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STRUCTURE, OWNERSHIP AND REGISTRATION OF THE WORLD FLEET

This chapter presents the supply side of the shipping industry. It covers the vessel types, age profile, ownership and registration of the world fleet, as well as deliveries, demolitions and tonnage on order.

Following an annual growth of 4.1 per cent in 2013, the world fleet reached a total of 1.69 billion dwt in January 2014. Bulk carriers accounted for 42.9 per cent of the total tonnage, followed by oil tankers (28.5 per cent) and container ships (12.8 per cent). The 2013 annual growth was lower than that observed during any of the previous 10 years and the trend in early 2014 suggests an even lower growth rate for the current year. The slowdown reflects the turning point of the largest historical shipbuilding cycle, which peaked in 2012.

As regards future vessel deliveries, during 2013, for the first time since the economic and financial crisis, the order book has stopped its downward trend and increased slightly for most vessel types. After the previous significant decline, it will take time for the resumption of vessel orders to lead to the start of a new shipbuilding cycle.

The largest fleets by flag of registration in 2014 are those of Panama, followed by Liberia, the Marshall Islands, Hong Kong (China) and Singapore. Together, these top five registries account for 56.5 per cent of the world tonnage.

As regards the ownership of the fleet, this issue of the Review introduces a novel analysis and distinction between the concept of the “nationality of ultimate owner” and the “beneficial ownership location”. The latter reflects the location of the primary reference company, that is, the country in which the company that has the main commercial responsibility for the vessel is located, while the “ultimate owner’s nationality” states the nationality of the ship’s owner, independent of the location. Just as today most ships fly a flag from a different country than the owner’s nationality, owners are increasingly locating their companies in third countries, adding a possible third dimension to the “nationality” of a ship.

A. STRUCTURE OF THE WORLD FLEET

1. World fleet growth and principal vessel types

During the 12 months to 1 January 2014, the world fleet grew by 65.9 million dwt, an increase of 4.1 per cent over 1 January 2013.¹ This annual growth is lower than that observed during any of the previous 10 years (figure 2.1), yet still higher than the trend observed so far in 2014. The net 2013 increase of 65.9 million dwt follows additions of tonnage of 112.8 million dwt, against demolitions, losses, and other withdrawals of 46.9 million dwt.

The 2012 turn of the largest ever shipbuilding cycle, as reported in last year's *Review*, is evidenced by the further decline in new tonnage deliveries throughout 2013 (figure 2.4). In absolute terms, the tonnage built in 2013 was less than that built in any of the previous five years.

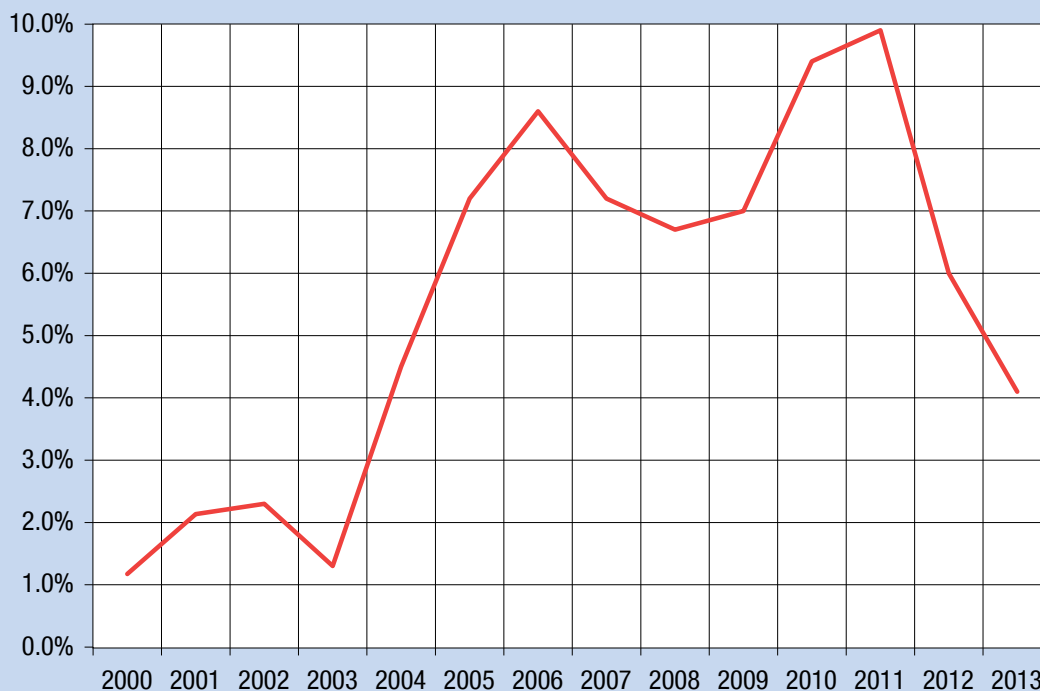
The highest growth during 2013 was observed for dry-bulk carriers (+5.8 per cent), followed by container ships (+4.7 per cent), other vessel types (+4.0 per

cent) and oil tankers (+1.9 per cent). The fleet of general cargo ships remained stagnant (-0.0 per cent). Among other vessel types, offshore vessels (+5.1 per cent) and gas carriers (+4.7 per cent) had the highest growth rates (table 2.1).

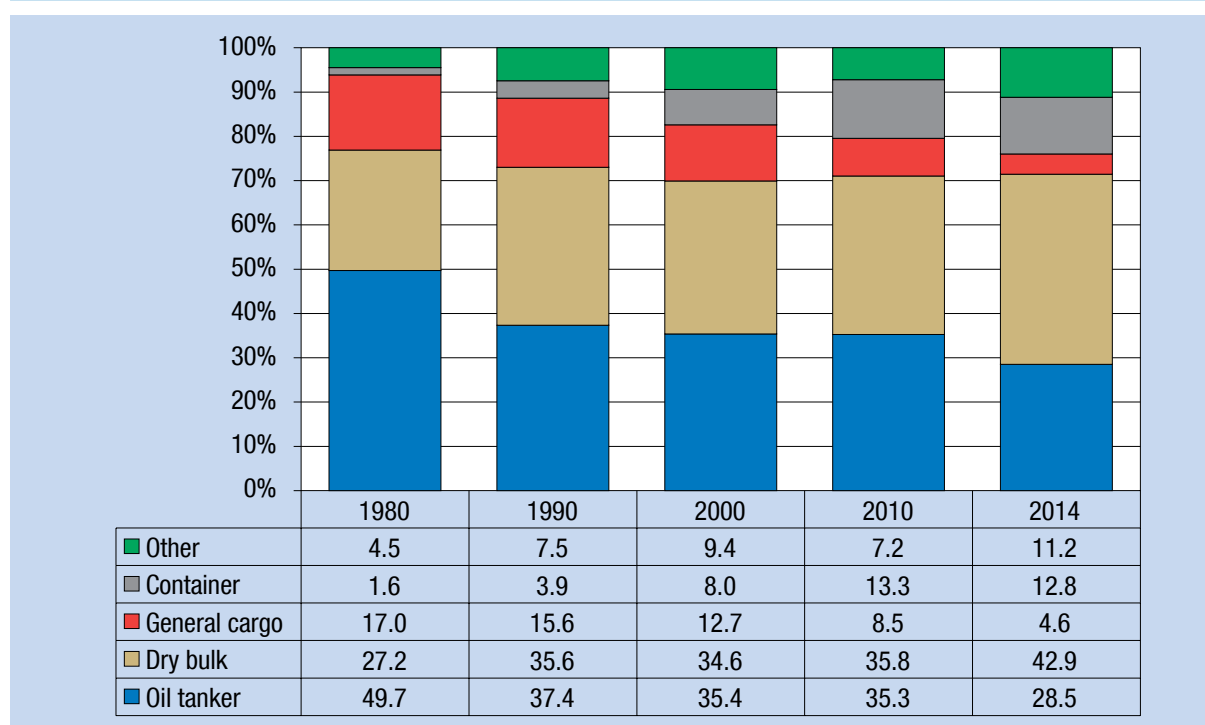
In January 2014, the world fleet reached a total of 1.69 billion dwt (table 2.1). Bulk carriers account for 42.9 per cent of the total tonnage, followed by oil tankers (28.5 per cent) and container ships (12.8 per cent). Since 1980, the global share of dry-bulk carriers has gone up by 58 per cent, while that of oil tankers has declined by 43 per cent. In the meantime, as non-bulk cargo has increasingly been containerized, the share of the container-ship fleet has surged by 677 per cent since 1980, while the general cargo fleet share has dropped by 73 per cent (figure 2.2).

Within the container-ship fleet, the trend towards gearless ships continues. Ever fewer newbuildings come with their own "gear" (that is, on-board container handling cranes), which makes it necessary for ports to provide ship-to-shore cranes to allow for the loading and unloading of containers. In 2013, a historical low of just 3.8 per cent of new container carrying capacity was on geared vessels (figure 2.3).

Figure 2.1. Annual growth of the world fleet, 2000–2013 (Percentage dwt)



Source: UNCTAD *Review of Maritime Transport*, various issues.

Figure 2.2. World fleet by principal vessel types, 1980–2014 (Beginning-of-year figures, percentage share of dwt)

Source: Compiled by the UNCTAD secretariat, on the basis of data supplied by Clarkson Research Services and previous issues of the *Review of Maritime Transport*.

Note: All propelled seagoing merchant vessels of 100 GT and above, excluding inland waterway vessels, fishing vessels, military vessels, yachts, and offshore fixed and mobile platforms and barges (with the exception of FPSOs and drillships).

