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Casualty and World Fleet Statistics as at 31.12.2008

Prepared by Philip Graham

IUMI Facts & Figures Committee

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Casualty Statistics

Total Loss Trends

Total Losses 1980 – 2008

By Number (vessels > 500 GT)

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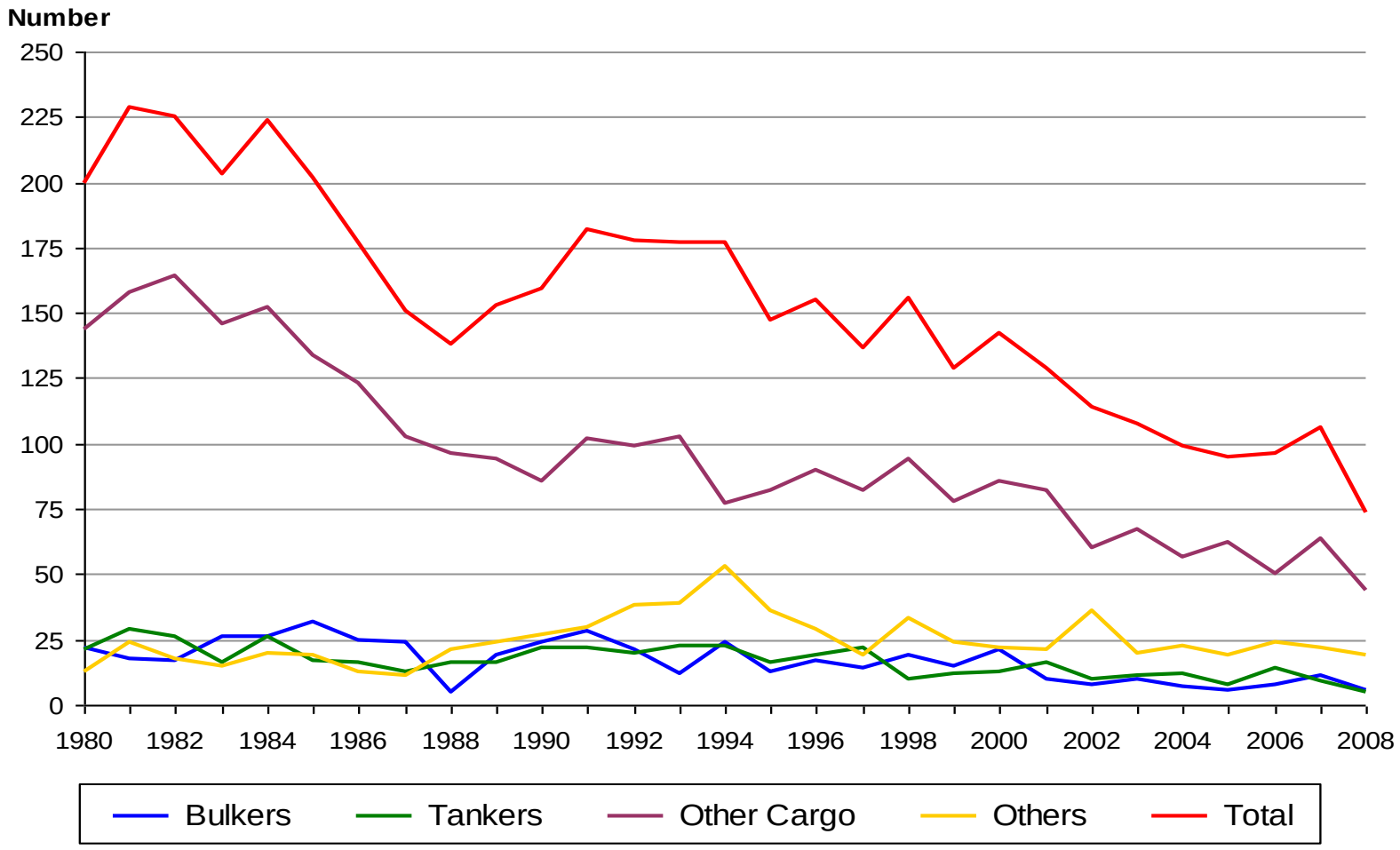

Source: LMIU, total losses as reported in Lloyds List

Total Losses 1980 – 2008

By Tonnage (vessels > 500 GT)

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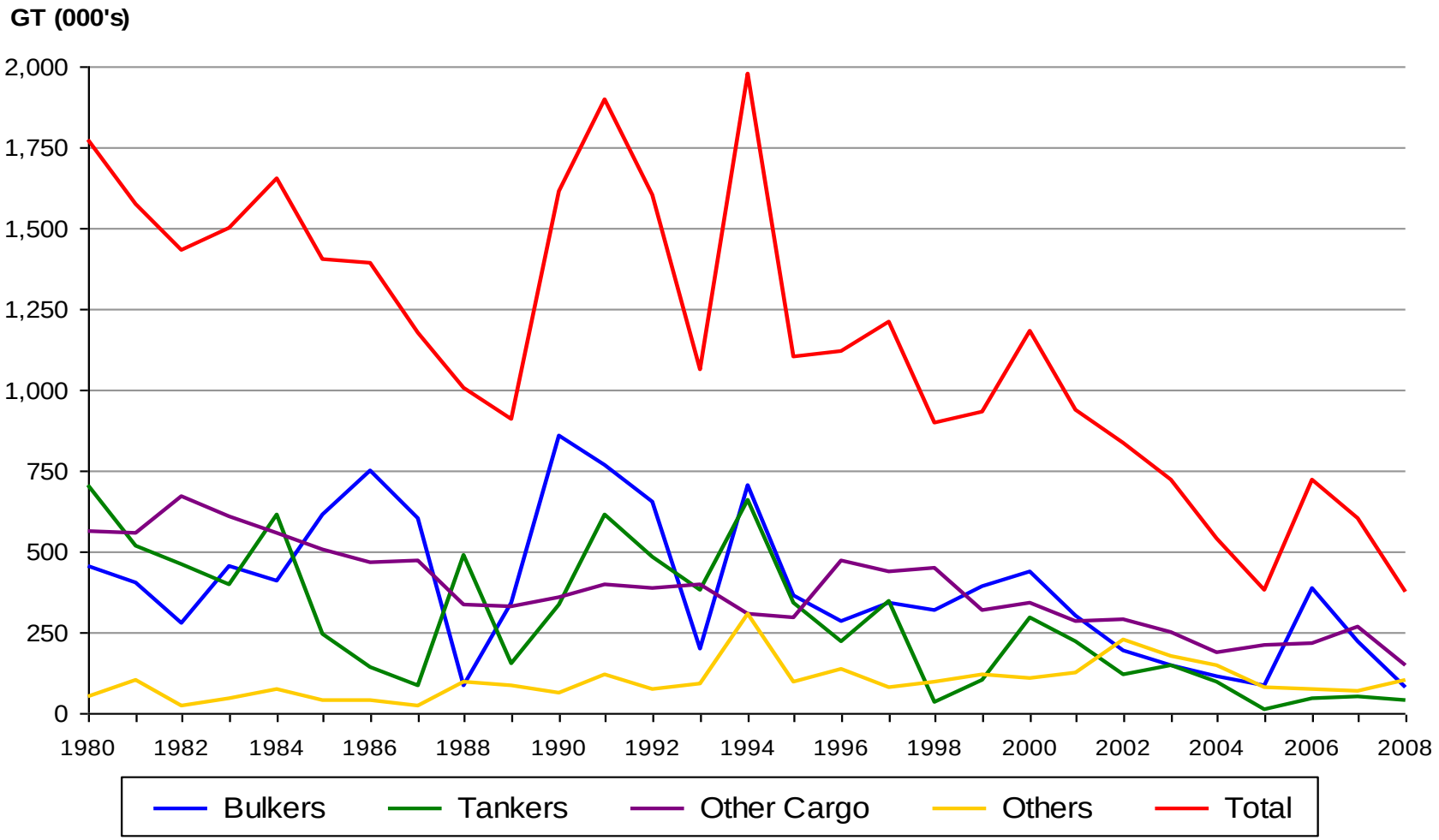

Source: LMIU, total losses as reported by Lloyds List

Total Losses 1994 – 2008

As % of World Fleet (vessels > 500 GT)

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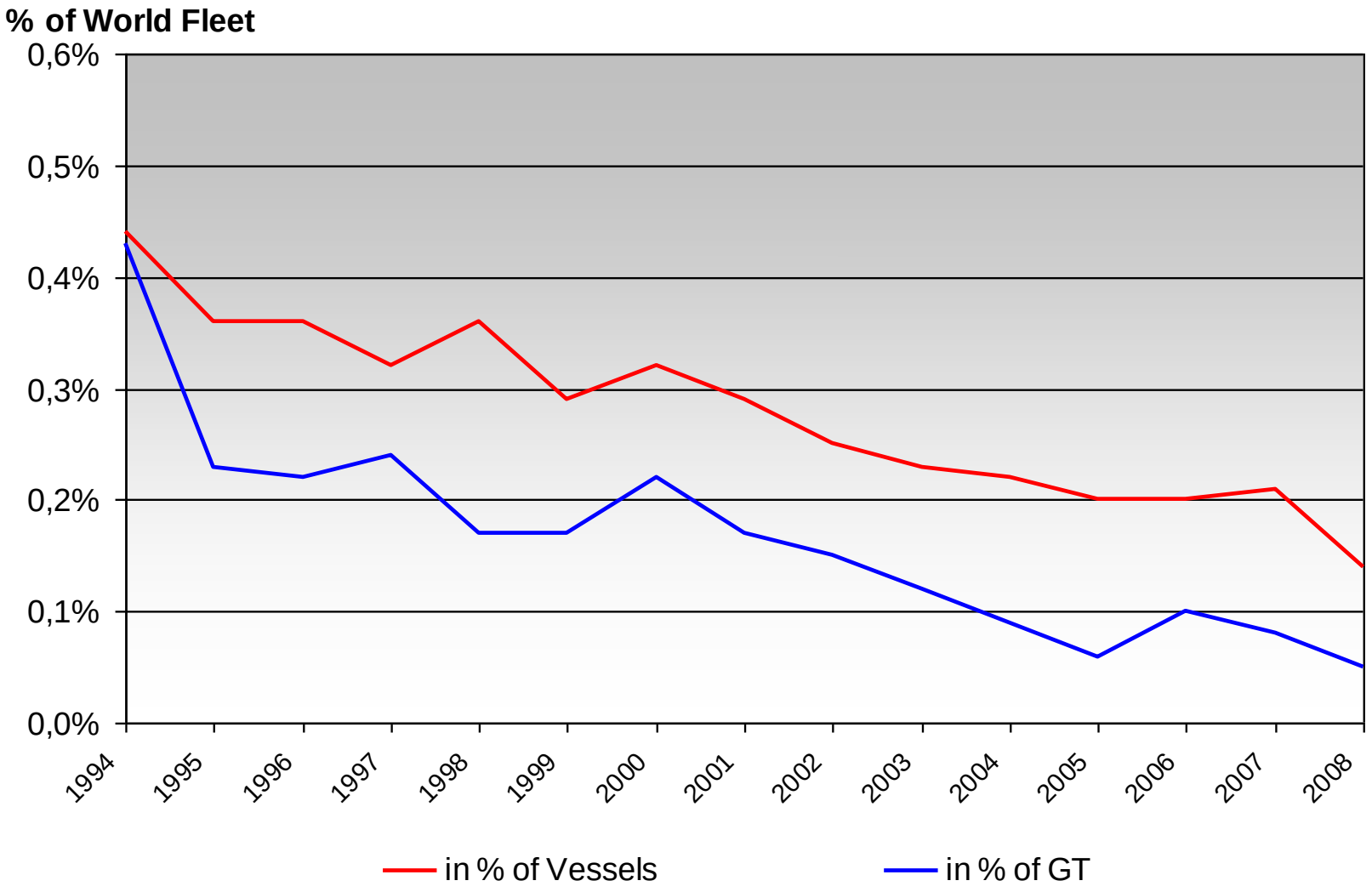

Source: LMIU, total losses as reported by Lloyds List

Total Losses 1999 – 2008

As % of World Fleet Tankers (vessels > 500 DWT)

