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**Hellenic Navy
Modernization**



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Greek Defence News





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The Hellenic Navy: A Pillar of Regional Stability and Modernization Maritime Significance and Security Role

Greece's strategic geography—defined by an extensive coastline and thousands of islands—places the Hellenic Navy (HN) at the center of safeguarding both national and European security interests. Acting as guardian of one of the world's busiest maritime corridors, Greece faces continuous challenges ranging from contraband and human trafficking to terrorism-related threats. The Aegean's fragmented geography and instability in the wider Eastern Mediterranean further highlight the need for a robust naval presence to ensure stability in these waters.

Commitment Beyond Borders

The HN's mission extends well beyond the defense of national territory. Through its participation in Allied, EU, and NATO operations, the Navy plays a critical role in securing international sea lanes and reducing regional risks. Any disruption in the Eastern Mediterranean would carry wide-reaching strategic consequences, making the HN's contribution an indispensable element of European and global security.

Modernization and Force Development

At the core of the Navy's current strategy lies a robust modernization program. While economic constraints require careful prioritization, Greece is pressing ahead with key programs that include the procurement of new frigates, corvettes, and helicopters, as well as upgrades to existing platforms. These investments focus on enhancing mobility, command and control, engagement capability, and logistical sustainability—ensuring that the HN remains a flexible, resilient force structure aligned with internationally recognized standards.

Situational Awareness and Cooperation

A comprehensive maritime situational awareness (MSA) framework has become a cornerstone of HN's operational strategy. By integrating advanced information systems and participating in initiatives such as the Virtual Regional Maritime Traffic Center (VRMTC), the Trans-Regional Maritime Network (TRMN), and the EU's PT-MARSUR, the Navy ensures continuous monitoring and rapid response capabilities across its waters. This cooperative approach strengthens both national defense and allied efforts, safeguarding vital shipping routes and energy corridors.

People as the Core Strength

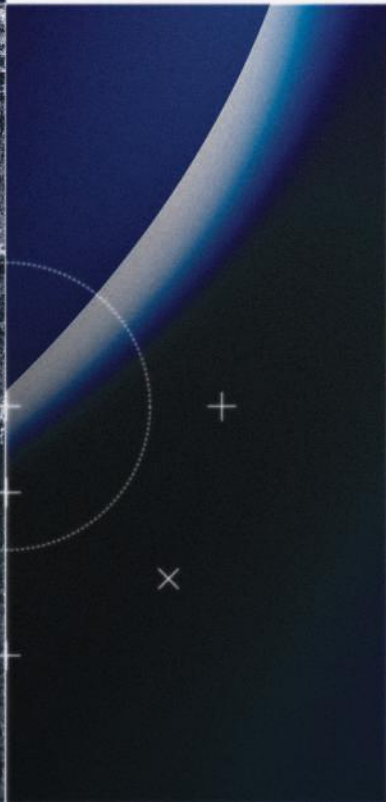
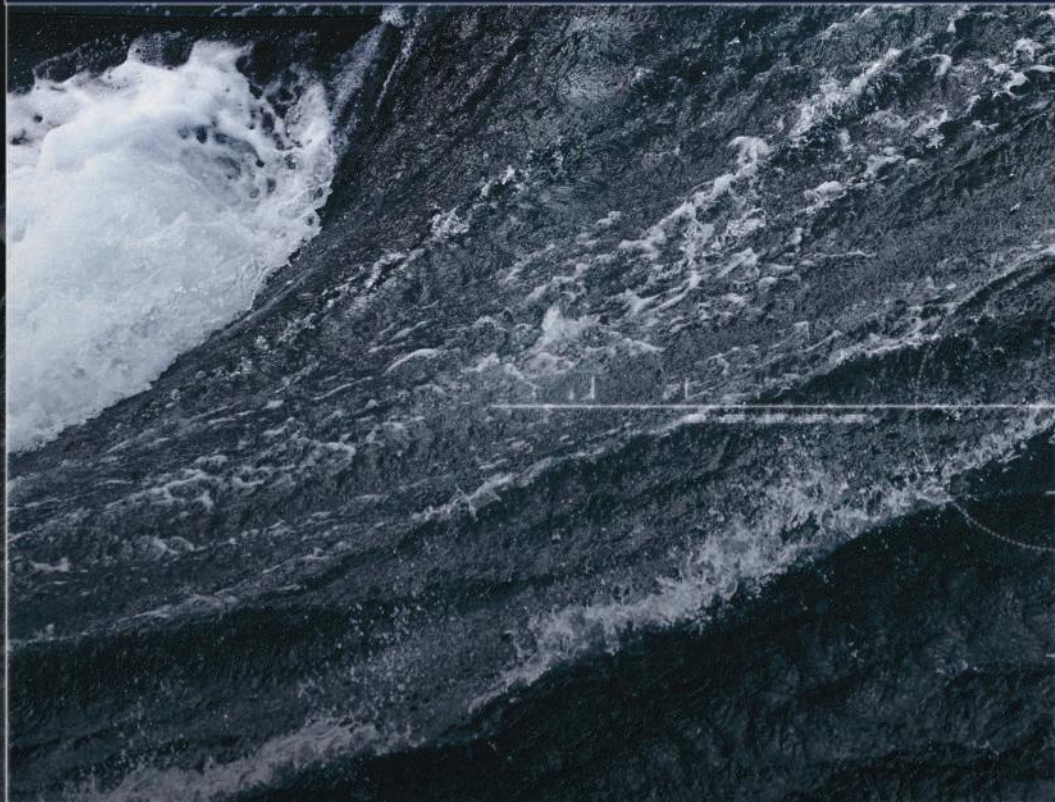
The HN places a strong emphasis on its personnel, recognizing nearly 20,000 professionals as its most important asset and true force multiplier. Rigorous selection processes, continuous training at all levels, and access to advanced education programs both in Greece and abroad prepare its sailors and officers for complex maritime and joint operations. Greece's establishment of the NATO Maritime Interdiction





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Operational Training Center (NMIOTC) in Crete further demonstrates its commitment to high-standard training, strengthening NATO's ability to counter maritime threats while enhancing interoperability with partner nations.

Doctrinal Flexibility and Emerging Challenges

The Navy continuously adapts its organizational structures, doctrines, and operational concepts to address evolving challenges. Traditional naval missions remain central, but emerging threats—such as terrorism, piracy, climate change implications, and the security of energy transit routes—require agility, advanced capabilities, and a readiness to act swiftly in joint operations.

The Chief's Vision: A Strong and Modern Navy

The vision of the Hellenic Navy's leadership is clear: to build a strong, modern fleet capable of projecting reliable naval power wherever Greece's geopolitical interests demand. At the heart of this vision lies recognition of the human factor as the Navy's most valuable weapon system. Key priorities include:

- Comprehensive care for personnel, with emphasis on training, education, and fairness.
- Recognition of warship crews through proportional career and financial rewards.
- Maximizing fleet availability and operational readiness.

- Enhancing fleet capability via advanced operational training.
- Rationalizing peacetime missions to balance readiness, commitments, and resource management.
- Modernizing operational design to reflect current and future threats.
- Delivering and integrating new naval units and air assets on time.
- Optimizing armament programs with cutting-edge technologies.
- Replacing older strike units with modern vessels, ideally through domestic co-production.
- Promoting joint operations and inter-branch cooperation.
- Extending assistance to Greek society wherever needed.

Rooted in a long naval tradition, the Hellenic Navy continues to adapt and modernize, ensuring that it remains a credible guarantor of stability in the Aegean and Eastern Mediterranean. By prioritizing modernization, situational awareness, and the human factor, the Navy positions itself not only as a defender of Greek sovereignty but also as a key contributor to regional and European security.

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Plan for the Fleet 2025: The Chief of the Hellenic Navy, Vice Admiral Dimitrios-Eleftherios Kataras HN, Outlines the Future of the Navy

In a message titled "Plan for the Fleet 2025" posted on the Hellenic Navy's (HN) website, the Chief of the Hellenic Navy General Staff, Vice Admiral Dimitrios-Eleftherios Kataras HN, outlines the main directions for the present and future of the Navy. He addresses the personnel, the equipment, and emphasizes that the ultimate goal is to have a strong and modern Navy capable of projecting power and deterrence in regions of geopolitical interest to Greece, safeguarding its sovereign rights, and defending the nation's national interests.

The Full Message from the Chief of the Hellenic Navy General Staff:

On January 19, 2024, at the Freedom Square of the Hellenic Naval Academy, upon taking up my duties, I initiated the "Plan for the Fleet," announced "Set sail," and urged you to "follow the course of the first voyage."

Where are we now?

In every long voyage, as sailors, we must chart an accurate course to maintain situational awareness and ensure that we are staying on track. This becomes even more crucial when sailing in "constrained waters" and/or "under adverse conditions."

The modern, unstable regional environment, characterized by fragile balances in the nearby geopolitical space, combined with the particularities of the "vessel" and the challenges faced by the "crew," results in the continuous change of voyage conditions. Accordingly, it is vital to frequently take command of the "Ship's Management Team."

This current "Plan for the Fleet" provides my directives to the Hellenic Navy personnel, the navigation guidelines, the targeted choices of the "waypoints," and the appropriate setting of the "engine speed," aiming for the correct course that will bring us safely, effectively, and in time to our final destination, the "Harbor of Arrival."

Where do we want to go?

The final destination is the Harbor of Arrival: a strong and modern Hellenic Navy, capable of projecting reliable naval power and deterrence in regions of geopolitical interest to Greece, safeguarding its sovereign rights and defending the national interests of our country, aligned with the objectives of the National Defense Policy (NDP) and the National Military Strategy (NMS).

The "Plan for the Fleet" is based on my vision, as communicated on February 8, 2024, and serves the priorities that have been identified. Specifically, the plan is based on 9 waypoints, which belong to three main sections of the voyage.



Section 1: Power & Impact

Missions & Operations:

The broad range of modern security challenges, regional instability, and fragile geopolitical balances raise concerns and prevent complacency. Therefore, there is a strong necessity to highlight Greece's role as a pillar of stability, a provider rather than a consumer of security in the Eastern Mediterranean region.

A priority is to promote the Hellenic Navy as a factor of naval power and deterrence, enabling the enhancement of Greece's footprint in regions of national interest. The Hellenic Navy must continue honoring its commitments and fulfilling its obligations to the UN, NATO, and the EU by actively participating in initiatives that promote peace and security, in coordination with friends and allies.

Mission & Operations Rationalization:

The modernization of the Navy's Force Structure and the integration of innovative products, while considering both fiscal constraints and human resource shortages, demand a rationalization of the current missions of the Hellenic Navy.

We must balance resources appropriately between availability, readiness, capability development, operational commitments, and the projection of naval power. Specifically, it requires updating the organization and functioning, re-defining processes, revising operational planning, and promoting jointness as the key to success in modern operational theaters.

Active Military Diplomacy:

The Hellenic Navy must take a key role in advancing security initiatives and promoting multilateral defense cooperation (e.g., MEDUSA, HERKULES, EUROMED). We aim to act as a "communication channel" between countries in the Eastern Mediterranean and the broader Gulf region, such as Cyprus, Egypt, Israel, UAE, Saudi Arabia, and India. The Navy will honor its commitments to the UN, NATO, and the EU, while also seeking every opportunity to strengthen bilateral cooperation with the U.S. and French Navies, fostering interoperability and contributing to the enhancement of Greece's strategic relations with these nations.

Section 2: Transformation & Force Structure

Modernization of Force Structure & Fleet Renewal:

The modern security environment, coupled with technological advancements, underscores the need for transformation and the necessity of modernizing the force structure. The goal is to renew the Hellenic Navy's units with an appropriate quantitative configuration that will ensure operational capability while focusing on the qualitative enhancement of the Fleet. Simultaneously, maintaining the appropriate number of high-quality units will allow for both the conservation of financial resources and the more efficient use of human resources.

Equipment Programs & Exploitation of Domestic Industry:

Updating and implementing targeted procurement programs that align with the Navy's new structure, such as the Belharra frigates program, Romeo helicopters, ISLAND and PROTECTOR-type patrol vessels, new submarine programs, and the upgrading of MEKO frigates, submarines, and torpedo boats. These programs will contribute to the operational value of the Hellenic Navy while also rejuvenating the domestic defense industry. The Hellenic Navy cannot simply be a consumer of weapon systems; it is essential to link its needs with the development of the Greek defense industry (a key example: the KENTAUIROS anti-drone system by EAV).

Innovation/Transformation:

The security challenges, in combination with technological developments, create a strong rationale for adopting innovative options and cutting-edge technologies. We must embrace principles of transformation and demonstrate innovation in implementing institutional changes, in harmony with the Ministry of National Defense's 2030 Agenda. In this regard, we support the Hellenic Defence Industry Research and Development Center (ELKAK) to promote innovative products for the Armed Forces, while fostering collaboration with the U.S. Navy's Naval Innovation Center (NIC) for exploring synergies in defense technology.

Section 3: Personnel & Society

To continue leveraging the human factor as an invaluable force multiplier and the most important weapon system, we must train, support, and inspire our personnel. Ships and services are nothing more than "lifeless vessels" unless they are manned by our people. Furthermore, recognizing that the military profession is not particularly appealing to the younger generation today, we have a responsibility to reverse this trend and make it more attractive. We must "listen aggressively," empathize with their concerns about work-life balance, and attentively consider their reservations.

