

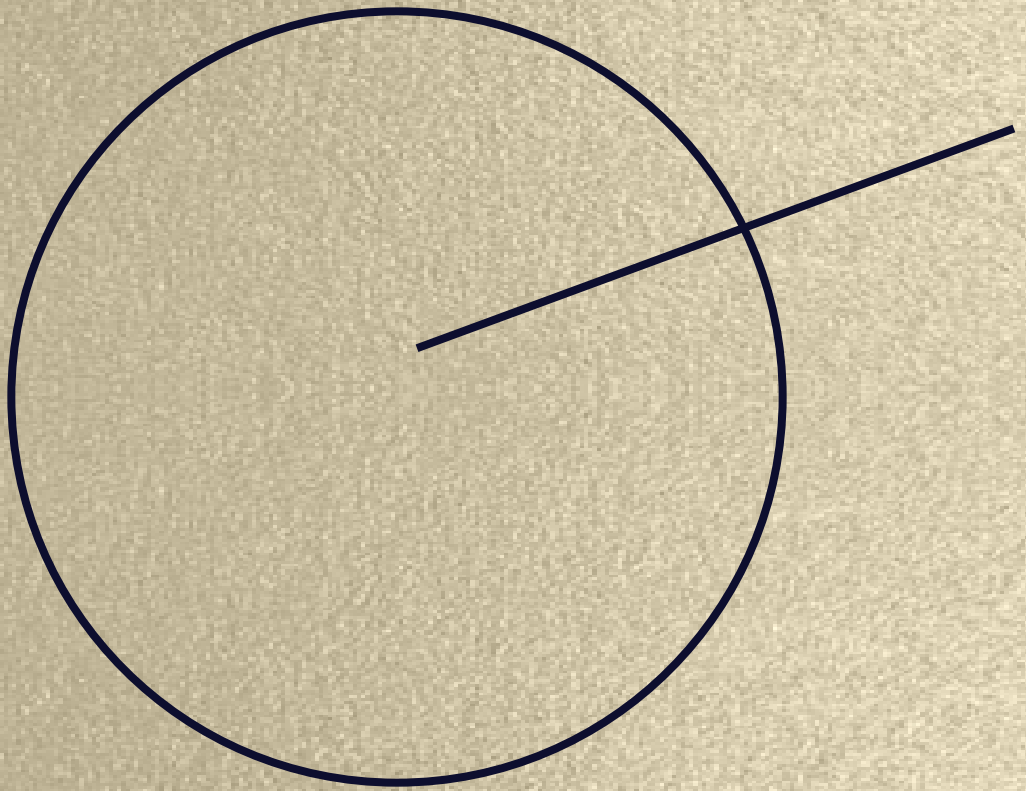


UNION OF GREEK SHIPOWNERS ANNUAL REPORT

2025**2026**

ugs.gr

GREEK SHIPPING MOVES THE WORLD







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PRESIDENT'S ADDRESS

In an era of growing uncertainty, shipping once again confirms its enduring role as a force of continuity, stability and connection. At the international level, 2025 was a year marked by major disruptions that continue to unfold with intensity and on multiple fronts. Geopolitical tensions and, above all, conflicts in critical maritime regions placed shipping at the centre of an environment of unprecedented risk. Attacks against merchant vessels and seafarers in the Red Sea, the Black Sea and, more recently, the Strait of Hormuz revealed a new reality, in which freedom of navigation and safety at sea are being directly challenged and undermined.

Our position has been clear and firm: freedom of navigation is a global public good. The protection of the environment, of vessels and, above all, of human life is non-negotiable. We have conveyed this message consistently, with institutional responsibility and a strong voice, across all relevant fora. In this demanding environment, Greek shipping maintained its leading position internationally, reaffirming its strategic importance, reliability and resilience. The Greek-owned fleet continues to play a leading role in international maritime transport, contributing decisively to energy security, food supply and the stability of global supply chains.

At the same time, we remain firmly committed to the industry's green transition. Greek shipping, a pioneer in this field as well, continues to invest systematically in new vessels, innovative technologies and emission-reducing solutions, with one of the youngest fleets in the world and the largest fleet of vessels with alternative fuel capability.

However, the transition towards decarbonisation requires realism, technological maturity and global alignment. The outcome of the recent IMO MEPC 84 session offers a second chance to restore consensus, with the aim of achieving a globally applicable and practically implementable framework for reducing greenhouse gas emissions from ships.

In Europe, we remain steadfast in highlighting the strength of our shipping as a strategic pillar of the European economy and of the continent's energy and food security. At the same time, we have continued to insist on the need to safeguard the competitiveness of European shipping against measures that create distortions without delivering meaningful environmental results.

Competitiveness and sustainability are not opposing forces. They must coexist in order to achieve a fair and balanced transition. At the national level, our priority, in this era of major disruptions, remains the safeguarding of Greek shipping's leading position. For us, however, leadership also means responsibility towards our country, society and future generations.

Within the framework of our Union's Aid Programme for Thessaly, "Agios Nikolaos", we completed the restoration and reconstruction of 33 school facilities. The response we received from the local communities was deeply moving. "You did not only rebuild our school. You rebuilt our faith. You rebuilt our hope." It is with these words, that Vasilis, a student at Farkadona Junior High School in Trikala, described our work.

At the same time, through UGS's expanded scholarship programme "SYN-ENOSIS for Education +100 Scholarships", we continue to reward excellence and support young people who excel with their knowledge, values and ethos.

Unity is our strength. With a common strategy, institutional consistency and collective responsibility, Greek shipping will continue to lead on the seas of the world and contribute meaningfully to shaping the future of global shipping.

The President
Melina Travlos



**SHIPPING'S INDISPENSABLE
AND STRATEGIC ROLE**

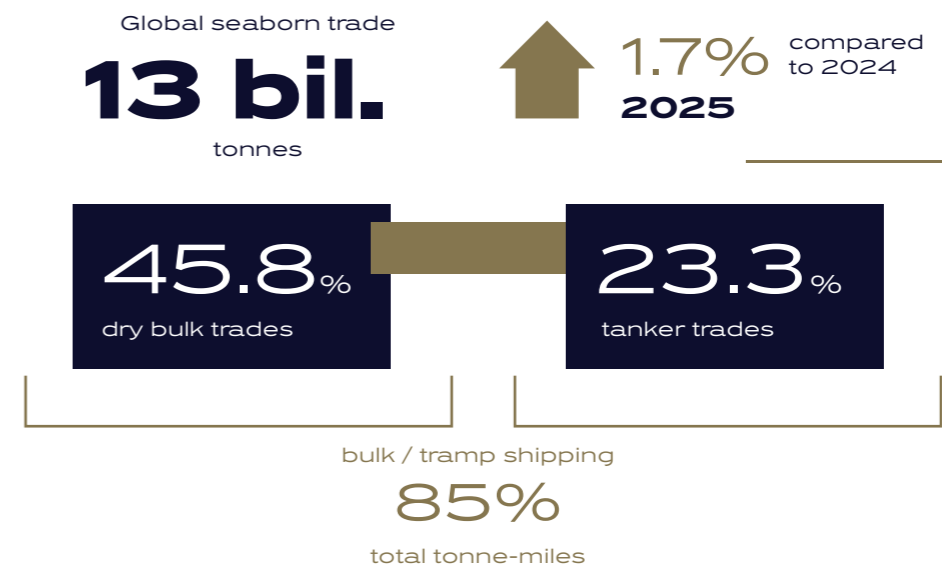


SHIPPING THE SILENT GUARDIAN OF INTERNATIONAL TRADE AND GLOBAL PROSPERITY

Shipping provides an irreplaceable service for the global economy:

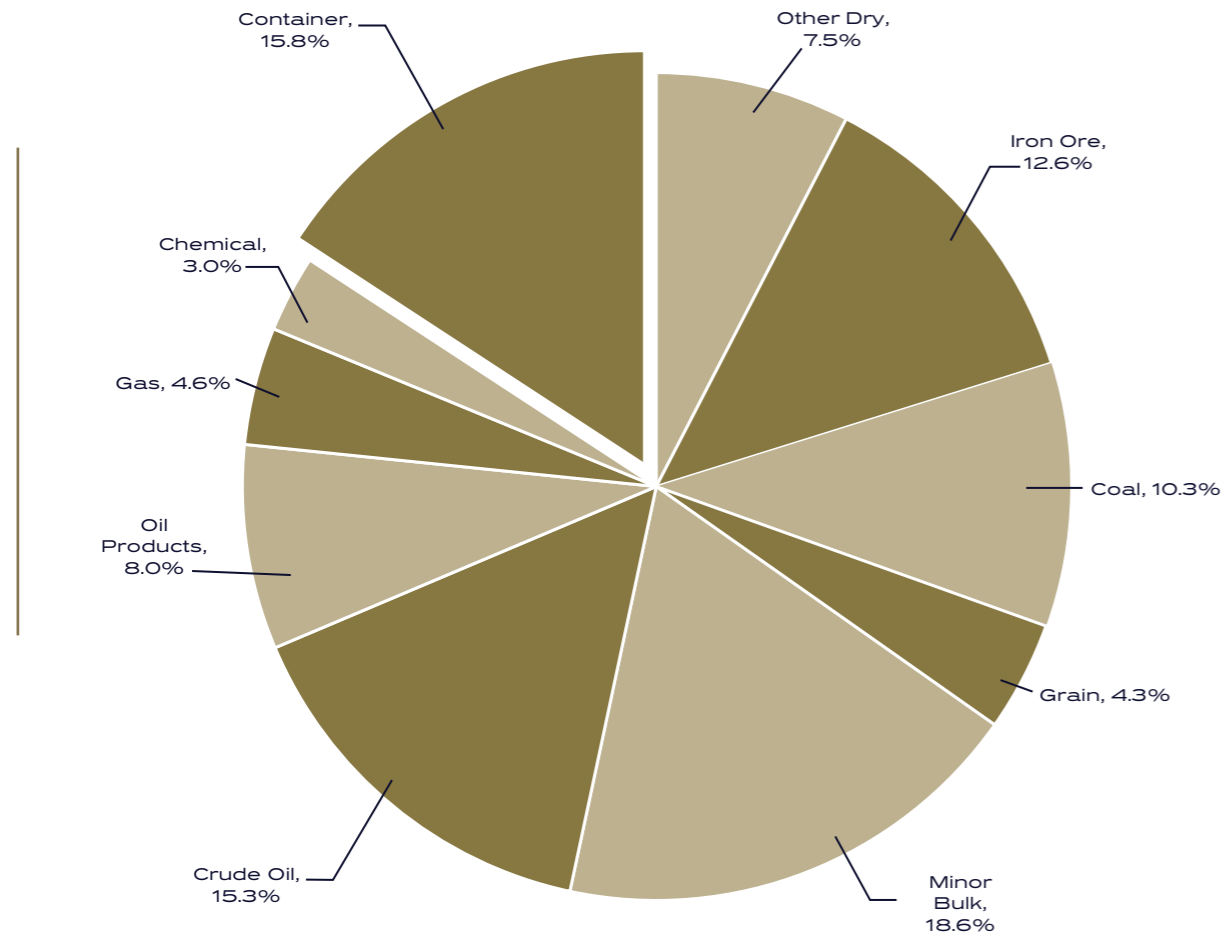
- It carries almost 90% of merchandise trade.
- In 2025, global seaborne trade increased by 1.7% compared to 2024, reaching almost 13 billion tonnes¹, despite trade disruptions and geopolitical tensions.

