

STATISTICAL OVERVIEW OF THE GLOBAL MARITIME INDUSTRY

2003

Data Taken From:

- “Review of Maritime Transport 2002” United Nations
Conference on Trade and Development
- “Maritime Trade & Transportation’02” U.S. Department of
Transportation

World seaborne trade in ton-miles, selected years
(billions of ton-miles)

Year	Oil		Iron ore	Coal	Grain ^a	Five main		Other	World
	Crude	Products				Crude plus	dry bulks		
1970	5 597	890	6 487	1 093	481	475	2 049	2 118	10 654
1975	8 882	845	9 727	1 471	621	734	2 826	2 810	15 363
1980	8 385	1 020	9 405	1 613	952	1 087	3 652	3 720	16 777
1985	4 007	1 150	5 157	1 675	1 479	1 004	4 480	3 428	13 065
1990	6 261	1 560	7 821	1 978	1 849	1 073	5 259	4 041	17 121
1995	7 225	1 945	9 170	2 287	2 176	1 160	5 953	5 065	20 188
1998	7 889	1 970	9 859	2 306	2 419	1 064	6 129	5 600	21 588
1999	7 980	2 055	10 035	2 317	2 363	1 186	6 203	5 752	21 990
2000	8 180	2 085	10 265	2 545	2 509	1 244	6 638	6 113	23 016
2001	7 725	2 070	9 795	2 520	2 650	1 200	6 697	6 190	22 682

Source: Fearnleys, *Review 2001*.

^a Includes wheat, maize, barley, oats, rye, sorghum and soya beans.

Table 1-1
Global Trade Growth v. Fleet Growth

	1996	1997	1998	1999	2000	Compound annual growth 1996-00
Trade (million metric tons)						
Dry bulk ^a	1,816	1,901	1,871	1,867	1,987	2.3
Tanker	2,022	2,112	2,146	2,131	2,216	2.3
General cargo	1,182	1,260	1,313	1,356	1,429	5.0
Container	462	503	529	583	641	9.0
Other general cargo	720	757	784	773	788	2.3
Total	5,020	5,273	5,330	5,354	5,632	3.0
Fleet (million deadweight tons^b)						
Dry bulk ^a	243	253	264	264	267	2.4
Tanker	287	291	296	303	307	1.7
General cargo	107	109	114	119	122	3.3
Container	45	50	57	62	65	9.6
Other general cargo	62	59	57	57	57	-2.1
Total	637	653	674	686	696	2.2

^aIron ore, coal, grain, bauxite/alumina, phosphorus rock and minor bulk.

^bCargo carrying capacity of a ship when immersed to the appropriate load line, measured in metric tons.

SOURCE: Clarkson Shipping Review & Outlook, spring 2000.

- Between 1996 and 2000, global trade growth (metric tons) exceeded global fleet growth (deadweight tons). The apparent improvement in fleet productivity reflects an acceleration in delivery of newly built ships, which are more productive than the vessels they replace, and the increasing use of dedicated car carriers and Roll on/Roll off vessels.

World fleet size by principal types of vessel, 2000–2002*
(beginning-of-year figures, in thousands of dwt)

Principal types	2000	2001	2002	Percentage change 2001/2002
Oil tankers	282 458 35.4	285 441 35.3	285 519 34.6	0.0
Bulk carriers	276 091 34.6	281 654 34.8	294 588 35.7	4.6
Ore/bulk/oil	16 723 2.1	11 391 1.4	14 456 1.8	26.9
Ore/bulk	259 368 32.5	270 263 33.4	280 132 33.9	3.7
General cargo ships	101 481 12.7	102 653 12.7	99 872 12.1	-2.7
Container ships	63 637 8.0	69 216 8.6	77 095 9.3	11.4
Other types of ships	75 328 9.4	69 412 8.6	68 578 8.3	-1.2
Liquefied gas carriers	17 334 2.2	18 525 2.3	19 074 2.3	3.0
Chemical tankers	7 813 1.0	8 044 1.0	7 974 1.0	-0.9
Miscellaneous tankers	849 0.1	768 0.1	785 0.1	2.2
Ferries and passengers ships	4 944 0.6	5 038 0.6	5 319 0.6	5.6
Others	44 388 5.6	37 037 4.6	35 426 4.3	-4.3
World total	798 995 100.0	808 376 100.0	825 652 100.0	2.1

Source: Compiled by the UNCTAD secretariat on the basis of data supplied by Lloyd's Register – Fairplay.

* Percentage shares are shown in italics.