Training & Career Pathways:

We will adapt training systems and human resource mechanisms to meet the evolving trends and desires for flexibility and mobility, implementing innovative reforms aimed at modernizing the training of both permanent personnel and sailors, as well as upgrading infrastructure and organizing Military Schools. We will implement the CAREER PATH program, with multiple career flows and developmental paths that will allow us to utilize and meet the broad range of skills and expectations of the younger generation, while cultivating a spirit of ethics, justice, and meritocracy.

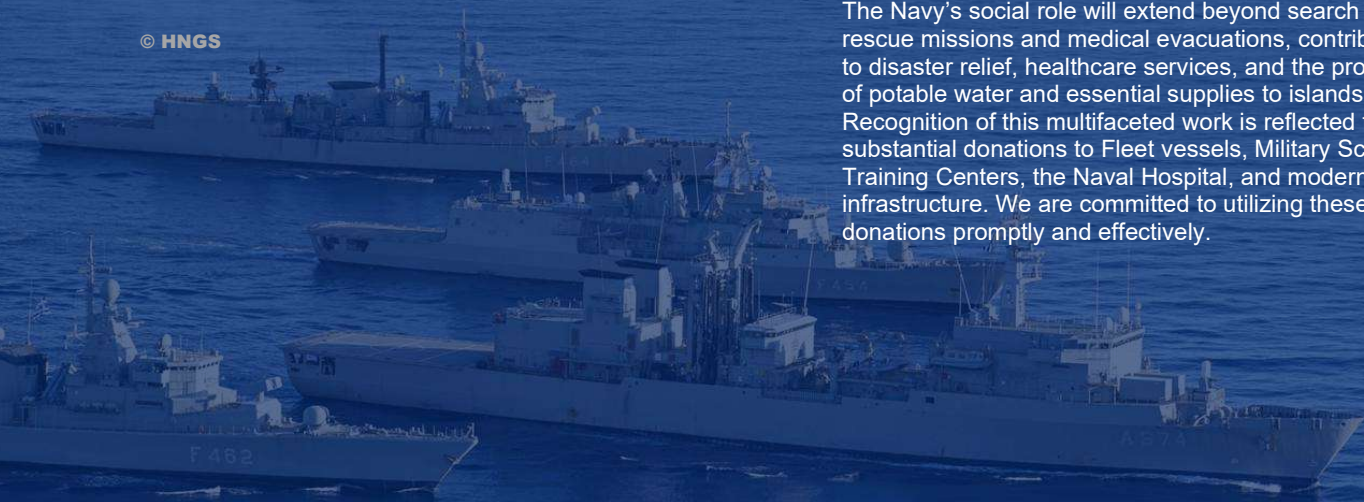
Support & Benefits:

We firmly believe that our crews will perform and succeed when they are confident that their loved ones are safe, their quality of life is ensured, and their needs are addressed. Hence, following the establishment of the new Fleet bonus and the increase in the remuneration of Naval Academy students and military cadets, we consider it our duty to review conventional salary packages. Our focus is on enhancing indirect benefits and expanding military personnel compensation into a broader array of privileges and support measures for military families, including improved healthcare benefits, increased housing programs, vacation opportunities, and access to additional goods and services.

Social Work & Use of Donations:

The nature of modern challenges within the country has necessitated that the Armed Forces redefine their social role. The Hellenic Navy is proud of the relationship it has developed with the Greek people. The Navy's social role will extend beyond search and rescue missions and medical evacuations, contributing to disaster relief, healthcare services, and the provision of potable water and essential supplies to islands. Recognition of this multifaceted work is reflected through substantial donations to Fleet vessels, Military Schools, Training Centers, the Naval Hospital, and modern Naval infrastructure. We are committed to utilizing these donations promptly and effectively.

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Hellenic Navy Modernization

The Hellenic Navy (HN) is a mid-sized naval force currently operating 13 frigates, 41 patrol and coastal combatants, 10 diesel-electric submarines, three mine countermeasures vessels, and a variety of additional vessels, including landing craft and logistics/support ships. However, the Navy's main surface fleet will require significant renewal over the next decade. As such, Greek naval procurement is focused on modernizing the HN fleet by 2032 through a combination of upgrading existing platforms and acquiring new ships, both domestically and from abroad.

The naval staff has outlined a clear modernization roadmap through 2030, which has been endorsed by Greece's political leadership. Key priorities include maintaining the operational readiness of the existing fleet, acquiring three or four FDI frigates, negotiating the purchase of two Bergamini-class frigates, modernizing the MEKO-class frigates and submarines, and selecting the next-generation underwater combat platform. The new Long-Term Defense Armament Planning is being executed through programs led by the Hellenic Navy General Staff (HNGS), including the following key projects:

Acquisition of a Fourth FDI Frigate

Greece has approved the acquisition of a fourth FDI frigate for the Hellenic Navy, to be named *HS Themistocles*, following a KYSEA meeting chaired by Prime Minister Kyriakos Mitsotakis on September 17. This advanced vessel will be the first built to the "Standard 2++" configuration, featuring enhanced electronics, longer-range weapons, drone integration, and compatibility with future ELSA cruise missiles—making it the most capable surface combatant in the fleet.

The total cost, including upgrades to the other three FDI (*Kimón*, *Nearhos*, *Formion*), is €982 million. The frigate itself will cost €810 million, with missile systems to be negotiated separately with MBDA.

Greece signed an agreement with Naval Group in September 2021 to procure three FDI frigates, with an option for a fourth. To date, two frigates have been launched—on 28 September 2023 and 19 September 2024—with the third scheduled for launch in June 2025.

The first two ships, *Kimón* and *Nearchos*, are expected to be commissioned in late 2025, while the third, *Formion*, is scheduled for early 2026. The Greek Ministry of National Defence (MND) has confirmed its intention to exercise the option for the fourth vessel, and negotiations are reportedly ongoing. During the launch ceremony of *Nearchos* in September 2024, Defence Minister Nikos Dendias announced that procedures had begun to acquire the fourth FDI frigate.

Greece Signs MoU with Italy for Bergamini-Class FREMM Frigates

On September 29, 2025, Greece and Italy signed a Memorandum of Understanding (MoU) and Declaration of Intent for the potential acquisition of 2+2 Bergamini-class FREMM frigates by the Hellenic Navy. The signing took place during the SEAFUTURE exhibition in La Spezia aboard the Italian Navy's ITS *Spartaco Schergat*, with top defense officials from both nations present, including Greek Defence Minister Nikos Dendias and Italian Defence Minister Guido Crosetto. While non-binding, the MoU initiates formal negotiations for two frigates initially, with an option for two more upon their release from Italian service.

Constellation-Class Frigates

Greece is considering participation in the U.S. Navy's Constellation-class (FFG-62) frigate program. Since 2024, Defence Minister Nikos Dendias has confirmed U.S. acceptance, in principle, of Greece's interest in co-designing and co-producing up to seven of these advanced frigates in Greek shipyards. According to Dendias, this would allow Greece to join the program from the design phase—a major milestone for the Greek Navy and its domestic shipbuilding industry. The Constellation-class is a multi-mission guided-missile frigate based on the Italian-French FREMM design, which is already in service with the French, Italian, and Egyptian navies. The U.S. Navy selected a FREMM variant in 2020 for a planned total of 20 ships. As of FY2024, six ships have been procured, with \$1.17 billion requested in FY2025 for the seventh. The vessels are being built by Fincantieri/Marinette Marine under a contract covering up to ten ships.



Modernization of MEKO Frigates

Modernization of the Hellenic Navy's four MEKO-class frigates remains a high priority. These upgrades are essential to maintaining combat readiness until the new generation of surface combatants is fully operational.

Upgrade of Super Vita-Class Missile Boats

In addition to major surface combatants, the HN is also working to upgrade its fleet of Super Vita-class missile boats to extend their operational lifespan and maintain regional deterrence capabilities.

European Patrol Corvette (EPC) Program

Another significant initiative is the potential acquisition of three new corvettes, with the possibility of a fourth. The Navy is currently defining its operational requirements based on lessons from regional conflicts and plans for at least two of the corvettes to be built in Greece. This effort is part of Greece's participation in the EU's Permanent Structured Cooperation (PESCO) project for the development of a European Patrol Corvette (EPC).

Submarine Modernization and Acquisition

The Hellenic Navy also prioritizes strengthening its submarine fleet. This includes upgrading its four Papanikolis-class submarines, based on the German Type 214 design, and the modernization of *Okeanos* (S-118), a Poseidon-class submarine based on the German Type 209. Plans are also underway to build two new submarines, with an option for two additional units, ensuring future underwater superiority in the region.



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MINISTRY OF DEFENCE

➡️ “Roadmap for the Transition of the Armed Forces to a New Era

On Tuesday, September 30, 2025, Minister of National Defence Nikos Dendias presented at the Hellenic Armed Forces Officers' Club the draft law titled *"Roadmap for the Transition of the Armed Forces to a New Era"*, following its approval by the Cabinet. Present at the event were Deputy Minister Thanasis Davakis, the Chief of the Hellenic National Defence General Staff General Dimitrios Choupis, and the Chiefs of the Navy, and Air Force, highlighting the significance of the reform. The draft law will now be released for public consultation, with the Minister emphasizing openness to dialogue and improvements.

At the core of the bill lies a comprehensive reorganization of military personnel structure, aiming for a rational “pyramid” over a transition period of 17–18 years. A new system of nine distinct ranks is introduced, correcting the current imbalance of excessive senior officers and non-commissioned officers. A modern career progression model will define official positions by rank, branch, and category, while promotions will be tied strictly to available posts. Importantly, the outdated evaluation process—where nearly 98% of personnel received perfect scores—will be replaced with a credible performance-based system.

Equally groundbreaking is the reform of the pay structure. The traditional link between rank and salary is abolished, introducing twenty pay levels and strong responsibility-based allowances.

The new system rewards leadership and accountability, offering significant increases for demanding positions such as ship crews and independent unit commanders. For the first time, leadership allowances are also introduced for senior NCOs. This first phase of raises is funded internally through structural savings, with additional adjustments expected in later phases.

In the field of academic education, a new *Directorate of Academic Education* will coordinate all military academies, ensuring consistent standards, reduced bureaucracy, and closer alignment with national higher education. Programs will offer clearly defined scientific pathways, five-year engineering degrees equivalent to polytechnic universities, and dedicated research funds. The NCO academies will be elevated to higher-education status (level 6), staffed by academic faculty, certified by the Hellenic Authority for Higher Education, and capable of granting postgraduate degrees. Clear promotion pathways from NCO to officer rank will also be established through entrance exams or transfers after 14 years of service.

Military service undergoes a fundamental transformation—from a “chore” to an “opportunity.” The new model includes ten weeks of basic training, four weeks of specialized instruction leading to skill certifications, and twelve weeks of operational training in high-readiness units. Total service remains 12 months, but a reduced 9-month term applies for those serving in Evros, the Eastern Aegean islands, Cyprus (ELDYK), Special Forces, the Presidential Guard, and early enlistees. Monthly allowances are raised to €100 for border regions and €50 for mainland service, alongside a new, strictly monitored catering and nutrition system.





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IANUS is committed to delivering secure, mission-driven digital capabilities that align with Europe's strategic autonomy goals. Its platforms are:

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The reserve system will also be modernized. A corps of 150,000 active reservists will be formed, initially on a voluntary basis, trained in new technologies such as FPV drones and anti-drone systems. Two Reserve Commando Battalions will be established in Rentina and Aspropyrgos, while the upper age limit for reservists will rise to 60. Regulations on deferments and service buyouts will be tightened (buyout age raised to 40, fee to €1,500 per month), with transitional provisions for those currently exempt.

Finally, starting in 2026, the Armed Forces will introduce voluntary military service for women: 200 volunteers aged 20–26 will serve a 12-month term with benefits including healthcare access, service recognition, and public-sector recruitment points.

Complementary welfare measures—such as a ten-year housing program, childcare centers, improved military resorts, and upgraded canteens—round out a reform designed to elevate both the capabilities and the quality of life within the Hellenic Armed Forces.

“We are turning a new page,” Minister Dendias concluded, “and we invite constructive participation from all stakeholders before the bill is debated in Parliament.”

HELLENIC ARMED FORCES ARMAMENT PROGRAMS

HELLENIC ARMY

Israel Equips Greek Apache Helicopters



© Hellenic Army

The Hellenic Army’s Aviation AH-64 Apache attack helicopters are being upgraded with systems and weapons from two Israeli defense companies — Elbit Systems and Rafael Advanced Defense Systems. The modernization program, worth \$34 million, covers a total of 19 AH-64 Apache helicopters.

As part of the deal, Elbit Systems will supply advanced systems such as the Modernized Target Acquisition Designation Sight / Pilot Night Vision Sensor System (MTADS/PNVS) and the Integrated Helmet and Display Sighting System (IHADSS) for the helicopters. In addition, the Apaches will be equipped with Spike NLOS (Non-Line-

of-Sight) anti-tank missiles manufactured by Rafael, featuring fire-and-forget capability. This upgrade will significantly enhance the helicopters’ target acquisition and night-vision capabilities, as well as their combat effectiveness through the integration of modern precision-guided munitions.