Table 2.1. World fleet by principal vessel types, 2013–2014 (Beginning-of-year figures, thousands of dwt, percentage share in italics)

<i>Principal types</i>	<i>2013</i>	<i>2014</i>	<i>Percentage change 2014/2013</i>
Oil tankers	472 890 <i>29.1%</i>	482 017 <i>28.5%</i>	1.9%
Bulk carriers	686 635 <i>42.2%</i>	726 319 <i>42.9%</i>	5.8%
General cargo ships	77 589 <i>4.8%</i>	77 552 <i>4.6%</i>	0.0%
Container ships	206 547 <i>12.7%</i>	216 345 <i>12.8%</i>	4.7%
Other types:	182 092 <i>11.2%</i>	189 395 <i>11.2%</i>	4.0%
Gas carriers	44 346 <i>2.7%</i>	46 427 <i>2.7%</i>	4.7%
Chemical tankers	41 359 <i>2.5%</i>	42 009 <i>2.5%</i>	1.6%
Offshore	68 413 <i>4.2%</i>	71 924 <i>4.3%</i>	5.1%
Ferries and passenger ships	5 353 <i>0.3%</i>	5 601 <i>0.3%</i>	4.6%
Other/n.a.	22 621 <i>1.4%</i>	23 434 <i>1.4%</i>	3.6%
World total	1 625 750 <i>100.0%</i>	1 691 628 <i>100.0%</i>	4.1%

Source: Compiled by the UNCTAD secretariat on the basis of data supplied by Clarkson Research Services.

Note: Propelled seagoing merchant vessels of 100 GT and above.

This is an important trend especially for smaller ports in developing countries, which still often depend on geared ships to handle their country's foreign trade. In the longer term, all container seaports will need to invest in their own ship-to-shore container handling cranes to handle cargo from ever larger gearless vessels.

Container-ship sizes also continue to grow. The years 2013 and 2014 have seen new records in size deliveries. Starting with ships of 16,000 TEU deployed by CMA-CGM in early 2013, these were surpassed by Maersk's series of 20 ships of 18,270 TEU in mid-2014, which in turn are expected to be surpassed by upgraded 19,000 TEU ships built in the Republic of Korea for China Shipping end of 2014 (Dynamar B.V., 2014). The exact container carrying capacity of a ship is sometimes a topic for discussion, as it may for example include empty containers, and some analysts have questioned the 19,000 TEU figure for forthcoming China Shipping vessels (*Lloyd's List Containerisation International*, 2014). However, apart from the sizes of the largest ships, average sizes of new deliveries and vessel deployment (see also

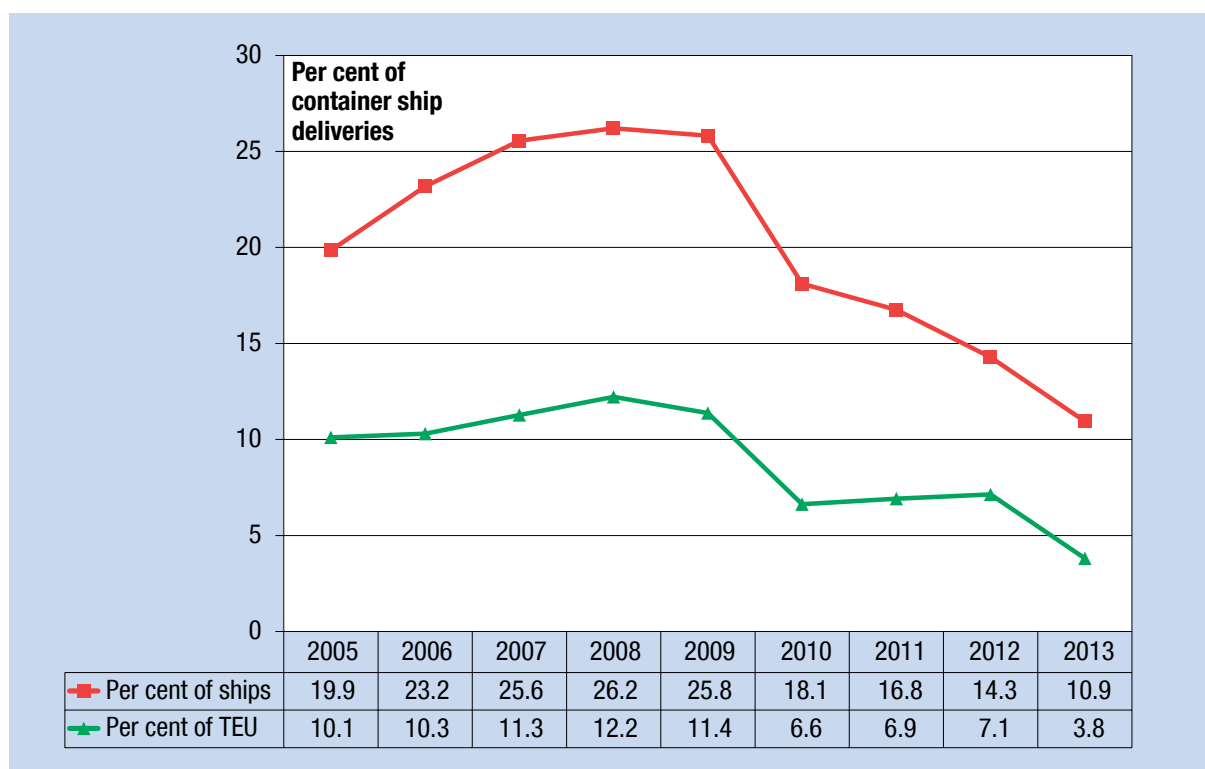
section C) are also continuing to increase, posing challenges for seaports' infrastructure and operations in all markets.

2. Age distribution of the world merchant fleet

In January 2014, the average dead-weight ton of the world fleet was below 10 years old, following its continued rejuvenation over the last years. A younger fleet is not only good news for lowering operating costs, but it also allows shipowners to comply with more stringent safety and security regulations and lower carbon dioxide (CO₂) emissions.

Ships registered in developed countries remain slightly younger than those registered in developing countries, although the age difference continues to narrow. For all country groups and vessel types, the average age per dwt is lower than that per ship, given that newer ships tend to be larger, thus having a stronger mathematical weight, which affects the calculation of the average size per dwt. Container ships and oil tankers have the lowest average age, while general

Figure 2.3. Trends in deliveries of geared container ships, 2005–2013 (New container ships with own container-handling gear, percentage of total container-ship deliveries)



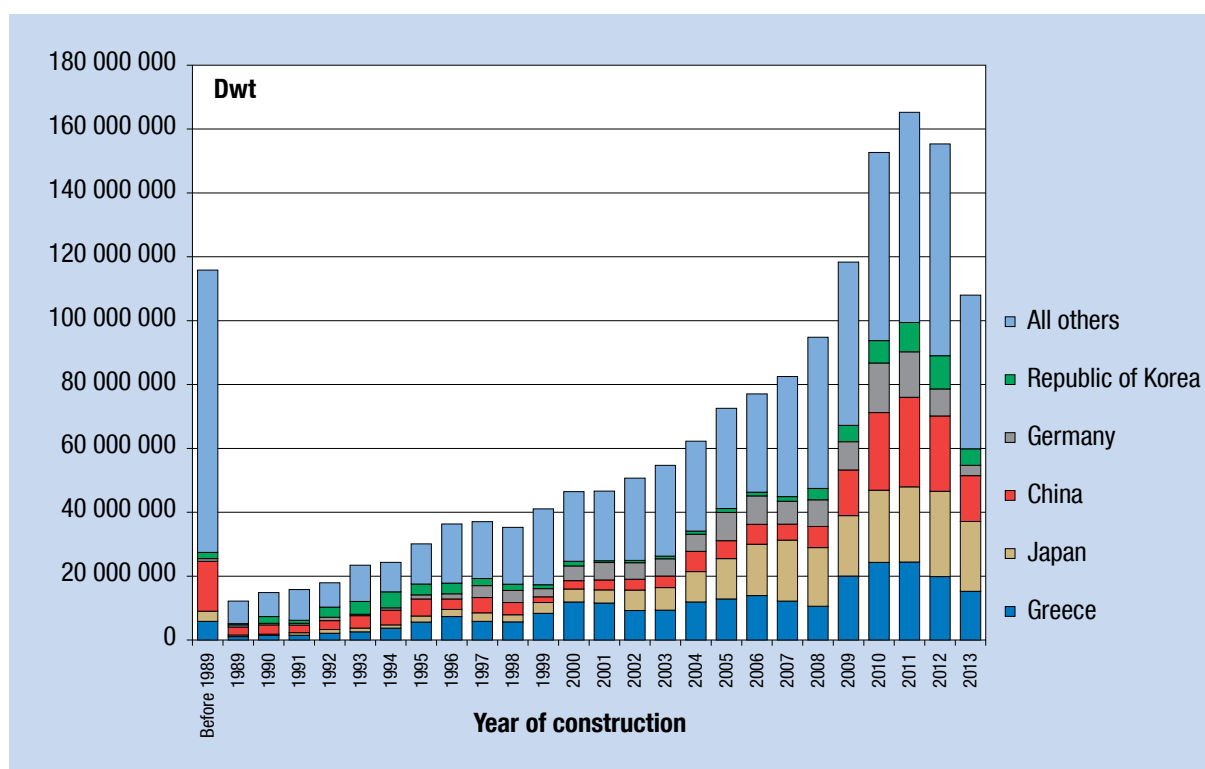
Source: Compiled by the UNCTAD secretariat, based on data provided by Clarkson Research Services.

