



CLARKSONS
RESEARCH

World Fleet Statistics

Global Fleet Statistics as of 1st August 2026

Prepared for IUMI

August 2026

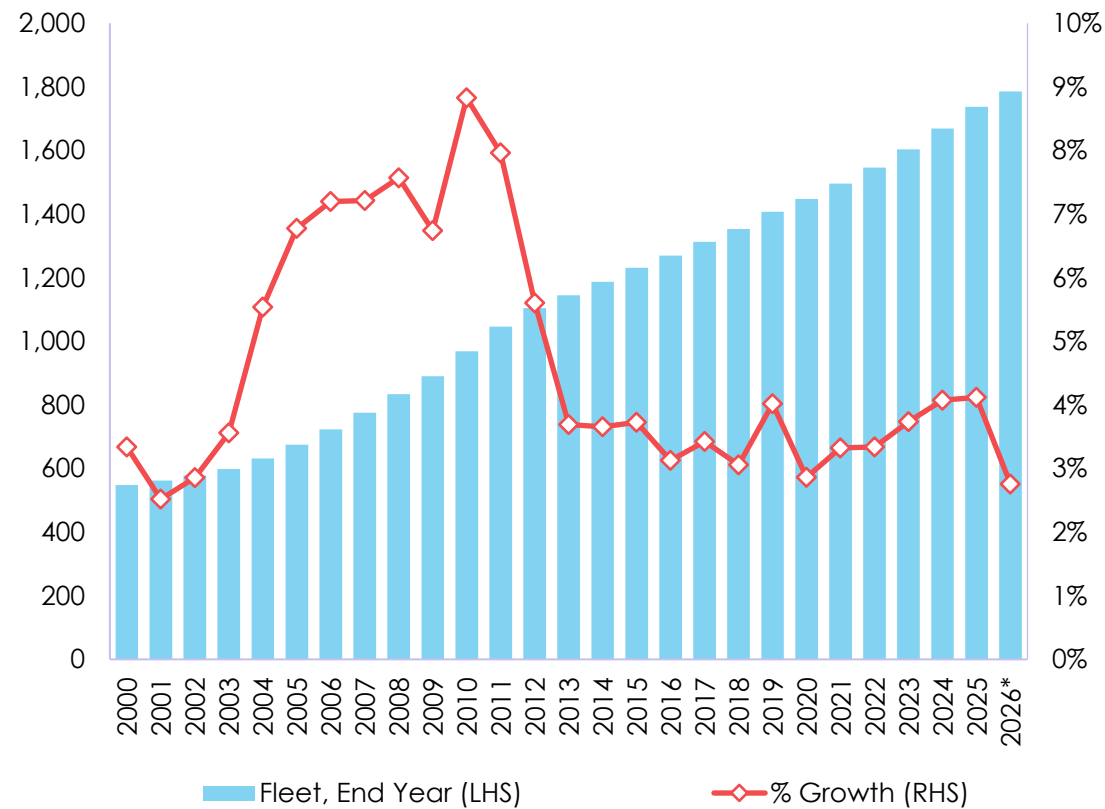
Ref: CRSL-A05945-26

Fleet Information

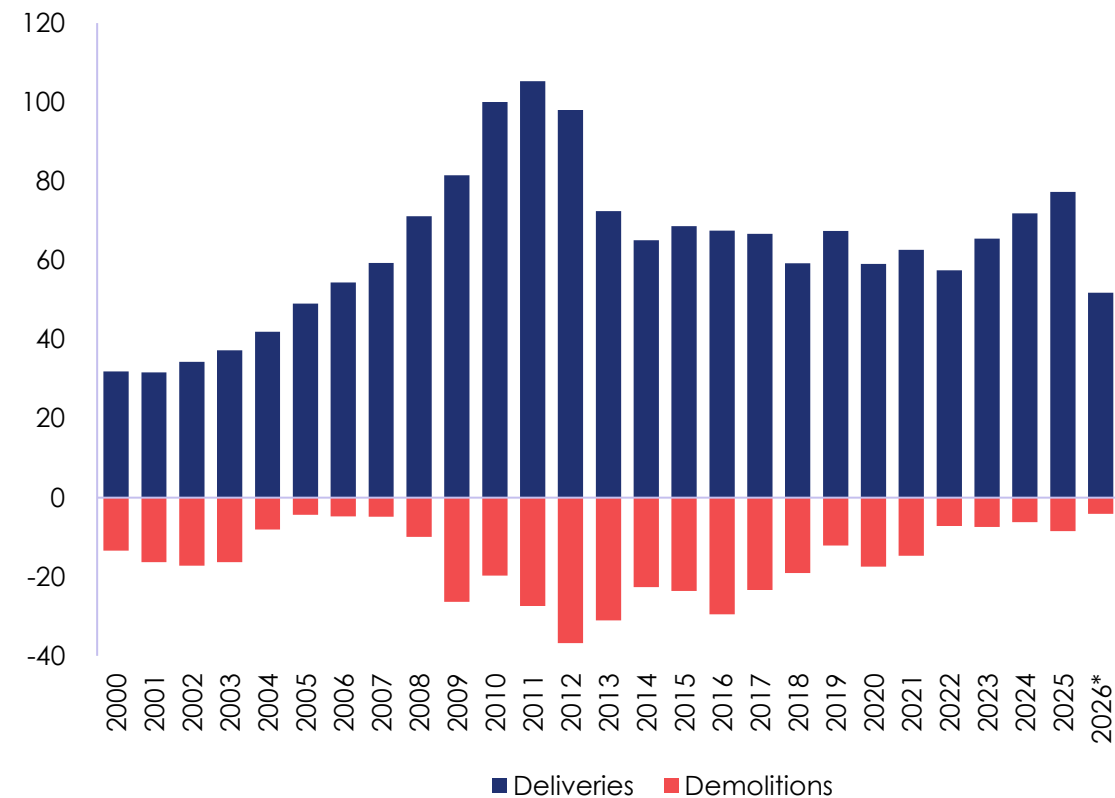
Global Fleet

Fleet Size, Deliveries & Scrapping

Development of Global Fleet (million GT)



Deliveries & Scrapping of Global Fleet (million GT)

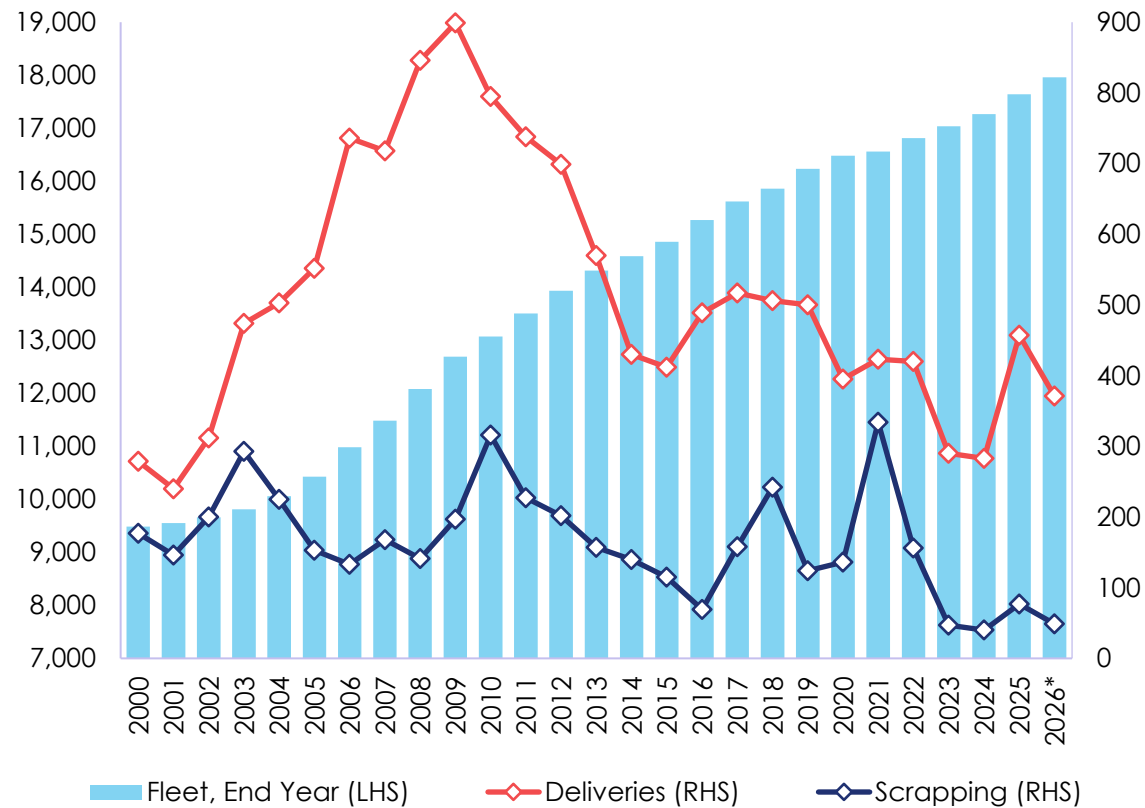


Source: Clarksons Research, August 2026. Note (1): Includes all vessels above 100 GT. 2026* = year-to-date.

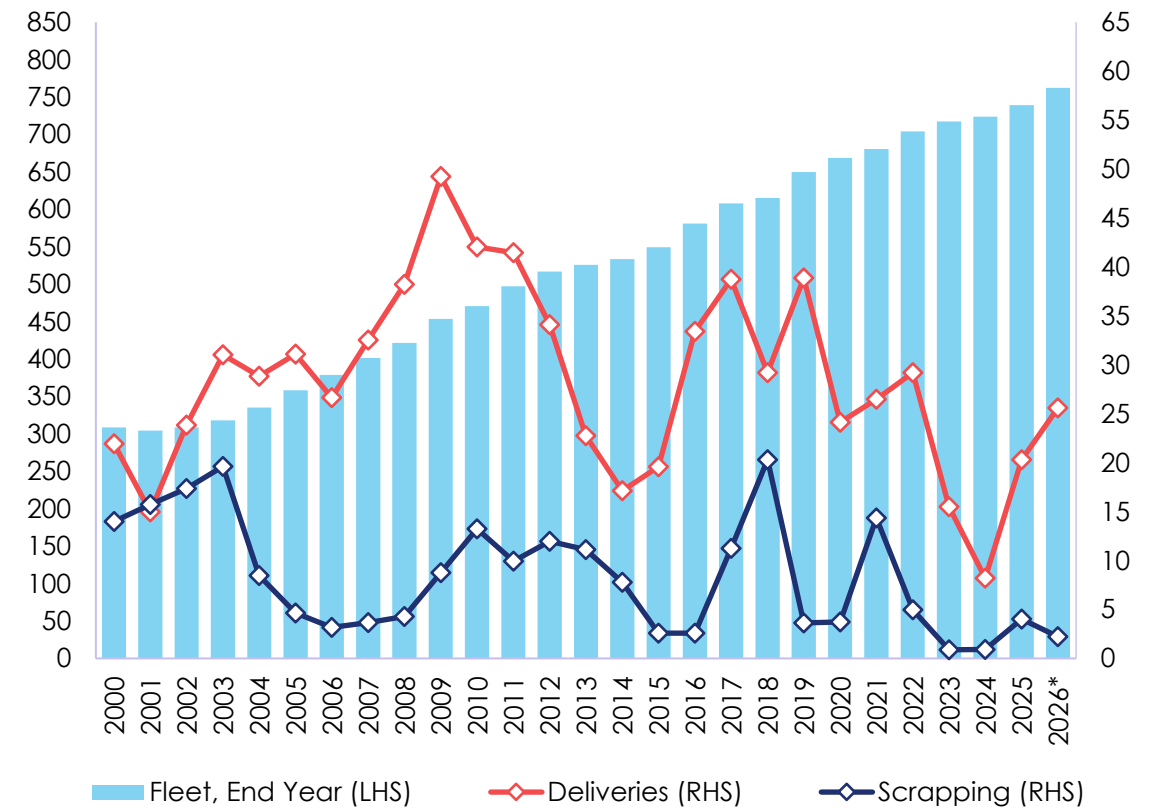
Tanker Fleet

Fleet Size, Deliveries & Scrapping

Development of Tanker Fleet (No. of Vessels)



Development of Tanker Fleet (million DWT)

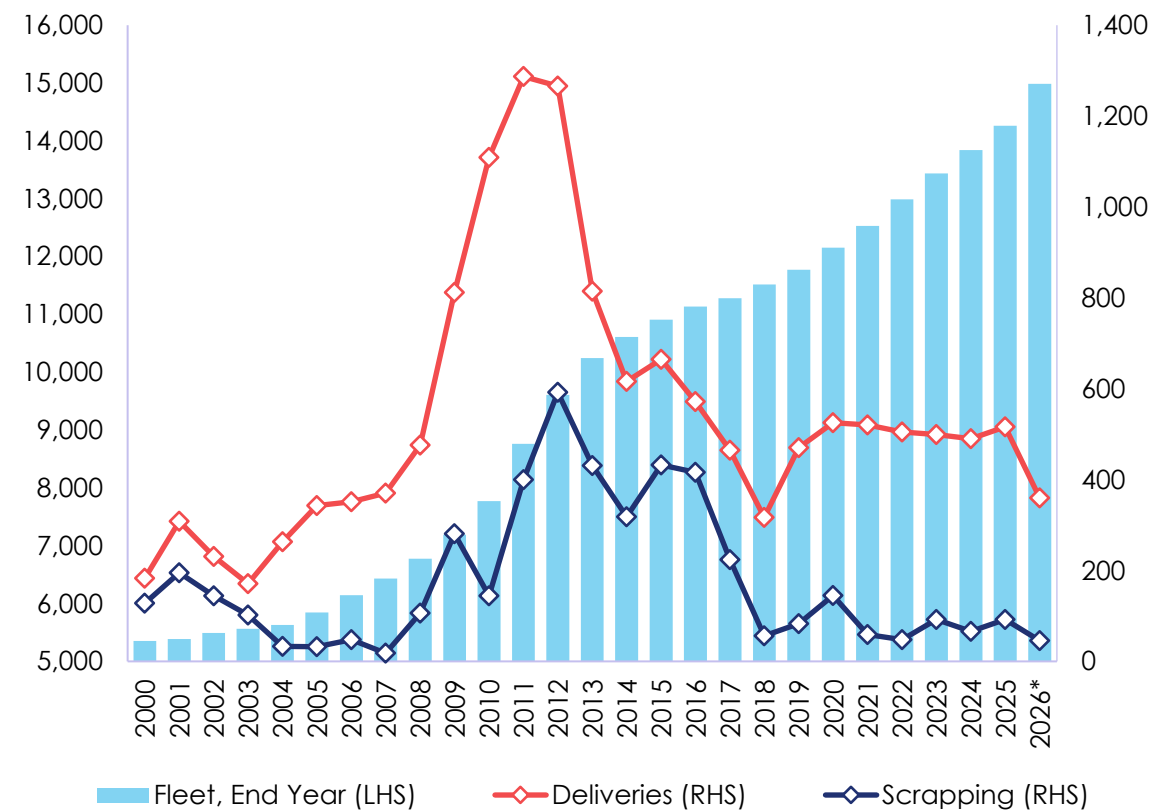


Source: Clarksons Research, August 2026. Note (1): Includes all oil & product tankers, chemical tankers and specialised tankers above 100 GT. Note (2): 2026* = year-to-date.

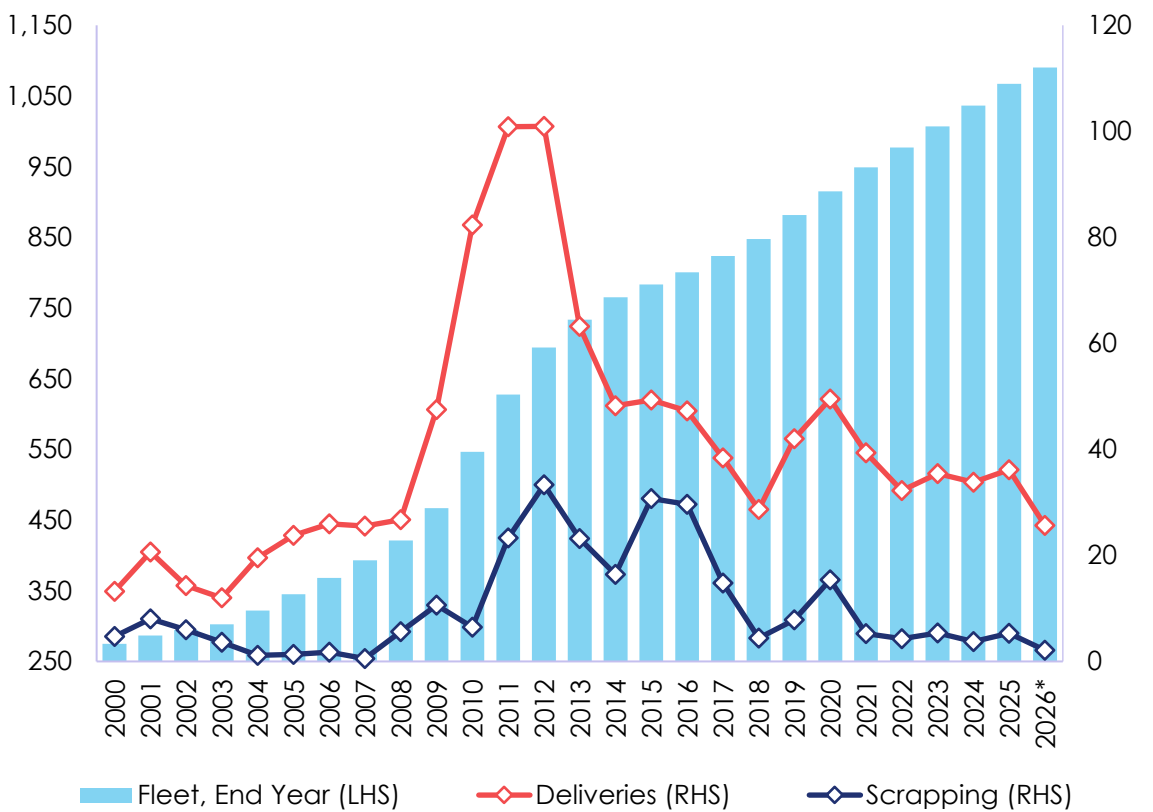
Bulkcarrier Fleet

Fleet Size, Deliveries & Scrapping

Development of Bulkcarrier Fleet (No. of Vessels)



Development of Bulkcarrier Fleet (million DWT)

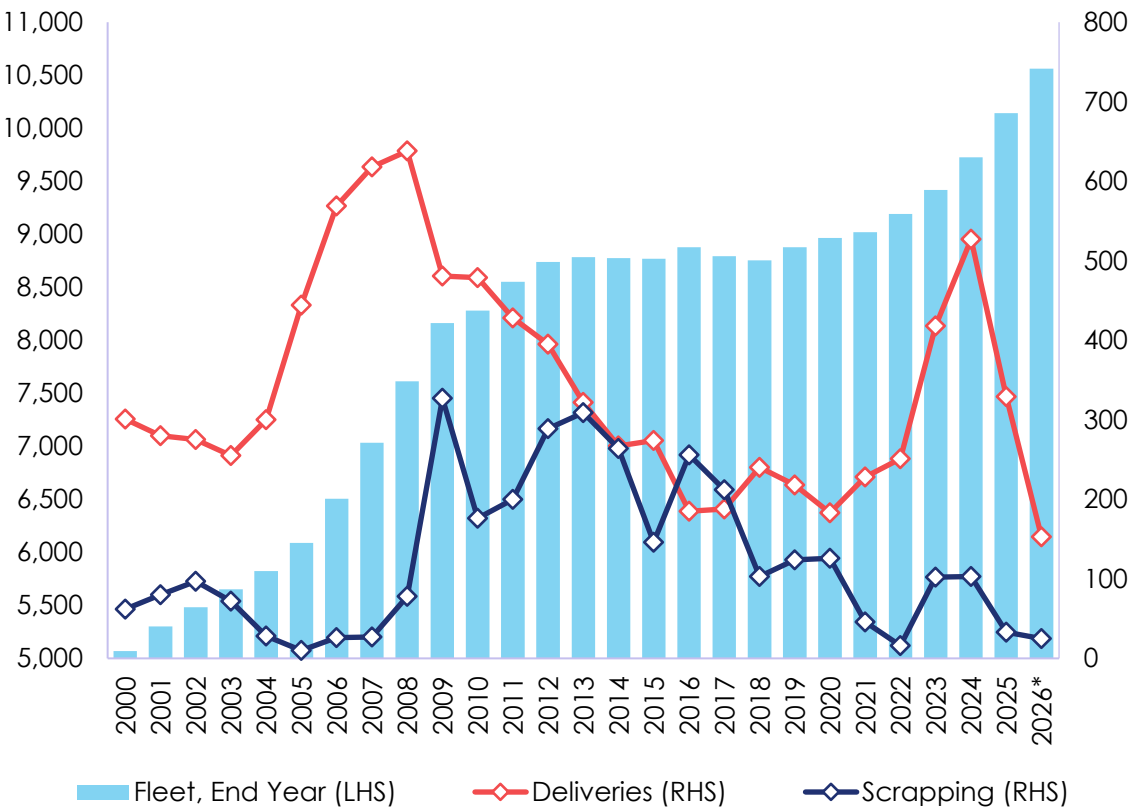


Source: Clarksons Research, August 2026. Note (1): Includes all bulkcarriers above 100 GT. 2026* = year-to-date.