The bulk/tramp sector accounts for over two thirds of seaborne cargo – with dry bulk trades representing 45.8% and tanker trades 23.3%. Taking also into consideration the distance travelled, the bulk/tramp sector constitutes the largest sector of the maritime transport, accounting for almost 85% of total tonne-miles (Figure 1).



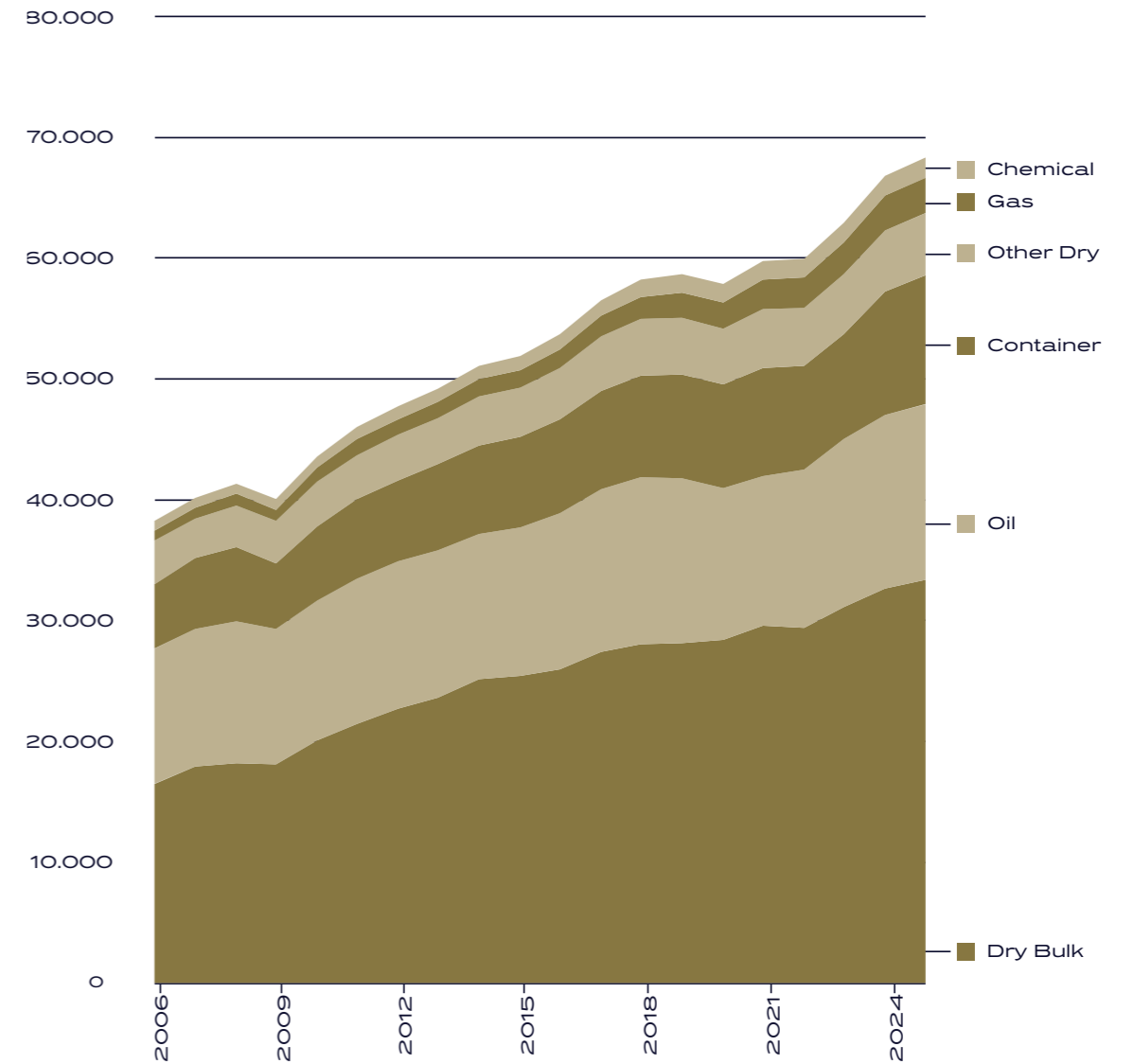
¹ Clarksons Research, *Seaborne Trade Monitor*, April 2025.

FIGURE 1



Share of Global Seaborne Trade by Type of Cargo (in % of quantity), 2025

Source: Clarksons Research, Shipping Intelligence Network and Seaborne Trade Monitor, March 2026.



World Seaborne Trade in billion tonne-miles (2006-2025)

**MARITIME
TRANSPORT IS
A *PILLAR* OF
GLOBAL
STABILITY AND
ECONOMIC
*GROWTH***

GREEK SHIPPING THE LEADING CROSS-TRADER

Greek shipping continued to grow in 2025 (Table 1):

- It accounts for **19.1% of the global fleet** (in deadweight tonnes - dwt).
- The total number of vessels currently reaches **5,800**.
- The capacity of the Greek-owned merchant fleet exceeds **458 million dwt**.

Greece has constituted the top maritime nation for many decades consecutively.

It remains the leading force in strategic ship types worldwide by a large margin, such as in oil tankers and LNG carriers, and ranks second in bulk carriers.

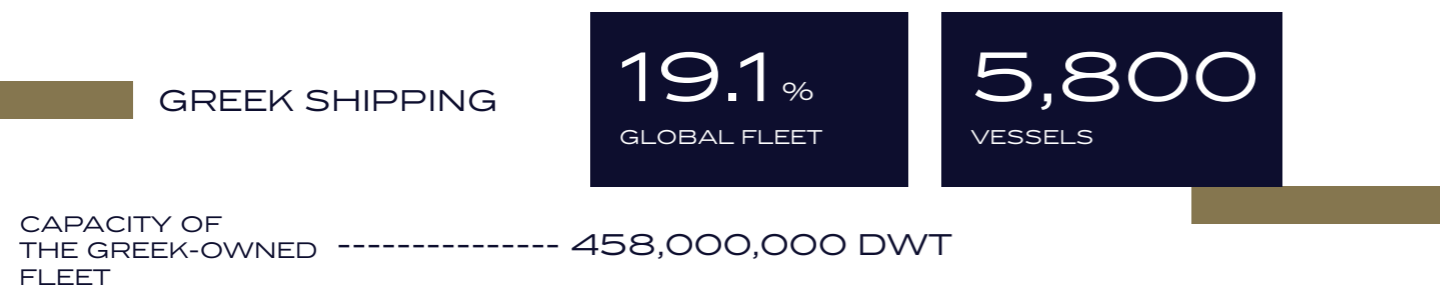
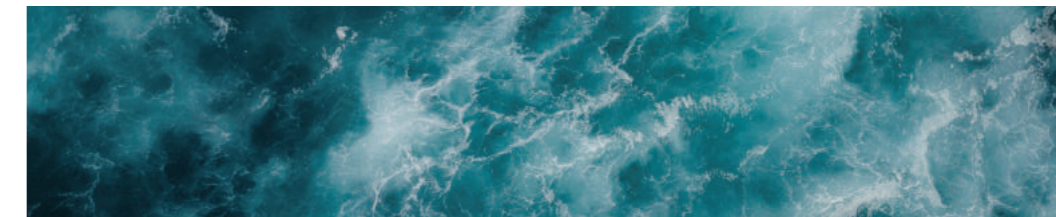


TABLE 1

Number of Greek-owned vessels and share of global fleet (in dwt), 2026 (ships > 1.000 gt)

SHIP TYPE	VESSELS	SHARE OF GLOBAL FLEET
BULK CARRIERS	2,766	22%
OIL TANKERS	1,064	26%
CONTAINERSHIPS	527	8%
CHEMICAL TANKERS	574	16%
LNG CARRIERS	172	23%
GENERAL CARGO	261	4%
LPG CARRIERS	157	11%
VEHICLES CARRIERS	77	8%
OTHER	200	N/A
TOTAL	5,798	19.1%

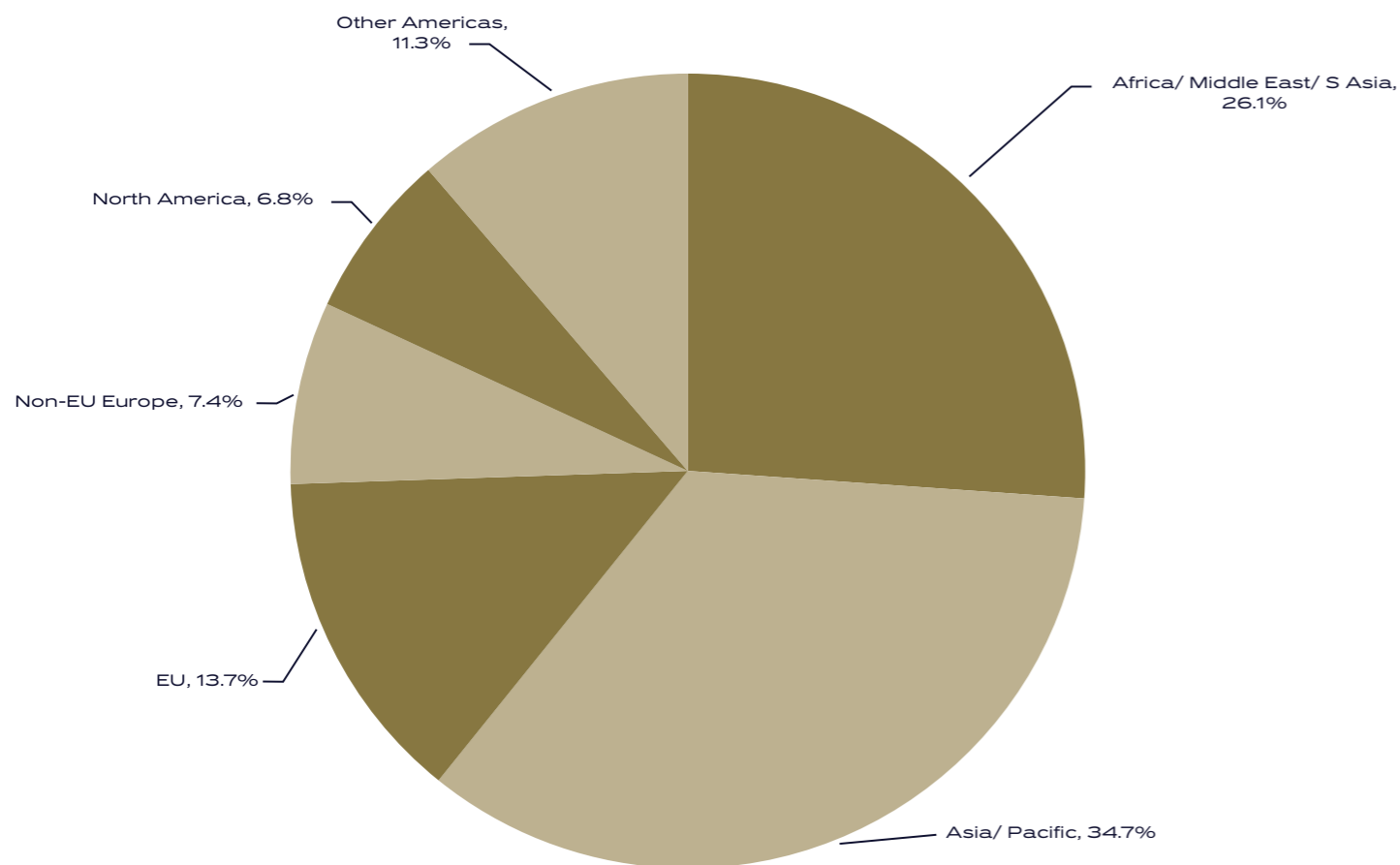
Source: UGS calculations, based on data from S&P Global Market Intelligence, January 2026.