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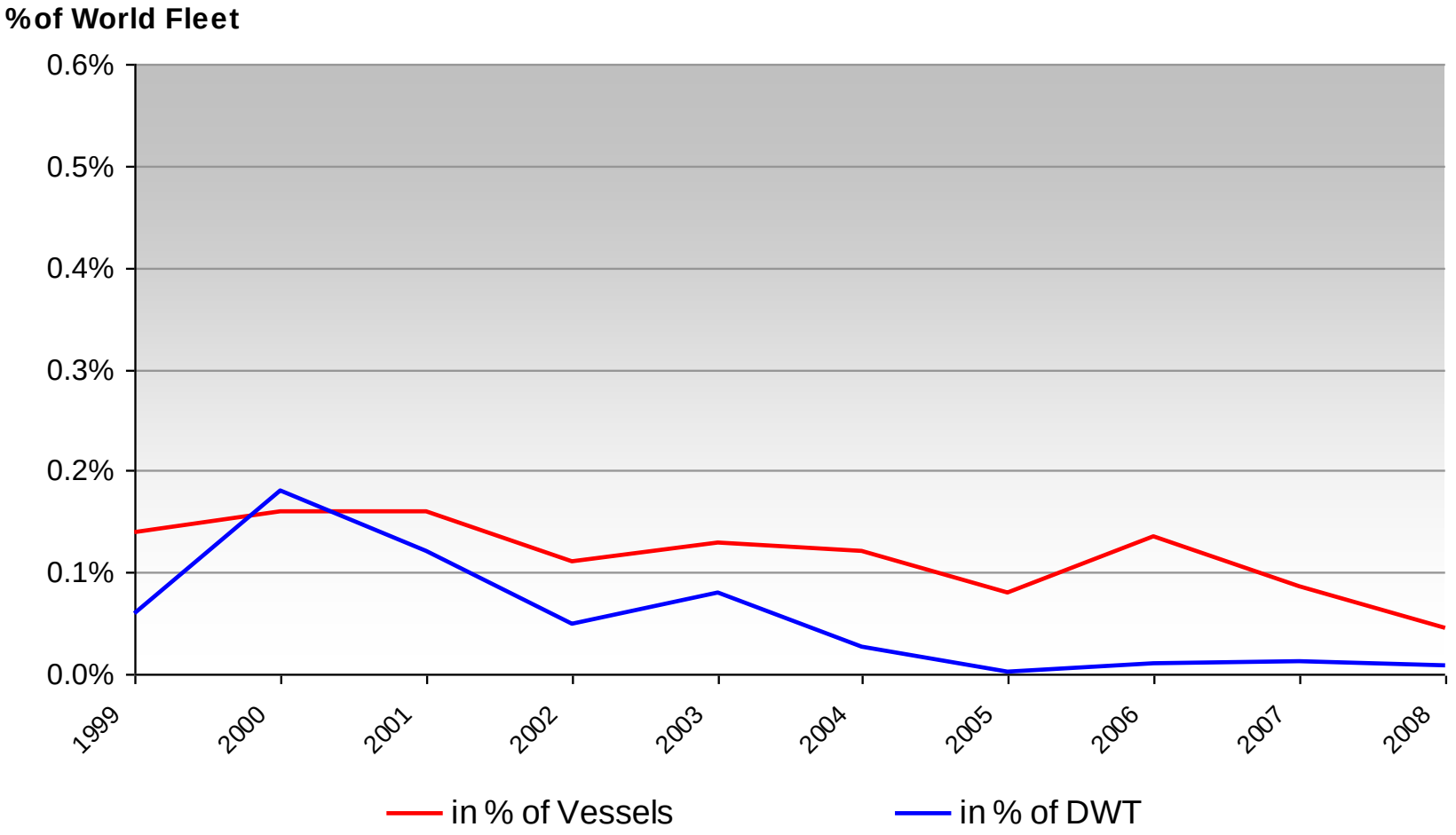
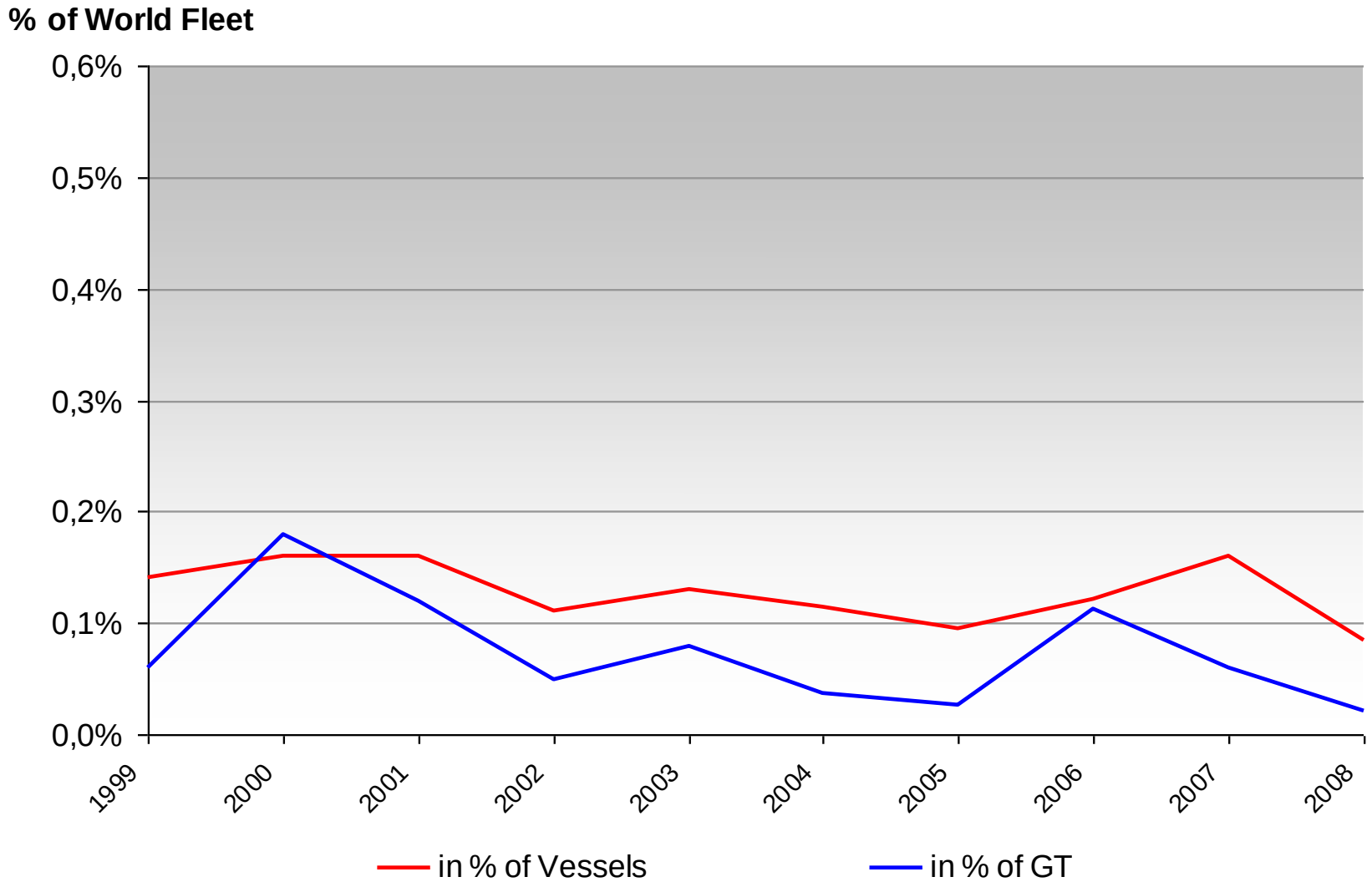


Source: LMIU, total losses as reported by Lloyds List

Total Losses 1999 – 2008

As % of World Fleet Bulkers (vessels > 500 DWT)



Source: LMIU, total losses as reported by Lloyds List

Total Losses 1999 – 2008

Bulkers Age / Type Profile (vessels > 500 GT)

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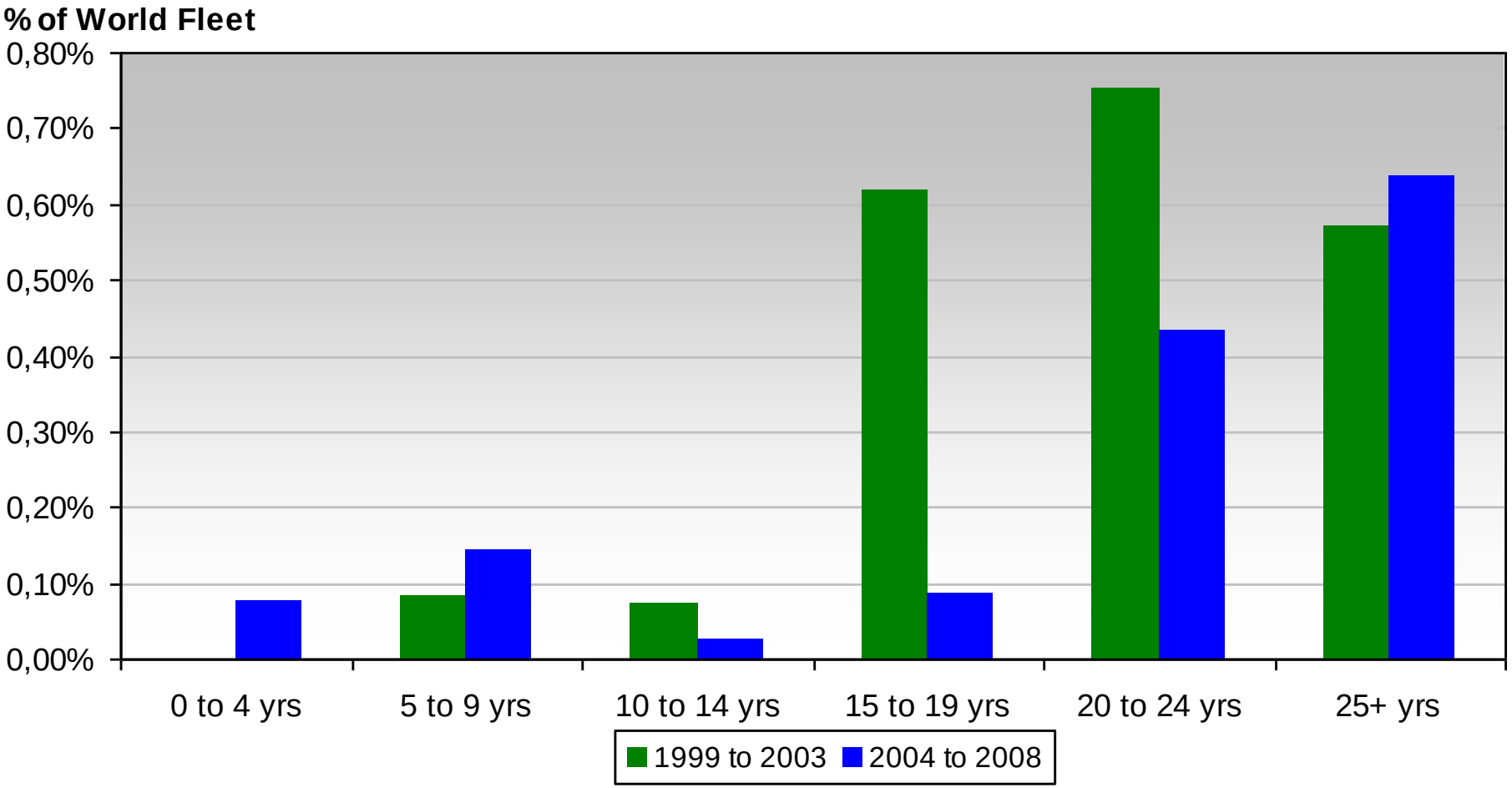

Source: LMIU, total losses as reported by Lloyds List

Total Losses 1999 – 2008

Tanker Age / Type Profile (vessels > 500 GT)

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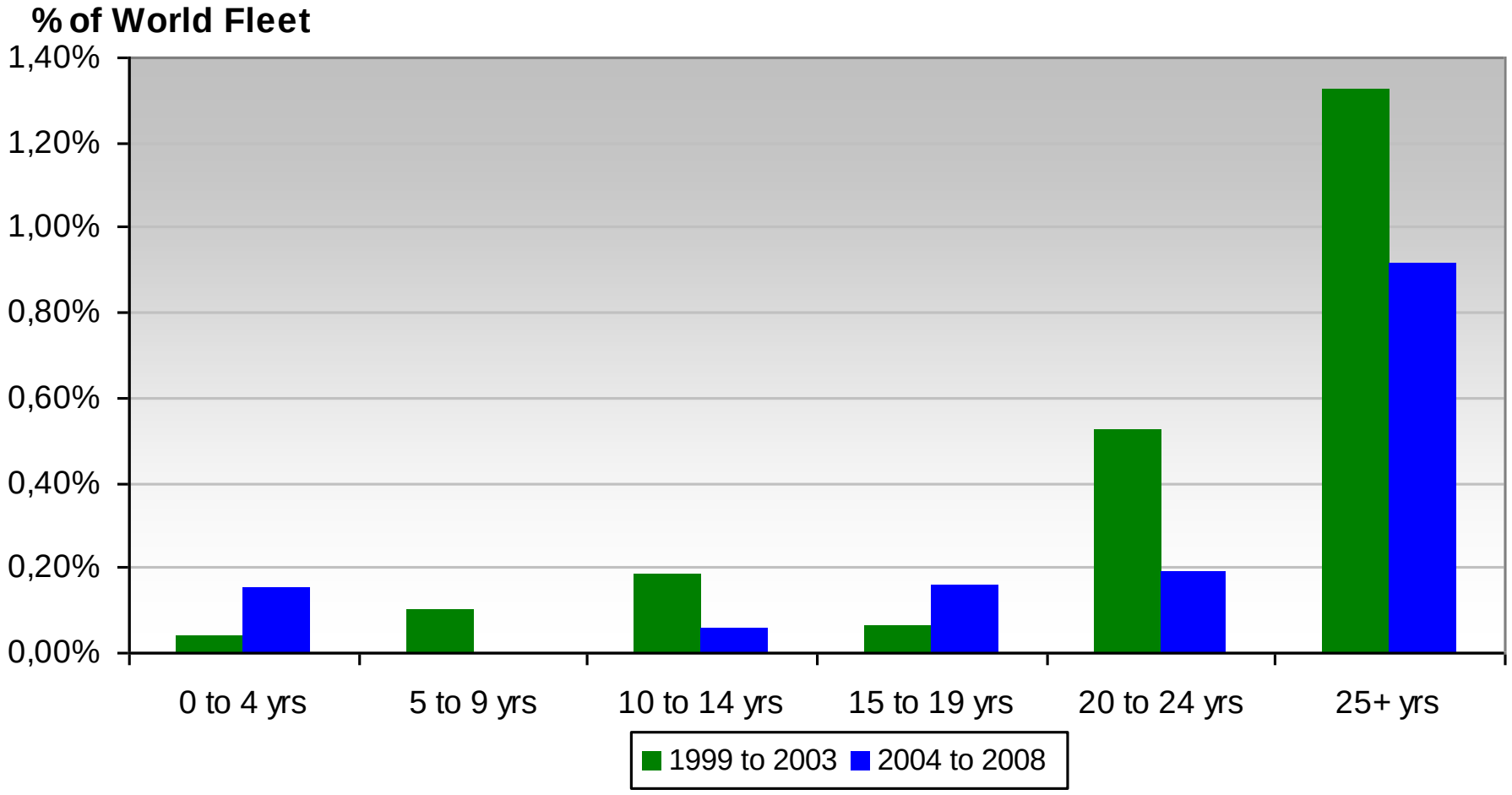
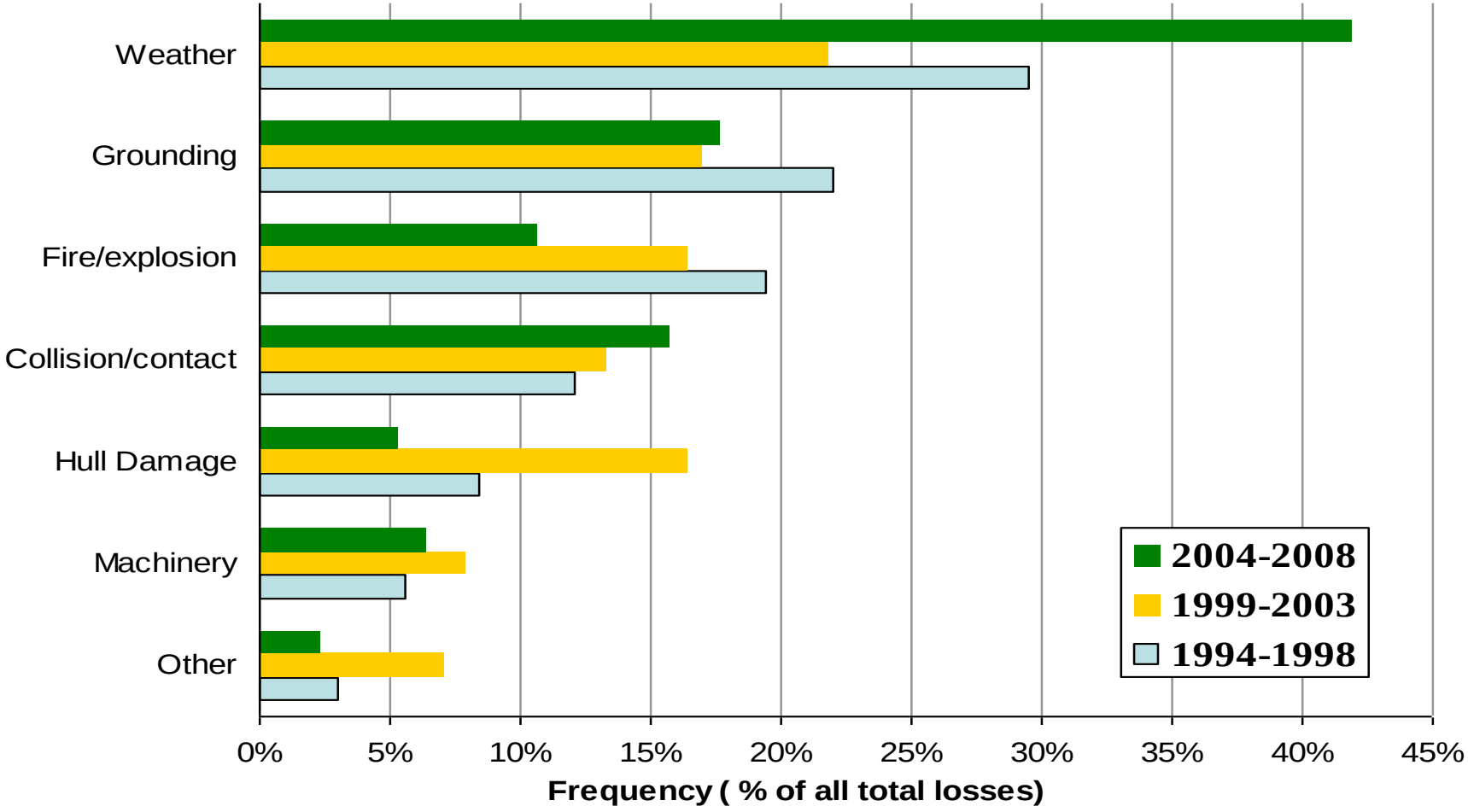