HELLENIC NAVY

Greece to start discussing acquisition of new submarines

As a part of Greece’s broader 25-billion-euro defense modernization plan for the next decade, Hellenic MOD will soon begin talks on acquiring next-generation submarines to replace the Hellenic Navy’s aging fleet, Defense Minister Nikos Dendias announced on July 1st, 2025, during a fleet inspection in Piraeus attended by President Konstantinos Tasoulas.

“We are starting discussions on the acquisition of new submarines, over the course of a decade — submarines are not produced quickly,” Dendias stated, emphasizing that the program will proceed within existing fiscal limits and with full transparency toward taxpayers.

HELLENIC AIR FORCE

Delivery of the 42nd upgraded F-16V to the Hellenic Air Force



© HAI

Lockheed Martin, in partnership with Hellenic Aerospace Industry (HAI), has delivered the 42nd upgraded F-16V to the Hellenic Air Force (HAF), marking the halfway point in Greece’s fleet modernization program. Program deliveries have accelerated since 2023 through the combined efforts of HAI, the HAF, the U.S. government and Lockheed Martin.

The Viper upgrade equips Greece’s F-16s with the APG-83 AESA radar, enhanced mission systems, safety improvements and a modernized cockpit. The work of modernization takes place in-country, supported by Lockheed Martin teams. Greece’s F-16 upgrade program includes 84 aircraft.

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EODH is a Defense and Security Company based in Greece, providing Innovative Protective Technologies and Products including Upgrade Packages, Protected Mobility and a full range of Survivability Solutions for high-end Platforms like the Leopard 2A7/2A8 MBTs, Boxer 8X8 IFV and LYNX KF-41 AIFV.

With 25 years of successful track record, EODH has established a world-proven ability to deliver against the most complex defense and security challenges. Creative Engineering and Market Expertise ensures that we provide future focused solutions and capabilities to counter modern threats (ASPIS is a vivid example).

- Microstructures and Custom Made Geometries • Modular multilayered composites, Smart and Stealth Armor • Hybrid methods of Integration and Survivability Solutions (Active, Passive, Reactive) • Design, Simulations, Testing, Prototyping, Tailored Made Protection Solutions, Industrialization, Mass Production

EODH's steady and significant growth is based on continuous investment in human skilled personnel, scientific research together with implementation of a 10 years investment plan respecting ESG Rules procuring new machines and production facilities doubling EODH's capacity hence categorized, rightly the company as one of the Diamonds of Greek Economy for two consecutive years 2023 / 2024.

HOPLITE HIGH MOBILITY TACTICAL VEHICLE

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DYNAMICS

EODH SA has founded the EODH DYNAMICS, a new 100% subsidiary Company, with a unique portfolio in the Land Defence Industry that covers a wide range of activities, from the Research and Development level, to the Prototype Manufacturing, and finally to the large-scale Industrial Production of all types of Combat and Support Equipment & Systems in the Land Defence Sector.

Building on EODH' long term successful track record and strength within the European Defence ECO System, EODH DYNAMICS will be capable to Design, Develop and Manufacture Land Vehicles and Systems, and provide FOS, Mid-Life Upgrade and Modernization of Land Defence systems of the Greek and Allied Armed Forces.

The new Company also through Synergies, existing Partnerships, Strategic Cooperation Agreements and Running Framework Contracts including by forging all the necessary Alliances with Key Players in the field of Land Defence Industry on Local, European and International Level, will play an important role "in the needed capacity" of the New European Defence Environment.

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HIGH TECH DEFENCE SOLUTIONS FOR TOMORROW

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HELLENIC DEFENCE INDUSTRY

➔ Spirit Aeronautical Systems



© Sigmund Naval & Marine- TriRaptor

At the DSEI 2025 exhibition in London, Greek unmanned systems leader Spirit Aeronautical Systems S.A. (SAS Technology) and UK naval design firm Sigmund Naval & Marine Ltd signed an exclusive Memorandum of Understanding to jointly develop Unmanned Surface Vehicles (USVs) for Greece and Cyprus. The partnership represents a strategic advancement in maritime security and industrial cooperation in the Eastern Mediterranean.

The collaboration focuses on the co-design, production, and deployment of next-generation USVs for a range of missions, including defense, coastal surveillance, ISR (Intelligence, Surveillance, Reconnaissance), mine countermeasures, search and rescue, and environmental monitoring. Local production in Greece is expected to strengthen the domestic defense industry and promote technological sovereignty.

Central to the partnership is the TriRaptor 15m USV—a high-speed, modular unmanned vessel with a stealth profile, 70-knot top speed, and 720-nautical-mile endurance. Designed for missions including anti-submarine warfare and logistics support, the TriRaptor is poised to enhance maritime operational capabilities and secure strategic energy corridors in the region.

SAS CEO Mike Spiridakos highlighted the agreement as a step forward in regional resilience and automation. Sigmund CEO Peter Symonds de Montfort emphasized the blend of design innovation and R&D strength in creating a new standard for naval unmanned systems in the East Mediterranean.

➔ THEON SENSORS

On September 24, 2025, Theon International Plc (THEON) and Andres Industries AG signed a major new contract with OCCAR for the delivery of THEON's next-generation thermal clip-on, the IRIS-C, to Germany and Belgium. The initial order is valued at approximately €50 million, with a further €150 million option, primarily covering deliveries in 2026–2027. ANDRES will provide product maintenance under the contract.

The IRIS-C, designed as a high-performance thermal add-on for night vision goggles (NVGs), offers fused imaging, digital functionality, and broad compatibility. It is gaining

traction globally and is expected to become a reference product for upgrading tens of thousands of NVGs already in service. This award strengthens THEON's mid-term revenue outlook and supports its strategic shift toward thermal and digital products, expected to contribute 20% of total revenues by

2026, up from under 10% in 2025. THEON aims to diversify beyond Night Vision and reach 50% of revenues from new segments in the mid-term.



The contract also marks a key milestone in THEON's industrial expansion in Belgium, leveraging EU and NATO proximity. It follows the earlier IdZ (German Future Soldier) award and underscores THEON's leadership in innovation and its growing role in European defense.



© THEON

Theon also launched its new NYX-BiNOD night vision binocular at the DSEI London 2025 exhibition). Specifically engineered to meet the demanding specifications of the U.S. Army, the NYX-BiNOD is production-ready and tailored for the U.S. market. It builds on the combat-proven NYX family, already trusted by the U.S. Marine Corps and NATO allies, providing a mature, de-risked solution ahead of competitors.

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Key features include compliance with full U.S. Army BiNOD specifications, enhanced stereoscopic vision for improved depth perception, high-performance White Phosphor image intensifiers, and a rugged, lightweight, ergonomic design that supports both binocular and monocular configurations.

HOMELAND SECURITY

HELLENIC FIRE SERVICE

“Greece–Bulgaria 2021–2027” Cross-Border Cooperation Program

Hellenic Fire Service announced an open international electronic tender for the procurement and purchase of the physical items under the Interreg “Greece–Bulgaria 2021–2027” Cross-Border Cooperation Program, for the needs of the General Secretariat for Civil Protection / Hellenic Fire Service, as specified in *Annex A* and described in *Annex D*, which constitute integral parts of this Call for Tender.

The total estimated value amounts to two million one hundred fifty-four thousand four hundred seventy-nine euros and fifty-one cents (€2,154,479.51) excluding VAT, and two million six hundred seventy-one thousand five hundred fifty-four euros and sixty cents (€2,671,554.60) including VAT (24%).

The tender consists of the following parts:

- Part 1: Vehicle for management, coordination & material transport (van type)
- Part 2: High-capacity diesel trailer-mounted pumps (10,000 lt/min)
- Part 3: Portable gasoline-powered pumps with accessories
- Part 4: Portable electric pumps with accessories
- Part 5: Power generators
- Part 6: Personal Protective Equipment for flood incidents (waterproof reflective jackets and waterproof chest waders)
- Part 7: Inflatable sea rescue boat
- Part 8: Telescopic lighting hook mast
- Part 9: Telescopic carbon-fiber rescue pole for swift-water rescue
- Part 10: Portable lighting equipment
- Part 11: Floating stretchers with accessories
- Part 12: Clothing and equipment for swift-water operations
- Part 13: Pneumatic tents (30 m²)
- Part 14: Heating and cooling systems for tents
- Part 15: Portable decontamination shower units for modules
- Part 16: Satellite communication system
-

This tender aims to enhance the operational capacity and cross-border response capabilities of the Hellenic Fire Service in managing flood and natural disaster emergencies

within the framework of the Interreg Greece–Bulgaria cooperation initiative.

Invitation for Submission of Binding Offers for 7 high-speed patrol vessels over 17.5 meters

The Ministry of Maritime Affairs and Insular Policy, through the Directorate of Procurement and Warehouse Supervision, announced the commencement of Stage B.II of Phase II of the Competitive Dialogue procedure under Tender No. 15/2022, concerning the procurement of seven (7) high-speed patrol vessels over 17.5 meters, with an option for up to seven (7) additional identical new vessels.

The total estimated contract value, including the exercise of options, amounts to €47,600,000.00 (VAT exempt), including deductions and options. The contract will be awarded based on the most economically advantageous offer, determined by the best price–quality ratio. The project is co-financed by the European Union under the “*Fisheries, Aquaculture and the Sea 2021–2027*” Program and national resources (Public Investment Development Program, Project Code 2025ΣΕ98670004 / MIS 6011319).

The tender will be conducted electronically via the National Electronic Public Procurement System (www.promitheus.gov.gr), System ID 171307-2.

- Submission opens: 6 September 2025, 09:00
- Deadline: 17 October 2025, 15:00
- Opening of offers: 23 October 2025, 11:00

ACTIVITIES OF FOREIGN INDUSTRIES RELATED TO THE HELLENIC ARMED FORCES ARMAMENTS PROGRAMS

HANWHA

On 1 October 2025, a meeting was held at the Hellenic Navy General Staff with representatives of the Korean company HANWHA. During the meeting, HANWHA presented its shipbuilding proposals in the fields of surface vessels, submarines, and unmanned systems, with particular emphasis on the ability to meet modern operational requirements. The meeting concluded with an exchange of views among the participants.

NATO

Statement by the North Atlantic Council on Recent Airspace Violations by Russia

On 23 September 2025, The North Atlantic Council met at the request of Estonia, under Article 4 of the Washington Treaty, to consult and condemn Russia's dangerous violation of Estonian airspace on 19 September. According to a briefing by the Supreme Allied Commander Europe



UNMANNED REVOLUTION

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(SACEUR), three armed Russian MiG-31 fighter jets entered Estonian airspace for more than ten minutes before being intercepted and escorted out by NATO aircraft.

This incident forms part of a growing pattern of irresponsible Russian behavior. It follows a large-scale airspace violation over Poland by Russian drones on 10 September and similar incidents involving Finland, Latvia, Lithuania, Norway, and Romania. NATO expressed full solidarity with all Allies affected by such incursions. The Council stated that Russia bears full responsibility for these escalatory actions, which risk miscalculation and threaten civilian safety. NATO reaffirmed that its response would remain firm and coordinated.

Following these events, NATO launched Exercise Eastern Sentry on 12 September to reinforce its defence posture along the Eastern flank and enhance air defence capabilities. NATO reiterated that it would employ all necessary measures, in full compliance with international law, to defend its members and deter aggression. The Alliance emphasized that its commitment to Article 5 is ironclad.

Allies will not be intimidated by such acts and remain steadfast in supporting Ukraine's inherent right to self-defence against Russia's ongoing unprovoked war of aggression.

ESDP

➔ 2025 PESCO Progress Report



© EDA

The 2025 PESCO Progress Report highlights the EU's growing defence ambitions, with 74 ongoing projects advancing in areas such as unmanned systems, missile defence, cyber capabilities, and military mobility. Of these, 66 projects are active, nearly half in the execution phase, aiming to close capability gaps and strengthen the European Defence Technological and Industrial Base (EDTIB).

Key milestones include the Cyber and Information Domain Coordination Centre (CIDCC) reaching initial operational capability, the Common Hub for Governmental Imagery (CoHGI) moving toward a unified imagery-sharing system, and the Network of Logistic Hubs (NetLogHubs) enhancing cross-border military transport. In air and missile defence,

the IMLAMD and TWISTER projects are developing layered defence concepts, while EU BLOS and FSRM align missile systems to share European requirements.

Artillery and drone warfare also receive emphasis, with the CoBaS, Eurodrone, NGSr, C-UAS, and Directed Energy Systems (DES) projects shaping future battlefield dominance. Maritime initiatives like HARMSPRO and ATT focus on seabed security and anti-torpedo capabilities. Looking ahead to 2026–2030, PESCO faces challenges from uneven national commitments but remains the EU's central framework for cooperative capability development, bridging ambition and operational readiness across Europe's defence landscape.

ALBANIA

➔ Defence Minister Pirro Vengu officially assumes office



© Albanian MOD

Following the swearing-in ceremony at the Presidency and the presentation of the presidential decree, Defence Minister Pirro Vengu has officially taken office.

Minister Vengu described this new role as a historic mandate of trust from the Albanian people, reaffirming his commitment to the mission led by Prime Minister Edi Rama to guarantee Albania's sovereignty, security, and European integration. As key priorities, Minister Vengu highlighted the strengthening of the Armed Forces' capacities, the development of the Defence Industry, and the enhancement of Civil Defence. Mr. Vengu has been leading the Ministry of Defense since July 2024.

