBUTION
OF GREEK SHIPPING**

37–40

UNION OF GREEK SHIPOWNERS
#ShippingMovesTheWorld





Over the past year, the shipping industry once again navigated waters fraught with economic, environmental, and geopolitical uncertainty, with rising tensions along maritime routes and ongoing threats to freedom of navigation. Yet, in this landscape, Greek shipping honored its responsibility as a leader.

The UGS fostered cooperation across the maritime sector and beyond, as well as the global dialogue for the adoption of realistic and fit-for-purpose policies, with a composed, clear, and strong voice.

A highlight of our advocacy came during Greece’s presidency of the United Nations Security Council in New York, where we shone a spotlight on the real stakes of maritime security and the need to defend the freedom of navigation as a collective global responsibility and a cornerstone of peace and humanity. During my address to the debate chaired by the Greek Prime Minister, Kyriakos Mitsotakis, immediately after the UN Secretary General António Guterres, I issued a universal call for unity and cooperation, urging UN member states to protect our industry from modern, multidimensional, international threats.

Our message was clear: shipping’s vital contribution to the stability of the global ecosystem depends on the free, secure movement of vessels, seafarers, and goods as an indispensable global responsibility.

Also on the international stage of energy transition, we have consistently supported feasible global solutions, rather than unilateral and regional measures that undermine the sustainability of the sector. In this context, the recent agreement at the IMO regarding mid-term measures to reduce Green House Gas emissions from ships has raised serious concerns to the sector. Although the shipping industry constructively participated in the lengthy discussions and negotiations, its pragmatic proposals were taken into account only to a small and certainly not to a satisfactory degree. As the final agreement was the outcome of a balancing act among conflicting interests and a compromise among the different priorities of the Organization’s Member States, it poses significant implementation challenges.

On the European front, it is a fact that the European Union and European shipping are interdependent, as shipping is the bedrock of food and energy security, economic sovereignty, and geopolitical stability for Europe. It is imperative that EU institutions and citizens alike consistently recognize shipping’s irreplaceable role.

Competitiveness and decarbonization must be addressed as complementary forces that act in parallel and interact, with the goal of the long-term sustainability of the industry.

On the national front, the foremost challenge is safeguarding and advancing our leadership in an ever-evolving global environment. At the same time, maintaining and enhancing our maritime expertise requires respect for the human-centered nature of Greek shipping, strengthening the competitiveness of the Greek flag, and transforming maritime education in line with current demands, as well as emerging digital and technological developments.

Finally, it is with immense pride that I thank my colleagues, whose critical contribution has dynamically and decisively expanded the humanitarian outreach of Greek shipping for our country, setting a world-leading example of social solidarity.

Guided by our maritime heritage and faith in our collective strength, we will continue to evolve, create, invest, and lead, both in shipping and in solidarity, remaining global pioneers on the open seas.



The President


Melina Travlos



THE VITAL ROLE OF SHIPPING





Shipping in the global scene

Shipping: the essential vehicle of global economy

Maritime transport is a prerequisite for the well-being of billions of people worldwide, as it carries almost 90% of the traded goods.

In 2024, seaborne trade increased globally by 2.1% compared to 2023, reaching 12.6 billion tonnes. The largest part of the quantities transported were related to the dry bulk (45.5%) and the tanker (23.9%) sectors¹.

In terms of total transport work (i.e. taking also into account the distance travelled), the bulk/tramp sector accounts for almost 85% of total tonne-miles.

All shipping sectors have seen a significant rise in tonne-miles compared to 20 years ago. It is worth noting that, while dry bulk trade was already the largest sector in 2005, it grew even further and more than doubled².



Shipping is indispensable to the global economy, ensuring the steady flow of essential goods to people around the world.

