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«Να κάνουμε την κρίση ευκαιρία"

Ανάλυση των αγορών Bulkers & Tankers

Αδελφότης των Υδραίων Αθηνών
3ο Ναυτιλιακό Συνέδριο

Σεπτέμβριος 2011

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Section 1: Dry Bulkers

- Dry Bulker fleet overview: changes seen between 2009-2011
- A closer look at the changes seen in the VLOC & Capes fleet
- A quick overview of changes in all other Dry Bulk size segments
- What influence these changes had on Dry Bulk Prices and Freight Rates

Section 2: Tankers

- Tanker fleet overview: changes seen between 2009-2011
- A closer look at the changes seen in the ULCC & VLCC fleet
- A quick overview of changes in all other Tanker size segments
- What influence these changes had on Tanker Prices and Freight Rates

Section 3: Conclusion – Open Discussion

- Which Sector has faired better during these past 2 years
- Where do we see most promise for the future

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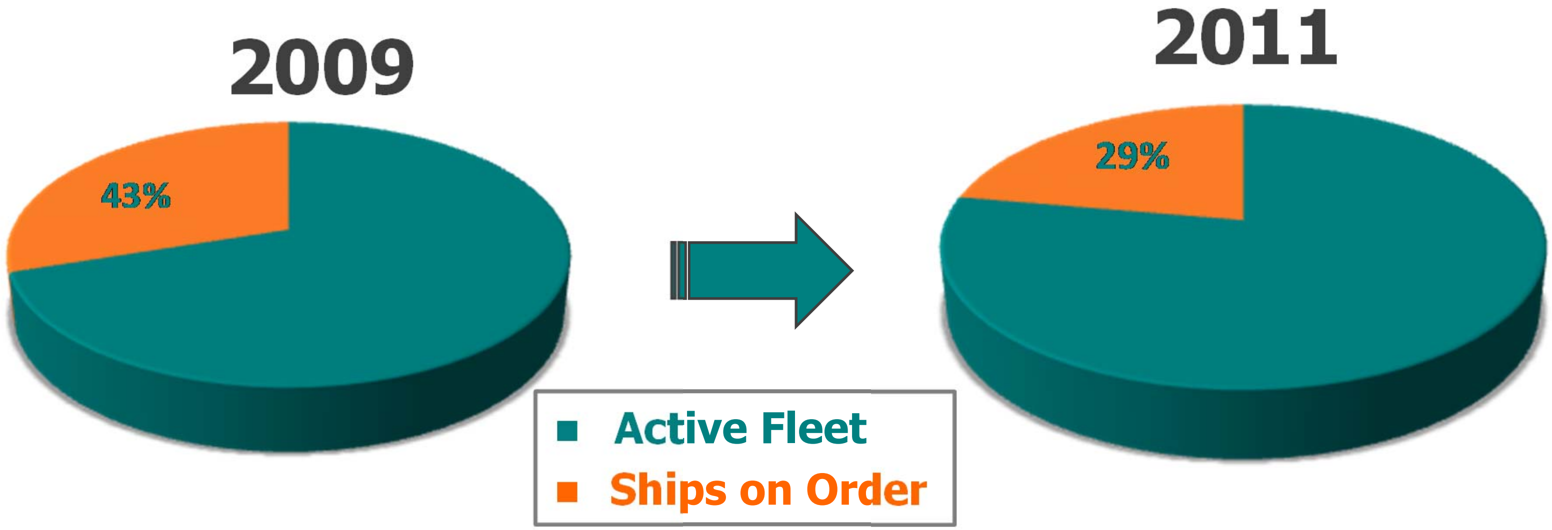
- Where do we see most promise for the future

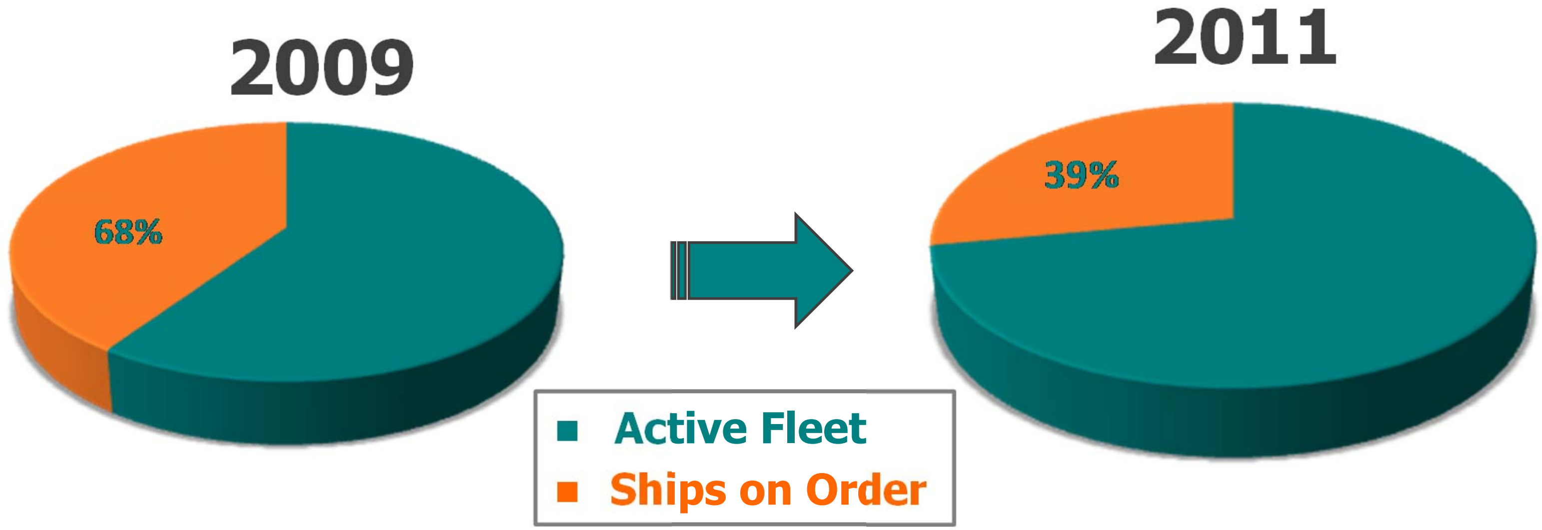
Dry Bulkers – Active Fleet Vs Orderbook



- Active Fleet 2009: 7,762 ships
- Orderbook 2009: 3,342 ships
- Active Fleet 2011: 9,301 ships
- Orderbook 2011: 2,659 ships

➡ **The active fleet increased over the past 2 years by 20%, whereas the orderbook decreased by 20%**

Intermodal — Dry Bulkers – Active Fleet Vs Orderbook



- Active Fleet 2009: 434mill DWT
- Orderbook 2009: 296mill DWT
- Active Fleet 2011: 575mill DWT
- Orderbook 2011: 224mill DWT

➡ **The active fleet carrying capacity increased over the past 2 years by 32%, whereas the orderbook carrying capacity decreased by 24%**

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Dry Bulkers – Active Fleet Vs Orderbook

BULKERS	September-2009			September-2011		
	ACTIVE SHIPS	NB SHIPS	%	ACTIVE SHIPS	NB SHIPS	%
VLOC	159	147	92%	225	163	72%
CAPESIZE	732	599	82%	1,014	256	25%
POST PANAMAX	161	319	198%	335	227	68%
PANAMAX	1,493	507	34%	1,683	712	42%
SUPRAMAX	784	911	116%	1,360	557	41%
HANDYMAX	840	15	2%	818	82	10%
HANDYSIZE	2,026	756	37%	2,263	594	26%
SMALL BULK	944	73	8%	964	62	6%
MINI BULK	623	15	2%	639	6	1%
GRAND TOTAL	7,762	3,342	43%	9,301	2,659	29%

- **Provided all ordered ships are delivered, the active fleet will increase by 29%. VLOCs and Post-Panamax vessels will be increased by 72% and 68% respectively.**

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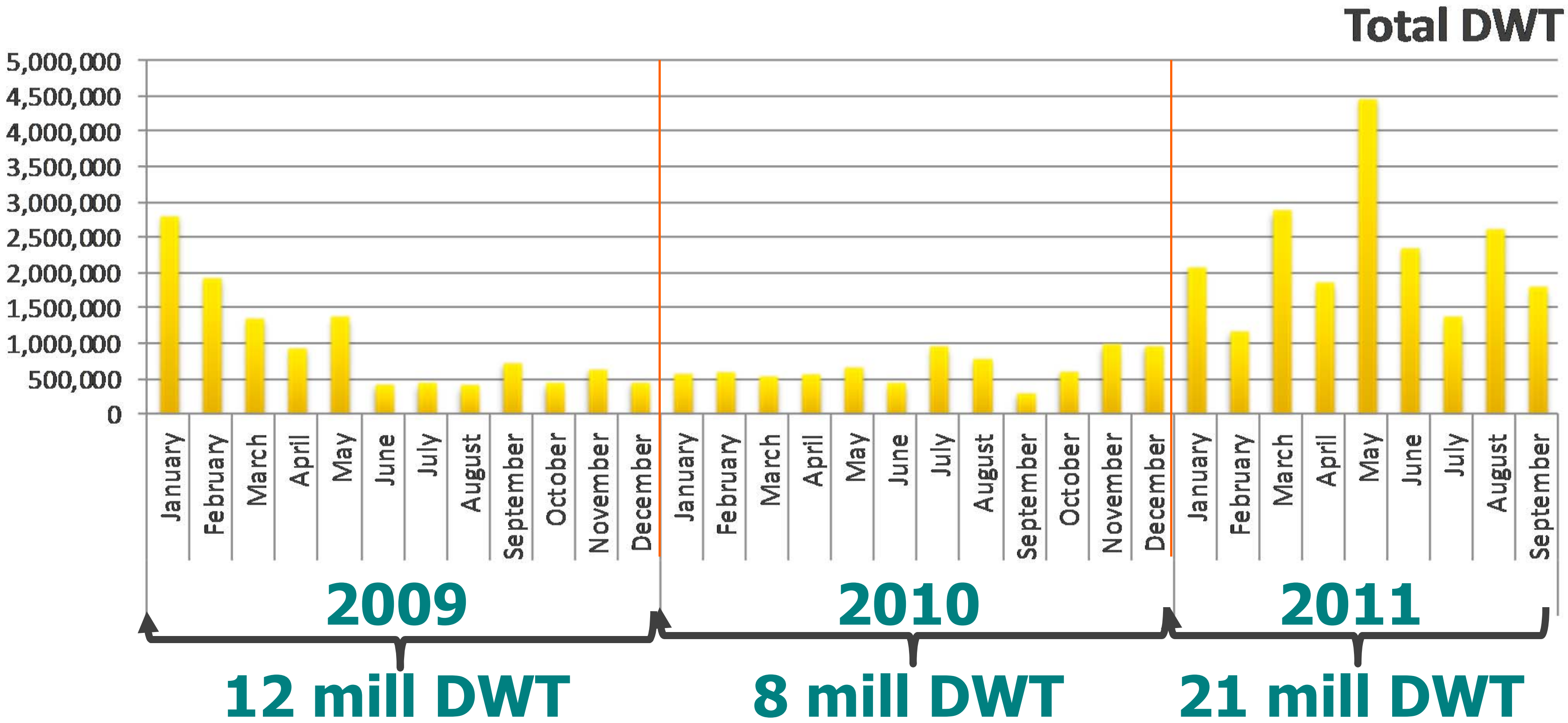
Dry Bulkers – Active Vs Orderbook in DWT

BULKERS	September-2009			September-2011		
	ACTIVE DWT	NB DWT	%	ACTIVE DWT	NB DWT	%
VLOC	37.5 mill	41.5 mill	111%	55.7 mill	43.6 mill	78%
CAPESIZE	121.1 mill	106.3 mill	88%	173.4 mill	45.7 mill	26%
POST PANAMAX	15.1 mill	31.7 mill	210%	31.9 mill	23.0 mill	72%
PANAMAX	108.4 mill	39.5 mill	36%	123.7 mill	55.7 mill	45%
SUPRAMAX	42.3 mill	51.6 mill	122%	74.9 mill	31.6 mill	42%
HANDYMAX	37.8 mill	0.7 mill	2%	36.9 mill	3.8 mill	10%
HANDYSIZE	60.6 mill	24.5 mill	40%	68.6 mill	19.9 mill	29%
SMALL BULK	10.6 mill	0.7 mill	7%	10.0 mill	0.7 mill	7%
MINI BULK	0.8 mill	0.0 mill	3%	0.8 mill	0.0 mill	1%
GRAND TOTAL	434.3 mill	296.6 mill	68%	575.8 mill	224.1 mill	39%

- **Provided ordered ships are delivered the active fleet carrying capacity will increase by 39%. VLOCs and Post-Panamax vessels carrying capacity will be increased by 78% and 72% respectively.**

Dry Bulker Demolition Activity 2009-2011



➡ **The Bulker carrying capacity withdrawn so far in 2011, is more than 2009 & 2010 added together.**

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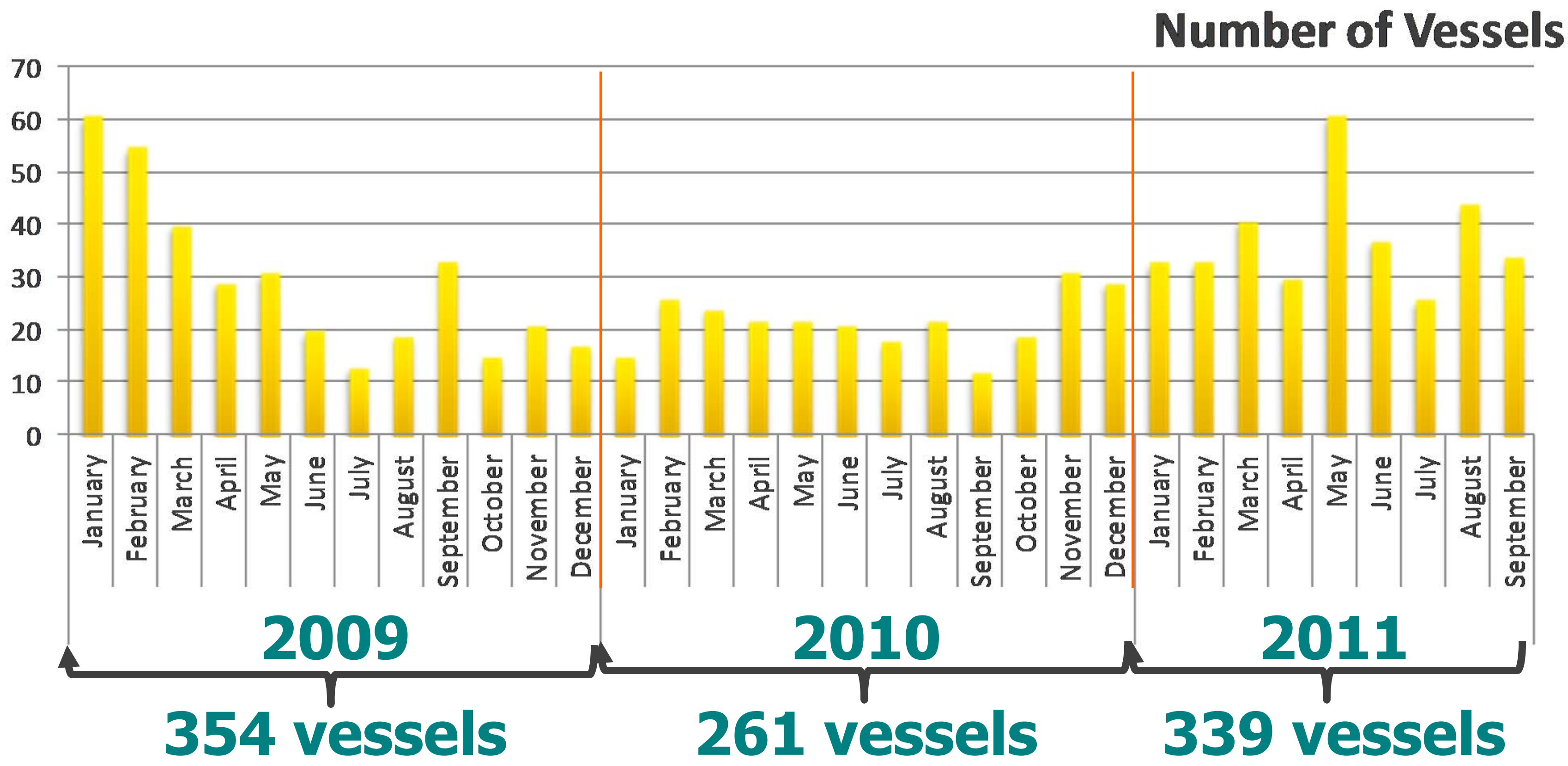
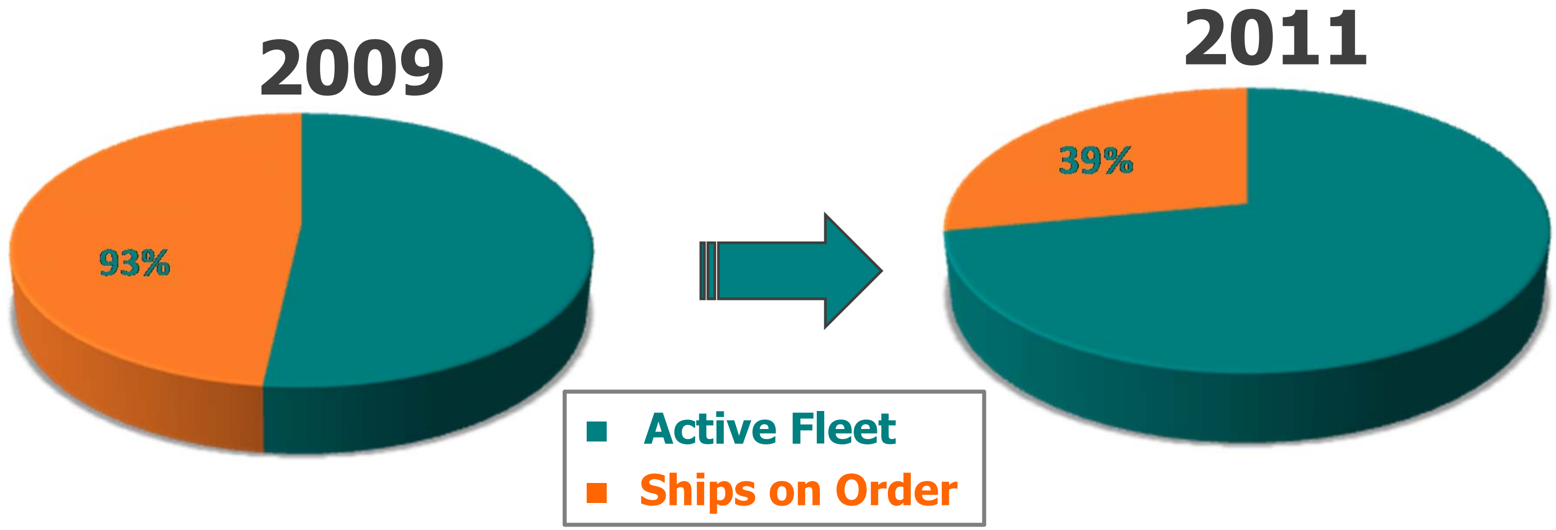
Dry Bulker Demolition Activity 2009-2011