Source: LMIU, total losses as reported by Lloyds List

Total Losses 1994 – 2008

By Cause, All Vessel Type (vessels > 500 GT)



Source: LMIU, total losses as reported by Lloyds List

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Casualty Statistics

Serious and Total Loss Trends

Serious and Total Losses 1994 – 2008

By Number
(vessels > 500 GT)

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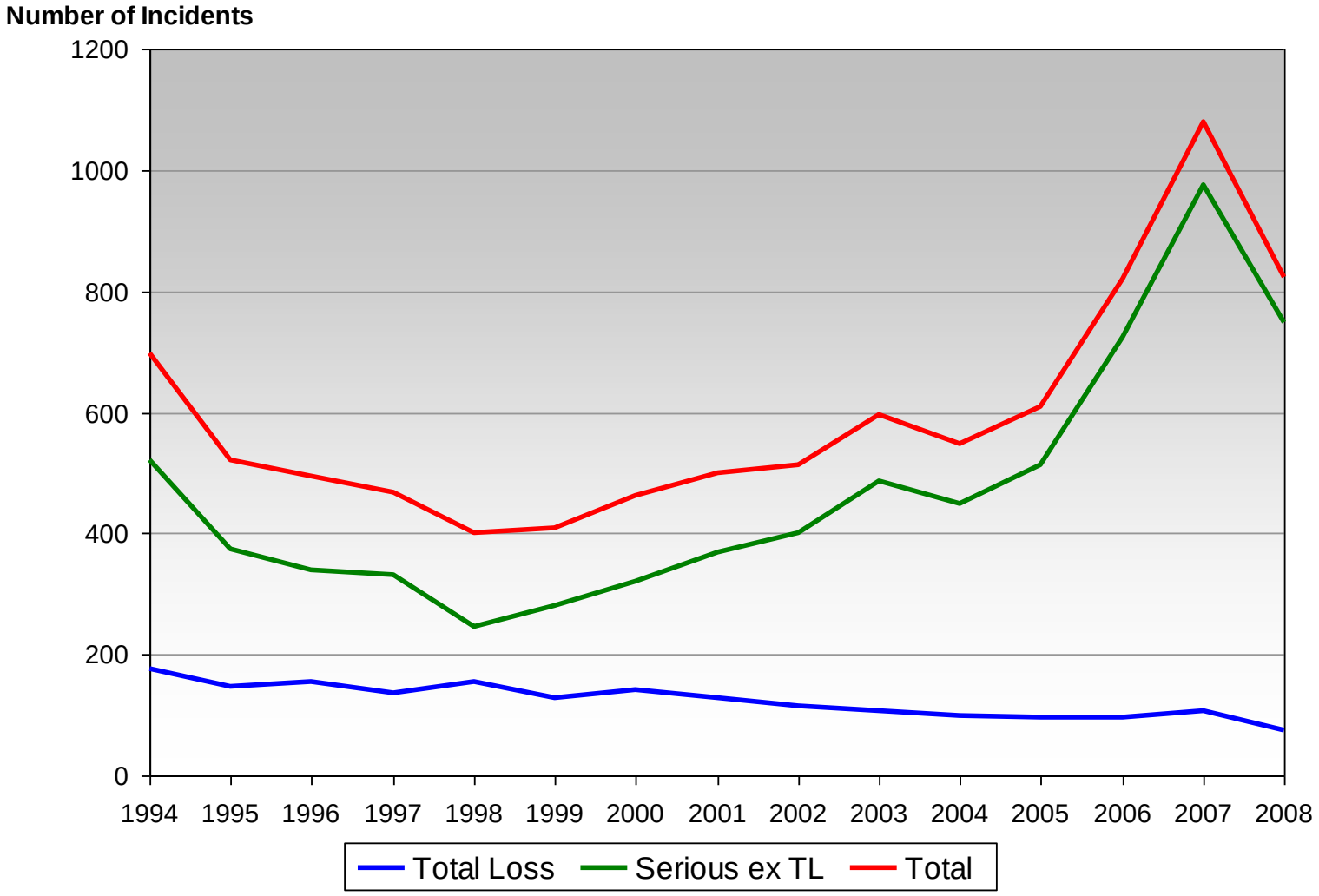
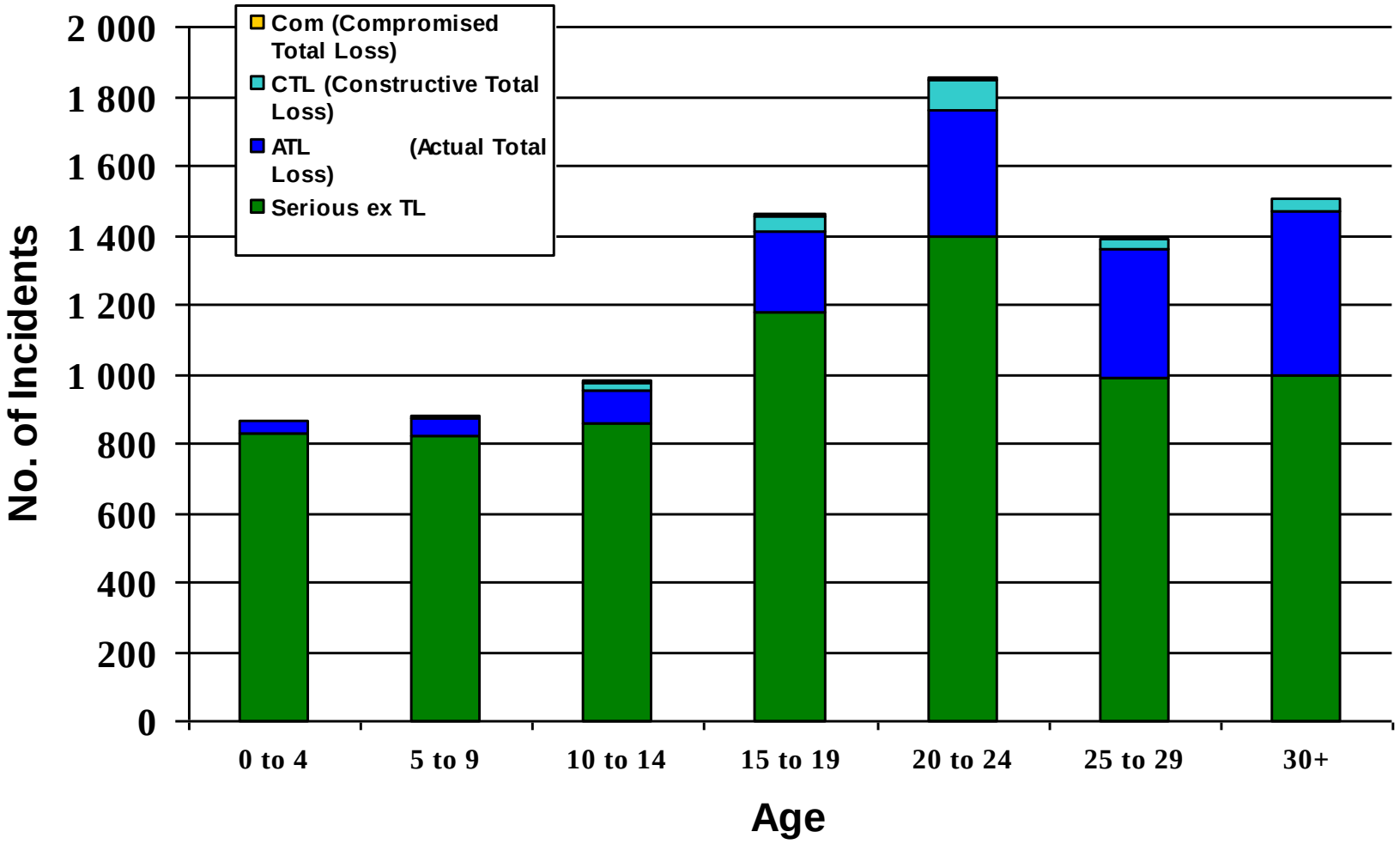


Source: LMIU

Serious and Total Losses 1994 - 2008

By age (vessels > 500 GT)



Source: LMIU

Serious Losses 1994 - 2008

By Cause, All Vessel Type (vessels > 500 GT)

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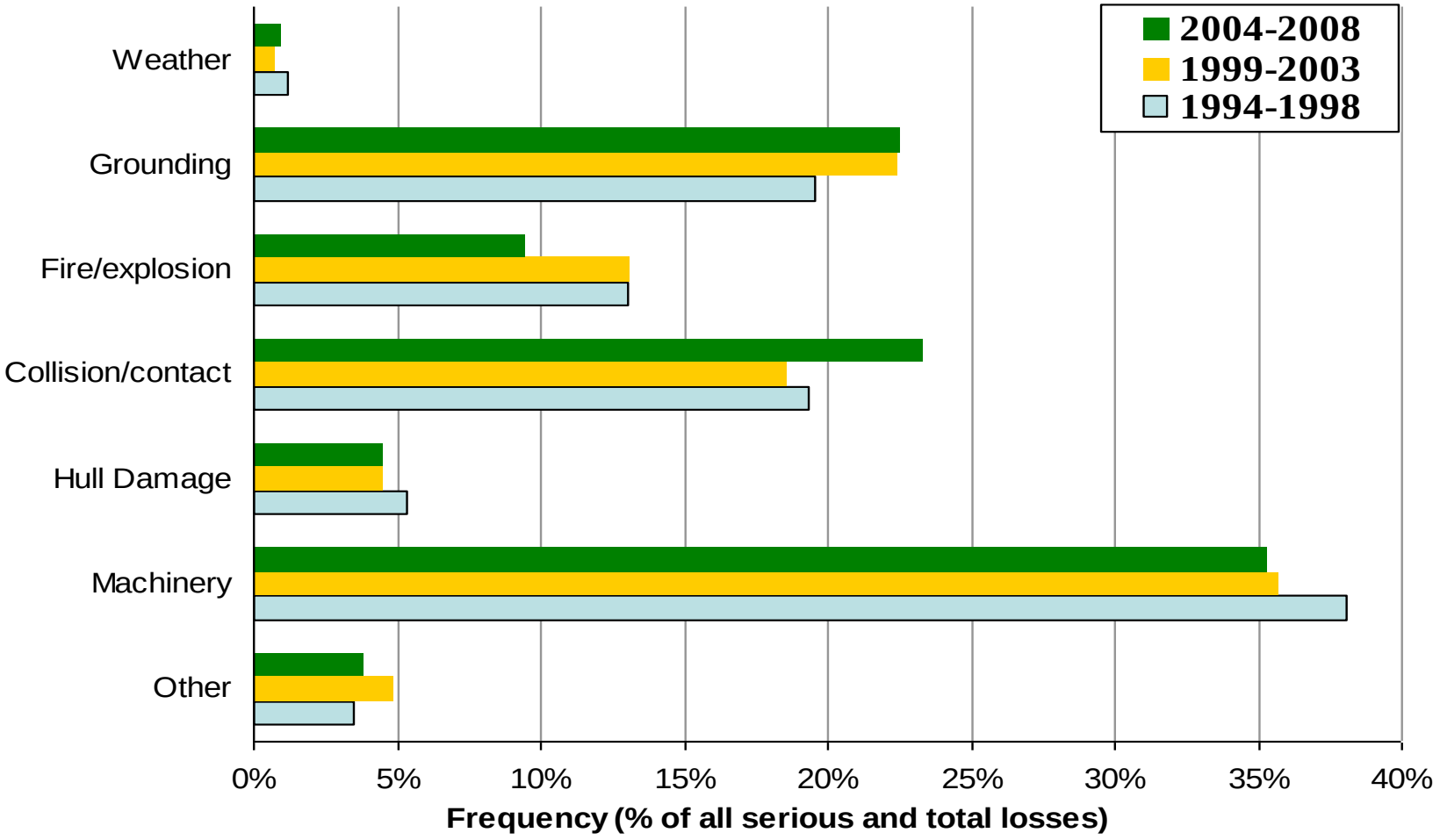

