

Drivers for New Ship Ordering

-- a 2026 perspective

Macro trends
Crude oil carrier
Dry bulk carriers
Container carriers
Total New Ordering
Total fleet

IMSF
Hamburg
24th of October 2022
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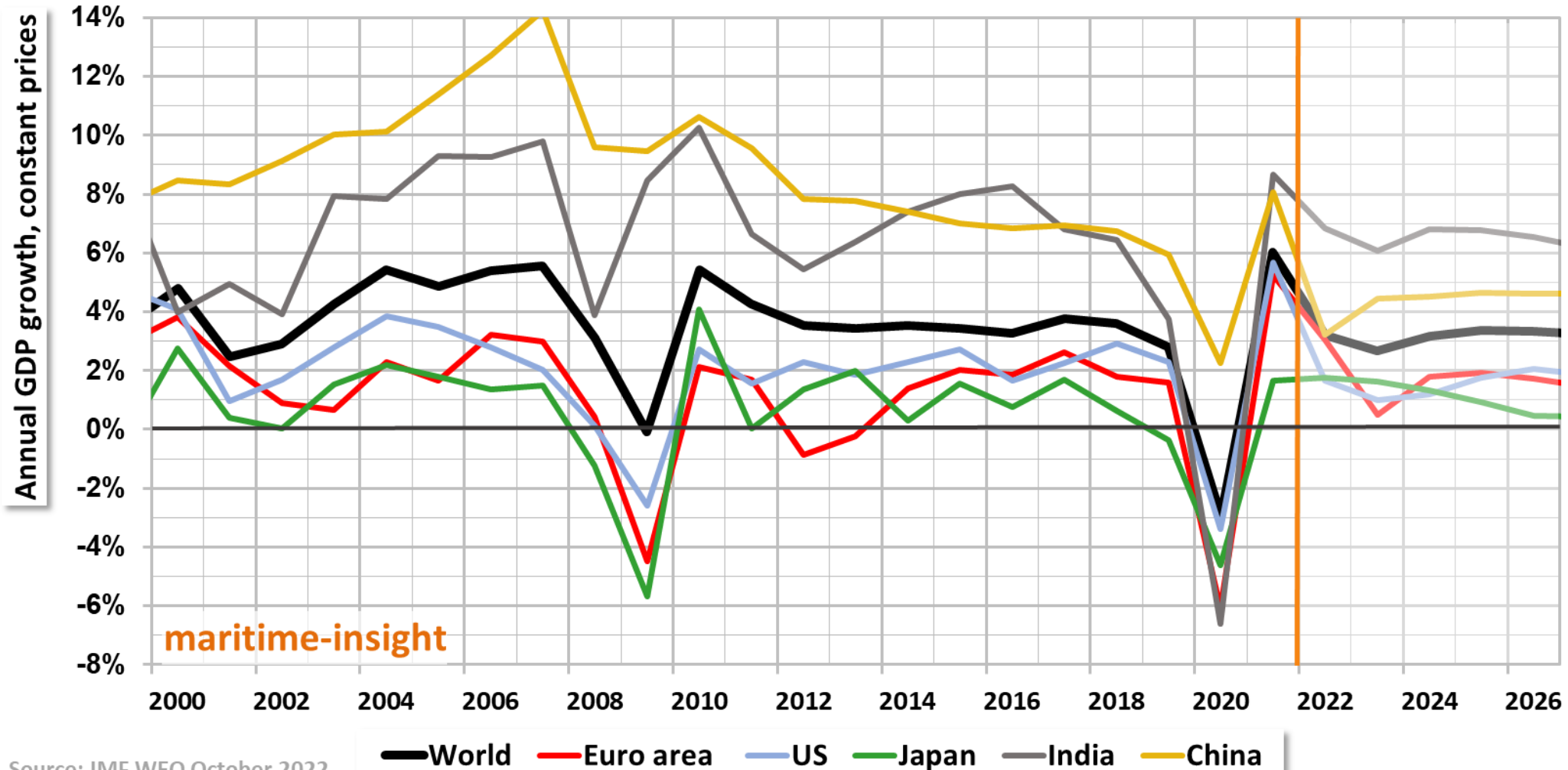
There are always reasons to order a new ship!

- Replacements
- Expectations of (high) future trade growth
- Current strong market
- Economies of scale
- Energy efficiency
- Environmental performance
- Cheap ships, aggressive shipyards
- Creative financial offerings
- Nationalistic reasons
- Share holders' expectations
- Competitors' actions
- Changes in infrastructure

And sometimes not!

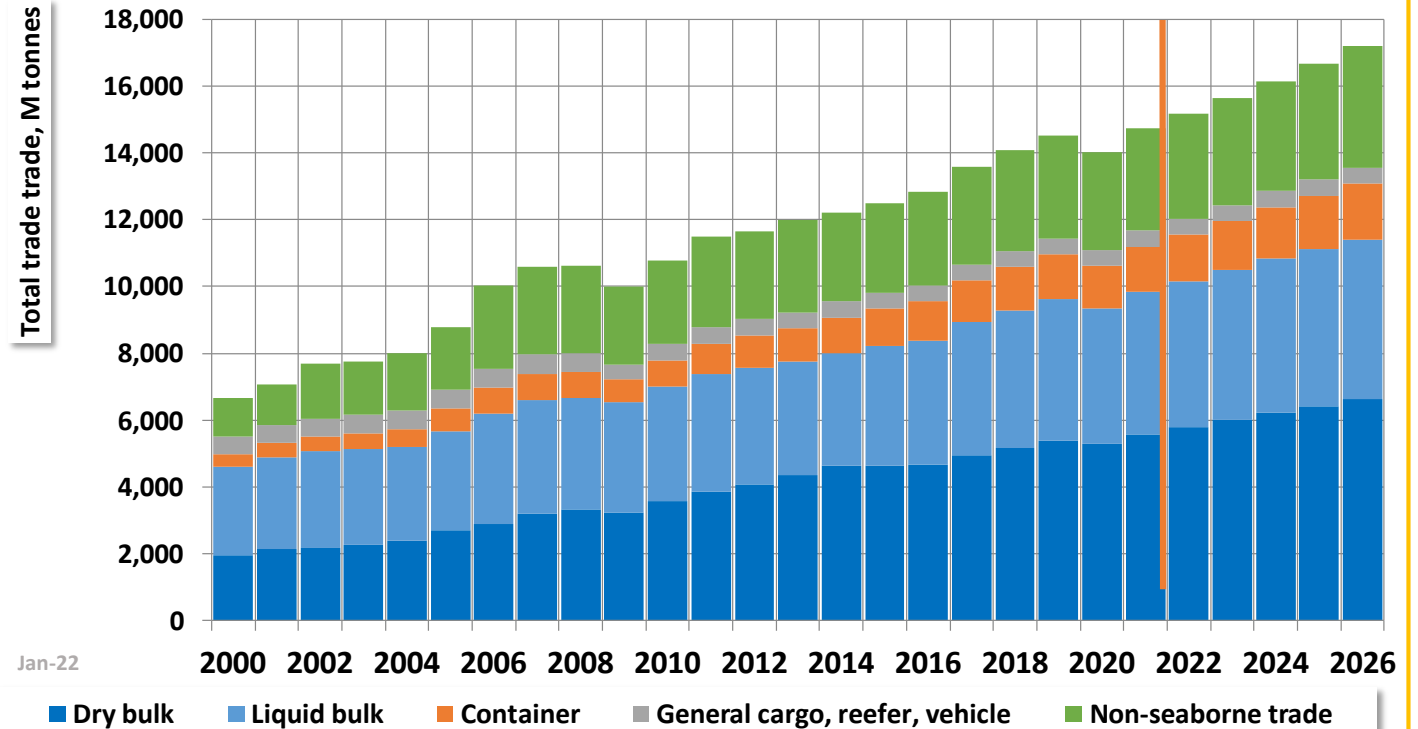
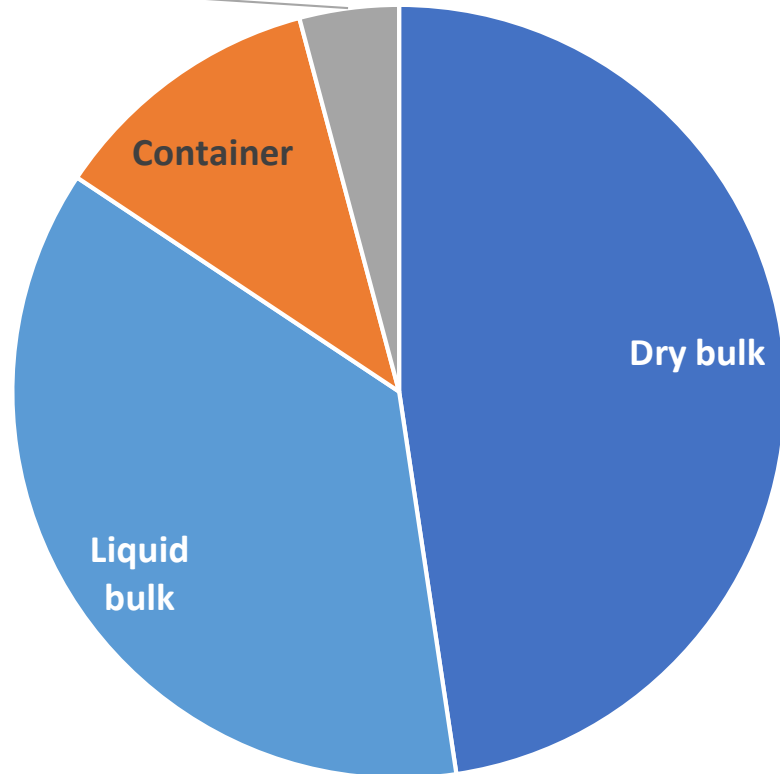
- Financial difficulties
- Weak current market
- Expectations of low future trade growth
- Large orderbook

Global GDP to grow by 3.2% in 2022 and 2.7% in 2023
US 1.6 & 1.0%, China 3.2 & 4.4% and Euro area 3.1 & 0.5%!



