





World Shipbuilding Statistics **Facts & Figures Committee**

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The statistics for this presentation have been derived from the Clarkson database. The Statistics have been compiled by the IUMI Facts and Figures Committee. The value of the current order book has been done by taking the known contract value or if not known the current new building price has been used.

Compensated Gross Tonnes :- In the 1970s European and Japanese builders came to the conclusion that measuring shipyard output by tonnage alone did not give a valid comparison. A yard building a 5,000 GT ferry would be doing as much work, in terms of man-hours and adding value, as a yard building a 15,000 GT bulk carrier. A set of conversion factors was agreed at the OECD in 1977 and updated in 1984. Under this system a VLCC of 250,000dwt and 125,000 GT would have a cgt of 31,250.



Region /Country Classification

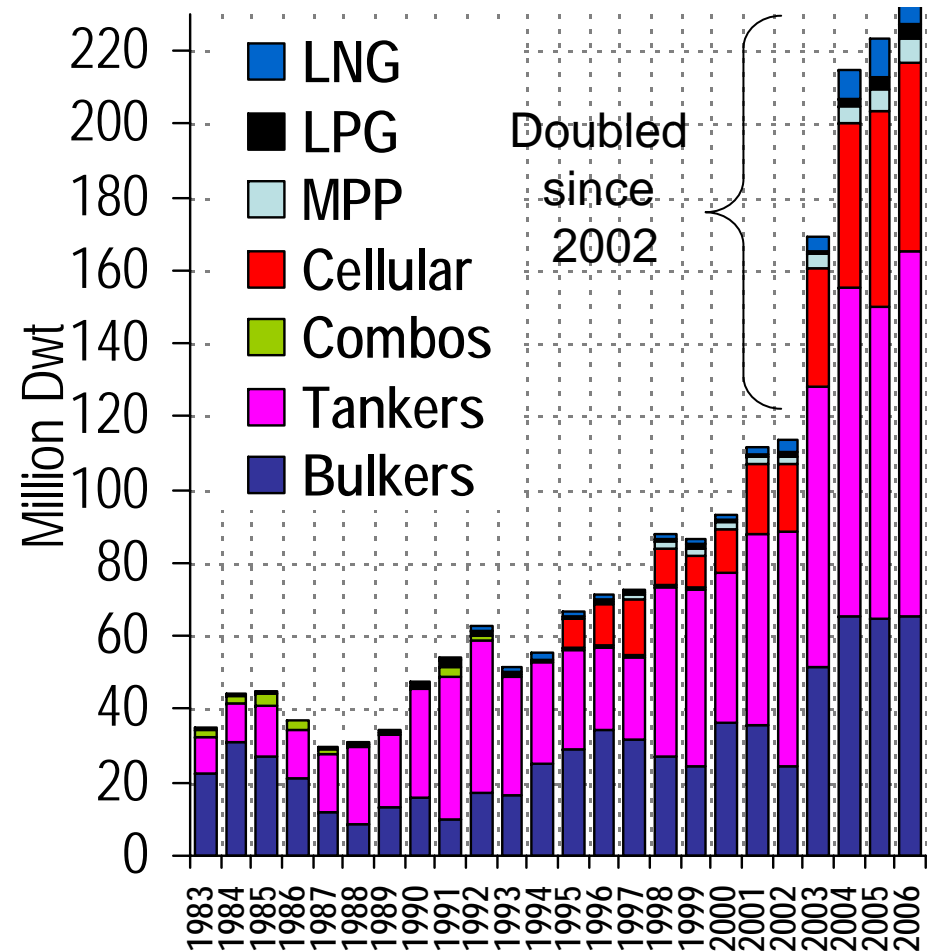
Africa:	Algeria, Angola, Ethiopia, Seychelles, South Africa
Americas:	Argentina, Australia, Brazil, Canada, Chile, Venezuela
China:	China
Europe:	Austria, Belgium, Croatia, Cyprus, Denmark, Eire, Finland, France, Germany, Greece, Iceland, Italy, Monaco, Netherlands, Norway, Poland,
UK	Portugal, Romania, Slovakia, Spain, Sweden, Switzerland, Turkey,
Far East:	Bangladesh, Hong Kong, India, Indonesia, Malaysia, Philippines, Singapore, Sri Lanka, Thailand, Vietnam
FSU:	Azerbaijan, Kazakhstan, Latvia, Russia, Ukraine
Japan:	Japan
Middle East:	Dubai, Egypt, Iran, Israel, Kuwait, Qater, Saudi Arabia, U.A.E.
South Korea:	South Korea
Taiwan:	Taiwan
USA:	USA

World Orderbook tops 200 m dwt



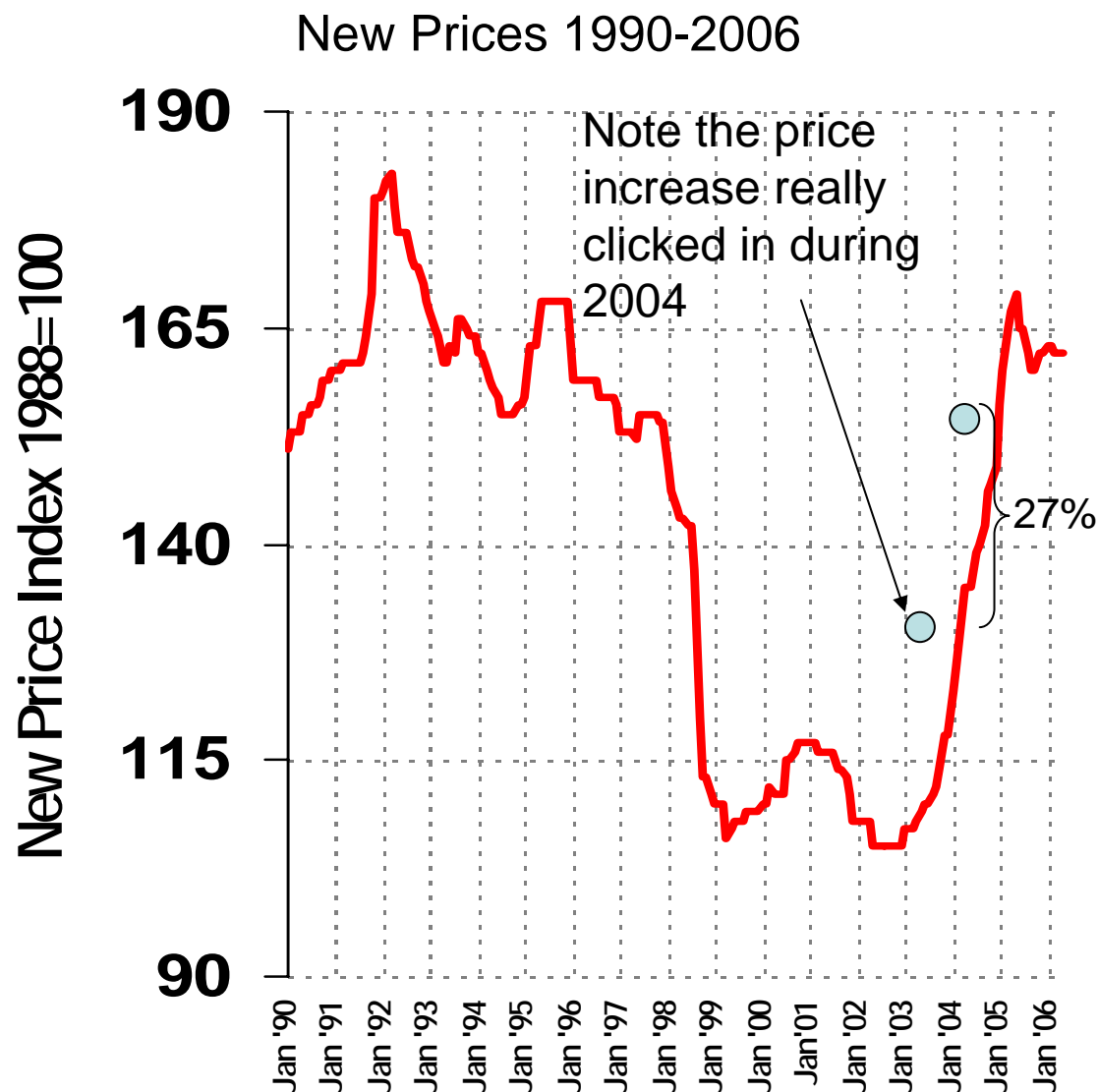
- Since 2002 the orderbook has jumped from 112 m dwt to 227 m dwt
- Orderbook is now 26.7% of the fleet, historically very high
- Biggest increase in 2005 LNG, LPG & containers