➡ **While in number of vessels, 2011 is set to surpass the record number witnessed in 2009.**

VLOC & Capes – Active Vs Orderbook

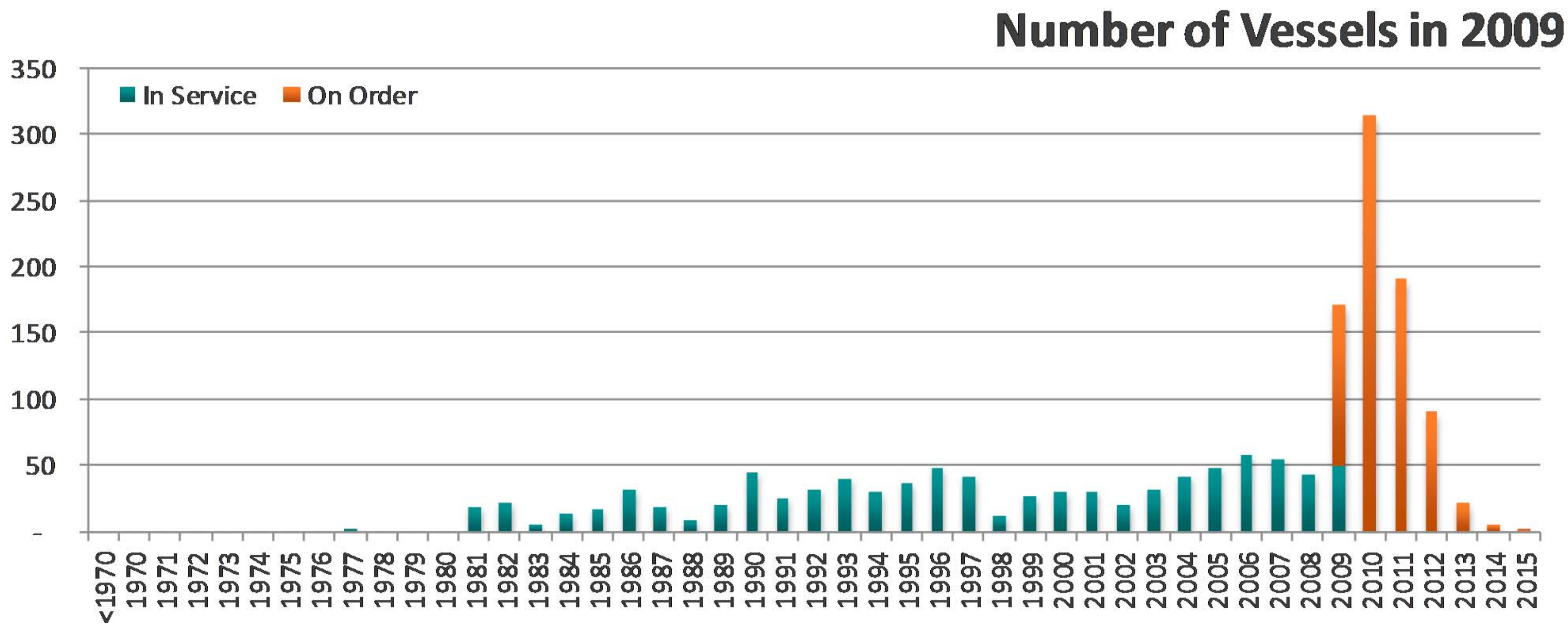


- Active Fleet 2009: 158mill DWT
- Orderbook 2009: 147mill DWT
- Active Fleet 2011: 229mill DWT
- Orderbook 2011: 89mill DWT

➡ The VLOC & Capes active fleet carrying capacity increased over the past 2 years by 45%, whereas the orderbook carrying capacity decreased by 39%

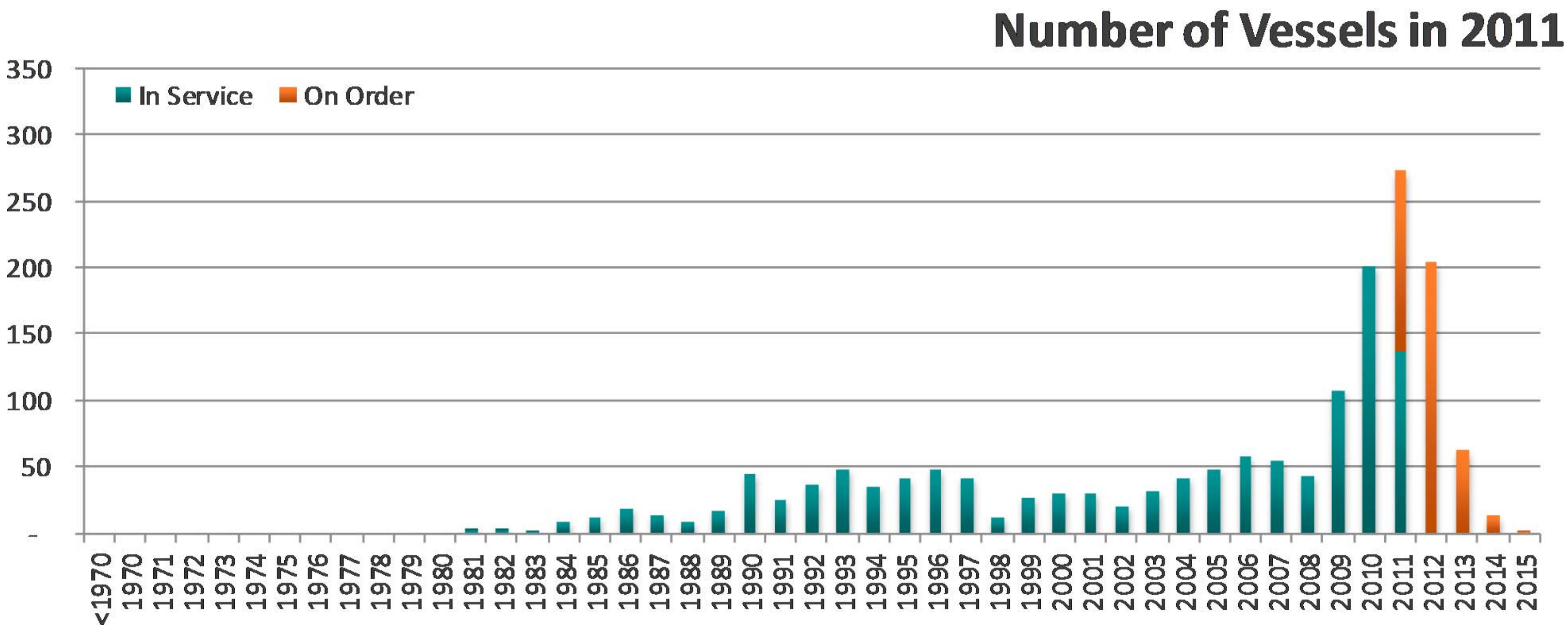
➡ Many new orders 2010, large scrap activity 2011, nearly all vsls on order in 2009 were actually delivered 2009-2011.

VLOC & Capes Fleet by Year of Built



- **In 2009, we expected 172 vessels to have entered the VLOC & Capes active fleet within that year and 314 vessels in 2010.**

VLOC & Capes Fleet by Year of Built



- **Of these only 107 out of the 172 were finally delivered in 2009 and 201 out of the 314 vessels in 2010.**

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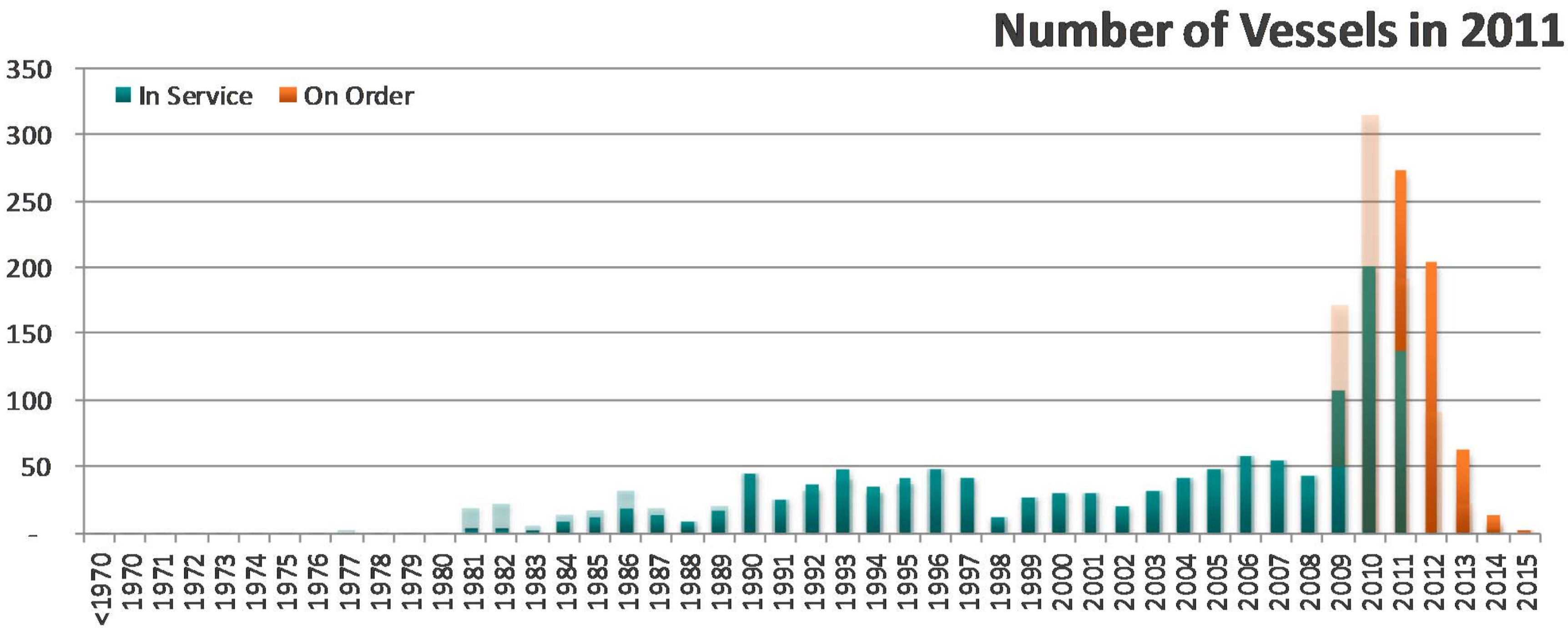
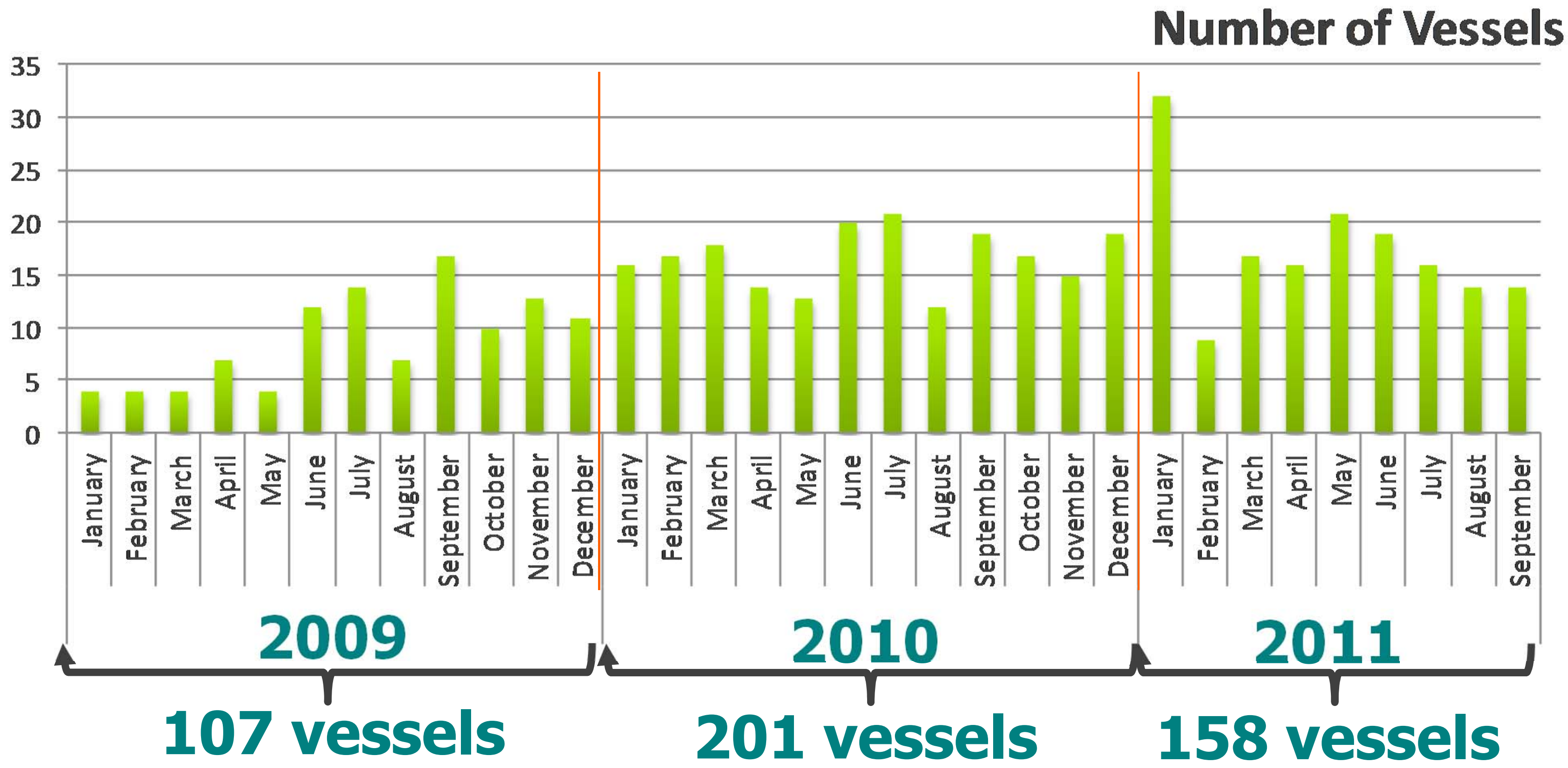
VLOC & Capes Fleet by Year of Built