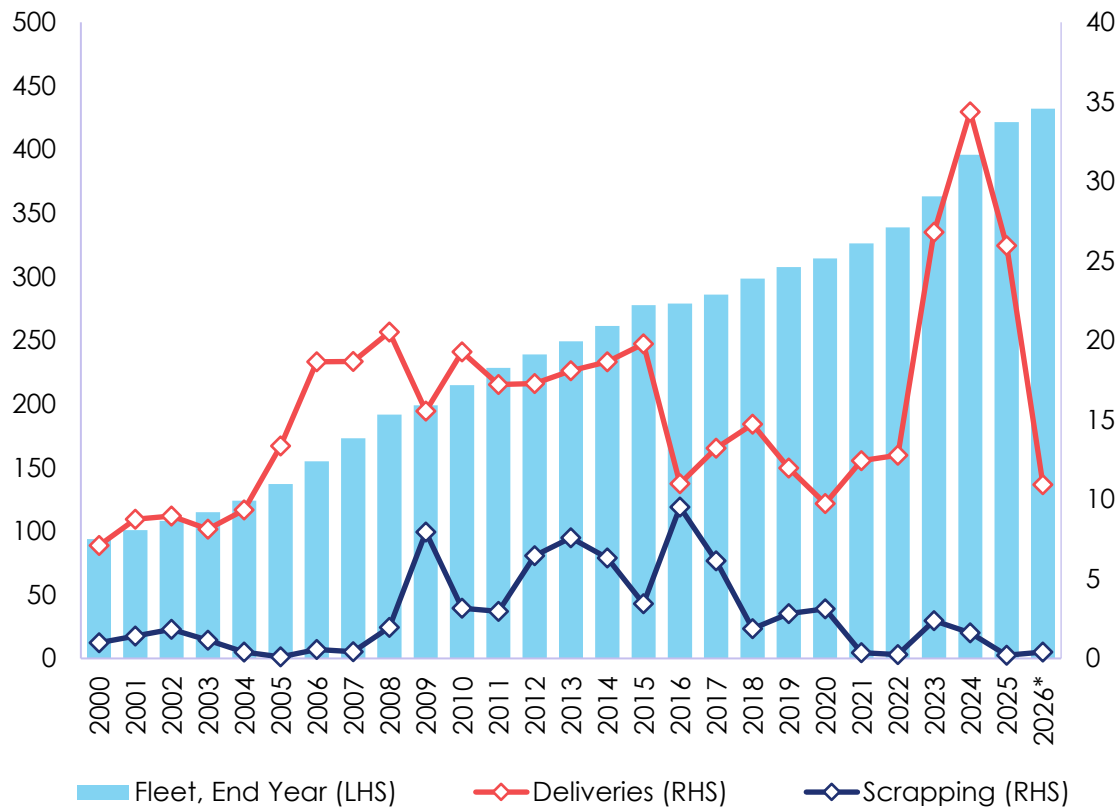
Containership and Multipurpose Fleet

Fleet Size, Deliveries & Scrapping

Development of Containership & MPP Fleet (No. of Vessels)



Development of Containership & MPP Fleet (million DWT)

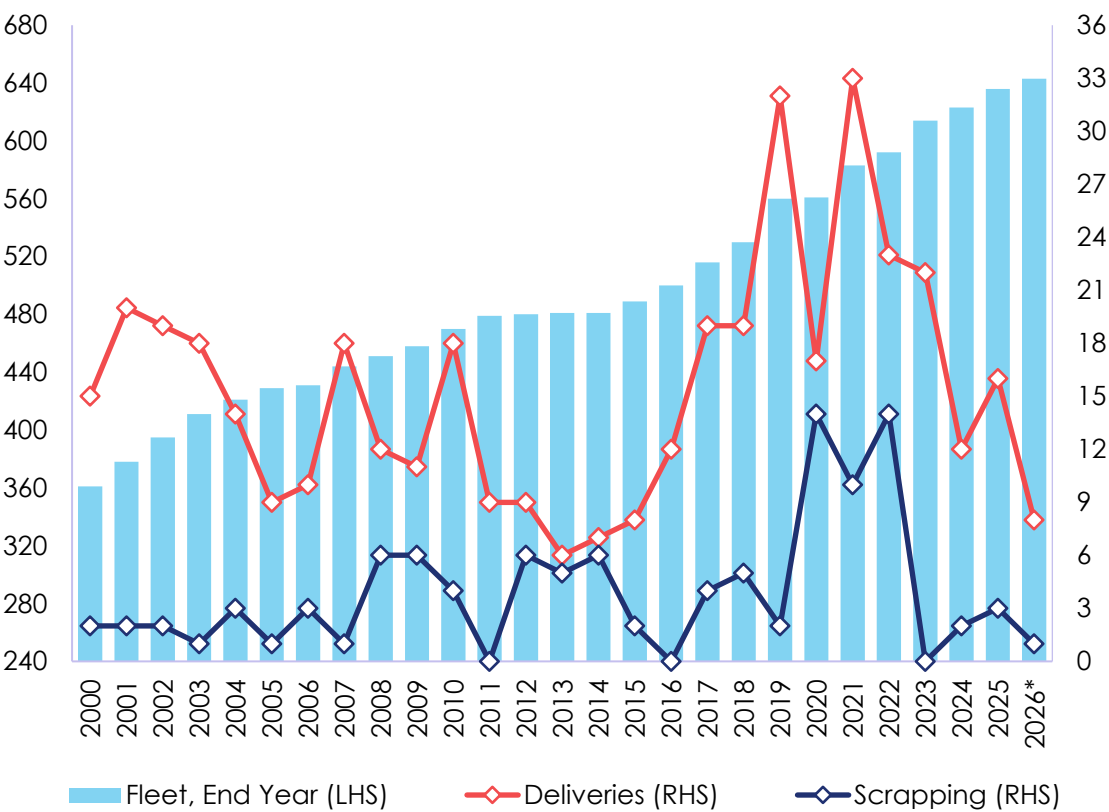


Source: Clarksons Research, August 2026. Note (1): Includes all containerships and multipurpose vessels above 100 GT. 2026* = year-to-date.

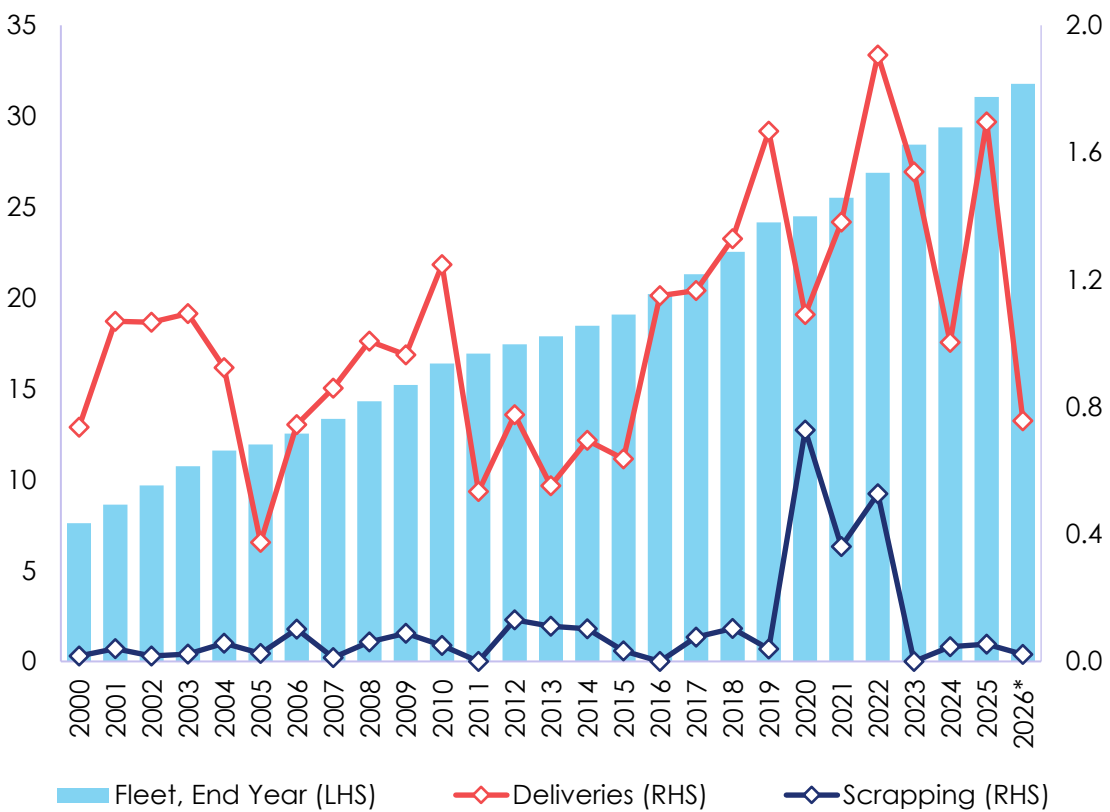
Cruise Fleet

Fleet Size, Deliveries & Scrapping

Development of Cruise Fleet (No. of Vessels)



Development of Cruise Fleet (million GT)

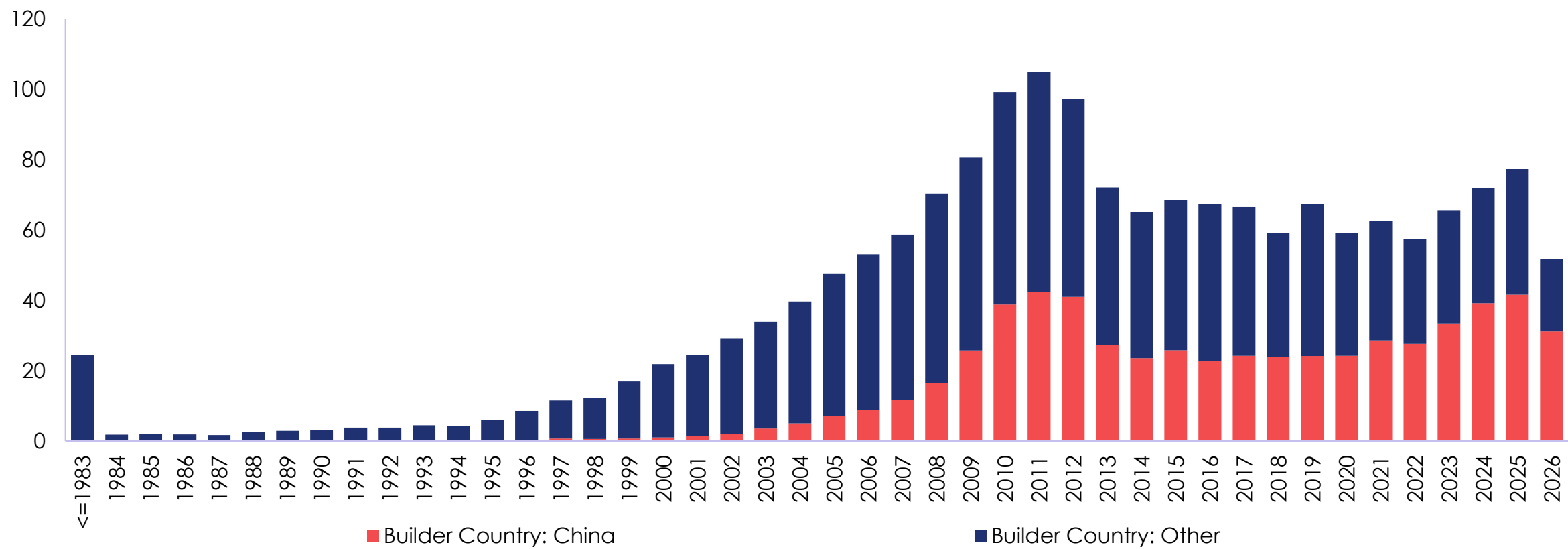


Source: Clarksons Research, August 2026. 2026* = year-to-date

Fleet Age Profile

Average Age of the World Fleet as of 1st August 2026 = 22.4 years

World Fleet by Year of Delivery (million GT)

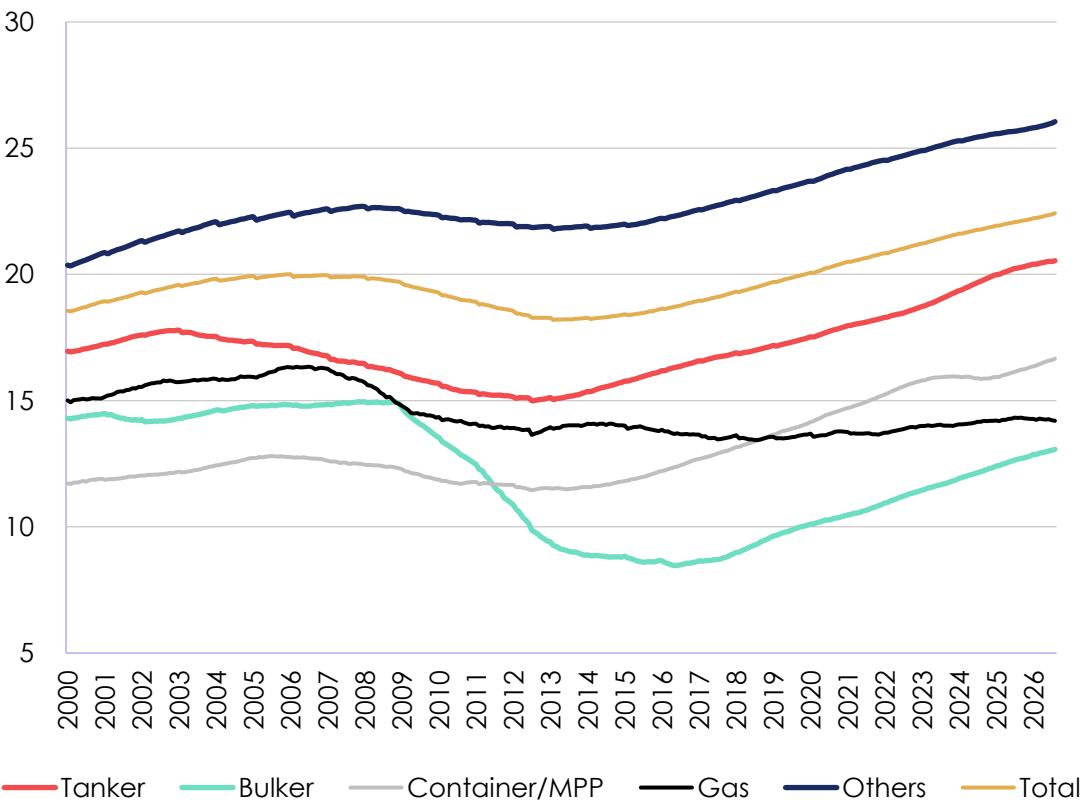


Source: Clarksons Research, August 2026. Note (1): Includes all vessels above 100 GT.