Orderbook 1983-2006



Newbuilding Prices Peaked

- Aframax tanker peaked at \$53MM in 1990, but new price fell to \$33MM in Dec 1999 and today it costs \$62 mill
- Some ships cost twice what they did four years ago



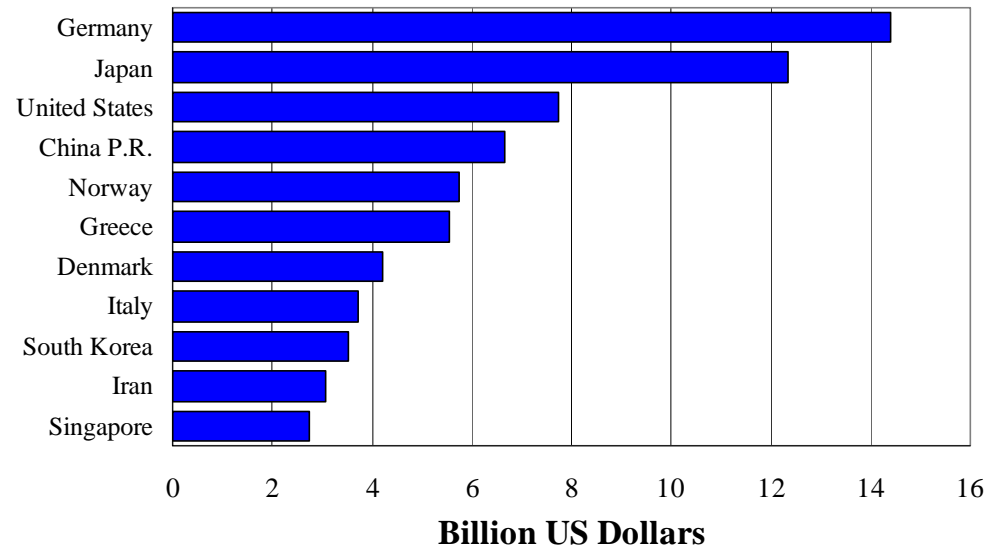
Orders by Country

- European owners dominated investment in 2005 with the Germans leading the way.
- Second was Japan followed by the United States, driven by an increase in large cruise ship contracting.
- Chinese owners the 4th largest investors in 2005.
- Maersk Line were the number one investor followed by Royal Caribbean and National Iranian Tankers.