Greek shipping is the largest cross-trader in the world:

- Contrary to its main peers, Greek shipping primarily serves the external trade of other nations.
- More than 98% of its capacity transports goods from and to third countries.
- In 2025, Greek-owned vessels made more than 175,000 port calls² in 171 countries around the world (Figure 2).

FIGURE 2
Greek-owned Fleet Port Calls - Region Breakdown by dwt, 2025



Source: Clarksons Research, March 2026.
2 Excluding passenger, cruise and service vessels port calls.

The strategic importance of the Greek-owned fleet for almost all economies of the world is also reflected in its share of total port calls per region (Table 2).

TABLE 2
Greek-owned Fleet Port Calls as a Percentage of a Region's Total Port Calls (in dwt), 2025

SHIP TYPE	AFRICA / MIDDLE EAST / S ASIA	ASIA / PACIFIC	EU	NON-EU EUROPE	NORTH AMERICA	OTHER AMERICAS
CRUDE TANKER	30.5%	20.9%	52.0%	42.8%	28.0%	27.4%
PRODUCTS TANKER	27.6%	7.7%	32.3%	26.1%	15.1%	22.7%
BULK CARRIER	27.6%	14.9%	30.7%	24.5%	21.6%	25.0%
LNG CARRIER	16.1%	16.1%	27.7%	24.2%	34.2%	26.7%
LPG CARRIER	13.0%	5.2%	17.4%	13.2%	9.8%	7.6%
CONTAINERSHIP	9.1%	5.2%	6.7%	6.3%	7.9%	10.2%
PURE CAR CARRIER	3.3%	0.3%	11.0%	17.4%	0.1%	0.4%
REEFER	9.0%	3.6%	5.4%	2.9%	12.7%	5.1%

Source: Clarksons Research, March 2026.

Greek shipping is predominantly engaged in the bulk/tramp sector, but it has presence in all major ship types (Figure 3).

The bulk/tramp shipping sector:

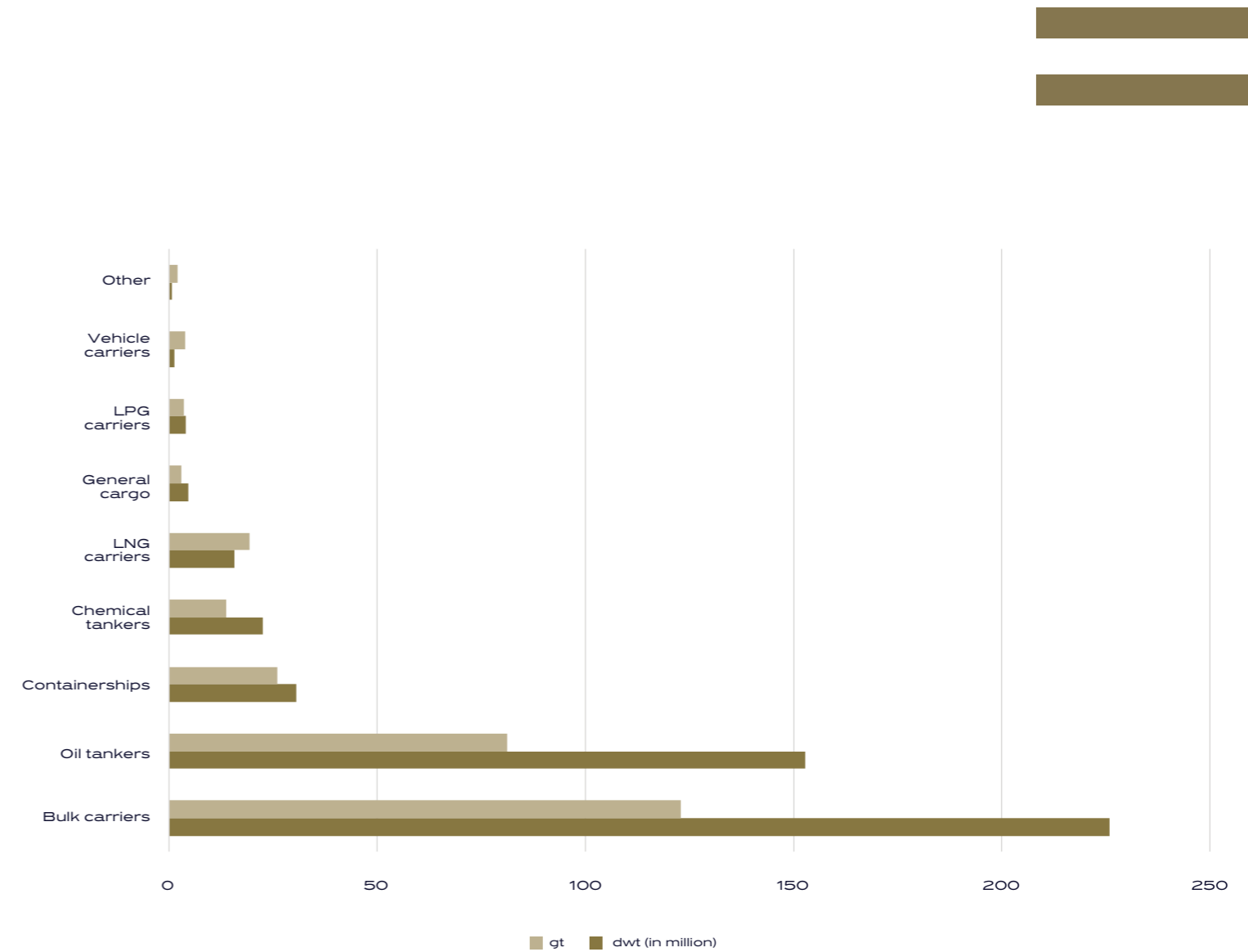
- transports staples such as grain, agricultural products, oil and gas, iron ore, chemical products, coal, fertilizers, and forest products,
- constitutes a perfectly competitive market, with thousands of Small and Medium-Sized Enterprises (SMEs),
- is itinerant in nature.



These features also reflect the flexibility and responsiveness of Greek shipping over many decades.

FIGURE 3

Capacity of the Greek-owned fleet in million gt and dwt, by ship type (ships > 1,000 gt)



Source: UGS calculations, based on data from S&P Global Market Intelligence, January 2026.



GREEK SHIPPING:

A GLOBAL

AND UNIVERSALLY

TRUSTED

POWERHOUSE

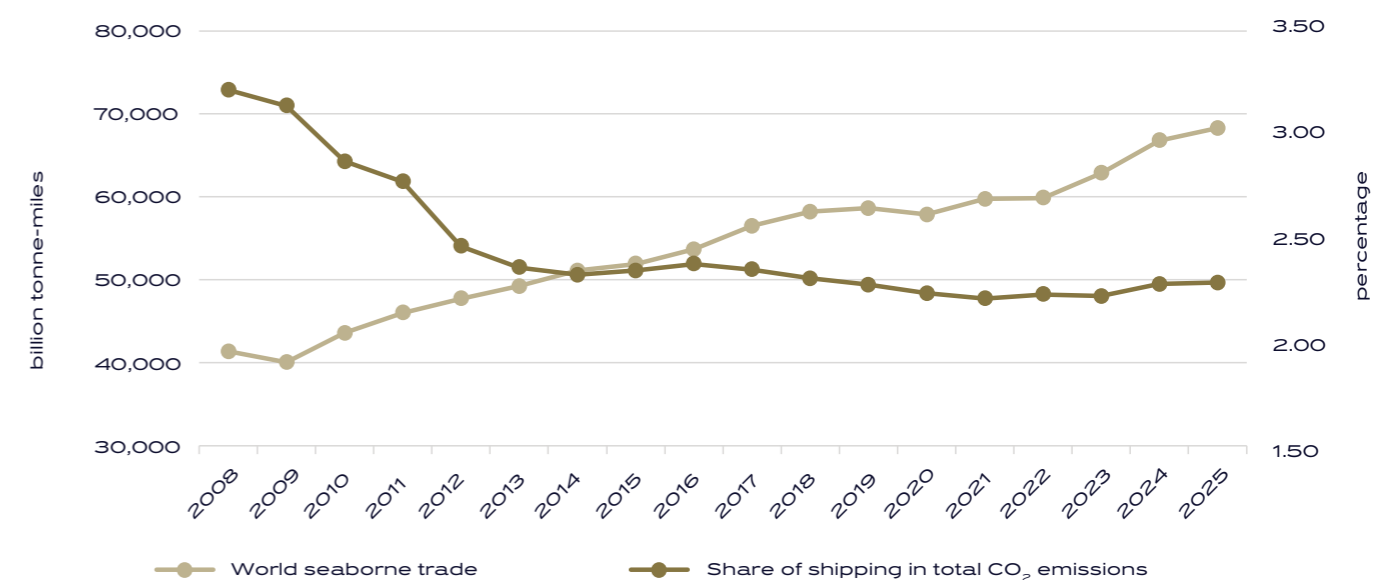
THE MOST EFFICIENT AND COST-EFFECTIVE TRANSPORT MODE

Shipping is the most energy-efficient mode of transport:

- It has an impressive record in improving its environmental footprint.
- Despite the steady increase in global seaborne trade, the share of CO₂ emissions from shipping has decreased (Figure 4).
- International shipping's share of global Greenhouse Gas (GHG) emissions has remained the same for 3 consecutive years, at 1.4%³.
- At the European Union (EU) level, the share of shipping in total transport emissions is currently at an all-time low, as from 15% in 1990, it rose to 16.8% in 2007-2008 and in 2023 it fell to 13.3%⁴.

FIGURE 4

Seaborne trade (in billion tonne-miles) and shipping CO₂ emissions (% of total), 2008- 2025



Source: Clarksons Research, Shipping Intelligence Network, March 2026.