Albanian Defence Minister Pirro Vengu participated in the Central Europe and Western Balkans Defence Ministers' Meeting (CEDC+WB) held in Bratislava, Slovakia. The 2025 conference, under the Slovak presidency, focused on defence industry, modernization, and armament. Minister Vengu emphasized Albania's role as a reliable provider of regional stability, citing over 500 Albanian troops in NATO and EU missions and growing investments in artillery, drones, armored vehicles, and munitions. He linked these efforts with key infrastructure projects such as Corridor VIII and Porto Romano, stressing defence as a driver of economic growth and resilience. The meeting brought

GSOFF Symposium Europe

7 – 9 October 2025 in Athens, Greece

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GSOFF Symposium Europe is a conference and exhibition which brings international SOF stakeholders together to network, explore topical developments, and do business. The 9th iteration of GSOFF Symposium Europe will be held on 7 – 9 OCT 2025 in Athens, Greece!

The event serves as a premier platform for showcasing evolving solutions, monitoring sector activities, and evaluating emerging trends in the special operations forces. It also provides opportunities to network within the global community and shape future capabilities and partnerships through technology discovery.

Greece's Defence & Security Landscape

This summary is based on a research brief developed by FiscalNote, offering an overview of Greece's security and defence relations, its alliance with the United States, and the role of the Hellenic Armed Forces. The full research brief can be found below.

Key Highlights:

- Greece is a strategic NATO ally of the U.S., with relations strengthened by recent updates to the Mutual Defence Cooperation Agreement (MDCA) in 2019 and 2021.
- The U.S.-Greece partnership centers on joint military exercises, access to critical infrastructure, and regional stability in the Eastern Mediterranean.
- Greece's geostrategic location supports swift U.S. deployments and aircraft carrier access, enhancing American influence in the region.
- Trilateral and multilateral cooperation with countries like Cyprus, Israel, Egypt, and Jordan reinforces Greece's regional security role.
- Greece is modernizing its military through procurement and tech transfer deals with the U.S., France, and Israel, and has consolidated its special operations under a new Special Warfare Command.

Hellenic Special Forces

Hellenic Special Forces refers to the special operation units of the Hellenic Armed Forces, which include the elite Zeta Amphibious Commando Squadron (Hellenic Army), the 31st Combat Search and Rescue Squadron (Hellenic Air Force), and the Underwater Demolition Command (Hellenic Navy). These special forces are supported by a wider command structure, the 13th Special Operations Command, and are known for their rigorous, multi-phase training and specialized equipment to handle various missions from rescue to sabotage.

Army Special Forces

- Zeta Amphibious Commando Squadron (Z' MAK): Special Forces unit located in Nea Peramos.
- Special Paratroopers Unit (ETA): Also located in Nea Peramos, a specialized unit focusing on airborne operations.
- Alpha, Gamma, Eta, Theta, and Iota Amphibious Commando Squadrons: Located on the islands of Rhodes, Chios, Lesbos, Samos, and Kos, respectively, providing regional special operations capabilities.

Air Force Special Forces

- 31st Combat Search and Rescue Squadron (31 ΜΕΕΔ): A Tier 1 unit responsible for combat search and rescue, airbase protection, and other high-risk support missions.
- Air Special Operations Unit (MAEE): A specialized air operations unit stationed at Pachi Airfield.

Navy Special Forces

The main unit of the Hellenic Navy's Special Forces is the Underwater Demolition Command (MYK), which conducts naval special operations, underwater reconnaissance, mine hunting, and explosive ordnance disposal.



together defence ministers from Central Europe and the Western Balkans.

REPUBLIC OF NORTH MACEDONIA

➡ Army's New 29 JLTV Armoured Vehicles Presented Before State and Military Leadership



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The Macedonian Army has recently unveiled 29 new Joint Light Tactical Vehicles (JLTVs) at the "Jane Sandanski" barracks in Shtip, in the presence of Prime Minister Hristijan Mickoski, Defence Minister Vlado Misajlovski, Chief of the General Staff Major General Sashko Lafchiski, and U.S. Ambassador Angela Aggeler. With this delivery, the Army's JLTV fleet now totals 67 vehicles, marking a significant step in its modernization.

Prime Minister Mickoski highlighted that national security and stability remain his top priorities, essential for the country's progress. "We are continuing the process of equipping and strengthening the Macedonian Army, ensuring peace and a safer future for our citizens," he said, stressing that modernization efforts would not stop here.

Minister Misajlovski noted that the new JLTVs, acquired through a Government-to-Government agreement with the United States, almost double the Army's light armoured vehicle capacity. The vehicles are assigned to the Light Infantry Battalion Group, a declared NATO unit ready for deployment and international missions. He also announced seven new contracts signed with the U.S. for the procurement of Special Forces equipment, UAV systems, cyber protection tools, light infantry weapons, personal protective gear, and Joint Fire Control Kits.

Ambassador Aggeler underscored that the JLTVs symbolize the United States' enduring partnership with North Macedonia and its commitment to strengthening the country's defence capabilities. "These vehicles are a strong and powerful symbol of your progress toward a modernized, capable military, ready to meet the demands of today's complex security environment," she stated.

The acquisition forms part of a broader U.S.–North Macedonia cooperation effort aimed at enhancing interoperability within NATO and building the foundations for a modern, mobile, and resilient defence force.

ROMANIA

➡ New opportunities for the national defence industry to partner with international companies

As part of the Warsaw Security Forum, Minister of National Defence, Liviu-Ionuț Moșteanu, had a series of meetings with representatives of international defence industry companies, namely AIRBUS, MBDA, Raytheon and Shield AI.

The talks agenda focused on industrial cooperation, with an emphasis on the procurement programs aimed at modernizing and equipping the Romanian Armed Forces with state-of-the-art weaponry and equipment.

Minister Moșteanu appreciated the already existing level of collaboration within the ongoing programs and emphasized the broad dimension of the modernization process the Romanian military is engaged in.

At the same time, he expressed his confidence that new cooperation opportunities with the Romanian industry will emerge, through which foreign companies will actively participate in the armed forces' modernization and transformation process.

"These meetings confirm our determination to accelerate the modernization of defence capabilities and to build a national industry compatible with the highest allied standards.

Through cooperation with leading technological partners, we ensure that the Romanian military personnel benefits from state-of-the-art equipment, adapted to the current security realities," the Minister of Defence stated.

In the talks with MBDA, the officials focused on capitalizing on the SAFE financial instrument and on identifying concrete ways to involve the national defence industry into the future procurement programs.

The dialogue with Raytheon focused on continued cooperation in the field of air and coastal defence, addressing the future implementation stages of the procurement programs, especially of the PATRIOT systems and NSM anti-ship missiles.

As for AIRBUS, the discussions focused on both the use of the SAFE mechanism for supporting joint projects and the development of innovative industrial cooperation solutions, while with Shield AI the officials agreed to continue exploring opportunities of industrial cooperation, particularly the software parts.

By highlighting our country's strategic position in the region, Minister of National Defence pointed out the growing interest in the procurement programs and encouraged the companies' participation in the acquisition procedures to be initiated. The minister has also emphasized that the defence budget already exceeds the 20% threshold for major acquisitions, a level that will be maintained in the coming years, providing stability and continuity to the modernization process.



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Prime Minister Mitsotakis: New Patrol Boats Mark a Stronger, Safer Future for Greece's Maritime Borders



In a significant move to bolster Greece's maritime defense and humanitarian efforts, Prime Minister Kyriakos Mitsotakis addressed an official ceremony on September 2, 2025, marking the reception and integration of five high-speed patrol boats into the Hellenic Coast Guard fleet. Speaking alongside key government officials, naval leadership, and local authorities, Mitsotakis underscored the strategic and symbolic importance of the new vessels.

"These state-of-the-art patrol boats represent much more than an upgrade in maritime infrastructure," Mitsotakis said. "They reflect our ongoing commitment to extending the rule of law across Greek waters and to defending our nation's borders while upholding our humanitarian responsibilities."

Addressing criticism aimed at the Coast Guard, Mitsotakis took a firm stance in support of those serving on the front lines. "Let us shut our ears to the irresponsible voices who, from the comfort of their living rooms, slander those who brave the sea in service to their country," he said. "Your actions, your presence, speak louder than any accusation. You protect not just Greece's coasts, but also the external borders of Europe."

The Prime Minister highlighted measurable progress in managing migration flows. Between January and August 2025, total illegal arrivals dropped by 7.2% compared to the same period in 2024, with some Eastern Aegean islands experiencing reductions of over 42%. While initial surges were observed from Libya, a temporary suspension of asylum procedures helped reverse the trend. Mitsotakis noted that in August, Crete saw as many arrivals in a month as it did in a single day during July—a dramatic shift credited to enhanced surveillance and deterrence capabilities.

The procurement of these new vessels follows specifications tailored by Greek experts to address the unique geographical and operational challenges of the Aegean. Mitsotakis expressed hope that future defense programs will include increased participation from Greek shipyards, which have been revitalized under recent government initiatives. "These vessels are not only built for the Greek seas—they are built by Greek minds and hands. We encourage our domestic shipbuilding industry to participate fully in upcoming competitive tenders," he said.

In closing, the Prime Minister extended a heartfelt message to the crews who will man the new boats. "You deserve the best tools for your tireless service. The state stands firmly by your side—not just with words, but with action and investment. May these vessels serve safely and may their crews always return home unharmed."

The new vessels are designed with both defense and humanitarian missions in mind. Equipped with ballistic protection, remote-controlled weaponry, and advanced medical and rescue capabilities, they offer a dual-function approach to maritime security. Mitsotakis emphasized this as central to Greece's comprehensive migration strategy, which balances the protection of national sovereignty with respect for human dignity.



Main topics

- Aerial Firefighting
- Firefighting aircrafts and helicopters
- Wildland Fire Management
- Management and command of fire operations in urban buildings
- Firefighting simulation & Training
- Liquid fire extinguisher and Firefighting foams
- Early Warning Firefighting System
- UAV to improve situational awareness in Fire Fighting
- Firefighting drones
- Firefighting Vehicles
- Off-road forest firefighting vehicles
- Self-Contained Breathing Apparatus
- Firefighter Protective Clothing
- Torch that stretches light across dark, hazardous environments
- Fire Fighting Vessels

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Greek Defence News

Greece Signs MoU with Italy for Bergamini-class FREMM Frigates

Greece and Italy have taken a significant step toward enhancing their defence cooperation with the signing of a Memorandum of Understanding (MoU) and a Declaration of Intent concerning the potential acquisition of 2+2 FREMM-Bergamini-class frigates by the Hellenic Navy. The agreement was signed on September 29, 2025, during the opening of the SEAFUTURE exhibition in La Spezia, Italy. The ceremony took place aboard the Italian Navy's FREMM frigate ITS Spartaco Schergat (F598), with the latest ship of the class, Emilio Bianchi (F599), present nearby. Greek Minister of National Defence Nikos Dendias, accompanied by the Chief of the Hellenic Navy General Staff, Vice Admiral Dimitrios-Eleftherios Kataras, led the Greek delegation. On the Italian side, Minister of Defence Guido Crosetto and the Chief of the Italian Navy, Admiral Enrico Credendino, were present, underscoring the high-level nature of the event. The MoU does not constitute a binding procurement contract but represents the formal beginning of negotiations, allowing Greece to pursue the acquisition of two Italian FREMMs initially, with the potential for two more once released from Italian service. The move aligns closely with Greece's Agenda 2030 defence modernization framework, which seeks to rapidly close capability gaps resulting from years of austerity following the financial crisis. Greece's goal is to build the most modern and powerful navy in its history, according to statements made by Minister Dendias.

At the center of the discussions is the Bergamini-class FREMM frigate, the Italian variant of the joint Franco-Italian FREMM (Fregata Europea Multi-Missione) program. The FREMM is a 6,700-ton multi-role frigate, capable of conducting air defense, anti-submarine warfare, and land attack missions. Designed with stealth features, modular systems, and powerful sensors, the general-purpose variant under consideration by Greece is equipped with the Leonardo Kronos radar, a 16-cell Sylver A50 vertical launch system for ASTER 15/30 missiles, a 127mm OTO Melara main gun, torpedo launchers, and comprehensive electronic warfare capability. The ships are fully interoperable within NATO and are already in service with several countries, including France, Italy, Egypt, and Morocco. Greece's potential acquisition would mark its first major surface combatant purchase from Italy and only the second Italian naval platform to enter Hellenic service since the replenishment oiler Prometheus (Etna-class) in the early 2000s.

The MoU signing comes after months of behind-the-scenes technical evaluations conducted by the Hellenic Navy. Earlier this year, Greek naval officers inspected the FREMM frigate Carlo Margottini (F592) during its visit to Piraeus in March, and more recently the lead ship Carlo Bergamini. An inspection of Virginio Fasan (F591), the second-oldest ship in the class, is also expected soon. These evaluations are focused on assessing the ships' condition, maintenance requirements, and modernization potential. Greece is considering integrating its next-generation ELSA long-range missiles onto the FREMMs, creating a common armament base with the FDI HN frigates currently being built in France. Dendias emphasized that these FREMMs, while a decade old, remain in excellent condition and offer a cost-effective way to rapidly strengthen the fleet.