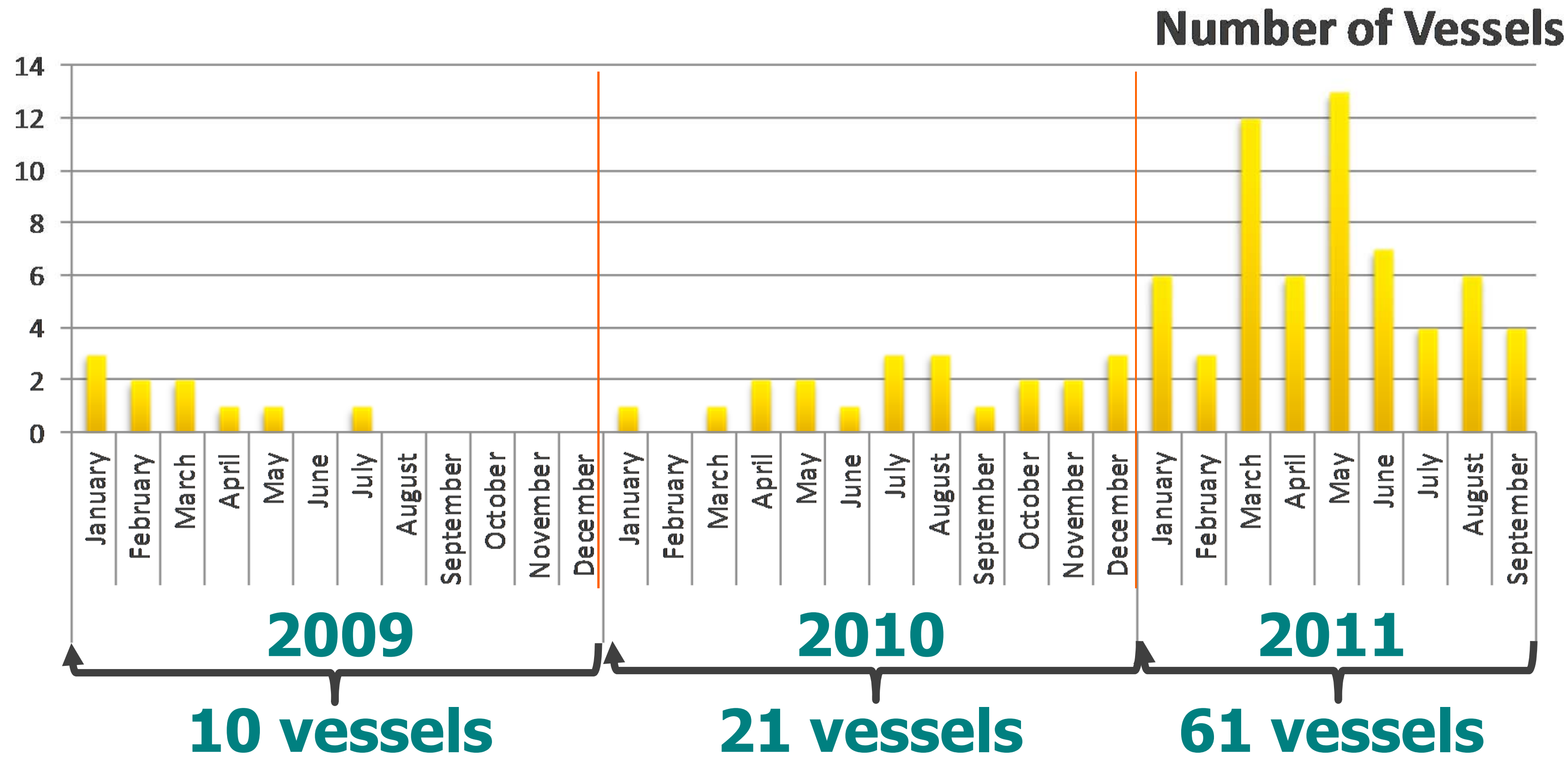
- **While many of the expected deliveries got shifted to later on dates, a small portion was also likely cancelled before construction.**

VLOC & Capes NB Deliveries 2009-2011



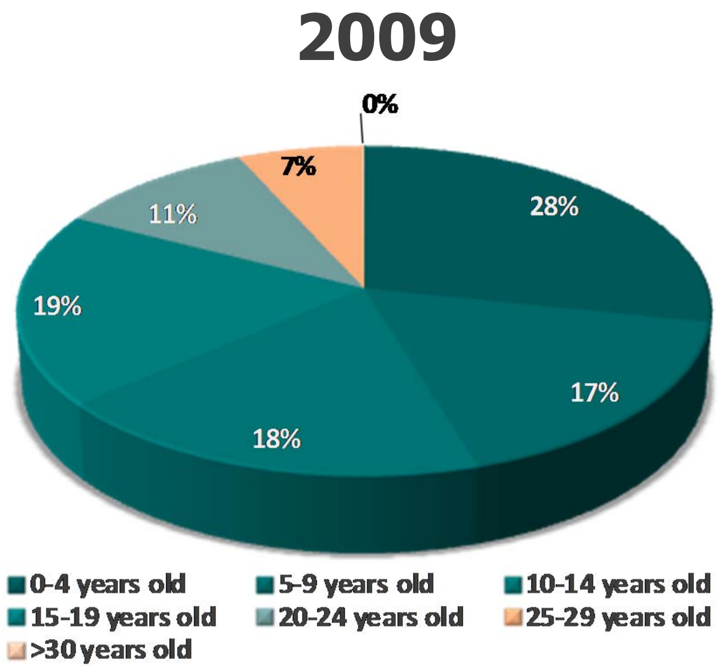
- **2010 saw a record number of VLOCs & Capes delivered. 2011 is expected to surpass that number.**

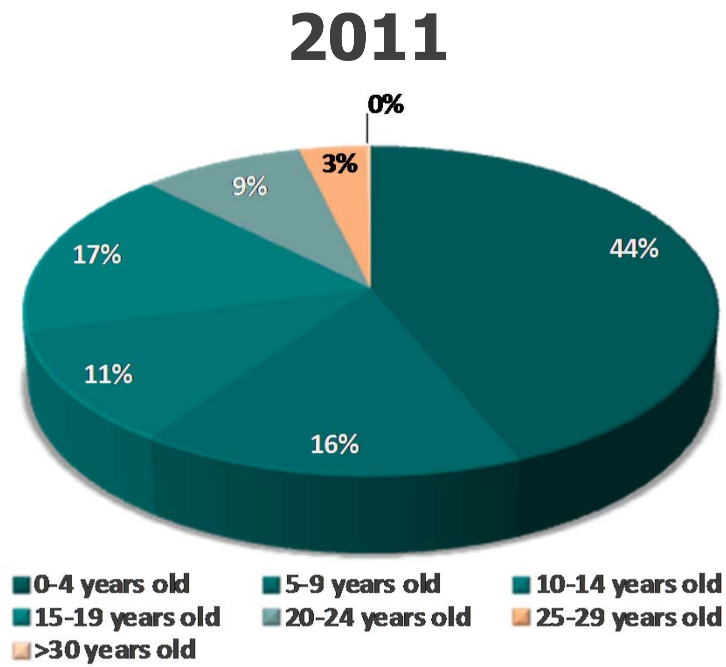
VLOC & Capes Demolitions 2009-2011



➡ **The 61 VLOC & Capes scrapped so far in 2011 nearly match the 65 vessels scrapped during 2001-2010 period.**

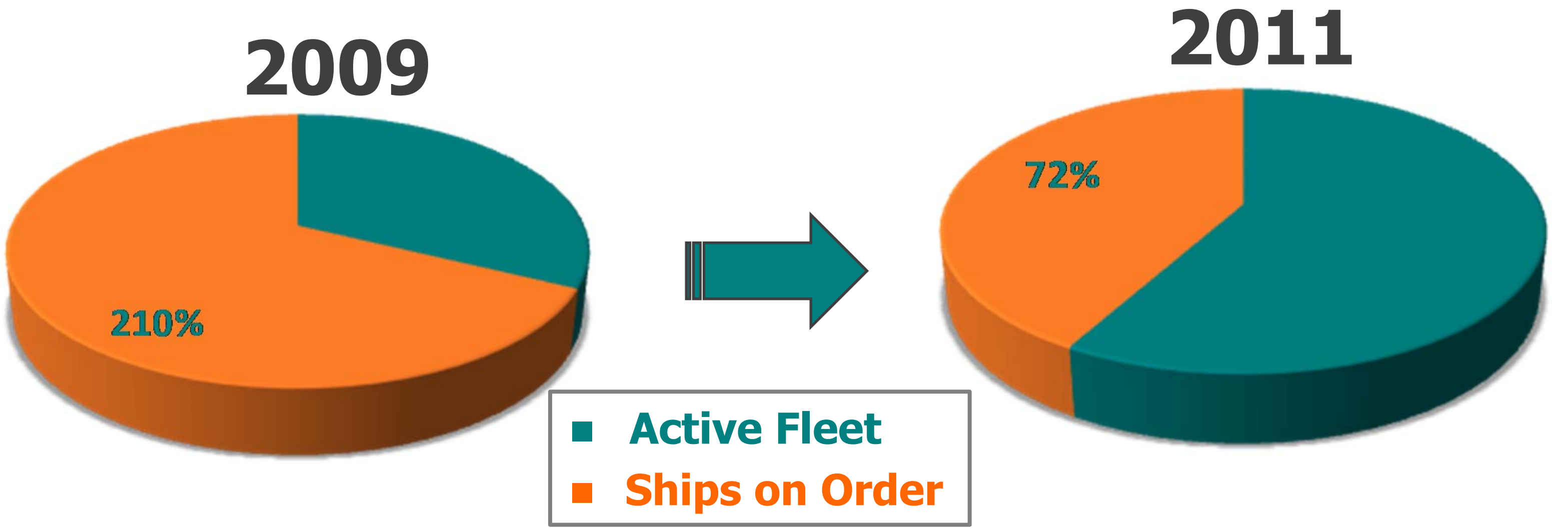
VLOC & Capes Fleet Age Distribution





- **VLOC & Capes under 15 years old accounted for 63% of the fleet in 2009, while they now account for 71% of the total fleet. The portion of the fleet over 25 years old was 7% in 2009, while now it stands at only 3%**

Post Panamax – Active Vs Orderbook



- Active Fleet 2009: 15mill DWT
- Orderbook 2009: 32mill DWT
- Active Fleet 2011: 32mill DWT
- Orderbook 2011: 23mill DWT

➡ The Post Panamax active fleet carrying capacity increased over the past 2 years by 113%, whereas the orderbook carrying capacity decreased by 28%.

➡ In 2009 this segment was the most alarming, 2011 situation although improved, is still cause for concern.

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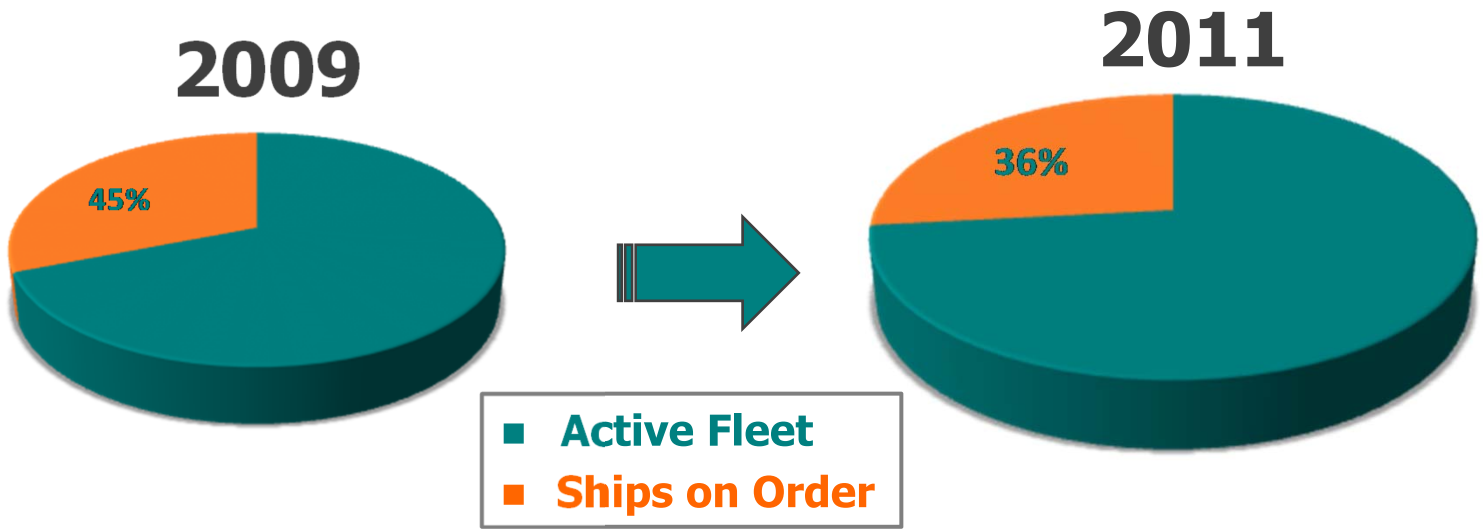

- **Active Fleet 2009: 108mill DWT**
- **Orderbook 2009: 40mill DWT**
- **Active Fleet 2011: 124mill DWT**
- **Orderbook 2011: 56mill DWT**

➡ **The Panamax active fleet carrying capacity increased over the past 2 years by 15%, whereas the orderbook carrying capacity increased by 42%.**

➡ **Despite moderate fleet growth, this segment had a significant increase in its Orderbook.**

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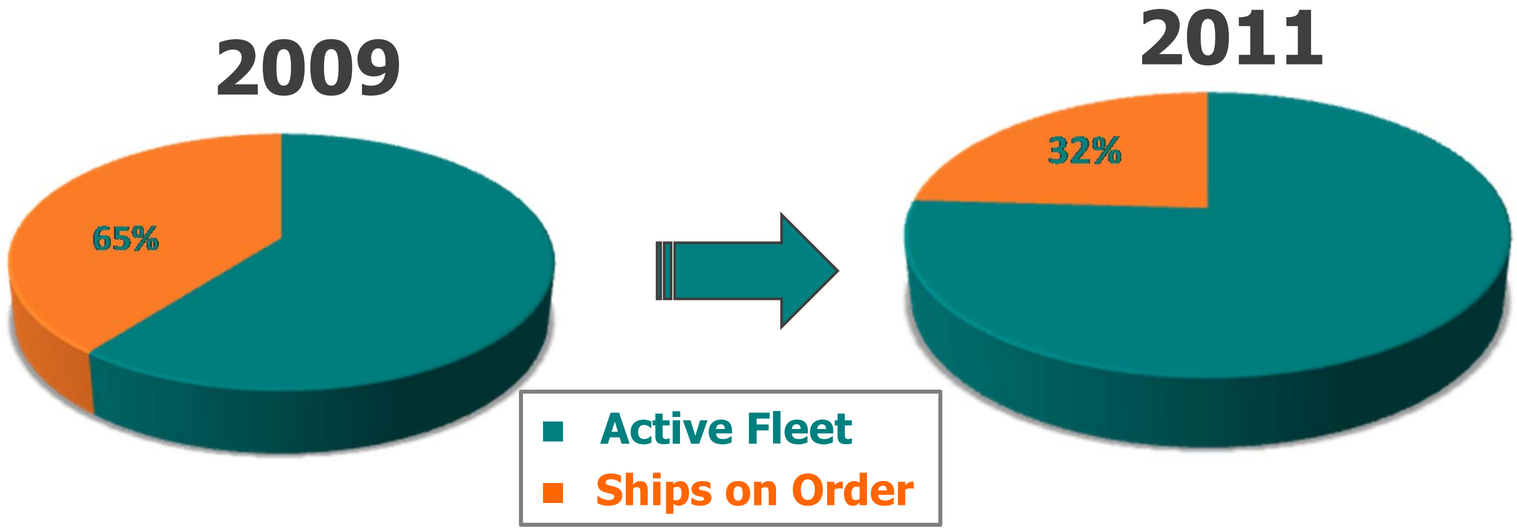
Supra/Handymax – Active Vs Orderbook

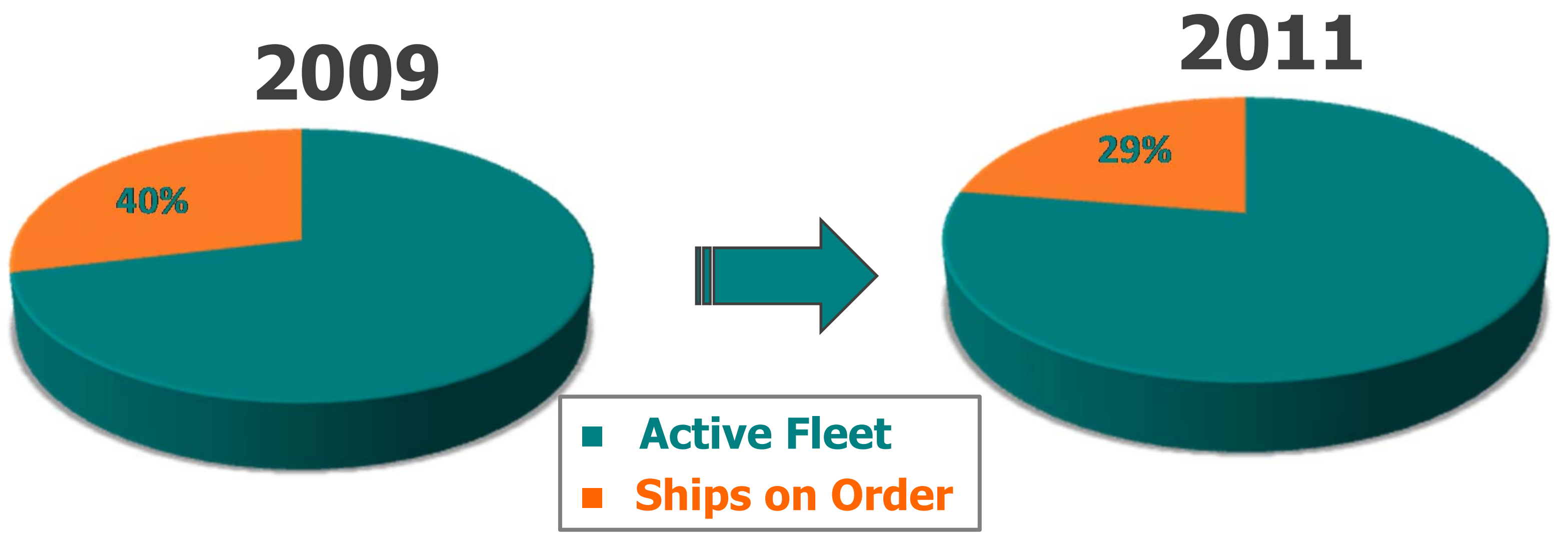


- Active Fleet 2009: 80mill DWT
- Orderbook 2009: 52mill DWT
- Active Fleet 2011: 112mill DWT
- Orderbook 2011: 35mill DWT

➡ The Supramax & Handymax active fleet carrying capacity increased over the past 2 years by 46%, whereas the orderbook carrying capacity decreased by 33%

➡ In 2009 this size segment was of main concern. Low level of cancellations plus more fresh orders.