Source: LMIU

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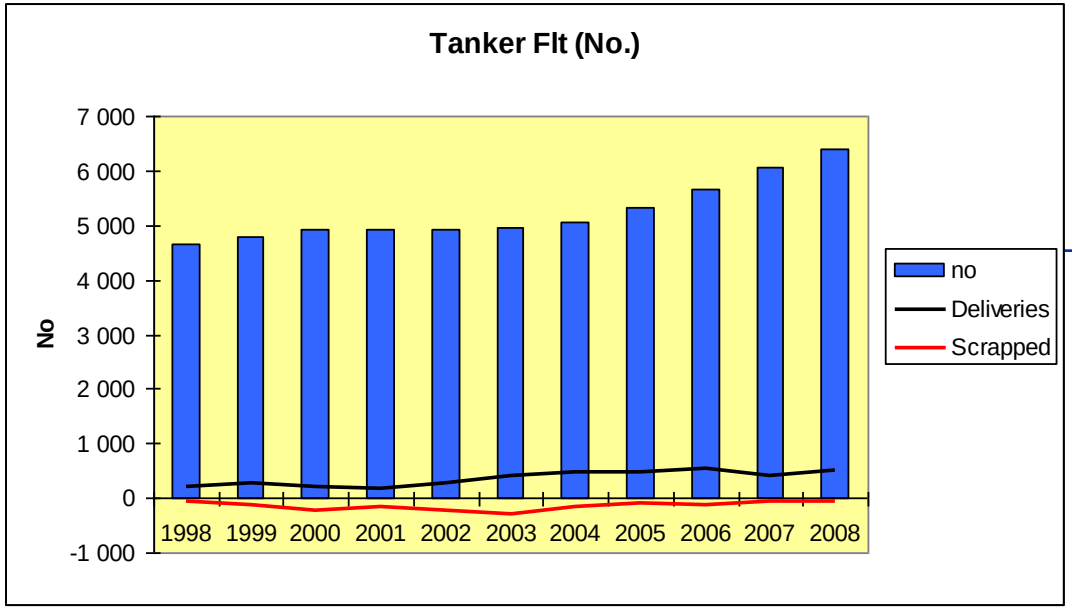
Fleet Information



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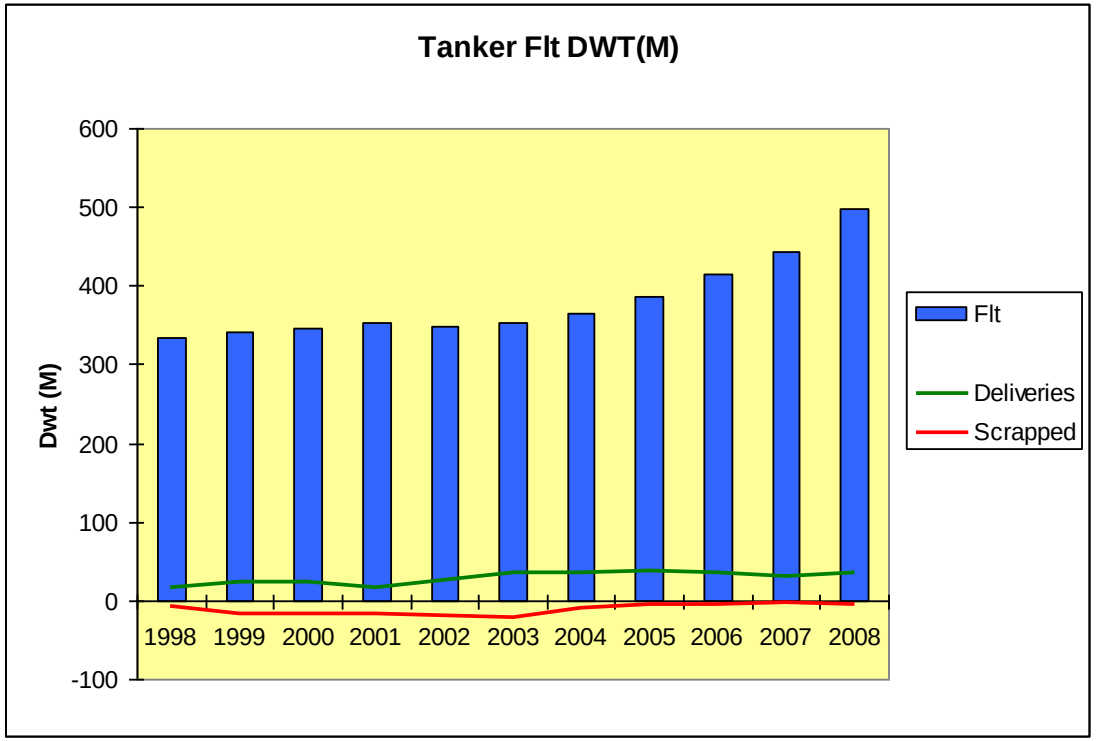
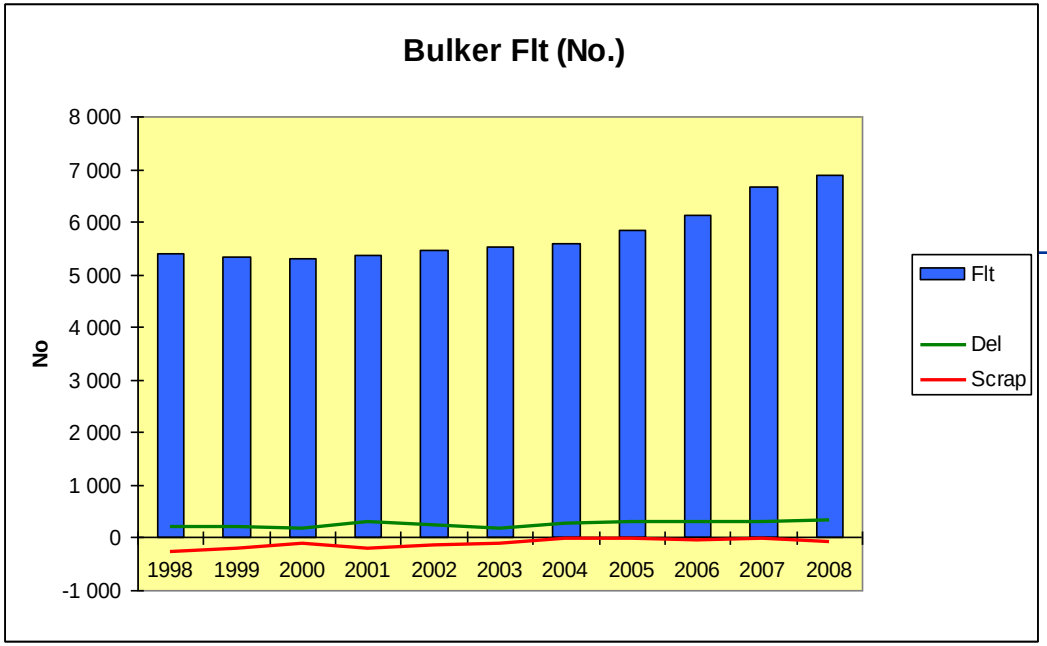


Source: Clarkson



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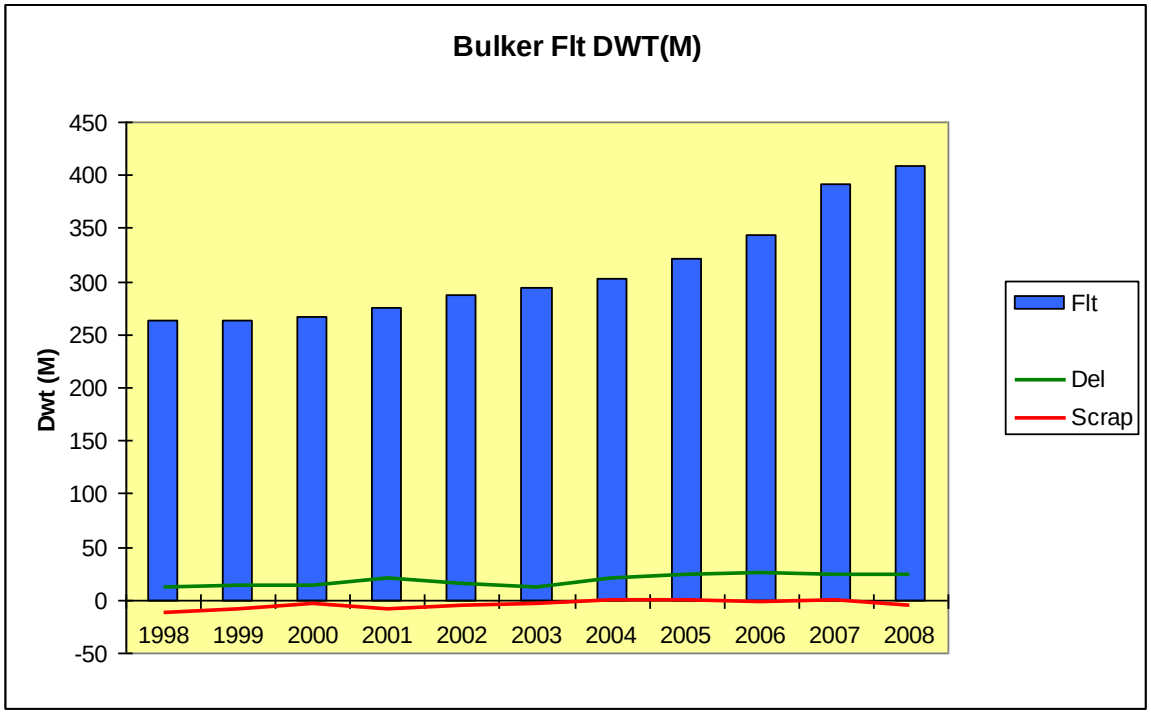
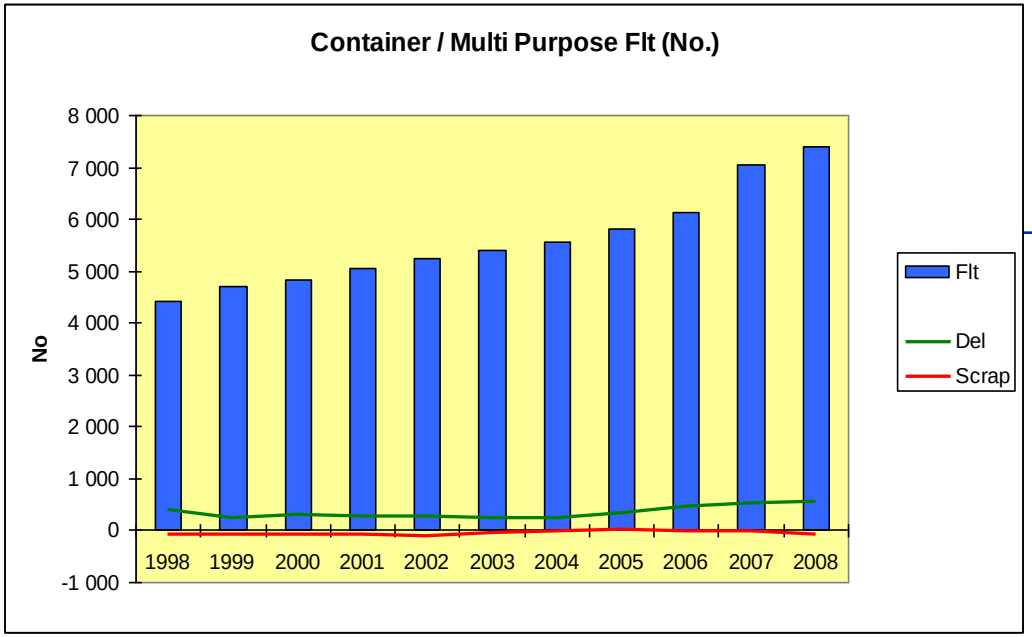


Source: Clarkson



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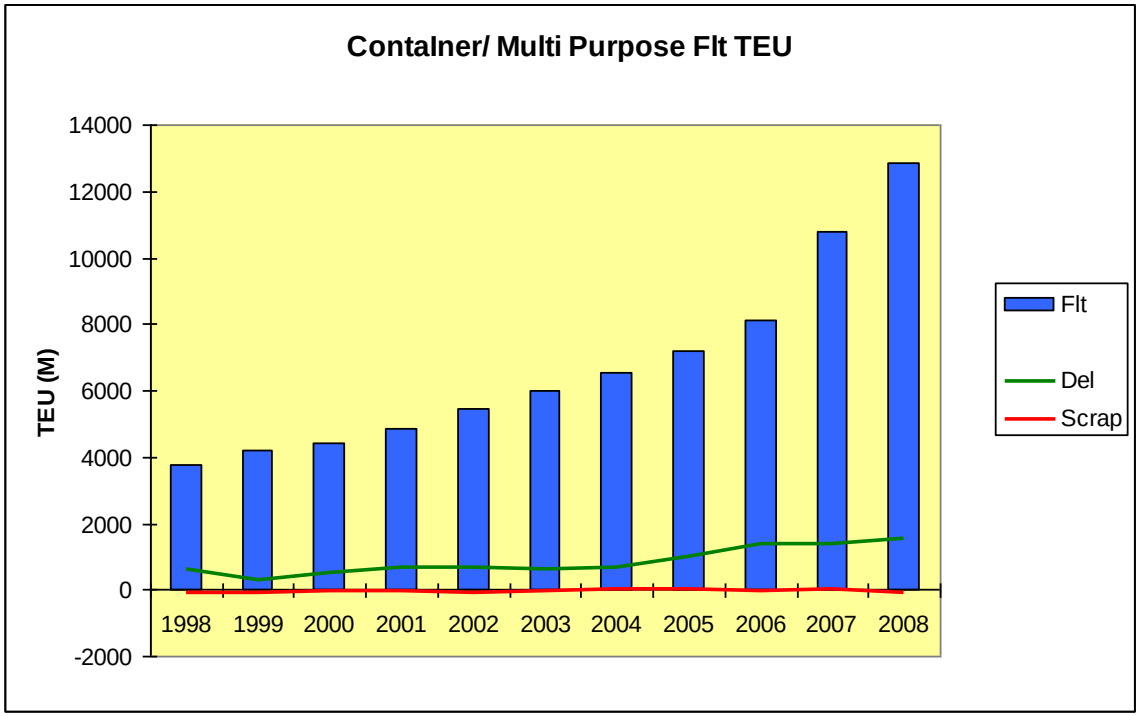