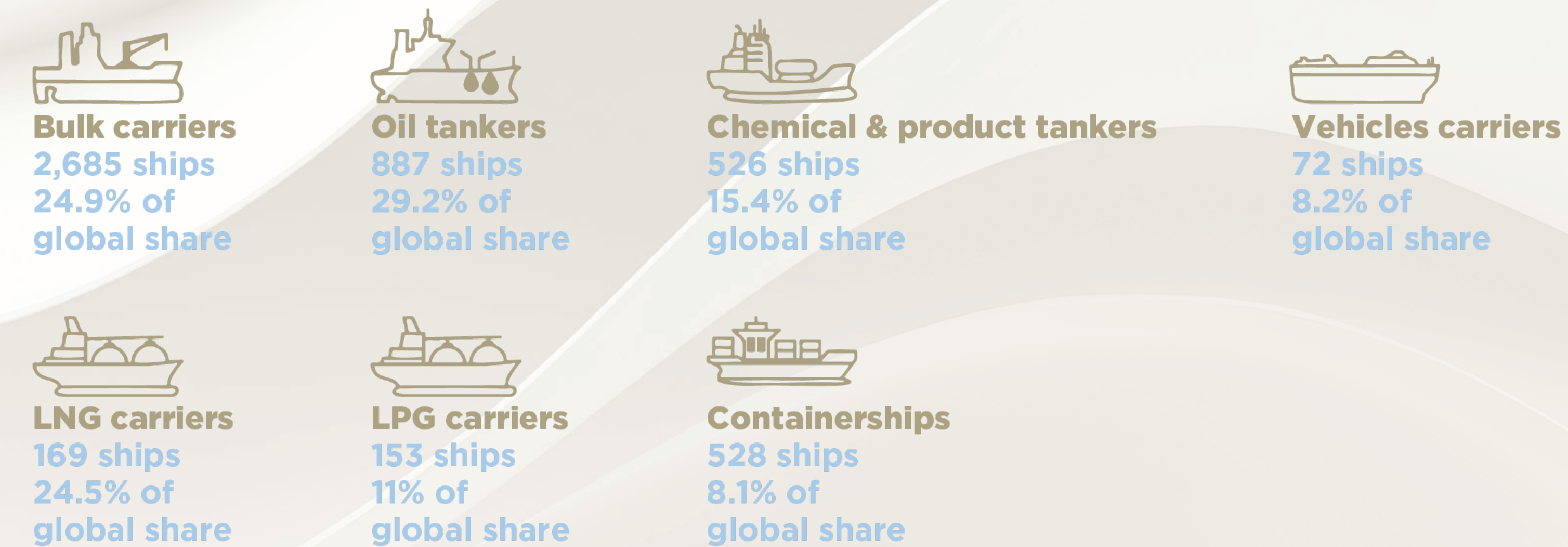


Shipping in the global scene

Greek shipping: a global leader

Greek shipping, with 5,691 ships, accounts for around 20% of the global capacity in deadweight tonnes - dwt (Figure 1), making Greece the world’s largest shipowning nation.

Figure 1:
Number of vessels and global share (in dwt)
of Greek-owned vessels, 2025 (ships > 1,000 gt)



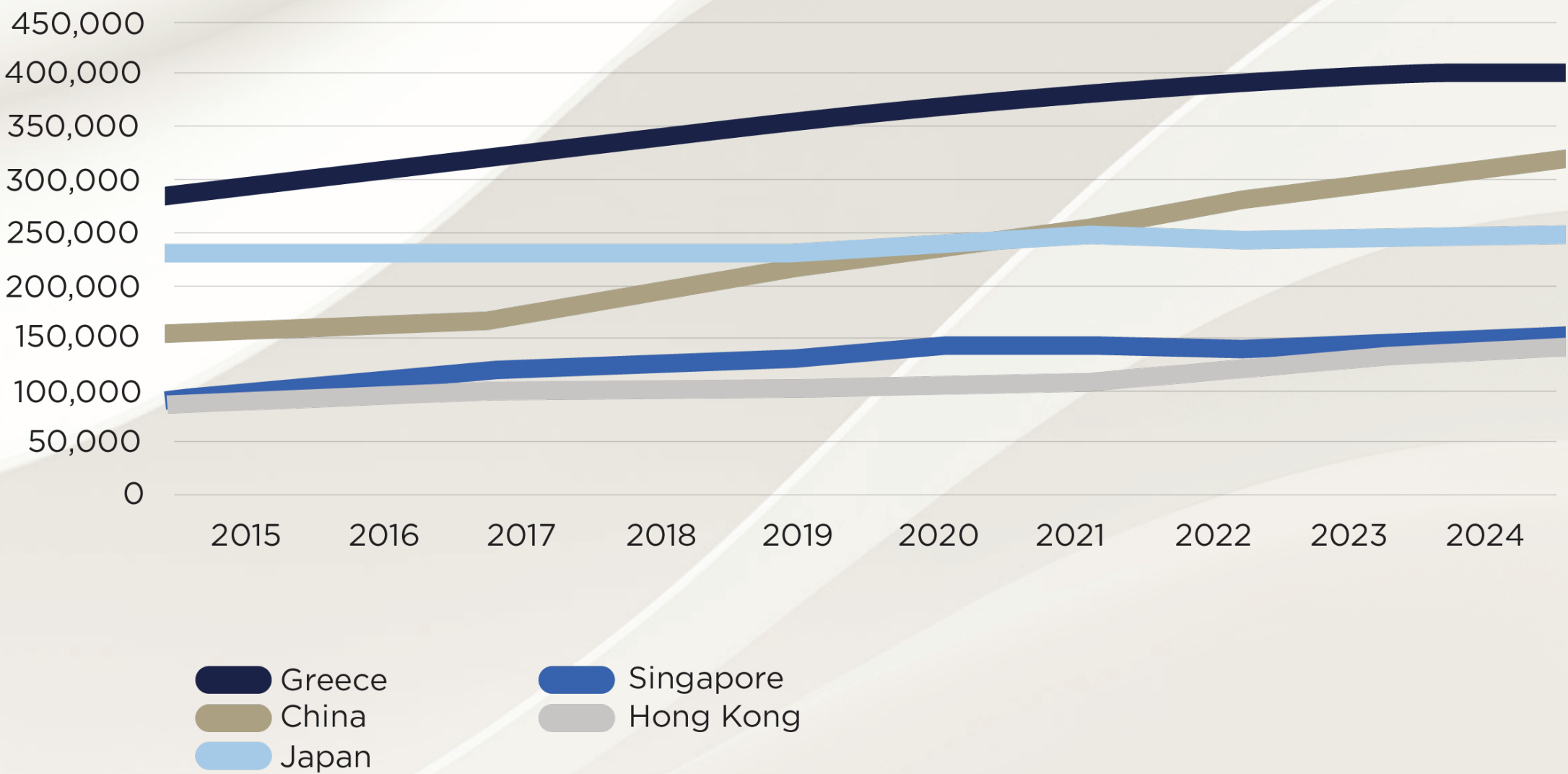


Shipping in the global scene

Greek shipping: a global leader

The Greek-controlled merchant fleet has shown extensive growth, having increased its capacity by more than 42% since 2015 (Figure 2).