Representative newbuilding prices in selected years*
(millions of dollars)

Type and size of vessels	1980	1985	1990	1995	1999	2000	2001	% change 2000/2001
30-50,000 dwt bulk carrier	17	11	24	25	20	20	18	-10.0
32-45,000 dwt tanker	19	18	29	34	25	29	27	-7.0
70-74,000 dwt bulk carrier	24	14	32	29	22	23	20	-11.1
80-105,000 dwt tanker	28	22	42	43	33	41	37	-9.8
120,000 dwt bulk carrier	32	27	45	40	34	40	34	-14.0
250-280,000 dwt tanker	75	47	90	85	68	76	72	-5.3
125-138,000 m3 LNG	200	200	225	245	150	165	162	-1.8
75,000 m3 LPG	77	44	78	68	58	60	58	-3.3
15,000 dwt general cargo	14	12	24	21	19	19	18	-3.2
2,500 TEU full containership	-	26	52	50	35	35	34	-1.2

Source: Compiled by the UNCTAD secretariat on the basis of data from *Lloyd's Shipping Economist*, various issues.

* From 1995 on, prices correspond to the large vessel size.

Second-hand prices for five-year-old vessels, 1996–2001
(as of year's end, in millions of dollars)

Vessel	1996	1997	1998	1999	2000	2001	% change 2000/2001
40,000 dwt tankers ^a	26	28	20	20	27	26	-3.8
80–95,000 dwt tankers ^a	37	38	25	26	39	33	-15.4
130–150,000 dwt tankers ^a	40	47	37	36	50	43	-13.1
250–280,000 dwt tankers ^a	67	70	50	50	71	60	-15.5
45,000 dwt dry bulk carrier	19	18	13	16	15	12	-20.0
70,000 dwt dry bulk carrier	21	21	15	17	16	14	-12.9
150,000 dwt dry bulk carrier	27	30	24	28	25	22	-12.0

Source: Compiled by the UNCTAD secretariat on the basis of data supplied by Fearnleys, Review 2001.

^a From 1996 on, prices correspond to the larger vessels.

Table 1-4

Top 20 Ranking of World Merchant Fleet by Country of Registry as of January 1, 2001^a

	Tanker		Dry bulk		Container		Other ^b		Total	
	Number of vessels	dwt (thousands)	Number of vessels	dwt (thousands)	Number of vessels	dwt (thousands)	Number of vessels	dwt (thousands)	Number of vessels	dwt (thousands)
Panama ^c	1,089	57,641	1,379	81,447	500	14,578	1,689	14,385	4,657	168,062
Liberia ^c	592	44,256	370	22,676	229	6,956	307	4,814	1,498	78,703
Malta ^c	350	21,502	437	18,238	50	871	558	5,230	1,395	45,841
Bahamas ^c	262	27,941	140	8,123	56	1,575	565	7,461	1,023	45,099
Greece	281	26,400	259	14,272	46	1,794	108	838	694	43,304
Cyprus ^c	172	7,912	461	20,062	125	2,809	549	5,441	1,307	36,224
Singapore ^c	396	17,874	128	8,516	172	4,051	185	2,654	881	33,096
Norway (NIS) ^c	307	17,481	88	6,928	5	102	259	3,675	659	28,186
China	261	3,626	326	10,800	103	1,782	758	5,955	1,448	22,163
Hong Kong ^c	35	1,255	193	12,353	53	1,611	55	1,189	336	16,409
United States	142	8,447	15	604	90	3,058	207	3,721	454	15,830
Japan	253	8,291	154	5,645	23	691	191	975	621	15,602
Marshall Islands ^c	94	11,062	64	3,514	25	760	12	166	196	15,501
India	101	5,212	115	4,521	8	152	70	550	294	10,435
Italy	221	4,248	42	3,637	22	696	121	1,162	406	9,742
Philippines	66	284	166	7,616	7	80	218	1,625	457	9,606
Saint Vincent ^c	96	1,085	129	4,607	27	176	509	3,722	761	9,590
Bermuda	27	4,840	28	3,699	16	459	34	363	105	9,361
Turkey	92	1,142	152	5,986	21	213	269	1,538	534	8,879
Republic of Korea	129	1,384	99	5,054	45	836	207	1,085	480	8,360
Total of top 20	4,966	271,880	4,745	248,299	1,623	43,253	6,871	66,551	18,205	629,983
Total of all flags	7,079	328,944	5,628	280,237	2,561	67,930	13,050	99,656	28,318	776,767

^aOngoing self-propelled vessels of 1,000 gross tons and above. U.S. data in this table differ from data in Table 1-7 because, in order to facilitate country comparisons, vessel size is limited here.