Handysize – Active Vs Orderbook

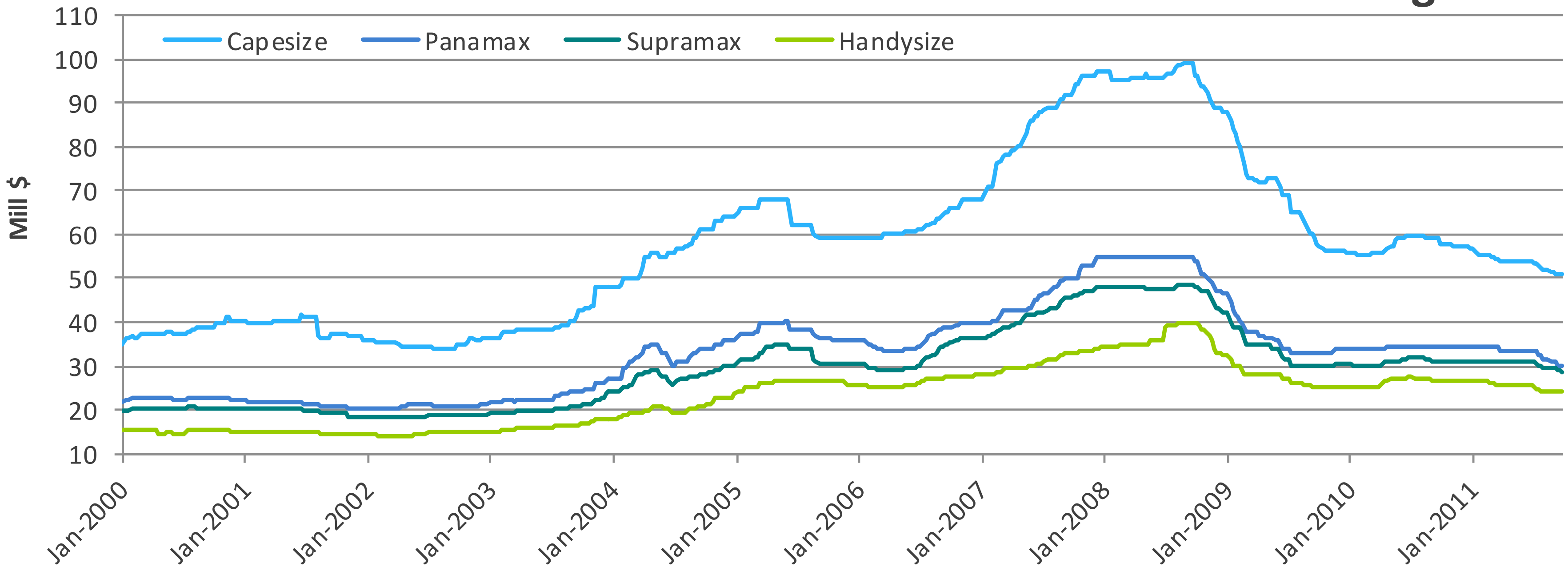


- **Active Fleet 2009: 61mill DWT**
- **Orderbook 2009: 25mill DWT**
- **Active Fleet 2011: 69mill DWT**
- **Orderbook 2011: 20mill DWT**

➡ **The Handysize active fleet carrying capacity increased over the past 2 years by 13%, whereas the orderbook carrying capacity decreased by 18%.**

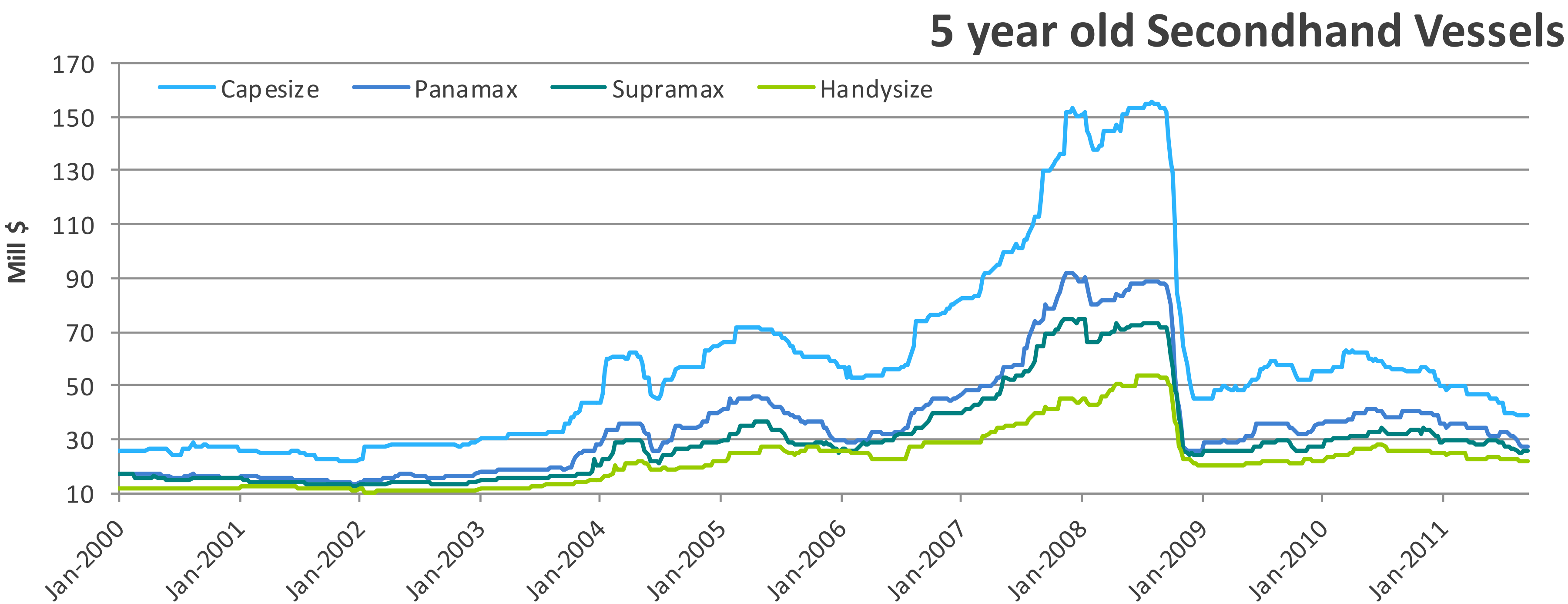
➡ **Moderate fleet growth, assisted by scrapping of Handies.**

Newbuilding Vessels

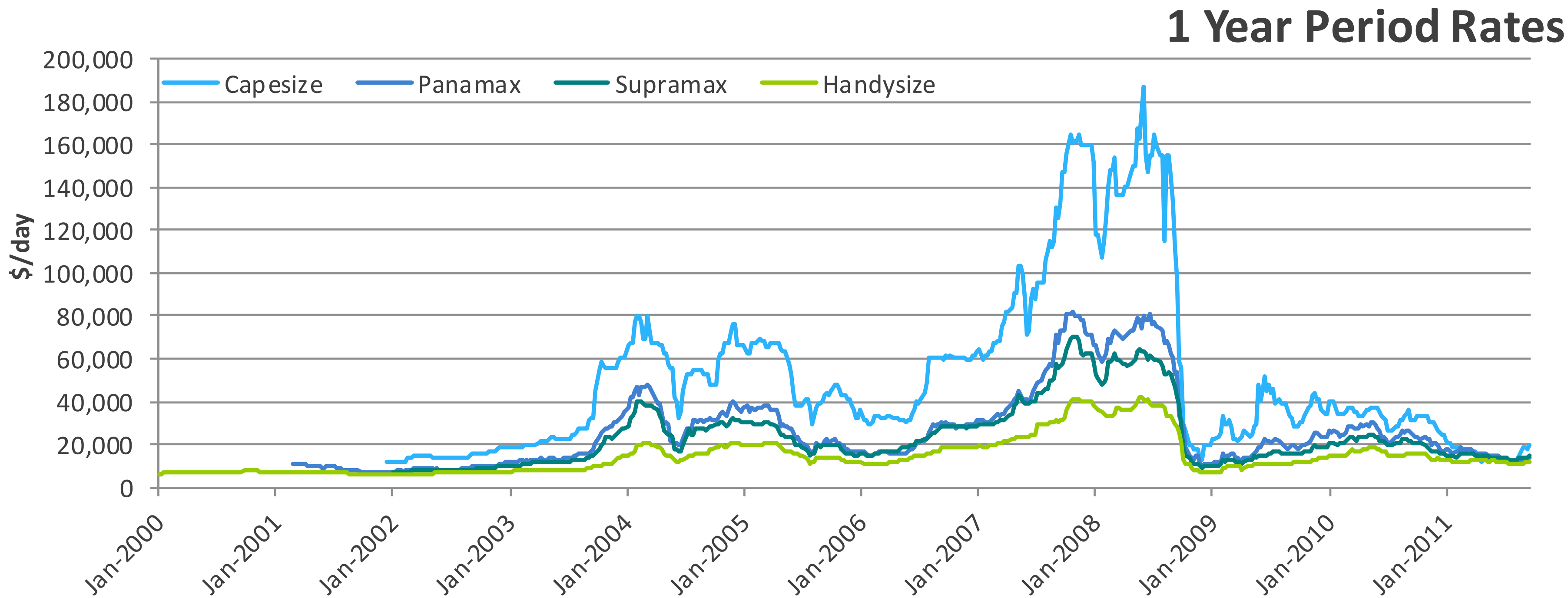


- **For all NB ship sizes, their current prices are closely approaching Sep 2004 levels.**

Dry Bulker Vessel Prices



- **Capes 5yr old prices are at Oct 2003 levels while Panamax, Supramax and Handies are still slightly above post Financial Crisis Nov-Dec 2008 lows.**



- **Convergence of all ship size group T/C rates from Jan 2011 until last week when Capes average just exceeded 20k per day.**

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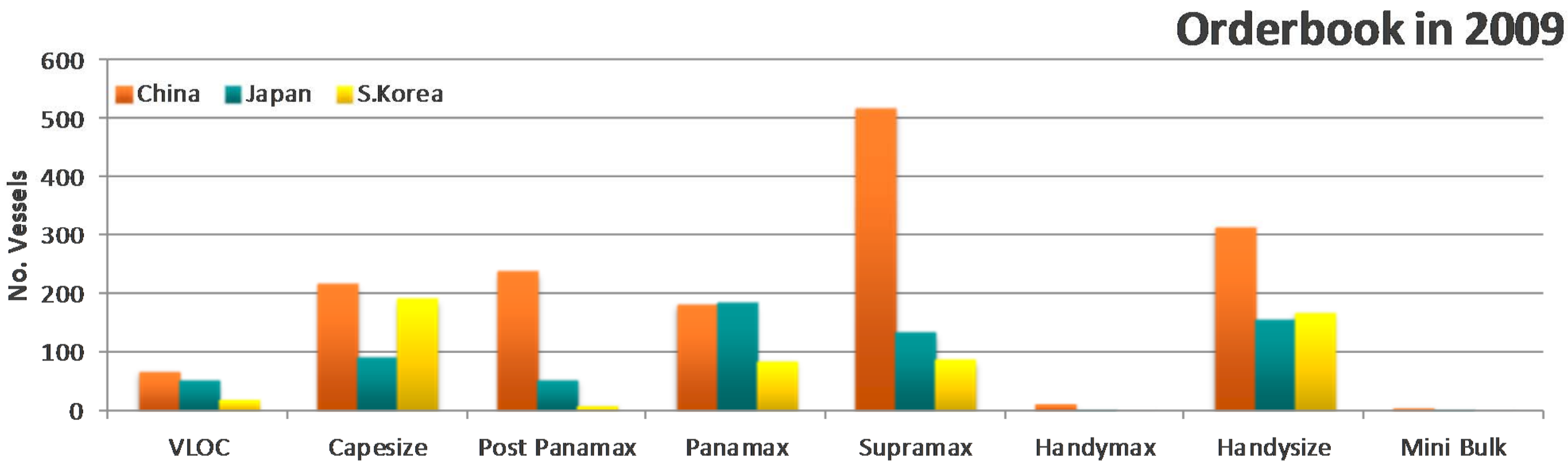
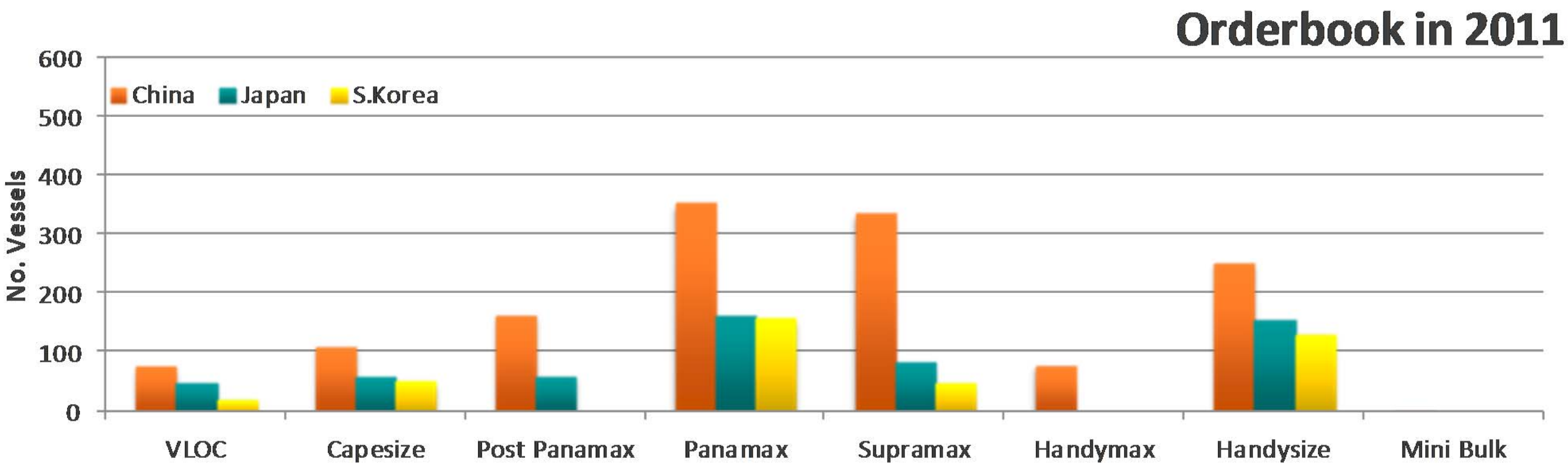
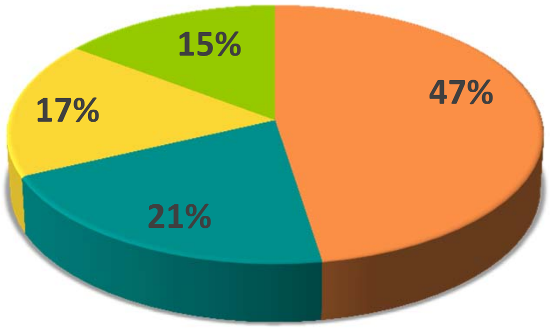
Dry Bulker Orderbook by Country of Built