Figure 2:
Ownership of the world fleet, 2015-2024
(in dwt, ships > 1,000 gt)





Shipping in the global scene

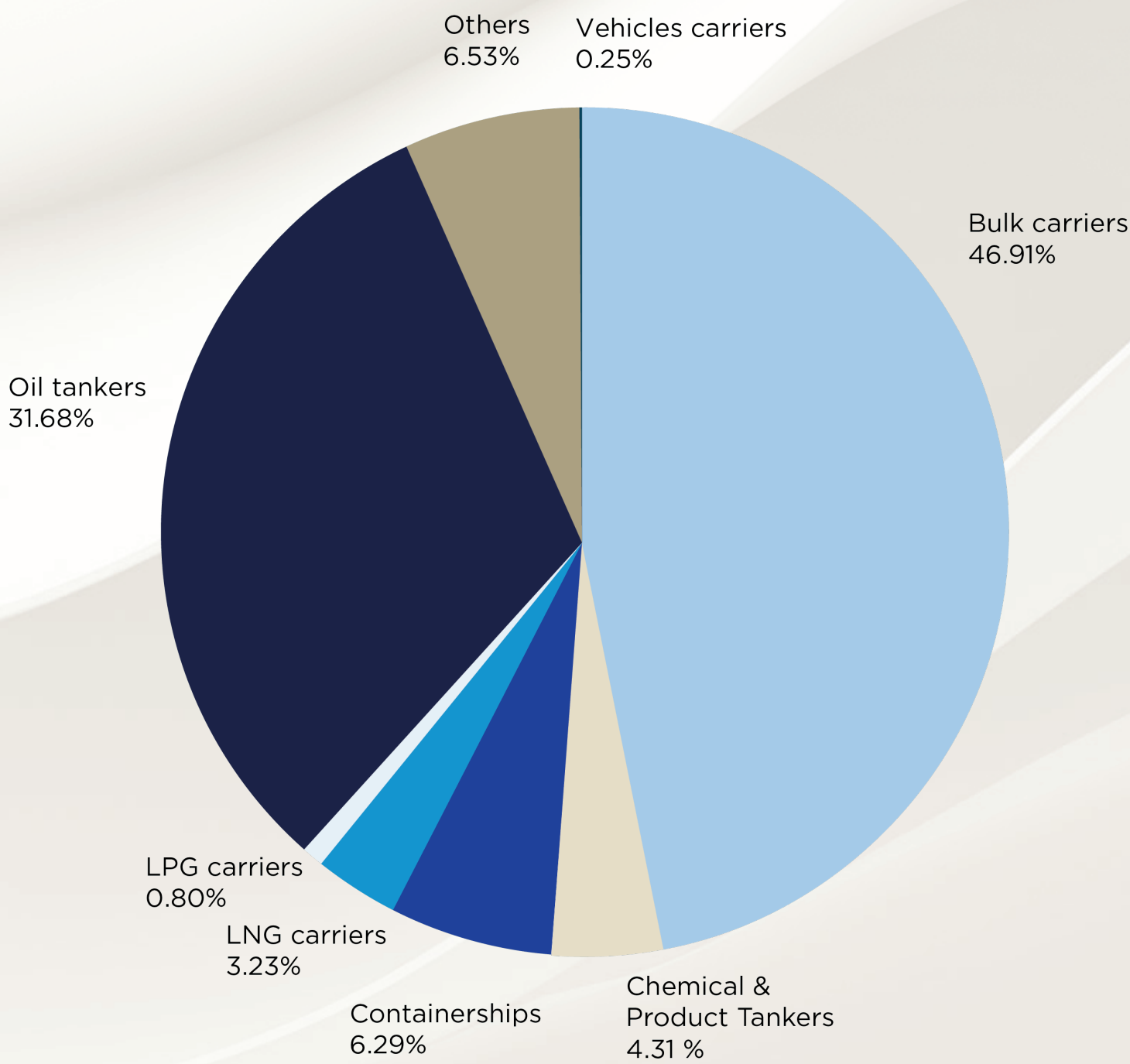
Greek shipping: a global leader

Greek shipping is predominantly engaged in the bulk/tramp sector (Figure 3), while also being the largest cross-trader in the world. In 2024 alone, Greek vessels called at 176 countries around the globe³.

The bulk/tramp sector carries staples, such as food, raw materials and energy products and is itinerant in nature. This implies that the Greek-controlled fleet has a high degree of flexibility and responsiveness to changing market conditions.

3. “Greece-owned merchant fleet navigates shifting trade lanes”, Lloyd’s List, 28/5/2025

Figure 3:
Ship Type Analysis of the Greek-owned Fleet
(in dwt, ships > 1,000 gt)



Source: UGS calculations, based on data from S&P Global Market Intelligence, February 2025



Greek shipping is a major
facilitator of global trade with
a reliable, responsive and
resilient fleet.