The potential FREMM deal is meant to complement the acquisition of four French-designed FDI HN (Kimon-class) frigates, the first of which, Kimon, began sea trials off the coast of Brittany in July 2025. If fully realized, the FREMM acquisition would bring the total number of modern frontline frigates in Greek service to eight by the early 2030s. These ships would carry between 168 and 192 ASTER 30 missiles, depending on final VLS loadouts. Alongside the planned modernization of four Hydra-class (MEKO 200HN) frigates, the Hellenic Navy would operate a formidable surface fleet capable of power projection, area air defense, and anti-submarine warfare, reinforcing Greece's deterrence posture in the Eastern Mediterranean and Aegean Sea.

For Italy, the prospective transfer offers multiple strategic benefits. It strengthens defence-industrial ties with a key EU and NATO ally, supports regional maritime security, and allows the Italian Navy to accelerate the transition to its future fleet. The FREMMs sold to Greece would be replaced by the next-generation FREMM EVO frigates, which are expected to feature enhanced sensors, automation, and missile capabilities. Italian shipbuilder Fincantieri, which led the FREMM construction program, would play a central role in both the ship transfer and any customization or upgrades requested by the Hellenic Navy. The FREMM EVO program itself is part of Italy's broader naval renewal, and the sale to Greece would help sustain domestic shipbuilding capacity during the transition period. The broader strategic context of the deal cannot be ignored. As tensions continue in the Eastern Mediterranean, both Greece and Italy are seeking to expand their naval influence, secure sea lanes, and project stability in their maritime domains. The FREMM frigates are particularly well-suited for such missions due to their operational flexibility and interoperability with allied navies. The fact that the MoU signed aboard an operational warship, during an international naval exhibition, underscores the intent of both governments to signal strength, readiness, and cohesion.

Addressing the Greek Parliament's Committee on National Defence and Foreign Affairs prior to his departure for Italy, Dendias made clear that this MoU was not just symbolic. "This is not yet a procurement decision," he said, "but a major diplomatic and operational step forward." He added, "If we succeed in finalizing this deal, it will be a tremendous success for our country. We will possess the most capable surface fleet we have ever had." The political momentum behind the initiative is strong, as is the support from the Hellenic Navy's leadership.

Looking ahead, both parties will engage in further technical and contractual negotiations to finalize the potential purchase. Issues to be addressed include maintenance support, training, armament integration, and delivery timelines. While the timeline remains fluid, officials suggest that a contract for the first two frigates could be concluded within months, with delivery starting as early as 2026.

In summary, the FREMM MoU between Greece and Italy marks a key milestone in Mediterranean naval relations. It aligns the strategic interests of two NATO allies, supports domestic defence industries, and helps Greece rapidly modernize its surface fleet. If finalized, the deal will equip the Hellenic Navy with a powerful set of warships at a time of growing regional instability and shifting maritime balances. For both nations, it represents a shared commitment to security, cooperation, and operational excellence at sea.

Technical *Data:*

Builders:	Fincantieri, Riva Trigoso
Displacement:	6.688 t
Length:	144 m
Beam:	19.0 m
Draught:	8,68 m
Main Machinery:	CODLAG, 1 General Electric LM 2500 + gas turbine, 42.912 hp (32 MW); 4 Isotta Fraschini diesel; 11.27 hp (8.4 MW); 2 motors, 5900 hp (4.4 MW); 2 shafts; cp props; 1 azimuth thruster (1 MW)
Power:	36750 KW (49282,55 HP)
Top Speed:	28 Kt
Range:	7,000 nm
Armament:	1 OTO Melara 127/64 mm VULCANO gun; OtoBreda 76/62 mm SR-DAVIDE gun; OtoBreda 25 mm guns; PAAMS missile system with Aster 15 and Aster 30 missiles; 2 Eurotorp MU-90 Torpedo launchers; 2 SH-90A / 1 SH-90A + 1 EH-101 helicopter
Complement:	167



P-3 Orion successfully completed its maiden flight

The Hellenic P-3 Orion modernization program has recently reached a significant milestone after nearly a decade of delays and technical setbacks. In early September, the first upgraded P-3B Orion aircraft successfully completed its maiden test flight, marking a long-awaited breakthrough in Greece's efforts to restore its maritime patrol and anti-submarine warfare (ASW) capabilities.

The program began in 2015, when the Greek government, under the SYRIZA-ANEL coalition, approved a \$499,843,145 contract for the Mid-Life Upgrade (MLU) of five decommissioned P-3B Orion aircraft. These aircraft had been out of service since approximately 2009 and were stored at military facilities in Tanagra and Elefsina. The modernization contract was awarded to Lockheed Martin, in cooperation with the Hellenic Aerospace Industry (HAI), which was tasked with carrying out much of the physical upgrade work in Greece.

A key goal of the project was to extend the operational life of the aircraft by at least 15 years, while enhancing Greece's intelligence, surveillance, and reconnaissance (ISR) capabilities in the Aegean and Eastern Mediterranean. However, the upgrade process faced severe technical difficulties. Integrating new digital avionics, mission systems, and communications equipment into an airframe designed with analog systems from the 1960s proved far more complex than anticipated. These analog-to-digital conversions caused numerous software conflicts, electrical system failures, and mechanical malfunctions. Combined with chronic understaffing at HAI, these issues significantly delayed progress.

Although an initial payment was made shortly after the contract was signed, and the full amount was eventually paid, none of the five aircraft had been declared fully operational by the originally scheduled deadline of 2020. This situation prompted sharp criticism from defense analysts and political opposition, who questioned the program's cost-effectiveness and feasibility. Critics argue that the funds could have been more wisely spent on newer aircraft platforms, rather than reviving aging airframes that had been grounded for over a decade.

On the other hand, program supporters defend the investment as strategically valuable. They argue that the upgraded aircraft will provide Greece with a crucial capability gap filler in maritime surveillance and ASW, especially in light of regional tensions. Furthermore, keeping much of the work in-country has contributed to the revitalization of the domestic defense sector, providing jobs and technological expertise.

Due to the delays, cost overruns, and questions surrounding the program's justification, the issue has become the subject of legal and political investigation. The Supreme Court has forwarded a case file to Parliament, which is now considering whether to lift immunity from certain political figures who were involved in approving the project through the government's Higher Council on Defense & Foreign Affairs (KYSEA). Individuals under scrutiny include former ministers and high-ranking defense officials.

Despite the challenges, the recent successful test flight of the first upgraded P-3B has renewed hopes that the remaining aircraft may soon follow. Industry leaders at both HAI and Lockheed Martin have expressed confidence that the project has overcome its most critical obstacles and will ultimately deliver operationally valuable platforms to the Hellenic Navy, ensuring long-term mission readiness.



Greece to purchase a fourth French-made frigate for its navy

In a move signaling both strategic confidence and long-term naval ambition, the Greek government has greenlit the purchase of a fourth FDI frigate for the Hellenic Navy — this one to be named HS Themistocles.

The announcement came late Wednesday evening, on the 17th September, following a high-level national security council meeting (KYSEA), chaired by Prime Minister Kyriakos Mitsotakis, with Defense Minister Nikos Dendias confirming what many in Greece's defense community had long expected: the fourth ship is a go. But this isn't just another frigate. Themistocles, named after the famed Athenian naval strategist who changed the course of history at Salamis, will carry with it some serious firepower — and a message.

While the first three FDI frigates — Kimon, Nearhos, and Formion — already represent a generational leap for the Hellenic Navy, Themistocles will arrive with upgrades baked in. It will be the first to be built to the "Standard 2++" configuration, a term that's becoming shorthand for the FDI's most advanced variant. Think longer-range weapons, advanced electronics, better integration with drones, and — most notably — next-generation cruise missiles under the European Long-Range Strike Approach (ELSA) program. These missiles are still in development, but once operational, they'll vastly expand Greece's naval strike envelope. In practical terms, that means Themistocles will be the most capable surface combatant the Hellenic Navy has ever operated.

The combined cost of acquiring Themistocles and upgrading the other three ships will come to €982 million, with payments spread out until 2030. The frigate itself will cost around €810 million, and unlike her predecessors, Themistocles' weapons suite — ASTER and EXOCET missiles — is not yet included in the deal, though negotiations with MBDA are expected to follow.

France, meanwhile, has committed to returning 25% of the investment through industrial participation, meaning around €200 million in work will flow back to Greek defense companies.

Themistocles will be delivered in December 2028, entering service in the Standard 2+ configuration and then upgraded to full 2++ by March 2030. The rest of the class will follow a similar path:

Ship	Standard 1	Standard 2++ (Final)
Kimon	Oct 2025	Sep 2029
Nearhos	Oct 2026	Apr 2029
Formion	Dec 2026	Jun 2029
Themistocles	Dec 2028	Mar 2030

Each upgrade costs about €5 million per ship, with work being performed in Greece after initial delivery from Naval Group's shipyard in Lorient, France.

The addition of a fourth frigate was always part of the original plan. When the Greek government signed contracts with Naval Group, MBDA, and Thales in March 2022, the agreement included an option for one more ship. Now, after months of quiet technical discussions and price negotiations, Greece has exercised that option.

In fact, this fourth frigate might not be the last. Earlier this year, Naval Group offered Greece a proposal to locally build three more Kimon-class frigates, leveraging Greek shipyards and defense firms. While no formal deal has been announced, the groundwork is being laid for a longer-term partnership.

The Kimon-class frigates are more than new ships. They represent a shift in how Greece approaches naval power. With top-tier sensors, advanced missiles, and NATO interoperability, they provide the Hellenic Navy with a modern backbone capable of operating in high-threat environments — from the Aegean to the Eastern Mediterranean. And with the region's security dynamics still in flux, from tensions with Turkey to instability in the Middle East, the timing is no accident. "Safeguarding our homeland is a non-negotiable priority," Prime Minister Mitsotakis said. "This acquisition strengthens our strategic depth without compromising fiscal responsibility."

As Parliament prepares to formally ratify the deal, Greece appears committed not just to acquiring hardware, but to building a modern naval force with long-term resilience.

© Naval Group



Dendias address the Hellenic Parliament on Defence Procurements and the Hellenic Armed Forces reorganization progress

Greece's Minister of National Defense, Nikos Dendias, addressed Parliament during the debate and vote on a bill amending contracts 016B/21 and 017B/21 for the procurement and in-service support of "FDI HN" frigates. His intervention revolved around three pillars:

- the strategic context and what he called an "existential threat" to Greece
- the logic and content of the amended frigate agreement
- broader policy on personnel, transparency, procurement discipline, and fiscal prudence

Dendias argued that the first question in any armament's discussion is whether a threat to the nation exists. In his view, Greece faces an "existential threat" because its borders and sovereign rights are challenged—citing long-standing disputes, "grey zones," and persistent airspace provocations. Defending sovereignty, as mandated by the Constitution and international treaties, is non-negotiable; thus, strengthening deterrence through armaments is a necessity, not a luxury. Within this framework, he noted the government has submitted a 10-year plus 10-year (20-year) defense program with clear fiscal limits and detailed lines of effort—unprecedented in the post-1974 era.

He emphasized that he did not bring a signed contract for rubber-stamping but an unsigned draft seeking authorization to sign—echoing earlier best practice—so that Parliament empowers the executive to conclude it. Negotiations, he stressed, were not conducted by political appointees but by the professional armament apparatus (the General Directorate for Defense Investments and Armaments) staffed by Armed Forces officers, following recommendations from the HNDGS. This is a deliberate shift toward institutional transparency and away from personality-driven deals, building permanent professional capability for complex state-to-state and industry negotiations. He also referenced broader "transparency measures," structural rationalizations such as merging redundant bases, and tackling the "inverted pyramid" of ranks.

Dendias contended that not exercising the option for another "Standard 2" frigate was not negligence, but a conscious decision informed by "lessons of war" drawn from Ukraine/Black Sea operations and the Nagorno-Karabakh conflict—especially the explosion in the role of drones and the consequent antidrone imperative. Ignoring these lessons to receive a ship with the original specification would, he said, be "criminal." The government therefore pursued an upgraded "Standard 2++" configuration and alignment of the first three hulls to that standard where feasible. Enhancements include stronger antidrone protection, integration into the "Achilles' Shield" architecture (the core of the "Agenda 2030"), provision for launching modern cruise missiles ("ELSA," still in R&D with Greek participation), and shifting from Sylver 30 to Sylver 70 vertical launchers to widen weapons options. He added that RAM systems (from surplus stock) will be integrated and that the existing munitions buy for the first three frigates is roughly 120% (not 100%), allowing part of the surplus to support the fourth frigate. In parallel, Greece is negotiating for Italian FREMM frigates (with Fincantieri support), onto which some of these choices (e.g., Sylver 70) would be ported.



The earlier agreement foresaw 12% Greek content, later raised to 15%; the new arrangement, Dendias said, sets 25% for the fourth ship. He cited an exchange of letters with the Naval Group CEO, which in his view underpins the binding nature and the company's intention to deliver. He argued that any national cost assessment must net out tax receipts and jobs created by the domestic share. On the advance payment, he explained it will be made this year to respect annual payment ceilings set by the General Accounting Office; deferring it would distort the profile (surplus this year, shortfall next year). He reaffirmed strict adherence to fiscal limits: as long as he is responsible, "we will not deviate from the framework."