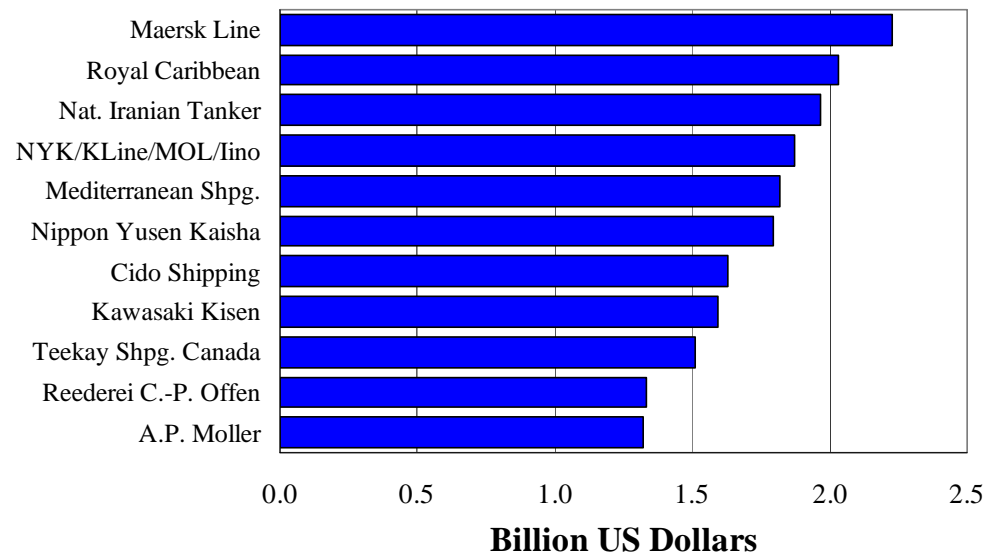
New Orders by country



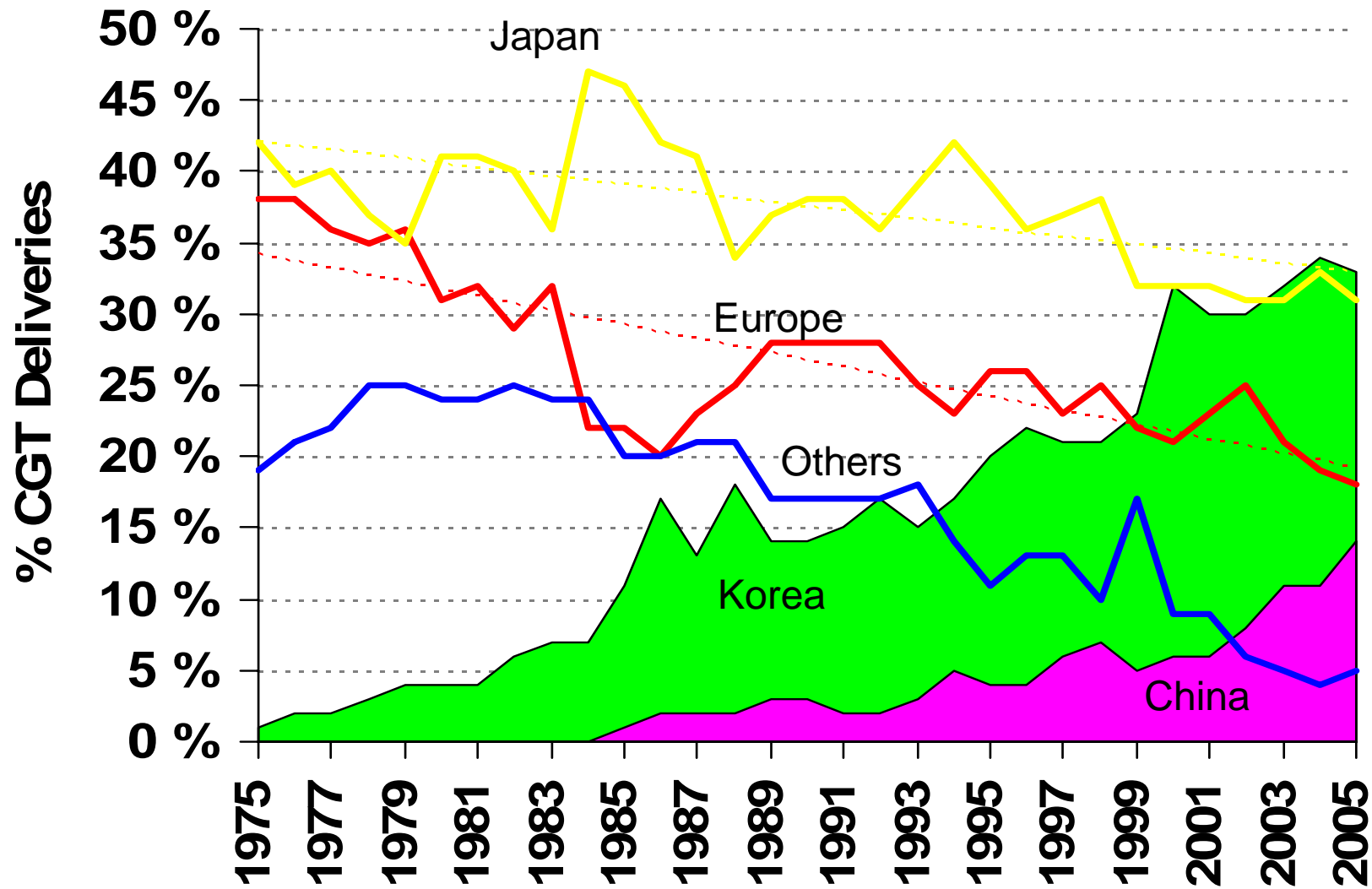
2005 Orders by Owner Country



2005 Orders by Owner (\$bn)



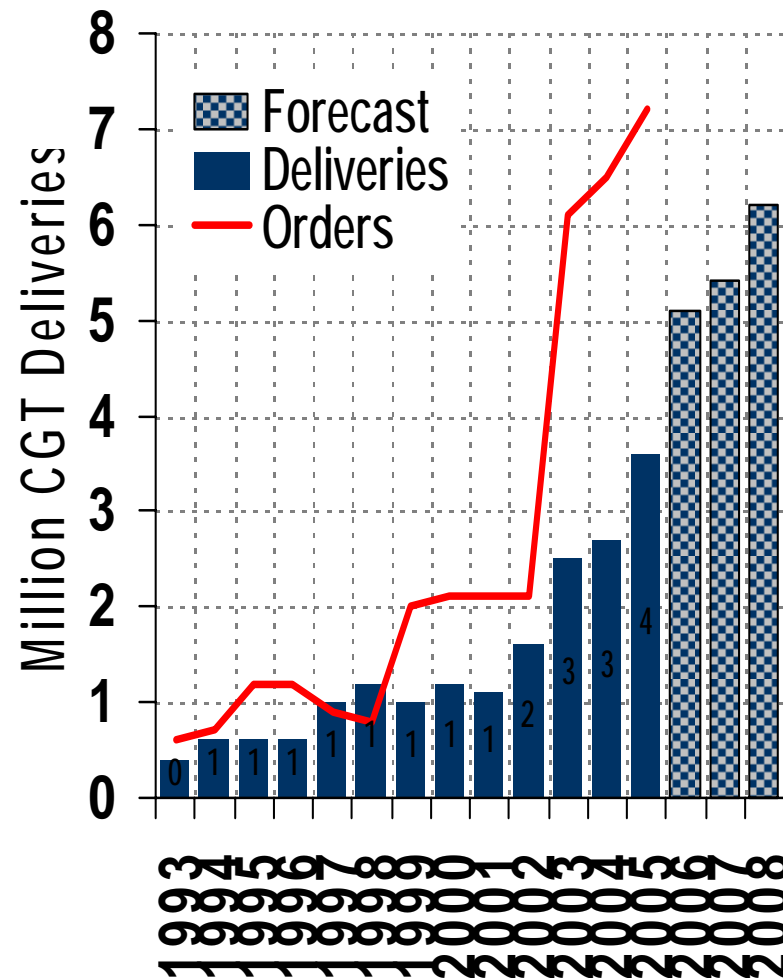
World Shipbuilding: Shares of Deliveries



China Shipbuilding Expanding

- In 2001 China produced 1.1 million CGT, about the same as the previous four years.
- In 2005 output reached 3.7 million CGT, putting China in the Big League
- 7.2 million CGT of orders in 2005

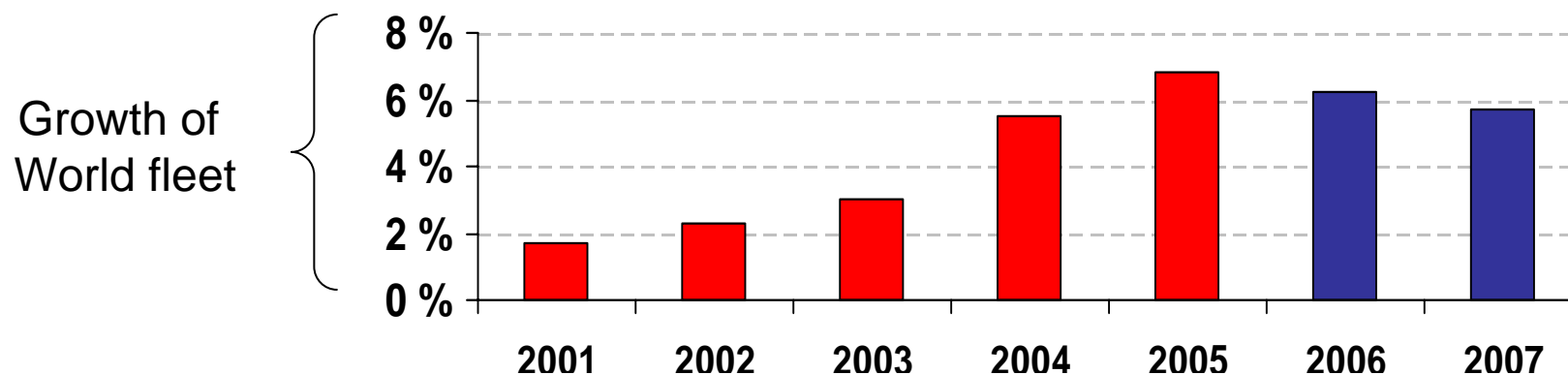
China Orders & Deliveries





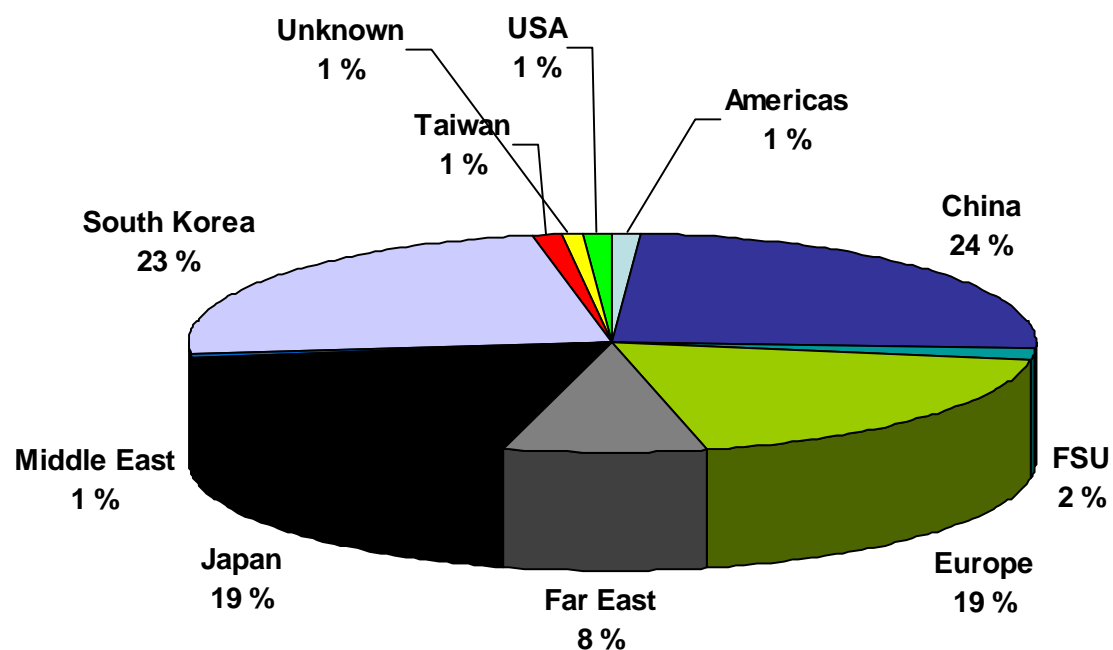
World Fleet Growth 2001-5 & Forecast

	Dwt of Ships				Forecast Jan 2006		
	2001	2002	2003	2004	2005	2006	2007
Orders	45.4	52.8	117.2	103.9			
Deliveries	45.6	49.5	55	61.4	70.5	71.8	71.3
Scrapping	28.3	28.7	27.1	10.6	8.5	13.1	13
World Fleet yr end	755.3	773.3	797.1	843.9	906	966	1,024
Increase (m dwt)	13	18	24	46	62	60	58