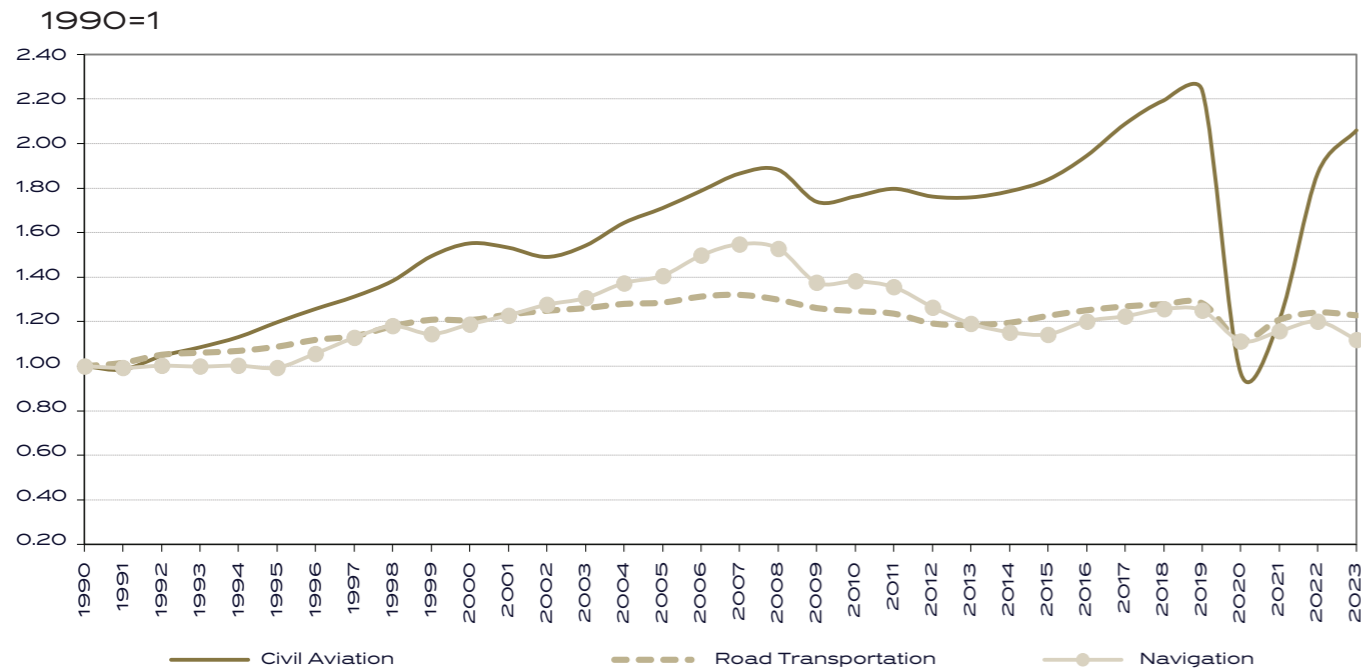
³ Crippa, M., et. al., *GHG Emissions of All World Countries*, Publications Office of the European Union, Luxembourg 2023, 2024, 2025.

⁴ European Commission, *EU transport in figures - Statistical pocketbook 2025*, 2025.

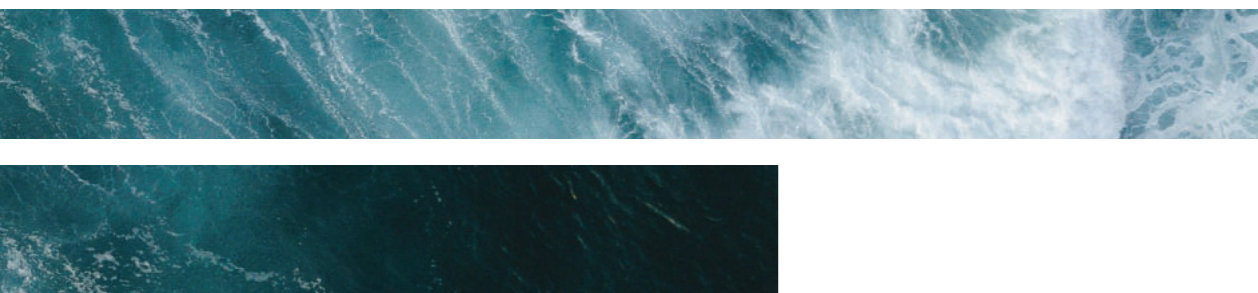
In the EU, after rail transport where electrification has become the norm in recent years, shipping has shown the best performance regarding CO₂ emissions among other transport modes compared to 1990 (Figure 5).

FIGURE 5

CO₂ Emissions from Transport by Mode: EU-27



Source: European Commission, EU transport in figures - Statistical pocketbook 2025, 2025.

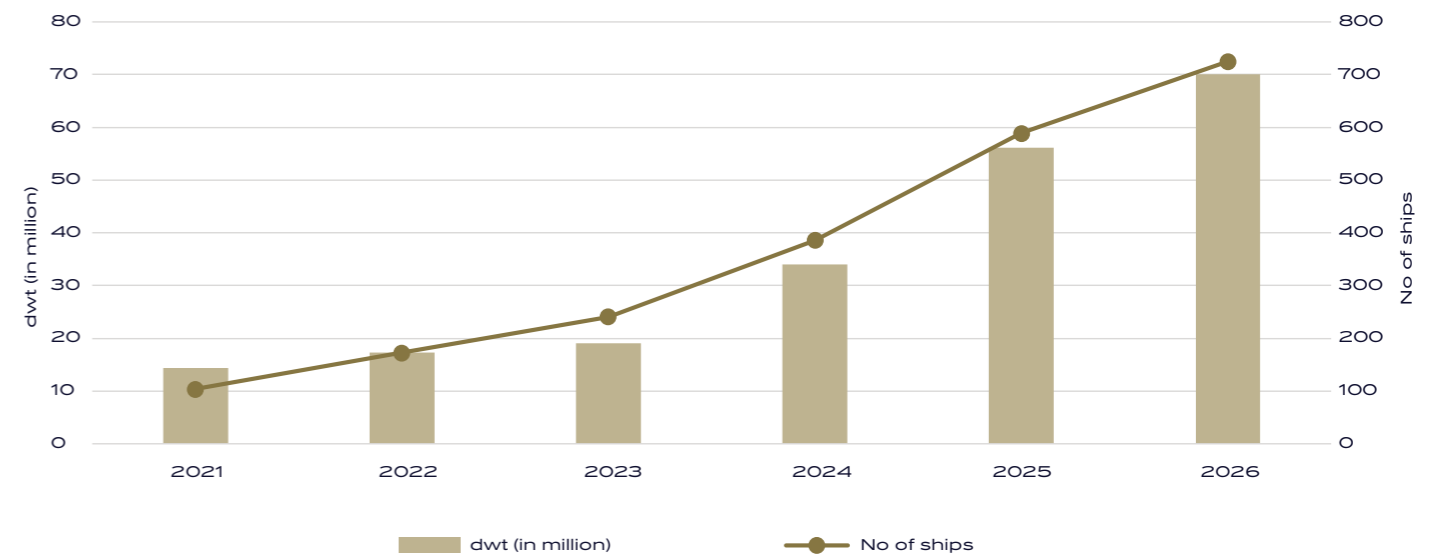


For yet another year, investments by Greek shipowners in newbuildings are increasing.

- Currently 725 vessels of Greek interests with a total capacity of 70 million dwt – a figure higher by 13 million compared to one year ago – are being built around the world, with a total value of 60 billion USD.
- Compared to 2021, the Greek orderbook is 7 times higher in number of vessels and 5 times higher in terms of capacity (Figure 6).

FIGURE 6

Number and deadweight capacity of Greek ships on order, 2021- 2026 (ships > 1,000 gt)



Source: Clarksons Research, World Fleet Register, January 2026 and UGS Annual Reports, 2021 - 2025.

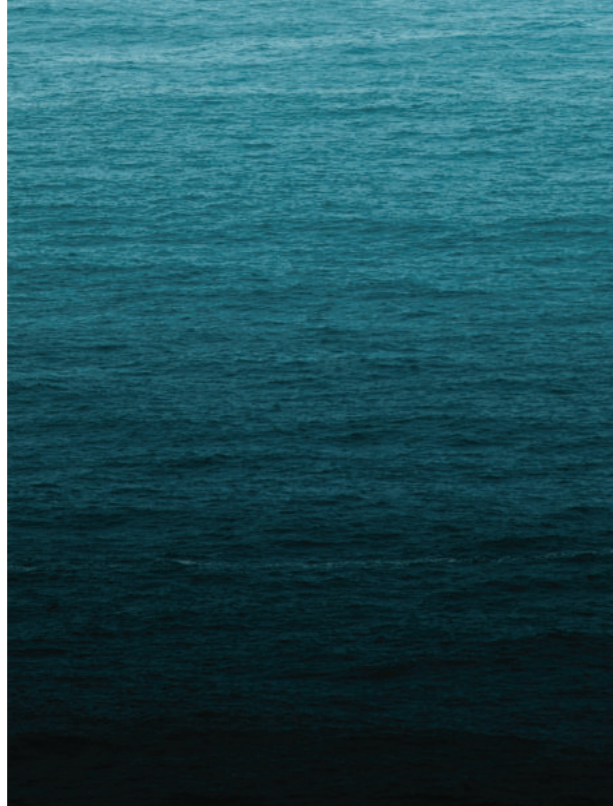
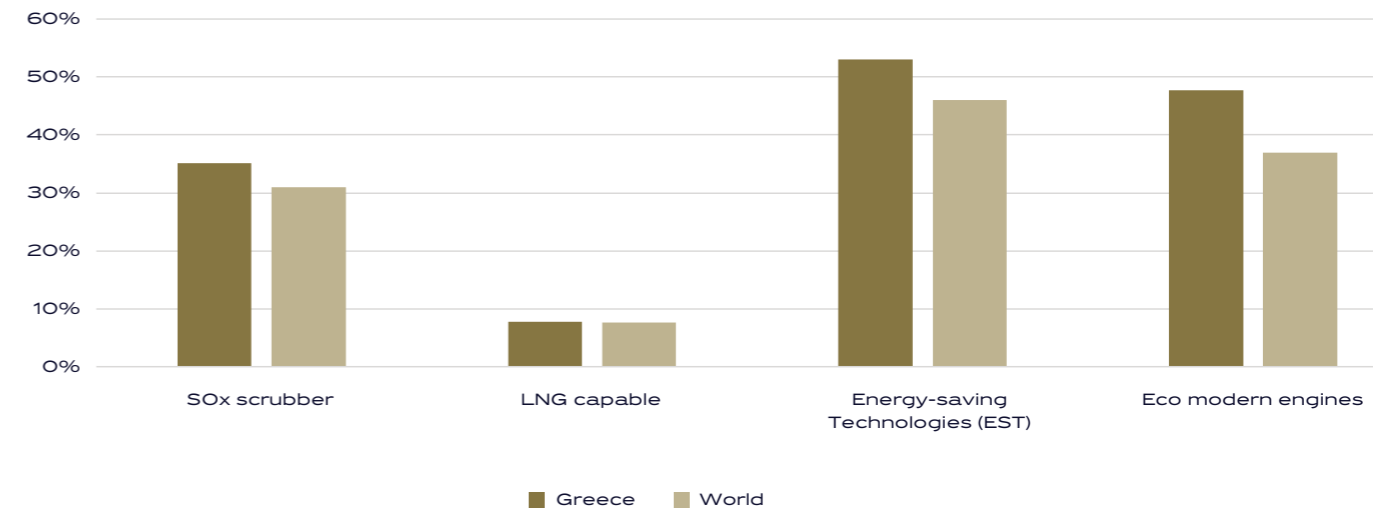


FIGURE 7

Environmental equipment, Share of total fleet (% gt), 2026
(ships > 1,000 gt)

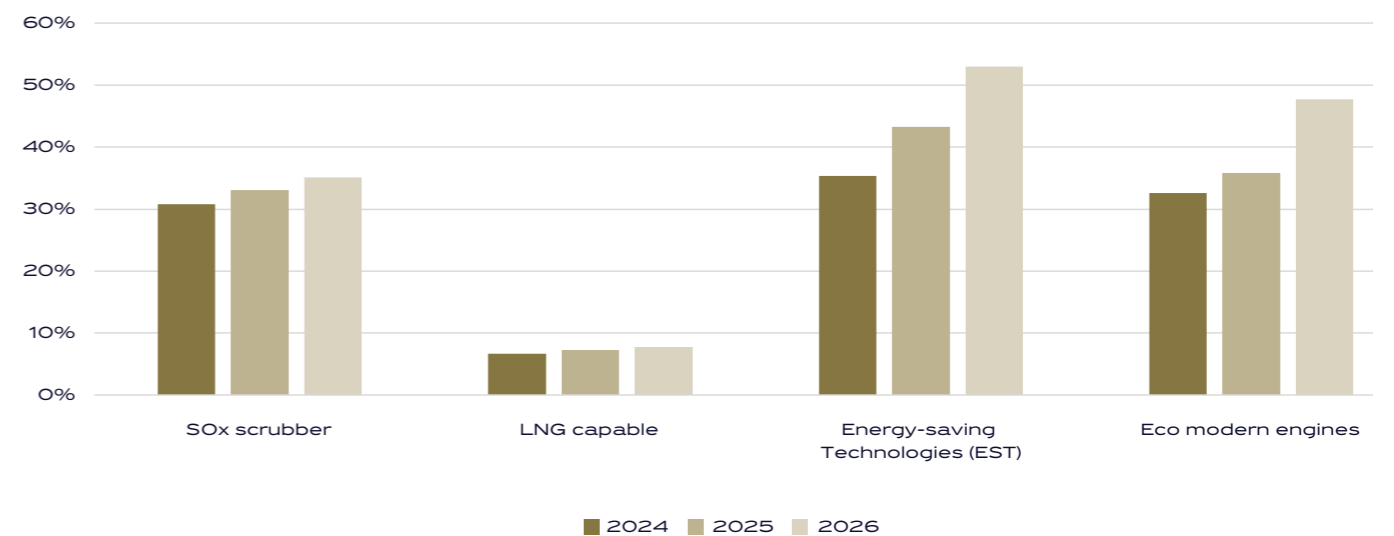


Source: Clarksons Research, World Fleet Register, January 2026.