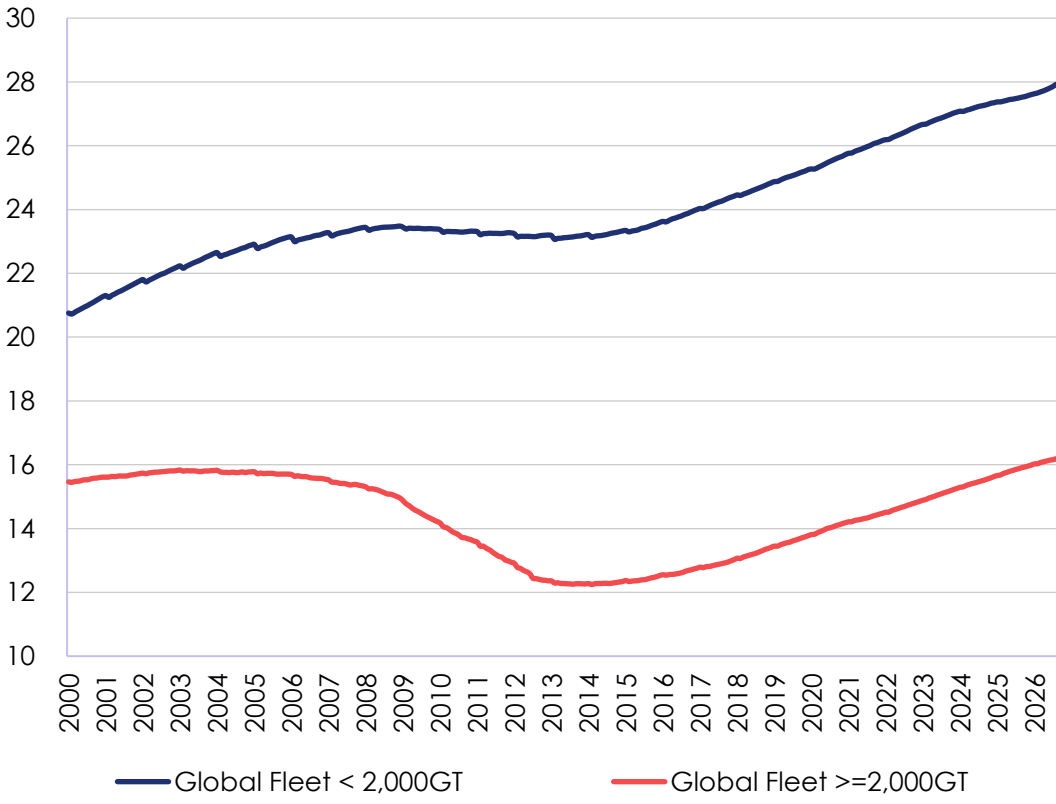
Average Age of the World Fleet

Average Age of the World Fleet as of 1st August 2026 = 22.4 years

Average Age by Ship Type (years)



Average Age by Ship Size (years)

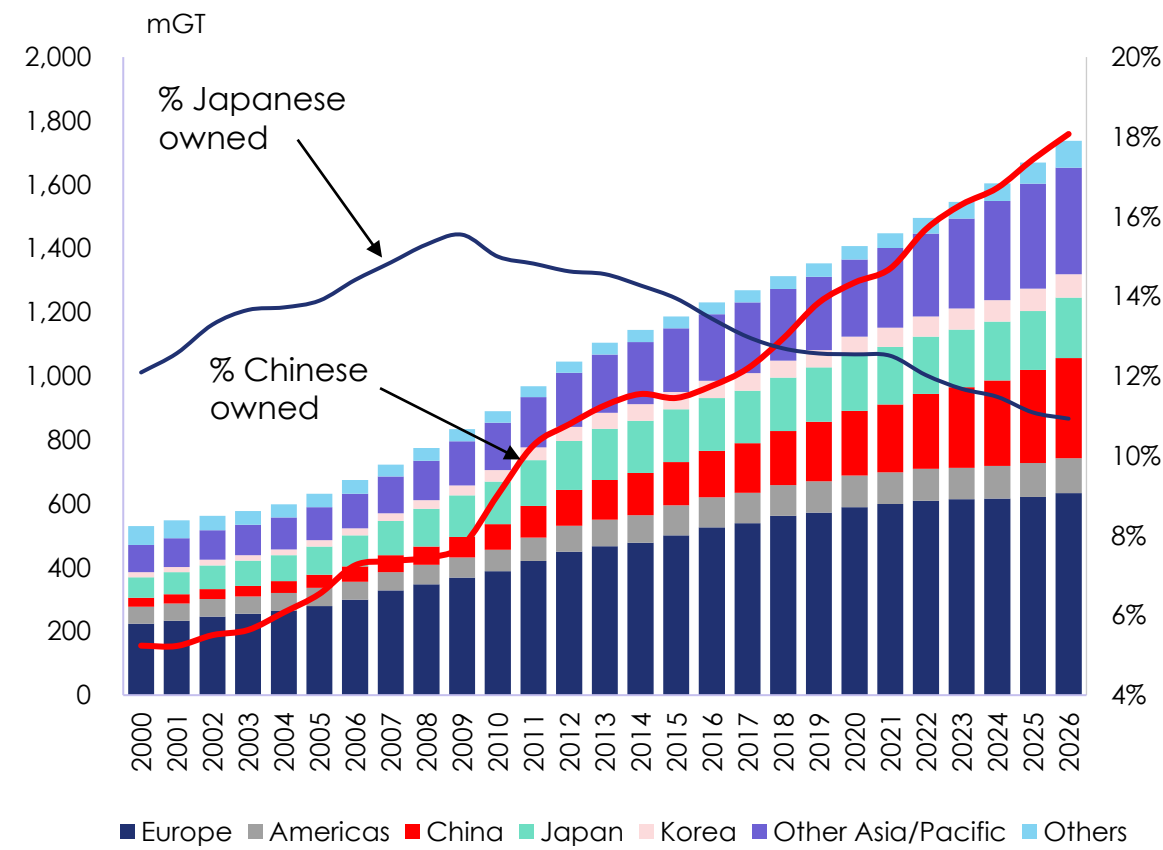


Source: Clarksons Research, August 2026. Note (1): Includes all vessels in these categories above 100 GT. Note (2): Average age is calculated using number of vessels. Calculations are based on year and month of build.

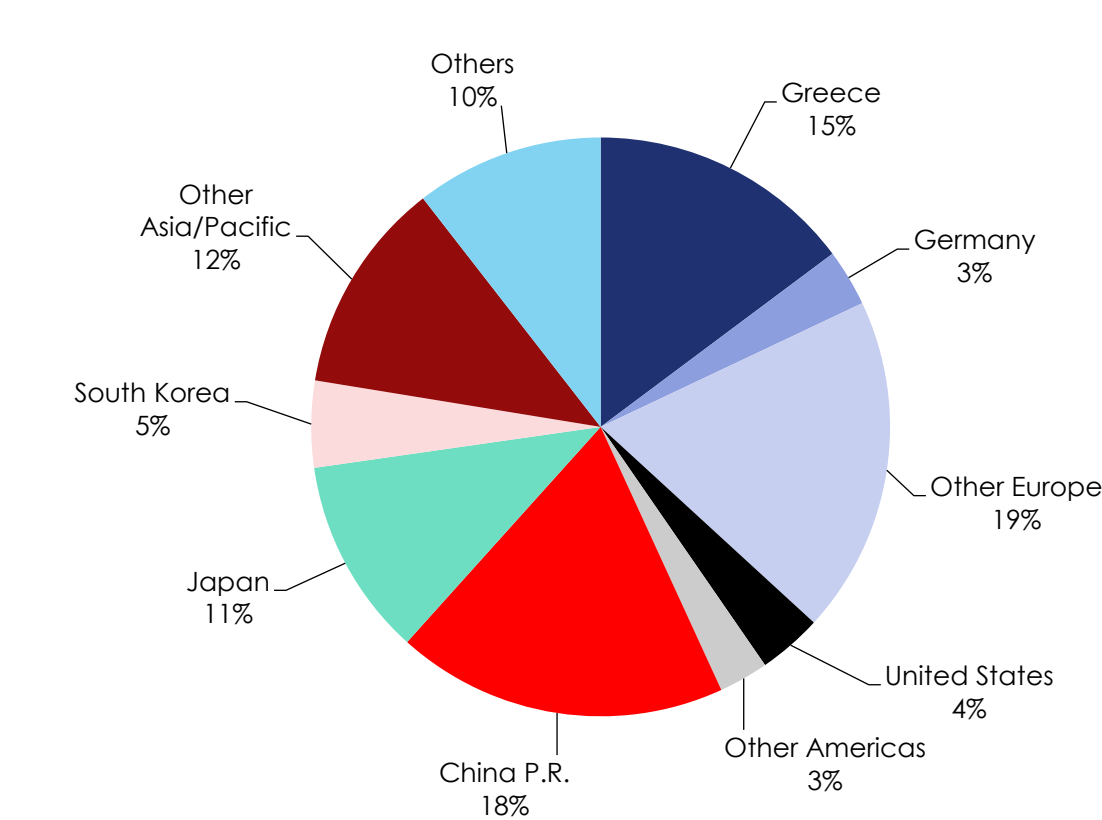
World Fleet Ownership

Ownership of the World Fleet by Region: Asian owners now own more tonnage than European owners

Long Term Regional Fleet Development (start-year)



Regional Ownership – August 2026



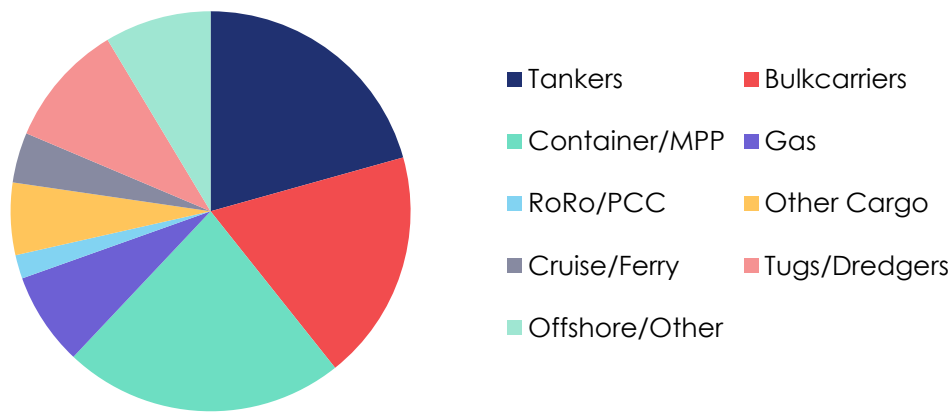
Source: Clarksons Research, August 2026. Note (1): Includes all vessels above 100 GT.

Construction Statistics

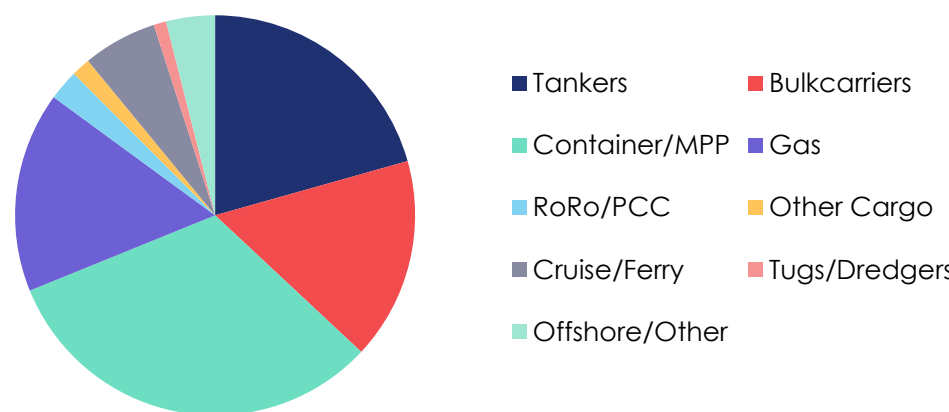
Global Orderbook by Vessel Type

Orderbook at c.22% of fleet versus >50% in 2008 (in tonnage terms)

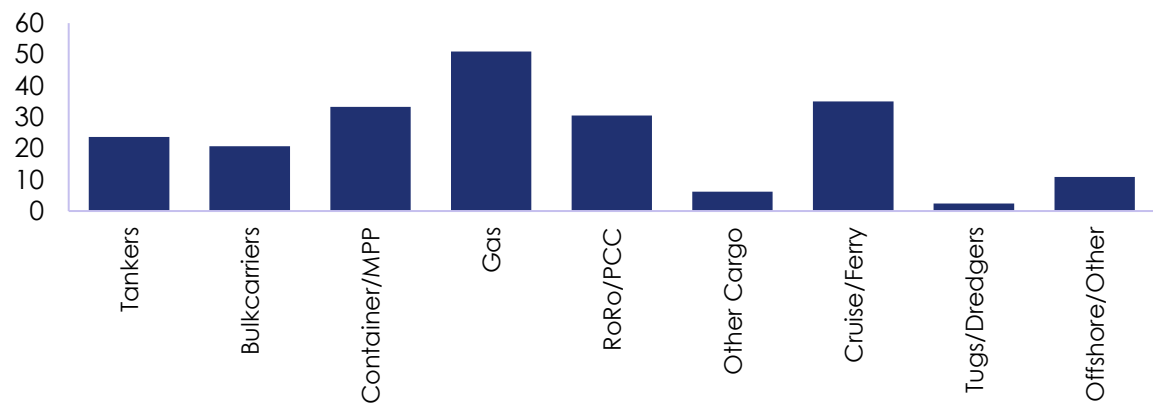
Share of Orderbook (No. of Vessels)



Share of Orderbook (CGT)



Average Size of Ship on Order ('000 CGT)



Notes

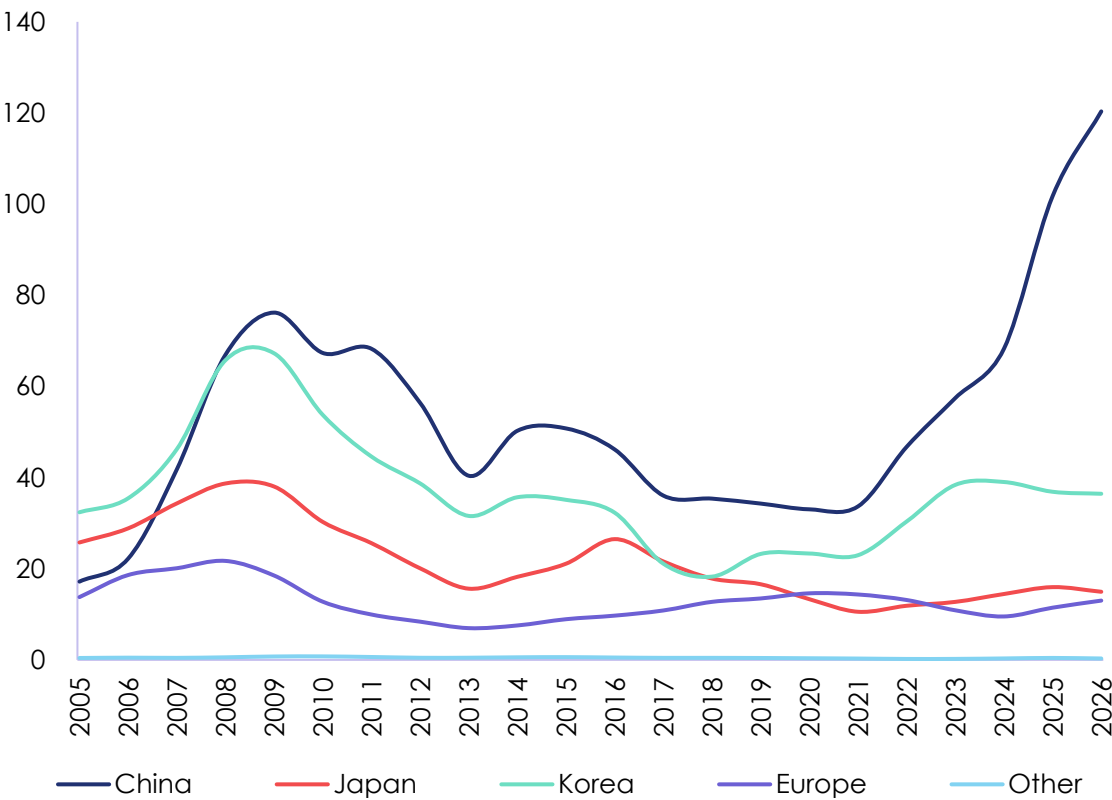
- Going forward, the orderbook will be influenced by delays, cancellations and the re-negotiation of contracts. Due to these technical and contractual issues, there is currently considerable uncertainty surrounding the orderbook.
- The figures quoted here relate to the orderbook as at 1st August 2026 and take no account for these potential delivery problems.

Source: Clarksons Research, August 2026.

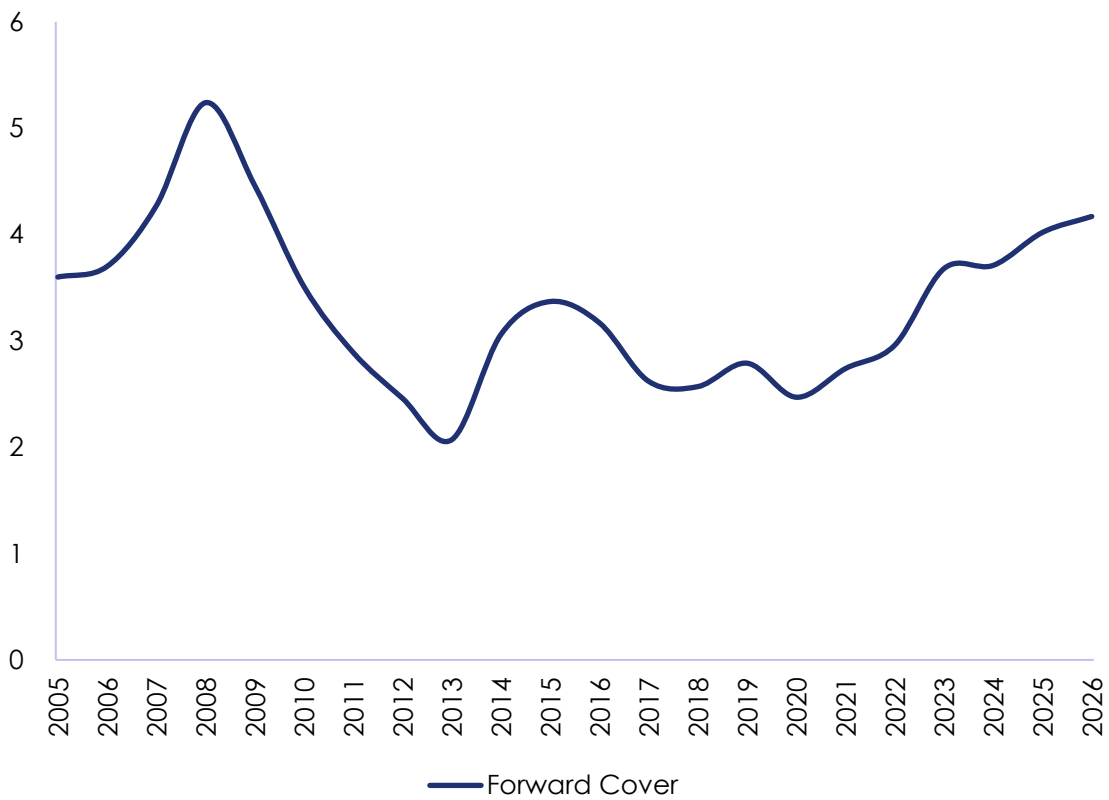
Global Orderbook

Total size of newbuilding orderbook as at 1st August 2026 = 9,012 vessels of 213 million CGT

Global Orderbook by Builder Country – Start Year (m CGT)



Global Orderbook Forward Cover (Years)

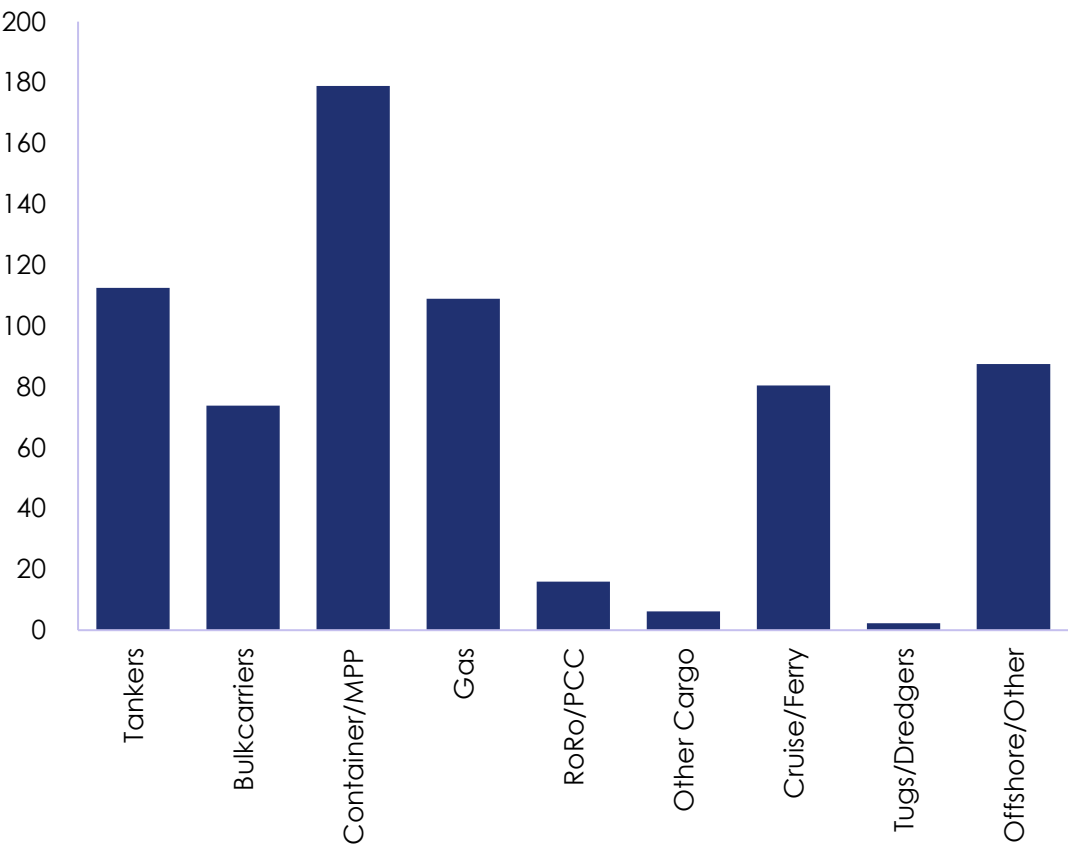


Source: Clarksons Research, August 2026.