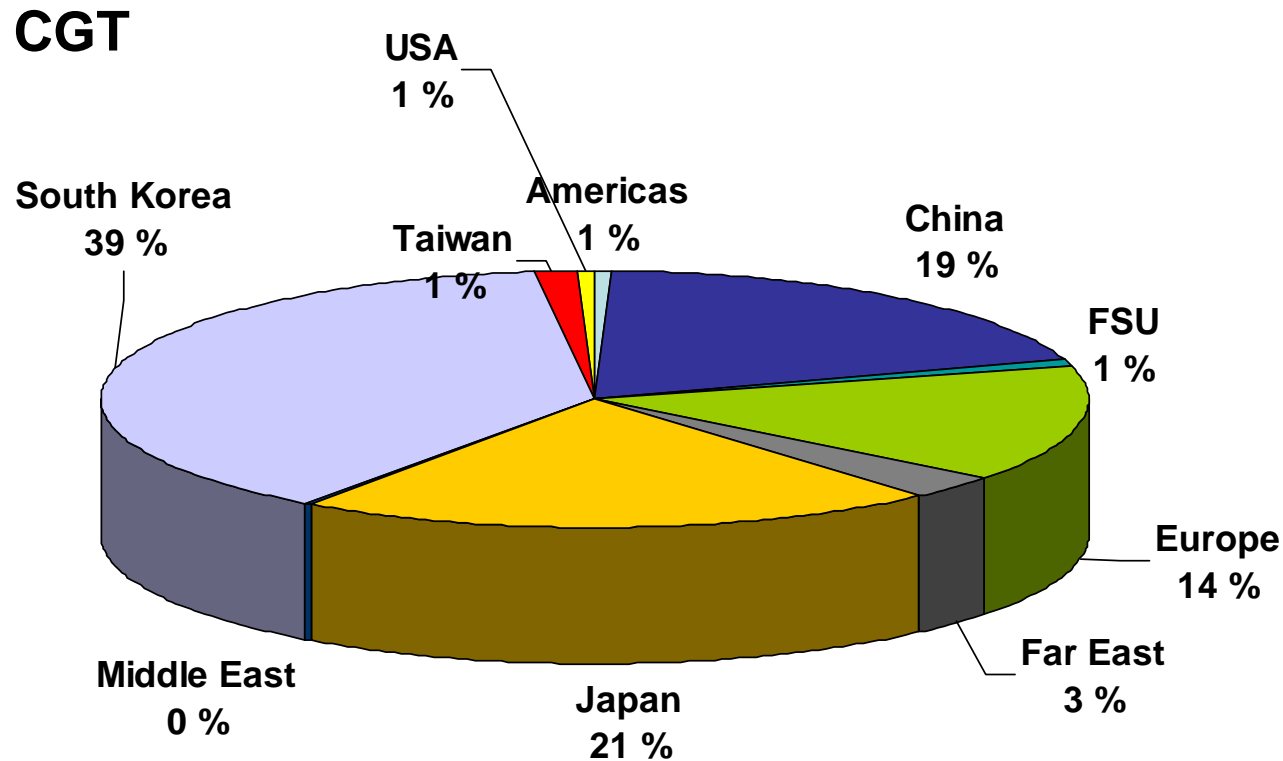


Vessels on Order By Country of build @ August 2006 (Number)



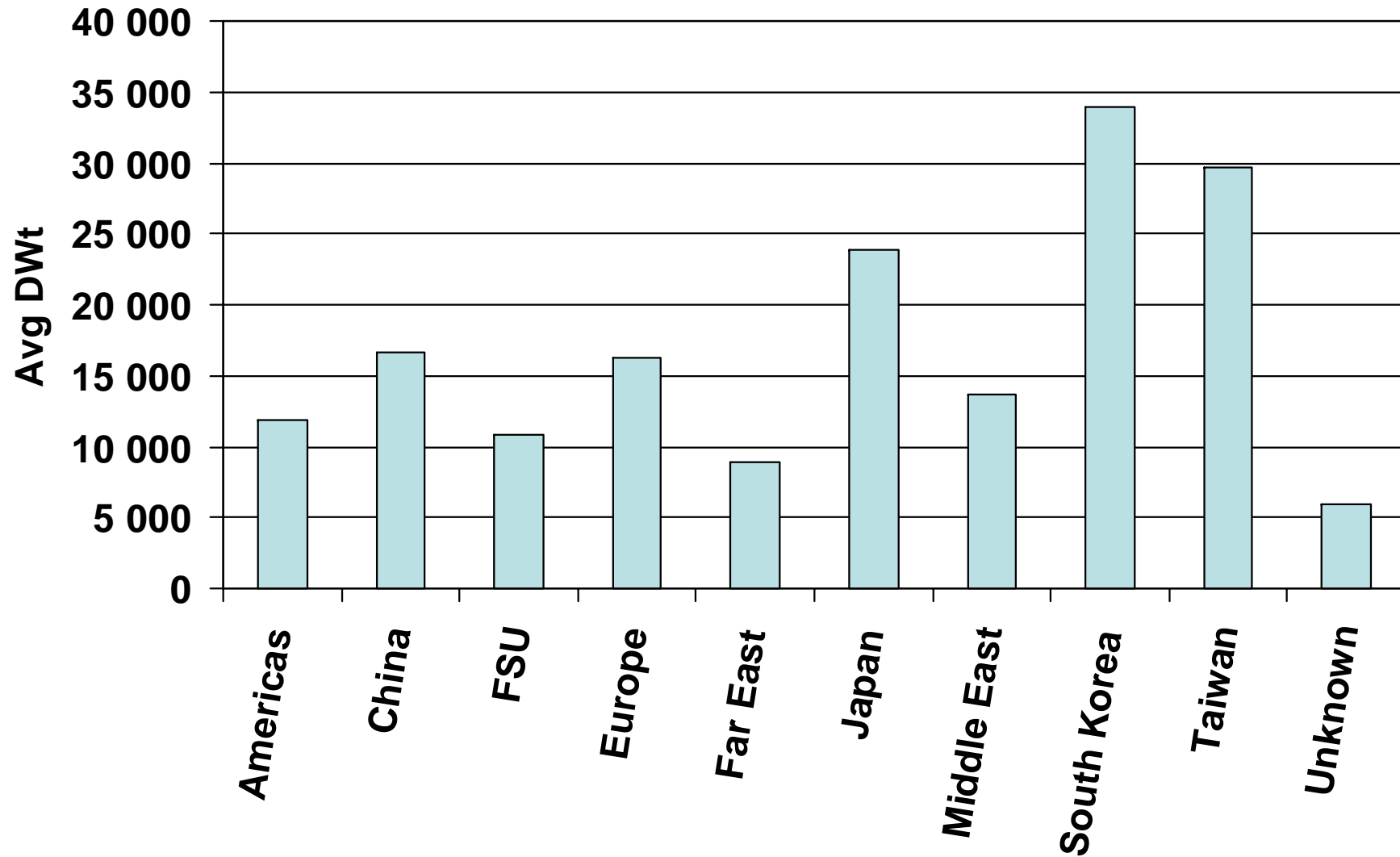
Total No 5,653

Vessels on Order by country of build @ 16th August 2006 (CGT)