The environmental performance of Greek shipping improves every year (Figure 8), with increasing shares in all equipment categories. For example, while, in early 2024, 1 out of 3 Greek-owned vessels was equipped with at least one energy-saving technology, this share now exceeds 50%.

FIGURE 8

Environmental equipment of the Greek-owned fleet (% gt), 2024-2026 (ships > 1,000 gt)



Source: Clarksons Research, World Fleet Register, January 2024, January 2025 & January 2026.

Greek shipowners continue to invest in various types of vessels focusing on tankers, bulk carriers and LNG carriers, while containership orders are also on the rise.

The **sustained investments** and the **constant renewal** of the fleet places Greek shipping at the forefront of the sector's transition to a net-zero future. The Greek-owned fleet ranks above the global average in all categories of environmental equipment (Figure 7) and currently is:

- the largest alternative fuel capable fleet in the world,
- the largest EST-fitted fleet in the world (Energy-saving Technologies⁵),
- the largest SOx-scrubber fitted fleet in the world (in terms of dwt).

⁵ Key examples of Energy Saving Technologies include rudder bulb, stator fin, propeller duct, bow enhancement, hull fin, air-lubrication systems etc.

THE GREEK-OWNED

FLEET LEADS

THE WAY TO THE

SECTOR'S

DECARBONISATION

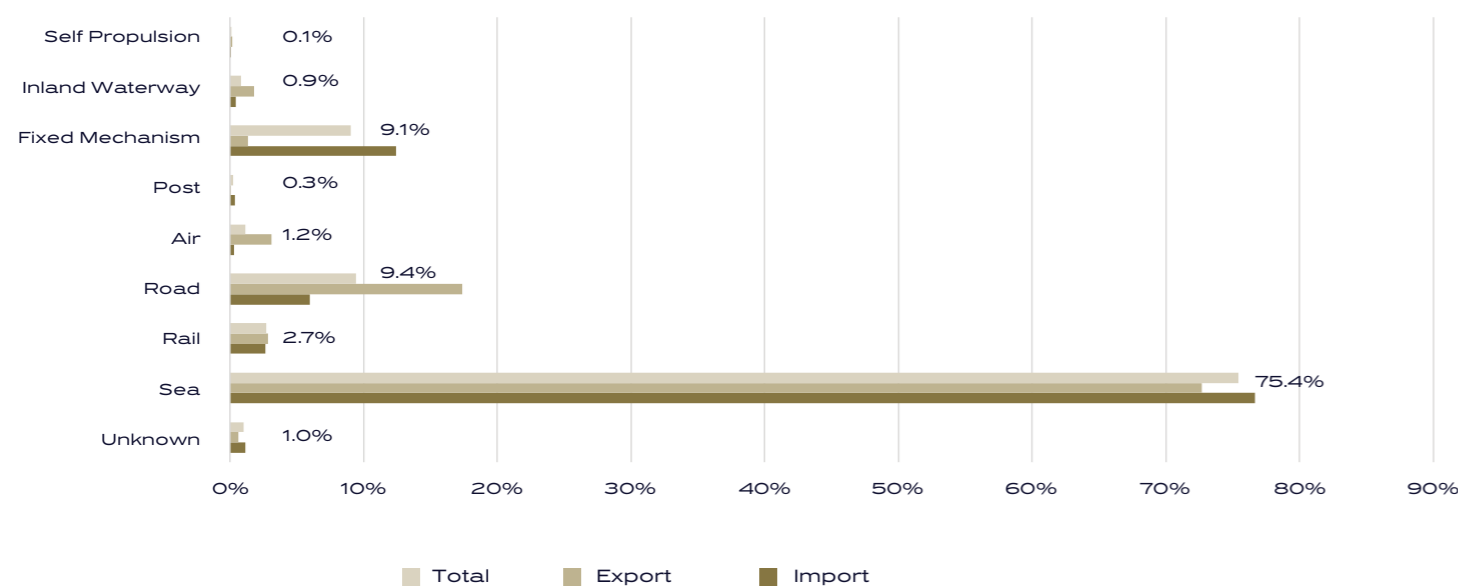


THE STALWART OF EU AUTONOMY AND RESILIENCE

Shipping guarantees the competitiveness of the EU economy, as well as its energy, food and supply chain security:

- More than **75% of EU's external trade is carried by vessels** (Figure 9).
- Shipping also accounts for over **two thirds (67.4%) of freight transport in the EU**, based on tonne-km.
- Regarding energy **security**, the dependency of EU Member States on imports reaches **97% for oil and petroleum products, and 85% for natural gas**⁶.
Shipping plays an indispensable role in ensuring their uninterrupted flow (Figure 10).

FIGURE 9
Extra EU Trade by mode of transport (in % of volume), 2025



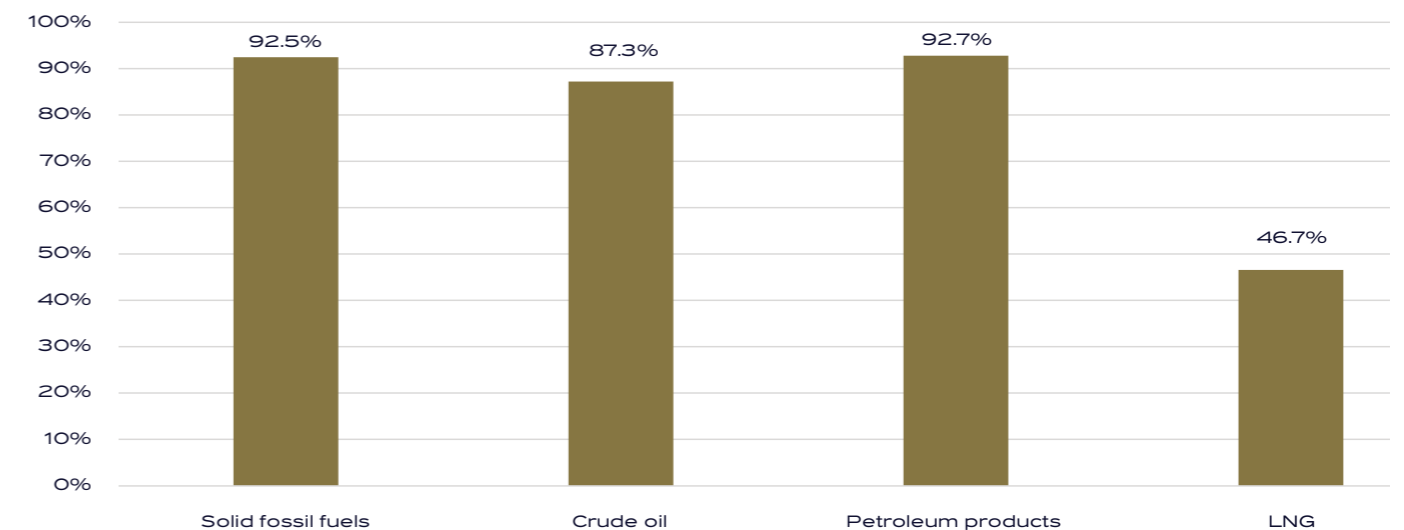
Source: Eurostat database, International Trade in Goods, 2026

⁶ Eurostat, *Energy in Europe - 2026 edition*, 2026
(energy dependency is defined as % of net imports in gross available energy).

Especially, in the current context of geopolitical instability and increasing global competition, maintaining a strong and competitive European shipping sector is critical for Europe's economic resilience and prosperity.



FIGURE 10
EU energy imports by sea (% of total), 2025



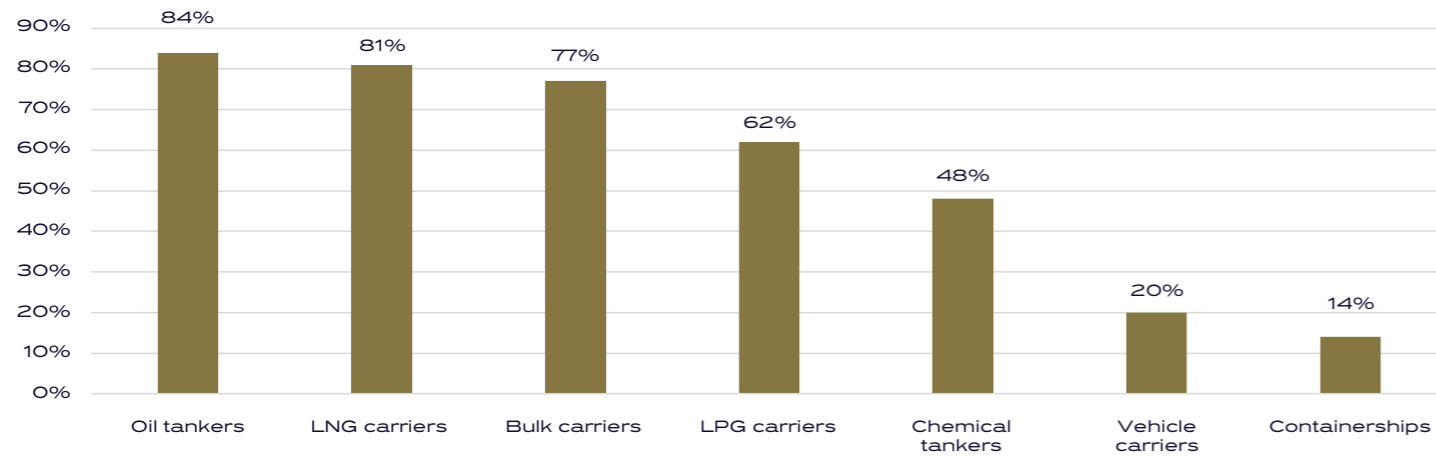
Source: Eurostat database, International Trade in Goods, 2026



Greek shipping is the stalwart of the EU-controlled fleet, accounting for 61% of the total capacity⁷, while its leadership in strategic ship types is even more pronounced (Figure 11).

FIGURE 11

Greek fleet as % of EU-controlled fleet (in dwt), by ship type, 2026



Source: Clarksons Research, World Fleet Register, January 2026.