**Table 2.2. Age distribution of the world merchant fleet, by vessel type, as of 1 January 2014
(Percentage of total ships and of dwt)**

<i>Country grouping</i> <i>Types of vessel</i>		<i>0–4</i> <i>years</i>	<i>5–9</i> <i>years</i>	<i>10–14</i> <i>years</i>	<i>15–19</i> <i>years</i>	<i>20 +</i> <i>years</i>	<i>Average</i> <i>age</i> <i>2014</i>	<i>Average</i> <i>age</i> <i>2013</i>	<i>Change</i> <i>2014/2013</i>
World: Bulk carriers	Ships	47.99	15.93	10.89	12.12	13.08	9.37	10.39	-1.03
	Dwt	53.23	16.24	10.04	10.83	9.65	8.07	8.87	-0.80
	Average vessel size (dwt)	81 009	74 485	67 342	65 267	53 883			
World: Container ships	Ships	22.21	32.38	16.58	18.32	10.52	10.96	11.34	-0.38
	Dwt	35.03	33.57	15.19	11.32	4.89	8.26	8.78	-0.52
	Average vessel size (dwt)	66 709	43 851	38 765	26 139	19 667			
World: General cargo	Ships	12.33	13.20	6.88	10.02	57.57	24.56	24.36	0.20
	Dwt	23.78	15.73	9.88	9.89	40.72	18.16	18.67	-0.50
	Average vessel size (dwt)	7 911	5 192	6 660	4 257	2 917			
World: Oil tankers	Ships	21.16	20.09	11.55	8.93	38.27	18.10	18.21	-0.11
	Dwt	36.17	29.38	21.32	7.81	5.31	8.52	8.68	-0.16
	Average vessel size (dwt)	90 009	77 733	99 398	48 082	7 585			
World: Others	Ships	18.16	14.68	9.33	8.57	49.26	22.14	22.15	-0.02
	Dwt	23.45	23.65	12.31	7.75	32.84	15.55	15.61	-0.06
	Average vessel size (dwt)	6 867	8 875	7 351	5 101	3 997			
World: All ships	Ships	16.54	13.86	7.88	8.20	53.52	20.18	20.32	-0.14
	Dwt	41.36	23.01	14.16	9.64	11.83	9.52	10.02	-0.50
	Average vessel size (dwt)	42 035	31 242	32 875	21 451	6 330			
Developing economies: All ships	Ships	21.56	15.47	7.96	9.74	45.27	19.85	20.09	-0.25
	Dwt	43.49	17.62	10.00	11.53	17.35	10.45	11.09	-0.65
	Average vessel size (dwt)	36 525	22 119	24 931	22 149	7 144			
Developed economies: All ships	Ships	22.24	18.90	12.77	11.15	34.94	18.31	18.47	-0.17
	Dwt	40.48	26.71	16.97	8.39	7.45	8.70	9.11	-0.42
	Average vessel size (dwt)	49 283	39 446	38 312	21 944	7 371			
Countries with economies in transition: All Ships	Ships	8.12	6.68	2.87	4.65	77.67	28.33	28.09	0.24
	Dwt	25.61	21.15	12.98	9.93	30.32	15.06	15.51	-0.45
	Average vessel size (dwt)	20 426	21 804	29 082	13 401	2 467			

Source: Compiled by the UNCTAD secretariat, on the basis of data supplied by Clarkson Research Services.

Note: Propelled seagoing merchant vessels 100 GT and above.

Figure 2.4. Ownership of the world fleet, by year of construction (Dwt as of 1 January 2014)

Source: Compiled by the UNCTAD secretariat, on the basis of data from Clarkson Research Services; vessels of 100 GT and above.

cargo ships continue to be the oldest. In fact, general cargo ships are the only vessel type where the average age per ship has increased between 2013 and 2014, given that far fewer new ships of this type are being built (table 2.2) and many existing ones remain in service in coastal and inter-island trades.

The five largest shipowning countries (China, Germany, Greece, Japan and the Republic of Korea) have younger fleets than the average of the remaining shipowning countries. They own 58.5 per cent of the tonnage delivered during the last five years, while their share among the fleet that is older than 25 years is only 23.7 per cent (figure 2.4).

B. OWNERSHIP AND OPERATION OF THE WORLD FLEET

1. Shipowning countries

This issue of the *Review* introduces a novel analysis and distinction between the concept of “ultimate owner’s nationality” and the “beneficial ownership location”. The latter reflects the location of the primary

reference company, that is, the country/economy in which the company that has the main commercial responsibility for the vessel is located, while the “ultimate owner’s nationality” states the nationality of the ship’s owner independent of the location. It is important to note that this concept of “nationality” in the context of ownership is often independent of the national flag of the ship, which will be analysed in more detail in section D. Just as today most ships fly a flag that is different from that of the owner’s nationality, owners are increasingly locating their companies in third countries/economies, adding a possible third dimension to the nationality of a ship and its owner. A ship’s nationality is defined by the nation whose flag it flies, while the owner may have a different nationality, and the owner’s company that controls the vessel may be based in a third country/economy. These different dimensions render the historical concept of “national fleets” more blurred and less meaningful.

Table 2.3 reports on the “beneficial ownership” location of the world fleet in both numerical and tonnage (dwt) terms. The beneficial ownership location reflects the location of the primary reference company, that is, the

Table 2.3. Ownership of the world fleet, as of 1 January 2014 (Dwt)

	Beneficial owner location ^a							Real nationality ^b
	Number of ships	Dead-weight tonnage (thousand dwt)	Per cent of world total (dwt)	National flag, dead-weight tonnage (thousand dwt)	Foreign flag, dead-weight tonnage (thousand dwt)	Foreign flag as % of total dwt	Dwt growth over 2013	Dead-weight tonnage (thousand dwt)
Albania	34	140	0.008	67	73	52%	0.0%	140
Algeria	45	1 380	0.082	658	722	52%	0.0%	1 380
Angola	53	5 792	0.345	288	5 503	95%	10.8%	4 033
Antigua & Barbuda	1	1	0.000	1	0	0%	0.0%	1
Argentina	66	888	0.053	326	563	63%	-3.0%	888
Australia	123	2 587	0.154	1 645	942	36%	3.8%	5 042
Austria	7	50	0.003	0	50	100%	-77.3%	50
Azerbaijan	181	671	0.040	653	18	3%	0.5%	622
Bahamas	42	1 149	0.069	1 104	45	4%	6.3%	805
Bahrain	31	147	0.009	52	96	65%	-8.1%	139
Bangladesh	90	2 125	0.127	1 376	749	35%	-3.7%	2 125
Barbados	1	2	0.000	0	2	100%	0.0%	2
Belgium	192	8 114	0.484	3 733	4 381	54%	-1.6%	14 952
Belize	8	28	0.002	4	24	86%	36.6%	28
Bolivia (Plurinational State of)	1	2	0.000	2	0	0%	0.0%	2
Brazil	346	19 510	1.164	2 767	16 744	86%	9.5%	18 830
Brunei Darussalam	9	23	0.001	12	12	50%	12.6%	445
Bulgaria	81	1 279	0.076	254	1 026	80%	-16.0%	1 279
Cambodia	4	19	0.001	2	17	92%	0.0%	19
Cameroon	3	429	0.026	429	0	0%	-34.1%	429
Canada	358	9 209	0.549	2 744	6 465	70%	0.1%	25 832
Cape Verde	7	10	0.001	10	0	0%	0.0%	7
Chile	77	2 314	0.138	704	1 609	70%	-1.9%	2 888
China	5 405	200 179	11.938	73 252	126 928	63%	5.8%	188 356
Hong Kong SAR	610	26 603	1.586	18 637	7 966	30%	16.9%	34 296
Taiwan Province of	862	47 481	2.832	3 859	43 622	92%	4.9%	47 483
Colombia	31	154	0.009	70	84	54%	0.0%	154
Congo	4	9	0.001	0	9	100%	0.0%	9
Costa Rica	7	77	0.005	0	77	100%	0.0%	77
Croatia	112	3 304	0.197	2 235	1 070	32%	-4.7%	3 304
Cuba	21	246	0.015	16	230	94%	1.4%	737
Cyprus	355	12 716	0.758	6 131	6 585	52%	-11.5%	5 824
Democratic People's Republic of Korea	143	799	0.048	699	100	12%	-5.8%	799

Table 2.3. Ownership of the world fleet, as of 1 January 2014 (Dwt) (continued)

	Beneficial owner location ^a							Real nationality ^b
	Number of ships	Dead-weight tonnage (thousand dwt)	Per cent of world total (dwt)	National flag, dead-weight tonnage (thousand dwt)	Foreign flag, dead-weight tonnage (thousand dwt)	Foreign flag as % of total dwt	Dwt growth over 2013	
Democratic Republic of the Congo	4	371	0.022	0	371	100%	0.0%	6
Denmark	955	40 504	2.415	13 518	26 986	99%	-0.2%	42 462
Djibouti	1	3	0.000	0	3	100%	0.0%	3
Dominican Republic	2	6	0.000	0	6	100%	0.0%	6
Ecuador	46	642	0.038	349	293	46%	1.1%	642
Egypt	220	3 536	0.211	1 421	2 115	60%	1.6%	3 270
Equatorial Guinea	2	3	0.000	2	1	37%	0.0%	3
Eritrea	4	13	0.001	13	0	0%	0.0%	13
Estonia	77	462	0.028	23	439	95%	59.7%	462
Ethiopia	17	434	0.026	434	0	0%	94.4%	434
Fiji	8	7	0.000	6	1	8%	0.0%	7
Finland	152	2 039	0.122	971	1 068	52%	-6.1%	2 051
France	442	11 798	0.704	4 096	7 702	65%	6.7%	12 802
Gabon	3	76	0.005	74	2	2%	0.0%	76
Gambia	1	2	0.000	2	0	0%	0.0%	2
Georgia	3	8	0.000	3	5	64%	0.0%	8
Germany	3 699	127 238	7.588	15 987	111 251	87%	-2.1%	127 273
Ghana	9	39	0.002	29	10	26%	4.2%	39
Greece	3 826	258 484	15.415	70 499	187 985	73%	7.8%	283 498
Greenland	8	42	0.002	2	39	94%	0.0%	42
Grenada	1	2	0.000	0	2	100%	0.0%	2
Guatemala	1	1	0.000	0	1	100%	0.0%	1
Guyana	19	47	0.003	23	23	50%	20.1%	47
Honduras	14	51	0.003	33	18	35%	0.0%	51
Iceland	22	113	0.007	5	107	95%	0.5%	113
India	753	21 657	1.292	14 636	7 021	32%	-2.2%	24 284
Indonesia	1 598	15 511	0.925	12 519	2 992	19%	-0.1%	15 457
Iran (Islamic Republic of)	229	18 257	1.089	4 012	14 244	78%	8.8%	18 257
Iraq	24	145	0.009	61	83	58%	0.0%	145
Ireland	79	773	0.046	255	518	67%	22.5%	692
Israel	115	4 215	0.251	310	3 905	93%	7.7%	4 215
Italy	851	24 610	1.468	18 790	5 820	24%	-2.1%	42 434
Jamaica	1	1	0.000	0	1	100%	0.0%	1
Japan	4 022	228 553	13.630	17 871	210 682	92%	2.1%	236 532
Jordan	18	177	0.011	5	172	97%	0.0%	177

Table 2.3. Ownership of the world fleet, as of 1 January 2014 (Dwt) (continued)