Dendias acknowledged more resignations but linked them to low unemployment (<8%), attractive private sector pay, and the Armed Forces' relatively low wage baseline (a crisis legacy). He presented pay rises "above 12%" generally and up to 50–60% for Fleet crews—funded entirely by internal Ministry savings (~€160 million), not extra taxpayer burden. For NCOs, he outlined a deep reform of the rank system, the creation of Higher NCO Academies, institutional elevation of their role (e.g., serving as rapporteurs on NCO promotion boards), and a 19-year transition to correct the inverted pyramid (too many senior officers, too few sergeants). He insisted no one will be worse off financially under the new scheme.

Addressing two publicized resignations (Parachute School and Unconventional Warfare School commanders), he said one related to including a 34-year-old Armenian service member in a parachute program—part of pledged Greek Armenian cooperation—and the other to an officer simply reaching pension eligibility; he rejected claims of political pressure.

He raised what he called an anachronistic restriction preventing Chiefs from sitting inside the chamber even as guests, proposing the House revisit the rule so Service Chiefs can attend debates on matters directly concerning their branches.

He pointed to the Greek Defense Innovation Center (ELKAK) and its first counter drone product ("Centaur") and said drones/counter drones are embedded in the 20-year plan. Clarifying media claims, he said he never touted "overmatch" ("yperopia"); he spoke of a "different" October 28 parade so society can see gradual capability upgrades. On a high-profile hunger-strike case (a bereaved father), he expressed human solidarity but underlined it is a matter for the judiciary, not the executive.

The "Belharra Standard 2++," he argued, is "far superior" to Standard 2, containing 11 specific, technically demanding improvements—some beyond the French Navy's own requirements. The frigates are not just for the Aegean's confined waters; they are intended for wider-radius missions (EEZ policing, Eastern Mediterranean) and tight integration into the "Achilles' Shield" network for strategic deterrence (cruise missiles). He reiterated that the cost includes the R&D share of these new capabilities and that detailed technical/financial breakdowns are available to MPs in appropriate (closed) briefings.

The government's case rests on three foundations:

- an objective shift in the threat landscape and the need to update doctrine and means (especially for drones/ counter drones and power projection beyond the Aegean);
- an institutional, transparent negotiating process with a strong domestic-industry share (25%), all within strict fiscal guardrails, including timing of advances to match annual ceilings and tangible internal savings;
- a parallel, substantive investment in the human factor through pay improvements, modernized career structures, and empowerment of NCOs as the Armed Forces' "backbone." Dendias called for cross-party seriousness and consensus on national-security essentials, urging the amendment be judged not against older "easy choices" but as a deliberate, updated response to today's—and tomorrow's—requirements for deterrence and operational readiness of the Hellenic Navy.



Official Meeting between the Minister of Defence Vasilis Palmas and his Serbian Counterpart



As part of his official visit to Serbia on 23 September 2025, the Minister of Defence of the Republic of Cyprus, Mr. Vasilis Palmas, met with his Serbian counterpart, Mr. Bratislav Gašić. During the meeting, the excellent relations between Cyprus and Serbia were reaffirmed, along with the historical ties between the two peoples and the mutual respect and trust that characterize the bilateral cooperation in the fields of defence and security.

The two Ministers exchanged views on further strengthening military and technical cooperation, including issues related to defence, security, and armaments. They confirmed the shared intention of both countries to deepen cooperation and explore new opportunities within the framework of their bilateral mechanism. The discussion also included Serbia–European Union relations, with Cyprus reiterating its support for Serbia's European path, especially in view of the upcoming Cypriot Presidency of the Council of the EU.

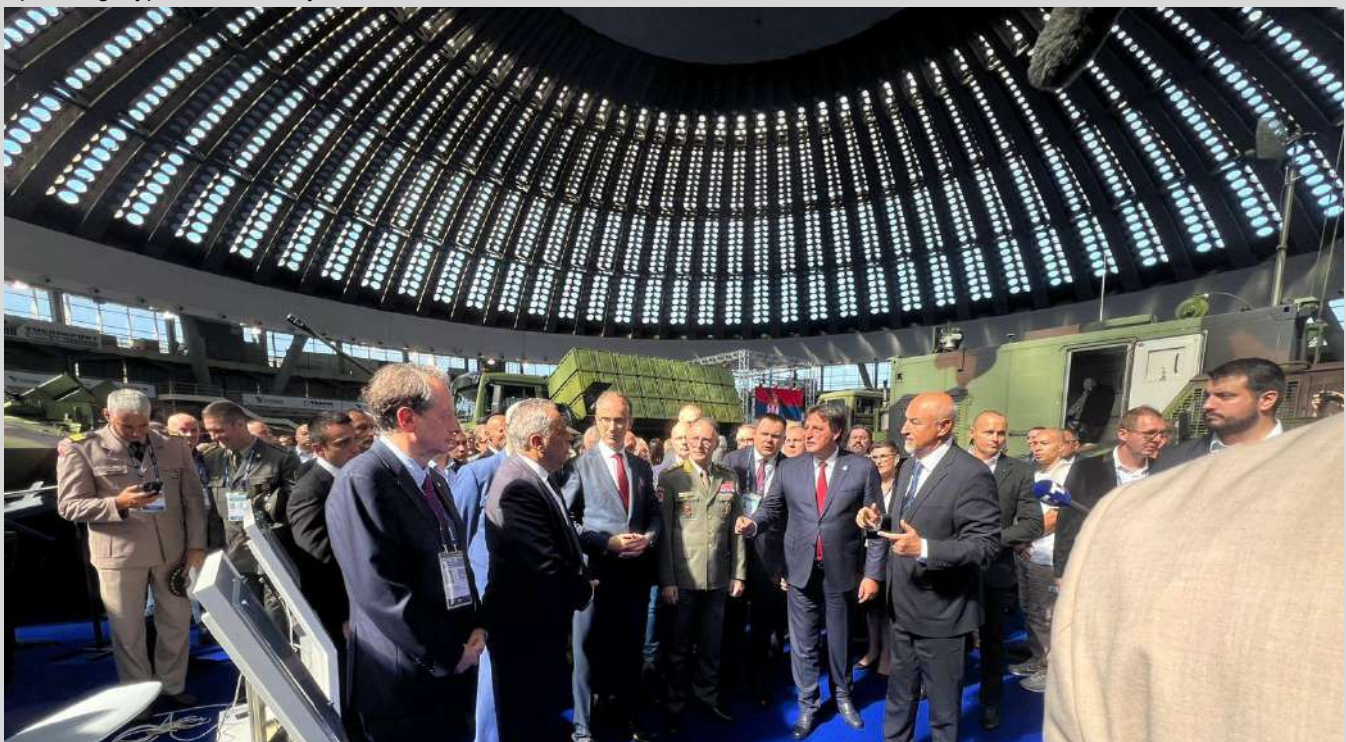
Minister Palmas thanked Minister Gašić for the open discussion, emphasizing that today's meeting marks an important step in further strengthening the friendly relations between Serbia and Cyprus, as well as advancing bilateral defence cooperation. He added that the Partner 2025 international defence exhibition offers a valuable opportunity to learn more about the latest developments in the Serbian Defence Industry and to explore potential avenues for expanding cooperation in this area.

The Ministers also exchanged views on developments in the Middle East and the role of the Republic of Cyprus as a humanitarian hub. In parallel, Mr. Palmas briefed his counterpart on the latest developments in the Cyprus issue and the challenges posed by Turkey's ongoing intransigence and provocative actions.

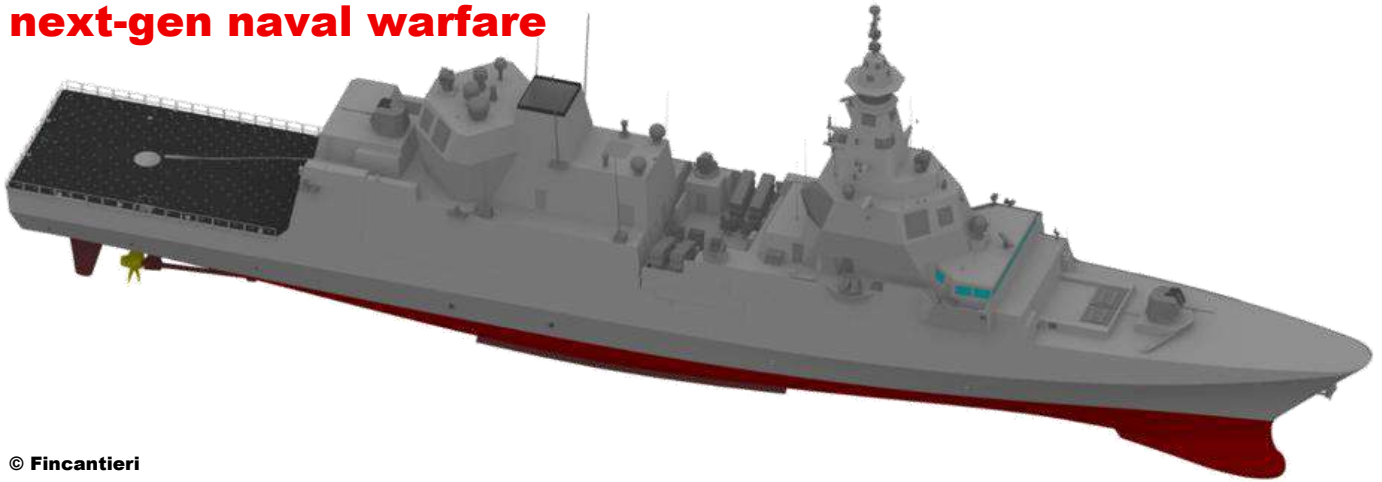
For his part, the Serbian Minister of Defence, Mr. Gašić, presented Serbia's positions on the security situation in the region, with particular reference to the situation in Kosovo, as well as broader regional developments. During the meeting, Minister Gašić highlighted the importance of defence cooperation and the potential for strengthening it further in all areas of mutual interest. He noted that while Serbia is committed to military neutrality, it will continue to develop and advance its relations with other countries and military-political alliances, in line with its national interests and with the goal of strengthening global, regional and national security.

Minister Gašić expressed hope that the coming period would see an expansion of cooperation in the field of military industry, with the aim of enhancing the operational capabilities of both countries' armed forces. He emphasized that members of the Serbian Armed Forces and the National Guard of Cyprus have held constructive talks recently, with the aim of deepening future cooperation, and concrete proposals have been put forward for the period ahead. Minister Gašić also said that members of the Ministry of Defence and the Serbian Armed Forces are currently serving with the United Nations Peacekeeping Force in Cyprus (UNFICYP). He noted that the Serbian personnel remain committed to justifying the trust placed in them through professionalism, dedication, and hard work, contributing to the fulfilment of the mission's mandate.

During his stay in Serbia, Mr. Palmas also visited the 12th International Arms and Military Equipment Exhibition "PARTNER-2025."



FREMM EVO: pioneering next-gen naval warfare



© Fincantieri

The **FREMM EVO** ("Evolution") is Italy's next-generation frigate, combining the proven FREMM ASW hull with a modernised superstructure and advanced sensor suite. Built by *Orizzonte Sistemi Navali* (Fincantieri–Leonardo), **EVO** features dual-band fixed-face AESA radars, conformal EW, native unmanned-systems management and a flexible weapons architecture provisioned for extended-range SSM and SAM.

Designed for modular upgrades and reduced detectability, the platform balances enhanced air-defence, counter-UAS and strike provisions with endurance and survivability. Designed for high-intensity, multi-domain operations, **FREMM EVO** will play a central role in Italy's future naval strategy, with entry into service in 2030, will serve as a modular, sea-proven combatant adaptable to evolving threats globally.

Italy–Greece naval cooperation: Fincantieri at the core of the strategic agreement

During the opening day of the **Seafuture** exhibition in La Spezia, on 29 September 2025, the National Armaments Directors of Italy and Greece signed a preliminary agreement for the transfer to the Hellenic Navy, through Fincantieri, of two naval units currently in service with the Italian Navy fleet. The signing took place in the presence, among others, of the **Italian Minister of Defence, Guido Crosetto**, his Greek counterpart **Nikos Dendias**, and the **Chief of Staff of the Italian Navy, Admiral Enrico Credendino**.

The agreement represents a significant step forward in cooperation between Italy and Greece, while confirming the strategic value of the naval units built by Fincantieri, internationally recognized as an outstanding example of national military shipbuilding, and promoting collaboration, interoperability, and joint industrial development in the maritime domain.

The final agreement, subject to customary approvals, will also include a support package, which Fincantieri will be able to manage thanks to its know-how and proven expertise in after-sales services. Furthermore, these two ships are expected to be replaced with new orders in the near future.



© MOD GR

Pierroberto Folgiero, CEO and Managing Director of Fincantieri, commented: "Our state-of-the-art naval vessels represent a globally recognized platform of excellence and an extraordinary vehicle of geopolitical export.

This preliminary agreement is further evidence of the international relevance of the Italian system in both militarily and industrially and confirms the importance and strategic strength of the partnership with the Italian Navy.

