Size matters
Endorsed by the IMSF
Basis for size categories

- Dimensional limitations
  - Passages, straits, canals, bridges, locks.....
- Operational
  - Rate setting mechanisms
  - Cargo batch sizes
  - Type of service
  - Range of service
  - .....
Lingo

- Handysize, small/large
- Handymax, large
- Supramax
- Panamax, sub/post/new
- Kamsarmax
- Capesize, mini
- VLOC
- MR, small/large
- Aframax
- Suezmax
- VLCC
- ULCC
- VLGCC
- Feeder
- ULCS
- Seawaymax
- Chinamax
- Q-max
- Säfflemax
- ....
Dimensional limitations
Panama Canal

Panamax
- L 294.1 m
- B 32.3 m
- D 12.04 m
- H 61.3

New Panamax
- L 366 m
- B 49 m
- D 15.2 m
- H 61.3
Suez Canal

Suez Canal Bridge
Shohada 25 January Bridge
Egyptian-Japanese Friendship Bridge

Max draft: 20.1 m, Max height: 68 m
The Strait of Malacca

Depth 25 m. Max draft 21 m.
St Lawrence Seaway

- L 225.6 m (740 feet)
- B 23.8 m (78 feet)
- D 7.9 m (26 feet)
- H 35.5 m (116 feet)
Qatar: Q-max

- L 345 m (1,132 ft)
- B 53.8 m (177 ft)
- H 34.7 m (114 ft)
Other

- Bayonne Bridge: H 46-48 m (151-156 ft)
- Baltic Sea (Great Belt): D 15.4m
- Kiel Canal: L 235m, B 32.5m, H 40m, D 9.5m
- Bosporus: L ≈300m, D ≈15m, H 58m
The perfect fit
## Dry bulk carriers

<table>
<thead>
<tr>
<th>Size category</th>
<th>DWT-range</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Small Handysize</td>
<td>10,000 - 24,999 dwt</td>
<td>Seawaymax</td>
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<tr>
<td>Large Handysize</td>
<td>25,000 - 39,999 dwt</td>
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<td>Panamax</td>
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<tr>
<td>New Panamax</td>
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<tr>
<td>Mini Capesize</td>
<td>85,000 - 129,999 dwt</td>
<td>&gt;Suez</td>
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<tr>
<td>Capesize</td>
<td>130,000 dwt &gt;</td>
<td>&gt;Suez</td>
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Dry bulk carriers
Beam & DWT

[Graph showing beam and deadweight tonnage ranges with numerical data]
## Dry bulk carriers

<table>
<thead>
<tr>
<th>Size category</th>
<th>Indicative DWT-range</th>
<th>L</th>
<th>B</th>
<th>D</th>
<th>H</th>
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<td>Small Handysize</td>
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<td>Large Handysize</td>
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<td>Large Handymax</td>
<td>50,000 - 59,999 dwt</td>
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<tr>
<td>Panamax</td>
<td>60,000 - 99,999 dwt</td>
<td>294.0</td>
<td>32.3</td>
<td>12.0</td>
<td>61.3</td>
</tr>
<tr>
<td><strong>New Panamax</strong></td>
<td><strong>60,000 - 199,999 dwt</strong></td>
<td>366.0</td>
<td>49.0</td>
<td>15.2</td>
<td>61.3</td>
</tr>
<tr>
<td>Mini Capesize</td>
<td>85,000 - 129,999 dwt</td>
<td>&gt;32.3</td>
<td>&gt;20.1</td>
<td>&gt;68</td>
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<tr>
<td>Capesize</td>
<td>130,000 dwt &gt;</td>
<td>&gt;32.3</td>
<td>&gt;20.1</td>
<td>&gt;68</td>
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## Tankers

<table>
<thead>
<tr>
<th>Size category</th>
<th>Indicative DWT-range</th>
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<th>B</th>
<th>D</th>
<th>H</th>
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<tbody>
<tr>
<td>Handy</td>
<td>10,000 - 26,999 dwt</td>
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<tr>
<td>MR Small</td>
<td>27,000 - 39,999 dwt</td>
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<tr>
<td>MR Large</td>
<td>40,000 - 54,999 dwt</td>
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<tr>
<td>Panamax</td>
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<td>15.2</td>
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<td>Aframax</td>
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<td>Suezmax</td>
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<td>VLCC</td>
<td>200,000 - 319,999 dwt</td>
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<td>ULCC</td>
<td>320,000 dwt &gt;</td>
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</table>
Aframax: Average Freight Rate Assessment

- Once 79,999 dwt - the largest vessel included in the "large range 1" category.
- Originally an indicator of freight values, published by the London Tanker Brokers’ Panel (1954-).
- Recognized method to assess freight element in oil sale agreements. $/mt & WS equivalent.

- Five dwt-groups:
  - Medium range; 25,000 - 44,999
  - Large range 1; 45,000 - 79,999
  - Large range 2; 80,000 - 159,999
  - VLCC; 160,000 - 319,999
  - ULCC; 320,000 - 549,999

- Three categories:
  - Long term charters
  - Short term charters
  - Single voyage charters
## Container carriers

<table>
<thead>
<tr>
<th>Size category</th>
<th>Indicative DWT-range</th>
<th>L</th>
<th>B</th>
<th>D</th>
<th>H</th>
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</thead>
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<td>Feeder</td>
<td>&lt; 999 TEU</td>
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<tr>
<td>Feeder/Handy</td>
<td>1,000 - 1,999 TEU</td>
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<tr>
<td>Sub Panamax</td>
<td>2,000 - 2,999 TEU</td>
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<tr>
<td>Panamax</td>
<td>3,000 - 9,999 TEU</td>
<td>294.0</td>
<td>32.3</td>
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<td>61.3</td>
</tr>
<tr>
<td>New Panamax</td>
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<td>366.0</td>
<td>49.0</td>
<td>15.2</td>
<td>61.3</td>
</tr>
<tr>
<td>ULCS</td>
<td>10,000 TEU &gt;</td>
<td></td>
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</tr>
</tbody>
</table>
Other vessel types:

- Vehicle roro
- Roro
- Ferry/Ropax
- Cruise
- ....
Thank you!
Chris Pålsson, Director, IHS Fairplay

chris.palsson@ihs.com
# UNCTAD Review of Maritime Transport

## Crude oil tankers
- ULCC, double-hull: 350,000 dwt plus
- ULCC, single hull: 320,000 dwt plus
- VLCC, double-hull: 200,000–349,999 dwt
- VLCC, single hull: 200,000–319,999 dwt
- Suezmax crude tanker: 125,000–199,999 dwt
- Aframax crude tanker: 80,000–124,999 dwt; moulded breadth > 32.31 m
- Panamax crude tanker: 50,000–79,999 dwt; moulded breadth < 32.31 m

## Dry bulk and ore carriers
- Large capesize bulk carrier: 150,000 dwt plus
- Small capesize bulk carrier: 80,000–149,999 dwt; moulded breadth > 32.31 m
- Panamax bulk carrier: 55,000–84,999 dwt; moulded breadth < 32.31 m
- Handymax bulk carrier: 35,000–54,999 dwt
- Handysize bulk carrier: 10,000–34,999 dwt

## Ore/oil Carrier
- VLOO: 200,000 dwt

## Container ships
- Post-Panamax container ship: moulded breadth > 32.31 m
- Panamax container ship: moulded breadth < 32.31 m