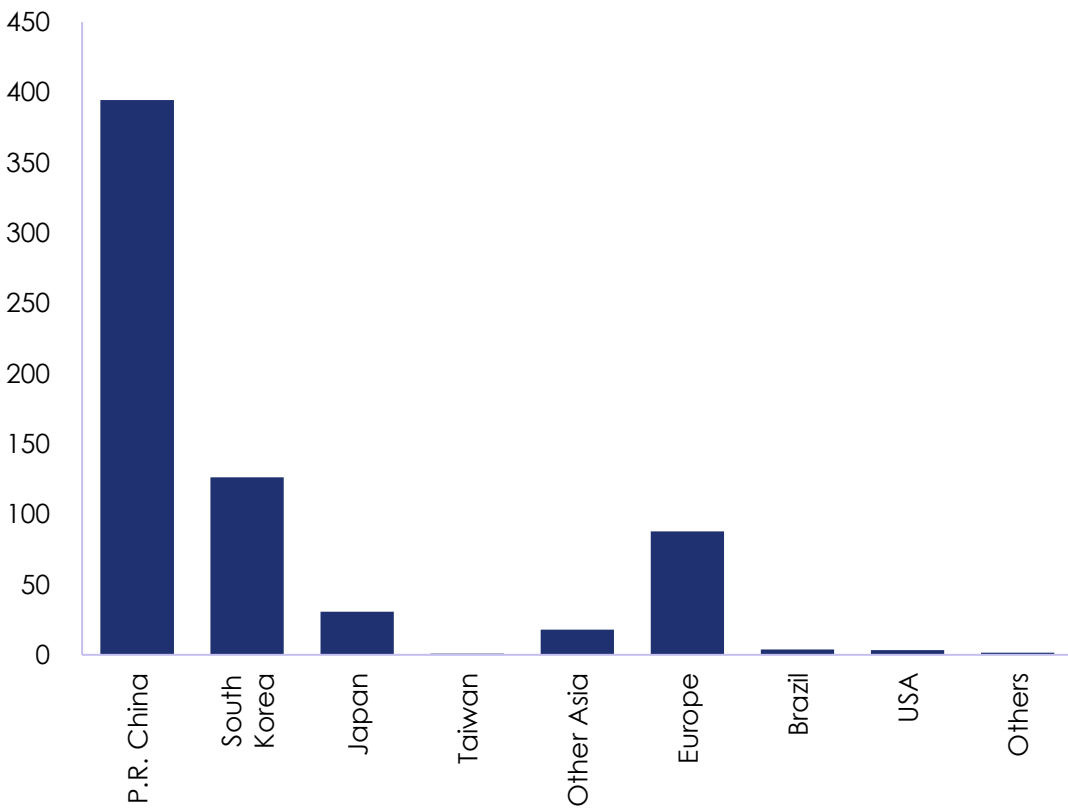
Global Orderbook by Value

Total value of newbuilding orderbook as at 1st August 2026 = US\$666.4 billion (contracted value)

Value of Orderbook by Vessel Type (US\$ billion)



Value of Orderbook by Country / Region of Build (US\$ billion)



Source: Clarksons Research, August 2026.

Commercial Information

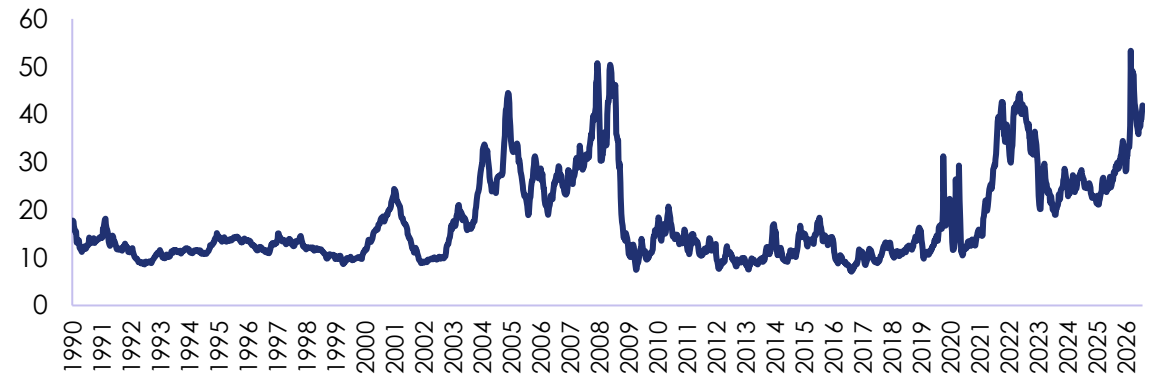
The ClarkSea Index

Despite easing back a little through Q2, the ClarkSea Index still stands at a firm \$41,910/day at the end of July 2026

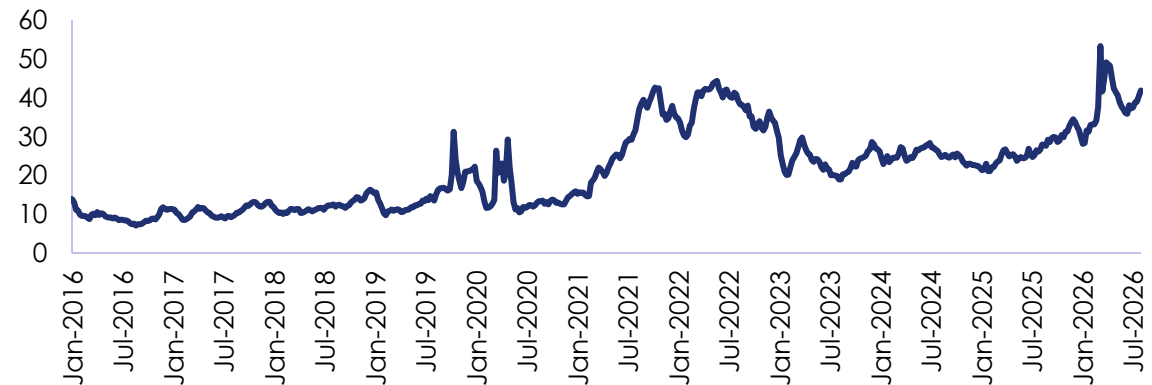
Overview

- 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.
- Historical averages:
 - 1980s average: \$8,500/day
 - 1990s average: \$12,019/day
 - 2000-2008 average: \$23,448/day
 - 2010s average: \$12,124/day
- Record low:
 - August 19, 2016: \$7,073/day
- Rates improved to reach the strongest full year since 2008 in 2022
 - 2022 average: \$37,209/day
 - 2023 average: \$23,629/day
 - 2024 average: \$24,964/day
 - 2025 average: \$26,836/day
- Record high: March 6, 2026: \$53,319/day (previously \$50,714/day in Dec-2007)
- Rates remain exceptionally elevated:
 - 2026 Jan-July average: \$38,854/day
 - 31st July 2026: \$ 41,910/day

ClarkSea Index: Historical View (US\$'000/day)



ClarkSea Index: January 2016 – Present (US\$'000/day)

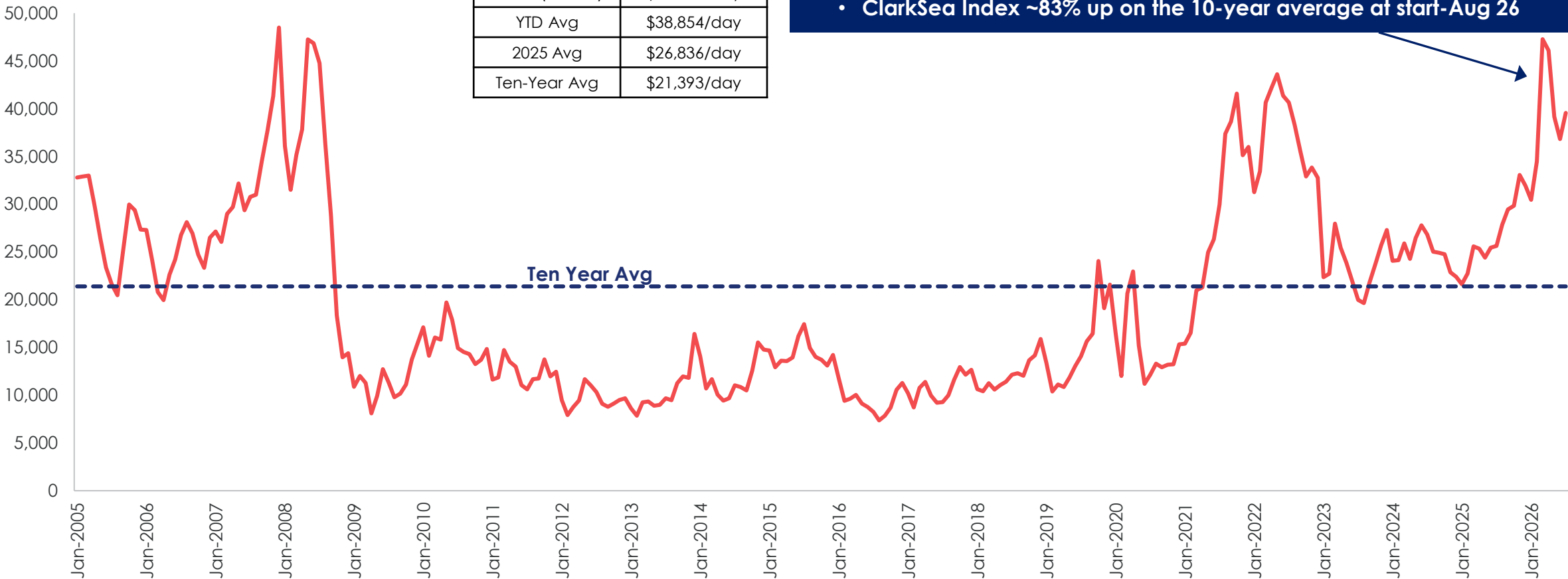


Source: Clarksons Research, August 2026.

The ClarkSea Index: 2026 Very Firm, Record Levels in YTD Average

Despite easing back a little overall through Q2, the ClarkSea Index still stands at a very firm \$41,910/day

ClarkSea Index, \$/day

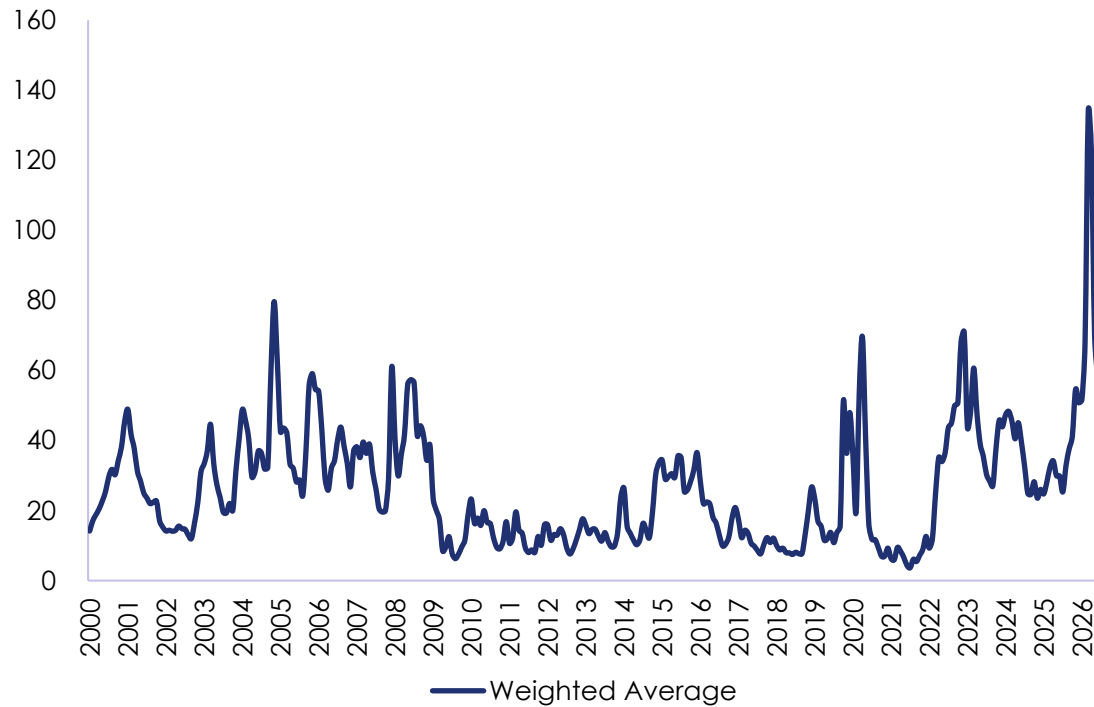


Source: Clarksons Research, August 2026.

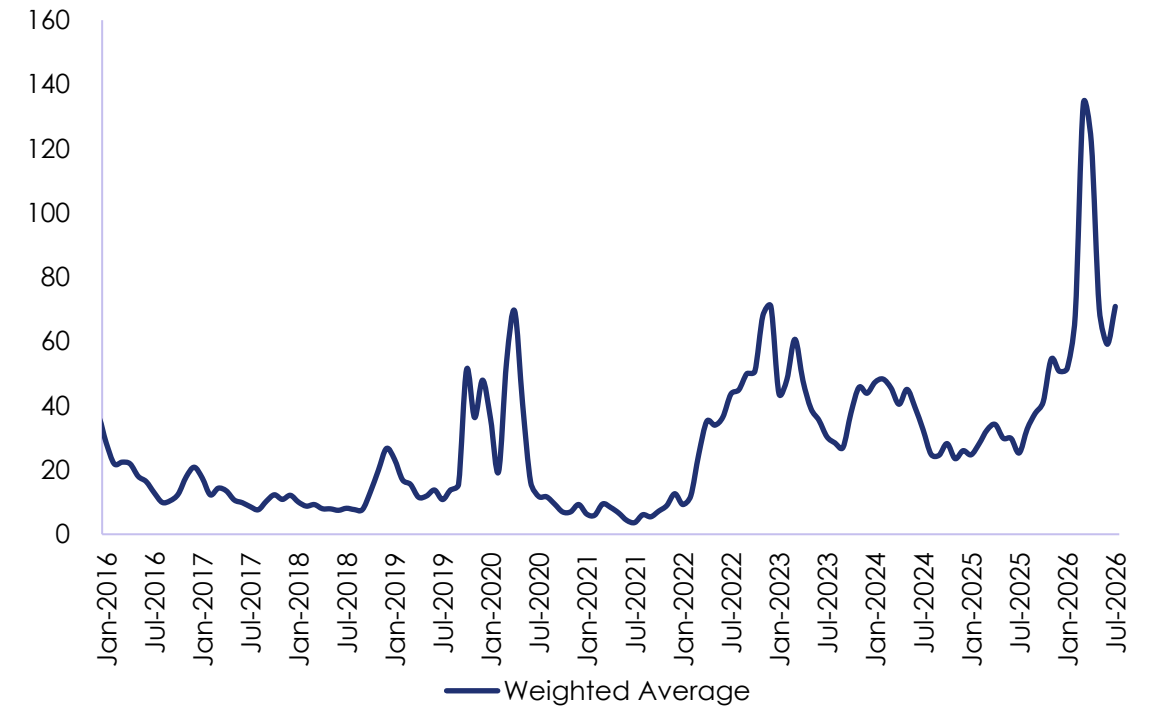
Tanker Freight Rates

Weighted Average Earnings

Long-Term Tanker Earnings (US\$'000/day)



Short-Term Tanker Earnings (US\$'000/day)



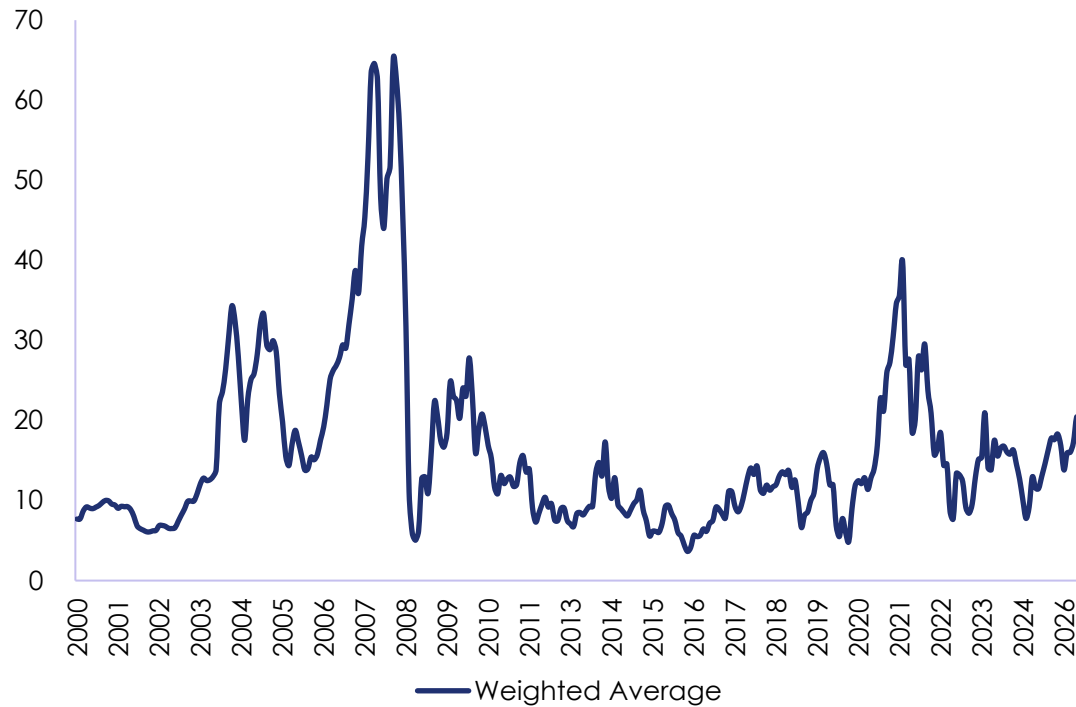
- Average Earnings are estimated as daily timecharter equivalents (TCEs) for voyage freight rates, excluding waiting time, off-hire etc., and expressed in US\$ per day on the voyage.
- Average Earnings for each ship type are simple averages of the voyage earnings for that ship type.

Source: Clarksons Research, August 2026.