^bGas tanker ships, partial container ships, refrigerated cargo ships, barge carriers, cruise/passenger, and specialized cargo ships.

^cOpen registry—a term used to denote a type of registry offered by a country to foreign nationals or corporations that provides favorable tax, regulatory, and other incentives.

KEY: NIS = Norwegian International Shipping Registry.

SOURCE: Lloyd's Maritime Information Services, Ship Particulars, computer file extract (London: Lloyd's Register, January 2001).

- Eight of the top 10 registries are open registries.
- The top five registries account for nearly half (49 percent) of the total world merchant fleet deadweight.

Table 1-5
Top 20 Ranking of World Merchant Fleet by Country of Owner as of January 1, 2001^a

	Tanker		Dry bulk		Container		Other ^b		Total	
	Number of vessels (thousands)	dwt (thousands)	Number of vessels (thousands)	dwt (thousands)	Number of vessels (thousands)	dwt (thousands)	Number of vessels (thousands)	dwt (thousands)	Number of vessels (thousands)	dwt (thousands)
Greece	793	63,137	1,341	66,301	136	3,815	809	8,678	3,079	141,931
Japan	723	37,343	794	45,304	193	5,400	945	8,793	2,655	96,839
Norway	481	36,842	179	11,203	21	667	588	8,615	1,269	57,327
United States	413	32,902	126	6,187	100	3,235	399	5,425	1,038	47,749
China	293	6,135	556	22,524	182	3,677	920	7,530	1,951	39,867
Hong Kong	120	14,355	237	17,609	49	1,505	124	1,789	530	35,258
Germany	162	3,880	110	4,834	650	16,427	857	6,141	1,779	31,282
Korea (South)	194	6,816	194	14,076	103	2,607	307	1,847	798	25,345
Singapore	319	11,983	91	3,314	122	2,535	162	1,454	694	19,286
Taiwan	34	2,483	147	8,292	195	6,565	129	1,069	505	18,410
Denmark	165	8,073	32	2,127	120	5,217	264	1,458	581	16,875
United Kingdom	146	7,259	60	4,574	90	3,295	215	1,605	511	16,733
Russia	344	6,425	127	2,722	34	800	1,101	4,298	1,606	14,245
Italy	239	5,129	70	5,440	11	269	146	1,743	466	12,581
India	112	5,539	125	5,363	3	87	65	654	305	11,643
Saudi Arabia	70	9,763	1	2	5	248	26	460	102	10,474
Sweden	134	7,920	11	464	1	11	172	1,746	318	10,142
Turkey	84	1,140	153	5,724	24	235	249	1,557	510	8,656
Iran	33	4,124	47	1,916	7	180	53	899	140	7,120
Switzerland	45	1,354	46	2,181	74	2,328	72	875	237	6,738
Total of top 20	4,904	272,601	4,447	230,166	2,120	59,105	7,603	66,635	19,074	628,501
Total of all flags	7,079	328,944	5,628	280,237	2,561	67,930	13,050	99,656	28,318	776,767

^aBased on parent company nationality.

^bBreakbulk ships, partial containerships, refrigerated cargo ships, barge carriers, cruise/passenger, and specialized cargo ships.

KEY: dwt = deadweight tons.

SOURCE: Lloyd's Maritime Information Services, Ship Particulars, computer file extract (London: Lloyd's Register, January 2001).

- Greek owners account for about 18 percent of the total world fleet capacity.
- German owners account for the largest national share of the world container ship fleet—about 24 percent.
- The United States ranks 4th as a fleet owner (down from 3rd in 1997).

Table 1-18
Top 25 World Ports by Cargo Vessel Type and Calls, 2000^a (Capacity in thousands of deadweight tons)