79% of global trade is carried at sea (metric tonnes) Follows the GDP (\approx) since 2010 and onwards

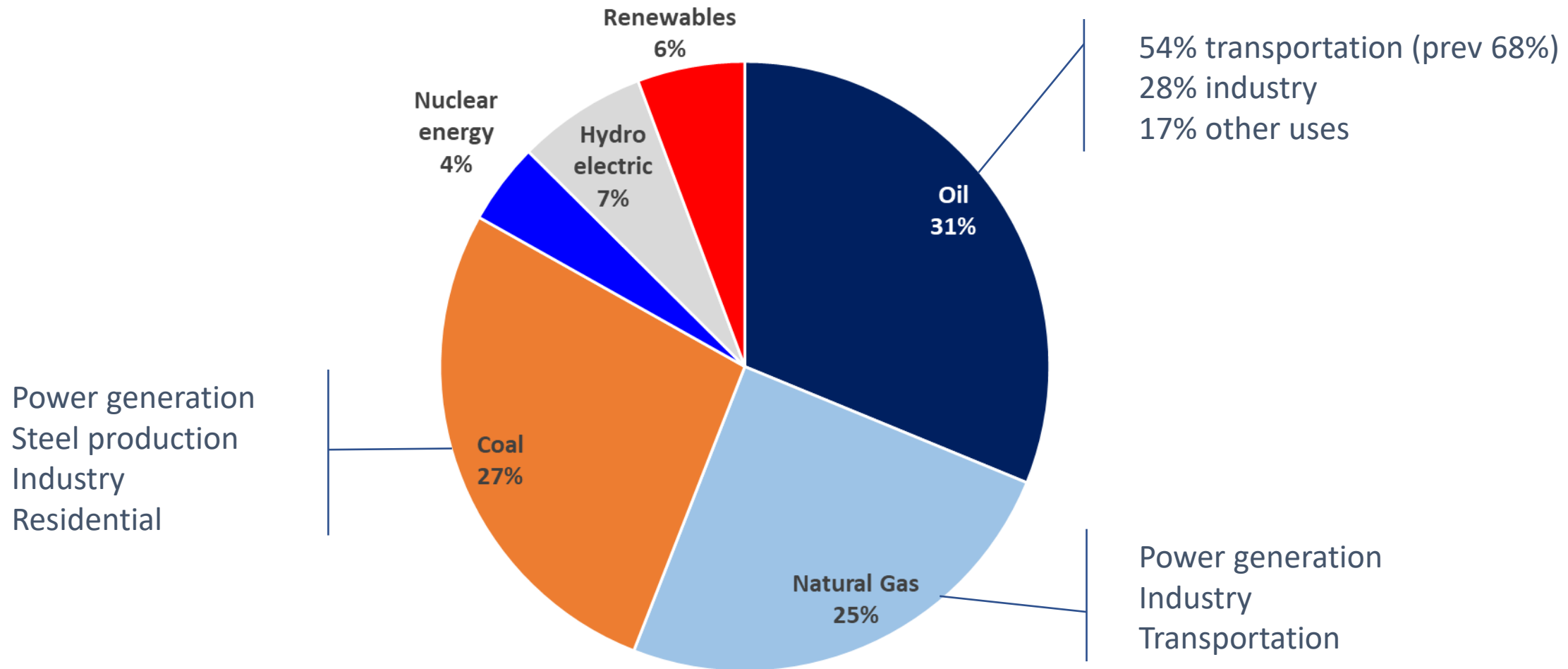
General cargo,
reefer, vehicle



\approx 43% of volumes relate to energy

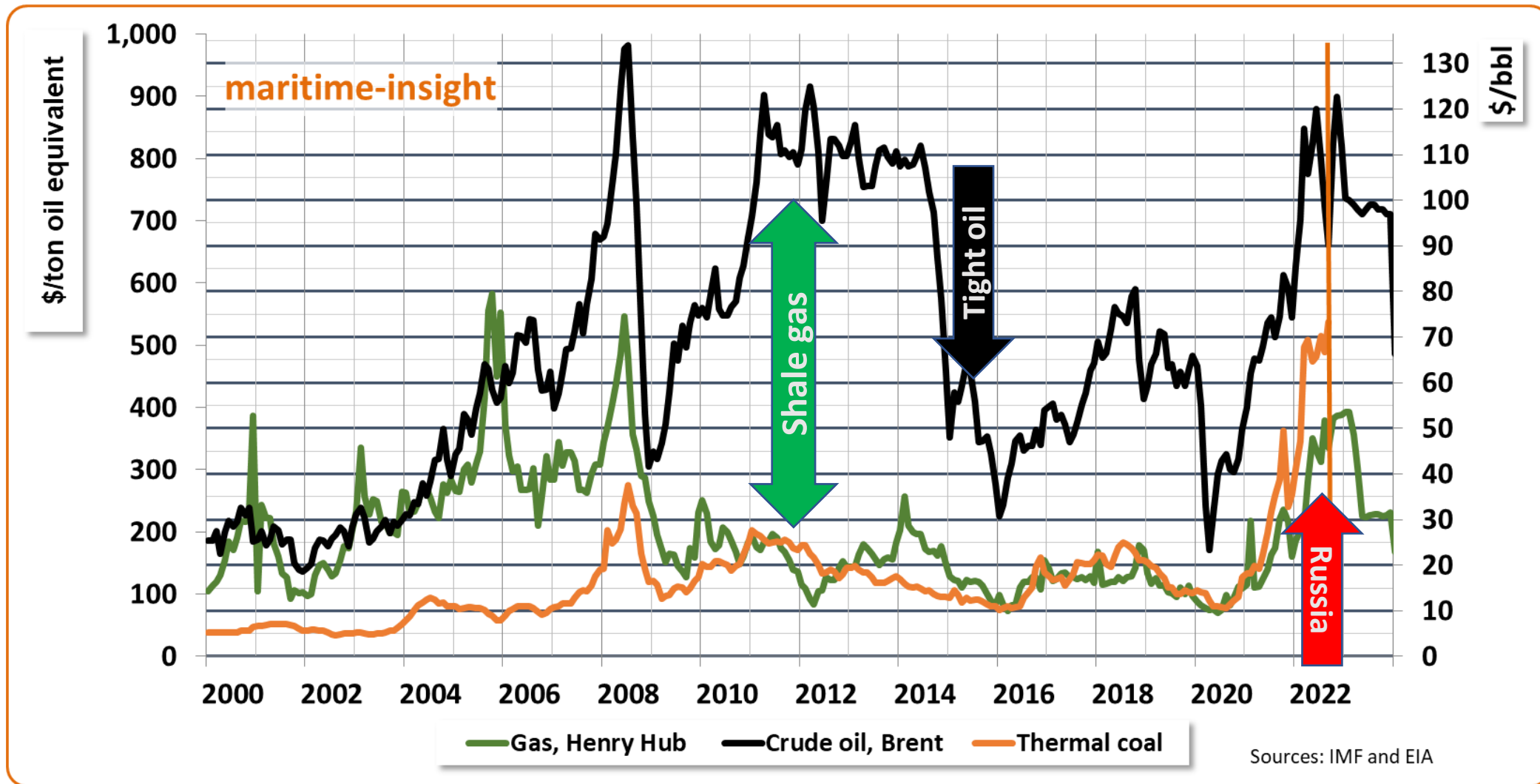
- Crude oil
- Refined oil
- LNG & LPG
- Coal
- Biofuel
- Renewables ...

The world is still completely dependant on fossil fuels.
83% of primary energy use are sourced from oil, gas or coal.