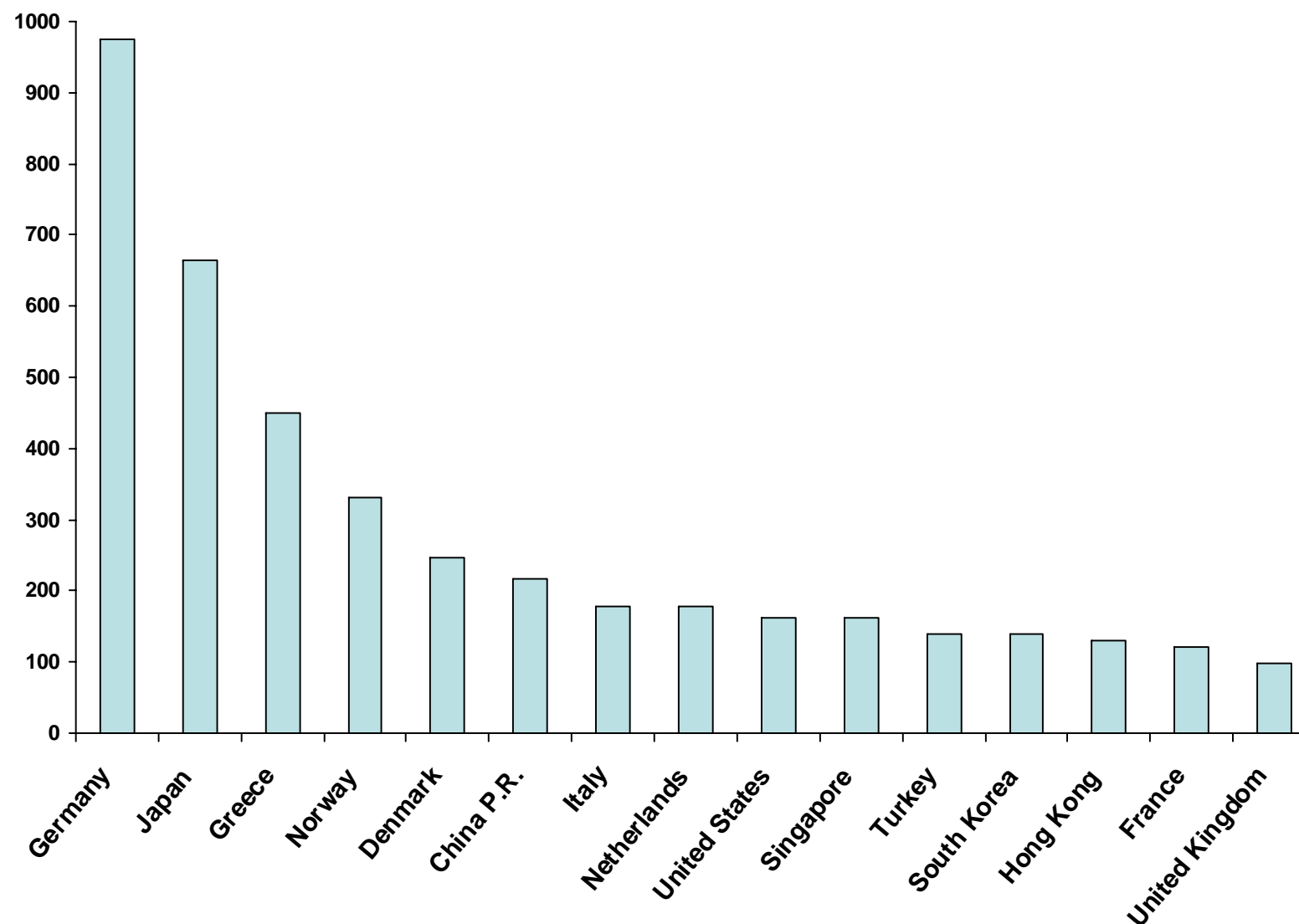
Total 119.8 million CGT

Average size of vessel built by Region

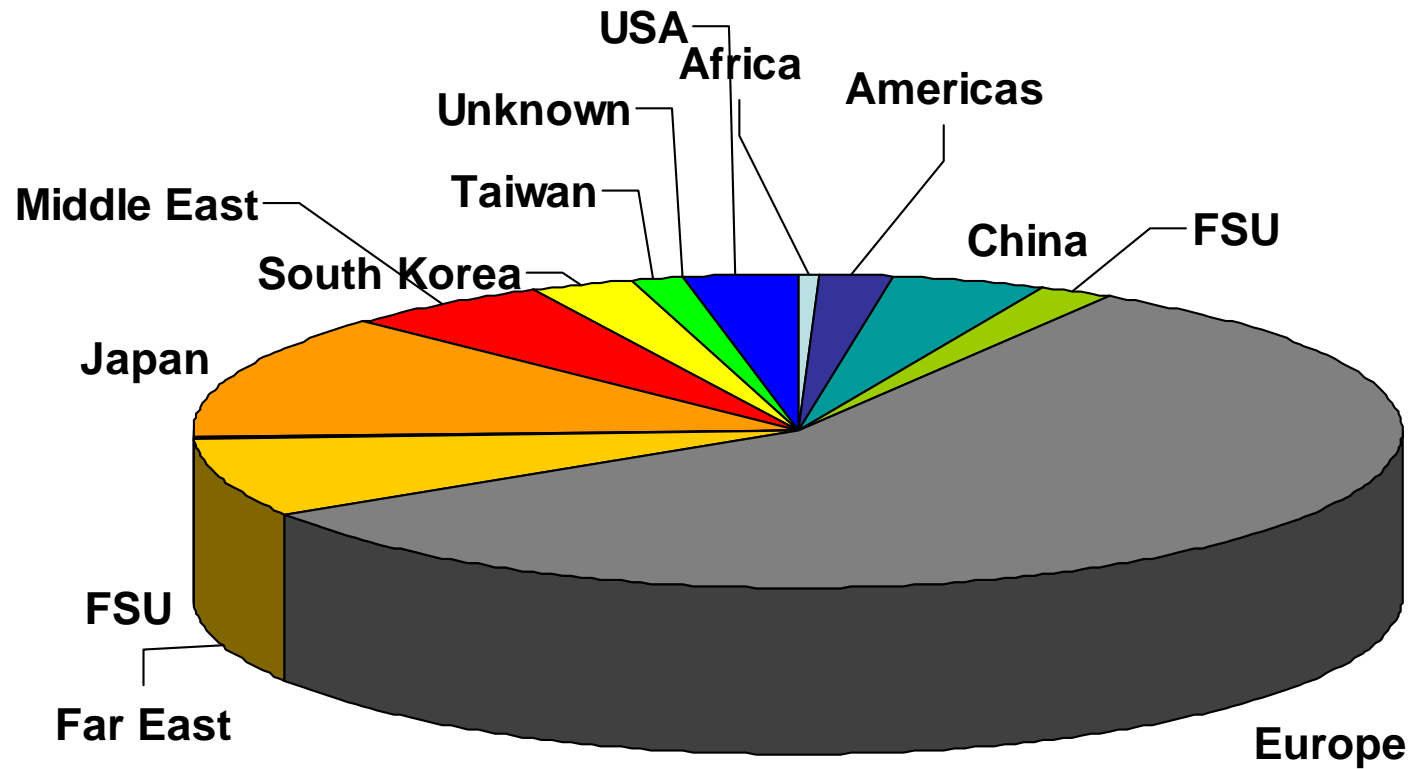




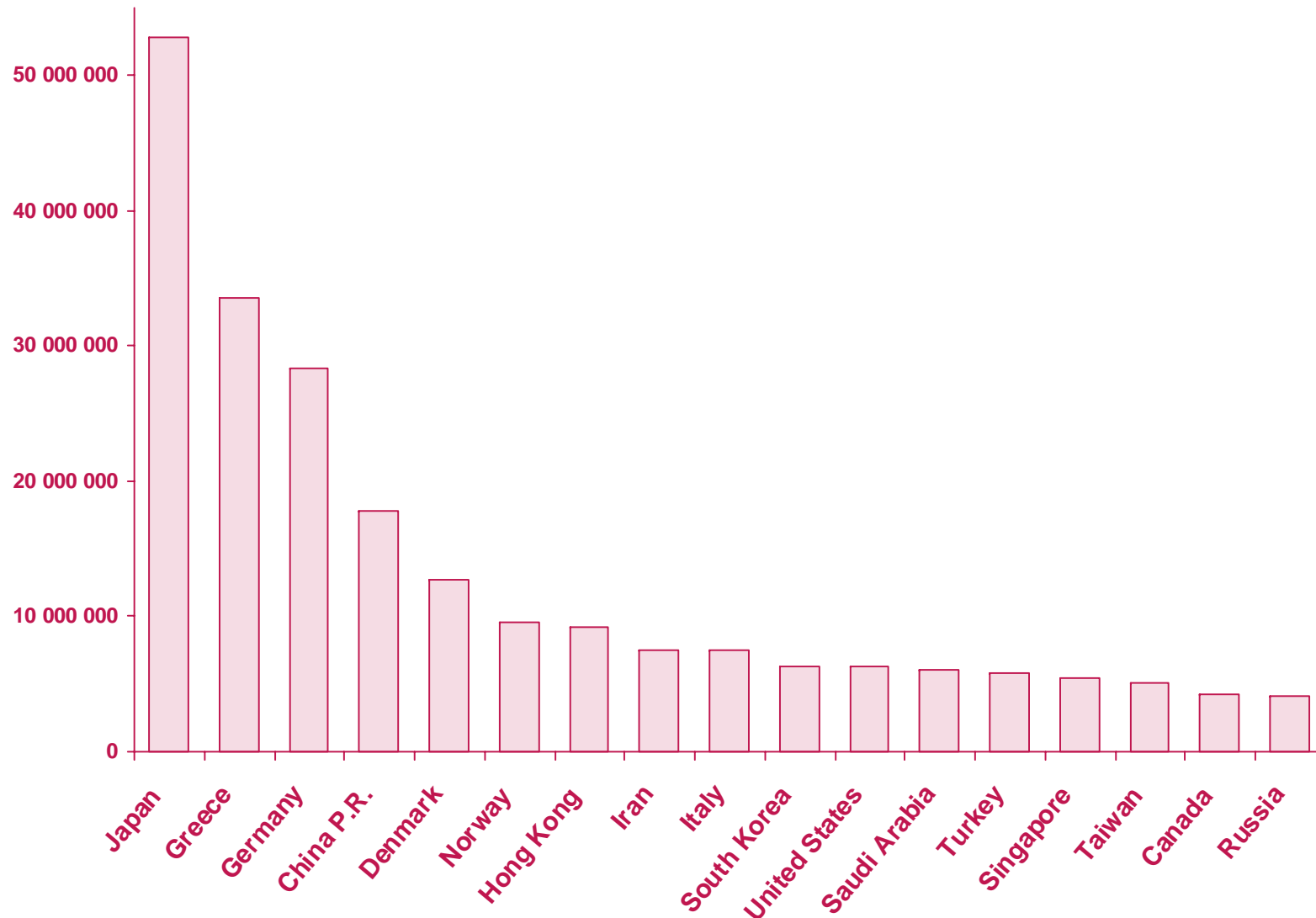
Top Contracting Countries by Number of Vessels on Order