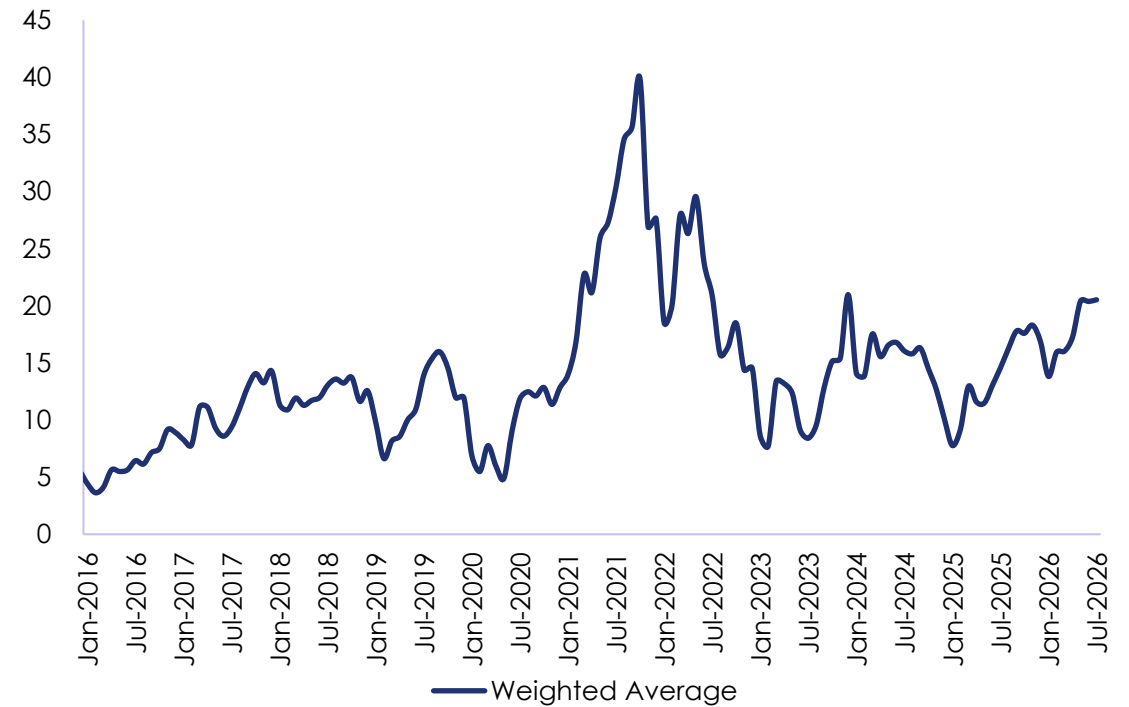
Bulkcarrier Freight Rates

Weighted Average Earnings

Long-Term Bulkcarrier Earnings (US\$'000/day)



Short-Term Bulkcarrier Earnings (US\$'000/day)



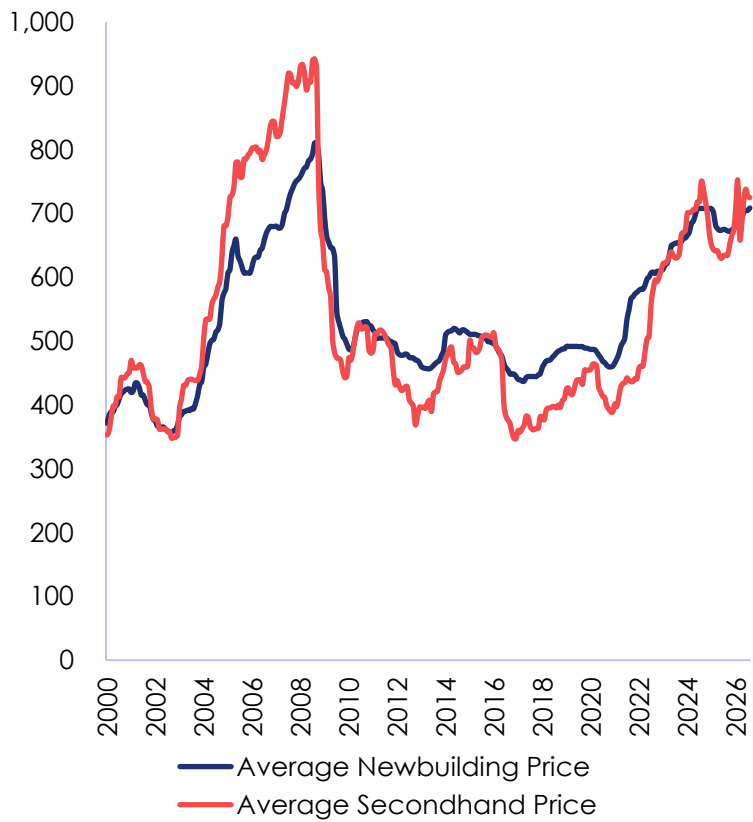
- Average Earnings are estimated as daily timecharter equivalents (TCEs) for voyage freight rates, excluding waiting time, off-hire etc., and expressed in US\$ per day on the voyage.
- Average Earnings for each ship type are simple averages of the voyage earnings for that ship type.

Source: Clarksons Research, August 2026.

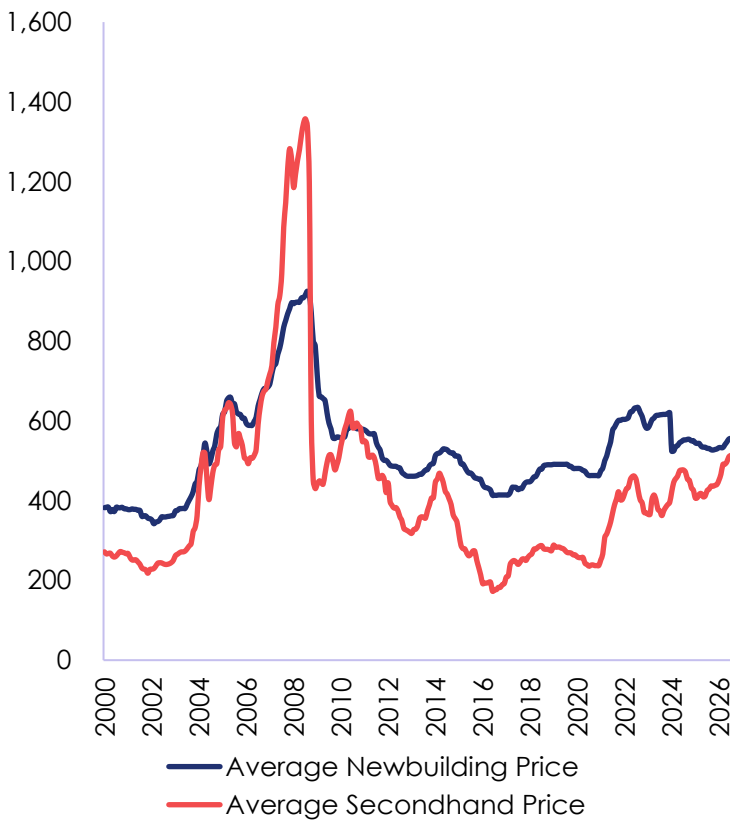
Vessel Asset Values

Comparison between Vessel Newbuilding and Secondhand (5-Year-Old) Prices

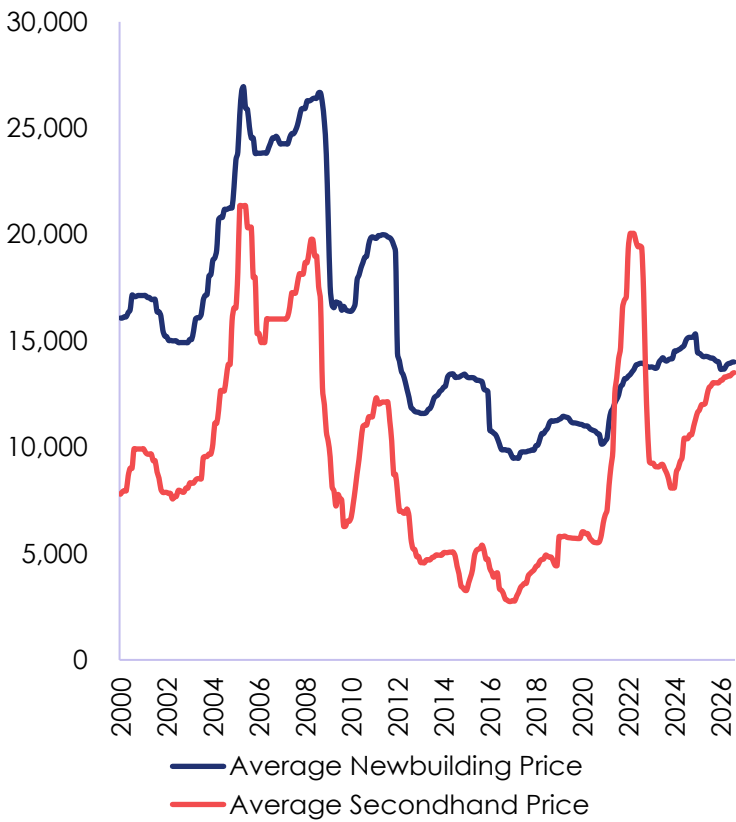
Tankers (US\$ per dwt)



Bulkers (US\$ per dwt)



Containers (US\$ per TEU)

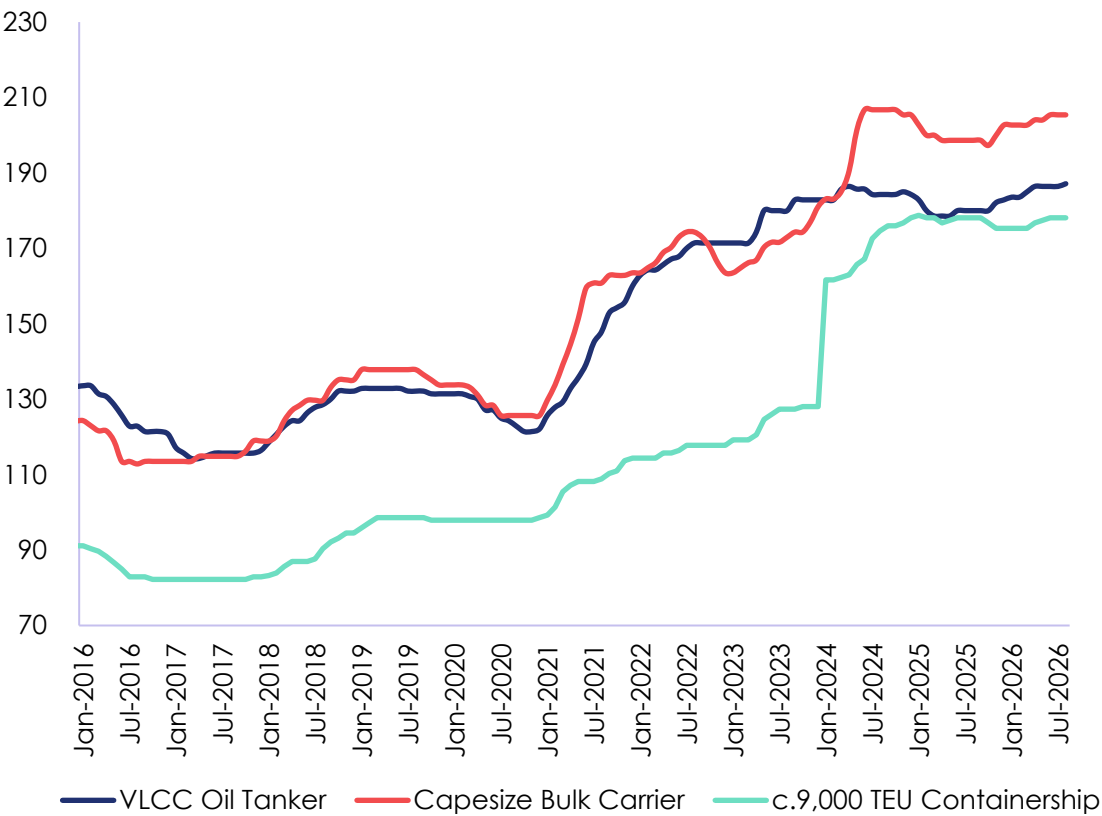


Source: Clarksons Research, August 2026.

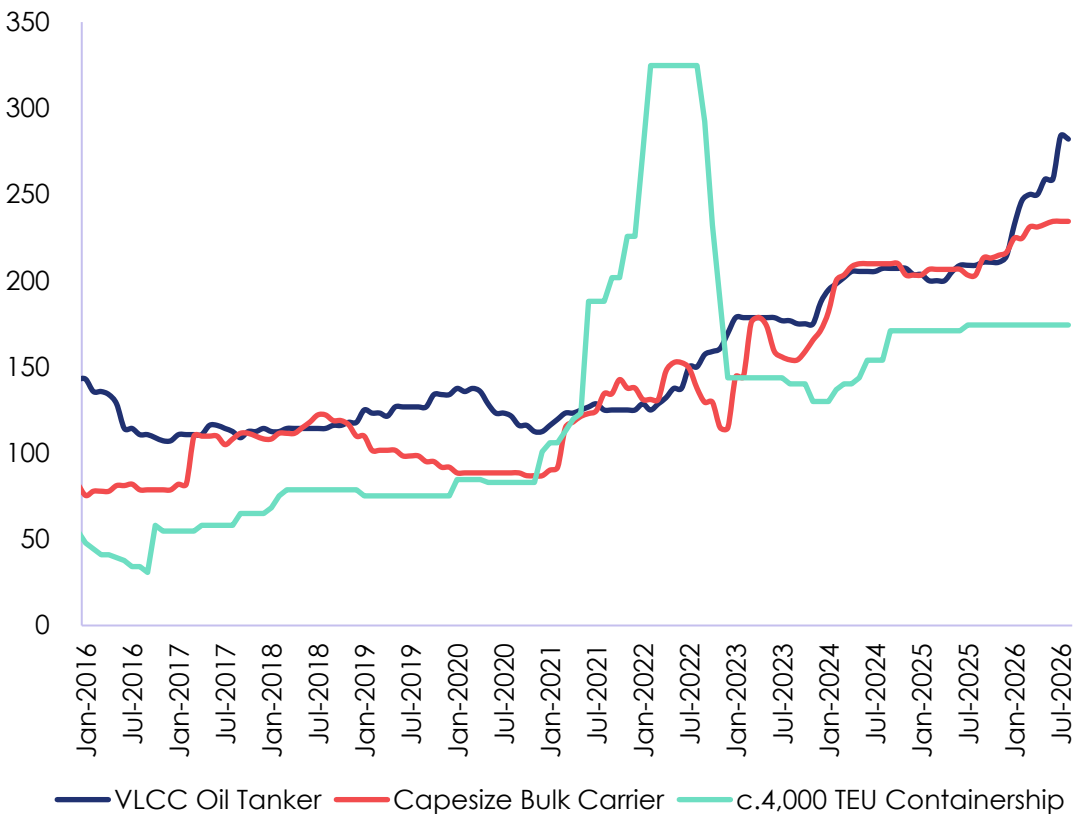
Newbuilding Prices

Comparison between Average Newbuilding as well as Secondhand (5-Year-Old Vessel) pricing

Newbuilding Price Index (Jan-2000 = 100)



Secondhand Price Index (Jan-2000 = 100)

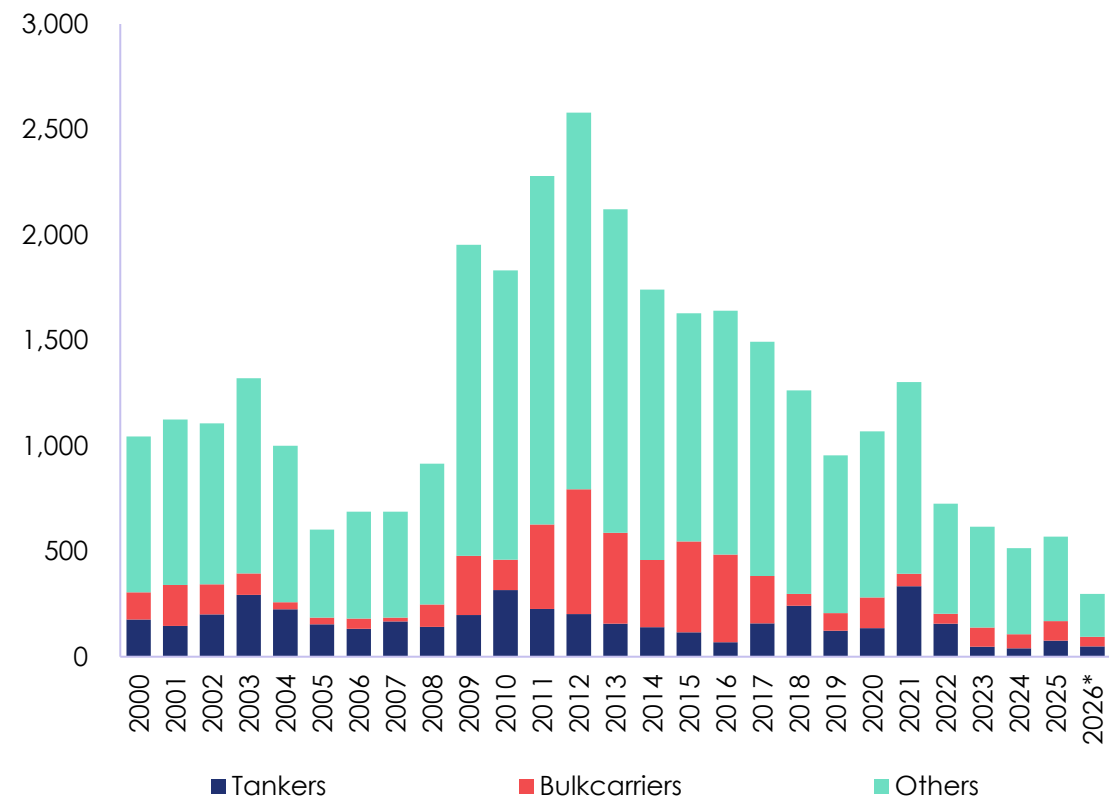


Source: Clarksons Research, August 2026. Note (1): The newbuilding prices are as recorded at the time (nominal) and have not been adjusted for inflation.