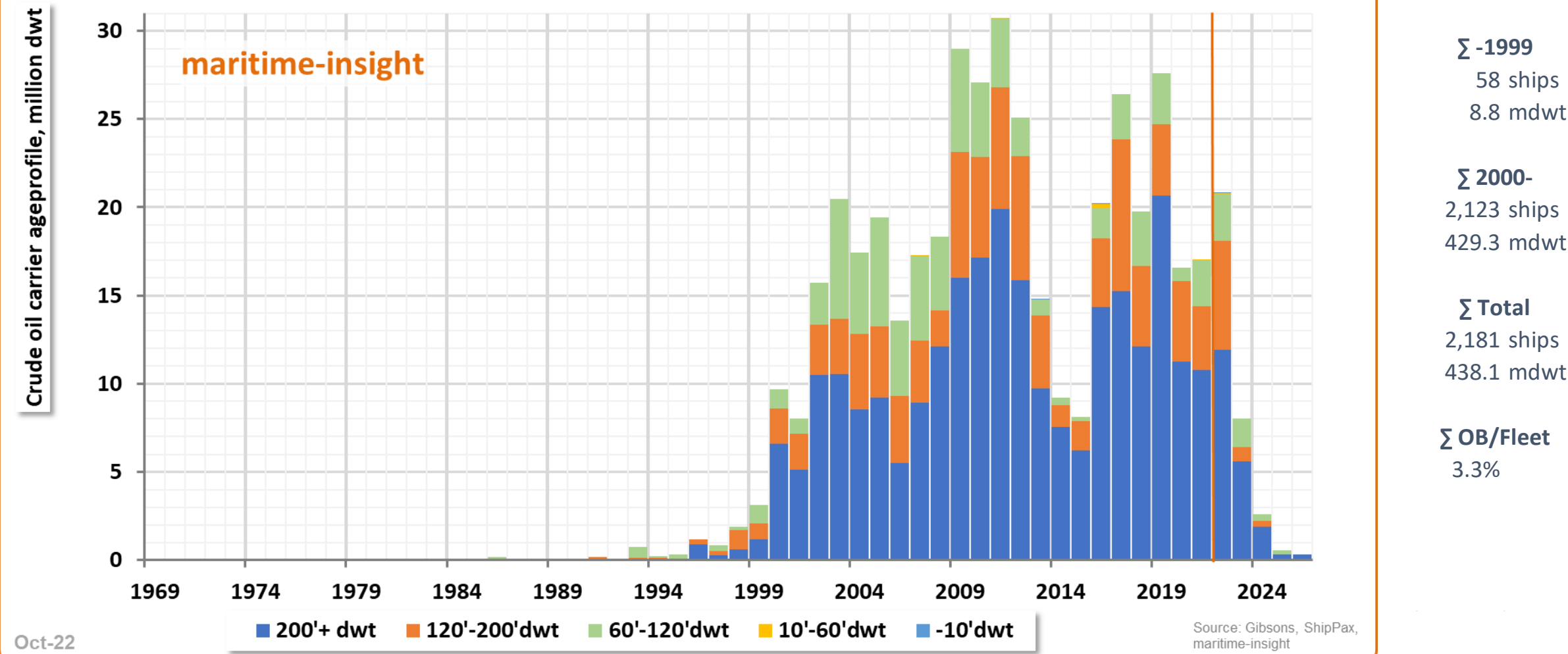


Source: BP Statistical Review of world energy 2021

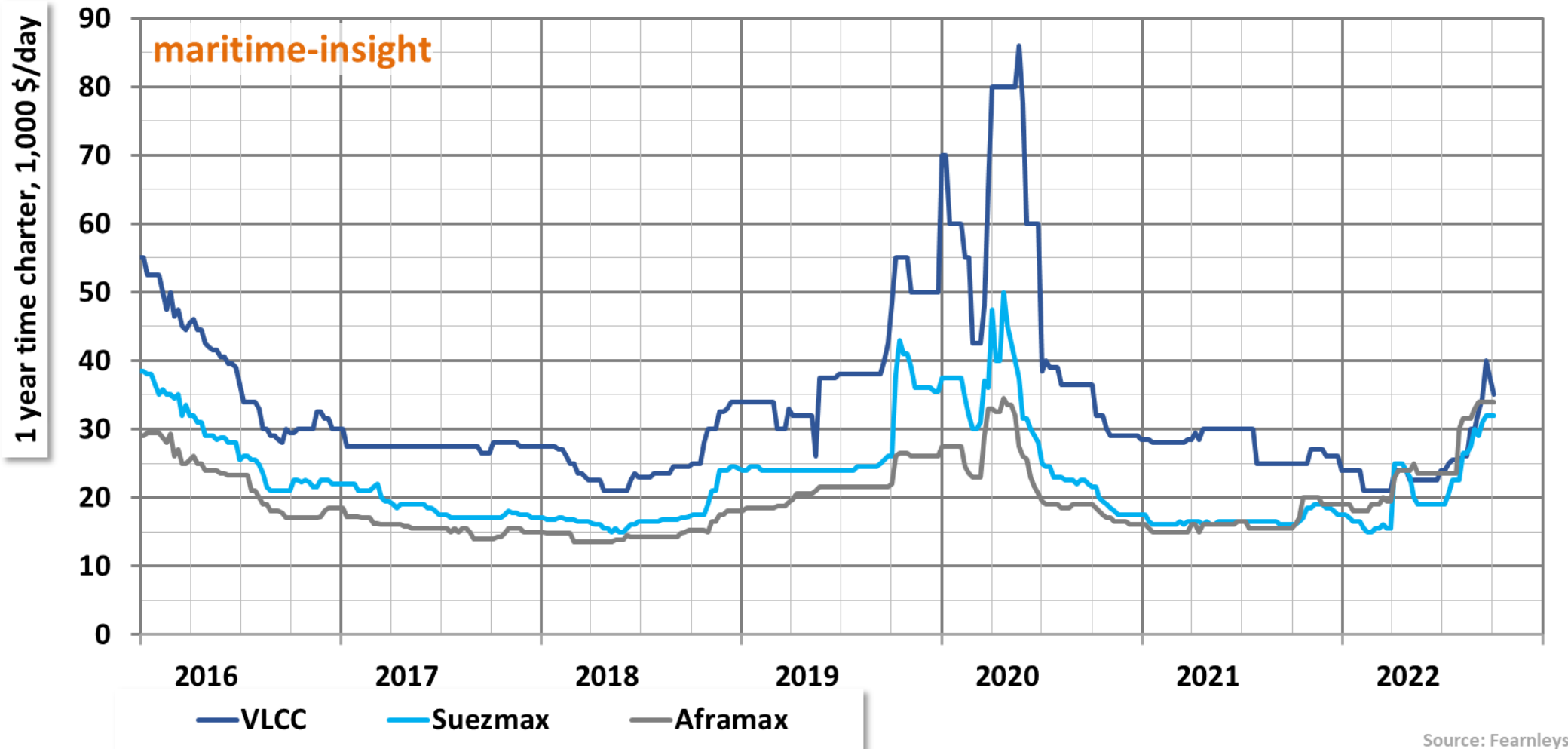
Cheap coal and gas remain attractive energy sources, but Russia's war on Ukraine has affected prices



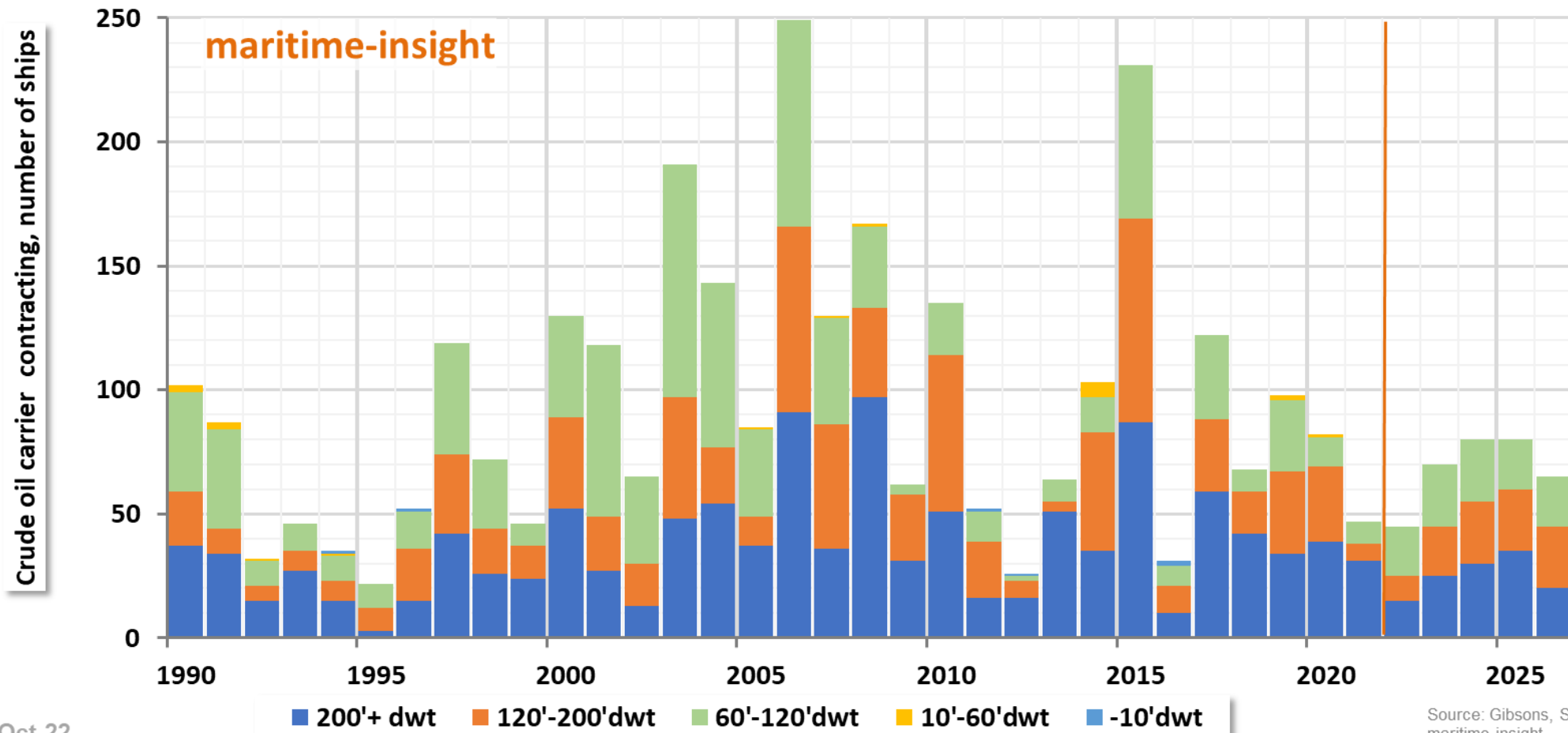
The crude oil fleet ageprofile, only 9M dwt old tonnage.



Better rates combined with an extreme low orderbook
should drive new orders!