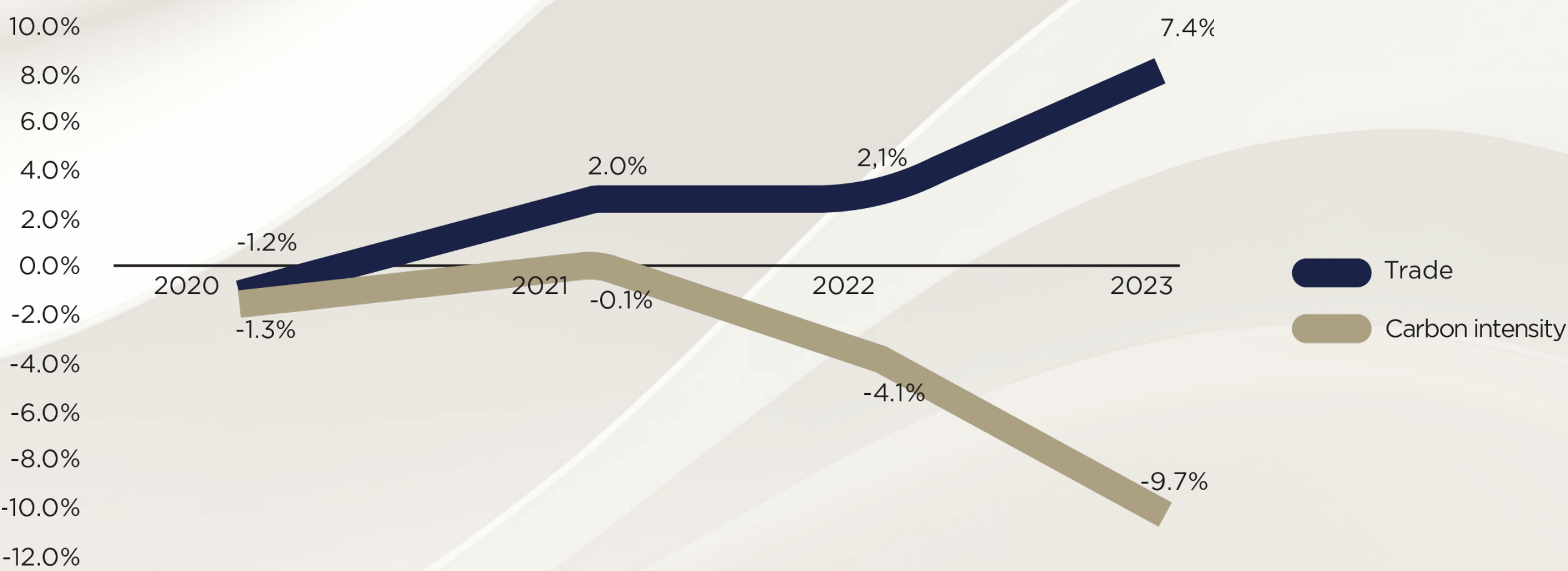
Shipping in the global scene

Building a greener future through maritime transport

Shipping is one of the hardest-to-decarbonise sectors, yet it has shown impressive results in reducing its carbon footprint.

While global seaborne trade has grown by 7.4% between 2019-2023 (in terms of tonne-miles), the carbon intensity of the global fleet has dropped by 9.7% during the same period (Figure 4).

Figure 4:
Global seaborne trade and vessels' carbon intensity, change (%) compared to 2019, 2020-2023



Source: Clarksons Research, Shipping Intelligence Network, April 2025 and IMO, Report on annual carbon intensity and efficiency of the fleet, November 2024



Shipping in the global scene

Building a greener future through maritime transport

In terms of Greenhouse Gas (GHG) emissions, most recent data show that international shipping accounted for 1.4% of total global emissions in 2023. Although *it serves the needs of all nations around the world*, its GHG emissions are less than one-twentieth of those produced by the world's highest-emitting country⁴.

These notable achievements in *the environmental performance of international shipping*, also hold in the context of the European Union (EU). Between 2008-2022, CO₂ emissions from shipping in the EU dropped by 22% in absolute terms. For the same period, while CO₂ emissions from the transport sector have risen from 28.5% to 34.6% as a share of total emissions in the EU, shipping has seen its share fall from 16.8% to 14.2%⁵.



*Shipping in the
global scene*

*Building a greener future through
maritime transport*

Shipping has managed to improve its energy efficiency and remain the most climate-friendly mode of transport, due to the vast investments in new vessels and retrofits which incorporate green innovations.

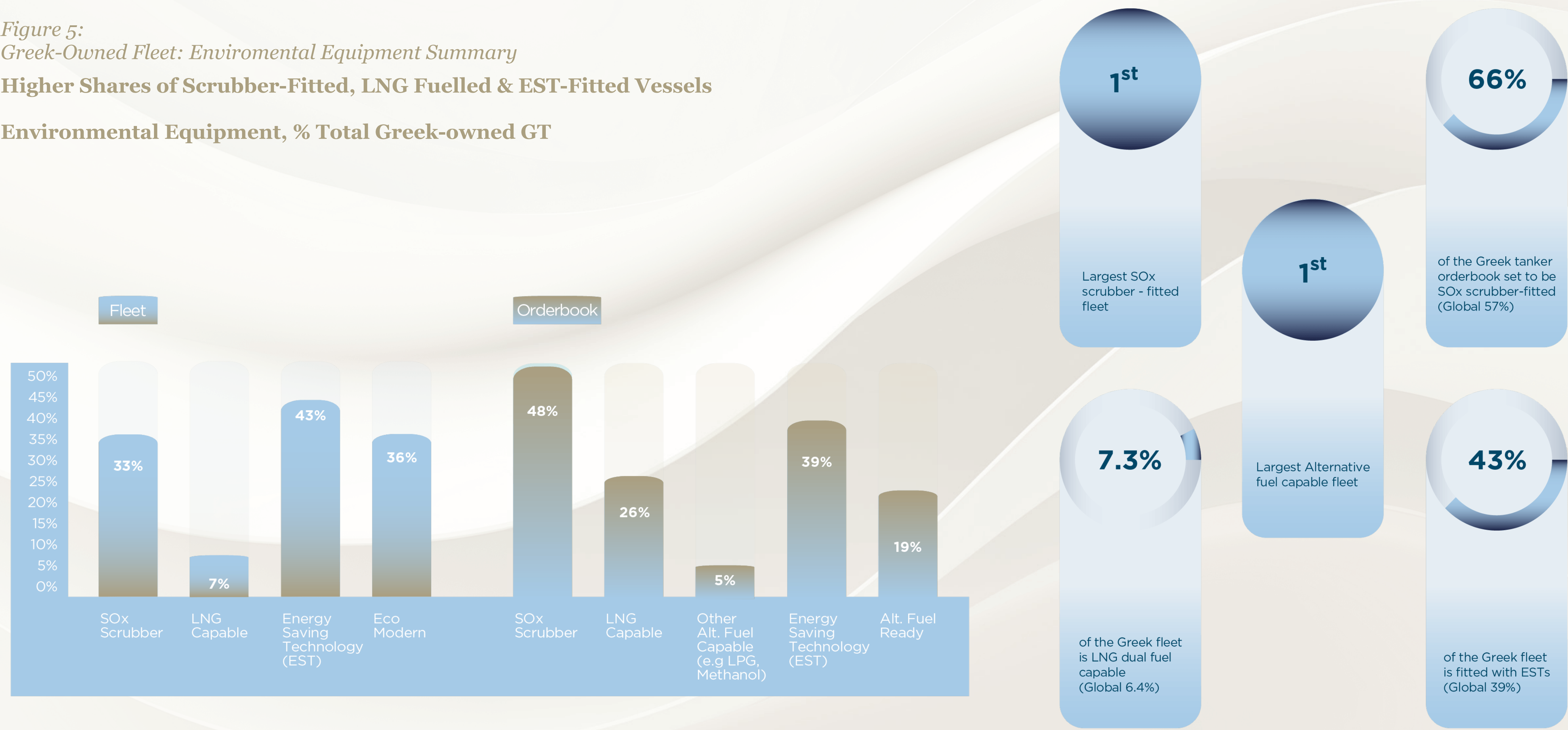
Greek shipowners have been at the forefront of these developments, with a constantly increasing orderbook, currently at 56.2 million dwt, compared to 14.4 million dwt in 2021. During the last 5 years, the number of vessels on order from Greek shipowners has increased by more than 5 times⁶.