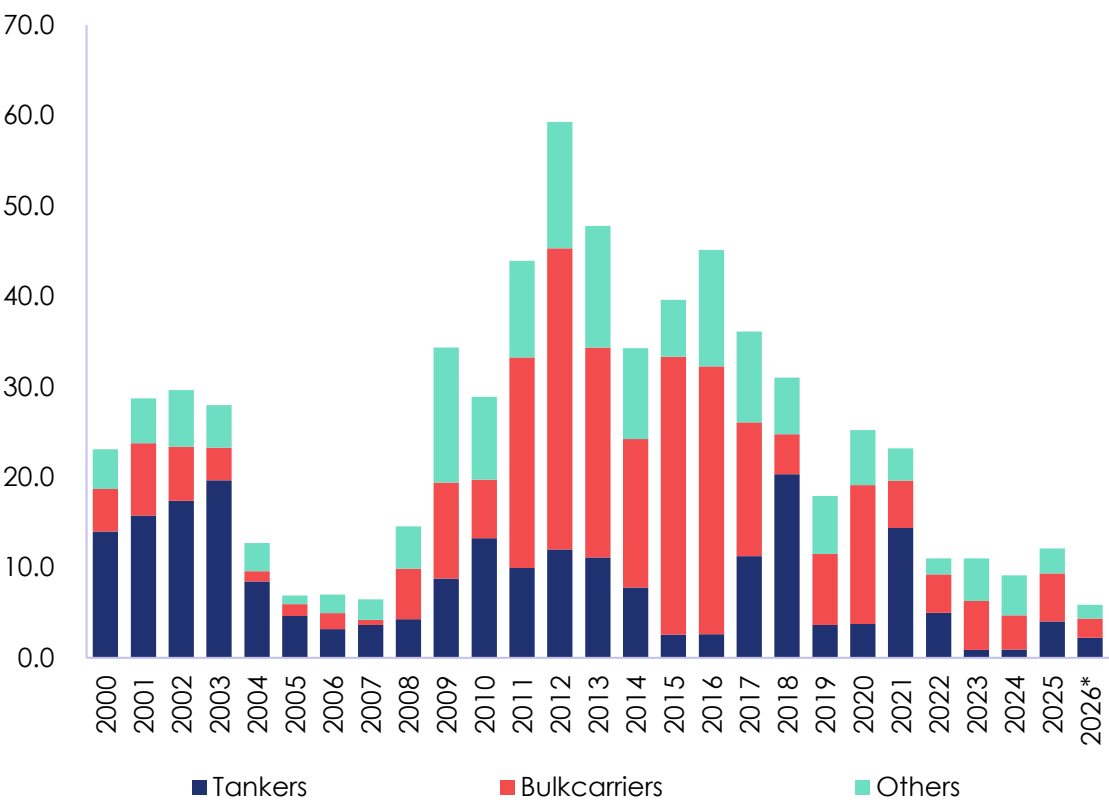
Demolition Levels

Historical global demolition by ship type

Historical Global Demolition (No. Vessels)



Historical Global Demolition (million DWT)

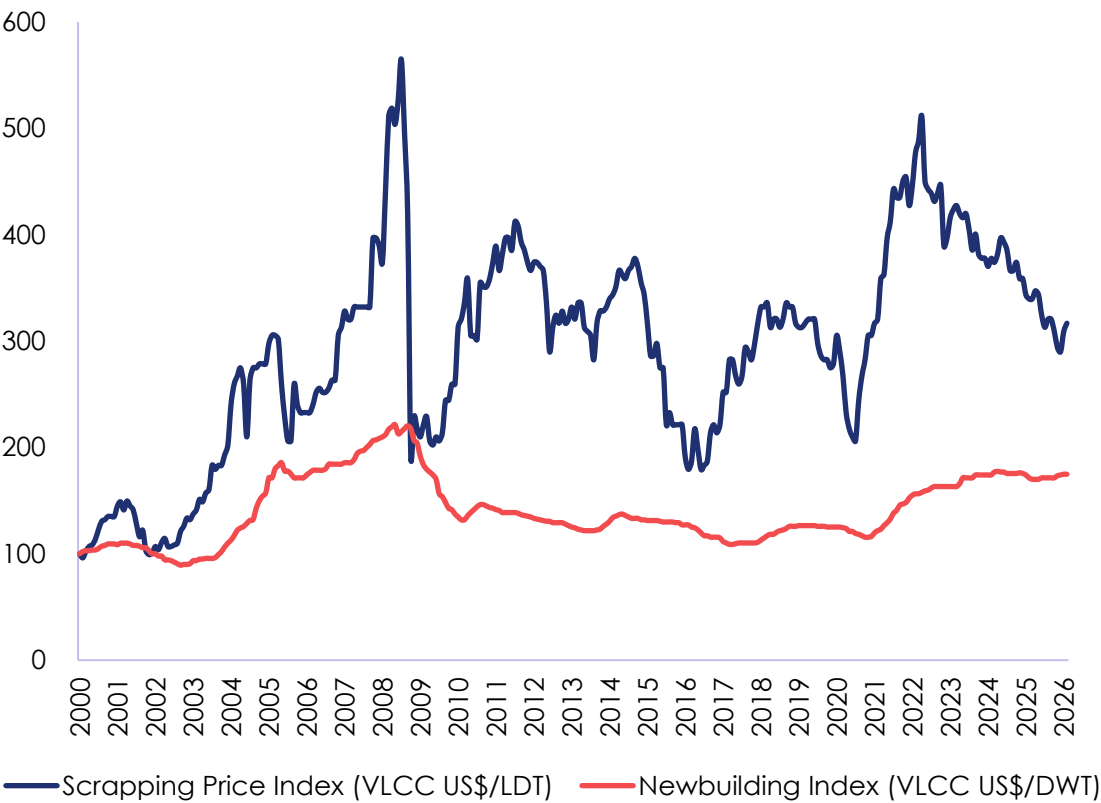


Source: Clarksons Research, August 2026. Note (1): Includes all vessels above 100 GT. Note (2): 2026* = year-to-date.

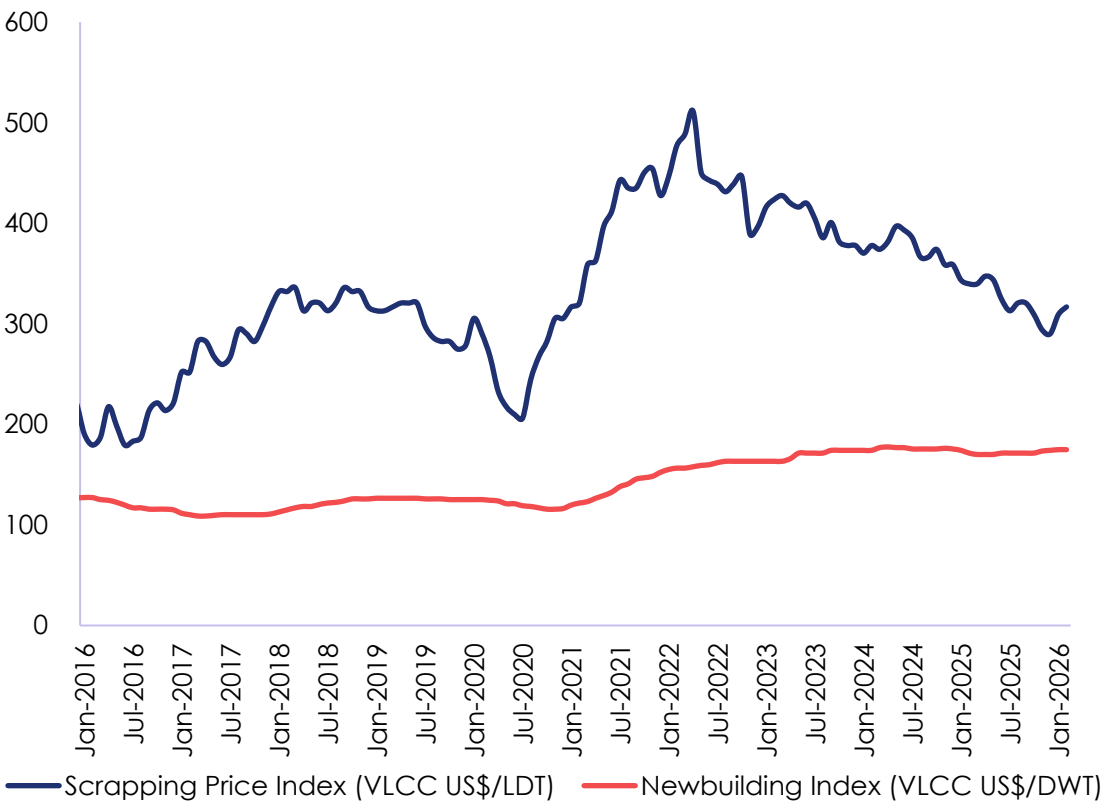
Demolition Prices

Comparison between Average Newbuilding and Scrap Prices

Long-Term (US\$ per LDT or DWT)



Short-Term (US\$ per LDT or DWT)

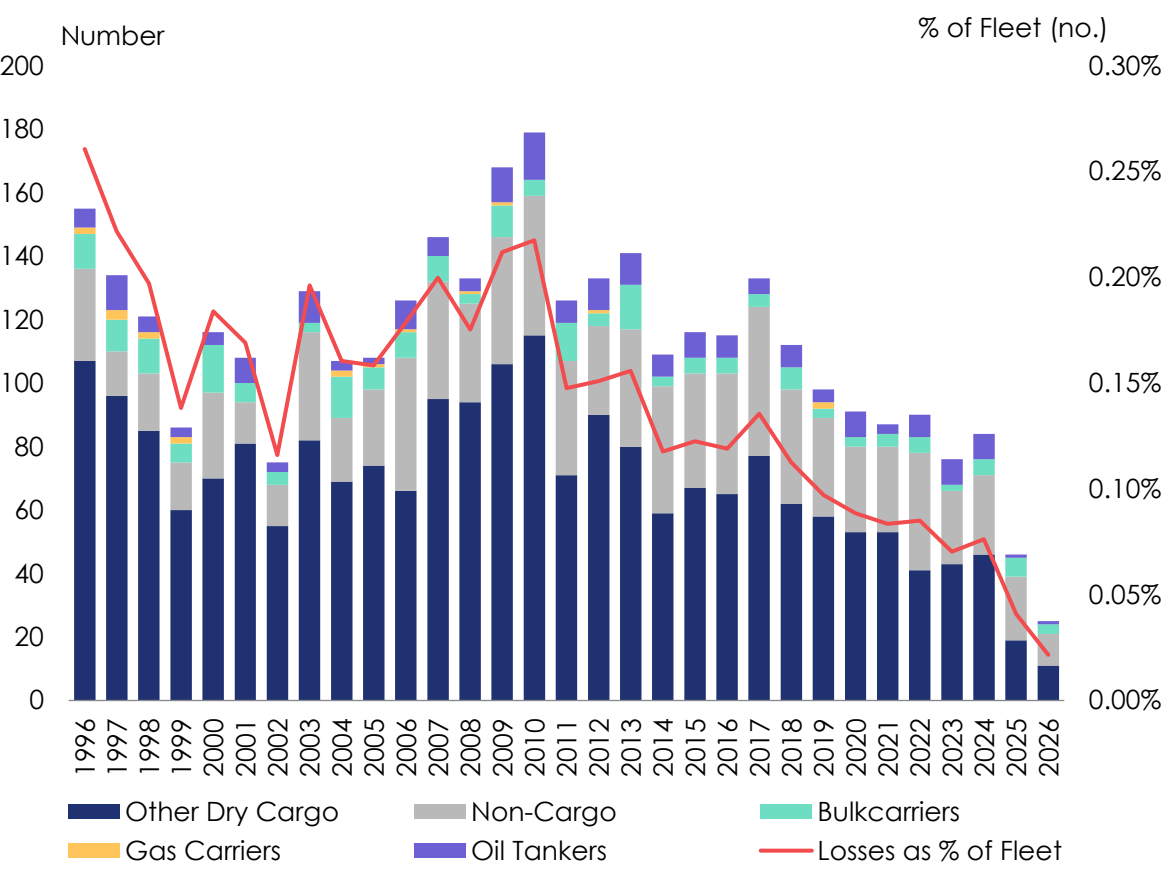


Source: Clarksons Research, August 2026. Note (1): From January 2019 the average scrap price is based off India scrap price

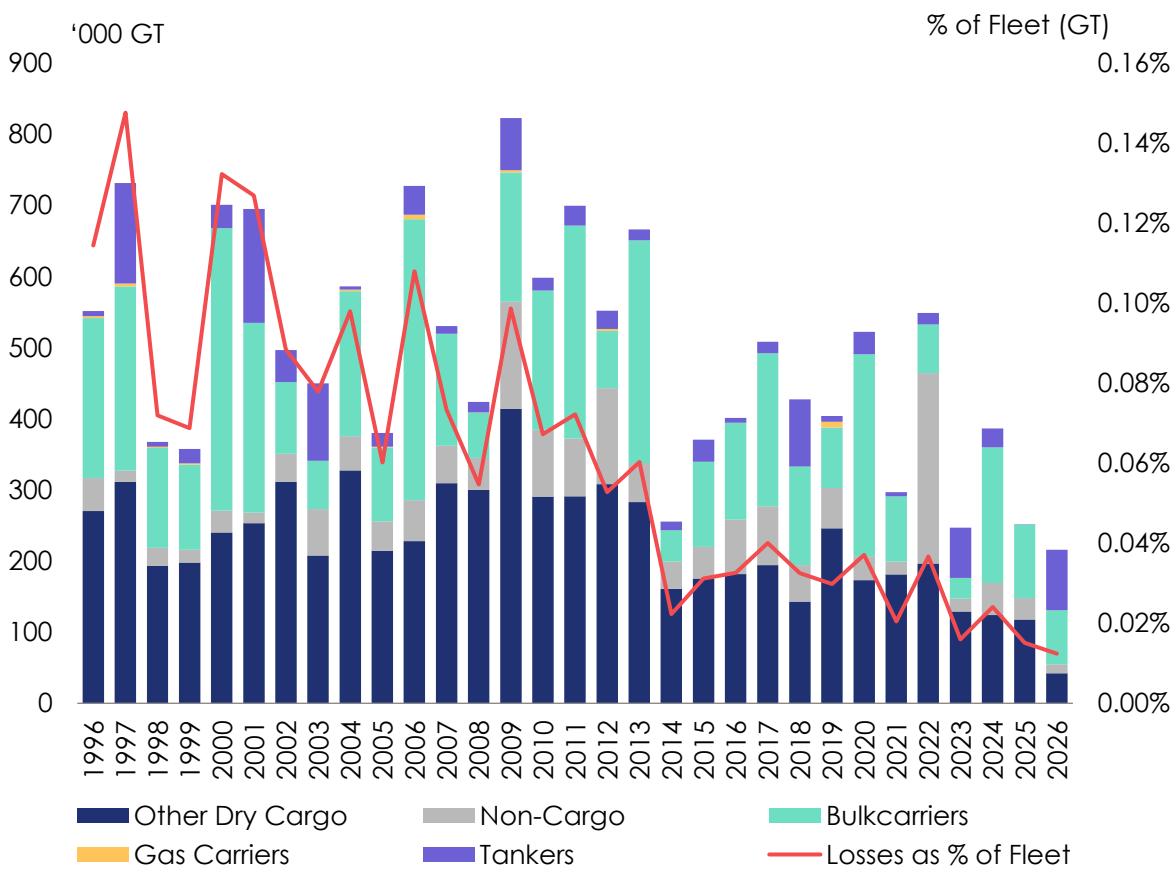
Losses By Vessel Type

Losses by type and as a percentage of end-year fleet

Losses (Number)



Losses (GT)

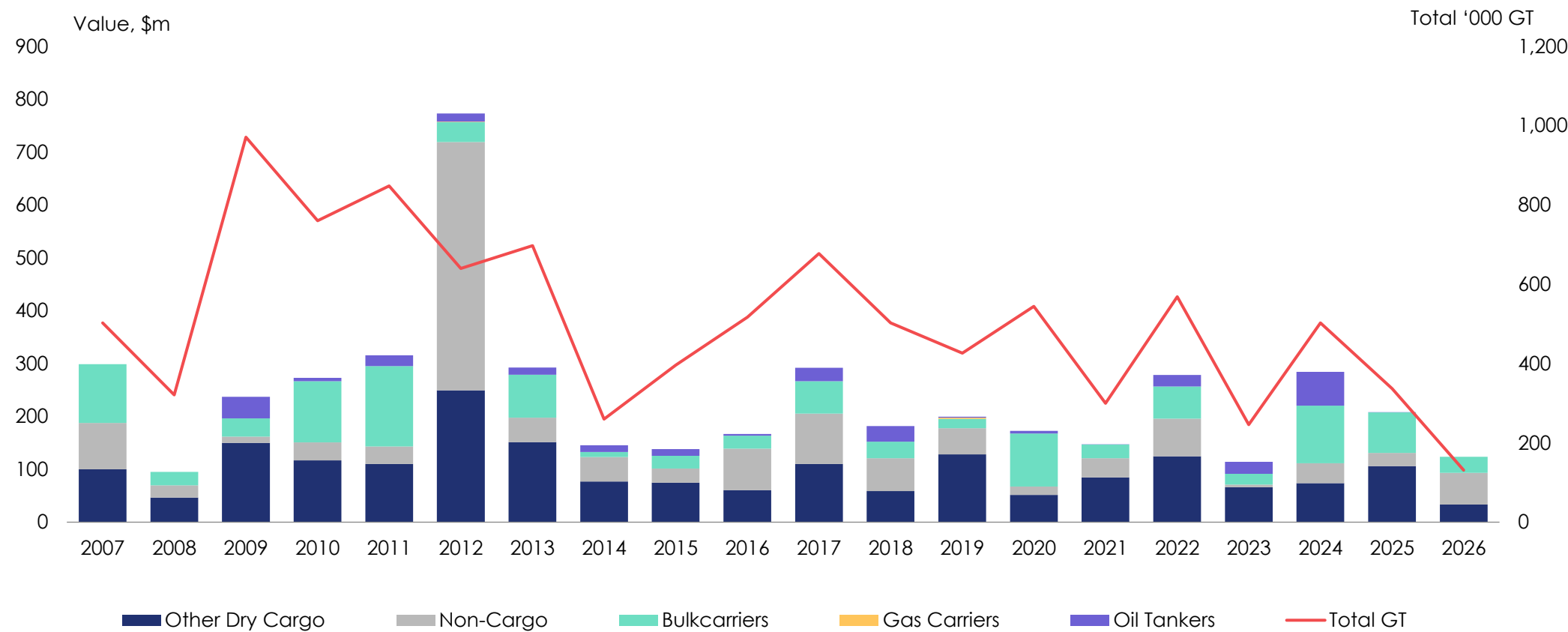


Source: Clarksons Research, August 2026.

Losses By Vessel Type

Estimated Value at Loss

Losses (\$m)

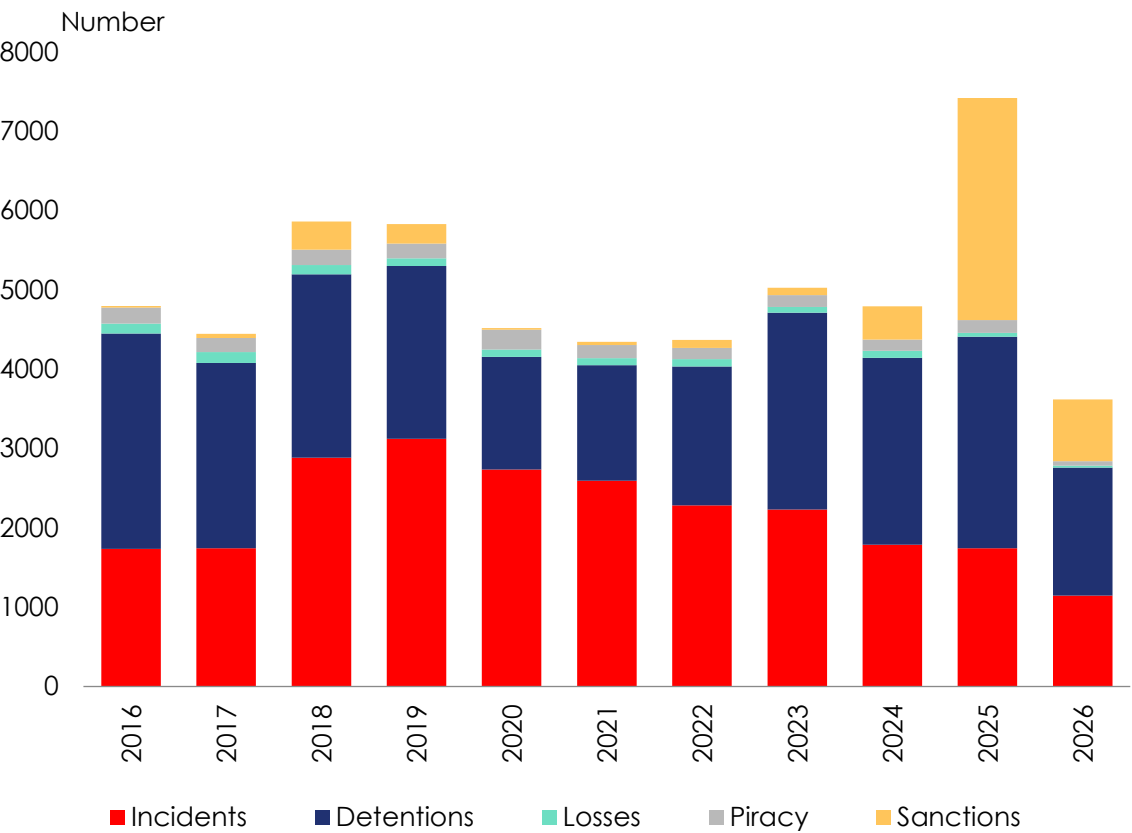


Source: Clarksons Research, August 2026.