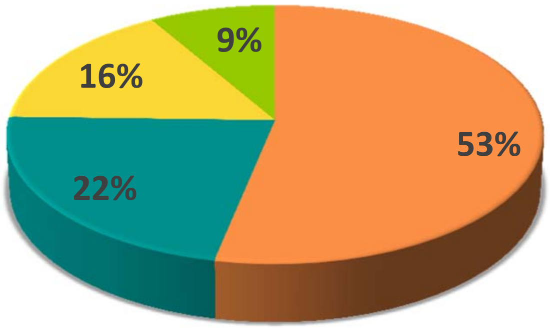
Intermodal — Dry Bulker Orderbook by Country of Built

2009



China	1,552 vessels
Japan	673 vessels
S.Korea	562 vessels
Rest of the World	482 vessels

2011



China	1,383 vessels
Japan	576 vessels
S.Korea	418 vessels
Rest of the World	220 vessels

- **China has increased their share and have the majority (more than 50%) of all Dry bulk ships on order. More concentration on the 3 leading shipbuilding nations.**

Sep2009 - Sep2011 (2 year comparison)

- **Dry Bulker Active Fleet grew by 1,539 ships of 141.6mil tons**
- **NewBuilding Deliveries 2,044 ships of 160.6mil tons dwt**
- **Scrapping of 686 Bulkers of 31mil tons dwt**

- **Cancellations of 725 NB ships of 65.8mil tons dwt**
- **New Orders for 2,086 ships of 153.9mil tons dwt**

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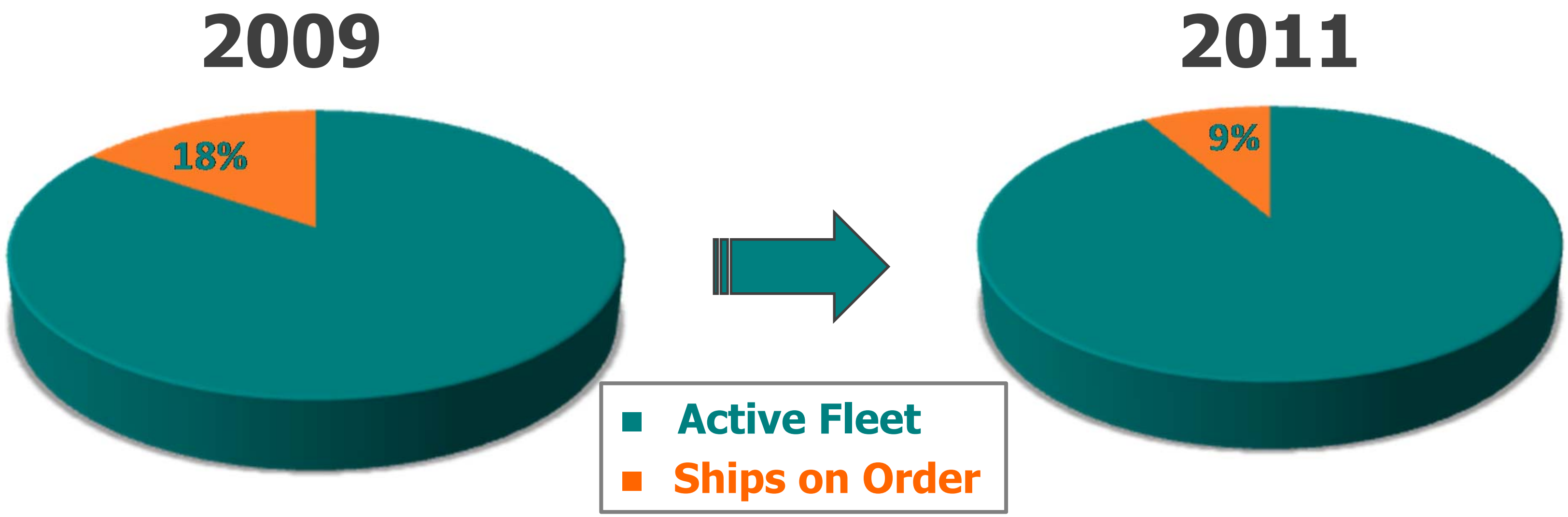
Section 2: Tankers

- **Tanker fleet overview: changes seen between 2009-2011**
- **A closer look at the changes seen in the ULCC & VLCC fleet**
- **A quick overview of changes in all other Tanker size segments**
- **What influence these changes had on Tanker Prices and Freight Rates**

Section 3: Conclusion – Open Discussion

- Which Sector has faired better during these past 2 years
- Where do we see most promise for the future

Tankers – Active Fleet Vs Orderbook



- Active Fleet 2009: 11,561 ships
- Orderbook 2009: 2,095 ships
- Active Fleet 2011: 11,920 ships
- Orderbook 2011: 1,103 ships

➡ The active fleet increased over the past 2 years by 3%, whereas the orderbook decreased by 47%

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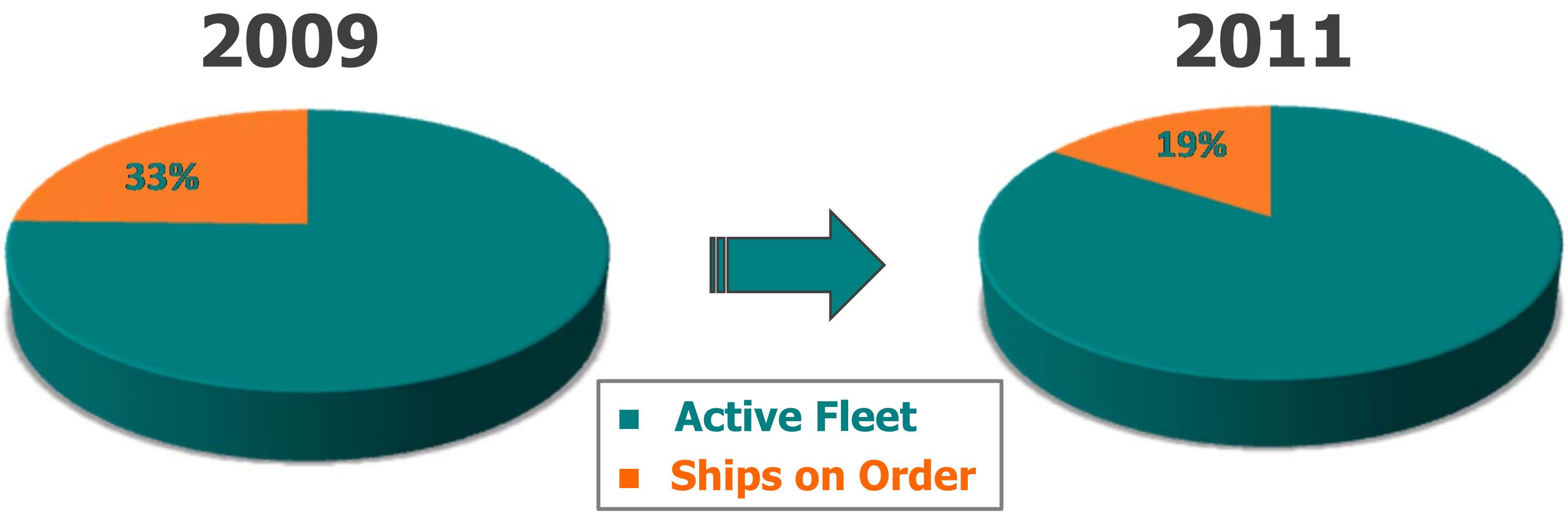
Tankers – Active Fleet Vs Orderbook



- Active Fleet 2009: 454 mill DWT
- Orderbook 2009: 148 mill DWT
- Active Fleet 2011: 494 mill DWT
- Orderbook 2011: 93 mill DWT

➡ **The active fleet increased over the past 2 years by 9%, whereas the orderbook decreased by 37%**

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Tankers – Active Vs Orderbook

TANKERS	September-2009			September-2011		
	ACTIVE SHIPS	NB SHIPS	%	ACTIVE SHIPS	NB SHIPS	%
ULCC	288	150	52%	356	121	34%
VLCC	262	54	21%	232	22	9%
SUEZMAX	386	141	37%	434	122	28%
AFRAMAX	812	207	25%	887	100	11%
LR1	424	91	21%	433	49	11%
MR	1,846	574	31%	1,941	223	11%
PROD/CHEM	6,365	868	14%	6,501	459	7%
SMALL TANK	1,178	10	1%	1,136	7	1%
GRAND TOTAL	11,561	2,095	18%	11,920	1,103	9%

- **Provided all ordered ships are delivered, the active fleet will increase by 9%. ULCCs are faced with the biggest potential growth which is equal to 34%.**

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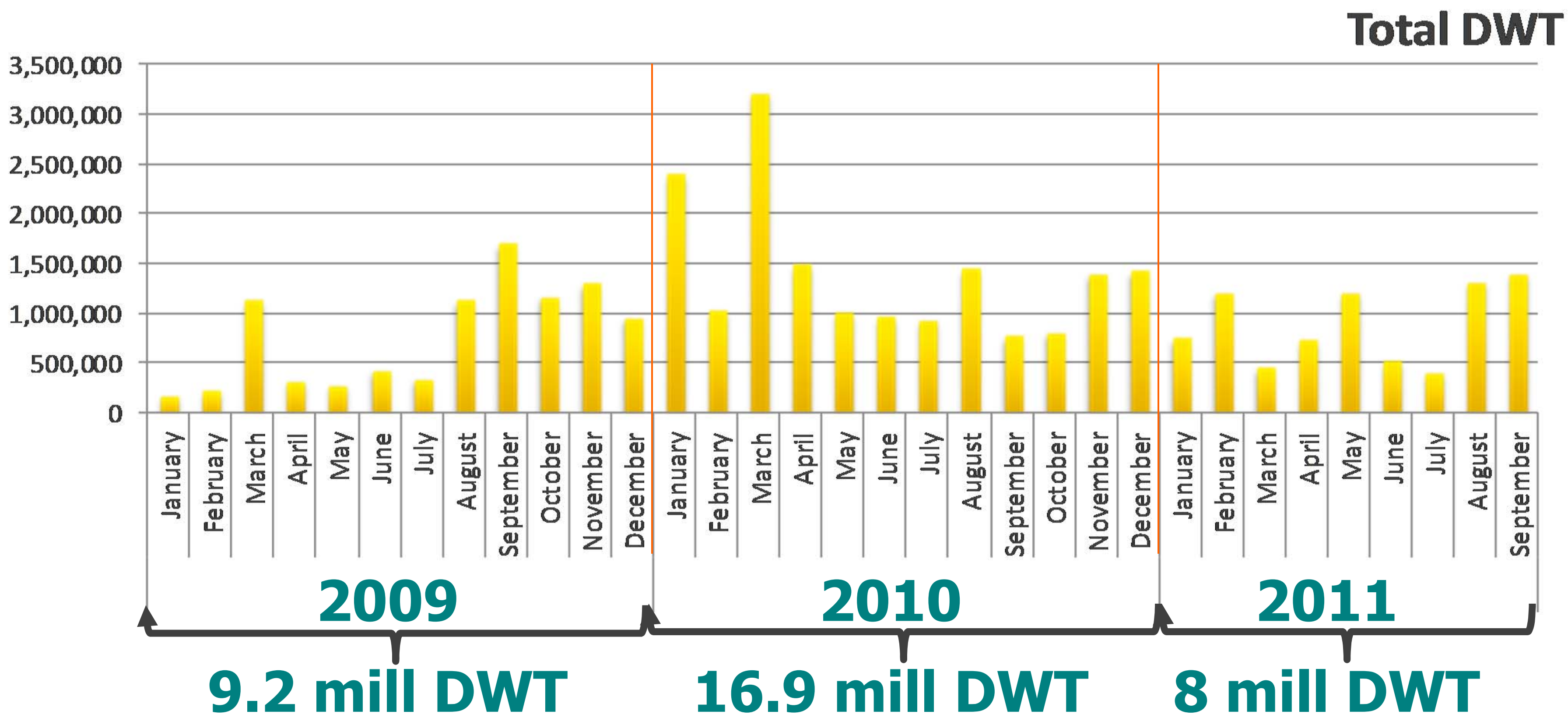
Tankers – Active Vs Orderbook in DWT

TANKERS	September-2009			September-2011		
	ACTIVE DWT	NB DWT	%	ACTIVE DWT	NB DWT	%
ULCC	89.6 mill	47.3 mill	53%	110.7 mill	38.5 mill	35%
VLCC	74.6 mill	16.0 mill	21%	67.8 mill	6.5 mill	10%
SUEZMAX	59.1 mill	22.3 mill	38%	67.1 mill	19.2 mill	29%
AFRAMAX	85.5 mill	22.8 mill	27%	94.6 mill	11.1 mill	12%
LR1	30.5 mill	6.7 mill	22%	31.4 mill	3.6 mill	11%
MR	76.7 mill	25.1 mill	33%	82.2 mill	10.0 mill	12%
PROD/CHEM	37.6 mill	8.2 mill	22%	40.0 mill	3.8 mill	10%
SMALL TANK	0.7 mill	0.0 mill	1%	0.7 mill	0.0 mill	1%
GRAND TOTAL	454.2 mill	148.3 mill	33%	494.3 mill	92.8 mill	19%

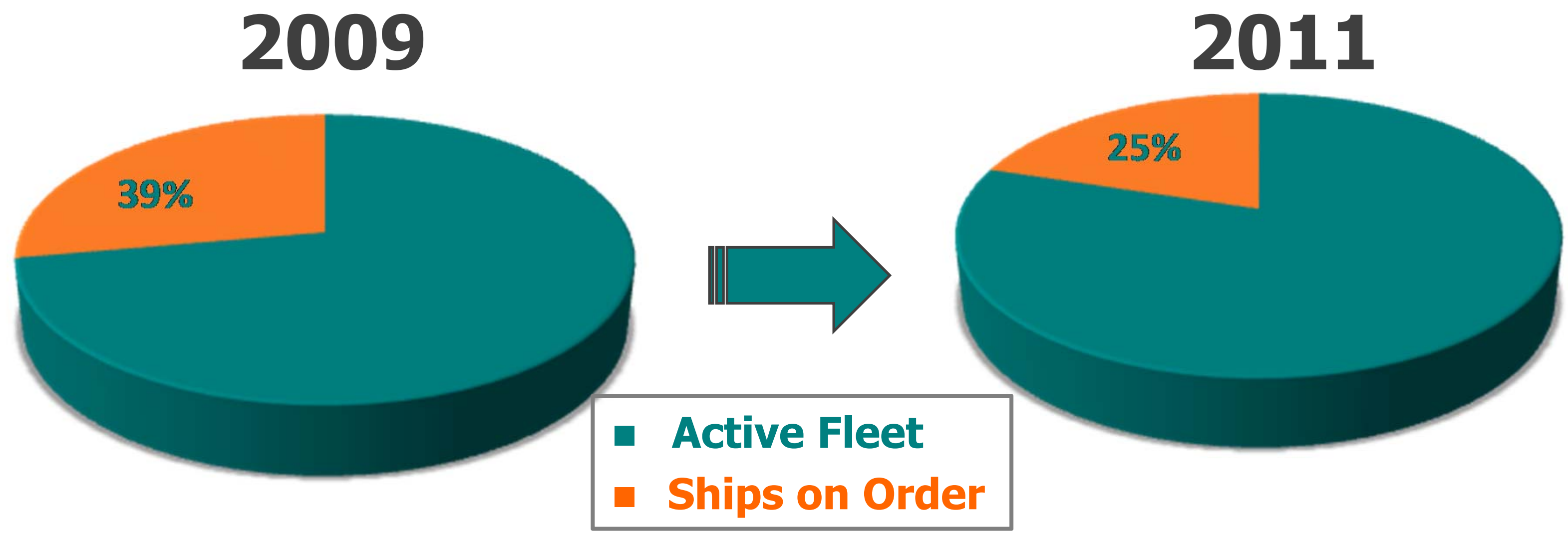
- **Provided all ordered ships are delivered the active fleet carrying capacity will increase by 19%, while ULCC and Suezmax carrying capacity will be increased by 35% and 29% respectively.**

Tanker Demolition Activity 2009-2011



➡ **Record levels of 2010 will not be repeated in 2011, as Single Hull Phase-Out has already pushed most non-compliant vessels out of the market.**