It also reiterates Fincantieri's central role in strengthening industrial cooperation among allied countries and in supporting the international projection of Italian Defense, consolidating the Group's position as a benchmark in European shipbuilding."

MBDA unveils STRATUS for future cruise and anti-ship capabilities



© MBDA – STRATUS

- **STRATUS** the new name for the Future Cruise / Anti-Ship Weapon (FC/ASW)
- **New missile design** as the programme moves on towards Development Phase
- **Programme maturity** the result of strong European cooperation to deliver decisive capabilities for protecting sovereignty

On 10 September on the MBDA booth at DSEI UK 2025, UK Minister of State for Defence Procurement and Industry, Luke Pollard MP and Armement General Engineer Gaël Diaz De Tuesta of France's DGA (Direction Générale de l'Armement) unveiled STRATUS as the new name for FC/ASW.

The unveiling took place at a model of the brand-new design for STRATUS LO (Low Observable) – formerly known as TP15 – and a model for STRATUS RS (Rapid Strike) – formerly known as RJ10 – highlighting the significant progress of the program.

Through one program, MBDA is developing two complementary, adaptable and interoperable missiles that will deliver decisive capabilities for deep strike, anti-ship, suppression & destruction of enemy air defences and defeat of high value assets.

The missiles are for use across the air, sea and land domains, from multiple platforms, and are able to operate in denied areas. Together, they combine the survivability benefits of high speed/manoeuvrability and low observability needed for optimal flexibility and performance in tomorrow's contested battlespace and high intensity conflicts.

Eric Béranger, CEO of MBDA, said: "These new advances on STRATUS are the result of France, UK and Italy's strong commitment to develop Europe's present and future critical capabilities.

Maturing such a large portfolio of technologies in such a short amount of time has required a massive effort between nations and has again demonstrated the value of the MBDA cooperation model. MBDA will continue to deliver on the next phase, bringing together France, the UK and Italy to meet the armed forces needs and protect European citizens for the years to come".

MBDA continues at pace for the next phase of the program. The successful conclusion of the program's Assessment Phase endorsed the maturity of the advanced technologies and systems required to launch the full Development Phase. STRATUS is leveraging the full strength of MBDA co-operative DNA with more than 750 engineers working on the program across the Group.

MBDA adds SPEAR GLIDE variant to portfolio



© MBDA - SPEAR GLIDE

- **Lower cost weapon** for higher combat mass and enhanced lethal effects
- **Designed for high-rate production** and accelerated entry into service
- **A complimentary capability** for SPEAR and SPEAR-EW

MBDA is using DSEI UK 2025 as a showcase for its addition of SPEAR GLIDE, a cost-effective addition to the SPEAR family of weapons. Building upon existing variants, SPEAR GLIDE extends MBDA's portfolio with a clear focus on rapidly expanding stockpiles. SPEAR GLIDE offers a lower-cost option using readily available commercial off-the-shelf (COTS) components and alternative production lines, while using artificial intelligence (AI) to maintain missile performance with image-based navigation for GNSS denied environments.

The suitability for SPEAR GLIDE for rapid volume production enables production surge should the need arise. Developing SPEAR GLIDE using MBDA's digital twin capabilities with real life SPEAR performance data has enabled accelerated development program through Concept and Assessment phases. Leveraging existing infrastructure, loader systems, storage, test equipment, facilities and integration solutions for 4th and 5th generation platforms, SPEAR GLIDE has reduced risk and acquisition costs, and the opportunity for accelerated entry to service.

Eric Béranger, CEO of MBDA, said: "SPEAR GLIDE embodies MBDA's commitment to a comprehensive, efficient, integrated weapons portfolio. By offering a lower-cost, higher mass option that fits seamlessly into our family of systems, we are enhancing flexibility and value for sovereign capabilities."

An integral member of the SPEAR family, SPEAR GLIDE offers a versatile, adaptable solution for precision strike and SEAD. It is capable of engaging a wide range of static and mobile targets in the most challenging operational environments, including soft and moderately hardened fixed sites.

MBDA launch CROSSBOW™ the ONE-WAY EFFECTOR HEAVY at DSEI

- 'Battle ready' deep fires response to the current threat environment
- Rapidly developed capability: Design to demonstration ready in months
- Production at scale possible as early as 2026

MBDA is presenting its latest ONE-WAY EFFECTOR (OWE), an affordable heavy deep fires solution named CROSSBOW™ the OWE HEAVY at DSEI UK this week, 9-12 September 2025. CROSSBOW™ the OWE HEAVY has been designed to be a deep fires capability able to operate in high intensity conflicts and notably in complex electromagnetic environments, at a cost that enables significant combat mass.

With MBDA responsible for the overall weapon system, together with a team of small and medium sized enterprises (SMEs) and large businesses from across Europe, CROSSBOW™ the OWE HEAVY has gone from design to demonstration in seven months.

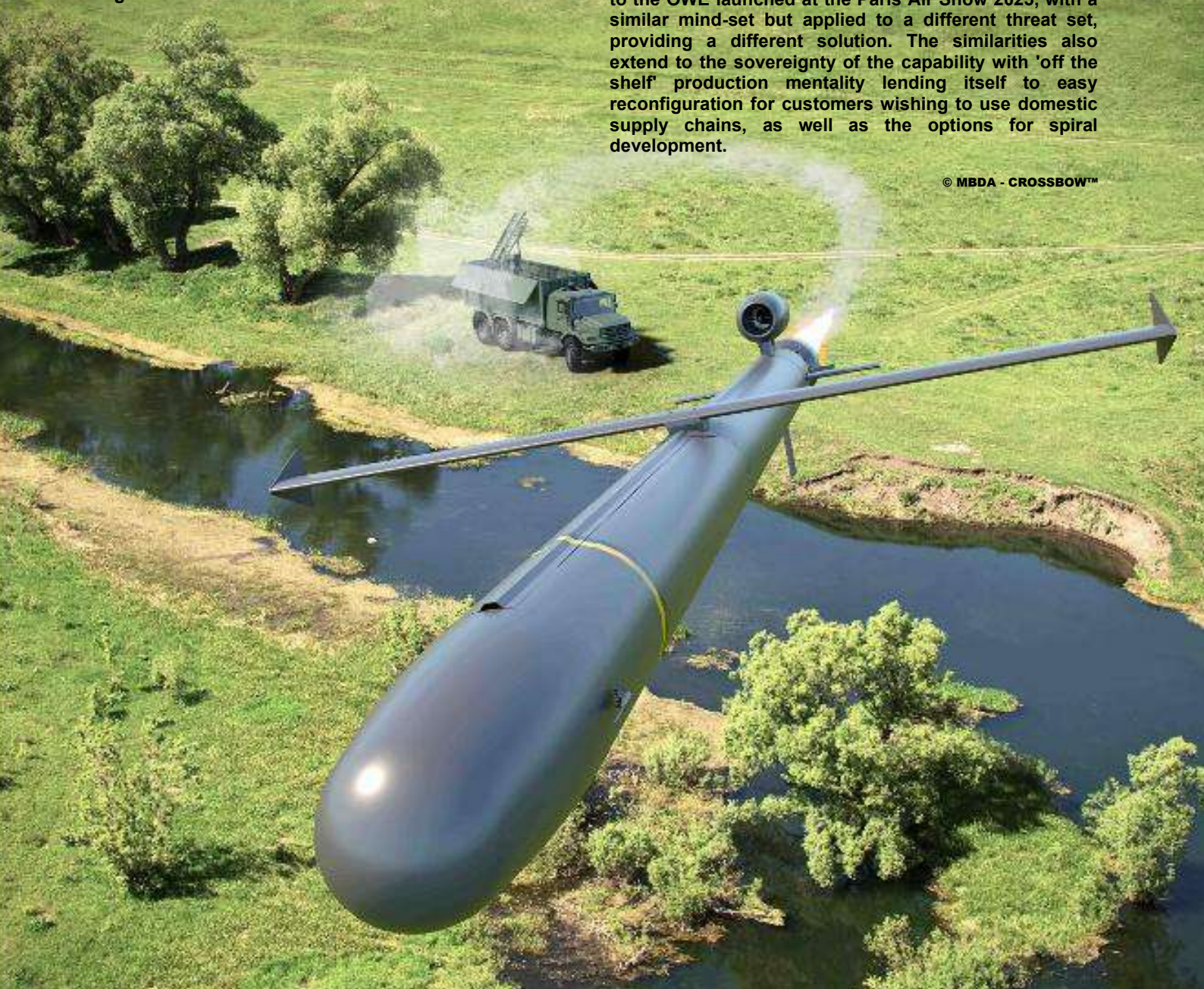
Helped by a modular design utilizing military and commercial "off the shelf" subsystems, production at scale is possible as early as quarter two (Q2) 2026. MBDA has brought its high-end complex weapons understanding to deliver a credible solution, with options for spirally developing the capability across survivability, range/lethality, navigation, and platform integration as the customer or the evolving threat dictates.

CROSSBOW™ the OWE HEAVY is ground launched from the back of a vehicle, delivering multi-role kinetic and non-kinetic payloads up to 300kg out to ranges in excess of 800km, destroying static targets, among which high value assets.

Eric Beranger, CEO of MBDA, said: "This project exemplifies the spirit and values of MBDA. It shows that we understand the context of the world today and are adapting, not just to the threat environment, but the procurement environment too. We are demonstrating we are 'Battle Ready' with our confidence in our understanding and anticipation of requirements. Our people are also showing their strengths through this project. Cooperation with partners, agile working **with a rapid decision mind-set and a tolerance of risk. We are showing we can be different, in what are now different times.**"

CROSSBOW™ the OWE HEAVY was designed in parallel to the OWE launched at the Paris Air Show 2025, with a similar mind-set but applied to a different threat set, providing a different solution. The similarities also extend to the sovereignty of the capability with 'off the shelf' production mentality lending itself to easy reconfiguration for customers wishing to use domestic supply chains, as well as the options for spiral development.

© MBDA - CROSSBOW™



Rheinmetall reaches agreement with Lürssen Group on acquisition of NVL (Naval Vessels Lürssen), becoming a naval systems provider

CEO Armin Papperger: “We are creating a naval powerhouse in Germany”.

The Düsseldorf-based technology group Rheinmetall has agreed with the Lürssen Group on the key terms of an acquisition of Naval Vessels Lürssen (NVL B.V. & Co. KG, Bremen-Vegesack), the military division of the long-established Bremen shipyard, and all its subsidiaries. The parties intend to formally conclude the transaction in the near future. Subject to approval by the relevant antitrust authorities, the parties are aiming to complete the acquisition in early 2026. Both parties have agreed not to disclose the purchase price.

With this significant strategic acquisition, Rheinmetall is expanding its portfolio to include naval shipbuilding and strengthening its position as a leading supplier of defence technology in Germany and Europe. Armin Papperger, CEO of Rheinmetall AG: “In future, we will be a relevant player on land, on water, in the air and in space. Rheinmetall is thus developing into a cross-domain system house”.

Friedrich Lürßen, Managing Partner of Lürssen Maritime Beteiligungen GmbH & Co. KG: “We are delighted to have found a trustworthy and strong partner in Rheinmetall, which can secure a successful future for NVL and its employees.”

Over decades, Rheinmetall has established itself as a renowned supplier worldwide, particularly in the field of army technology, but for many years it has also been a proven partner to the naval forces of numerous countries in the maritime sector. Rheinmetall already offers a selected range of modern system components for naval applications and is a leading global supplier, particularly of simulation solutions and naval protection systems.

Armin Papperger: “With the newly agreed acquisition, we are taking a decisive step forward in consolidating the defence industry in Germany and Europe. Combined with Rheinmetall’s expertise, we are creating a vital German powerhouse for state-of-the-art vessels. The combined capabilities of Rheinmetall and NVL will generate mutual growth and thus strengthen our corporation’s position in the naval sphere. At the same time, we are making a substantial contribution to strengthening the naval defence capabilities of Germany and its NATO allies”.

The current conflict situation reveals that military enforcement capabilities are also becoming increasingly important in the naval sector. Rheinmetall intends to meet the massive increase in demand from naval forces and rising procurement budgets with high-performance system solutions which feature a highly modern digital infrastructure and cover the entire spectrum – from platforms and electronics to sensors

and effectors. NVL is a privately owned shipyard group with four shipyards in northern Germany (Peene-Werft/ Wolgast, Blohm+Voss and Norderwerft/ Hamburg, Neue Jadewerft/ Wilhelmshaven) as well as international locations. It employs around 2,100 people worldwide, generated sales of around €1 billion in the 2024 financial year and is considered a pioneer in the research and development of autonomous maritime surface systems. Since its beginnings around 150 years ago, NVL has built around 1,000 ships at its shipyards and delivered them to over fifty different navies and coast guards. It is an established player in both military shipbuilding and ship maintenance and repair.

Formerly known as Lürssen Defence, NVL was separated from the yacht division in 2021 and continued as an independent company within the family-run Lürssen Group. NVL supports fleets throughout their entire life cycle, helping to keep the German Navy and navies worldwide ready for action at all times. Armin Papperger: “This acquisition will not only make us a manufacturer of floating platforms. As an integrated naval powerhouse, we want to offer complete system solutions. In future programs, we will provide our customers with all high-quality components from our partner network, delivered as an integrated solution from a single source: naval missiles and launchers, main and secondary guns for the navy, missile defence, sensors and other electronics. For combat management systems, we want to enable the integration and Germanisation of existing solutions from our partner network.