⁷ European Commission, *EU transport in figures - Statistical pocketbook 2025*, 2025.



A NATIONAL ASSET AND SOURCE OF NATIONAL PRIDE

Shipping is the most extrovert sector of the Greek economy, contributing significantly to the country's growth and employment:

- Receipts from maritime transport are on average equivalent to **57% of the country's total goods exports** during the last 5 years (Figure 12).
- Maritime transport accounts for **7-8% of the country's Gross Domestic Product (GDP)** directly and indirectly.
- Shipping provides around **160-200 thousand jobs**. It is estimated that **6% of total private sector jobs in Greece** are related to shipping⁸.



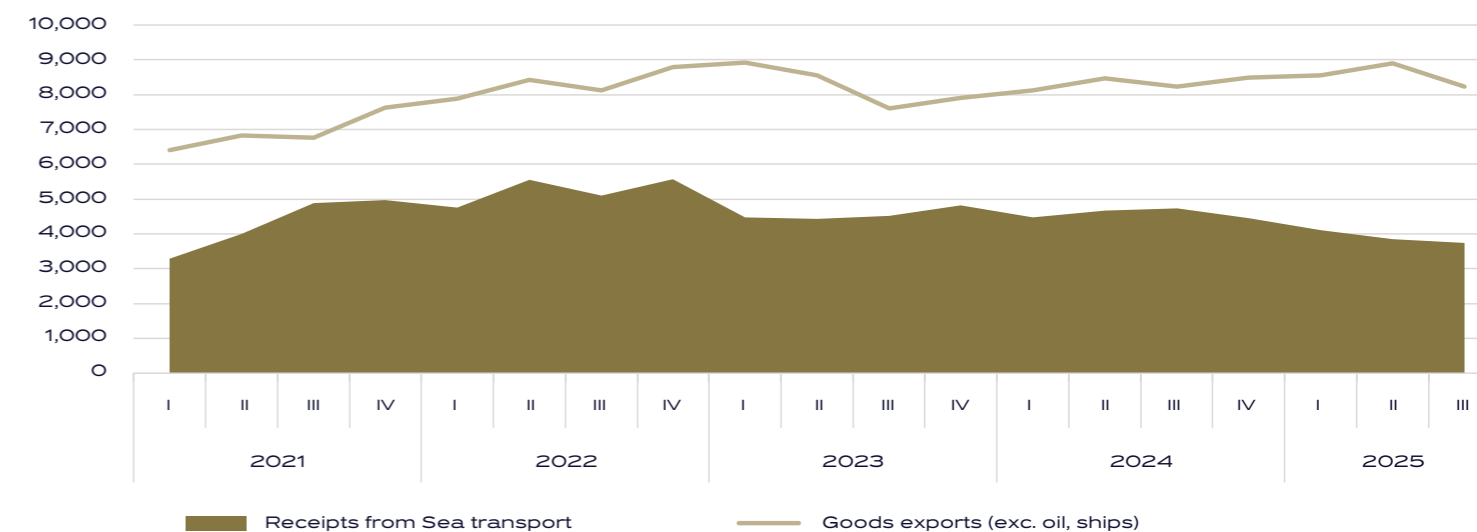
The Greek shipowning community:

- Invests almost **1.5 billion USD** mainly in sectors such as real estate, hospitality, energy, banking, media and sports.
- **Donates 500 million USD on average each year** in support of social welfare initiatives.

This **annual contribution of around 2 billion USD** – beyond the sector's direct economic impact – stands as a testament to why shipping is considered a national asset for Greece.

FIGURE 12

Greece:
Receipts from sea transport and goods exports, in million €, Quarterly data



Source: Bank of Greece, Balance of Goods and Services Balance, 2026.

⁸ McKinsey & Company, "Greek shipping: Success factors and opportunities", 2024.



GREEK SHIPPING:

A PILLAR FOR

GREECE'S

ECONOMY AND

A SOURCE OF

NATIONAL PRIDE



**SHIPPING'S STEADY
COURSE IN
TURBULENT WATERS**



A REALISTIC PATH TO DECARBONISATION

Shipping has always been characterised by a high degree of self-regulation. The industry consistently strives for more efficiency and invests in new and safe, energy and cost-saving technologies. It is this self-regulation that has made shipping the most cost-effective and energy efficient mode of transport, with direct economic benefits for the global consumer.

The Greek shipping community is firmly committed to the shared goal of decarbonisation, through a global, realistic and feasible pathway.

Following the outcome of the International Maritime Organization (IMO) MEPC 84 in April/ May 2026, a new round of discussions on GHG emissions reduction from ships has been initiated. This offers a second opportunity for meaningful dialogue aimed at shaping realistic and practically applicable proposals for reaching a globally accepted agreement. Such an agreement should clearly reflect the special characteristics of the shipping industry and the realities of the supply chain. In the absence of safe, low- and zero-carbon fuels that are available, affordable and scalable worldwide for the sector, its full decarbonisation will remain an unattainable goal.

In the quest for an effective pathway to decarbonisation, shipping needs:

- achievable and fit-for-purpose global targets and solutions,
 - taking into consideration the industry's invaluable know-how,
 - ensuring a global level playing field,
 - engaging all stakeholders, like fuel producers, to contribute their essential input, and
 - the safety of seafarers and vessels always being the overarching principle.
-





ONLY
PRAGMATIC TARGETS
AND A **VIABLE PATHWAY**
TO SHIPPING'S
DECARBONISATION
WILL **GUARANTEE**
BOTH THE **ECONOMIC**
AND THE **ENVIRONMENTAL**
SUSTAINABILITY
OF OUR PLANET



REGIONALISM: A THREAT TO BOTH COMPETITIVENESS AND DECARBONISATION


Regional measures in the combat of GHG emissions from ships:

- obstruct the reaching of an international agreement,
 - pose a threat to shipping, being obliged to comply with diverse revenue generating mechanisms, without due regard to the industry's characteristics,
 - endanger the uninhibited trade flows around the world,
 - undermine the competitiveness of the region which has adopted them, and
 - essentially bear no environmental benefits.
- 



At a European level, also in the context of the EU's quest for global competitiveness, regional measures, such as the EU Emissions Trading System (ETS) and the FuelEU Maritime Regulation, which unduly penalise shipping and the EU end-consumer, must be withdrawn.






At the moment, the EU shows signs of relaxation in its environmental ambition in certain sectors, but shipping continues to be burdened with revenue generating measures and unattainable targets.

This favours the modal shift to less environmentally friendly modes of transport. Shipping has seen its share of total transport work in the EU fall compared to road transport in recent years⁹.

But, in the EU, 73% of GHG emissions from transport come from road transport, whereas shipping accounts for just 13%¹⁰. This modal backshift towards more polluting transport modes must be effectively addressed and the important role of short sea shipping must be acknowledged.



⁹ Eurostat, *Key figures on European transport - 2025 edition*, 2026.

¹⁰ European Commission, *EU transport in figures - Statistical pocketbook 2025*, 2025.



A PATCHWORK OF REGIONAL REGULATIONS IS AN OBSTACLE TO A CARBON-FREE FUTURE AND MENACING FOR TRADE AND SHIPPING'S SUSTAINABILITY



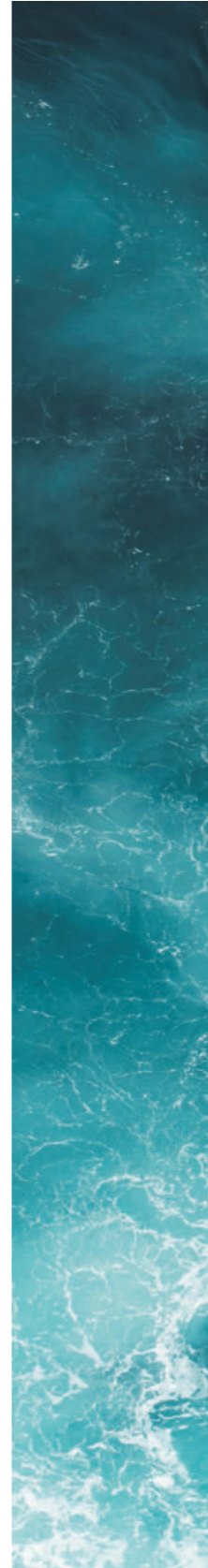



EU MARITIME POLICY AT THE CENTER OF EU STRATEGY

Europe's competitiveness and strategic autonomy pass through shipping, as the guarantor of energy and food supply in the EU.

The European Commission's recent initiatives, like the Sustainable Transport Investment Plan (STIP) and the EU Industrial Maritime Strategy, are encouraging signs that EU shipping's indispensability is being acknowledged.

Placing shipping at the heart of EU's strategic policy-making will help strengthen the continent's resilience and global influence.




In a holistic view, concrete actions should inter alia:

- focus on global competitiveness, free trade and maintenance of the current EU fiscal framework for shipping,
- withdraw regional measures which weaken Europe's position in global markets,
- support an efficient and pragmatic international regulatory regime for shipping's decarbonisation,
- safeguard shipping SMEs, which constitute the backbone of EU shipping,
- facilitate access to competitive ship finance and remove unnecessary burden and restrictions.



THE EU
INDUSTRIAL
MARITIME STRATEGY

IS A MILESTONE
FOR **ENHANCING EU**
SHIPPING'S
GLOBAL
COMPETITIVENESS




MARITIME SECURITY IN THE CURRENT GEOPOLITICAL TURMOIL

The past year has once again depicted how vulnerable global supply chains are to maritime security threats seriously affecting vessels, crews, cargoes, trade, infrastructure and marine ecosystems.

These hazards are a persistent problem at sea, also during peace times but especially at war, and range from piracy and armed robbery to terrorism and even military attacks.

Seafarers, who are civilians doing their jobs and keeping global trade going, are increasingly confronted with life-threatening situations in certain areas of the world.

In addition, shipping is increasingly being used as a lever for economic and trade pressure. Many constants, including market liberalisation and free trade, can no longer be taken for granted. But shipping must not constitute collateral damage amidst trade tensions.