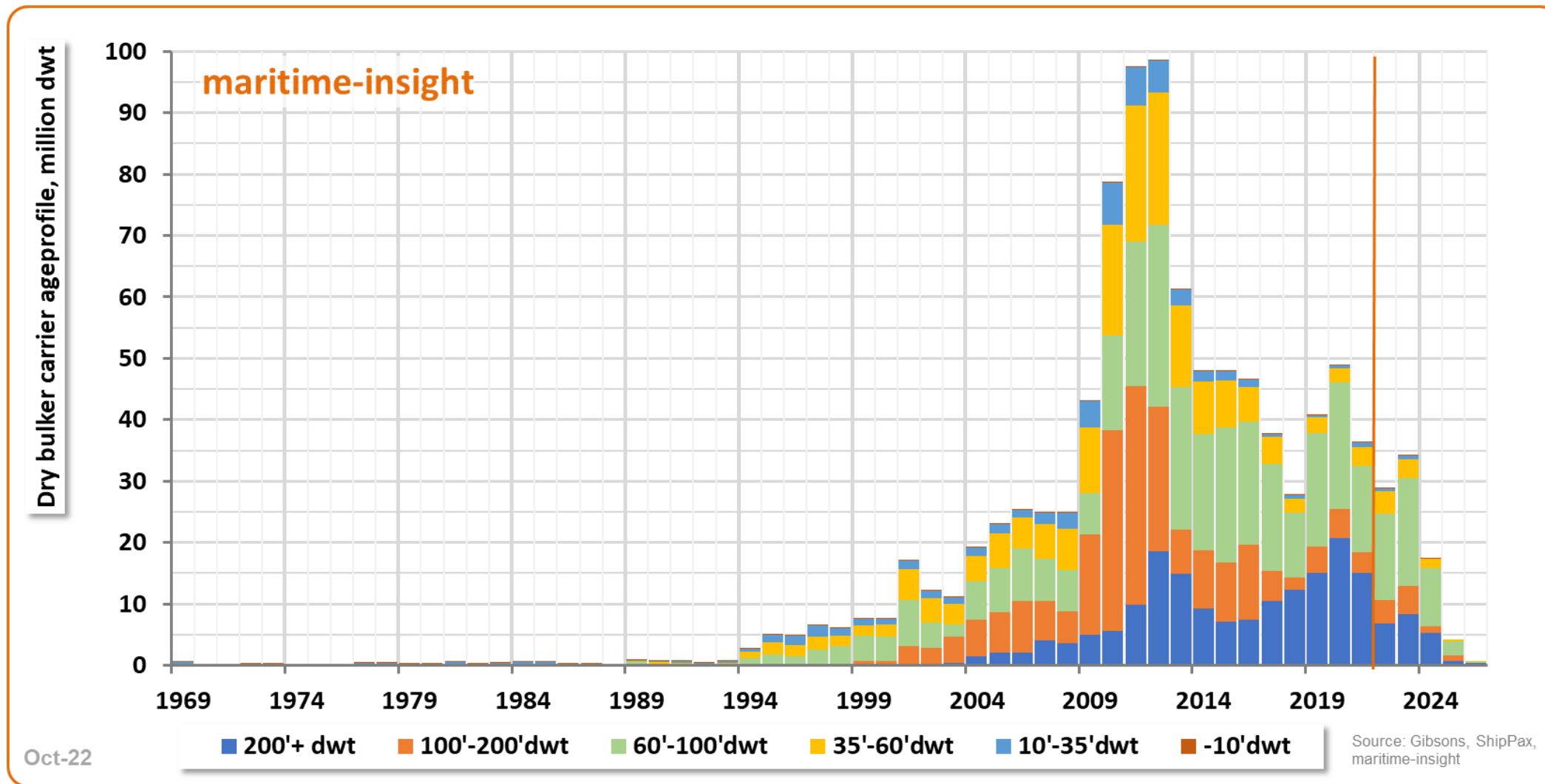


New contracts forecast to increase – but worrisome times hold real increases back, orderbook/fleet ratio <10% in 2026



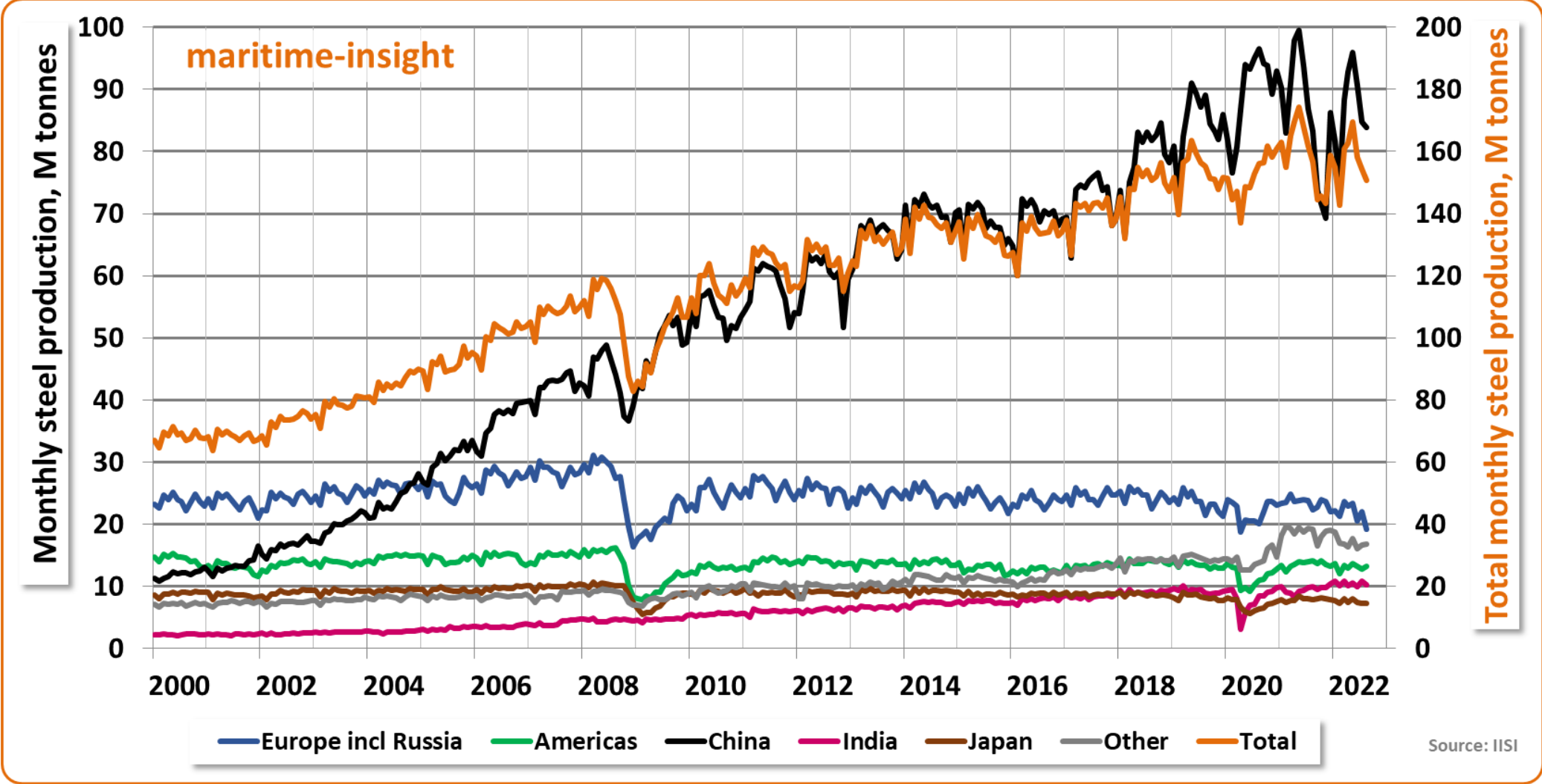
Source: Gibsons, ShipPax, maritime-insight

The **dry bulk carrier**, 945M dwt fleet with a modest 6.6% orderbook!

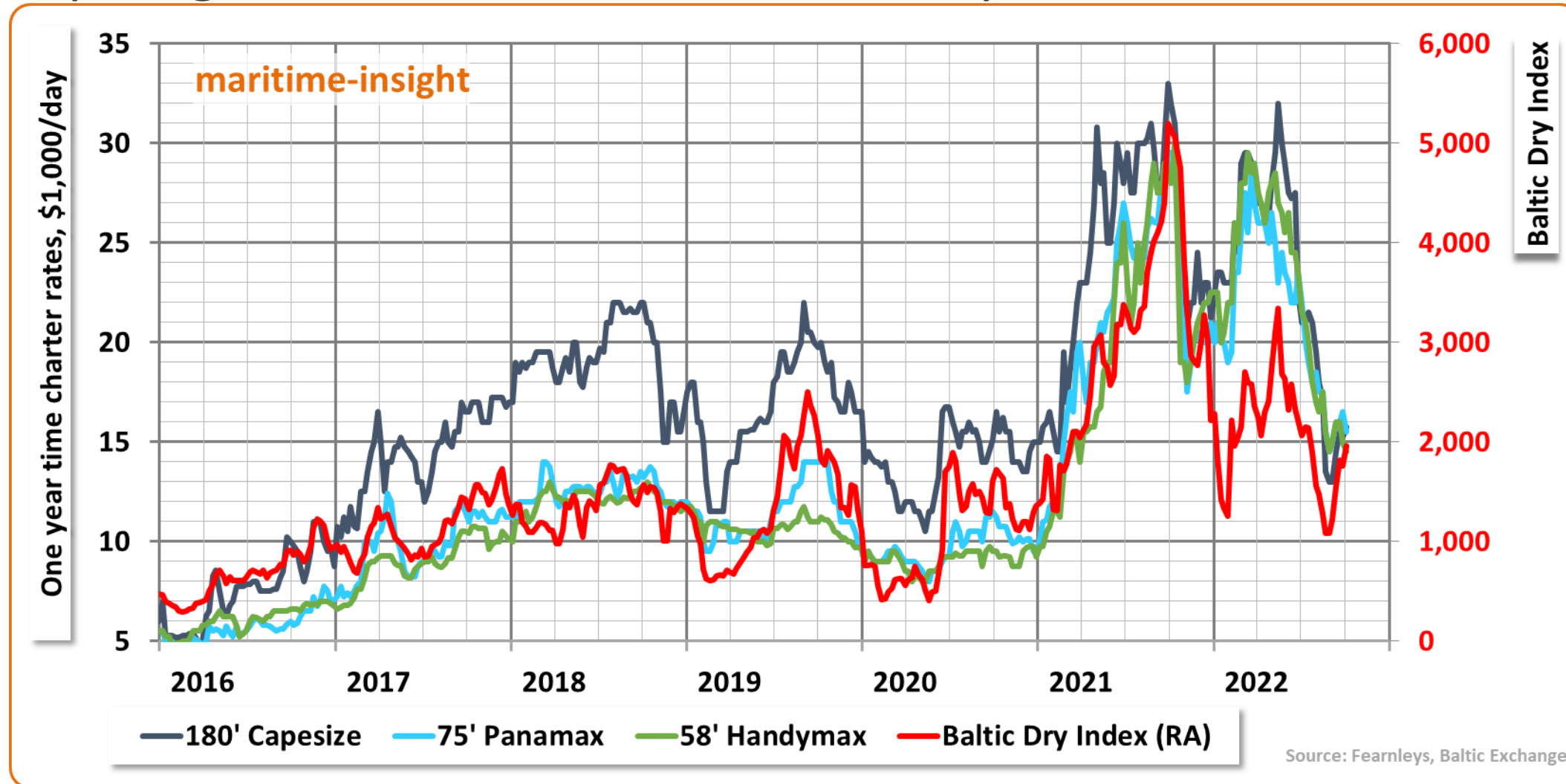


Steel, the most important market for dry bulk trade!