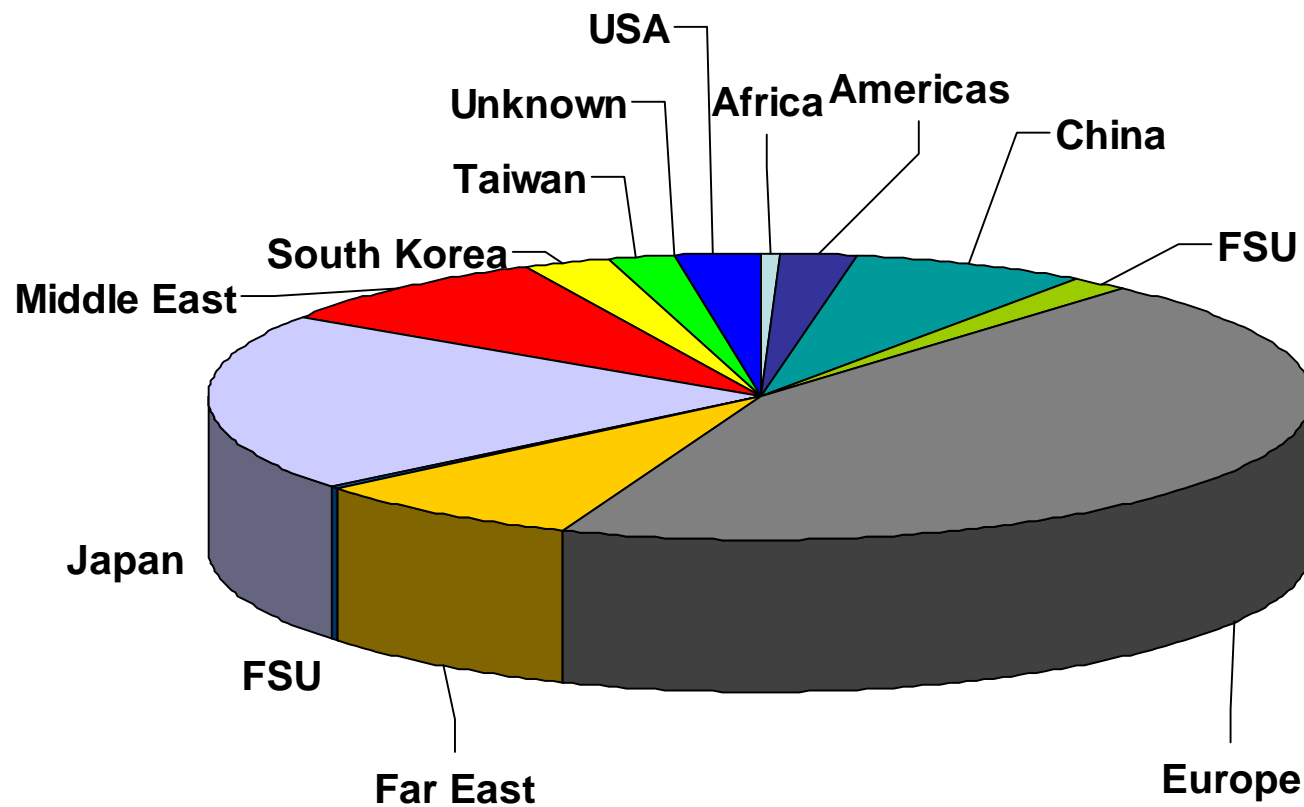
Number on Vessels on order by Owner region (Number)



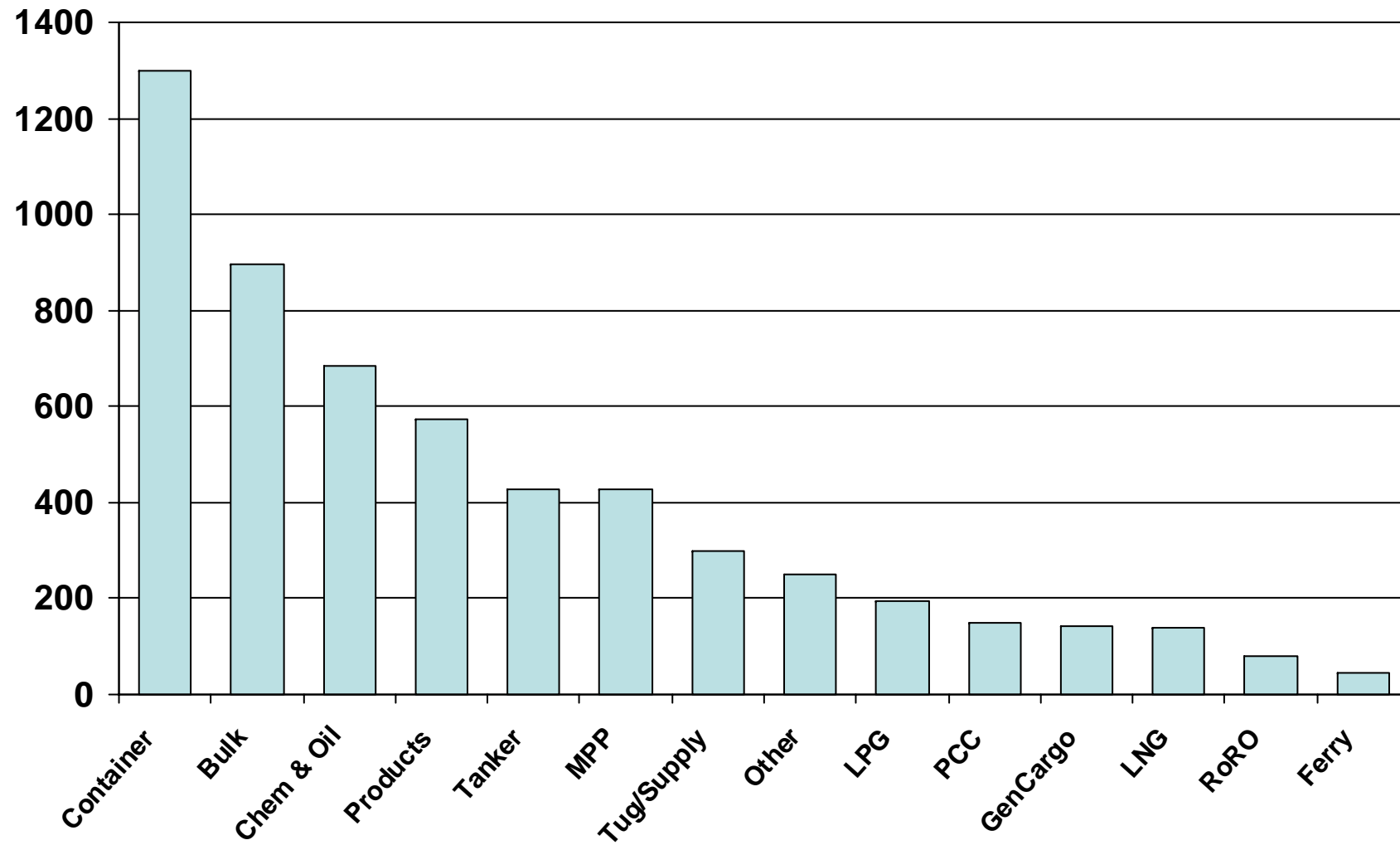
Top Contracting Countries by DWT of Vessels on Order