Source: Clarkson

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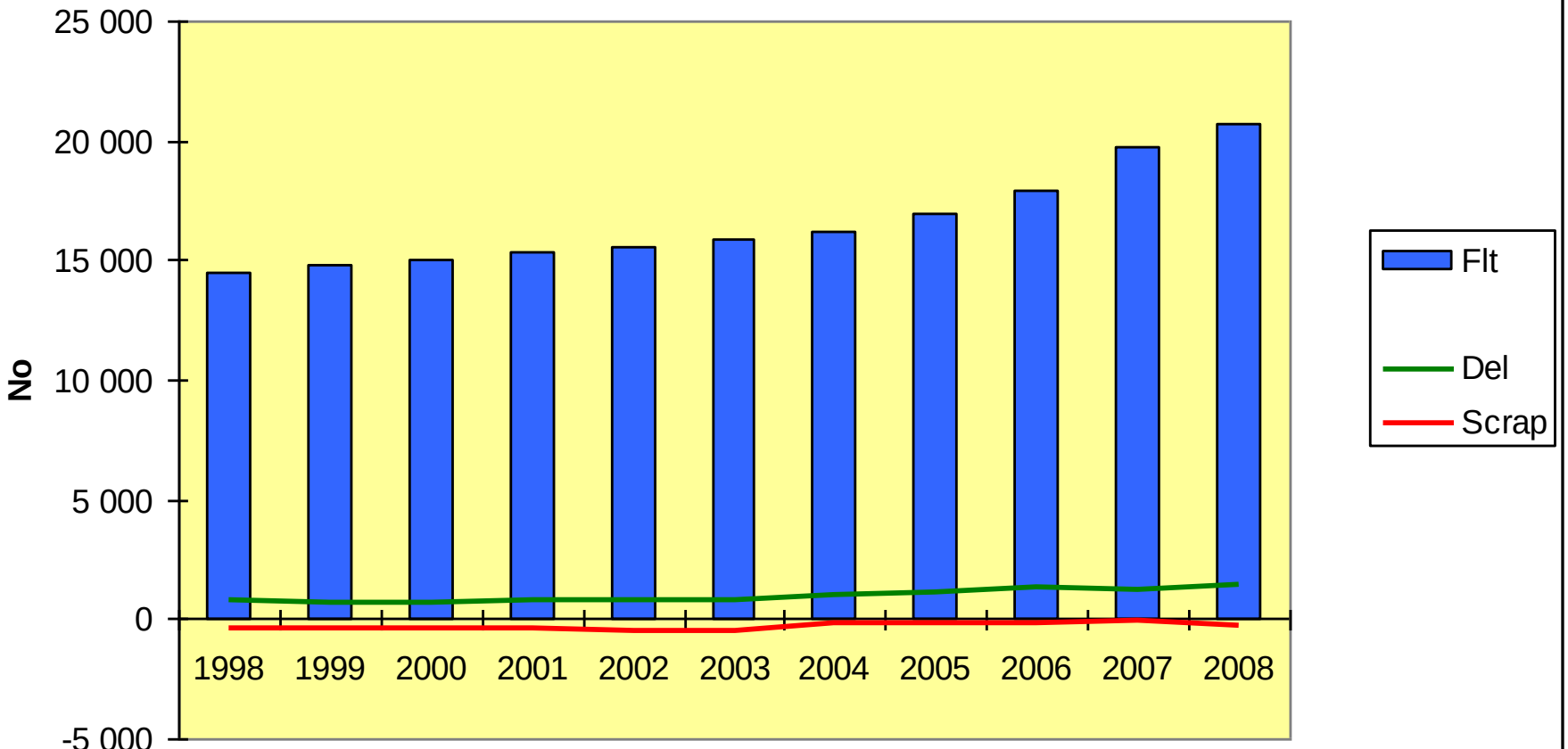
Tanker / Bulker / Container / Multi Purpose Fleet - Numbers



Source: Clarkson

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Construction Statistics,

Freight rates and Scrapping

Construction Activity

(Order Book @ 1st October 2008)

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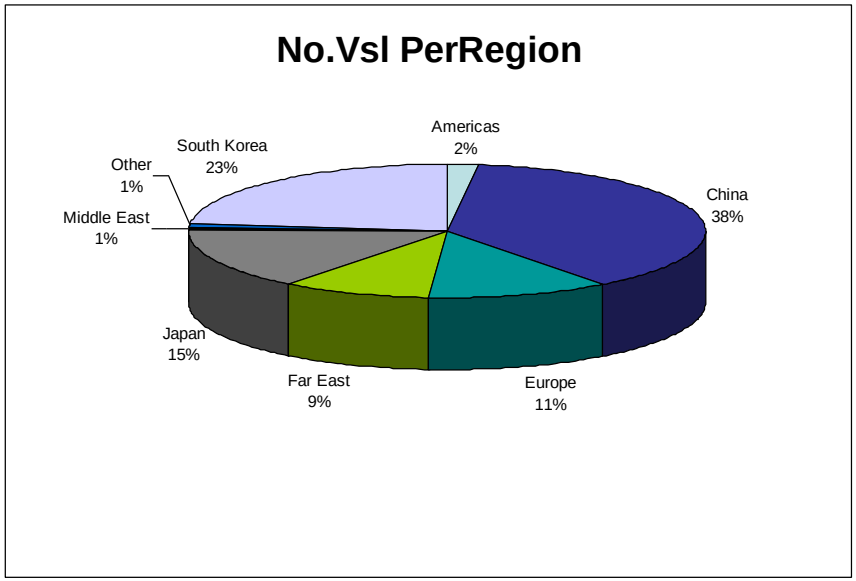

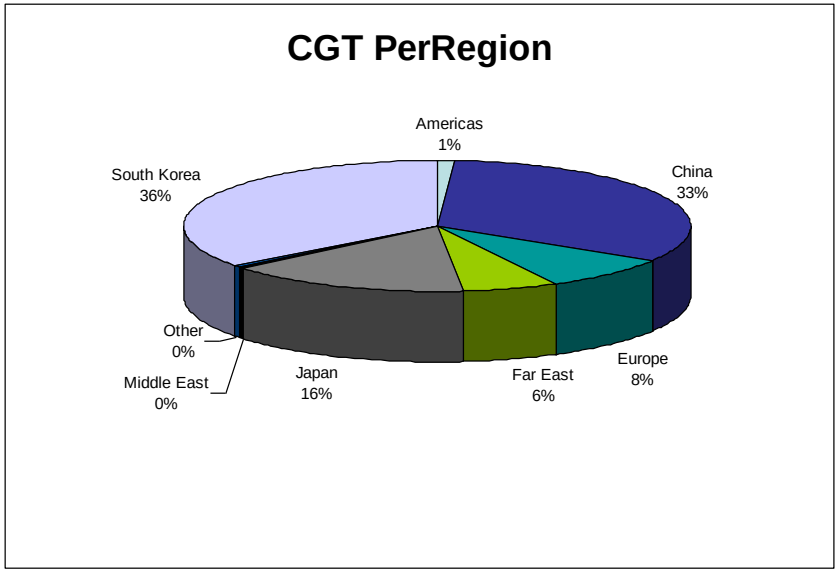

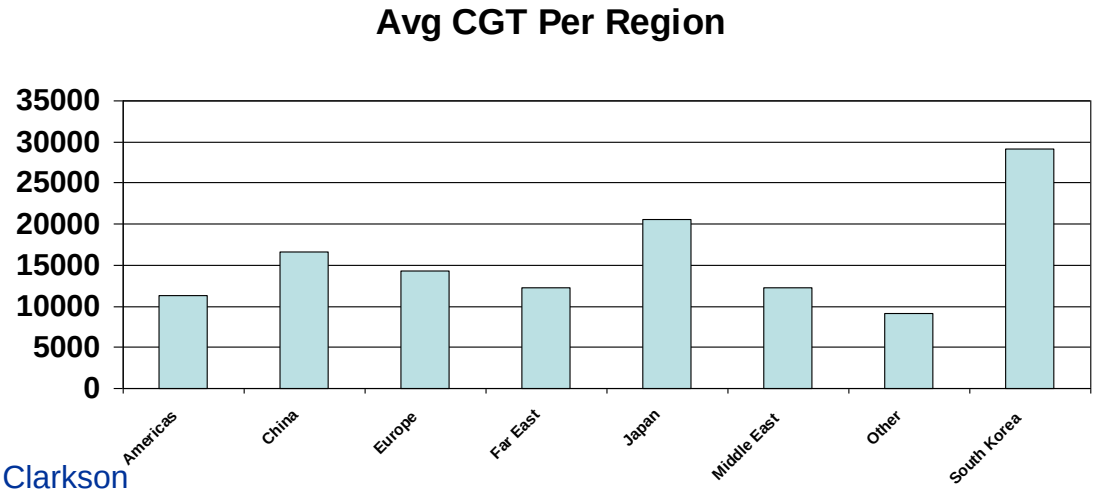

Source: Clarkson

CGT = Compensated Gross Ton

For conversion factors between GT and CGT see e.g.: http://www.coltoncompany.com/shipbldg/statistics/cgtfactors.htm

Construction Activity

(Order Book @ 1st October 2008)

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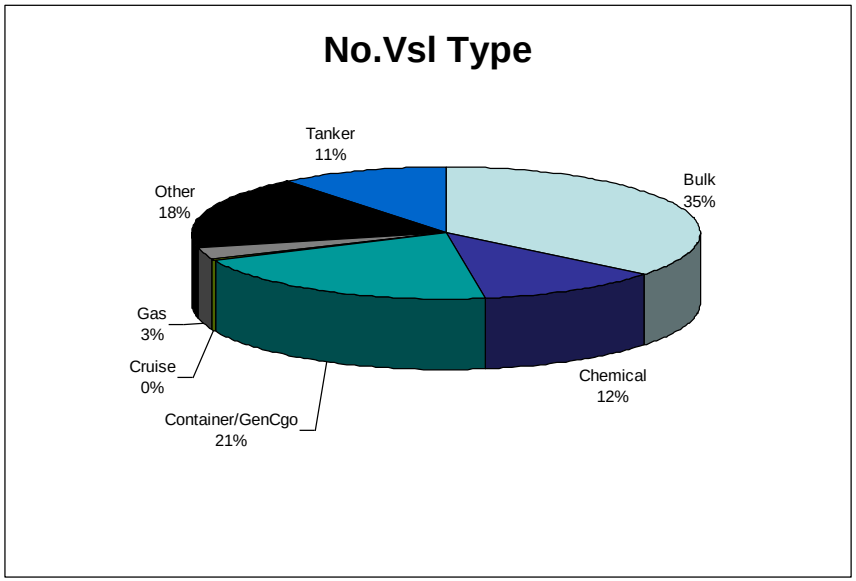
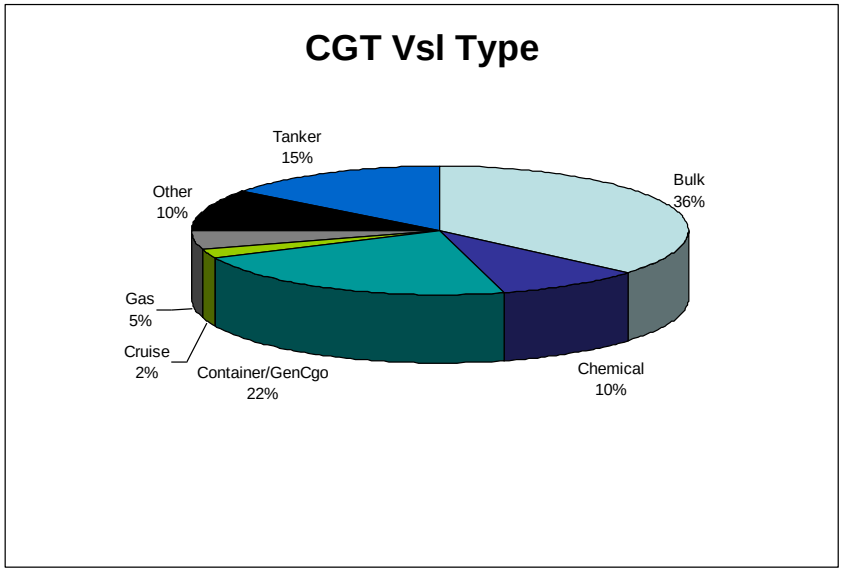
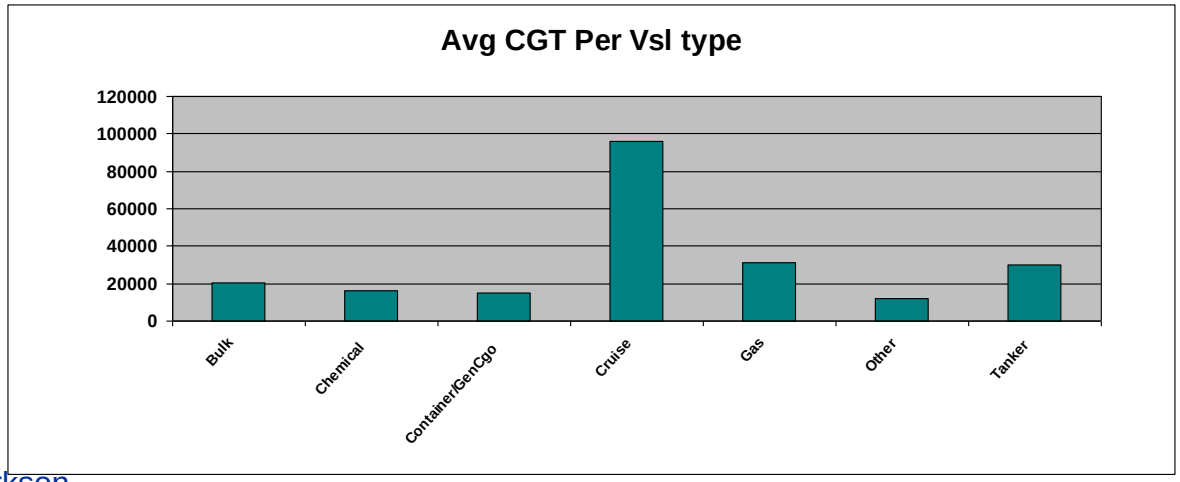
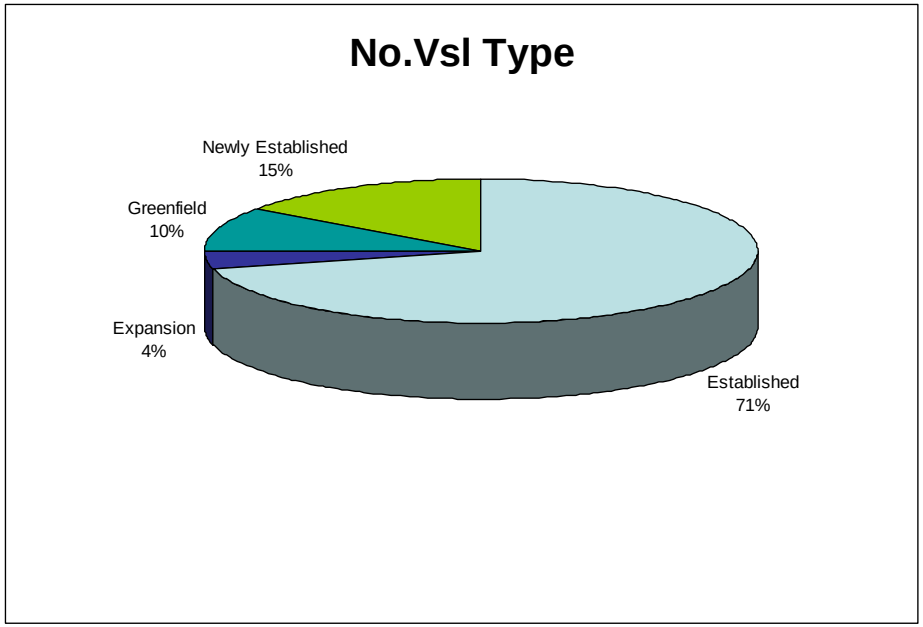