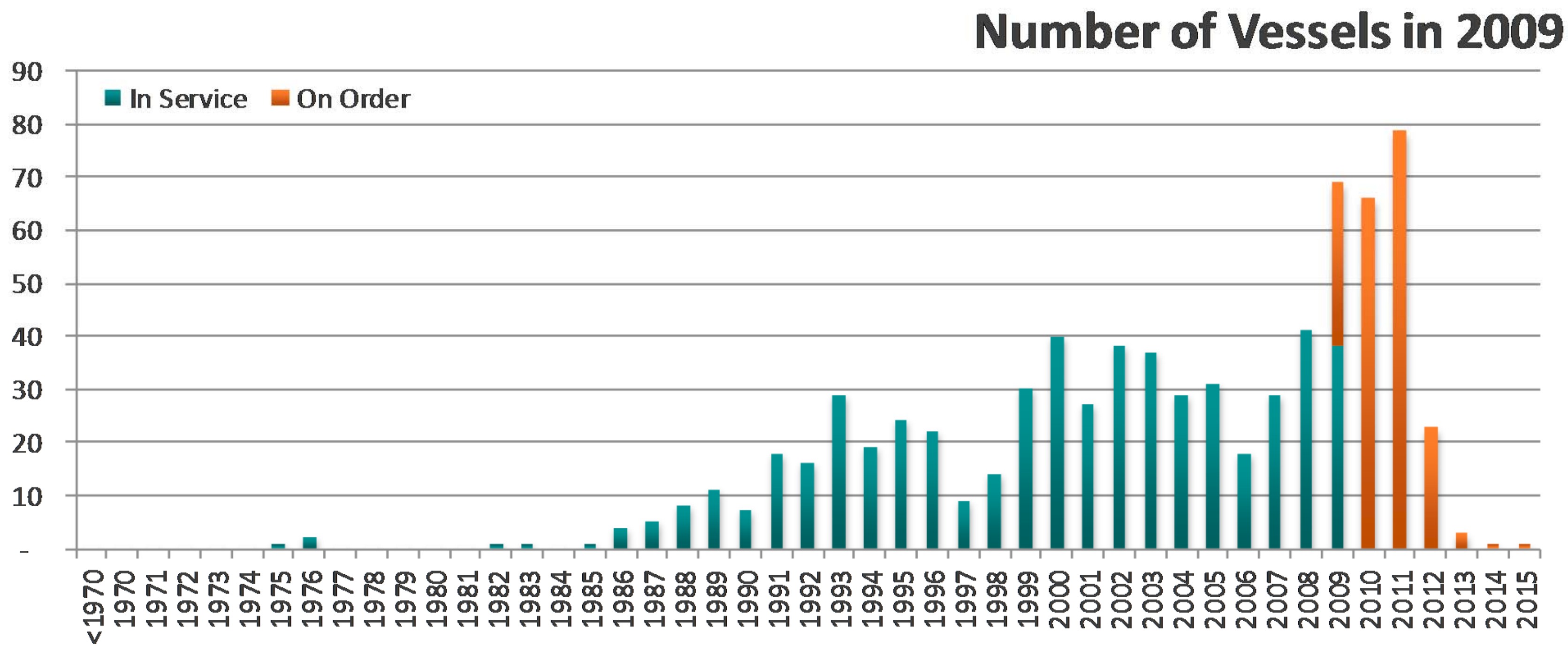
ULCC & VLCC – Active Vs Orderbook



- Active Fleet 2009: 164mill DWT
- Orderbook 2009: 63mill DWT
- Active Fleet 2011: 178mill DWT
- Orderbook 2011: 45mill DWT

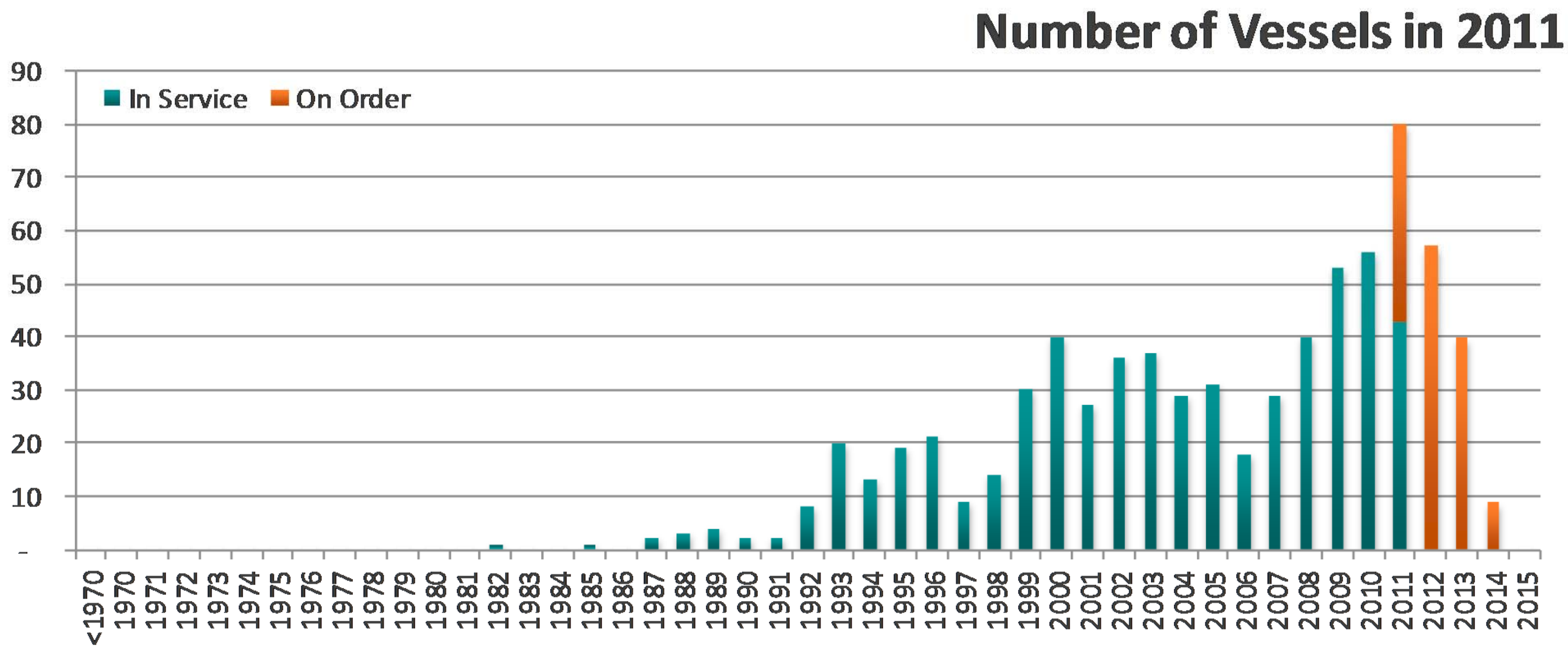
➡ **The ULCC & VLCC active fleet carrying capacity increased over the past 2 years by 9%, whereas the orderbook carrying capacity decreased by 29%**

ULCC & VLCC Fleet by Year of Built



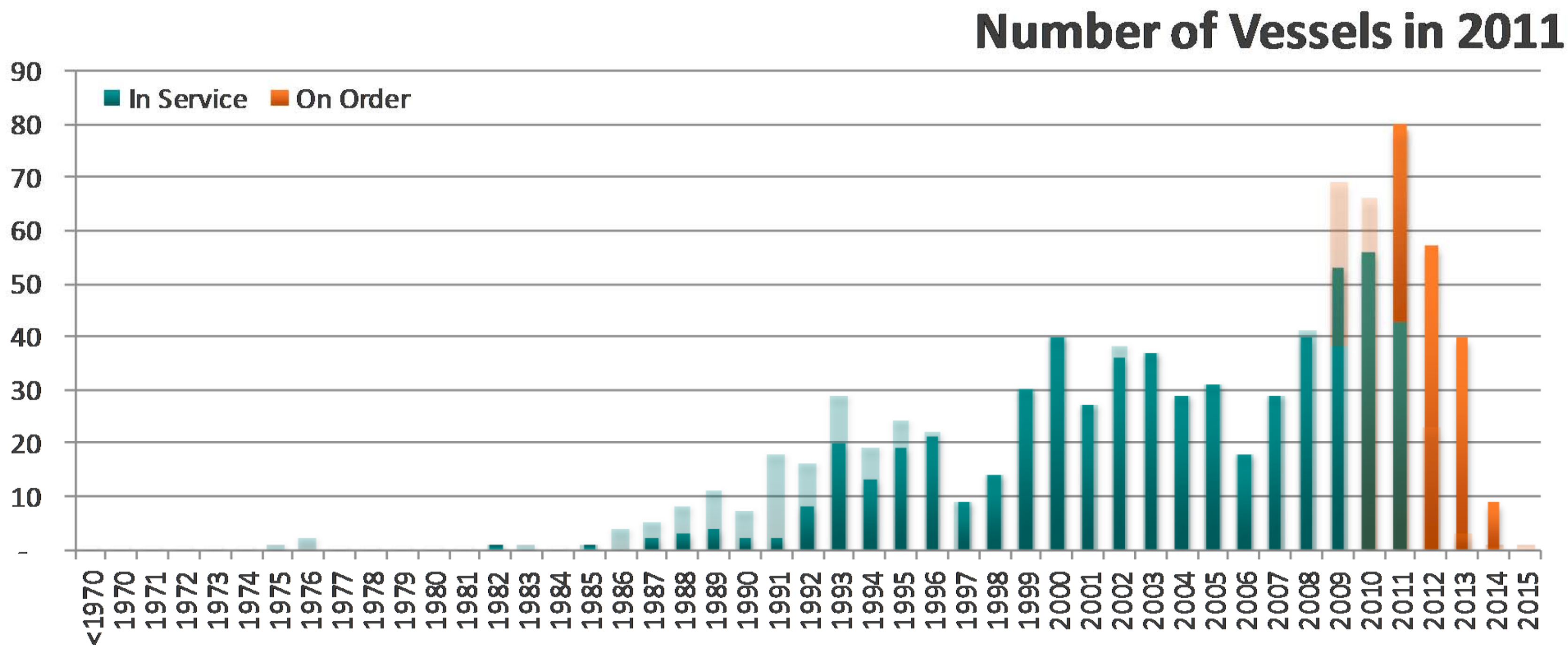
- **In 2009 we expected 69 vessels to have entered the ULCC & VLCC active fleet within that year and 66 vessels in 2010.**

ULCC & VLCC Fleet by Year of Built



- **Of these only 53 out of the 69 were finally delivered in 2009 and 56 out of the 66 vessels in 2010.**

ULCC & VLCC Fleet by Year of Built



- **While small alteration in the number of vessels delivered, more significant is the number of removals of overage tonnage.**

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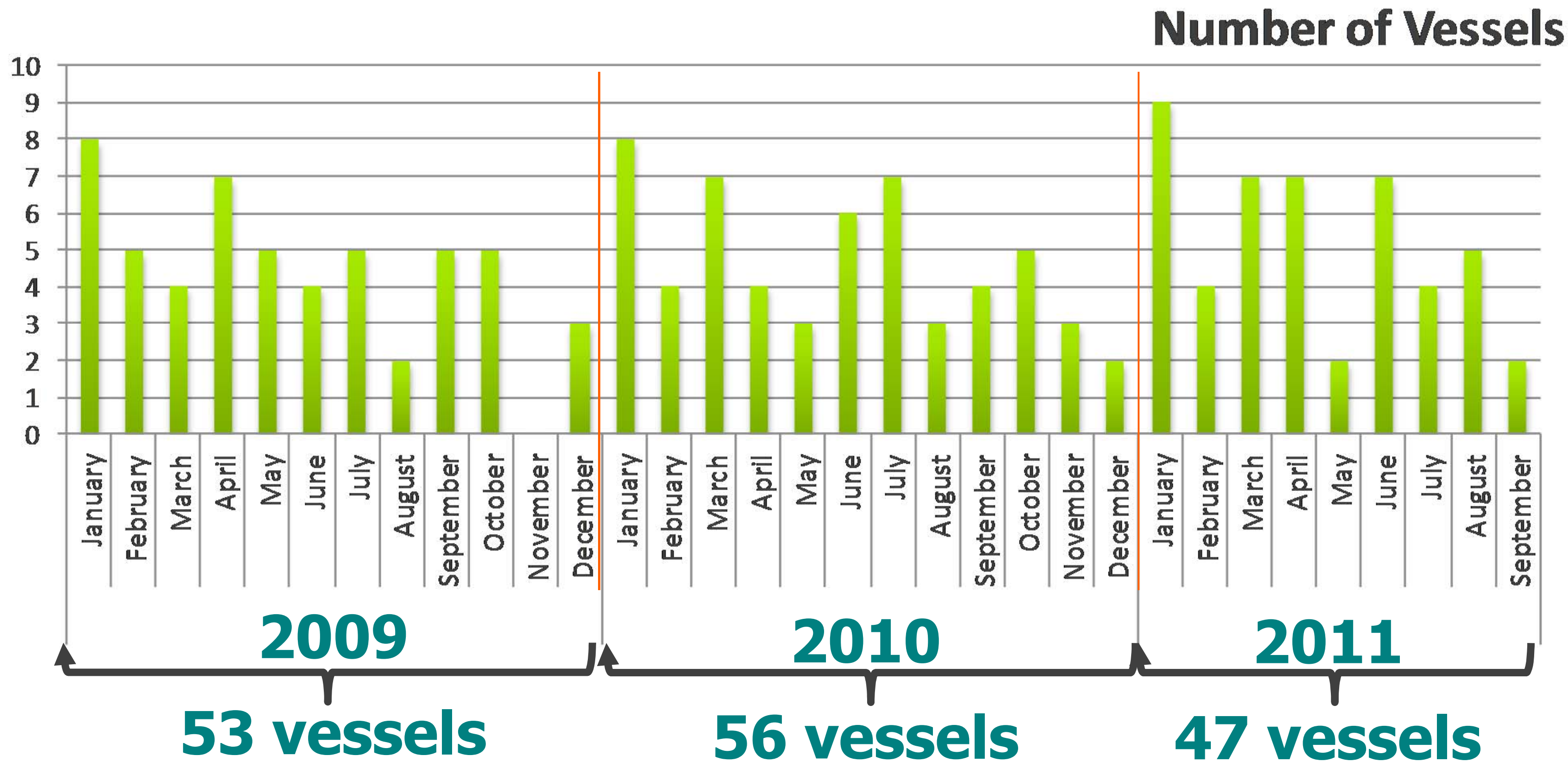
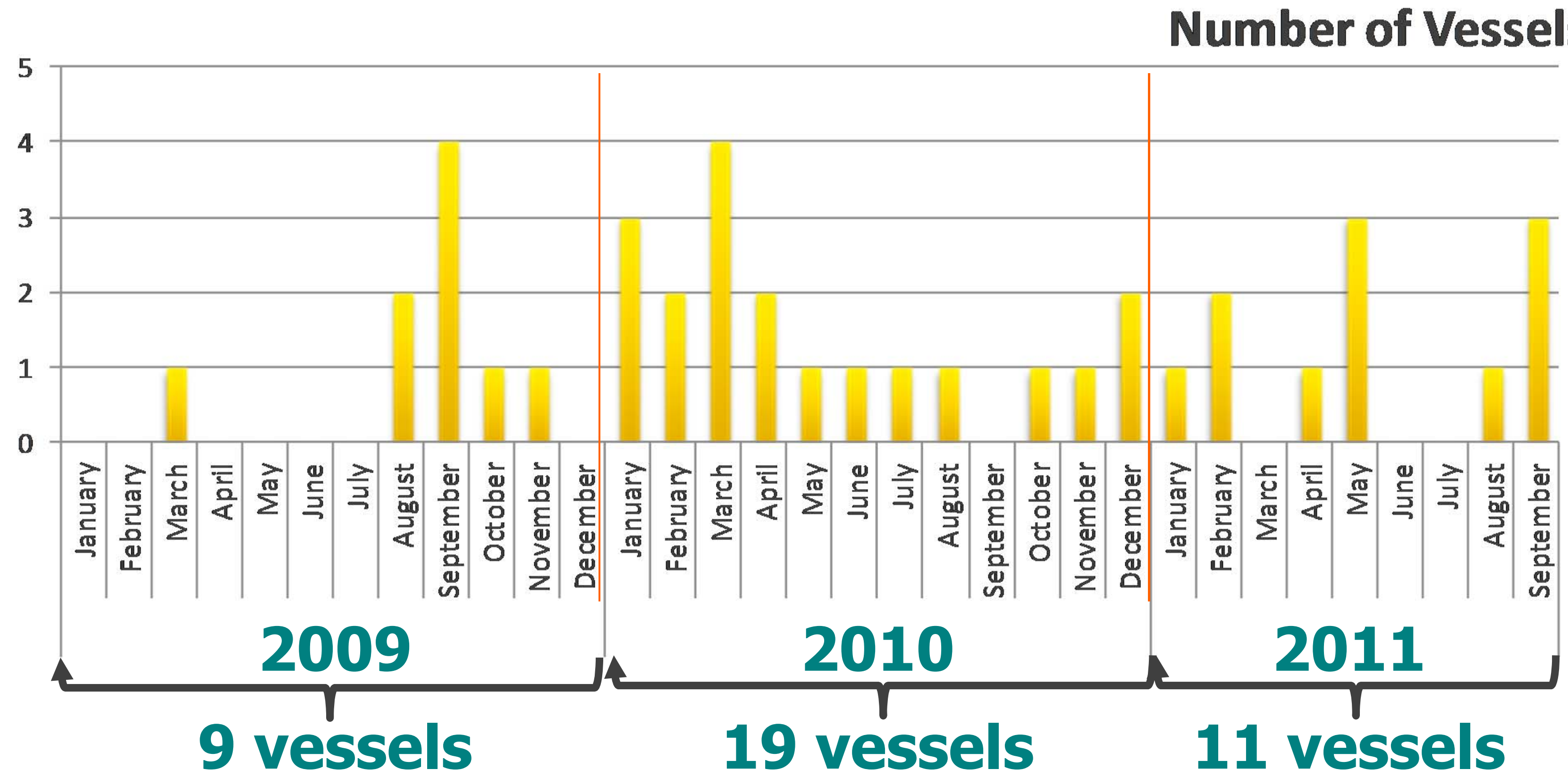
ULCC & VLCC NB Deliveries 2009-2011