	Beneficial owner location ^a							Real nationality ^b
	Number of ships	Dead-weight tonnage (thousand dwt)	Per cent of world total (dwt)	National flag, dead-weight tonnage (thousand dwt)	Foreign flag, dead-weight tonnage (thousand dwt)	Foreign flag as % of total dwt	Dwt growth over 2013	Dead-weight tonnage (thousand dwt)
Kazakhstan	23	364	0.022	101	262	72%	1.0%	356
Kenya	6	19	0.001	0	19	100%	0.0%	19
Kiribati	1	1	0.000	1	0	0%	0.0%	1
Kuwait	75	6 861	0.409	3 858	3 003	44%	-0.8%	6 861
Lao People's Democratic Republic	1	20	0.001	0	20	100%	0.0%	20
Latvia	92	1 227	0.073	48	1 179	96%	-6.8%	1 227
Lebanon	159	1 474	0.088	105	1 370	93%	26.5%	1 325
Liberia	7	38	0.002	10	28	73%	36.7%	38
Libya	32	2 444	0.146	1 137	1 307	53%	-0.4%	2 444
Liechtenstein		0	-	0	0		-100.0%	0
Lithuania	58	305	0.018	202	103	33.71%	1.3%	370
Luxembourg	77	1 519	0.091	665	855	56.25%	34.7%	17
Madagascar	8	15	0.001	14	1	7.97%	0.0%	15
Malaysia	602	16 797	1.002	8 668	8 129	48.40%	0.6%	16 231
Maldives	10	50	0.003	25	25	49.52%	-48.8%	50
Malta	33	585	0.035	446	140	23.85%	51.1%	351
Marshall Islands	34	615	0.037	457	158	25.72%	226.0%	503
Mauritania	1	9	0.001	0	9	100.00%	0.0%	9
Mauritius	7	101	0.006	93	8	8.26%	6.4%	101
Mexico	149	1 365	0.081	1 061	303	22.21%	-13.0%	1 668
Monaco	194	16 698	0.996	0	16 698	100.00%	20.6%	2 701
Montenegro	4	74	0.004	74	0	0.00%	0.0%	74
Morocco	34	209	0.012	99	110	52.74%	-0.7%	209
Mozambique	4	9	0.001	9	0	0.00%	0.0%	9
Myanmar	36	188	0.011	158	30	15.78%	1.1%	188
Namibia	1	1	0.000	1	0	0.00%	0.0%	1
Netherlands	1 234	17 203	1.026	6 572	10 631	61.80%	3.7%	16 873
New Zealand	20	222	0.013	94	128	57.68%	66.3%	222
Nigeria	241	4 893	0.292	2 605	2 288	46.76%	13.2%	3 714
Norway	1 864	42 972	2.563	17 470	25 502	94.33%	-1.5%	61 474
Oman	35	6 923	0.413	6	6 918	99.92%	12.8%	6 923
Pakistan	17	679	0.040	658	21	3.04%	-20.2%	679
Panama	121	730	0.044	589	142	19.39%	3.3%	570
Papua New Guinea	32	102	0.006	98	4	3.70%	10.0%	102
Paraguay	18	43	0.003	25	18	41.48%	68.6%	43
Peru	30	513	0.031	432	81	15.88%	8.7%	513

Table 2.3. Ownership of the world fleet, as of 1 January 2014 (Dwt) (continued)

	Beneficial owner location ^a							Real nationality ^b
	Number of ships	Dead-weight tonnage (thousand dwt)	Per cent of world total (dwt)	National flag, dead-weight tonnage (thousand dwt)	Foreign flag, dead-weight tonnage (thousand dwt)	Foreign flag as % of total dwt	Dwt growth over 2013	Dead-weight tonnage (thousand dwt)
Philippines	367	2 962	0.177	1 420	1 542	52.04%	3.1%	2 939
Poland	140	2 803	0.167	43	2 760	98.47%	-11.2%	2 809
Portugal	54	940	0.056	124	816	86.81%	-0.4%	936
Qatar	109	5 510	0.329	850	4 660	84.58%	0.0%	4 564
Republic of Korea	1 568	78 240	4.666	16 266	61 974	79%	5.8%	84 254
Romania	94	1 044	0.062	55	989	94.73%	10.4%	1 044
Russian Federation	1 734	18 883	1.126	5 559	13 324	70.56%	-1.0%	23 357
Saint Kitts and Nevis	3	16	0.001	1	15	93.41%	0.0%	16
Saint Lucia	1	2	0.000	0	2	100.00%	0.0%	2
Saint Vincent and the Grenadines	3	154	0.009	0	154	100.00%	-0.7%	154
Samoa	2	20	0.001	0	20	98.92%	0.0%	20
Saudi Arabia	200	8 073	0.481	1 424	6 649	82.36%	2.8%	15 353
Senegal	1	1	0.000	1	0	0.00%	0.0%	1
Seychelles	11	213	0.013	200	13	5.91%	0.4%	213
Sierra Leone	1	3	0.000	0	3	100.00%	0.0%	3
Singapore	2 120	74 064	4.417	41 080	32 984	44.53%	12.1%	56 088
Slovenia	21	684	0.041	0	684	100.00%	-11.4%	27
South Africa	60	2 237	0.133	49	2 188	97.81%	-6.3%	1 039
Spain	217	2 206	0.132	692	1 514	68.64%	-4.6%	2 642
Sri Lanka	14	64	0.004	64	0	0.00%	-16.1%	64
Sudan	5	34	0.002	25	9	27.31%	0.0%	34
Suriname	2	4	0.000	1	3	67.61%	-30.9%	4
Sweden	339	6 685	0.399	1 311	5 374	80.39%	4.1%	7 204
Switzerland	350	17 012	1.015	1 195	15 817	92.98%	3.3%	5 972
Syrian Arab Republic	154	1 237	0.074	68	1 169	94.49%	-21.4%	1 480
Thailand	407	6 760	0.403	4 598	2 162	31.98%	10.9%	6 385
Timor-Leste	1	0	0.000	0	0	100.00%	0.0%	0
Tonga	1	1	0.000	1	0	0.00%	0.0%	1
Trinidad and Tobago	5	7	0.000	6	1	14.19%	0.0%	7
Tunisia	13	330	0.020	330	0	0.00%	-8.3%	330
Turkey	1 547	29 266	1.745	8 600	20 666	70.61%	0.4%	29 431
Turkmenistan	18	72	0.004	69	3	4.36%	24.4%	71
Ukraine	409	3 081	0.184	450	2 631	85.39%	-17.0%	3 381

Table 2.3. Ownership of the world fleet, as of 1 January 2014 (Dwt) (continued)

	Beneficial owner location ^a							Real nationality ^b
	Number of ships	Dead-weight tonnage (thousand dwt)	Per cent of world total (dwt)	National flag, dead-weight tonnage (thousand dwt)	Foreign flag, dead-weight tonnage (thousand dwt)	Foreign flag as % of total dwt	Dwt growth over 2013	Dead-weight tonnage (thousand dwt)
United Arab Emirates	716	19 033	1.135	430	18 603	97.74%	12.7%	13 415
United Kingdom	1 233	52 821	3.150	8 264	44 557	84.35%	5.8%	25 261
United Republic of Tanzania	11	36	0.002	26	9	26.31%	8.0%	36
United States	1 927	57 356	3.420	8 495	48 860	85.19%	5.4%	59 118
Uruguay	23	113	0.007	29	84	74.38%	20.5%	32
Venezuela (Bolivarian Republic of)	73	2 751	0.164	1 289	1 462	53.15%	1.2%	2 803
Viet Nam	859	8 000	0.477	6 511	1 489	18.61%	-1.6%	8 000
Yemen	19	566	0.034	437	129	22.80%	0.4%	566
Anguilla	1	1	0.000	0	1	100%	0.0%	1
Bermuda	250	36 793	2.194	210	36 584	99%	5.8%	10 908
British Virgin Islands	13	416	0.025	0	416	100%	-9.3%	416
Cayman Islands	3	4	0.000	0	4	100%	65.2%	2
Cook Islands	2	6	0.000	3	2	45%	81.0%	6
Curacao	1	8	0.000	8	0	0%	0.0%	0
Faeroe Islands	19	54	0.003	50	4	8%	37.1%	54
French Polynesia	21	26	0.002	9	17	66%	19.9%	26
Gibraltar	7	32	0.002	27	5	16%	0.0%	32
Guam	1	1	0.000	0	1	100%		1
Netherlands Antilles	1	2	0.000	0	2	100.00%	0.0%	8
New Caledonia	3	1	0.000	0	1	100.00%	0.0%	1
Saint Helena		0	–	0	0			3
Turks and Caicos Islands		0	–	0	0		-100.0%	0
Virgin Islands (United States)	2	3	0.000	0	3	100.00%	0.0%	3
TOTAL	46 952	1 673 157	99.780	453 732	1 219 425	72.88%	4.14%	1 672 901
Unknown	649	3 696	0.220					3 952
Grand total	47 601	1 676 853	100.000				4.04%	1 676 853

Source: Compiled by the UNCTAD secretariat, on the basis of data supplied by Clarkson Research Services.

Note: Vessels of 1,000 GT and above.

^a “Beneficial ownership location” indicates the country/economy in which the company that has the main commercial responsibility for the vessel is located.

^b The “ultimate owner’s nationality” reflects the nationality of the controlling interest(s) of the ship. Note: The “nationality” in this context refers to the nationality of the shipowner, while the “nationality” of the ship itself is defined by the flag of registration. The latter is covered in table 2.5 below.

country/economy in which the company that has the main commercial responsibility for the vessel is located. By comparison, the last column of table 2.3 reports the tonnage (dwt) of the world fleet according to the “ultimate owner’s nationality”. The ultimate owner’s nationality reflects the nationality of the controlling interests of the beneficial owner company. A typical example may be a Greek national (the ultimate owner’s nationality is Greece) whose shipowning company is based in the United Kingdom (the beneficial ownership location is the United Kingdom).

For 11.8 per cent of the world fleet (dwt), the ultimate owner’s nationality is different from the beneficial ownership location, while for 88.2 per cent of the fleet, the owner’s nationality and the location of the beneficial owner are one and the same. The top five shipowning countries are the same under both criteria, notably Greece, followed by Japan, China, Germany and the Republic of Korea.