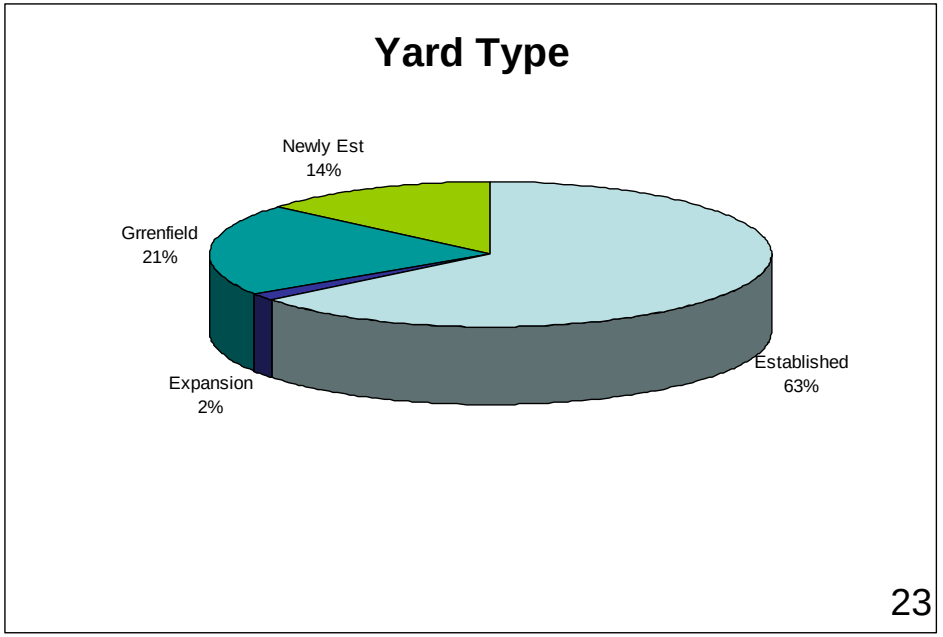




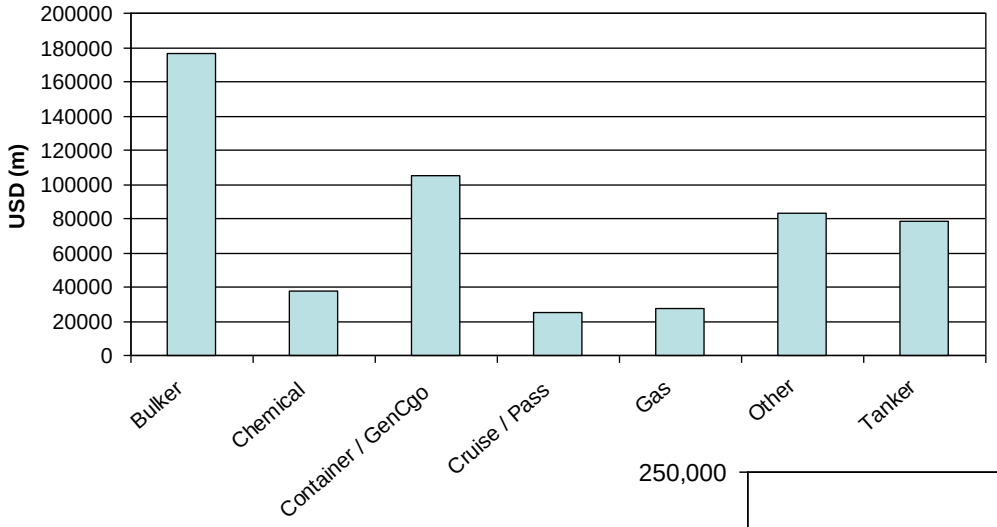
Source: Clarkson

Yard Status

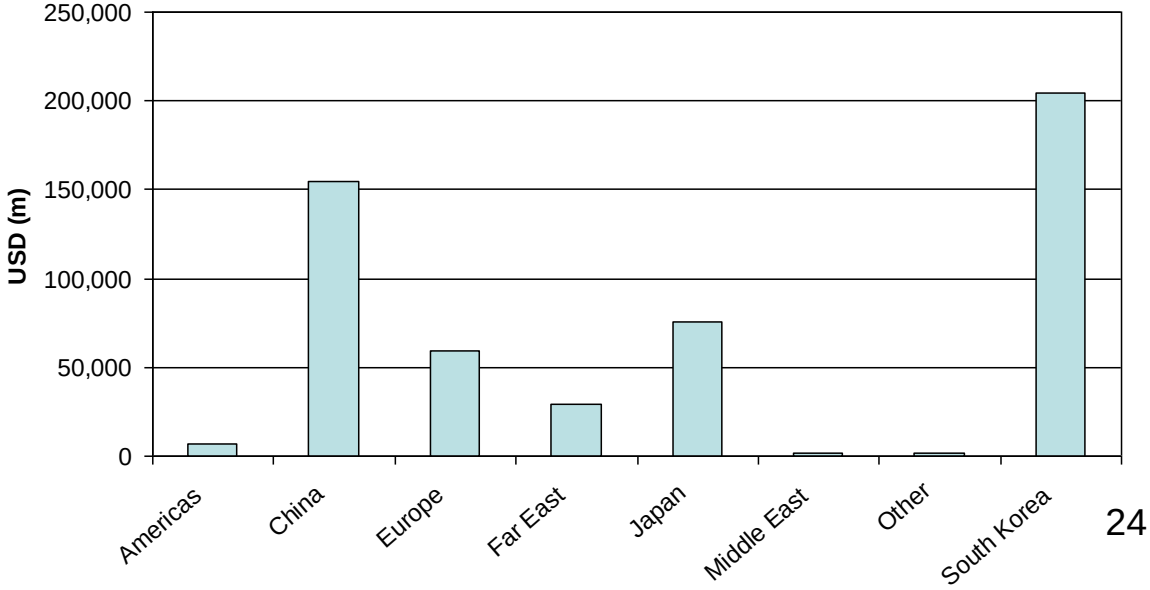

No.Vsl Type
Newly Established
15%
Greenfield
10%
Expansion
4%
Established
71%


Yard Type
Newly Est
14%
Grrenfield
21%
Expansion
2%
Established
63%

New Building Values



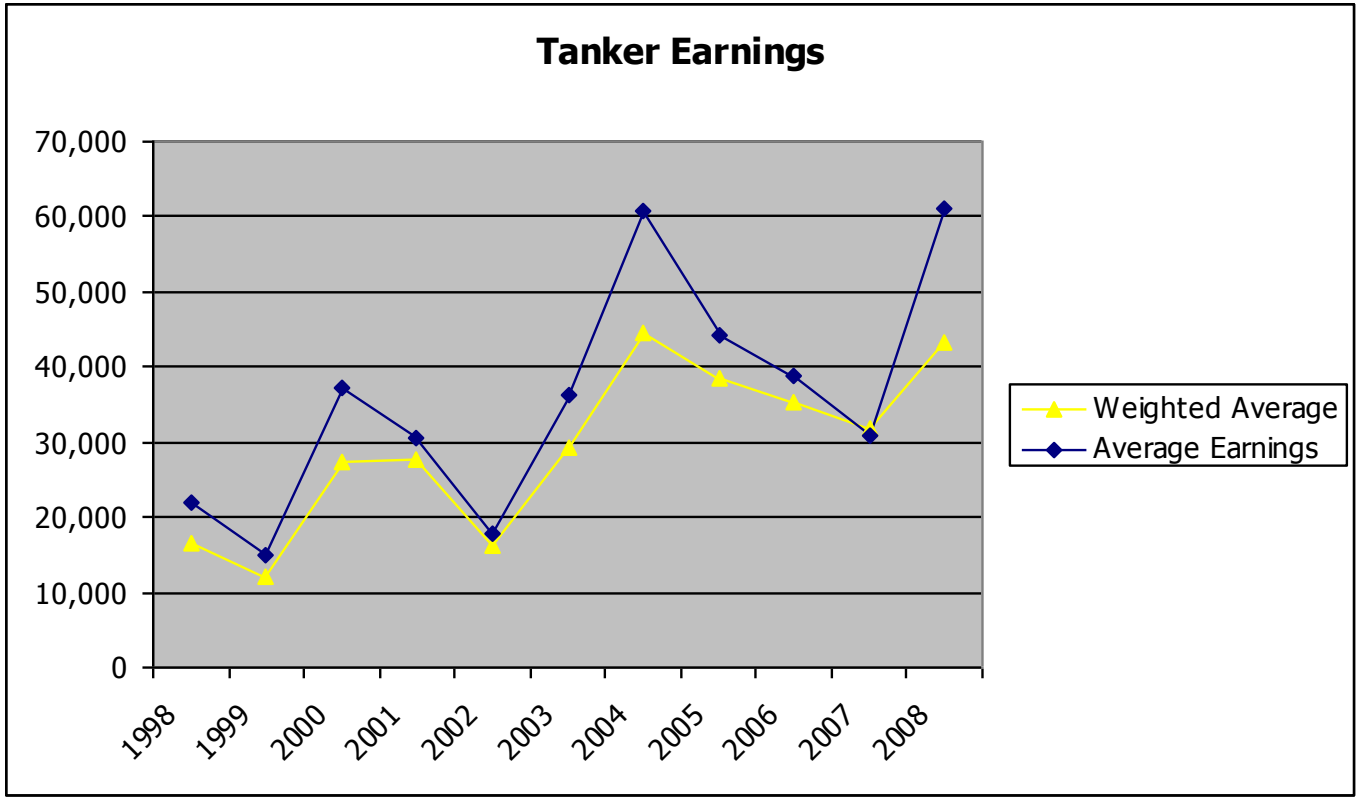
Total Value of New Building USD533bn



Source: Clarkson

Freight Rates

Tanker Earnings

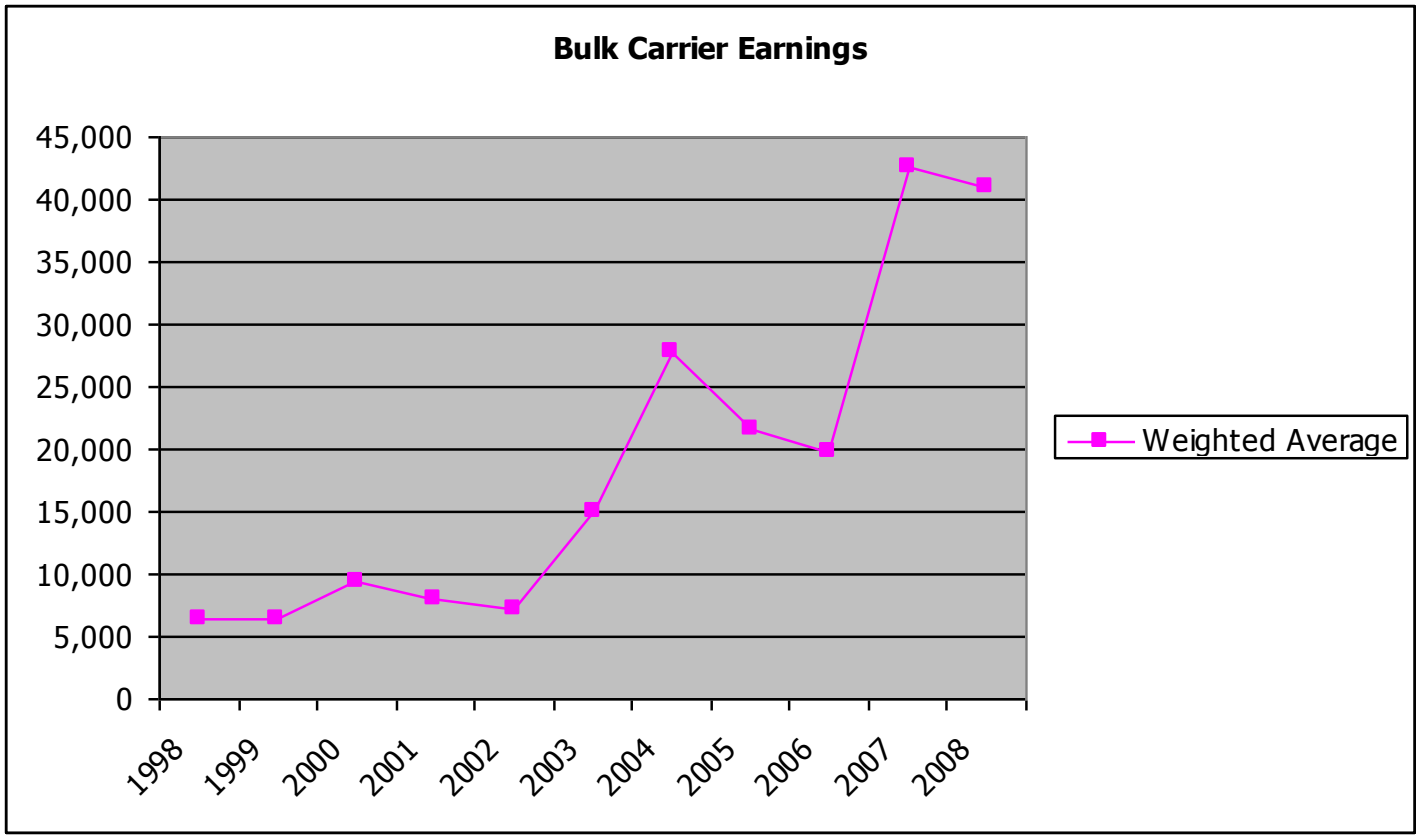


Average Earnings are estimated as daily timecharter equivalents (tce) for voyage freight rates, excluding waiting time, off-hire etc., and expressed in $ per day on the voyage.
Average Earnings for each ship type are simple averages of the voyage earnings for that ship type.