The Greek-owned fleet is also the largest alternative fuel capable fleet in the world, the largest SOx scrubber-fitted fleet, while also having higher shares of advanced environmental equipment fitted on the vessels than the world average (Figure 5).

6. UGS calculations, based on data from S&P Global Market Intelligence, February 2025 & UGS Annual Reports, 2021-2024



Figure 5:
Greek-Owned Fleet: Enviromental Equipment Summary
Higher Shares of Scrubber-Fitted, LNG Fuelled & EST-Fitted Vessels
Environmental Equipment, % Total Greek-owned GT



Source: Clarksons Research, Data as of 1st january 2025, basis vessels 1,000+ GT. *Includes vessels pending retrofit.



Shipping remains the most efficient mode of transport and Greek shipping is driving progress in reducing GHG emissions.



Shipping in the EU

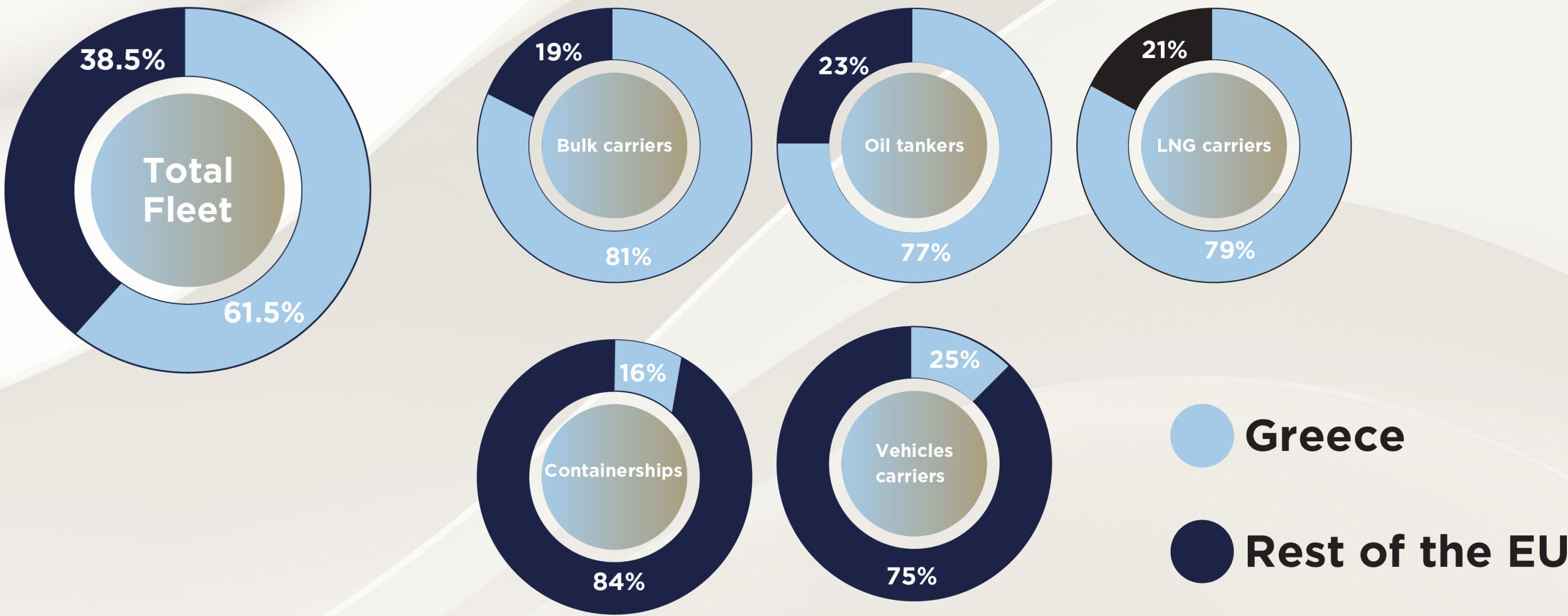
A strategic export industry for the EU

Shipping guarantees the food, energy and supply chain security of the EU, as it moves 75% of the extra-EU trade⁷.

EU countries are dependent on imports for 95% of their oil & petroleum products needs, 90% of natural gas needs and 41% of solid fossil fuels needs⁸. Out of these imports, vessels carry 89% of oil & petroleum products, 47% of natural gas (LNG) and 93% of solid fossil fuel⁹.

Additionally, EU shipping is a dynamic sector in its own right, with an estimated economic impact of 127.8 billion euros annually¹⁰. Greek shipping is the major force behind this, as it accounts for more than 61% of the EU-controlled fleet (Figure 6).