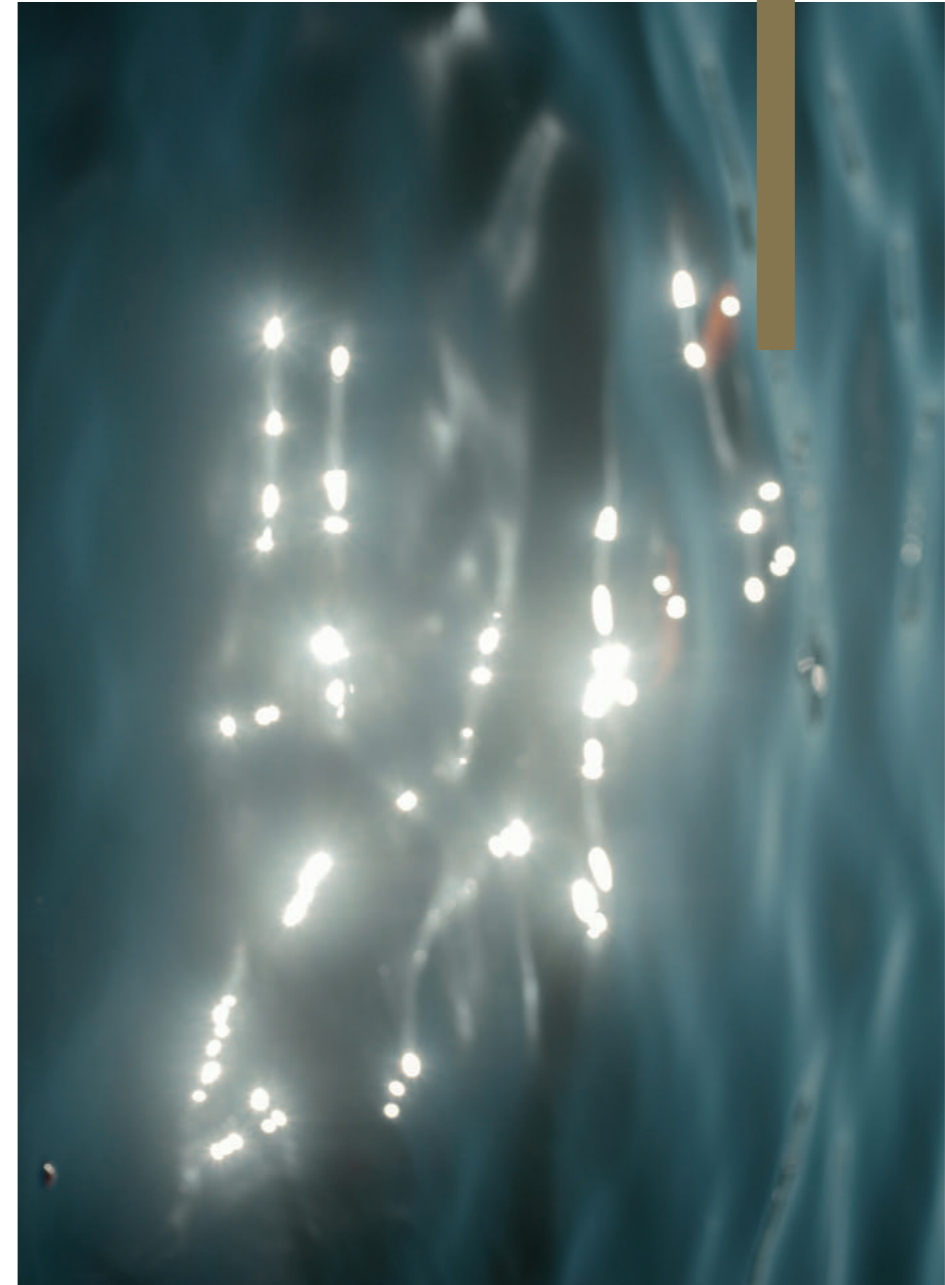


Collective, coordinated action by the international community is an absolute must:

- for the protection and safety of vessels and crews, and
- so as not to compromise the stability and efficiency of the maritime network globally, endangering the supply of essential goods at affordable prices for citizens worldwide.



**SAFEGUARDING
SHIPPING,
AS A STRATEGIC
PARTNER OF
ECONOMIES AND
SOCIETIES,
IS A GLOBAL SHARED
RESPONSIBILITY**





RAISING AWARENESS OF THE CRITICAL ROLE OF SEAFARERS

Seafarers remain the silent keepers of global trade, in spite of the challenges that shipping faces today.

Initiatives to enhance the image of the seafaring profession and tangible recognition of seafarers as key workers are needed.

As the shipping industry undergoes an energy and digital transformation, the reskilling and upskilling of seafarers is a critical prerequisite so that they can respond safely and effectively to the sector's smooth transition to its future.

The sustainability of a skilled maritime workforce must be safeguarded, also by improving awareness of career opportunities within the seafaring profession. The sector requires high-caliber individuals but suffers from limited visibility, as public attention focuses mainly on maritime incidents rather than the seafarers' contribution to the societies' prosperity globally.



The Maritime Labour Convention (MLC, 2006) of the International Labour Organization (ILO) is a landmark achievement in setting global standards for seafarers' working and living conditions. As 2026 marks twenty years since its adoption, governments must elevate their efforts to facilitate seafarers and strengthen the profession's visibility as an attractive career path for young people.





**THE RESKILLING
AND UPSKILLING
OF SEAFARERS
ARE A
CRITICAL
PREREQUISITE
FOR A SMOOTH
TRANSITION
TO SHIPPING'S
FUTURE**



**THE UNION
OF
GREEK
SHIPOWNERS**

First established in 1916, the Union of Greek Shipowners (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.

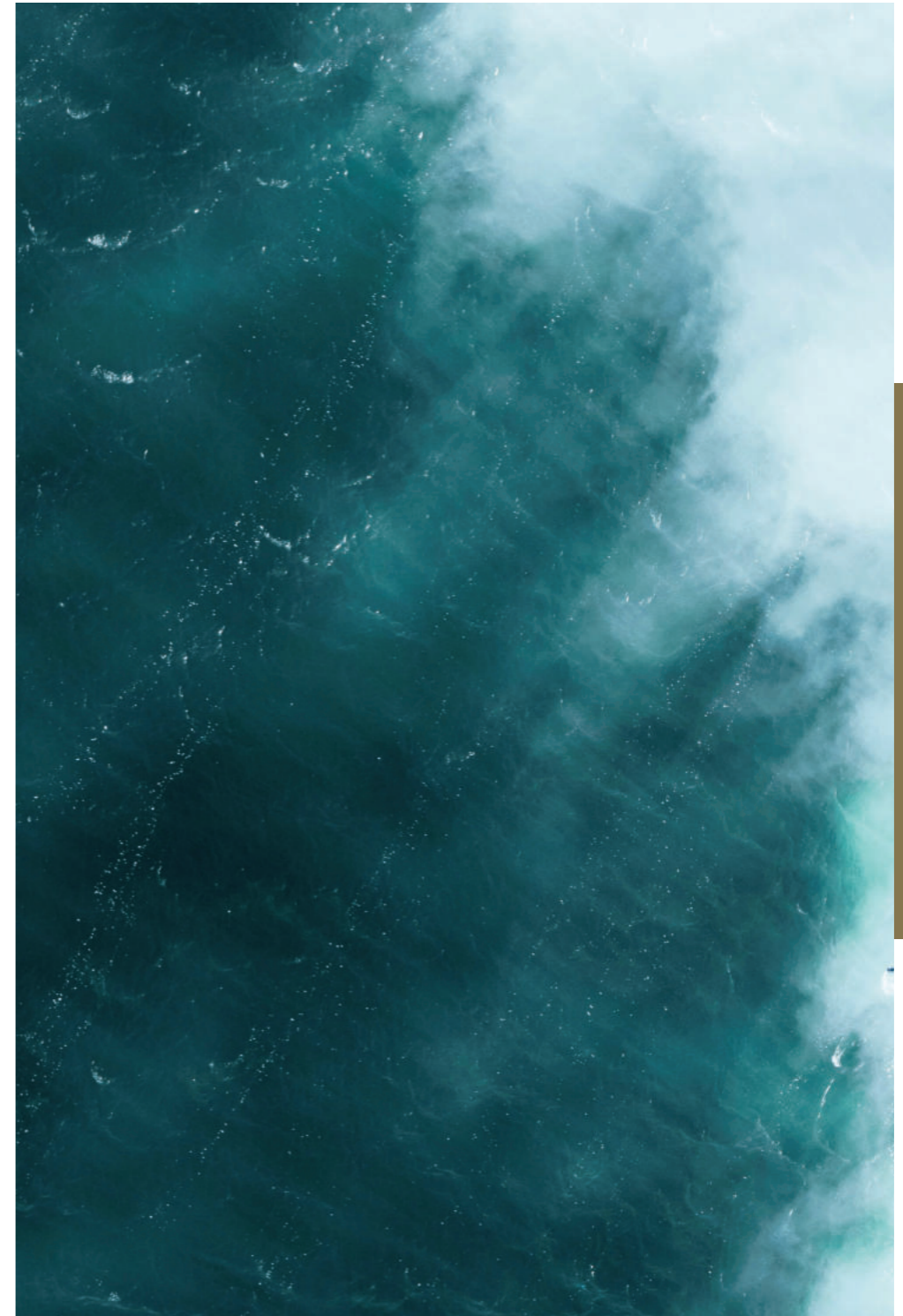


With headquarters in Piraeus and permanent representation in Brussels and Washington D.C., the UGS actively engages with the EU institutions, the U.S. Administration and other international stakeholders. The UGS closely follows developments in the United Nations International Maritime Organization (IMO), 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).



It also 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 has an established open dialogue with the International Association of Classification Societies (IACS) and individual classification societies.

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



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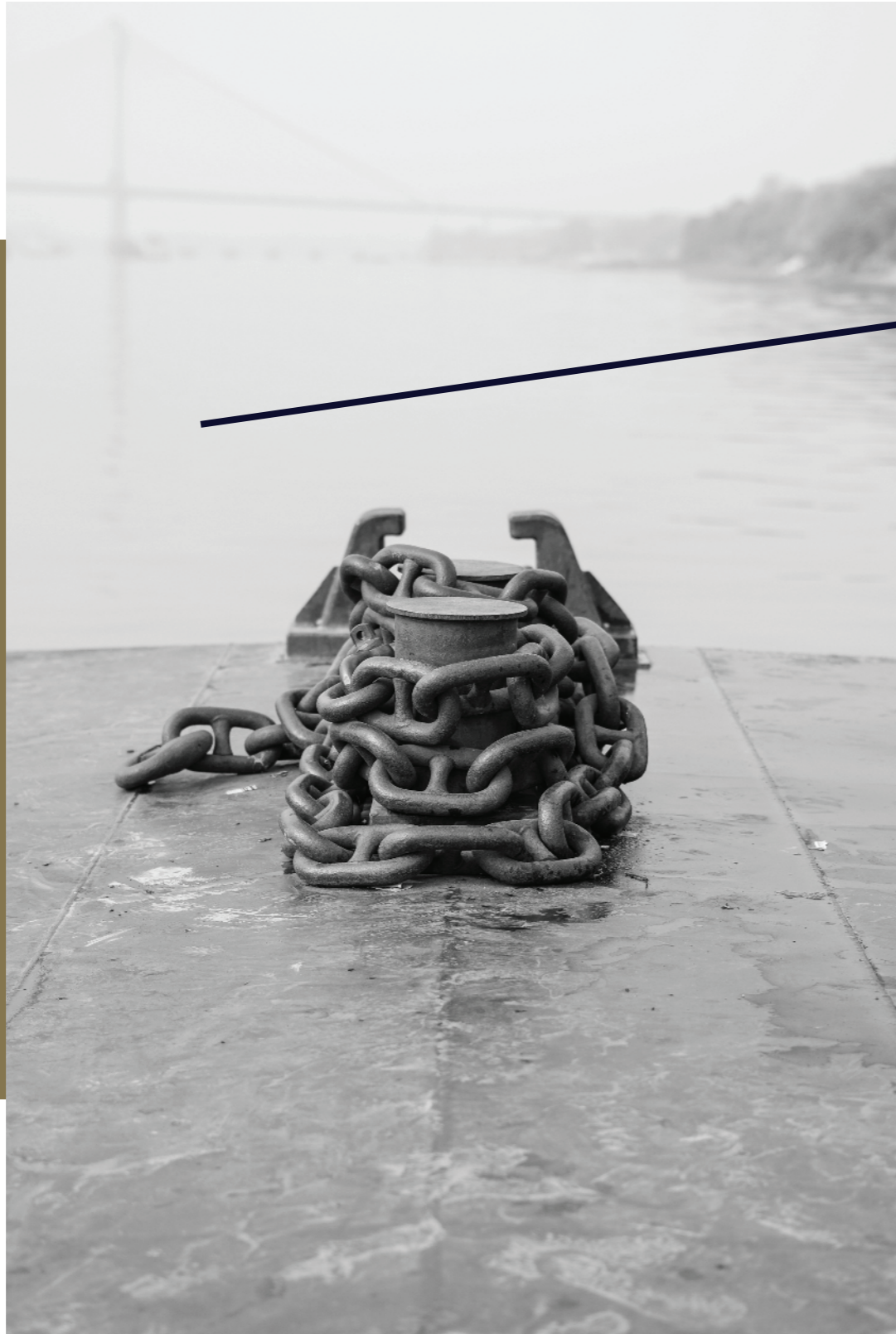
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**THE SOCIAL
WELFARE CONTRIBUTION
OF GREEK SHIPPING**



ENOSIS

SHIPPING + SOCIETY
TIED TOGETHER!