Source: Clarkson

Freight Rates

Bulk Carriers Earnings

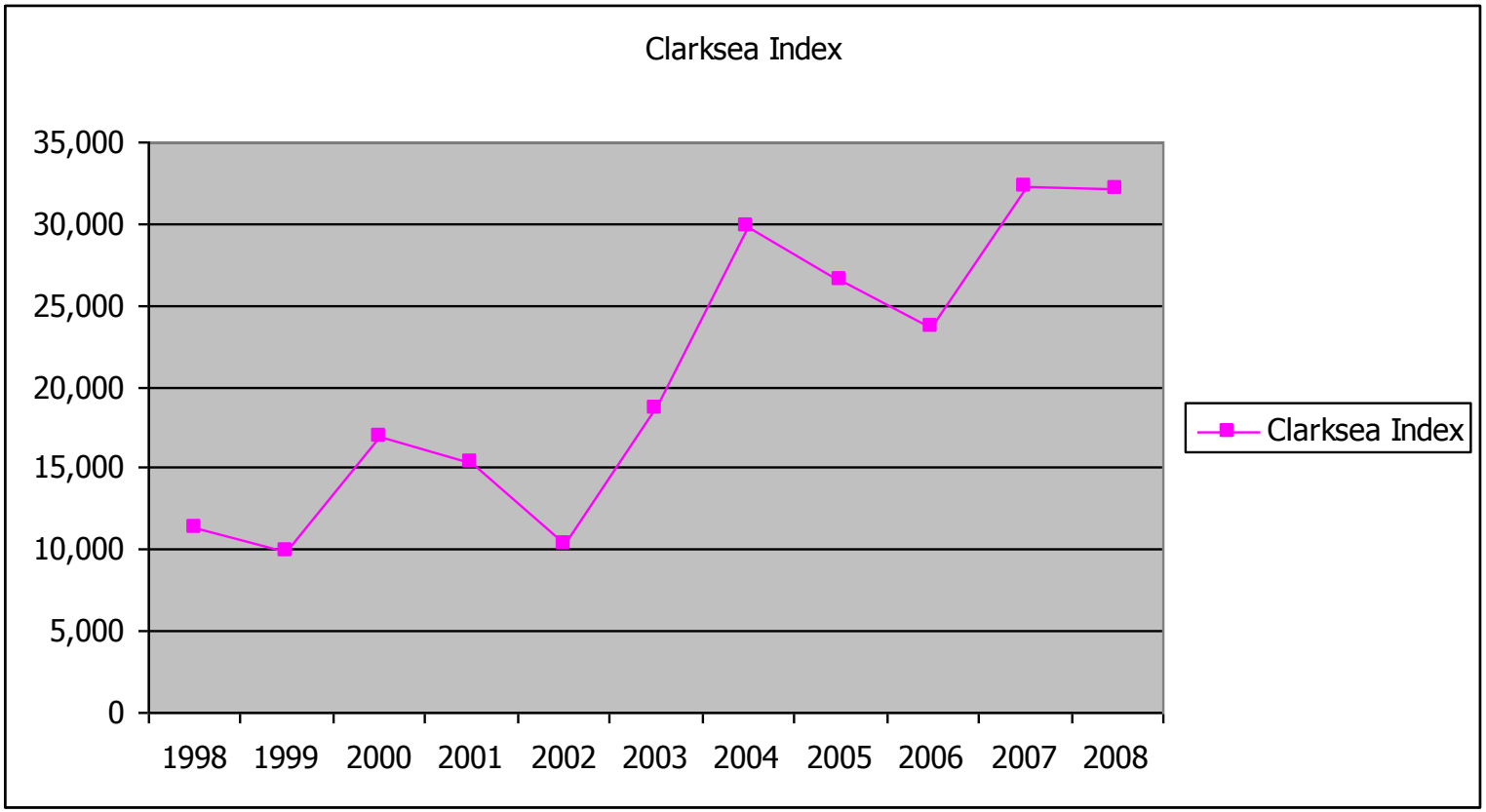


Average Earnings are estimated as daily timecharter equivalents (tce) for voyage freight rates, excluding waiting time, off-hire etc., and expressed in $ per day on the voyage.
Average Earnings for each ship type are simple averages of the voyage earnings for that ship type.

Source: Clarkson

Freight Rates

Clarksea Index

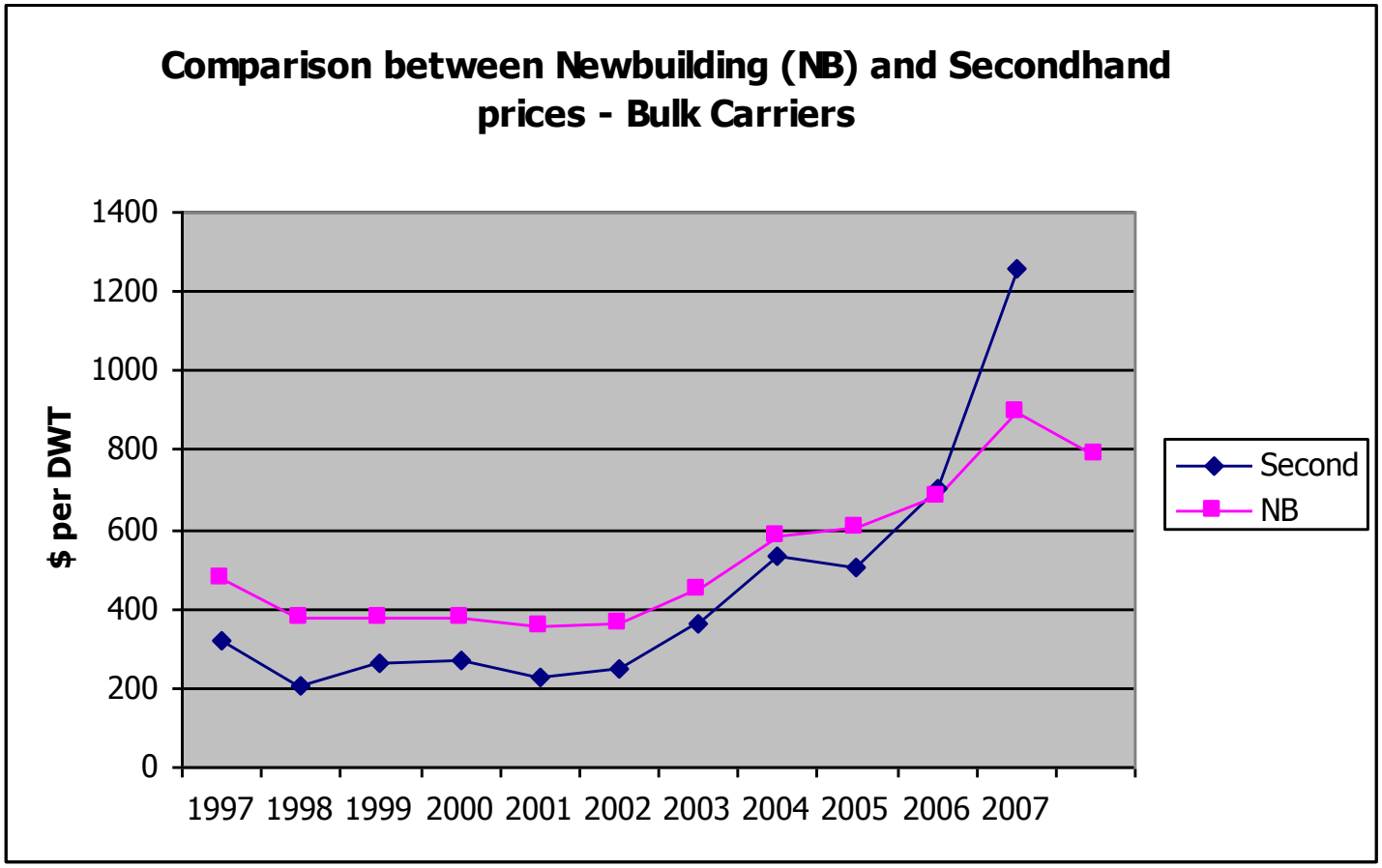


The Clarksea Index is a weighted average of earnings for all the main commercial vessel types, where the weighting is based on the number of vessels in each fleet sector.