Figure 6:
Ownership of the EU-controlled fleet
(in dwt, ships > 1,000 gt)



7. Eurostat database, International Trade in Goods (2024)
8. Eurostat database, Energy Balances (2023)
9. Eurostat database, International Trade in Goods (2024)
10. CE Delft, The economic value of the European shipping sector, March 2025

Source: European Commission, EU Transport in Figures, Statistical Pocketbook 2024 and Clarksons Research, January 2025



A strong *EU shipping*, with the
Greek-owned fleet at its core,
is a prerequisite for a competitive
EU economy.



Shipping in Greece

Pillar for the country

Shipping is the most extroverted sector of the Greek economy, with a total economic impact that ranges between 7%-8% of the country's Gross Domestic Product (GDP) each year. Inflows to the Greek economy have surpassed 150 billion euros during the past decade¹¹.

A recent study¹², found that Greek shipowners reinvest shipping capital in also other sectors, estimated at 1.4-1.5 billion U.S. dollars annually. In particular, an amount equivalent to 15% of the real estate transactions each year in Greece is attributed to shipowners, while significant investments are made in the top business groups in energy, hospitality, media and sports.

The sector's role in employment is also very prominent, as around 10% of the total private payroll in Greece is related to shipping and it provides around 160,000 jobs (directly and indirectly). These are also jobs of high quality and well-paid, as it is estimated that the average wage in shipping companies is 3 times higher than the private sector wage average in the country.

¹¹. Bank of Greece, Services Balance

¹². McKinsey and Company, Greek shipping: Success factors and opportunities, July 2024



Fueling growth and employment,
shipping remains central to
Greece's economic prosperity.



*COMPETITIVENESS AND SUSTAINABILITY
FOR THE SHIPPING SECTOR*





Decarbonisation

The IMO NZF: the first global carbon pricing agreement

The path to shipping’s decarbonisation has not been an easy one. Following years of intense negotiations and compromises, the International Maritime Organization (IMO) agreed in April 2025 the IMO Net-Zero Framework (NZF) of mid-term measures for the reduction of GHG emissions from ships.

The IMO NZF, if adopted in October 2025, will establish the first binding global carbon pricing mechanism across an entire sector. It is a positive outcome that it includes the ‘polluter pays’ principle, a position that the Union of Greek Shipowners (UGS) has decisively supported. The IMO NZF allows for the ship to recover any costs incurred under it from the entity which has the operational responsibility, meaning the entity responsible for determining the fuel used, the cargo carried, the route, and/or the speed of the ship.

However, the IMO NZF is not without its drawbacks. On the contrary, it represents serious challenges, such as:

A complicated GHG Fuel Intensity (GFI) trajectory with unrealistic annual emissions reduction targets and disproportionately high penalties for under-compliant ships in the absence of available alternative fuels.

Critical elements which remain undefined, such as the methodology for the rewards for zero or near-zero (ZNZ) fuels and technologies, and the IMO Net-Zero Fund’s governance and disbursement mechanisms.

The fact that important transitional fuels, such as LNG, are unfairly treated, thereby undermining significant investments made by the industry, which are essential for enabling its energy transition to decarbonisation.



Decarbonisation

The IMO NZF: the first global carbon pricing agreement

Given the very limited availability of compliant fuels, particularly during the initial transition period, *it is imperative to support all fuels and technologies*, including transitional options such as LNG and biofuels - that contribute significantly to reducing GHG emissions.

Robust and fit-for-purpose guidelines are essential to complement the IMO's agreed net-zero framework. *These guidelines should be developed through close consultation with the industry using its expert advice.*

In addition, to maintain a level playing field and prevent distortion of competition, *the shipping industry's involvement in the governance of the IMO Net-Zero Fund*, which is expected to generate substantial annual revenues - is particularly important. The industry places high priority on ensuring that a significant portion of these revenues is allocated to the decarbonisation of shipping and supported by rigorous oversight mechanisms to ensure the effective deployment of funds.



Robust and fit-for-purpose guidelines
**will be needed to complement the IMO NZF,
if adopted, ensuring its viability.**



Decarbonisation

Europe's regulatory framework must not undermine its shipping industry

Shipping is inherently a global industry. Safeguarding international competitiveness is key for a sector that is not confined in geographical boundaries.

Therefore, if the IMO adopts the IMO NZF, the EU should fully transpose it in the European regulatory framework.

This is to avoid duplicating regulation of GHG emissions for maritime transport and eliminate pertinent regional measures such as the extension to shipping of the EU Emissions Trading System (ETS) and the FuelEU Maritime Regulation.



Regional regulatory measures threaten *shipping's sustainability* and undermine global trade. Alignment with global measures is essential.



Decarbonisation

From Agreement to action: meeting the first target of the IMO GHG Strategy

The shipping industry is at a turning point in its effort to meet the targets set in the 2023 IMO GHG Strategy. The first target to meet is a 40% reduction on carbon intensity compared with 2008 or a 21.5% reduction compared with 2019 by 2030. It is important to note that the shipping industry is on the right track for this to happen.

According to the IMO, the shipping industry has achieved a 9.7% reduction in carbon intensity for the year 2023 (compared with 2019). The 9.7% reduction is almost double the agreed 5% reduction for the year 2023 and close to the 2026 target of 11%.

Still, the Carbon Intensity Indicator (CII) framework that monitors the carbon intensity reduction of ships, is influenced by parameters outside the ship’s control. The industry has called for the identified inconsistencies of the CII framework to be addressed to accurately reflect the operational energy efficiency of ships. The IMO is now developing a revised CII proposal which could be based on the ship’s propulsion underway.



Maritime security

The physical attacks on vessels in the Red Sea and an increase in piracy and armed robbery incidents, coupled with geopolitical tensions and emerging threats such as cybercrime, highlight the critical issue of security at sea and the importance of freedom of navigation.

Maritime security is essential for shipping to continue offering its vital services to the world economy. It is a prerequisite for uninhibited global trade, for the safety of the people at sea, of vessels and the environment. All stakeholders - from international organizations and flag or coastal states to industry associations and shipping companies - must view maritime security as an ongoing imperative.