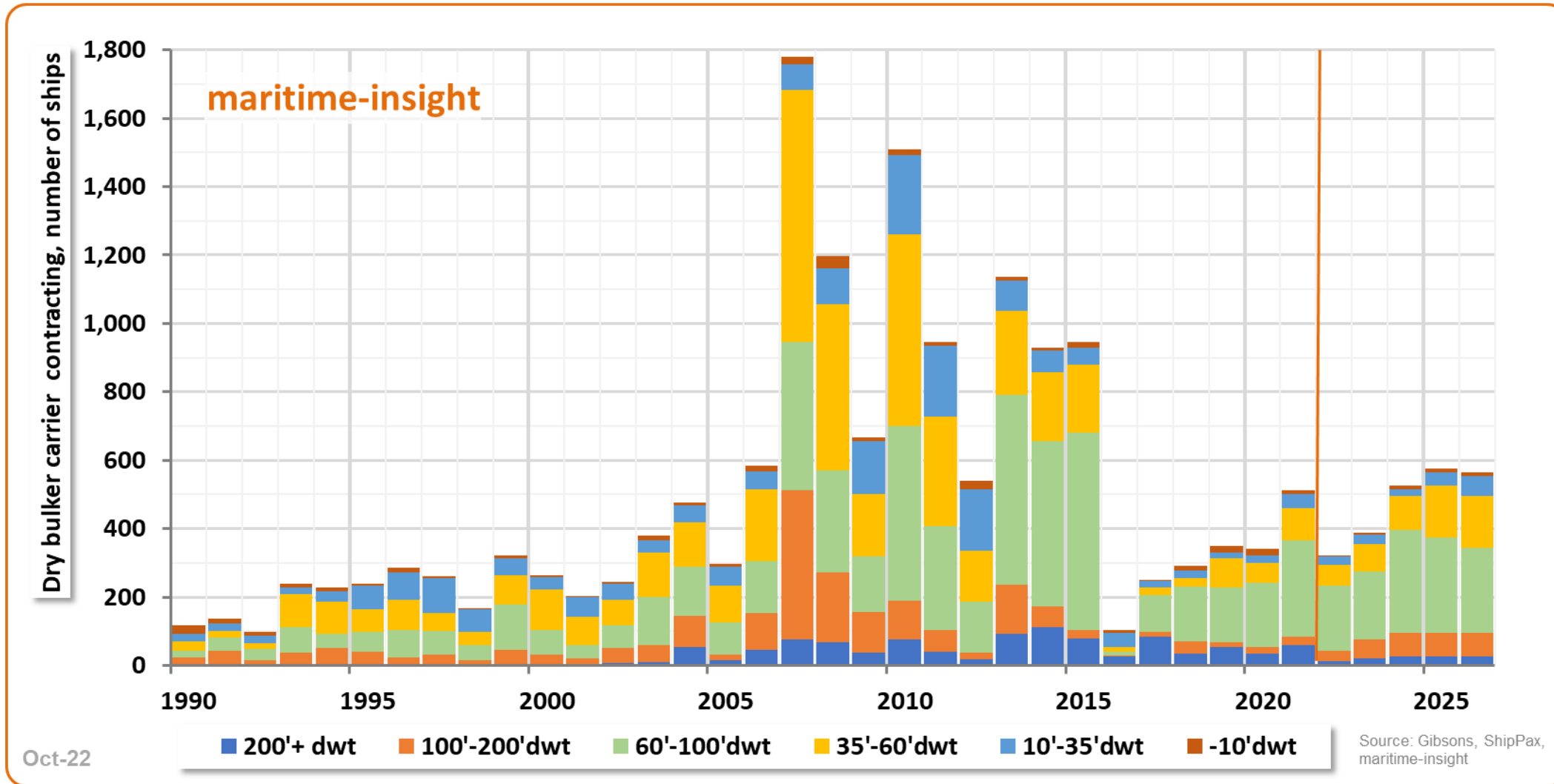
To decrease by 2-3% in 2022 – like 2009



Lower steel production, the Chinese pandemic fight and the Russian war against Ukraine have affected the freight rates – problems to export grain from Ukraine have not helped!



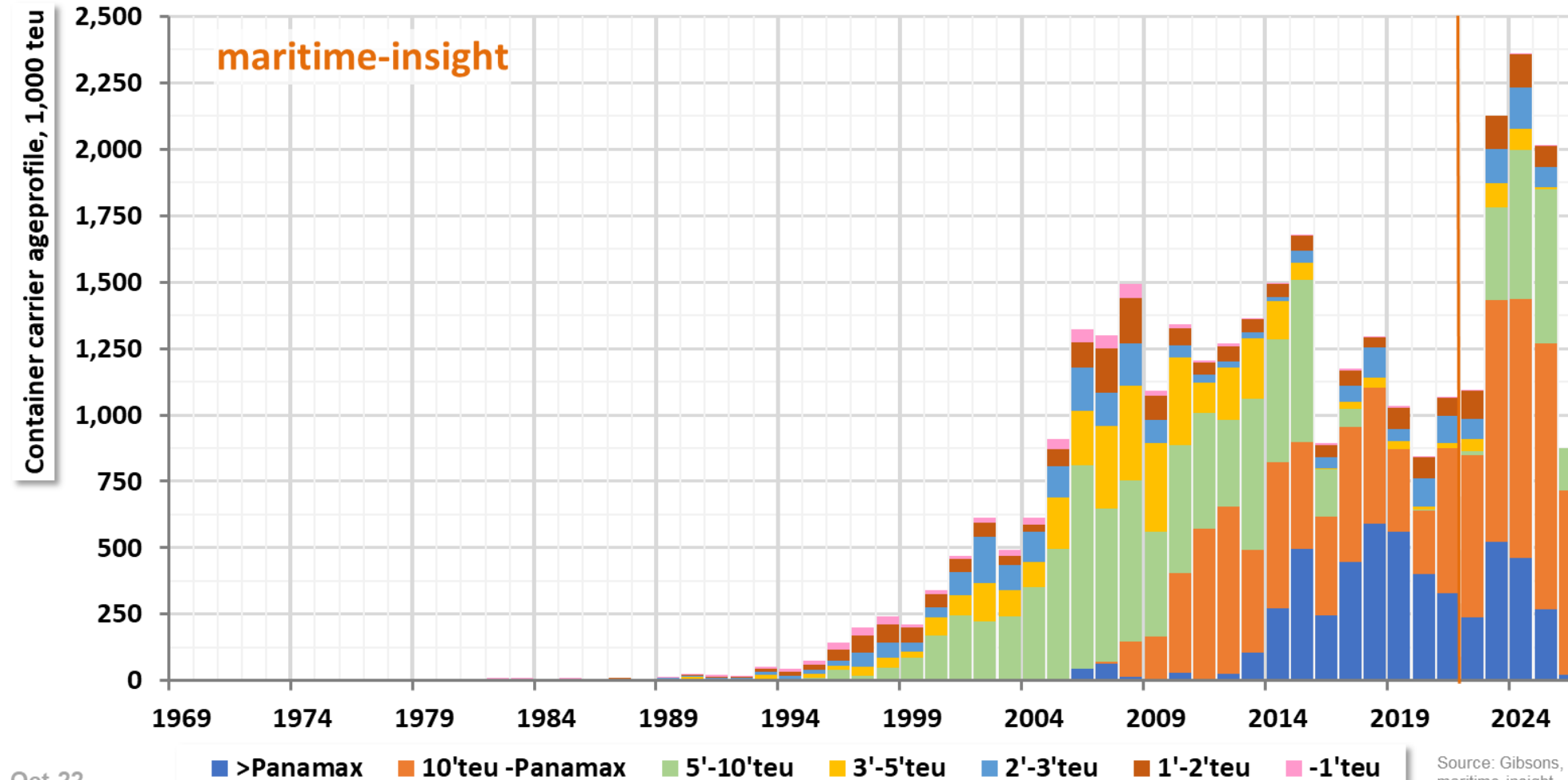
Given the low orderbook and long-term trade demand new orders will increase continuously until 2026!



Σ 2017-2021
13% ships
18% cap
3.4% cagr

Σ 2022-2026
10% ships
15% cap
2.8% cagr

The **container carrier** fleet is relatively young with a very large orderbook.



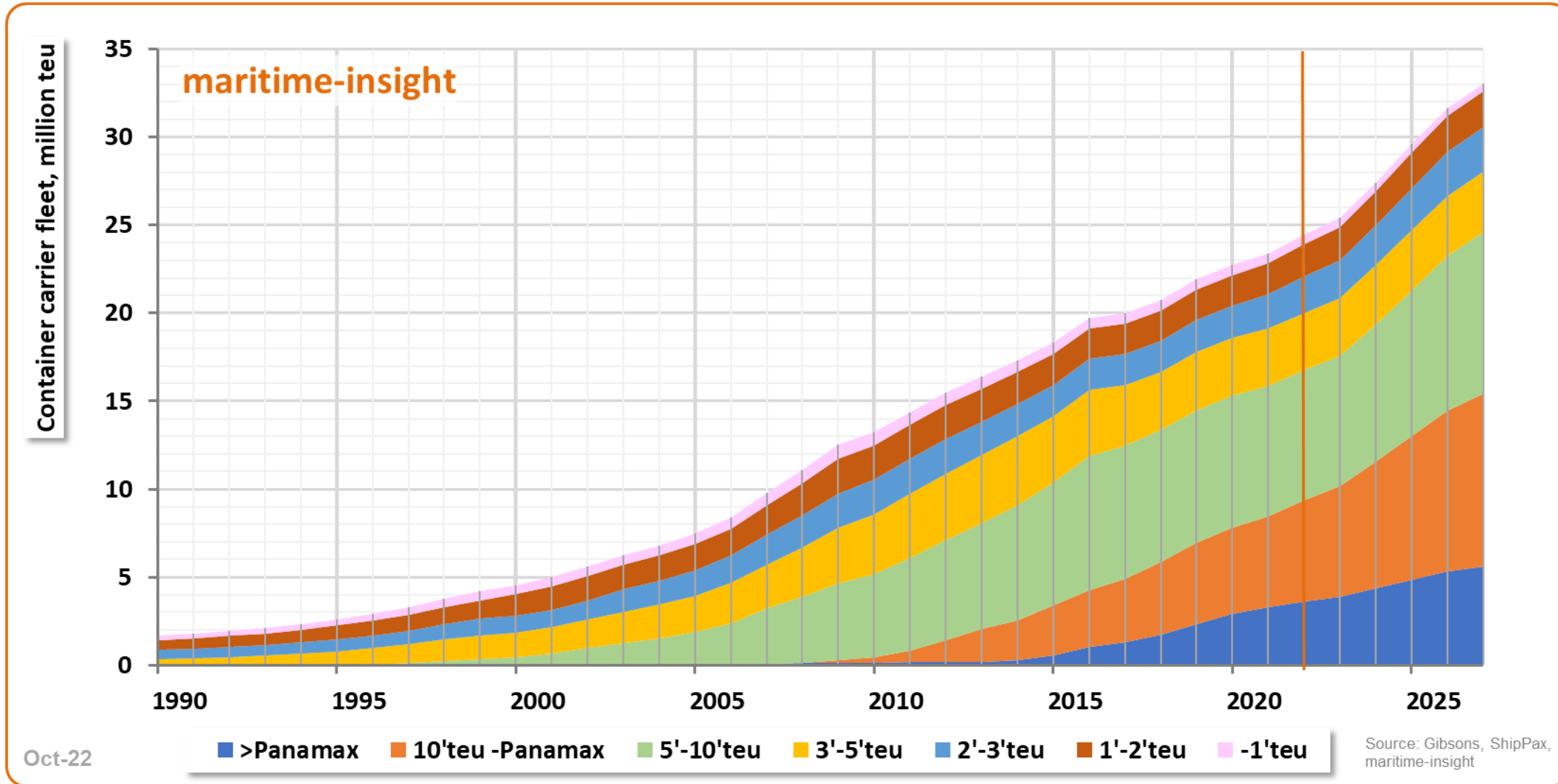
Σ -1999
732 ships
1.1 mteu

Σ 2000-
4,724 ships
24.0 mteu

Σ Total
5,456 ships
25.1 mteu

Σ OB/Fleet
32.4%

Scale of economy (cost & environment) drives growth for both post-Panamax and Panamax vessels