The analysis of UNCTAD looks predominantly at the beneficial ownership location, as it is mostly the country/economy of domicile whose laws apply to the land-based operations, which benefits from local taxes, and where land-based employment is generated. Nevertheless, it should be pointed out that the distinction between the two criteria is not always clear-cut; on occasions the company group headquarters in the country/economy of “real ownership” also retains economic activities in the home country/economy, while on other occasions a third and fourth country/economy might be involved where companies provide services as ship managers, or where ships are chartered out to operators, especially in the case of container shipping lines.

The largest shipowning country, under both criteria, is Greece. Nevertheless, a large number of Greek nationals are shipowners whose company or residence is abroad, for example in the United Kingdom. Accordingly, Greece has a larger share of the world fleet when considering its nationality of ultimate owner (16.9 per cent of the world fleet are owned by Greek nationals) than when considering the beneficial ownership location (Greece’s market share under this criteria is only 15.4 per cent). For the United Kingdom the opposite is observed: only 1.5 per cent of the world fleet owners have the nationality of the United Kingdom, while the share of the beneficial ownership location of companies located in the United Kingdom amounts to 3.2 per cent – including many Greek-owned companies. In total, there are 112 vessels with

Greek owners that are operated by United Kingdom-based companies (beneficial ownership location). A typical example could be a dry-bulk carrier owned by a London-based company whose owners are Greek nationals; the vessel may have been built in the Republic of Korea, be classed by Det Norske Veritas from Norway, employ seafarers from the Philippines, and fly the flag of Cyprus.

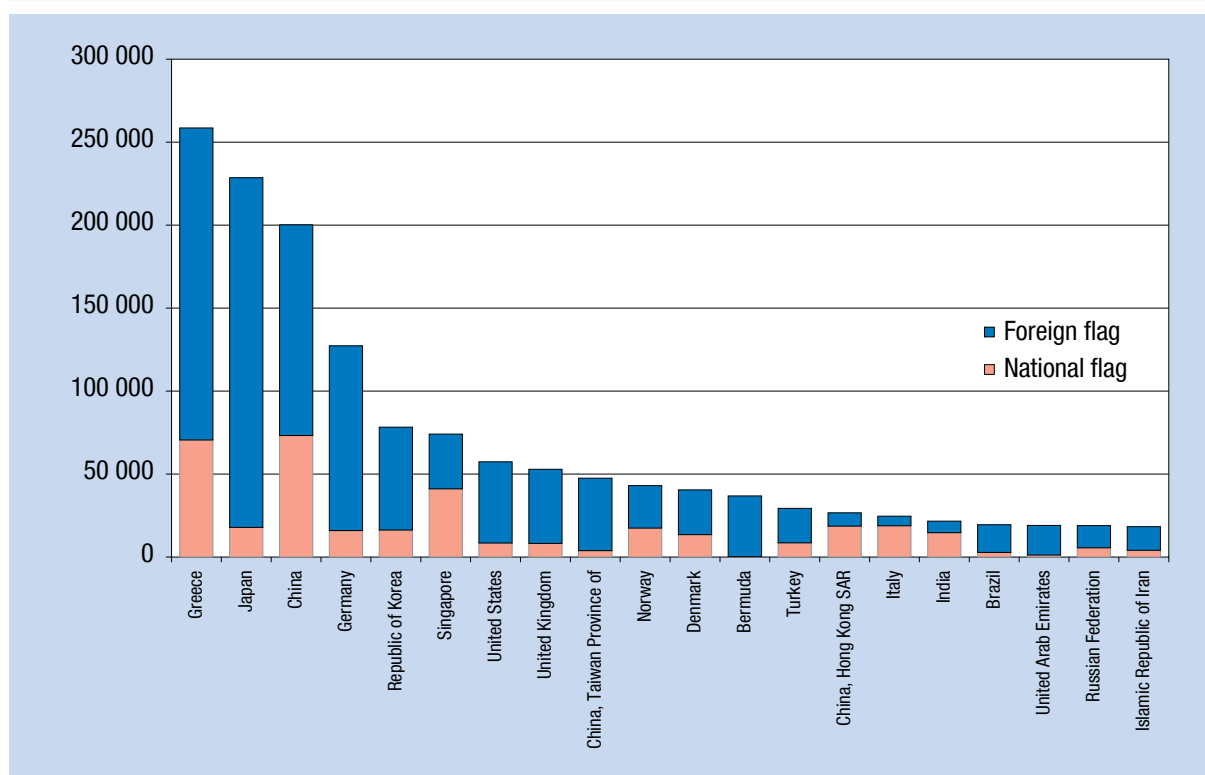
Another example of a country whose nationals own many ships but have their companies based abroad is Norway. In terms of beneficial ownership location, Norway has a market share of only 2.6 per cent, while Norwegian nationals are the ultimate owners of 3.7 per cent of the world fleet.

Bermuda, Cyprus, Luxembourg, Monaco, Singapore, Switzerland, the United Arab Emirates and the United Kingdom are major shipowning countries/economies that have gained a higher market share in beneficial ownership location than their “ultimate owner’s nationality” fleet would suggest. These countries are often also home to the corporate headquarters of a wide range of companies, not only in the shipping business. Shipping may be part of a broader cluster of financial or logistics services.

Belgium, Canada, Greece, Hong Kong (China), Italy, Norway and Saudi Arabia, on the other hand, are more important “real” shipowners as compared to their market share under beneficial ownership location. These economies have often been historically the home of important shipowning interests, yet owners have found it at times in their interest to move their operations abroad.

As mentioned above, for the majority of vessels, the ultimate owner’s nationality and the beneficial ownership location are still the same – but the trend appears to be towards a more frequent distinction between the two. A similar situation existed 40 years ago as regards the national flag and the ownership of ships. Historically, a vessel would fly the same flag as the nationality of its owner. Today, however, almost 73 per cent of the world fleet are foreign flagged (see also section D: Registration of ships). The tonnage owned by the 20 largest shipowning countries/economies and the share that is foreign flagged is illustrated in figure 2.5. With the exception of Singapore, Hong Kong (China), Italy and India, all the top 20 shipowning countries/economies have far more than half of their fleet registered abroad, that is, most of the nationally owned tonnage is flagged out.

Figure 2.5. Top 20 shipowning nations, beneficial ownership, 1 January 2014 (1,000 dwt, by country/economy of ownership)



Source: UNCTAD secretariat, based on data provided by Clarkson Research Services.

Note: Propelled seagoing merchant vessels of 1,000 GT and above.

In future, a similar trend may continue to develop as regards the location of “foreign-owned” shipping companies. Individual shipowners and investors could increasingly move to those countries that provide an attractive local market, a competitive tax and employment regime, and a modern legal and regulatory framework, as well as possibly a cluster of relevant maritime, logistics, insurance and financial services. The difference between ultimate owner’s nationality and beneficial ownership location could thus increase further, rendering less meaningful the concept of a nationally controlled fleet.

To date (January 2014), Brazil is the largest shipowning country in Latin America and the Caribbean in terms of beneficial ownership location, followed by the Bolivarian Republic of Venezuela and Chile. The largest African shipowning countries are Angola, Nigeria and Egypt. In South Asia, India, followed by Bangladesh and Pakistan control the largest fleets. The largest shipowning country in South-East Asia is Singapore, followed by Malaysia and Indonesia. Among the main shipowning developing economies, those showing

the fastest growth in 2013 were Angola (+10.8 per cent), Ethiopia (+94.4 per cent), Hong Kong (China) (+16.9 per cent), Lebanon (+26.5 per cent), Nigeria (+13.2 per cent), Oman (+12.8 per cent), Singapore (+12.1 per cent), Thailand (+10.9 per cent) and the United Arab Emirates (+12.7 per cent) (table 2.3).

2. Container-ship operators

As per 1 May 2014, the largest container-ship operator in terms of container carrying capacity in TEU is MSC, based in Switzerland. It is followed by Maersk Line (Denmark) and CMA-CGM (France). Many of the ships deployed by the operators are in fact not owned by them, but leased from so-called “charter owners”. In early 2014, it is estimated that about 60 per cent of the order book of new container ships is on account of these charter owners, while the remaining 40 per cent are ordered by the liner operators themselves; historically, the relationship used to be more in the range of 50:50 between operators and charter owners (*Lloyd’s List - Daily Briefing*, 2014a).

Table 2.4. The 50 leading liner companies, 1 January 2014 (Number of ships and total shipboard capacity deployed, in TEUs, ranked by TEU)

<i>Rank</i>	<i>Operator</i>	<i>Vessels</i>	<i>TEU</i>	<i>% 0-4999 TEU*</i>	<i>% 5000-9999 TEU*</i>	<i>% >= 10000 TEU</i>
1	Mediterranean Shipping Company S.A.	461	2 609 181	27.14	40.42	32.45
2	Maersk Line	456	2 505 935	27.35	47.88	24.77
3	CMA CGM S.A.	348	1 508 007	30.83	34.09	35.08
4	Evergreen Line	229	1 102 245	27.64	53.49	18.87
5	COSCO Container Lines Limited	163	879 696	24.03	42.90	33.07
6	Hapag-Lloyd Aktiengesellschaft	159	762 613	49.34	33.35	17.31
7	China Shipping Container Lines Company Limited	134	750 644	30.40	31.73	37.87
8	Hanjin Shipping Company Limited	115	671 210	30.54	36.95	32.50
9	APL Limited	121	629 479	30.14	44.42	25.45
10	United Arab Shipping Company (S.A.G.)	73	610 294	19.01	15.60	65.39
11	Mitsui O.S.K. Lines Limited	119	607 562	32.26	53.99	13.75
12	Yang Ming Marine Transport Corporation	107	561 172	28.27	46.78	24.95
13	Hamburg Sud	112	539 793	44.48	53.57	1.95
14	Orient Overseas Container Line Limited	98	510 115	27.88	59.18	12.94
15	Nippon Yusen Kabushiki Kaisha	104	488 848	40.45	46.08	13.46
16	Hyundai Merchant Marine Company Limited	64	392 874	20.83	46.44	32.73
17	Kawasaki Kisen Kaisha Limited	72	368 746	34.46	58.01	7.52
18	Pacific International Lines (Private) Limited	137	365 693	86.00	14.00	–
19	Compania Sud Americana de Vapores S.A.	58	320 273	28.94	71.06	–
20	Zim Integrated Shipping Services Limited	71	305 192	63.48	23.34	13.19
21	Delmas	80	178 926	90.34	9.66	–
22	Wan Hai Lines Limited	78	172 572	89.94	10.06	–
23	MCC Transport (Singapore) Private Limited	65	119 954	95.74	4.26	–
24	Nile Dutch Africa Line BV	42	107 794	100.00	–	–
25	X-Press Feeders	70	94 904	100.00	–	–
26	Korea Marine Transport Company Limited	49	87 958	93.86	6.14	–
27	SITC Container Lines Company Limited	71	85 099	100.00	–	–
28	US Military Sealift Command	59	72 195	100.00	–	–
29	Seago Line	31	69 166	100.00	–	–
30	Safmarine Container Lines N.V.	32	68 596	100.00	–	–
31	BBC Chartering & Logistic GmbH & Company KG	99	61 246	100.00	–	–
32	Simatech Shipping & Forwarding L.L.C.	21	58 770	100.00	–	–
33	Compania Chilena de Navegacion Interoceanica S.A.	15	56 552	35.39	64.61	–
34	Regional Container Lines Public Company Limited	33	55 035	90.76	9.24	–
35	TS Lines Company Limited	32	48 521	100.00	–	–
36	Unifeeder A. S.	47	48 162	100.00	–	–