In this context, it is essential to:

Keep maritime security as a key priority, in particular at the United Nations.

Embrace a coherent, comprehensive and coordinated global maritime security governance.

Leverage the shipping industry's valuable experience and know-how, when addressing maritime security issues.



Maritime security must always be seen as a common good, a necessary condition for uninhibited global trade flows.



Trade policy

Trade conflicts are globally on the rise. Protectionist measures are proliferating, risking to reverse decades of economic growth driven by free and open trade. A growth that the shipping industry has long enabled. From less than 500 million tonnes of goods transported by sea in the aftermath of the Second World War, today vessels carry more than 12 billion tonnes annually, serving the needs of both developed and developing nations, all around the globe.

It is, therefore, imperative to:

Uphold the principles of the multilateral rules-based trade system.

Eliminate barriers to the conduct of efficient international maritime trade.

Ensure that maritime transport is not economically or politically weaponized.



An overarching EU Maritime Strategy

The vital role of shipping in guaranteeing Europe's economic security is acknowledged in the Draghi Report on the future of European competitiveness¹³. The transport sector, including shipping, is one of the ten key industries analysed in the report, with specific recommendations for policy interventions.

The new European Commission's priorities and work programme, as well as the first policy initiatives announced (e.g. Competitiveness Compass, Clean Industrial Deal) have adopted the Draghi Report recommendations and place competitiveness at the core of EU policies.

In this context, the overarching principle in every EU policy going forward should be that decarbonisation must always go hand in hand with competitiveness, not against it. This is even more important for the upcoming EU Industrial Maritime Strategy, which will greatly influence the course of EU shipping and the whole maritime sector for the years to come.

The EU Industrial Maritime Strategy must have shipping at its core and adopt a holistic approach for the maritime sector. It should:

Ensure the international competitiveness of EU shipping by maintaining the existing regulatory framework for the support of the sector and by aligning EU rules with the pertinent global ones.

Address the needs and features of all shipping segments, including the bulk/tramp sector and the Small and Medium-Sized Enterprises (SMEs) which constitute the backbone of EU shipping.

Impose binding obligations on fuel producers and suppliers to guarantee the availability of safe and affordable alternative marine fuels.

Facilitate access to public and private finance in order to help shipping companies meet both their competitiveness and decarbonisation targets.

Ensure that the industry has access to a sufficient number of qualified and competent seafarers to cover the emerging and future needs of the sector, with a view to preserving and expanding maritime know-how in the EU.

¹³. "The future of European Competitiveness", September 2024



Ship Finance

The Draghi Report estimates that the total investment needs to decarbonise international shipping will amount to €39 billion each year from 2031 until 2050. Together with the imperative to remain globally competitive, EU shipping will, therefore, have to gain access to an increasing flow of finance, under competitive terms.

This is particularly important for the non-corporate, SME-driven bulk/tramp segment, which by nature relies on asset-based lending and cannot easily access capital markets. For such companies, access to finance remains a structural challenge, as EU banks have drastically reduced their lending portfolios to the shipping sector in the past 15 years.

In this context, it is of utmost importance at the EU level to:

Ensure that the revenues generated from the compliance of shipping companies with existing EU measures for as long as they apply, and the global IMO Net-Zero Framework will be directed back to the sector, focusing particularly on bridging the price gap between conventional and alternative fuels.

Revitalise the EU Ship Finance ecosystem with enhanced traditional ship financing tools, such as bank lending, including potentially new financial instruments tailored to the specific needs of all shipping sectors and EU shipping SMEs.



The human element in the maritime industry

The central role of the human element in today's maritime sector is highlighted by issues such as:

the safe use of alternative fuels and propulsion systems

the training requirements for digitally advanced vessels supported by automation

the compliance of vessels and companies with emerging regulations

the growing need for adaptability and soft skills of both seafarers and shore-based personnel

In this context, the industry faces the ongoing challenge of attracting new talent and enhancing the positive visibility of the sector among younger generations, in order to reverse the projected shortfall in the maritime workforce, especially merchant marine officers.

Furthermore, there is an urgent need to reskill and upskill a significant portion of the nearly two million seafarers worldwide for the transition toward net-zero shipping.

These challenges further emphasise the vital importance of preserving a strong and cohesive global regulatory framework under the auspices of the IMO and the International Labour Organization (ILO). Fragmented regional measures risk undermining the significant progress made in recent decades in terms of navigational safety and the well-being of seafarers and could compromise the level playing field.



*THE SOCIAL
WELFARE CONTRIBUTION
OF GREEK SHIPPING*





SHIPPING + SOCIETY TIED TOGETHER!

Traditionally, Greek Shipowners have supported our country in multiple ways. The Greek shipowning community is the first and only industrial sector to have established a collective vehicle, SYN-ENOSIS, a non-profit Greek Shipowners' Social Welfare Company, for its social welfare contribution, uniting all under a common cause. The results of a recent report¹⁴ are striking: shipowners' donations to welfare projects, individually and collectively, are estimated at over 400 million U.S. dollars per annum in recent years.

Public Health, Education, Coast Guard and Armed Forces are only some of the beneficiaries of the UGS support, while Food Aid programmes remain also a priority. The UGS has already offered more than 130 million euros in welfare projects, while timely responding to national crises. In the unprecedented floods in Thessaly, it managed to raise immediately over 50 million euros for the restoration of the affected areas, through its aid programme "Agios Nikolaos"*. In cooperation with the Greek Government, the UGS undertook the restoration of 33 damaged schools as well as of archaeological sites and religious monuments. The UGS also proceeded with the upgrading and renovation of public hospitals' infrastructure together with other actions in the area with targeted initiatives benefiting vulnerable groups of people, such as children and elderly people.