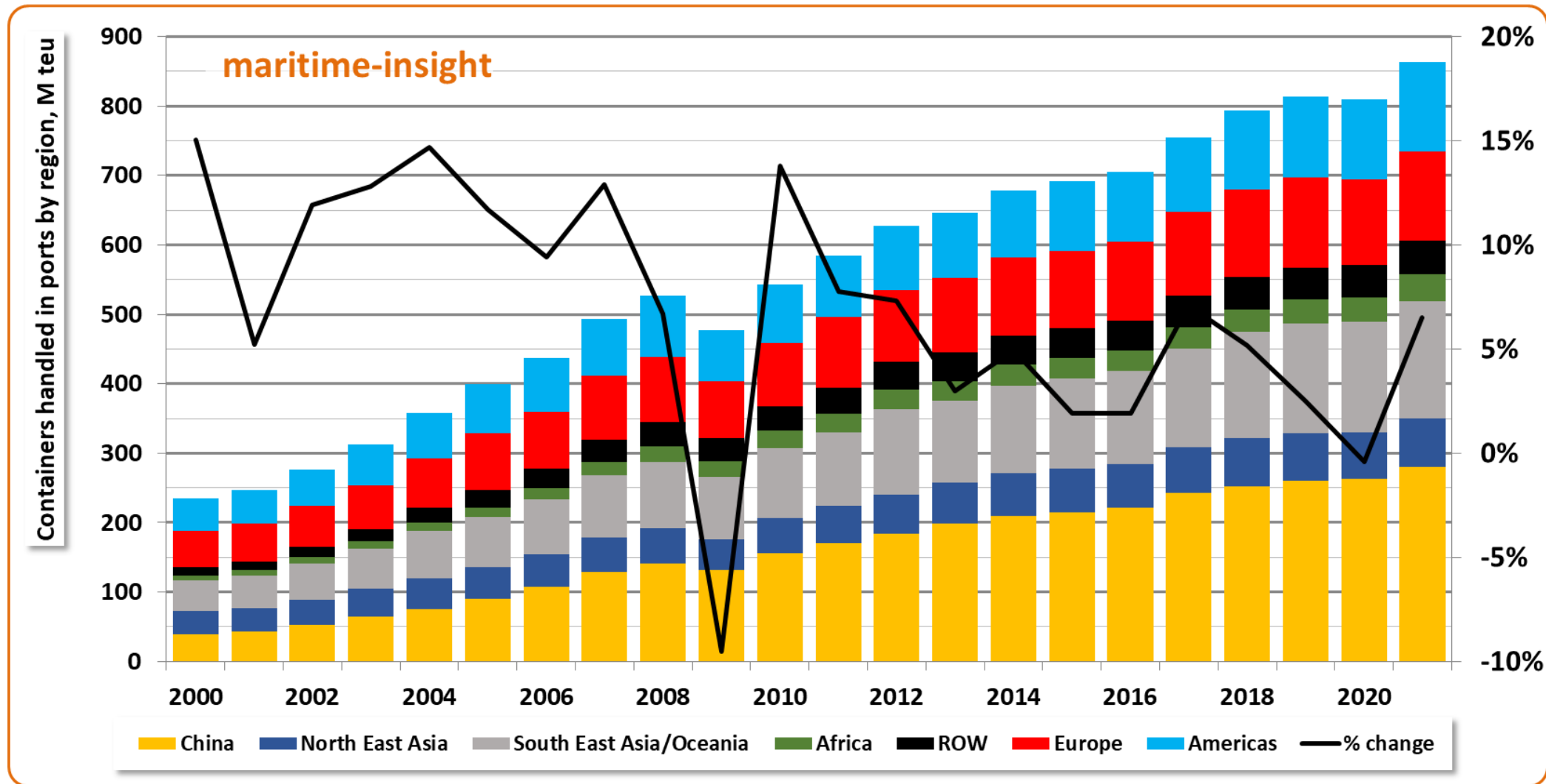


Σ 2017-2021
6% ships
22% cap
4.1% cagr

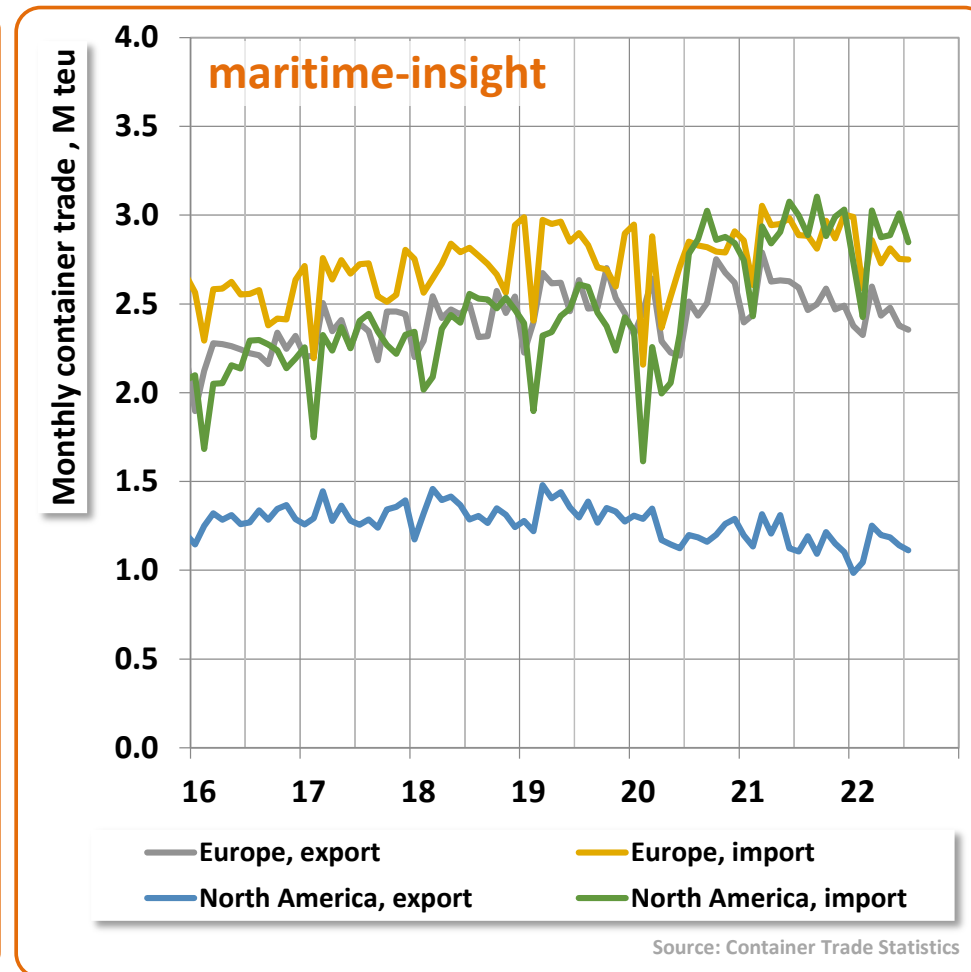
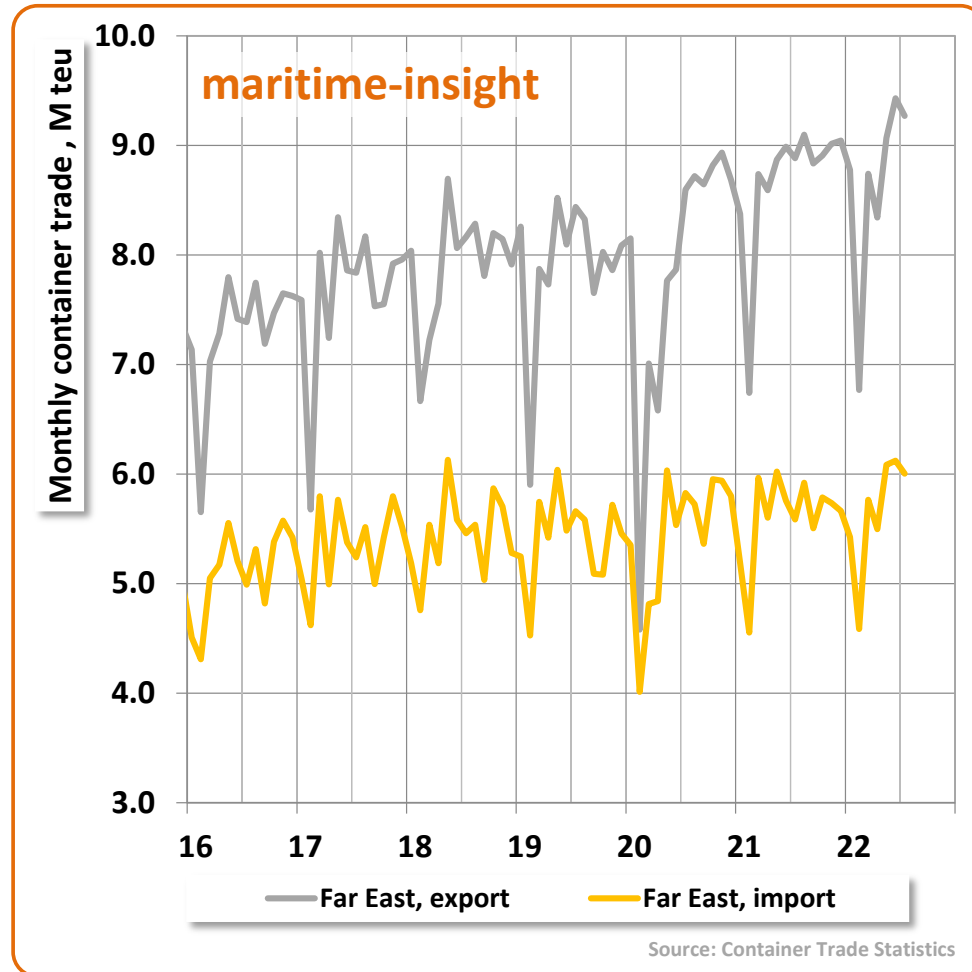
Σ 2022-2026
15% ships
35% cap
6.2% cagr

Port volumes has developed tremendously since 2000!