Table 2.4. The 50 leading liner companies, 1 January 2014 (Number of ships and total shipboard capacity deployed, in TEUs, ranked by TEU) (continued)

Rank	Operator	Vessels	TEU	% 0-4999 TEU*	% 5000-9999 TEU*	% >= 10000 TEU
37	Shipping Corporation of India Limited	11	46 990	58.50	41.50	–
38	Arkas Konteyner ve Tasimacilik A.S.	34	44 834	100.00	–	–
39	Sinotrans Container Lines Company Limited	38	44 516	100.00	–	–
40	Grimaldi Group Napoli	43	44 171	100.00	–	–
41	CNC Line Limited	20	41 807	100.00	–	–
42	Hafiz Darya Shipping Company	9	41 337	52.48	47.52	–
43	Messina	17	39 521	100.00	–	–
44	Gold Star Line Limited	18	39 413	100.00	–	–
45	Matson Navigation Company Incorporated	15	37 442	100.00	–	–
46	Heung-A Shipping Company Limited	31	36 600	100.00	–	–
47	Swire Shipping Limited	25	36 175	100.00	–	–
48	ANL Singapore Private Limited	9	35 219	85.80	14.20	–
49	Westfal-Larsen Shipping A. S.	17	35 151	100.00	–	–
50	Spliethoff's Bevrachtingskantoor B.V.	36	31 454	100.00	–	–
	Sub-total top 50 operators	4 348	18 429 652	38.22	38.72	23.07
	All others	1 827	1 484 722	97.54	2.46	–
	TOTAL	6 175	19 914 374	42.64	36.01	21.35

Source: UNCTAD secretariat, based on data provided by Lloyd's List Intelligence, available at www.lloydslistintelligence.com.

Note: Includes all container-carrying ships known to be operated by liner shipping companies.

* Indicates percentage ships between given TEU range.

Larger companies (in terms of total fleet) also tend to operate larger ships. Most of the major carriers (table 2.4) have roughly one third of their fleet (TEU) in ships of 10,000 TEU or larger, about one third is in the 5,000–9,999 TEU range, and one third of container carrying capacity is on ships under 4,999 TEU. An exception is UASC, which has mostly larger ships, as it is above all active on the East–West trades. Another exception is Hamburg Süd, which mostly operates North–South services and thus deploys relatively smaller ships. Generally, the transatlantic and trans-Pacific services deploy ships between 5,000 and 13,000 TEU, while the Asia–Europe trade also makes use of the 13,000+ TEU ships. Ships under 5,000 TEU are limited to intraregional, feeder and North–South services (see also *Lloyd's List – Daily Briefing*, 2014b).

Smaller companies rarely deploy large container ships. Handling lower volumes of cargo, they would have difficulties to fill them. In view of the economies of scale that can be achieved by deploying the larger

vessels (if they can be filled), smaller companies will be ever more confronted with the need to either defend their position in specialized niche markets, or to join forces through mergers or alliances that would allow them to bundle cargo in collaboration with other carriers.

Mergers and alliances have been an important topic in the liner business in 2013 and 2014. Hapag-Lloyd from Germany and Compania Sud Americana de Vapores S.A. from Chile agreed on a merger in early 2014, and a further possible merger of Hapag-Lloyd with NOL is being considered (*Lloyd's List – Daily Briefing*, 2014c). New alliances were introduced and planned, although not all obtained approval from regulatory authorities. In particular, the much publicized P3 Alliance between the top three carriers was not approved by the Ministry of Commerce of China (*DynaLiners Weekly*, 2014).

From the perspective of the shippers (that is, the carriers' clients), the trend towards larger ships and concentration among the providers has potential

benefits as well as drawbacks. The economies of scale achieved through the deployment of larger ships help to reduce operating costs. To the extent that there is sufficient competition, these cost savings will be passed on to the client. However, if these economies of scale can only be achieved by squeezing competitors out of the market, then the final price (freight rate) charged to the shipper may not always decrease by the same proportion. This potential threat is further evidenced if the vessel deployment per country is analysed. This is the topic of section C on container-ship deployment and liner shipping connectivity.

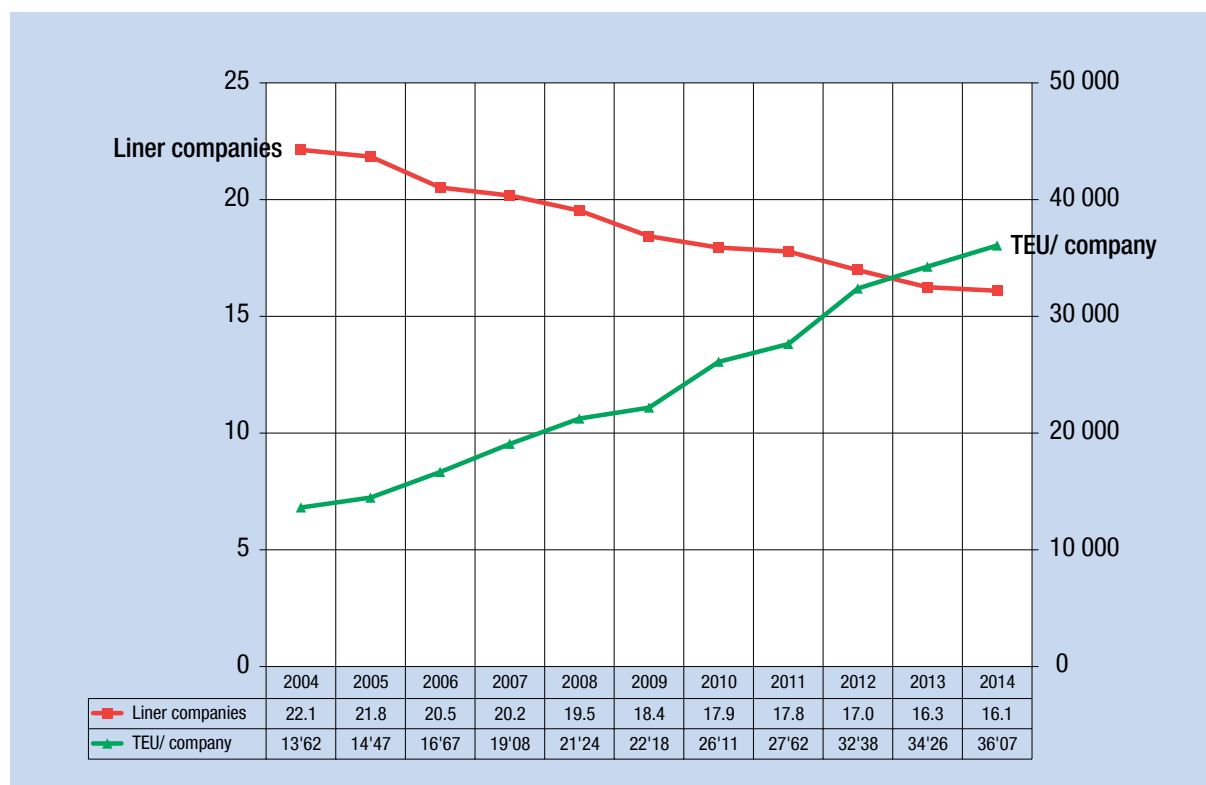
C. CONTAINER-SHIP DEPLOYMENT AND LINER SHIPPING CONNECTIVITY

Since 2004, UNCTAD's Liner Shipping Connectivity Index (LSCI) has provided an indicator of each coastal country's access to the global liner shipping network. The complete time series is published in electronic format on UNCTADstat (UNCTADstat, 2014). The