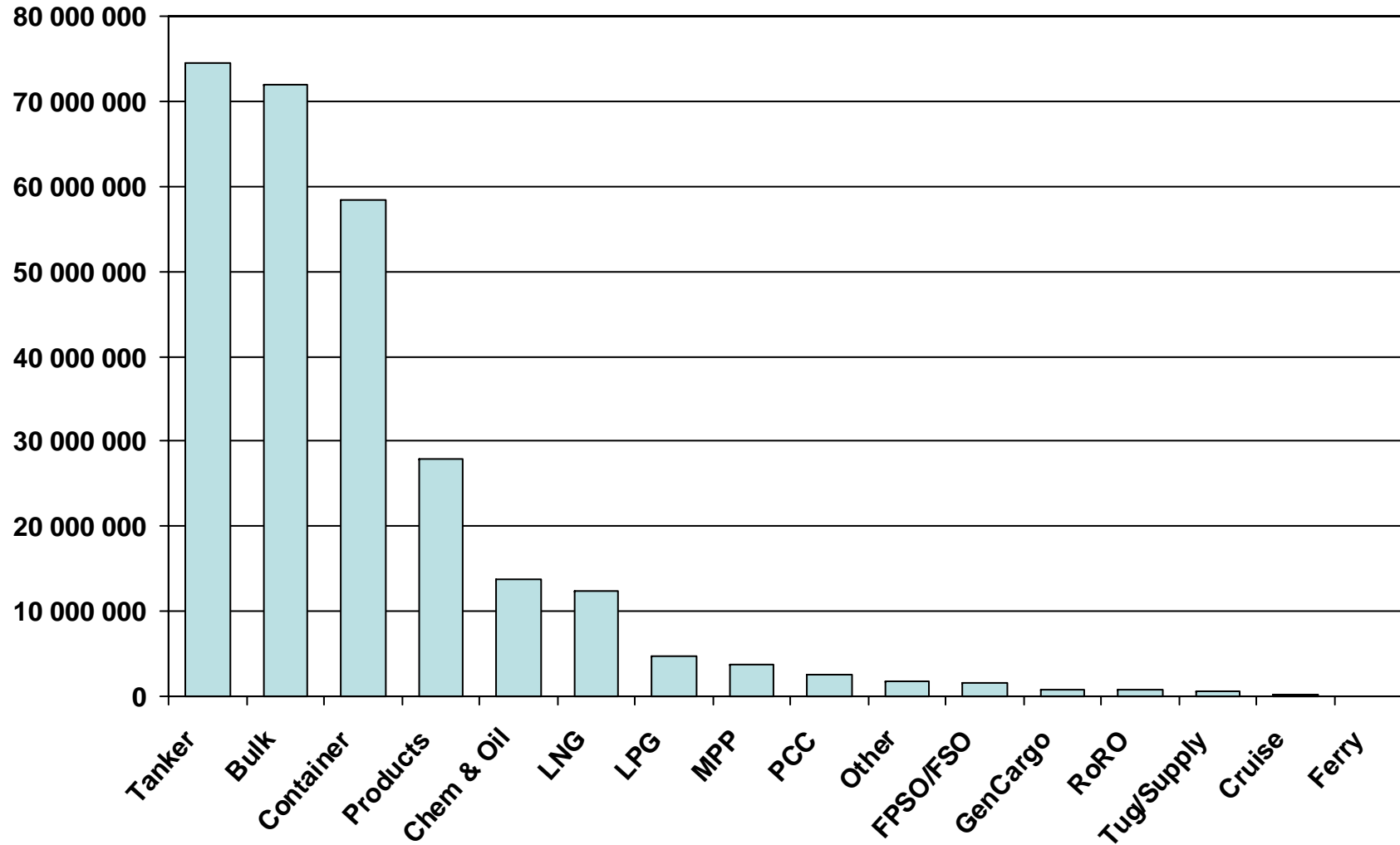
Number on Vessels on order by ownership region (DWT)



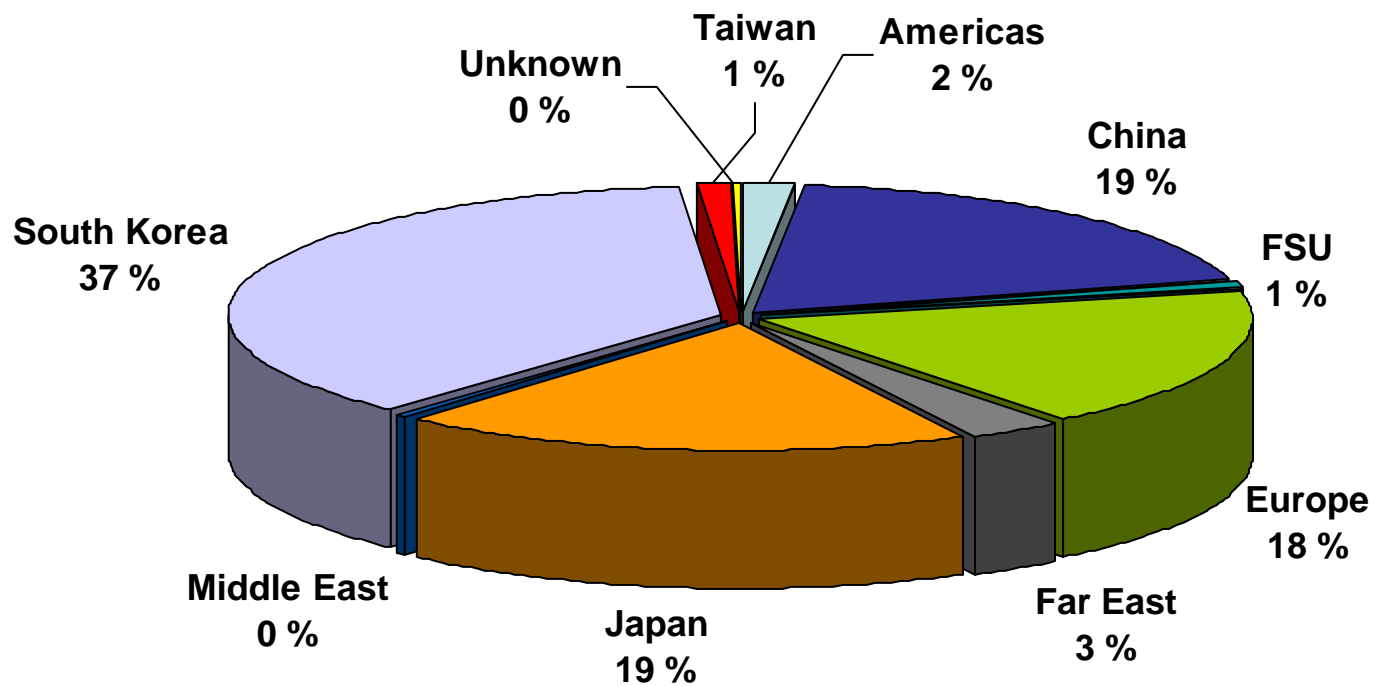
What's being built? (Number)