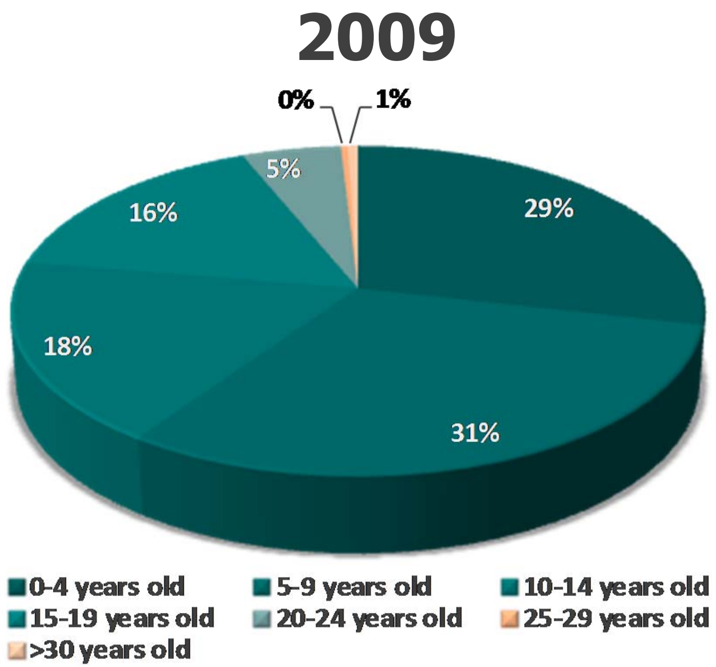
- **2011 we expect nearly the same number of ULCC & VLCC ships delivered as prior years i.e. ~57-59 ships.**

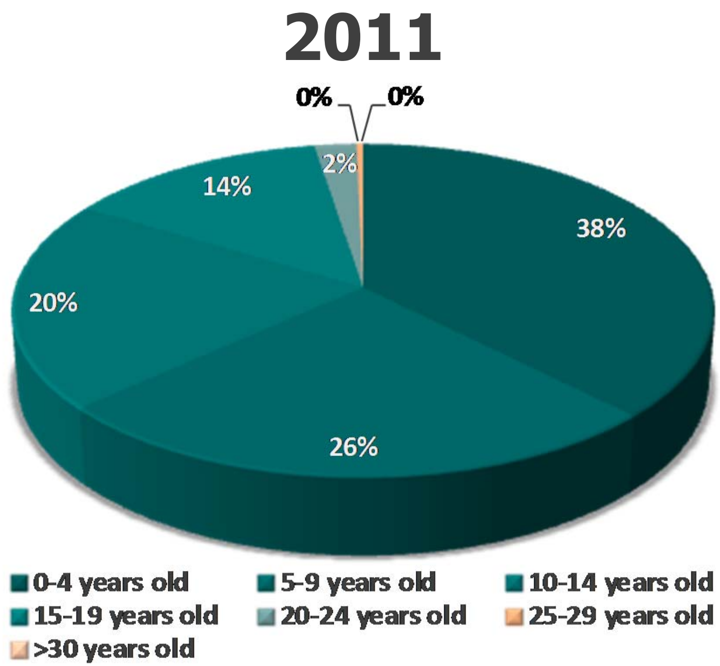
ULCC & VLCC Demolitions 2009-2011



- From 2001-2010 134 ULCC & VLCC's were scrapped of 41mil tons dwt.

ULCC & VLCC Fleet Age Distribution





- **ULCC & VLCC under 15 years old accounted for 78% of the fleet in 2009, while they now account for 84% of the total fleet. The portion of the fleet over 25 years old was 1% in 2009, while now it stands at nearly 0%.**

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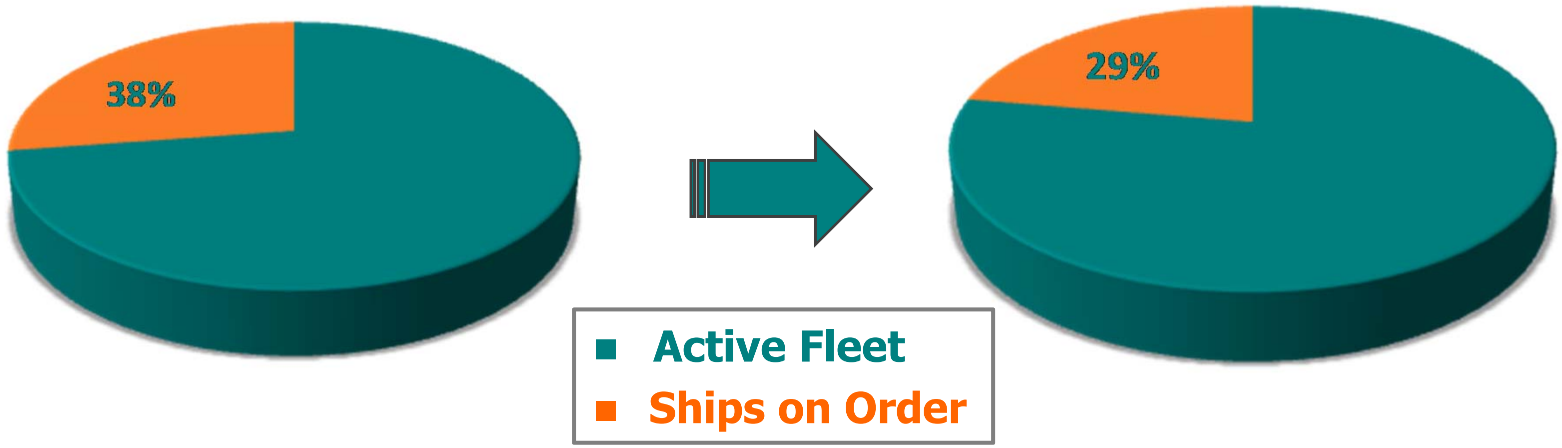
Suezmax – Active Vs Orderbook

2009 **2011**

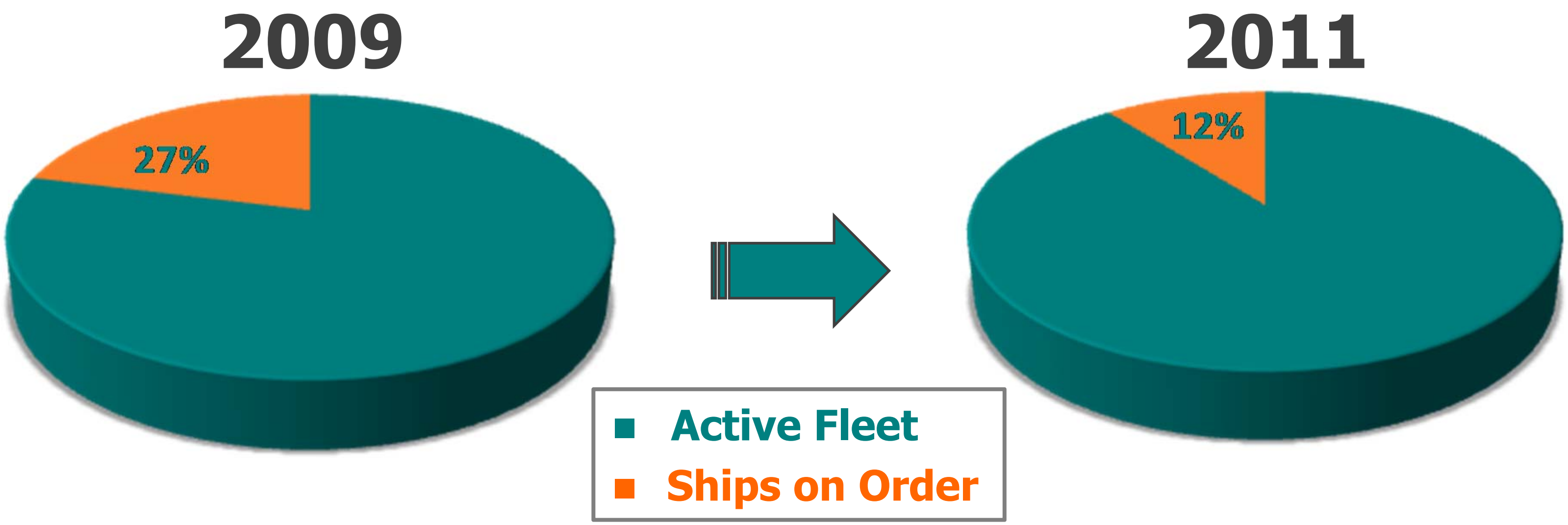


- **Active Fleet 2009: 59mill DWT**
- **Orderbook 2009: 22mill DWT**

- **Active Fleet 2011: 67mill DWT**
- **Orderbook 2011: 19mill DWT**

➡ **The Suezmax active fleet carrying capacity increased over the past 2 years by 14%, whereas the orderbook carrying capacity decreased by 14%**

Aframax – Active Vs Orderbook

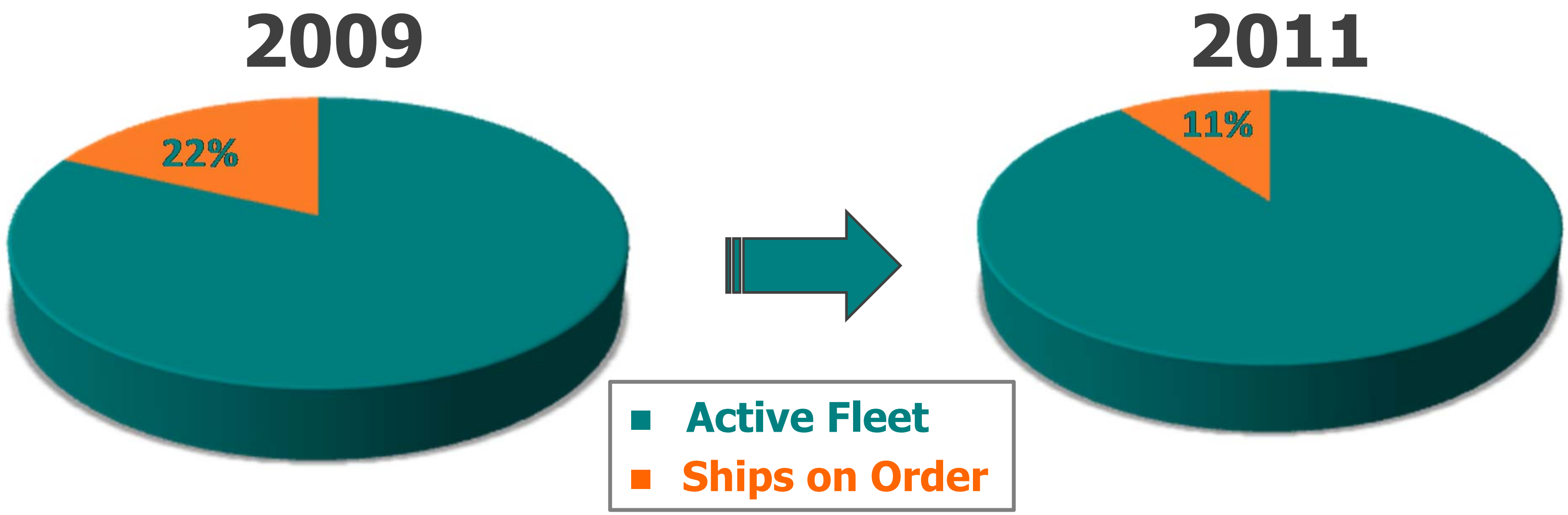


- Active Fleet 2009: 85mill DWT
- Orderbook 2009: 23mill DWT
- Active Fleet 2011: 95mill DWT
- Orderbook 2011: 11mill DWT

➡ **The Aframax active fleet carrying capacity increased over the past 2 years by 11%, whereas the orderbook carrying capacity decreased by 51%.**

➡ **Deliveries of most vessels, while fewer new orders placed.**

LR1/Panamax – Active Vs Orderbook

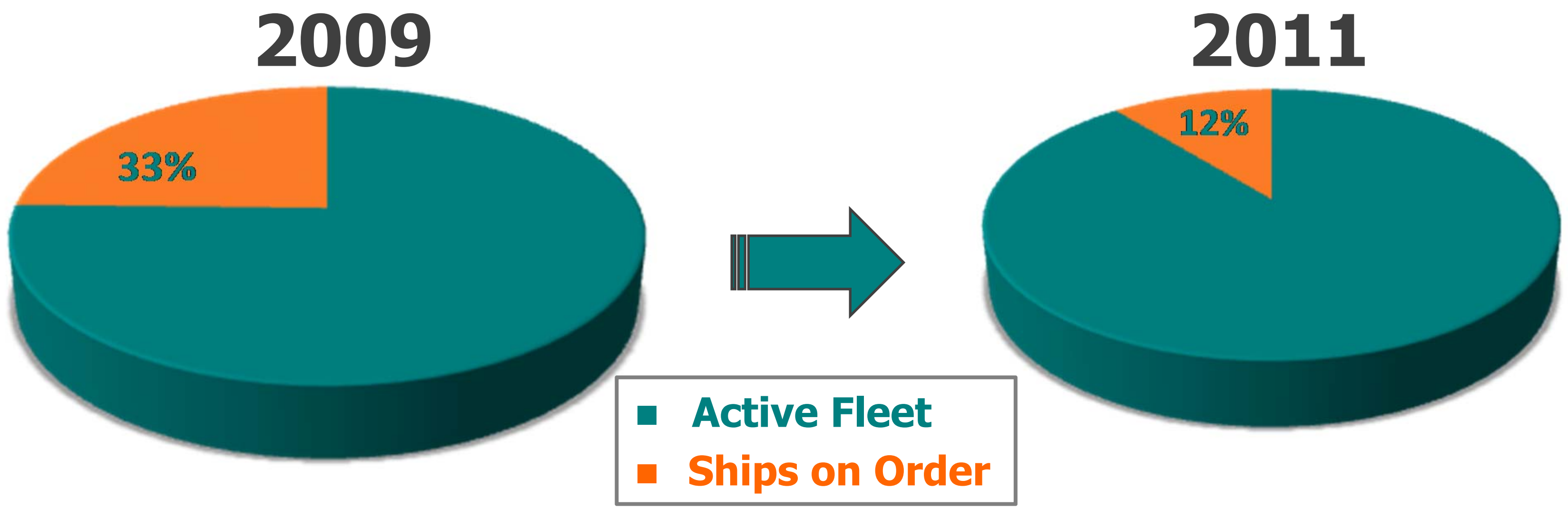


- Active Fleet 2009: 30mill DWT
- Orderbook 2009: 7mill DWT

- Active Fleet 2011: 31mill DWT
- Orderbook 2011: 4mill DWT

- The LR1/Panamax active fleet carrying capacity increased over the past 2 years by 3%, whereas the orderbook carrying capacity decreased by 46%
- Reduced new orders, some cancelled, 2.6mil tons scrapped