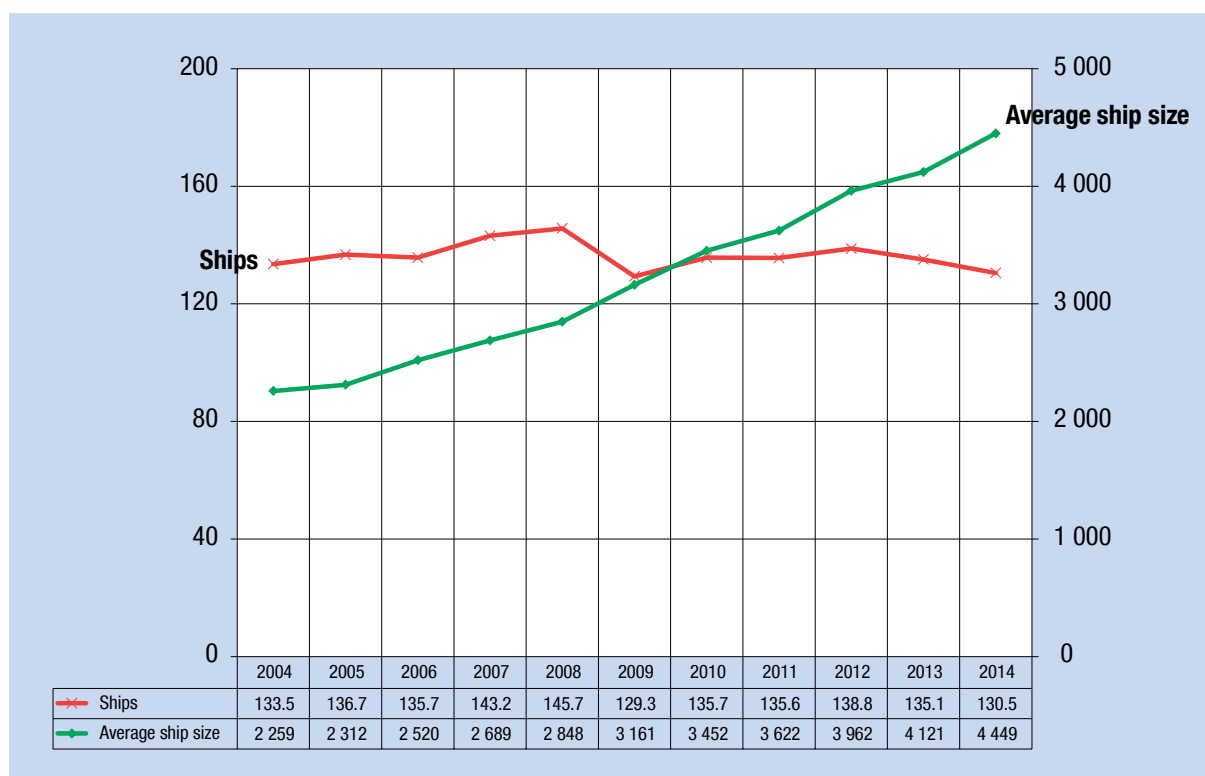
underlying data is provided by *Lloyds List Intelligence* (*Lloyd's List Intelligence – Containers, 2014*); the LSCI is generated from five components that capture the deployment of container ships by liner shipping companies to a country's ports of call: (a) the number of ships; (b) their total container carrying capacity; (c) the number of companies providing services with their own operated ships; (d) the number of services provided; (e) the size (in TEU) of the largest ship deployed.

The country/economy with the highest LSCI is China, followed by Hong Kong (China), Singapore, the Republic of Korea and Malaysia. The best-connected countries in Africa are Morocco, Egypt and South Africa, reflecting their geographical position at the corners of the continent. In Latin America, Panama has the highest LSCI, benefiting from its canal and location at the crossroads of main East–West and North–South routes. Eleven of the twelve countries with the lowest LSCI are island States, reflecting their low trade volumes and remoteness – a topic that is examined in more detail in chapter 6.

Figure 2.6. Presence of liner shipping companies: Average number of companies per country and average container carrying capacity deployed (TEU) per company per country, 2004–2014



Source: UNCTAD, based on data provided by Lloyds List Intelligence.

Figure 2.7. Fleet deployment per country: Total number of ships and average size (TEU) per ship, 2004–2014

Source: UNCTAD, based on data provided by Lloyds List Intelligence.

Looking at some of the components of liner shipping connectivity, we observe a continuation of different trends that reflect the same broad development towards industry consolidation. As companies grow, there are fewer of them that deploy ships from and to the average country (figure 2.6), and as ships get larger, their average number deployed per country remains stagnant (figure 2.7).

In particular, the total TEU capacity deployed per company per country has grown 2.6-fold during the 11 years that UNCTAD has monitored the data, while the number of companies per country has gone down by 27 per cent and the average ship size has almost doubled during the same period. As liner shipping companies get bigger, there are fewer choices for shippers in most markets.

D. REGISTRATION OF SHIPS

As already discussed in section B, for the majority of the world fleet the ship's flag of registration is of a different country/economy than that of its owner. The flags of registration for the largest fleets (dwt) as

of 1 January 2014 are those of Panama (21.21 per cent of the world fleet), followed by Liberia (12.24 per cent), the Marshall Islands (9.08 per cent), Hong Kong (China) (8.24 per cent) and Singapore (6.17 per cent). Together, these top five registries account for almost 57 per cent of the world tonnage (table 2.5).²

In terms of nationally flagged vessel numbers, Indonesia and Japan take second and third place, respectively, after Panama. Indonesia (7,019 ships of 100 GT and above) and Japan (5,249 ships of 100 GT and above) (UNCTADstat, 2014) both have important national fleets that cater for coastal and inter-island cabotage traffic.

Double-digit tonnage growth rates of registration were achieved by the Islamic Republic of Iran (+59.6 per cent), the United Republic of Tanzania (+27.3 per cent), Thailand (+15.4 per cent) and Singapore (+13.2 per cent). The flag of Singapore is predominantly used by owners from Singapore and Denmark. The United Republic of Tanzania has established itself as an open registry; among its main clients are owners from the Islamic Republic of Iran, the Syrian Arab Republic, Turkey, and the

Table 2.5. The 35 flags of registration with the largest registered fleets, as of 1 January 2014 (Dwt)

<i>Flag of registration</i>	<i>Number of ships</i>	<i>Dead-weight tonnage (thousand dwt)</i>	<i>Per cent of world total (dwt)</i>	<i>Accumulated total</i>	<i>National owner, dead-weight tonnage (thousand dwt)</i>	<i>Foreign owner, dead-weight tonnage (thousand dwt)</i>	<i>Foreign owner as % of total dwt</i>
Panama	7 068	355 700	21.21	21.21	589	355 111	99.83
Liberia	3 126	205 206	12.24	33.45	10	205 195	99.99
Marshall Islands	2 207	152 339	9.08	42.53	457	151 882	99.70
China, Hong Kong SAR	2 065	138 134	8.24	50.77	18 637	119 497	86.51
Singapore	2 318	103 467	6.17	56.94	41 080	62 387	60.30
Greece	883	77 078	4.60	61.54	70 499	6 579	8.54
Bahamas	1 327	74 874	4.47	66.00	1 104	73 770	98.53
China	2 802	73 522	4.38	70.39	73 252	270	0.37
Malta	1 698	72 935	4.35	74.74	446	72 489	99.39
Cyprus	937	32 594	1.94	76.68	6 131	26 462	81.19
Isle of Man	409	23 711	1.41	78.10	0	23 711	100.00
Italy	719	20 022	1.19	79.29	18 790	1 232	6.15
United Kingdom	658	18 805	1.12	80.41	8 264	10 541	56.06
Norway (NIS)*	531	18 221	1.09	81.50	15 035	3 187	17.49
Japan	766	17 915	1.07	82.57	17 871	44	0.24
Republic of Korea	777	16 881	1.01	83.57	16 266	615	3.64
Germany	381	16 380	0.98	84.55	15 987	393	2.40
India	702	15 245	0.91	85.46	14 636	608	3.99
Denmark (DIS)*	381	14 371	0.86	86.32	13 276	1 095	7.62
Indonesia	1 609	13 846	0.83	87.14	12 519	1 327	9.58
Antigua and Barbuda	1 207	13 391	0.80	87.94	1	13 390	100.00
United States	850	11 848	0.71	88.65	8 495	3 353	28.30
United Republic of Tanzania	163	11 663	0.70	89.34	26	11 637	99.77
Bermuda	145	11 542	0.69	90.03	210	11 333	98.18
Malaysia	531	9 212	0.55	90.58	8 668	544	5.91
Turkey	632	8 891	0.53	91.11	8 600	291	3.27
Netherlands	926	8 789	0.52	91.63	6 572	2 217	25.22
France	226	7 577	0.45	92.09	4 096	3 480	45.93
Belgium	110	6 693	0.40	92.49	3 733	2 959	44.22
Viet Nam	811	6 652	0.40	92.88	6 511	141	2.12

**Table 2.5. The 35 flags of registration with the largest registered fleets, as of 1 January 2014 (Dwt)
(continued)**

Flag of registration	Number of ships	Dead-weight tonnage (thousand dwt)	Per cent of world total (dwt)	Accumulated total	National owner, dead-weight tonnage (thousand dwt)	Foreign owner, dead-weight tonnage (thousand dwt)	Foreign owner as % of total dwt
Russian Federation	1 410	6 530	0.39	93.27	5 559	972	14.88
Philippines	413	6 119	0.36	93.64	1 420	4 698	76.79
Thailand	339	5 067	0.30	93.94	4 598	469	9.26
Cayman Islands	158	4 299	0.26	94.20	0	4 299	100.00
Saint Vincent and the Grenadines	485	4 273	0.25	94.45	0	4 273	100.00
Top 35 total	39 770	1 583 792	94.45	94.45	403 339	1 180 453	74.53
Rest of world	7 831	93 060	5.55	5.55	50 629	42 431	45.60
World total	47 601	1 676 853	100.00	100.00	453 969	1 222 884	72.93

Source: Compiled by the UNCTAD secretariat on the basis of data supplied by Clarkson Research Services.

Note: Propelled seagoing merchant vessels of 1,000 GT and above; ranked by dead-weight tonnage. For a complete list of all countries for ships of 100 GT and above see <http://stats.unctad.org/fleet>.

* NIS: Norwegian International Ship Register; DIS: Danish International Ship Register.

**Table 2.6. Distribution of dwt capacity of vessel types, by country group of registration, January 2014
(Beginning-of-year figures, per cent of dwt; annual growth in percentage points in italics)**

	Total fleet	Oil tankers	Bulk carriers	General cargo	Container ships	Others
World total	100.00	100.00	100.00	100.00	100.00	100.00
Developed countries	23.28	26.38	18.52	28.91	27.55	25.96
	<i>-0.40</i>	<i>-0.20</i>	<i>-0.45</i>	<i>0.08</i>	<i>-0.89</i>	<i>0.14</i>
Countries with economies	0.72	0.76	0.27	5.18	0.04	1.17
in transition	<i>-0.02</i>	<i>-0.02</i>	<i>0.00</i>	<i>0.02</i>	<i>-0.01</i>	<i>0.01</i>
Developing countries	75.76	72.80	81.16	65.10	72.40	71.40
	<i>0.44</i>	<i>0.24</i>	<i>0.49</i>	<i>-0.06</i>	<i>0.90</i>	<i>-0.25</i>
Of which:						
Africa	13.69	17.53	10.14	5.66	23.07	9.93
	<i>-0.03</i>	<i>0.29</i>	<i>0.03</i>	<i>0.08</i>	<i>-0.64</i>	<i>-0.15</i>
America	28.57	21.17	34.80	24.86	22.73	32.52
	<i>-0.66</i>	<i>-0.16</i>	<i>-1.25</i>	<i>-0.85</i>	<i>-0.93</i>	<i>-0.12</i>
Asia	24.57	21.69	27.69	32.14	22.36	19.53
	<i>0.66</i>	<i>-0.01</i>	<i>0.89</i>	<i>0.36</i>	<i>2.37</i>	<i>-0.50</i>
Oceania	8.92	12.41	8.53	2.44	4.24	9.42
	<i>0.46</i>	<i>0.12</i>	<i>0.83</i>	<i>0.35</i>	<i>0.11</i>	<i>0.53</i>
Unknown and other	0.24	0.06	0.05	0.81	0.01	1.47
	<i>-0.02</i>	<i>-0.02</i>	<i>-0.04</i>	<i>-0.03</i>	<i>0.00</i>	<i>0.10</i>

Source: Compiled by the UNCTAD secretariat, on the basis of data supplied Clarkson Research Services.

