IUMI 2014 Shipping Statistics – Analysis

Provided by Lars Rhodin, Chairman Ocean Hull Committee

World Fleet

The world fleet continued to grow in 2013 by numbers however at a much reduced rate compared to preceding years. The number of ships only increased marginally in the first part of 2014 as a result of the sharp drop in new building deliveries. Scrapping activities continued to slow down in 2014 from the peak in 2012 even though scrapping prices remain relatively high in a 15 years perspective. New building deliveries continue to outnumber scrapping numbers however the curves are much closer to merge. In other worlds, a modest growth can be expected going forward. The average age of the world fleet remains at 20 years however, a drastic reduction can be noted for bulk carriers, down from 15 years in 2009 to below 10 years in 2014.

Construction Order Book

The total value of the current newbuilding order-book stands at USD 312 billion as at 1 August 2014 measured in contracting values. South Korea and China combined account for 65% of the contracting value with South Korea alone exceeding USD 110 billion.

Vessel Earnings

Average earnings for tankers saw little signs of recovery in 2013, in common with bulkers. Freight levels remained at the levels of 2009 when the sharp drop in 2008 had bottomed out. 2014 has so far demonstrated no evidence of recovery in either segment, even though the tanker market saw a brief upturn at the beginning of the year. Asset values for both tanker and bulkers - new buildings and second hand ships included - continued to drop evidencing no short term faith in a rising freight market.

Total Losses

The frequency of total losses reduced marginally in 2013 compared to 2012, now standing at 0.18% of the world fleet in terms of numbers. The increase experienced in 2012 appears to be an isolated contrast in relation to the long term trend of diminished total losses. The tonnage lost has however not reduced remaining at the same level for the last five years. Weather continues to be the major cause of the total losses representing 50% of the vessels lost between 2009 and 2013. Grounding is the second most frequent cause accounting for 25% of the cases.

Major Serious Losses

The number of major incidents excluding total losses continued to fall in 2013. The dominant single cause of serious losses remains from incidents occurring to the machinery and in the engine room. This category represents 35% of the cases. Navigation however – groundings and collisions/contacts combined – stands for almost 50% of the claims in terms of numbers and certainly more of the total claims value.

Grosse Elbstrasse 36, D-22767 Hamburg, Germany
Tel. +49 40 2000 747-0
E-Mail: mail@iumi.com