Placing particular attention to the young generation, the UGS has established one of the largest scholarship programmes in Greece. Last year, it granted 111 postgraduate scholarships to young women and men, who excelled in their studies for postgraduate studies in Greece and abroad and for the academic year 2025-2026 another 130 scholarships. The data below are a clear demonstration of UGS' multifaceted and important social welfare work for 2024-2025.

14. McKinsey and Company, Greek shipping: Success factors and opportunities, July 2024

* The Programme is named after Saint Nicholas (in Greek "Agios Nikolaos"), the patron Saint of seafarers and Greek shipping



SHIPPING + SOCIETY TIED TOGETHER!

+ENOSIS Synenosis
for Education

110
scholarships
for the academic year
2024-2025

+1
scholarship
«Aristeia»*

65 Men + **46** Women

from **20** regions of Greece

for **52** Universities
in Greece
and abroad

in **10** different scientific
fields

in **14** countries

* Aristeia, the Greek word for excellence



SHIPPING + SOCIETY TIED TOGETHER!

50 €
mill.

to contribute to the
restoration of the
unprecedented flooding
damages in the affected
areas of Thessaly

+18
points of action

3 action pillars:

EDUCATION

33 school units and 2,450 pupils

CULTURE

4 iconic archaeological sites and
ecclesiastical monuments

HEALTH

Provision of modern endoscopic equipment to the Gastroenterology

Clinic of the University Hospital of Larissa

>3,000 patients/year

Provision of equipment to the Pediatric Clinic of the University

Hospital of Larissa

>2,000 children and 700 newborns/year

+ENOSIS Synenosis
for Thessaly

**+Άνος
Νικόλαος**

UGS's Aid Programme for Thessaly
Education Health Culture

PARALLEL ACTIONS IN SUPPORT OF LOCAL COMMUNITIES

Beneficiaries:

7 rescue teams and 230 volunteers

107 flood-affected families with
underage children in cooperation with
«Together with children»

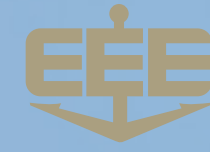
2 institutions - Orphanage and Nursing
Home of Volos - and 105 beneficiaries

2 children's camps and 1,400 boys
and girls aged 7-18



#ShippingMovesTheWorld





UGS

First established in 1916, the UGS represents Greek-owned and managed from Greece vessels over 3,000 gt under Greek and other European and third country flags. The UGS has traditionally supported and fostered policies ensuring a truly competitive business environment, free trade, global rules and regulations and first and foremost safety of life at sea and a sustainable environment. With headquarters in Piraeus and permanent representatives in Brussels and Washington D.C., the UGS closely follows developments in the United Nations International Maritime Organization (IMO), the International Labour Organization (ILO), the Organisation for Economic Co-operation and Development (OECD), the International Chamber of Commerce (ICC) and other global bodies. The UGS is a member of the International Chamber of Shipping (ICS) and the European Community Shipowners' Associations (ECSA) and participates in the European Economic and Social Committee (EESC) and the Economic and Social Council of Greece (ESC). The UGS is also a member of the Arctic Economic Council (AEC). The UGS is active in engaging with international and EU institutions and stakeholders. It maintains a close working relationship with sector-specific industry organisations, such as INTERTANKO, INTERCARGO and with BIMCO, as well as with other national shipowners' associations. The UGS also regularly has meetings with the International Association of Classification Societies (IACS) and individual classification societies. In addition, the UGS regularly visits the U.S. and meets with the Administration and Congress in order to promote common strategic interests and better understanding of maritime issues of mutual concern.

The UGS also maintains long-standing close relations with the Hellenic Chamber of Shipping, the London-based Greek Shipping Co-operation Committee (GSCC) and the Hellenic Marine Environment Protection Association (HELMEPA), raising environmental awareness regarding the protection of the marine environment in Greece and abroad.



Board of Directors

PRESIDENT

Melina N. Travlos

DEPUTY SECRETARIES

Georgios D. Youroukos
Johanna G. Procopiou

MEMBERS

Maria I. Angelicoussis
George C. Angelopoulos
Constantinos V. Constantacopoulos
Dr. John D. Coustas
George Ch. Economou
Maria A. Fragkista
Angeliki N. Frangou
Antonios C. Kanellakis
George K. Karageorgiou
Ioannis S. Lekanidis
Stavros G. Livanos
John C. Lyras
George I. Margaronis
Evangelos M. Marinakis
Nikolaos C. Martinos
Markos A. Nomikos
Semiramis S. Paliou
Vasileios A. Papagiannopoulos
Alexandros P. Pappas
Aristeidis I. Pittas
Dimitri D. Saracakis

VICE PRESIDENTS

Michael D. Chandris
Andonis T. N. Lemos

TREASURER

John A. Xylas

SECRETARIES

Nikolaos Th. Veniamis
Dimitrios J. Fafalios

DEPUTY TREASURER

Constandinos I. Caroussis



Committees

FOREIGN AFFAIRS

CHAIRPERSON
John C. Lyras

DEPUTY CHAIRPERSON
Nikolaos Th. Veniamis

SUB - COMMITTEE SHORT SEA SHIPPING

CHAIRPERSON
John A. Xylas

LABOUR ISSUES

CHAIRPERSON
Melina N. Travlos

DEPUTY CHAIRPERSON
John A. Xylas

MARITIME SAFETY & MARINE ENVIRONMENT PROTECTION

CHAIRPERSON
Dimitrios J. Fafalios

DEPUTY CHAIRPERSON
Dr. John D. Coustas

MARITIME EDUCATION

CHAIRPERSON
Andonis T. N. Lemos

DEPUTY CHAIRPERSON
John E. Platsidakis

UGS DIRECTOR GENERAL

Katerina A. Peppa



email: ugs@ugs.gr
site: www.ugs.gr