Note: Propelled seagoing merchant vessels of 100 GT and above.

Table 2.7. Deliveries of newbuildings, major vessel types and countries where built, 2013 (Thousands of GT)

	China	Japan	Republic of Korea	Philippines	Rest of world	World total
Oil tankers	3 369	875	6 904	84	249	11 480
Bulk carriers	17 444	11 785	3 486	1 133	701	34 549
General cargo	1 258	247	301		435	2 240
Containerships	3 164	513	9 998	140	676	14 490
Gas carriers	126	366	2 109		11	2 613
Chemical tankers	112	171	265		102	651
Offshore	464	41	1 062		772	2 339
Ferries and passenger ships	13	12		3	695	724
Other	23	511	607		100	1 240
Total	25 974	14 521	24 732	1 360	3 740	70 326

Source: Compiled by the UNCTAD secretariat, on the basis of data provided by Clarkson Research Services.

Note: Propelled seagoing merchant vessels of 100 GT and above.

United Arab Emirates. Thailand has enlarged its nationally flagged fleet largely through the re-flagging of Thailand-owned ships back to the national flag. Similarly, most of the Iranian-flagged ships are owned by companies from the Islamic Republic of Iran, many of which had in previous years been registered abroad.

The regional shares by vessel type and flag of registration are provided in table 2.6. Developing countries account for more than three quarters of the world's fleet registration, increasing their share by a further 0.44 percentage points during the 12 months to 1 January 2014. In particular, more than 81 per cent of the global dry-bulk fleet are registered in developing countries.

E. SHIPBUILDING, DEMOLITION AND NEW ORDERS

1. Deliveries of newbuildings

Almost 93 per cent of the tonnage (GT) delivered in 2013 was built in just three countries. China had a market share of 36.9 per cent, followed by the Republic of Korea (35.2 per cent) and Japan (20.6 per cent).

China builds mostly dry-bulk carriers and its highest market share is in general cargo ships (56 per cent of the world total for this vessel type). Japan specializes mostly in dry-bulk tonnage (34 per cent market share, accounting for 81 per cent of all tonnage built in Japan in 2013), while the Republic of Korea dominates the markets for container vessels (69 per

cent), gas carriers (81 per cent) and oil tankers (60 per cent) (table 2.7).

2. Demolition of ships

While still high, total demolitions in 2013 were 20 per cent lower than in the record year 2012. China and South Asia continue dominating the market for ship recycling, together accounting for 92 per cent of GT demolished in 2013. Bulk carriers accounted for 44 per cent of the tonnage demolished in 2013, followed by oil tankers (20 per cent) and container ships (18 per cent). Bangladesh had its highest market share in dry-bulk carriers (33 per cent), China in gas carriers (65 per cent), India in container ships (61 per cent), and Pakistan in oil tankers (46 per cent) and offshore vessels (66 per cent) (table 2.8).

3. Tonnage on order

Following peaks in 2008 and 2009, the order book for all major vessel types declined until early 2013. During 2013, for the first time since the economic and financial crisis, the order book has again increased, albeit only slightly, for bulk carriers, tankers and container vessels. Only the order book for general cargo ships continued its decline, in accordance with the generally diminishing relevance of this vessel type for seaborne trade. In early 2014, the order book for container ships is 10 times higher than the order book for general cargo ships (figure 2.8).

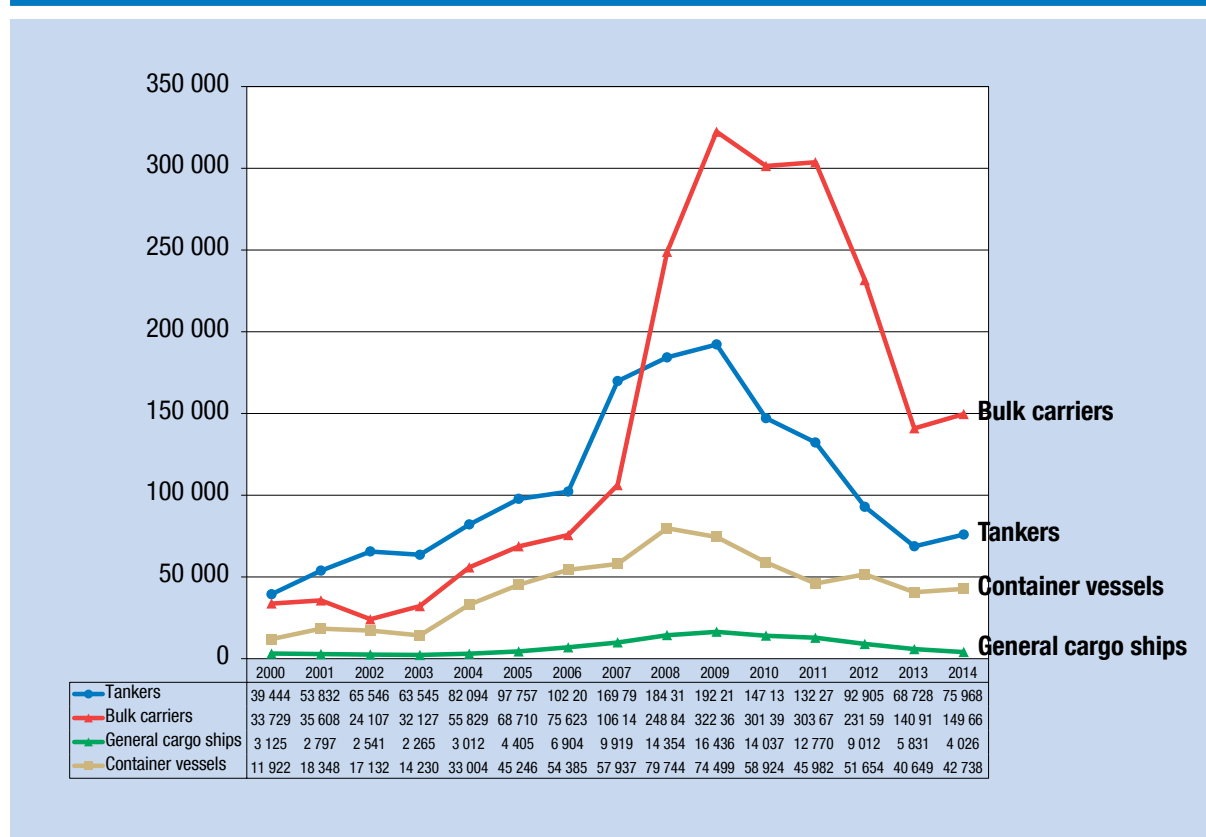
As regards future vessel deliveries, even if new orders have now resumed, it will take several years for a new shipbuilding cycle to start, given the previous significant decline in the order book.

Table 2.8. Tonnage reported sold for demolition, major vessel types and countries where demolished, 2013 (Thousands of GT)

	China	India	Bangladesh	Pakistan	Unkown Indian subcontinent	Turkey	Others and unknown	World total
Oil tankers	748	791	994	2 680	278	57	296	5 844
Bulk carriers	3 524	2 934	4 222	1 335	132	241	277	12 665
General cargo	332	930	202	99	12	332	306	2 211
Container ships	795	3 195	888	22	119	77	128	5 223
Gas carriers	249	63			6	29	35	382
Chemical tankers	13	75	23	40		13	53	218
Offshore	13	127	115	943	39	3	190	1 429
Ferries and passenger ships		109				171	42	322
Other	450	186	63			49	10	758
Total	6 124	8 409	6 506	5 118	586	973	1 336	29 052

Source: Compiled by the UNCTAD secretariat on the basis of data from Clarkson Research Services.

Note: Propelled seagoing merchant vessels of 100 GT and above.

Figure 2.8. World tonnage on order, 2000–2014 (Thousands of dwt)

Source: Compiled by the UNCTAD secretariat on the basis of data supplied by Clarkson Research Services.

Note: Propelled seagoing merchant vessels of 100 GT and above. Beginning of year figures.

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ENDNOTES

- ¹ The underlying data on the world fleet for chapter 2 has been provided by Clarkson Research Services, London. With a view to focusing solely on commercial shipping, the vessels covered in UNCTAD's analysis include all propelled seagoing merchant vessels of 100 GT and above, including offshore drillships and floating production, storage and offloading units (FPSOs), and also including the Great Lakes fleets of the United States and Canada, which for historical reasons had been excluded in earlier issues of the *Review of Maritime Transport*. We exclude military vessels, yachts, waterway vessels, fishing vessels, and offshore fixed and mobile platforms and barges. As regards the main vessel types (oil tankers, dry-bulk, container, and general cargo), there is no change compared to previous issues of the *Review*. As regards "other" vessels, the new data includes a smaller number of ships (previously, fishing vessels with little cargo carrying capacity had been included) and a slightly higher tonnage due to the inclusion of ships used in offshore transport and storage. To ensure full comparability of the 2013 and 2014 data with the two previous years, UNCTAD has updated the fleet data available online for the years 2011, 2012, 2013 and 2014, applying the same criteria (<http://stats.unctad.org/fleet>). As in previous years, the data on fleet ownership covers only ships of 1,000 GT and above, as information on the true ownership is often not available for smaller ships.
- ² To allow for comparisons with chapter 2 section B on ownership, this analysis and table 2.5 concern only ships of 1,000 GT and above (see also <http://stats.unctad.org/fleetownership>). A table for each country's/economy's fleet for ships of 100 GT and above is available under <http://stats.unctad.org/fleet>.