MR Tanker – Active Vs Orderbook

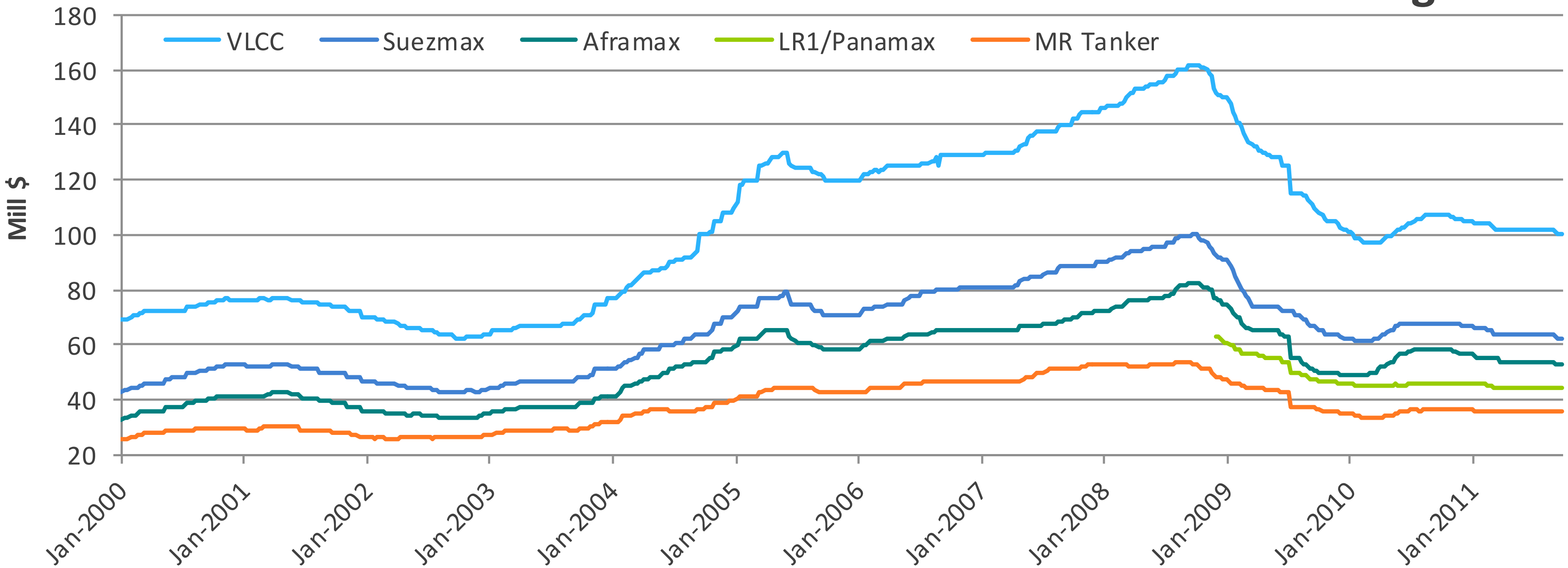


- Active Fleet 2009: 77mill DWT
- Orderbook 2009: 25mill DWT
- Active Fleet 2011: 82mill DWT
- Orderbook 2011: 10mill DWT

➡ **The MR Tanker active fleet carrying capacity increased over the past 2 years by 7%, whereas the orderbook carrying capacity decreased by 60%**

➡ **7mil tons MR's scrapped, greater level of cancellations, few new orders.**

Newbuilding Vessels



- **NB prices of all ship sizes are still just a notch above Jan-Feb 2010 post Financial Crisis low prices. The VLCC NB price was at $99mill in Jan-Feb 2010 while now is around $100.5mill.**

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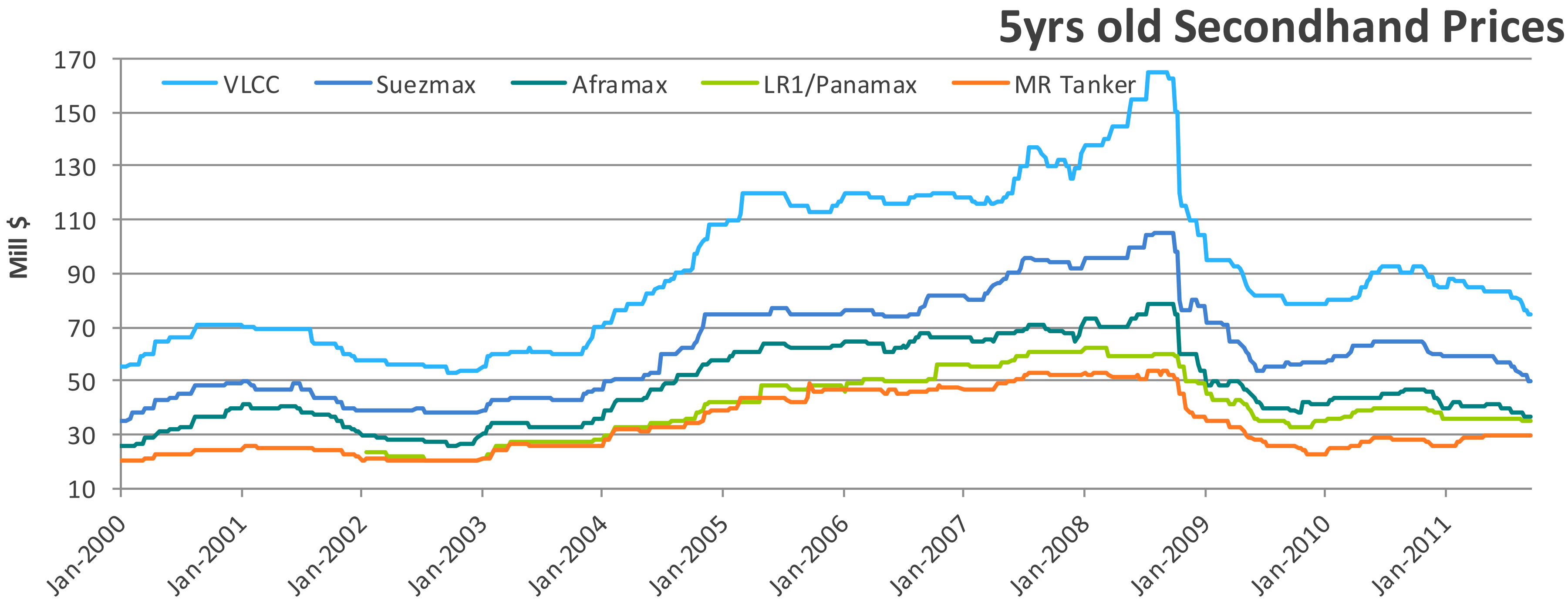
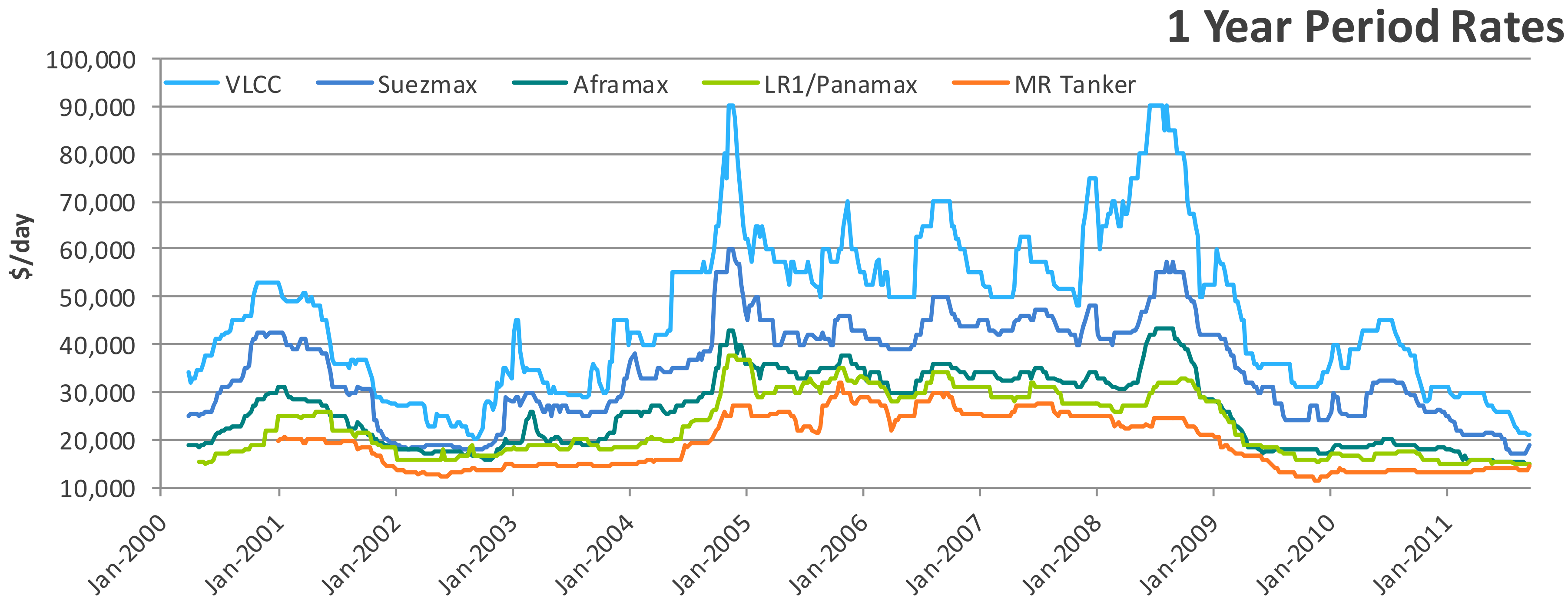
Tanker Vessel Prices

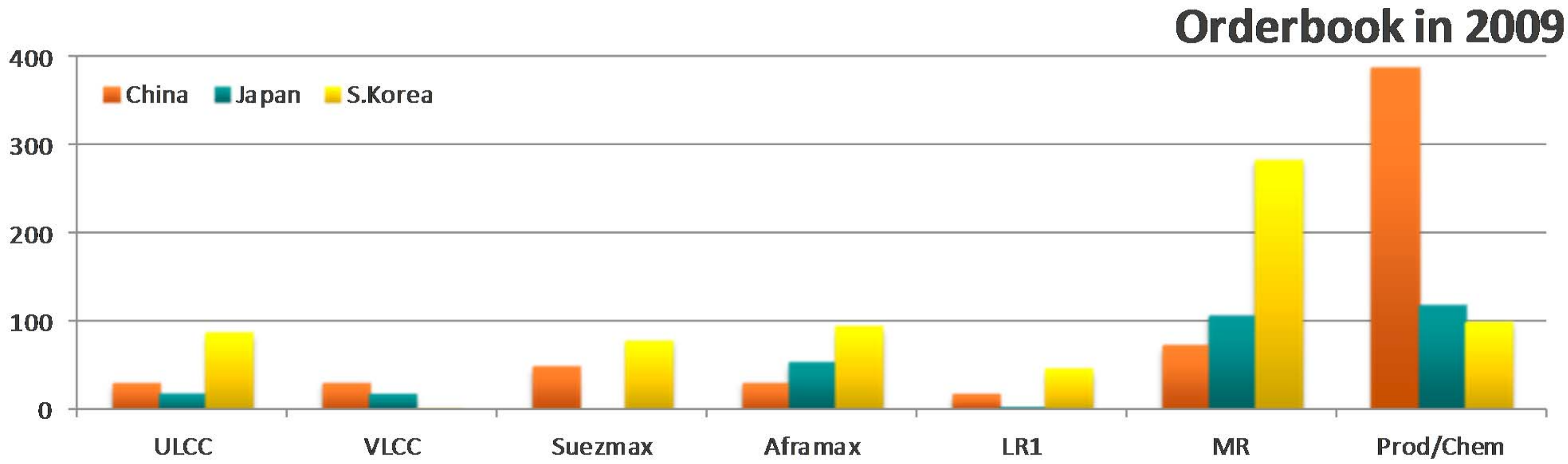


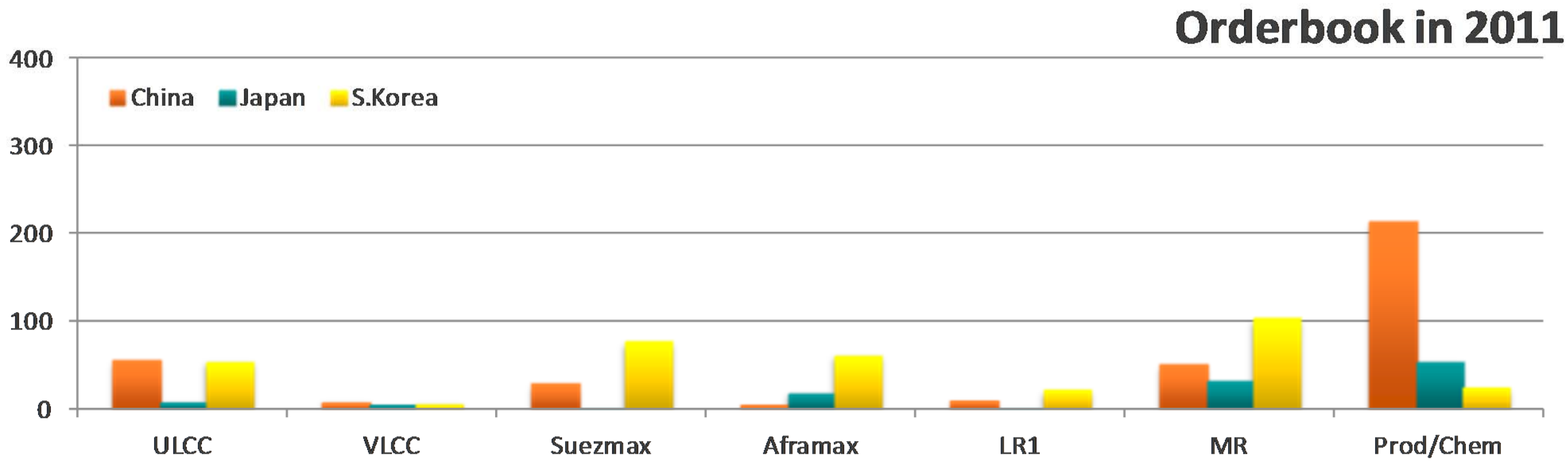
- **VLCC, Suezmax and Aframax 5yr prices are at the lowest levels since Dec 2003. LR1 and MR's prices are holding better compared to the lows of Jan 2010.**



- **VLCC T/C rates are nearly at the lowest level of 2000-2011 period, while Suezmaxes reached their lowest earning point during Aug 2011.**

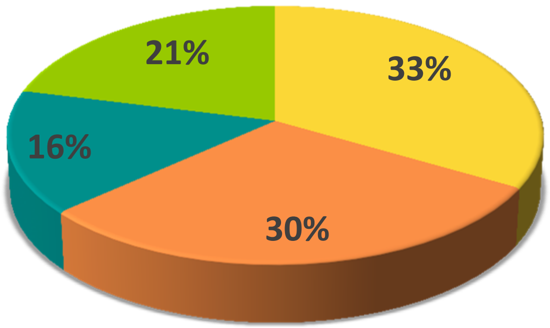
Tanker Orderbook by Country of Built





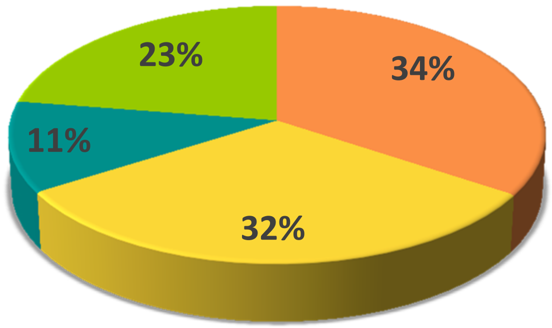
Tanker Orderbook by Country of Built

2009



S. Korea	698 vessels
China	631 vessels
Japan	323 vessels
Rest of the World	443 vessels

2011



China	378 vessels
S.Korea	351 vessels
Japan	125 vessels
Rest of the World	249 vessels

- **China has taken the lead and have 34% of all Tanker ships on order, as it has gained considerable experience on these type of ships while retaining a competitive pricing advantage.**

Sep2009 - Sep2011 (2 year comparison)

- **Tankers Active Fleet grew by 359 ships of 40.1mil tons**
- **NewBuildings Deliveries 1326 ships of 86.2mil tons dwt**
- **Scrapping of 606 Tankers of 30.1mil tons dwt**

- **Cancellations of 408 NB ships of 20.4mil tons dwt**
- **New Orders for 742 ships of 51.1mil tons dwt**

Section 1: Dry Bulkers

- Dry Bulker fleet overview: changes seen between 2009-2011
- A closer look at the changes seen in the VLOC & Capes fleet
- A quick overview of changes in all other Dry Bulk size segments
- What influence these changes had on Dry Bulk Prices and Freight Rates

Section 2: Tankers

- Tanker fleet overview: changes seen between 2009-2011
- A closer look at the changes seen in the ULCC & VLCC fleet
- A quick overview of changes in all other Tanker size segments
- What influence these changes had on Tanker Prices and Freight Rates

Section 3: Conclusion – Open Discussion

- **Which Sector has faired better during these past 2 years**
- **Where do we see most promise for the future**

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Σας Ευχαριστούμε

For any further queries please do not hesitate to contact our Research Department.

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