1/3 of port throughput in China



The volumes are still there, but the growth pace is slowing!

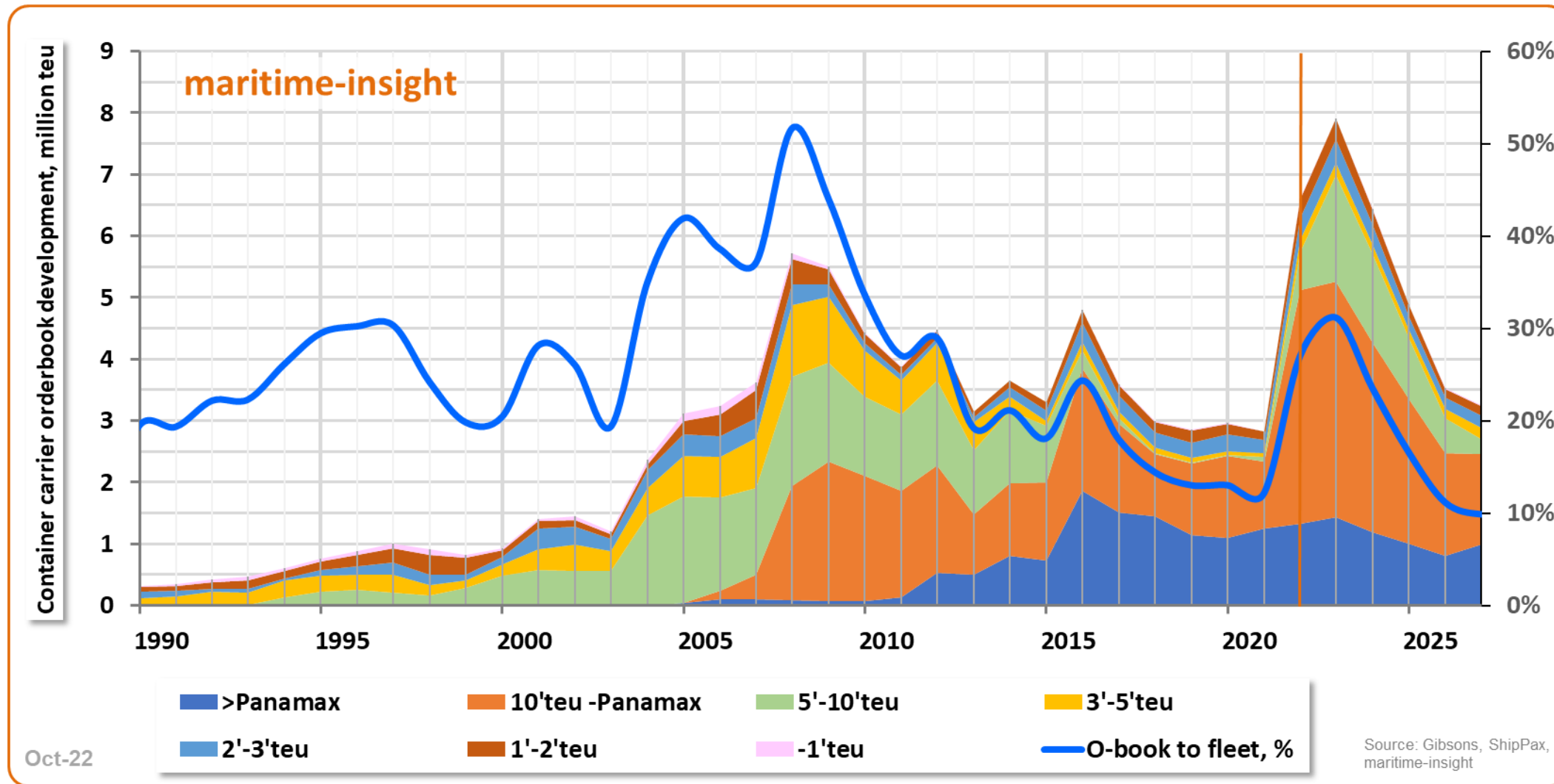




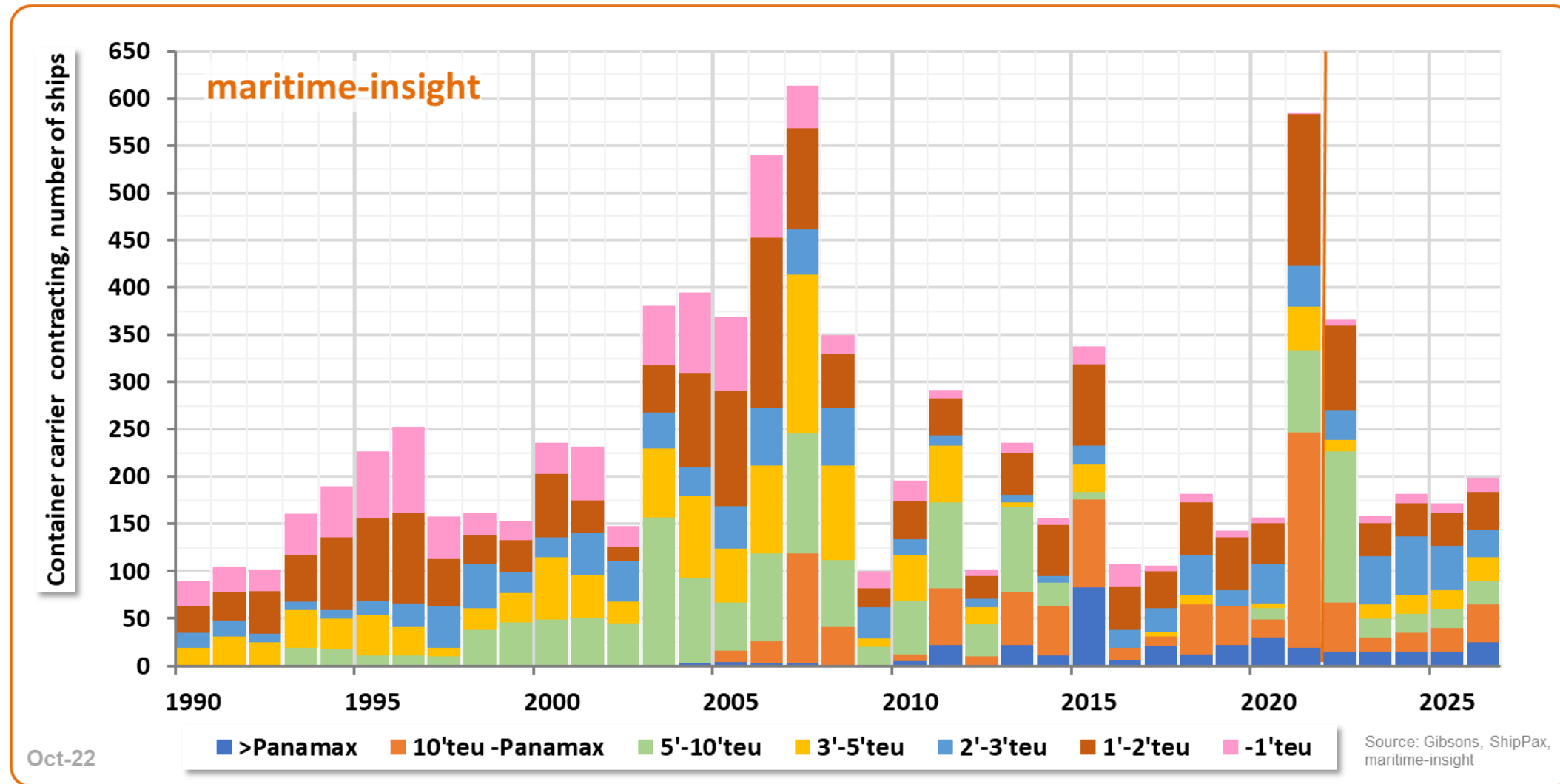
\$600/teu
Europe-Far East



The orderbook is the largest ever, but not in relation to the size of the fleet

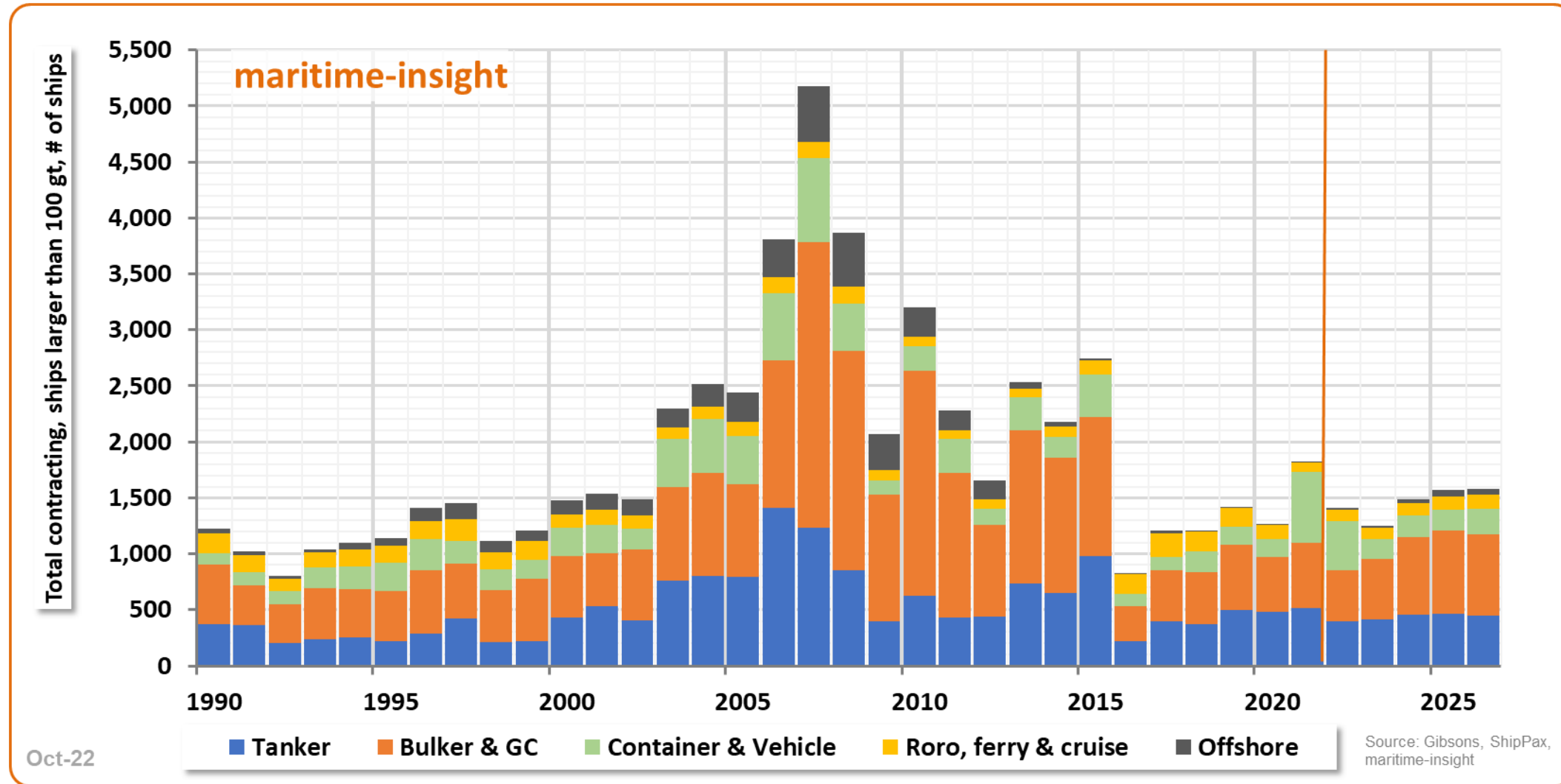