A key factor for Rheinmetall’s success is that the corporation already has excellent market access in the global naval sector, maintains a strong presence in international markets, and enjoys the trust of its customers. Another advantage for Rheinmetall derives from the expansion of production capacities and the extension of the corporation’s industrial base in northern Germany. Synergy effects are expected, particularly regarding the vehicle production by Rheinmetall’s Vehicle Systems division, which operates sites in Kiel and Flensburg, among other locations, based on shared material and technology expertise. NVL’s shipyards offer the opportunity to utilise existing heavy infrastructure, employee expertise and equipment capabilities to strengthen Vehicle Systems production and create capacity reserves for the future in the automotive sector. This enables Rheinmetall to minimize excessive infrastructure investments or extensive conversions of other production lines.



L3Harris Introduces Pod Capability for Viper Shield Electronic Warfare System

The Viper Shield Pod variant offers flexibility for nations adding to or augmenting electronic warfare capabilities in F-16 fleets.

Nations looking to upgrade their F-16 fleets with advanced L3Harris Viper Shield electronic warfare (EW) protection now have a podded variant option that offers the same level of protection as an internally integrated system.

"Seven U.S. partner nations, most recently Poland, have selected Viper Shield for the suite's advanced EW capabilities and ease of upgrade," said Ed Zoiss, President, Space and Airborne Systems, L3Harris. "Future customers – especially those who operate the F-16 Block 50 or earlier – may prefer the flexibility of the Viper Shield external Pod to increase aircraft survivability."

Here are five reasons why:

Advanced EW protection that's affordable – Viper Shield's active production line combined with current partner nation development funding and L3Harris' internal investments make both the internal and Pod variants affordable. The Pod's mobility allows F-16 operators to purchase fewer Pods to support their fleets, giving ground crews the ability to swap an entire system from one aircraft to another to meet mission requirements.

Rapid fielding to fight tonight with growth opportunities –

Viper Shield leverages fully funded development for rapid fielding and integration. Its open-system design supports new growth capabilities, such as high-tech radar and electronic systems that will further enhance situational awareness, threat detection and countermeasure capabilities. Advanced features for both variants leverage commercial off-the-shelf technology and software-defined architecture.



© L3Harris

Flexibility – Viper Shield is lighter, smaller and more modular in design than previous EW systems. The Pod fits on all F-16 blocks, from legacy to new. Its line replaceable units (LRUs) can be easily removed and replaced in the field, with room to add advanced capabilities via 3U Versatile Performance Extension upgrades in the future.

Commonality – In production today, the Viper Shield Pod and internal components are identical, down to the same part numbers. Nations will benefit from system interoperability in partner or coalition training and employment regardless of the variant they choose.

Reduced aircraft downtime – As with the internal variant, Viper Shield Pod maintenance is managed through a commercial contract with the platform prime for greater efficiency. The Pod's accessibility and separation from the aircraft offer simple, fast repairs and quick return to service.

"Whether Viper Shield customers select the Pod variant, internal variant or both, they'll extend the F-16's operational life to enhance their fleet," said Zoiss. "We've applied decades of F-16 EW experience to Viper Shield so these venerable fighter jets can evolve to meet the challenges of the modern battlefield and bring pilots home safely."

L3Harris Viper Shield Pod Model on Display at AFA 2025



KNDS Deutschland and EuroTrophy integrate Trophy Active Protection System onto the BOXER

KNDS Deutschland and EuroTrophy declare the completion of the successful integration of the Trophy Active Protection System (APS) onto the BOXER Armored Personnel Carrier (APC).

Following a joint industry initiative, the two companies had recently completed the integration of the Trophy APS on a first pre-serial prototype BOXER in an APC configuration. The engineering efforts included design reviews, surveys and adaptation work to a first of its kind BOXER Mission Module, to be able to carry the APS and enable the full scale of its capabilities.

Most recently, the integration was completed by successfully conducting all system tests on the platform, including calibration of the APS, thus making it ready for live firing. As a result of the successful integration and the creation of a first prototype, the companies also announce that a series of live firing tests will be conducted in Germany during the upcoming months. The BOXER is one of the world's leading 8X8 Armored Fighting Vehicles, and offers unmatched modularity.

This will serve as a 'risk mitigation' activity for all current and future BOXER users who are currently seeking to enhance the protection capabilities of their platforms. The first of its kind integration of a mature and combat proven APS, makes it combat ready, and enables unparalleled protection from ATGMs, RPGs, drones and other 'Anti-Tank' threats.

Ralf Ketzel, CEO of KNDS Deutschland, had stated: "With the successful integration of the Trophy system on BOXER the three Companies EuroTrophy, Rafael and KNDS continue the way started with the LEOPARD 2 A8 to provide advanced technology to protect the lives of soldiers."

Meir Ben-Tzook, Chairman of the Board at EuroTrophy added: "These integration efforts between the BOXER and Trophy stems from a deep understanding that the mission of the BOXER had changed profoundly, it will now have to be used in the frontlines, where Trophy's capabilities play a major role. We are pleased with the progress of the activity so far and are looking forward to continue the good cooperation with all parties involved."

EuroTrophy is the European hub of the Trophy APS. Based in Germany, the company is the only provider of a European made, combat proven, NATO fielded Active Protection System. The company also provides a wide range of services such as vehicle integration support, maintenance and related introduction-into-service and through-life support of its APS.



Successful trial of UK's first autonomous military submarine spurs extended collaboration

The UK's BAE Systems and Canadian company Cellula Robotics have signed a 10-year exclusive agreement to continue working together on Herne, a new autonomous submarine developed specifically for military use and have announced that they expect to deliver a market ready craft for customers by the end of 2026. Image of Herne during a dive

The announcement follows successful trials last November during which the submarine conducted a pre-programmed intelligence, surveillance and reconnaissance mission powered by Nautomate, BAE Systems' platform agnostic autonomous control system. BAE Systems has configured Herne to give militaries a cost-effective option to conduct various missions. It can support anti-submarine warfare, undertake covert surveillance missions and monitor and help protect underwater infrastructure across the vast expanses of the seabed. Without the need to resupply or carry life support systems, it can work in tandem with crewed platforms or by itself to provide a persistent presence underwater for longer, at greater scale and a fraction of the cost of traditional submarines.

The trials last year were a huge success, and I'm delighted that we're building on that momentum with this new collaboration agreement to maintain the phenomenal pace at which we're developing Herne. It's a game changer in the underwater battlespace and will enable us to offer our customers a cost-effective autonomous capability providing them with more endurance, efficiency and scale, whilst keeping their people out of harm's way.

Scott Jamieson, Managing Director of BAE Systems' Maritime & Land Defence Solutions business Image of Herne launching Herne, the result of this partnership, embodies the



© BAE SYSTEMS

fusion of cutting-edge engineering from both companies to create a platform with unmatched endurance and operability, setting it apart from others in the field.

At Cellula, we believe Herne, powered by our hydrogen-based energy solution, represents a cost-effective force multiplier. It helps to fill an essential gap, complementing navies' operational needs while seamlessly integrating with other marine defense systems. Cellula is honored to be selected by BAE Systems, recognising their foresight and vision in forming this partnership, said Neil Manning, Chief Executive Officer, Cellula Robotics Ltd

This successful collaboration has so far resulted in a 'whiteboard to water' capability in just 11 months, culminating in a series of successful trials in the UK and Canada throughout 2024. The trials informed a number of design enhancements, and BAE Systems and Cellula Robotics continue to refine the Herne submarine, with the aim of delivering a market ready craft for customers by the end of 2026.



General Dynamics Land Systems and Daimler Truck commit to a strategic partnership

Daimler Truck and General Dynamics Land Systems (GDLS) today announced the formation of a strategic partnership to allow for future cooperation in the development, production and service of military logistics vehicles in select markets.

In a recently signed agreement, the two companies committed to strengthening their collaboration in this field. The agreement aims to expand the already tried and tested cooperation they experience within the framework of the Canadian Government's Logistics Vehicle Modernization (LVM) program, a major contract awarded to them as part of the LVM power team in 2024. The LVM program will deliver more than 1,500 off-road logistics trucks to the Canadian Armed Forces.

The two enterprises intend to tailor their product portfolio even more closely to the requirements of potential customers in other regions and business areas globally and prepare for long-term support with replacement parts and services in the regions concerned.

Franziska Cusumano, CEO Mercedes-Benz Special Trucks: "With General Dynamics Land Systems at our side, we want to offer comprehensive solutions for armies worldwide, from basic vehicles to tailor-made equipment and chassis, to comprehensive long-term service and support. Our successful collaboration on the Canadian LVM contract has already shown the potential of this partnership."

Dave Paddock, President of General Dynamics Land Systems: "Our collaboration with Daimler Truck on Canada's LVM program has shown us that we have the knowledge and experience to take our tried-and-tested model internationally with the objective of offering the right solutions for militaries on both sides of the Atlantic."



© Daimler Truck

Denmark to become latest M3 user nation



© GDELS

Danish Ministry of Defence Acquisitions and Logistics Organisation (DALO) and General Dynamics European Land Systems–Bridge Systems (GDELS) have signed a contract for the delivery of the M3 amphibious bridge and ferry system. GDELS has thus responded to the Royal Danish Army's urgent need of fast, flexible wet gap crossing means. Through the M3, Denmark strengthens interoperability within NATO and facilitates cooperation particularly regarding international training. Just as earlier batches, the Danish amphibians will be fully interoperable with other users' M3 systems and – with a coupling adapter – with the SRB/FSB/IRB pontoon bridge family. The M3 is the world's leading amphibious bridge and ferry system with regard to loading capacity, construction time, and cross-country and marine maneuverability.

GDELS on a Growth Path: Extensive Investments in the Kaiserslautern and Sembach Sites

On September 23, 2025, General Dynamics European Land Systems (GDELS) announced major investments in its Kaiserslautern and Sembach sites in Germany as part of its "24/500" strategy. GDELS–Bridge Systems will invest over €20 million in 2026 and create around 400 new jobs by 2029, reinforcing its long-term commitment to Rhineland-Palatinate. Key projects include converting part of the former Opel site in Kaiserslautern into a 10,000 m² production hall for floating bridges and doubling M3 amphibious bridge production capacity. The M3 is already the NATO standard and has been ordered by Sweden, Denmark, and Latvia, with additional interest from several other countries.

The initiative is supported by local politicians, with Minister-President Alexander Schweitzer and Economic Affairs Minister Daniela Schmitt praising GDELS' contribution to regional economic strength and NATO security. GDELS–Bridge Systems, present in Kaiserslautern since 1864, plays a key role in military mobility and the production of protected vehicles like the EAGLE 6x6. Currently employing about 550 people, the company will add 15 apprentices in September 2025 and significantly grow its workforce in the coming years. GDELS sees long-term utilization of these sites into the 2030s, aligning with Germany's strategic defense policy shift, the "Zeitenwende."

HELD UNDER THE PATRONAGE OF HIS EXCELLENCY, PRESIDENT ABDEL FATTAH EL-SISI
THE PRESIDENT OF THE ARAB REPUBLIC OF EGYPT,
THE SUPREME COMMANDER OF THE EGYPTIAN ARMED FORCES



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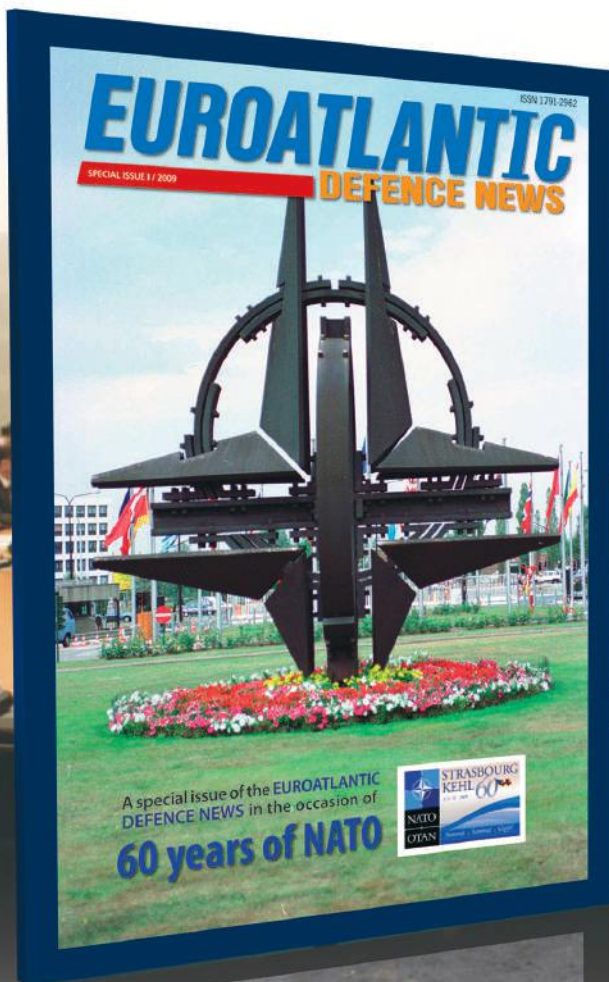
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