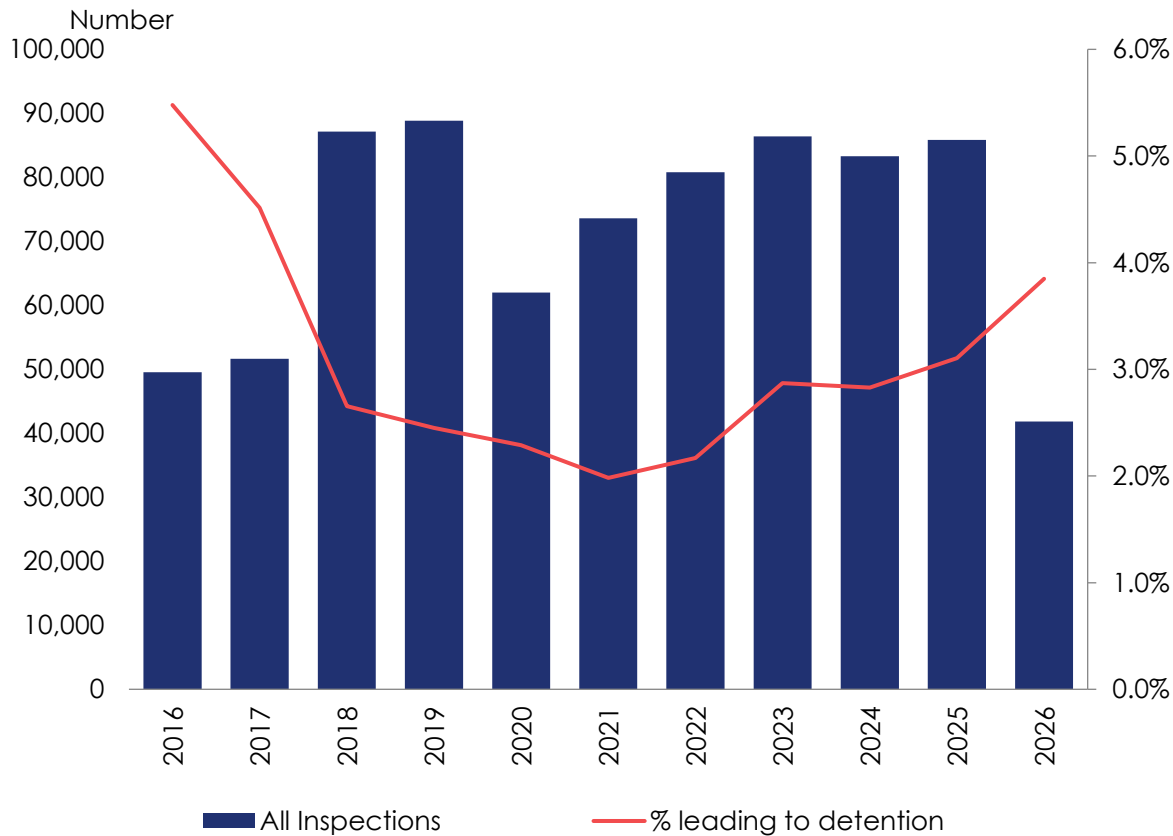
Vessel Incidents

Incidents and PSC Inspections

Reported Incidents (Number)



Reported Port State Control Inspections (Number)



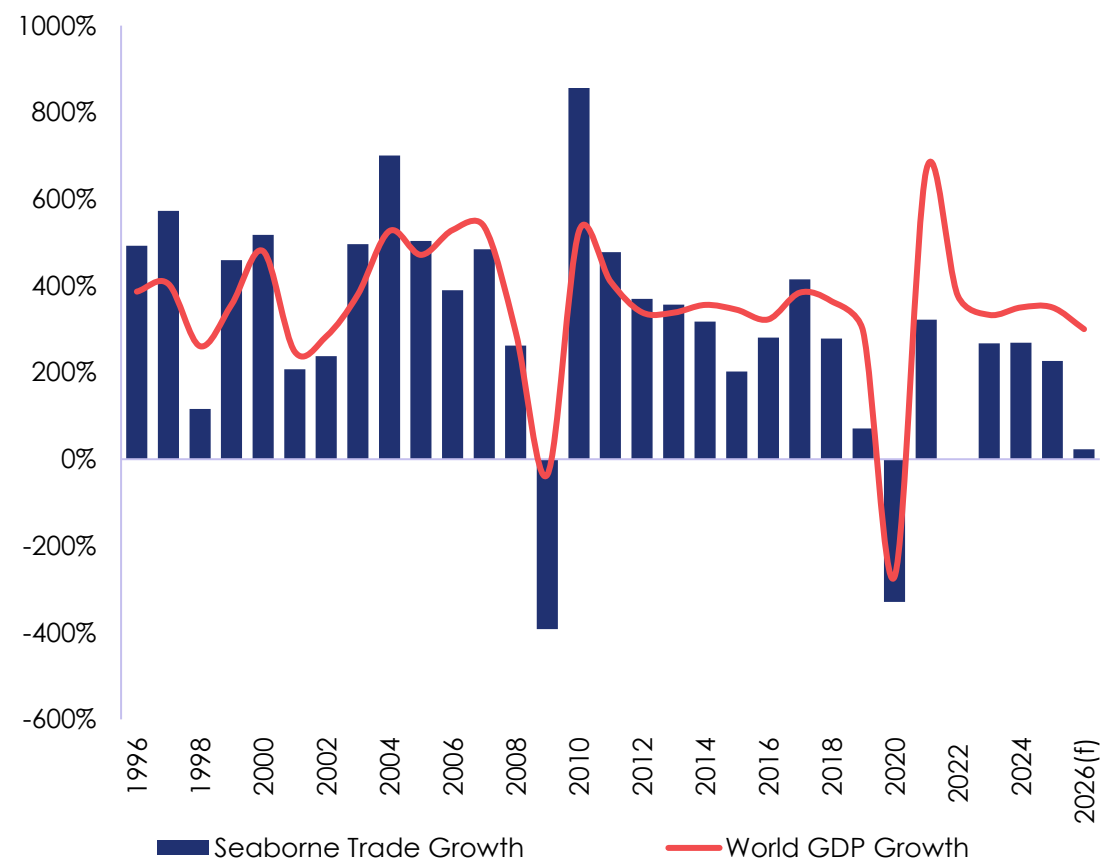
Source: Clarksons Research, August 2026. "Incidents" include all recorded incidents involving cargo, hull, machinery, crew, passenger and pollution. "Sanctions" includes vessel sanctions on lists published by the United States Office of Foreign Assets Control (including Advisories) (US), the United Kingdom Foreign, Commonwealth and Development Office (UK), the European Union (EU), the Australia Department of Foreign Affairs and Trade (AU) and the United Nations Security Council (UN). Vessels may be sanctioned by multiple authorities or under multiple programs, and vessels are counted each time they appear on a new sanction list. Includes vessels on order. PSC inspections include all inspections recorded by Clarksons Research and may not be comprehensive.

Macroeconomic Framework

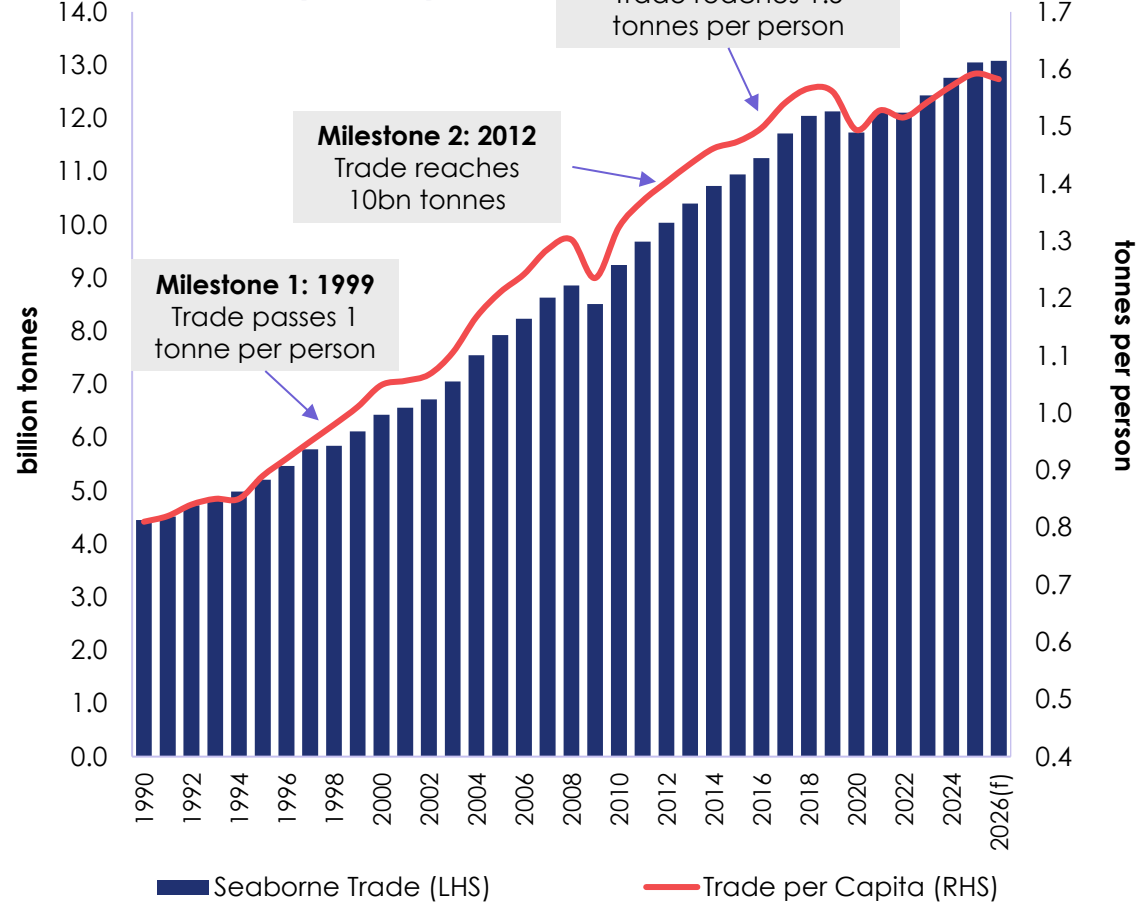
World Seaborne Trade & the World Economy

Geopolitical uncertainty has slowed growth

Growth: Seaborne Trade vs. World GDP



Seaborne Trade per Capita

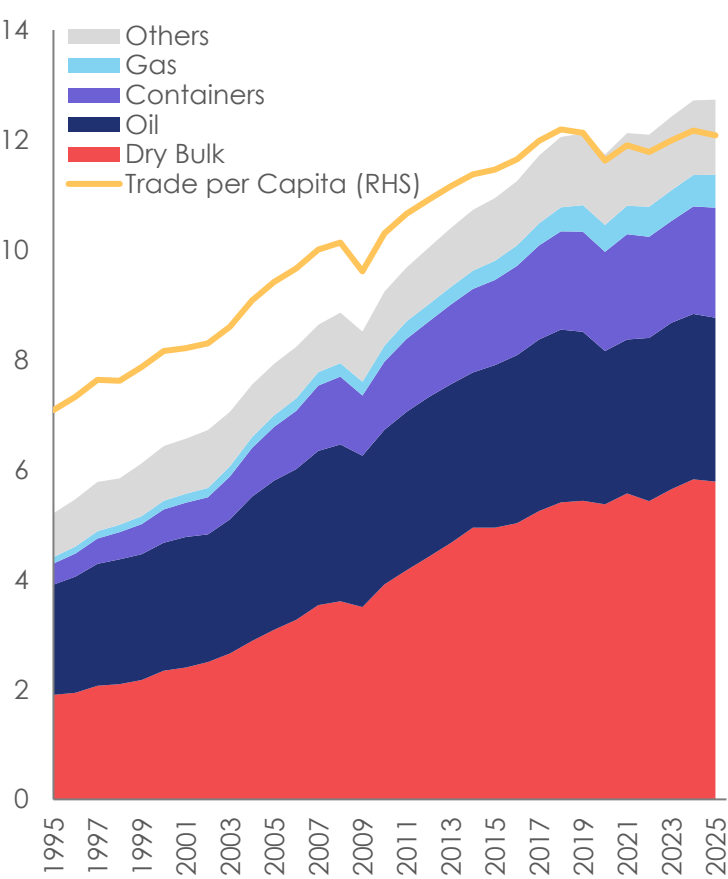


Source: Clarksons Research / IMF, August 2026

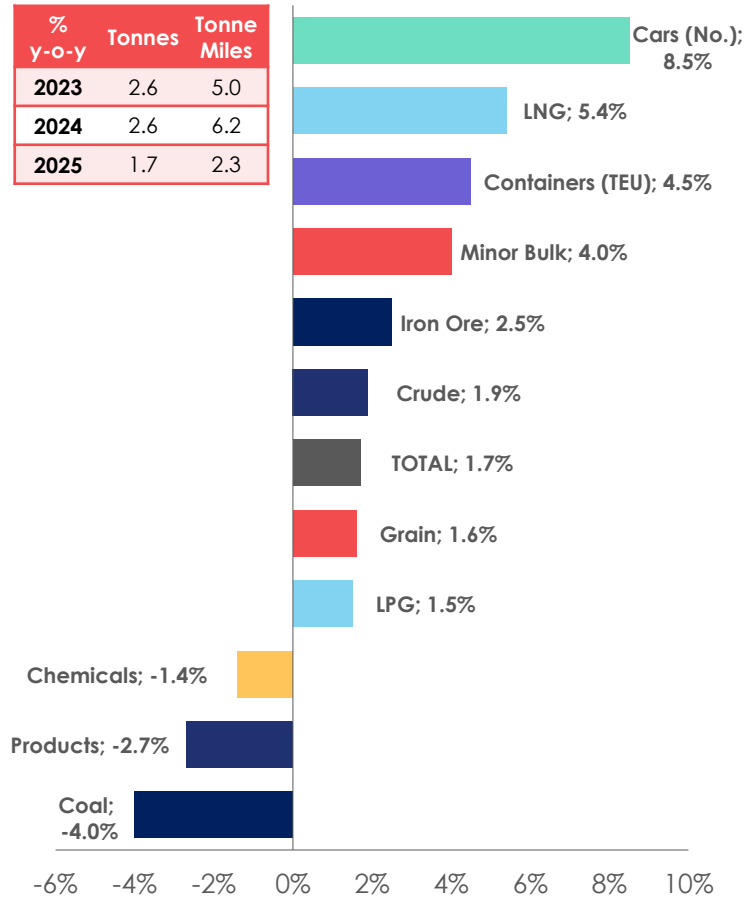
Seaborne Trade: Growth, Volatility & Resilience Amid Major Disruption Events

13.0bn tonnes, 88% of total trade; volumes ‘resilient’ in 2025 though ‘interrupted’ in 2026 amid the Iran conflict

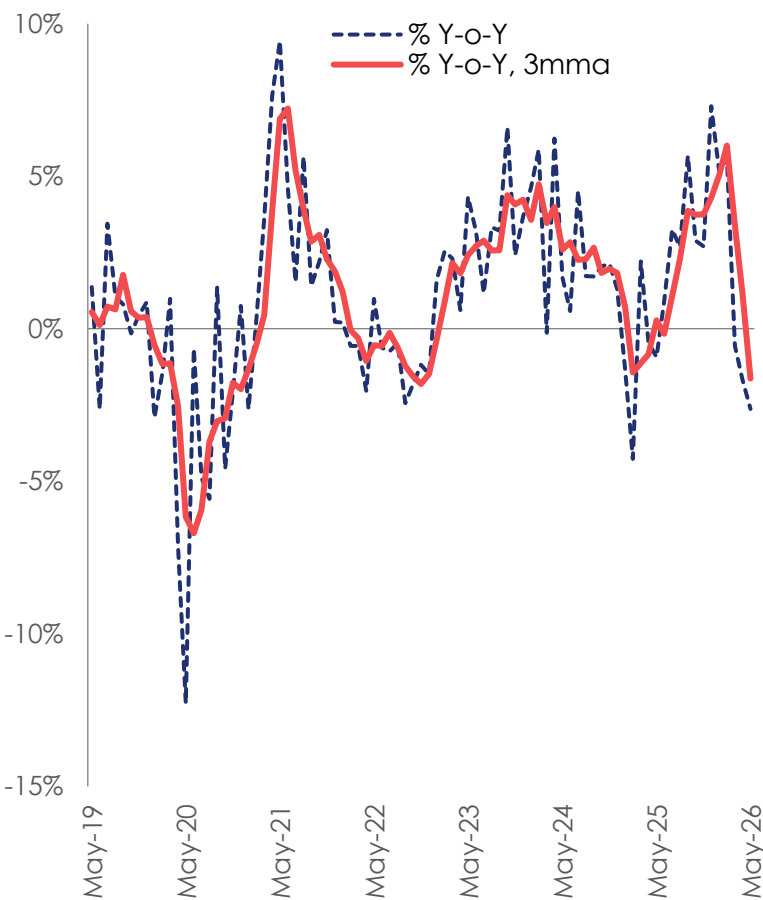
Global Seaborne Trade, bn tonnes



2025 Trade Volumes, y-o-y growth



Monthly Seaborne Trade Growth^

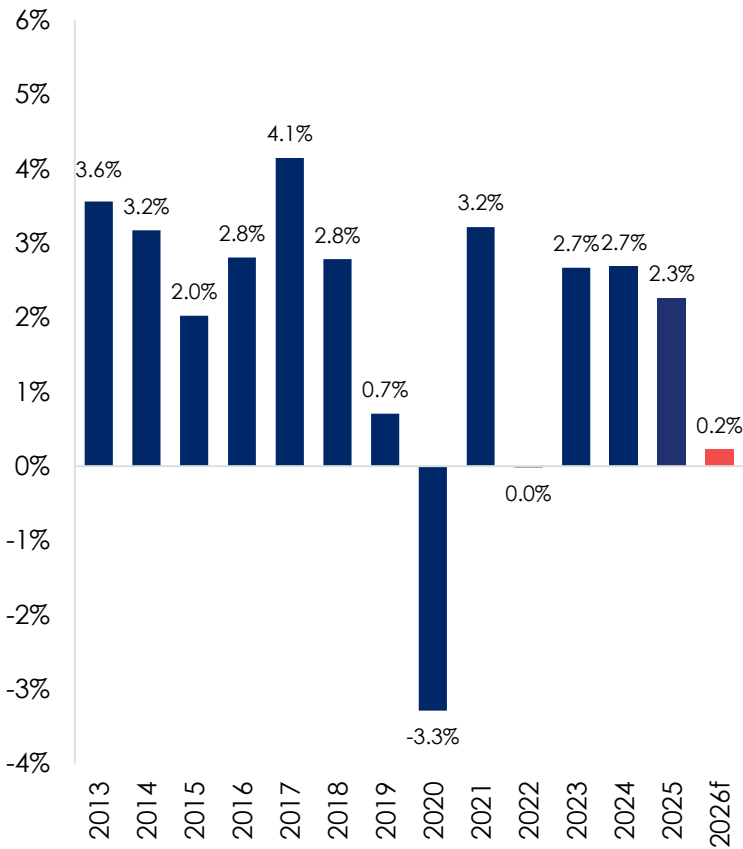


Source: Clarksons Research, May 2026. ^Monthly seaborne trade series based on ‘basket’ of dry bulk, oil, container, gas, chemical and car trades, representing c.80% of global seaborne trade.