What's being built? (DWT)

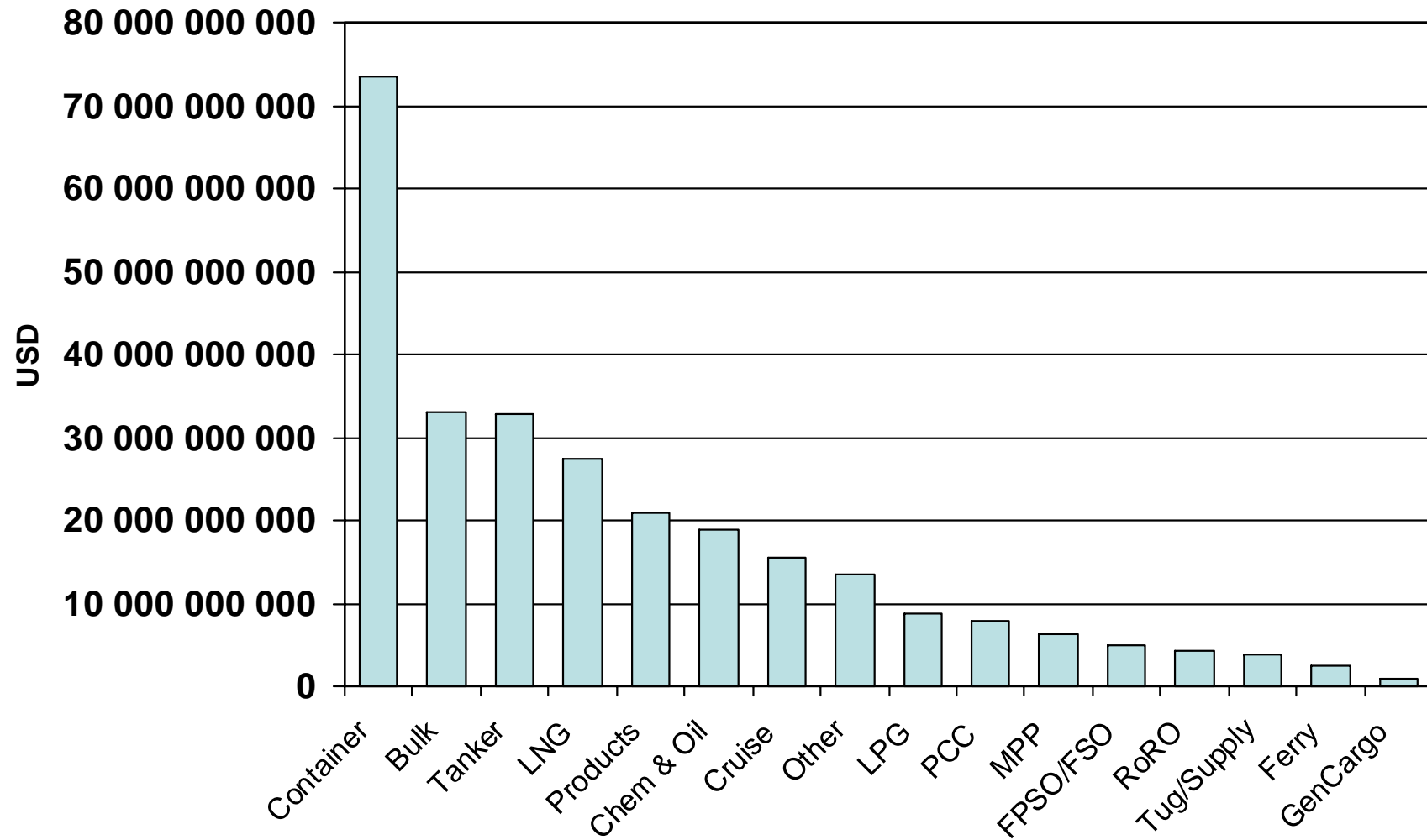


Overall contract value of vessels on order

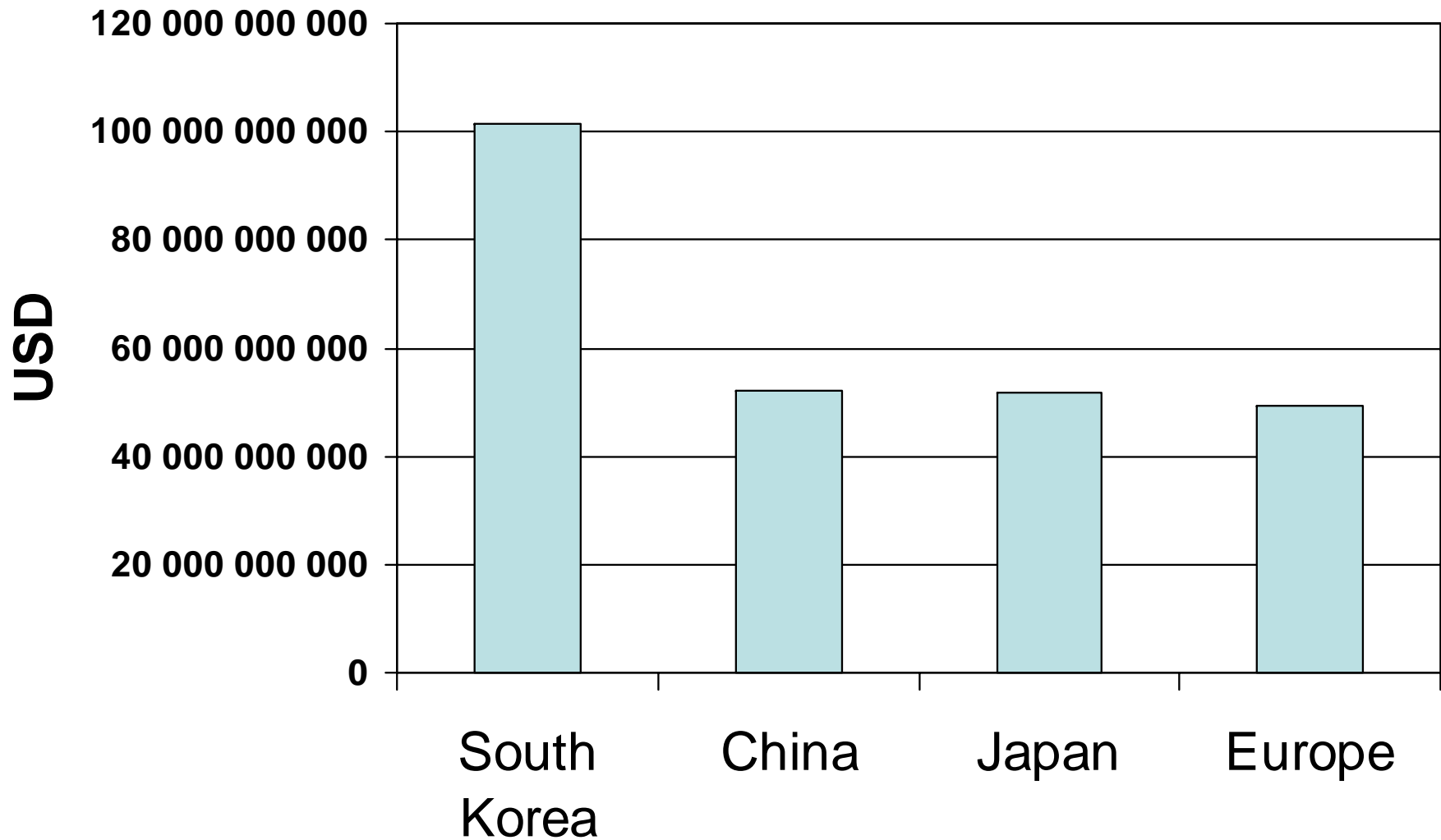


Total Value 275.1 billion US\$

Actual Value of New building Vessel Type



Contract Value of New building contracts by country



Average US\$ per CGT