The Union of Greek Shipowners has established itself as a steadfast contributor to the welfare of Greek society for decades now. Through SYN-ENOSIS, the Greek Shipowners' Social Welfare Company, and nationwide programmes, it has contributed over 130 million euros to **health, education, social welfare, food aid**, other public interest projects as well as crisis management, directly or indirectly supporting more than 3 million of our fellow citizens in recent years.

In health and welfare in 2025 alone, the UGS:

- provided **financial support to 2,200 single-parent families** with underage children and elderly people in 51 regions across the country,
- completed the **procurement and installation of necessary equipment for the full operation of the New Nursing Home of Kilkis**, while also making various other **donations to hospitals**.

In the field of education:

- The flagship scholarship programme “+ENOSIS for Education” awarded **130 graduate scholarships** in 2025 to outstanding students to study in **14 countries** at **52 universities in Greece and abroad**.
- It is expanding the scholarship programme for the 2026-2027 academic year, offering 365 scholarships, to empower the next generation every day.

In crisis management:

- Of paramount importance to society and to the safety of all citizens is the donation to the Ministry of Transport and Infrastructure for the development of the country’s train tracking system. It is a critical project that will crucially improve the safety of rail transport in Greece.
- Donations were made to improve road traffic and safety.
- Donations were also made to the strengthening of forest fire protection and to the Hellenic Police.

Thessaly - “Agios Nikolaos” action plan:

- In 2023 the UGS managed to raise immediately over **50 million euros** for the restoration of areas in Thessaly affected by unprecedented floods that year, initiating the multi-faceted “Agios Nikolaos” action plan, which encompasses the sectors of **education, healthcare** and **culture**.
- In 2025 the restoration and reconstruction of **33 school facilities were completed**.
- **Studies are underway** for yet more relevant projects undertaken in collaboration with the **Ministry of Culture**.
- **More work is ongoing** towards strengthening local social welfare organisations.

SHIPPING + SOCIETY
TIED TOGETHER!

+ENOSIS Synenosis
for Education

EVERY DAY,
EMPOWERING
THE NEXT
GENERATION.

365

SCHOLARSHIPS
ACADEMIC YEAR 2026-2027

SHIPPING + SOCIETY
TIED TOGETHER!

+ENOSIS Synenosis
for Thessaly

+ Άγιος
Νικόλαος
UGS's Aid Programme for Thessaly
Education Health Culture

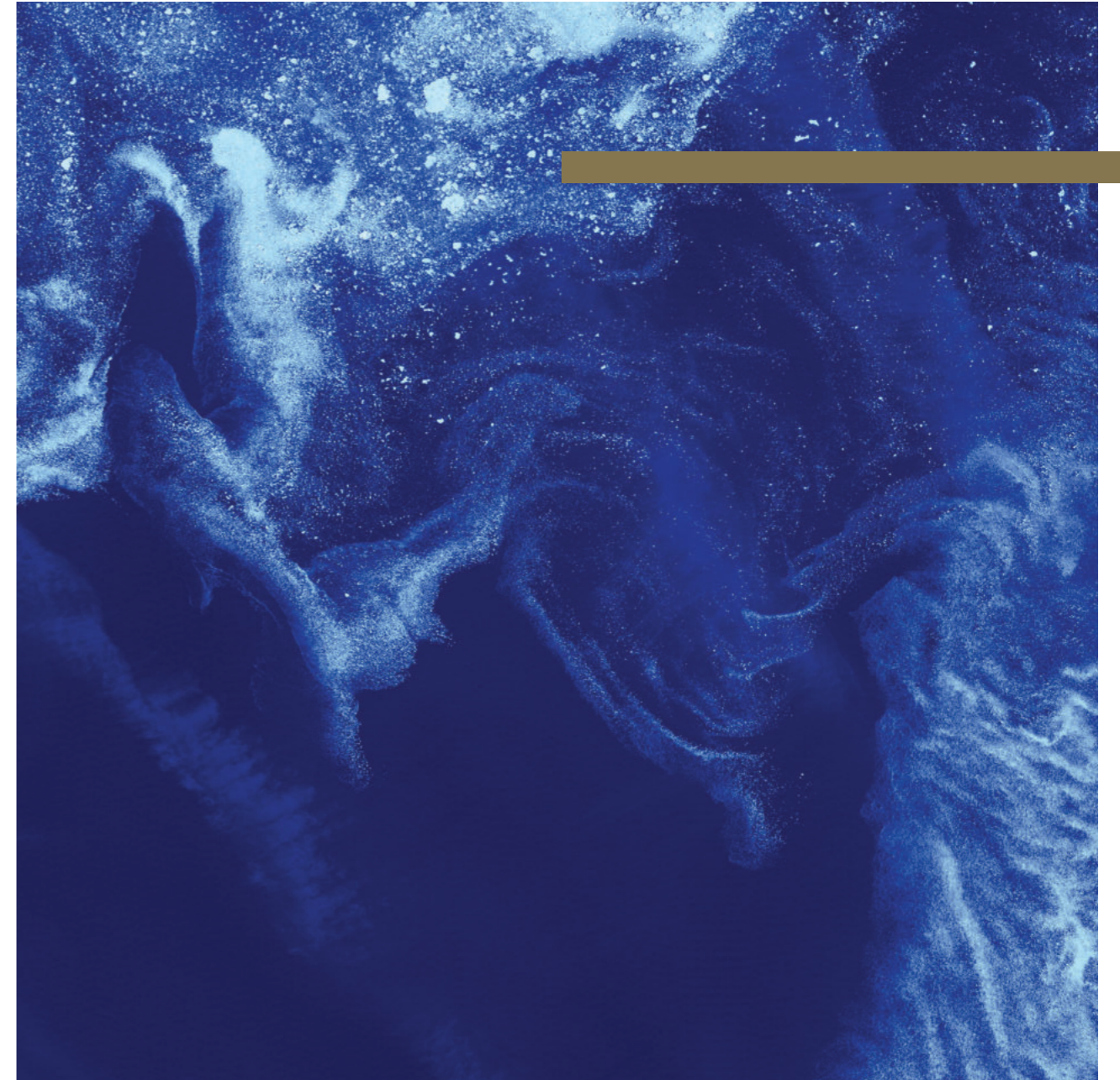
50,000,000€

FOR THE RESTORATION
OF AREAS IN THESSALY

EDUCATION – HEALTH – CULTURE

PILLARS OF ACTION

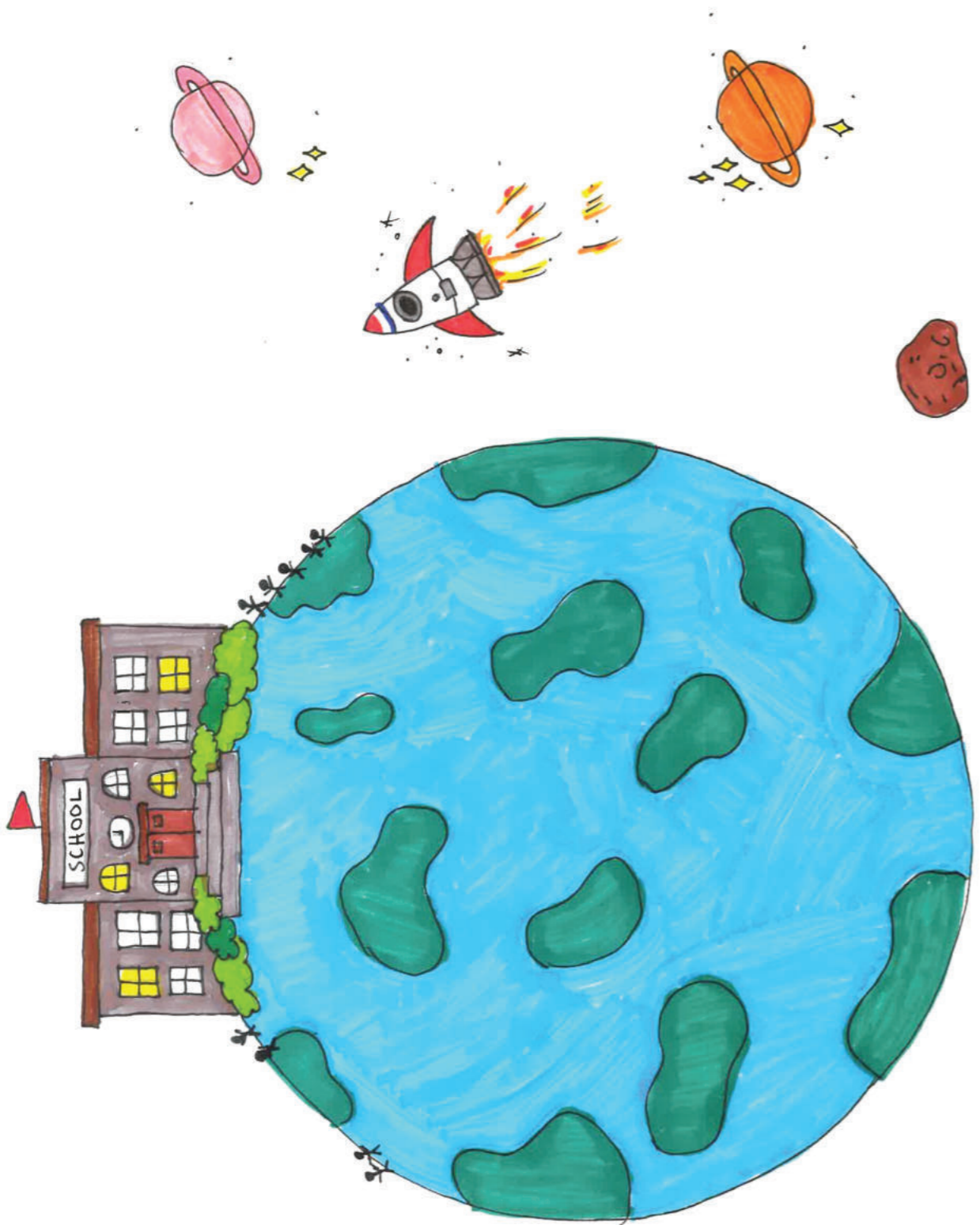
GREEK
SHIPOWNERS
ACTIVELY
SHOW THEIR
SOLIDARITY
TO THE **GREEK**
SOCIETY,
LEAVING A
POWERFUL
LEGACY





+INSPIRATION FROM THE SCHOOLS OF THESSALY

Student drawings inspired by the schools
of Thessaly supported through the UGS's
"Agios Nikolaos" Aid Programme



ΛΥΚΕΙΟ ΔΟΜΟΚΟΥ





ΑΓΑΠΗΜΕ ΤΟ ΝΕΟ ΣΧΟΛΕΙΟ