	Tanker ^b		Dry bulk		Container		Other		Total	
	Calls	Capacity	Calls	Capacity	Calls	Capacity	Calls	Capacity	Calls	Capacity
Singapore	5,351	436,844	4,581	242,709	11,286	354,696	3,232	63,656	24,450	1,097,895
Hong Kong	637	26,774	1,040	34,262	12,462	412,264	1,360	24,240	15,499	497,540
Kaohsiung	773	48,032	1,387	69,756	5,808	199,284	692	12,504	8,660	329,576
Busan	150	4,555	1,181	51,191	5,217	164,795	1,009	18,681	7,557	239,222
Rotterdam	2,112	121,957	900	73,730	2,528	110,192	1,579	33,243	7,119	339,122
Antwerp	990	34,071	921	41,747	2,111	76,312	2,183	44,795	6,205	196,924
Yokohama	505	36,129	530	17,725	3,296	103,399	1,663	30,212	5,996	187,465
Keelung	256	10,350	491	13,545	4,344	94,522	542	8,704	5,633	127,121
Port Klang	425	10,480	522	18,797	3,950	109,883	668	12,035	5,565	151,195
Los Angeles/Long Beach	911	66,045	783	37,568	2,955	124,281	677	15,057	5,326	242,951
Nagoya	265	28,669	814	51,991	2,699	91,331	1,374	24,596	5,152	196,587
Houston	2,988	134,809	748	28,342	614	19,799	779	24,881	5,129	207,831
New Orleans	1,371	81,956	2,676	119,270	388	10,853	655	21,957	5,090	234,036
Kobe	301	9,012	381	14,049	3,325	116,447	660	11,149	4,667	150,657
New York	1,271	65,965	301	10,099	2,172	87,463	861	23,104	4,605	186,631
Tai Chung	668	25,561	1,228	54,158	1,998	33,604	513	9,276	4,407	122,599
Laem Chabang	207	15,027	495	20,057	2,600	49,820	442	7,860	3,744	92,764
San Francisco ^c	787	50,653	626	22,619	1,936	82,958	226	6,841	3,575	163,071
Santos	637	17,342	727	31,262	1,547	42,749	637	14,336	3,548	105,688
Hamburg	440	14,349	565	32,753	1,745	74,067	764	16,210	3,514	137,379
Tokyo	1	260	222	7,692	2,987	102,198	238	4,547	3,448	114,697
Durban	442	23,604	809	27,354	1,043	29,068	1,115	101,028	3,409	101,074
Shanghai	180	6,208	782	44,157	1,763	47,449	582	10,718	3,307	108,532
Le Havre	699	53,308	104	6,681	2,013	82,329	433	9,768	3,249	152,086
Osaka	95	5,244	478	17,638	2,030	57,659	475	9,424	3,078	89,966
Total top 25 ports	22,462	1,327,204	23,292	1,089,151	82,819	2,677,433	23,359	478,822	151,932	5,572,609
Percent of total ports	16.2	15.2	18.4	18.4	45.8	49.5	20.3	20.4	27.1	24.9
Total all ports	138,296	8,751,934	126,246	5,917,050	180,766	5,406,073	115,127	2,344,277	560,435	22,419,335

^aOcean-going self-propelled vessels 10,000 gross tons and above.

^bIncludes chemical and gas.

^cIncludes other San Francisco Bay area ports.

SOURCE: Lloyd's Maritime Information Services, Vessel Movements, computer file, London, 2001.

- The top 10 ports accounted for 16 percent of vessel calls at world ports in 2000.

Table 1-2
Top Five Vessel Sharing Agreements as of Feb. 1, 2001

	Carriers ^a	Vessels	TEUs
Grand Alliance	14	117	500,063
New World Alliance	8	86	340,456
Cosco	9	77	200,654
Maersk Sealand	12	68	183,676
CMA-CGM	8	73	171,944
Total of top five	51	421	1,396,793
Total sharing agreements	1,867	3,625,690	

^aIncludes regional partners.

KEY: TEU = Twenty-foot equivalent unit.

SOURCE: MDS Transmodal, Containership Databank (Chester, England; February 2001).

- As of February 1, 2001, 39 percent of the world shared containership capacity was involved in the top five vessel sharing agreements.

Table 2-1
World Commercial Shipbuilding Orderbook, Gross Tonnage 1,000 and Above as of September 30, 2001 (Thousands)

Country of build	Ship rank	Number of ships	Gross tons	Gross rank
Korea (South)	1	507	31,299	1
Japan	2	455	19,153	2
China (People's Republic)	3	307	5,433	3
Poland	5	132	2,806	4
Germany	7	100	2,253	5
Italy	10	65	2,221	6
Croatia	14	50	1,554	7
United States	15	46	1,038	8
China (Republic of Taiwan)	17	32	961	9
Finland	22	13	871	10
Romania	6	103	871	11
Spain	8	92	691	12
France	19	23	668	13
Netherlands	4	196	578	14
Denmark	23	13	529	15
Ukraine	18	30	436	16
Russia	9	79	356	17
Philippines	24	11	338	18
Singapore	11	54	328	19
Turkey	12	54	273	20
Total top 20 country of build		2,362	72,667	
Percent of total world orderbook		89.1	98.7	
Total world orderbook		2,648	73,581	

SOURCE: Lloyd's Maritime Information Services, World Shipbuilding Statistics (London: July 2001).

- South Korea and Japan account for 69 percent of the gross tonnage of ships on order as of July 2001.
- Gross tonnage on order in 2001 was 37 percent higher than a year earlier.