Source: Clarkson

Bulk Carrier Values

Newbuilding (NB) versus Secondhand Prices

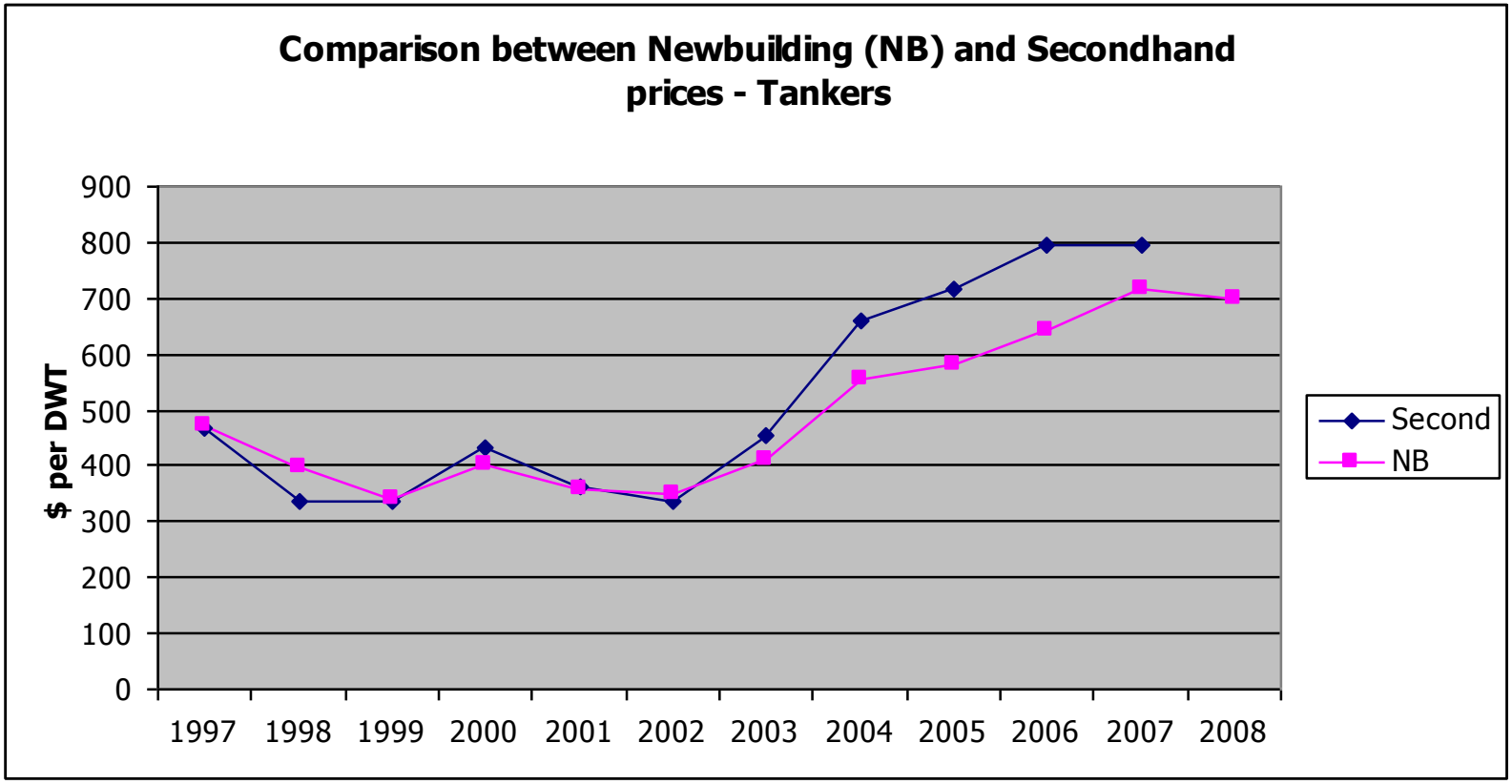


No Second Hand prices for 2008

Source: Clarkson

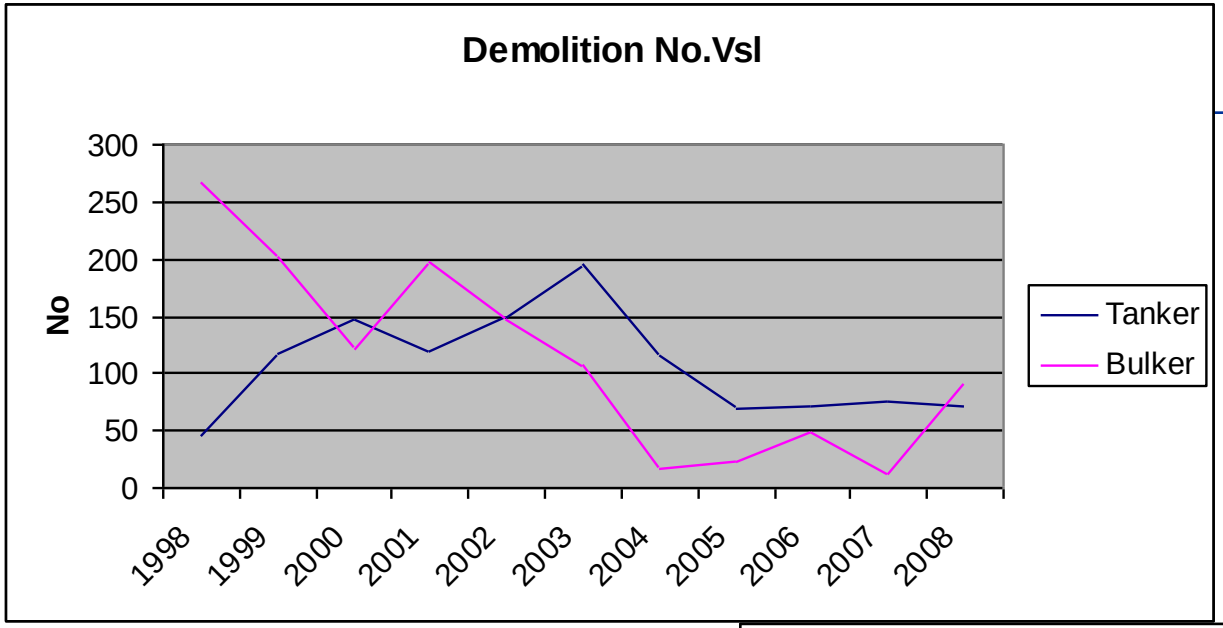
Tanker Values

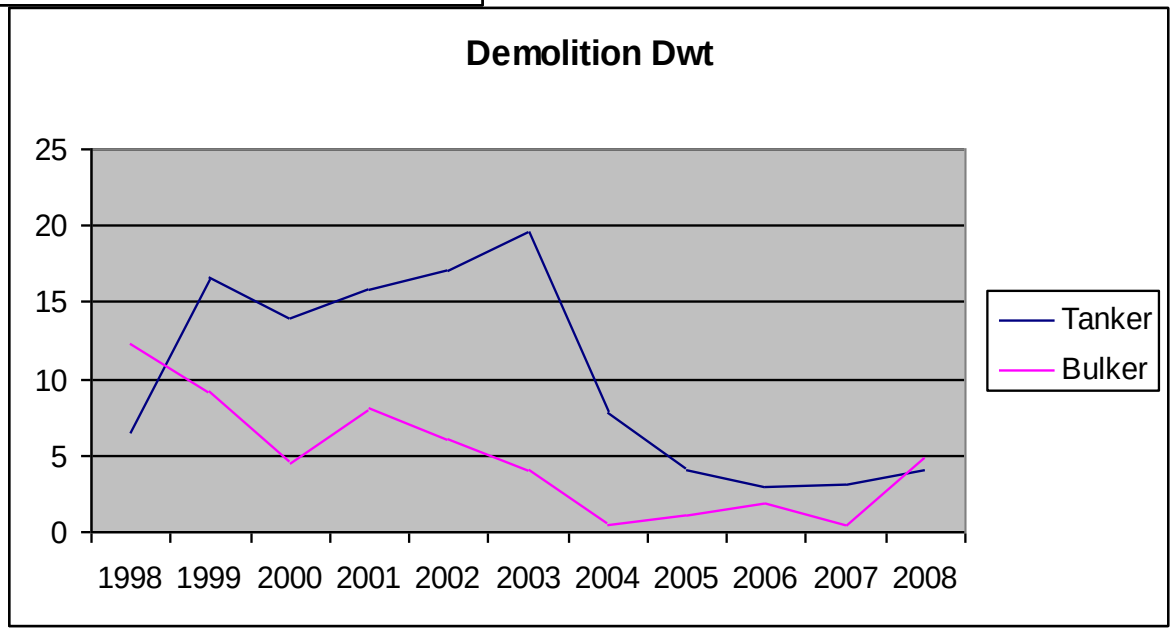
Newbuilding (NB) versus Secondhand Prices



Source: Clarkson

Scrapping





Source: Clarkson

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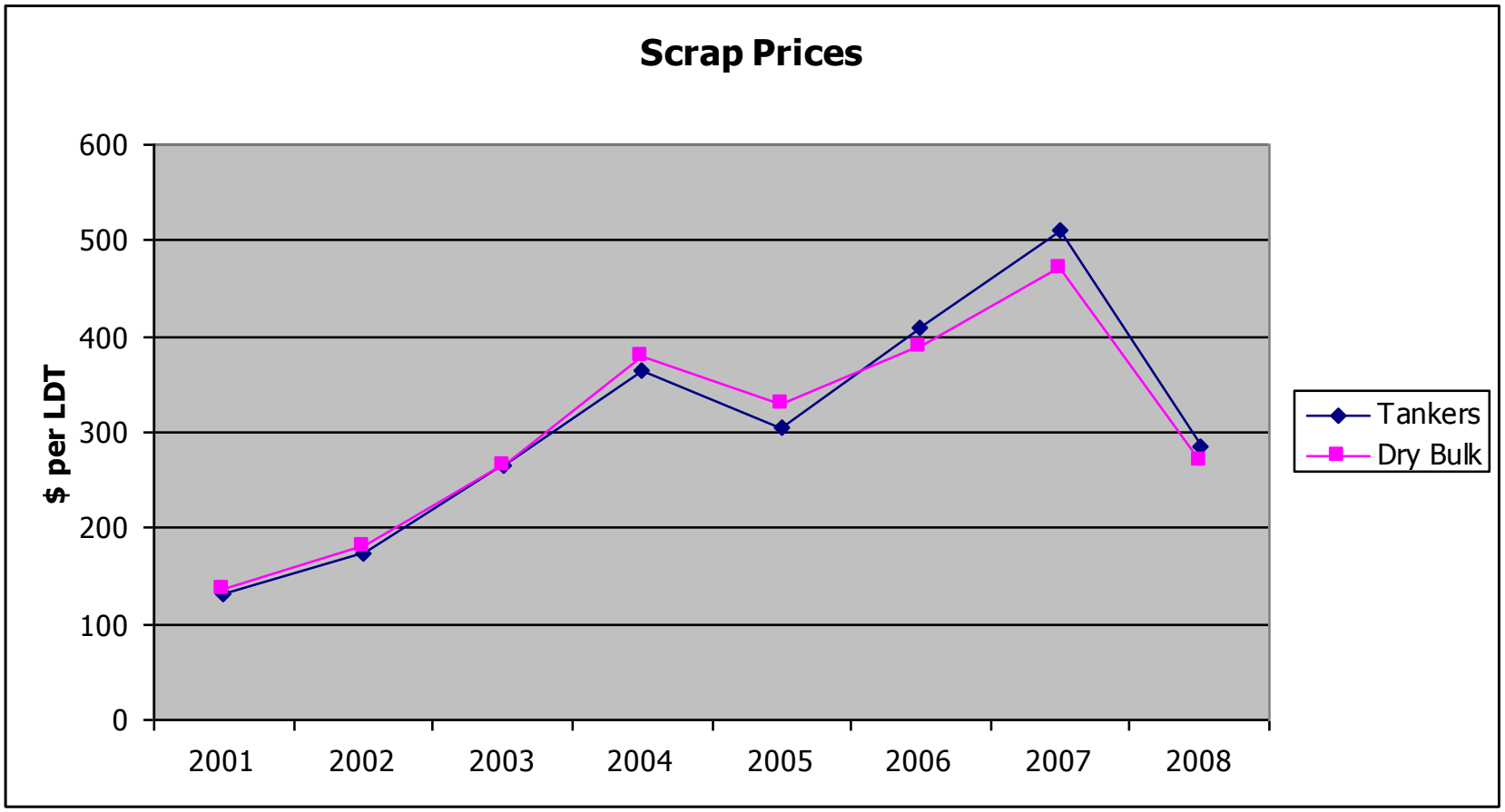

Source: Clarkson

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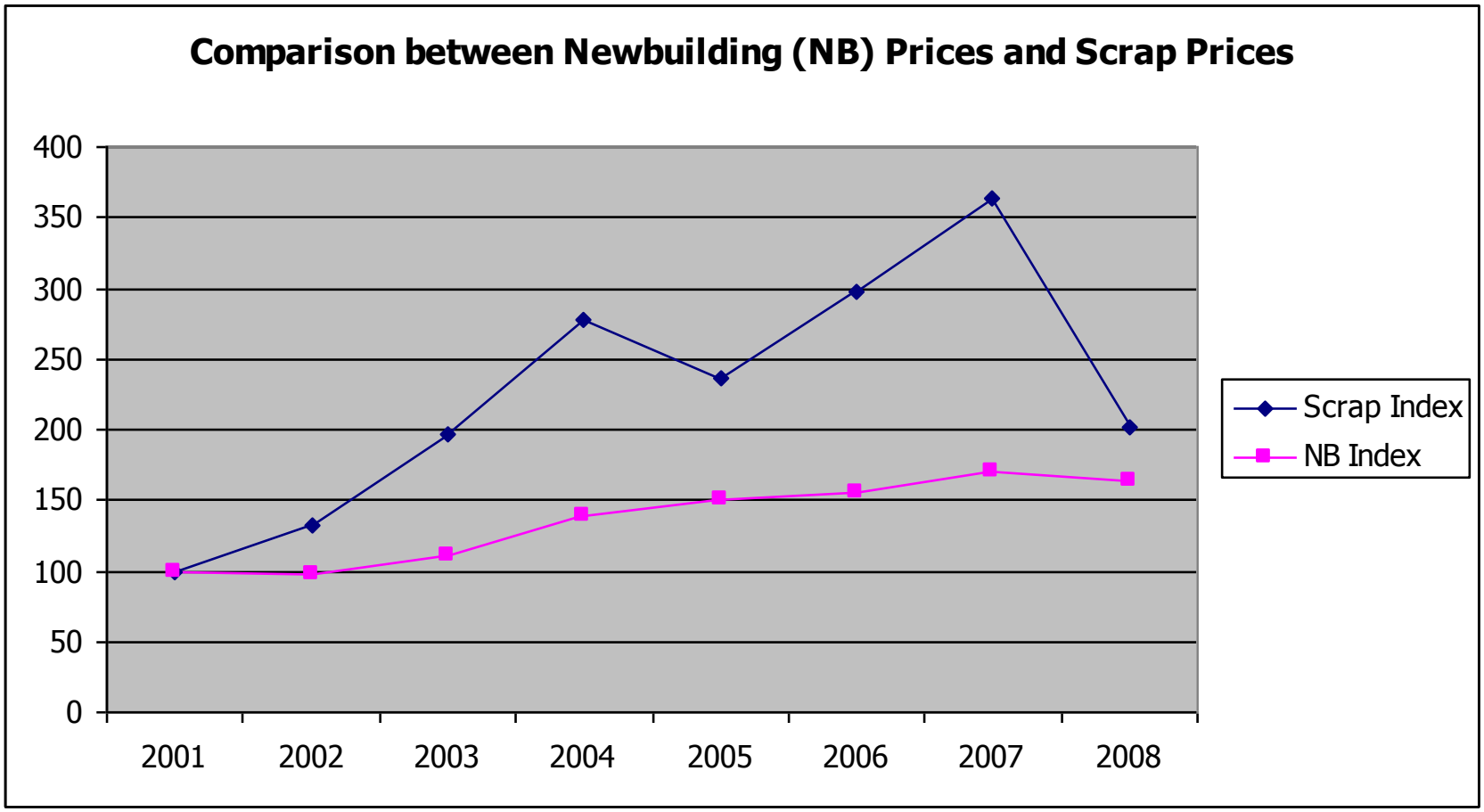

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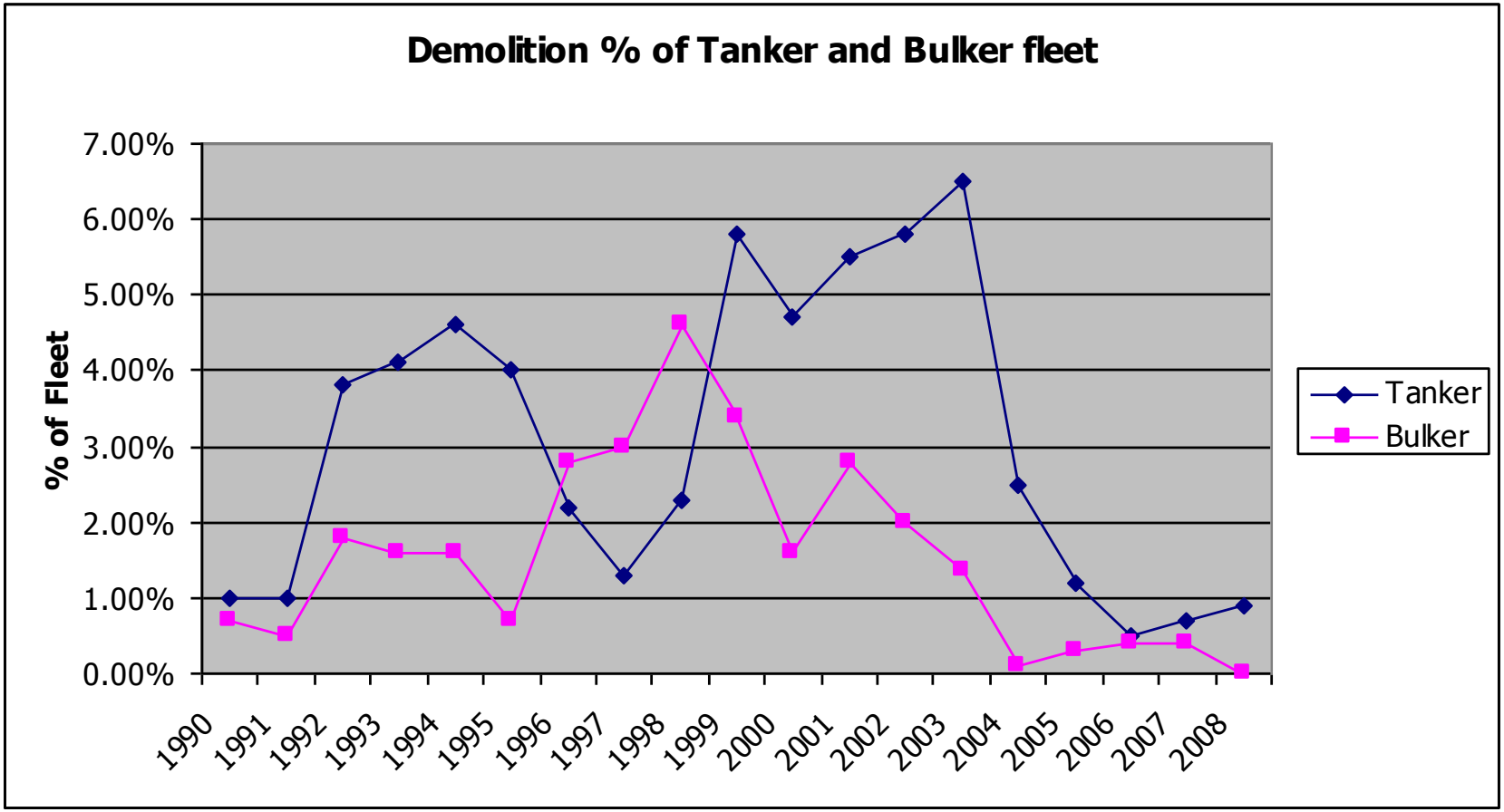

Source: Clarkson