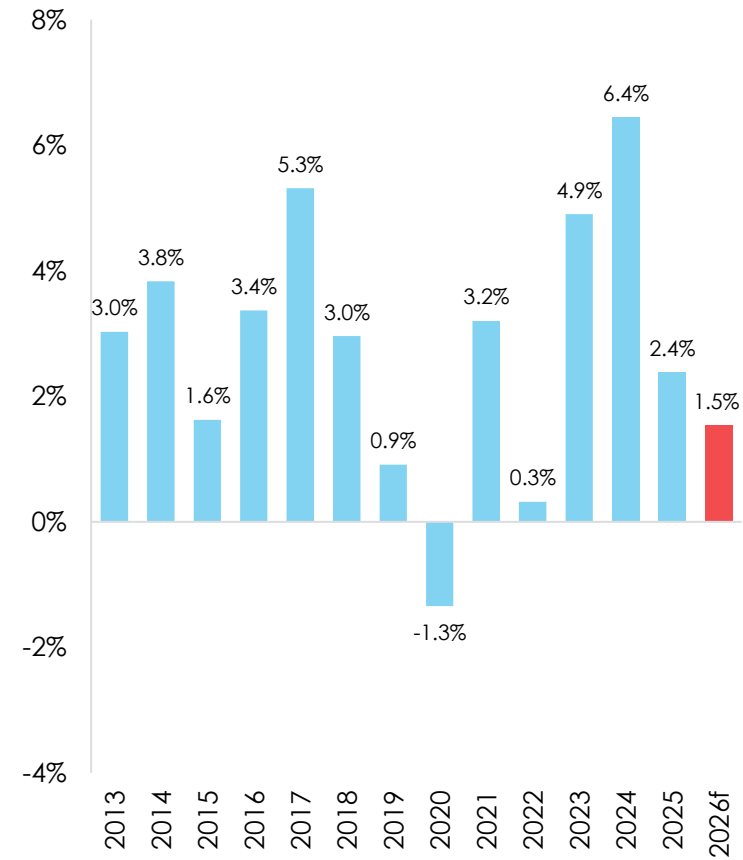
Seaborne Trade Growth Outlook

Seaborne trade trends were resilient in 2025; initial projections suggest further moderate expansion in 2026

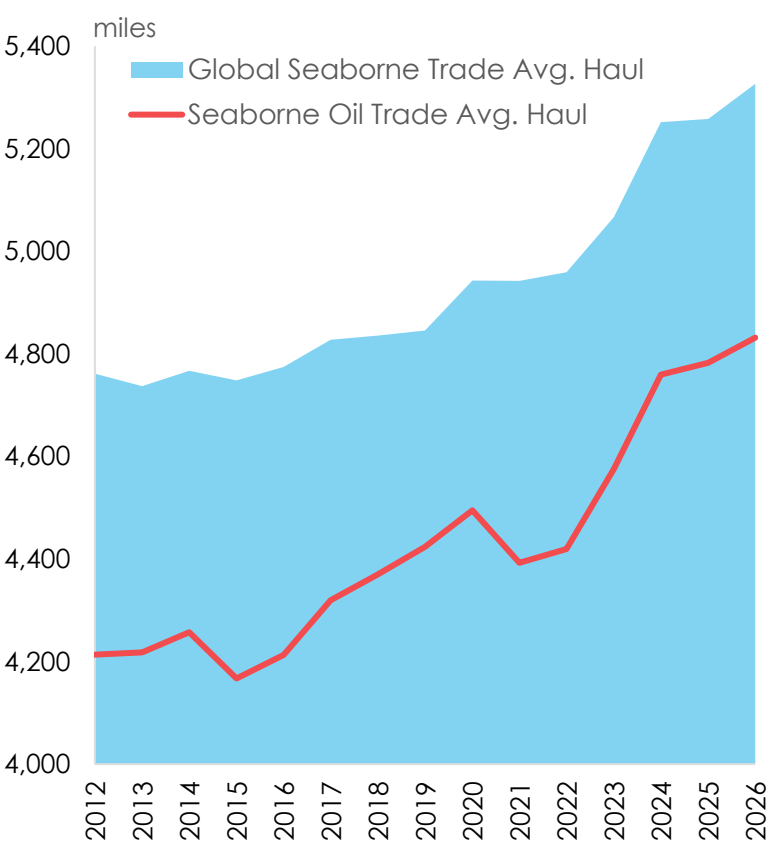
Global Seaborne Trade Growth, tonnes



Global Seaborne Trade Growth, tonne-miles



Average Haul Largely On An Upward Trend

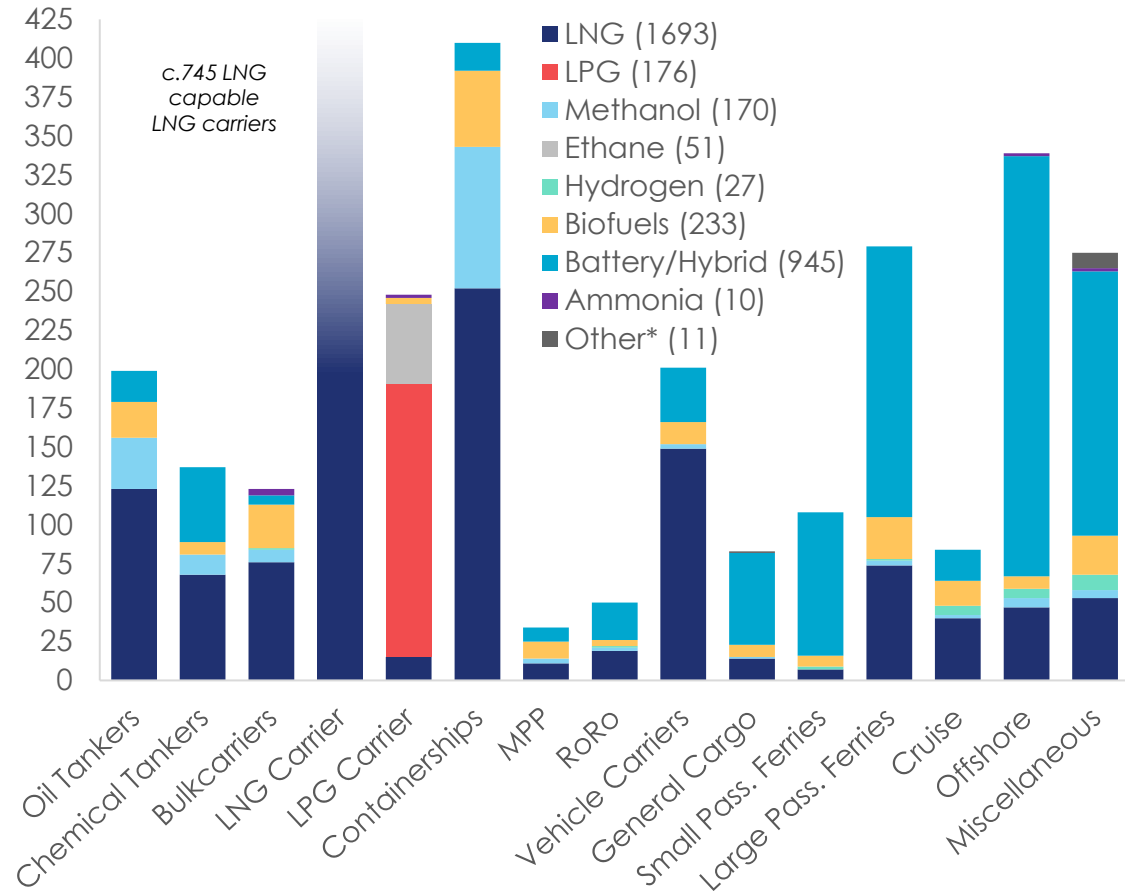


Source: Clarksons Research, August 2026. ^Monthly seaborne trade series based on 'basket' of dry bulk, oil, container, gas, chemical and car trades, representing c.80% of global seaborne trade.

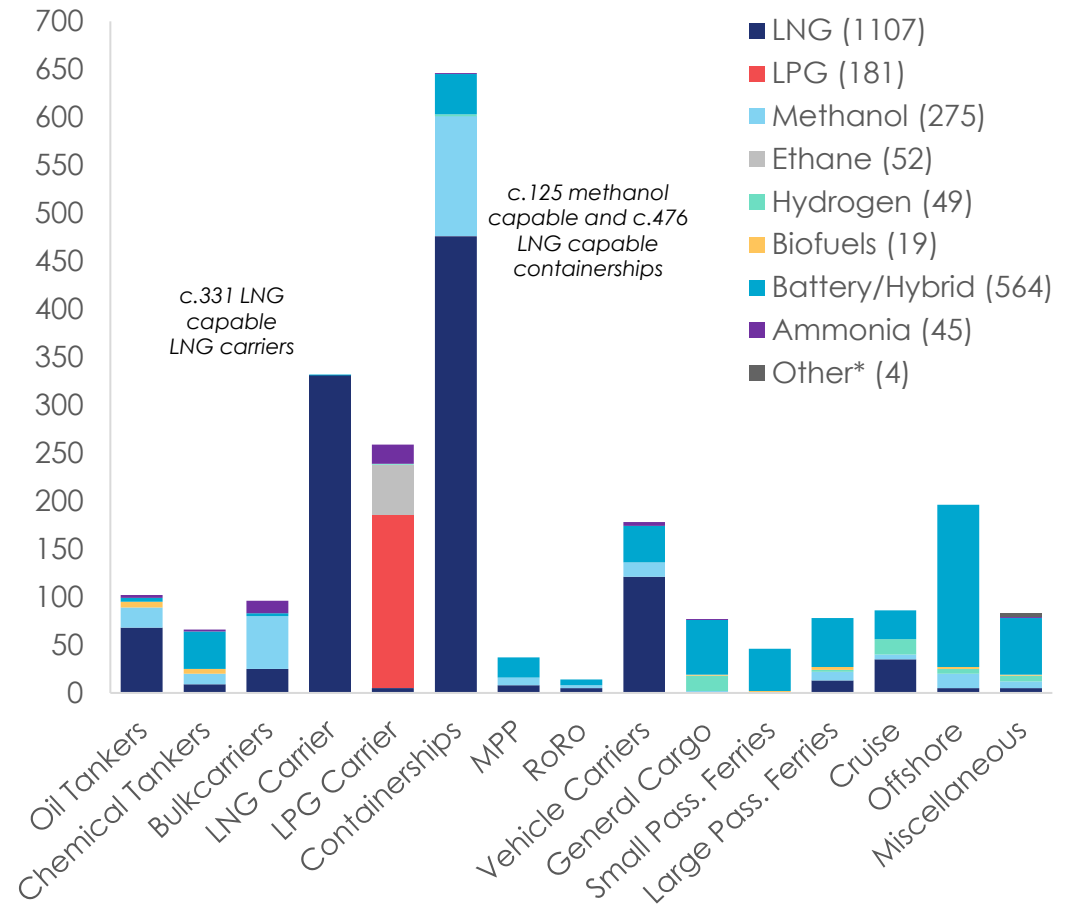
Alternative Fuels: Current Uptake By Sector

LNG fuel gaining traction but huge uncertainty over longer-term 'solution'

Fleet (100+ GT) Using Alt. Fuels (10% Of Fleet GT), No.



Orderbook (100+ GT) Set To Use Alt. Fuels (42% Of GT), No.

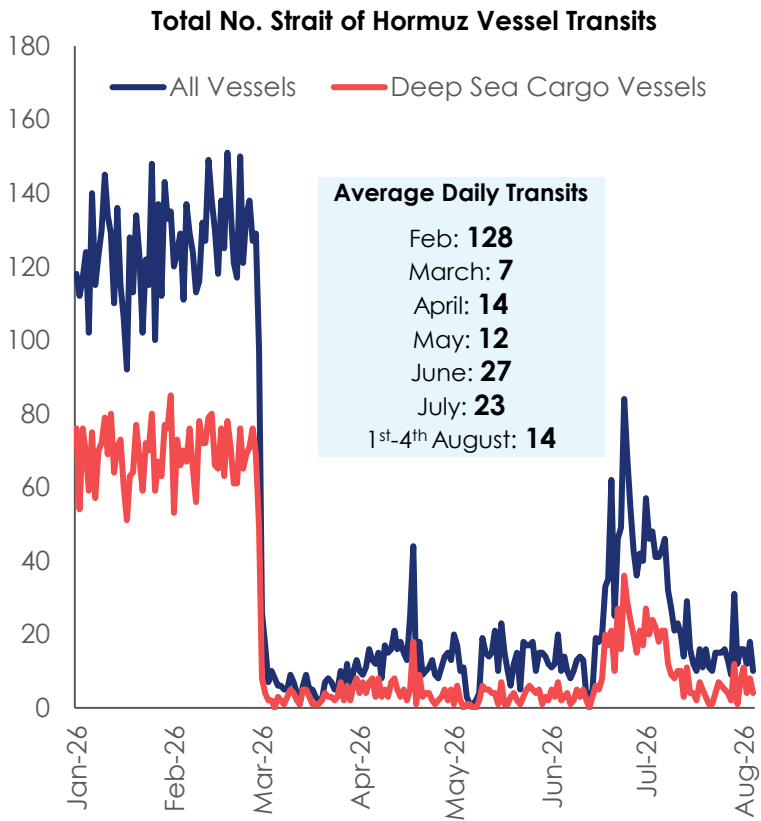


Source: Clarksons Research, Data as of 1st August 2026. Please note: vessels can have multiple alternative fuel capabilities and will appear in each applicable category. Biofuel includes vessels reported to be using or designed for biofuels; many other vessels in the fleet are also capable of using biofuel blends. *Other includes vessels with nuclear or fuel cell technology.

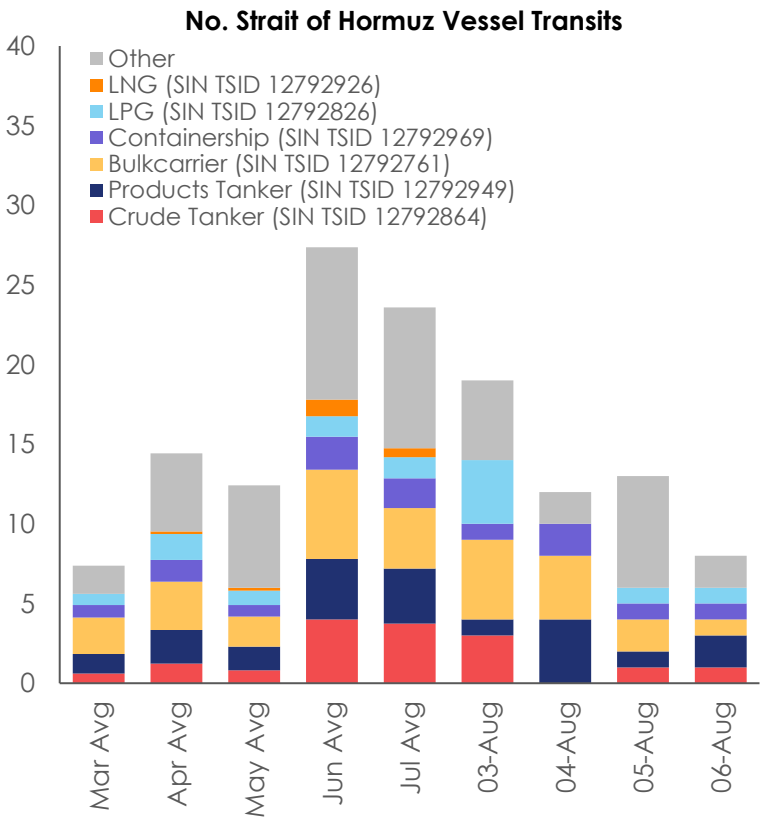
Middle East Conflict: Strait of Hormuz Transit Trends

Transits have eased back after a range of vessel attacks reported in the Gulf; transits ~90% below pre-conflict levels

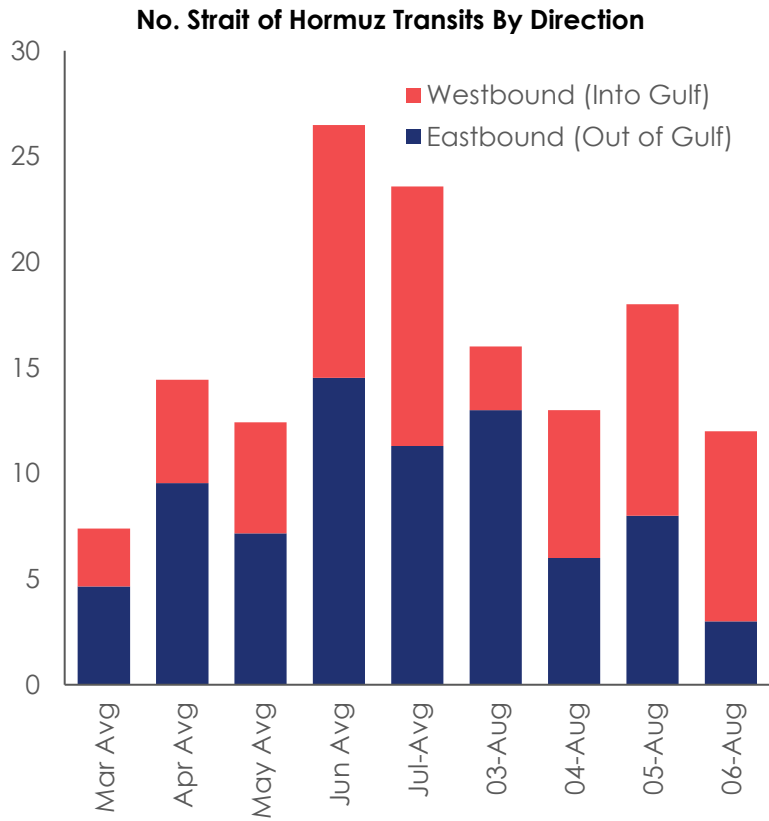
Transits falling to 90% below pre-conflict levels in recent weeks



Transits remain at lower levels in recent weeks; now similar to Mar-May levels



More equal balance of vessels exiting / entering Gulf than across Mar-May



Source: Clarksons Research. Series tracks vessels seen to have completed a transit through the Strait of Hormuz. Basis data derived from AIS vessel movements data. Timeseries basis completed transits identified and subject to variations in movements data coverage over time. From 28th Feb 2024 series basis enhanced logic to track vessels seen to have completed a transit, whether or not recorded as seen within the Strait of Hormuz itself, to account for "gaps" in AIS transmission, AIS "interference" and "local" vessel activity. Enhanced logic includes assessment of reasonable "consistency" of vessel activity prior to and following transit on the basis of multiple AIS vessel positions. Time-series in this period subject to variation in assessment of AIS vessel position data over time. Identifying transits has become more challenging amid increased disruption and the timeseries may "undercount" to some extent.

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