Contracts for large carriers to fall dramatically, but environmental focus will push new orders for smaller tonnage

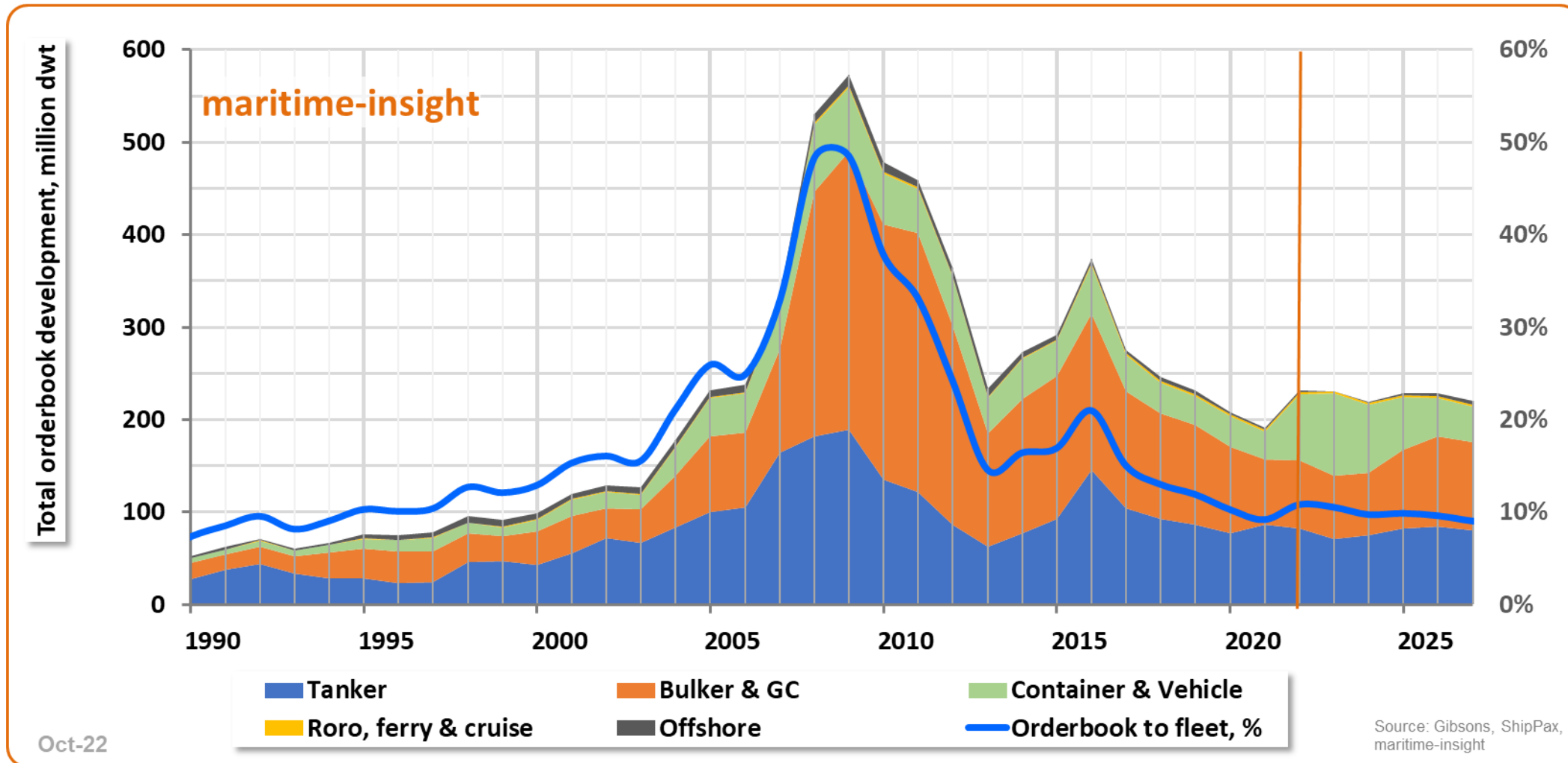


So, how does this look on a total, global level?

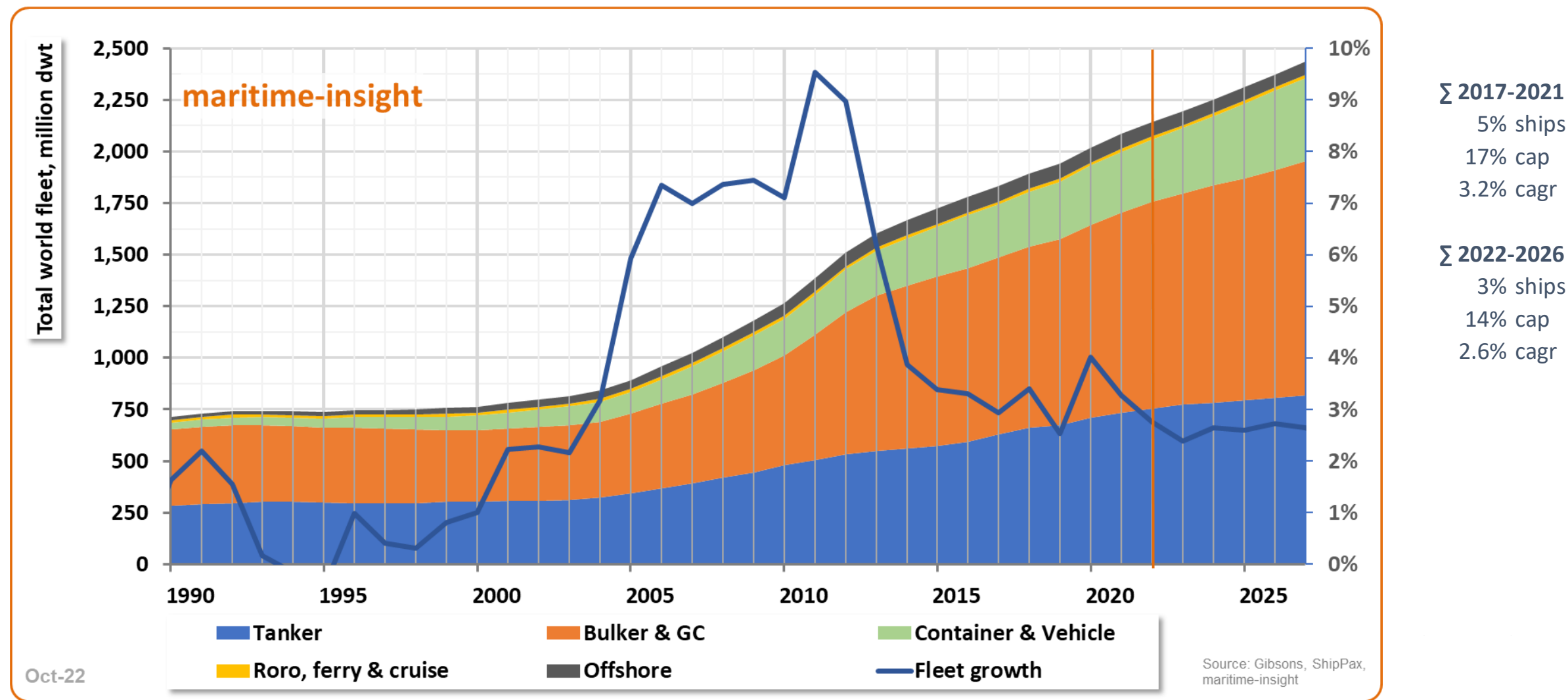
New contracts are forecast to reach around 1,500 per year, with dry bulkers leading the way!



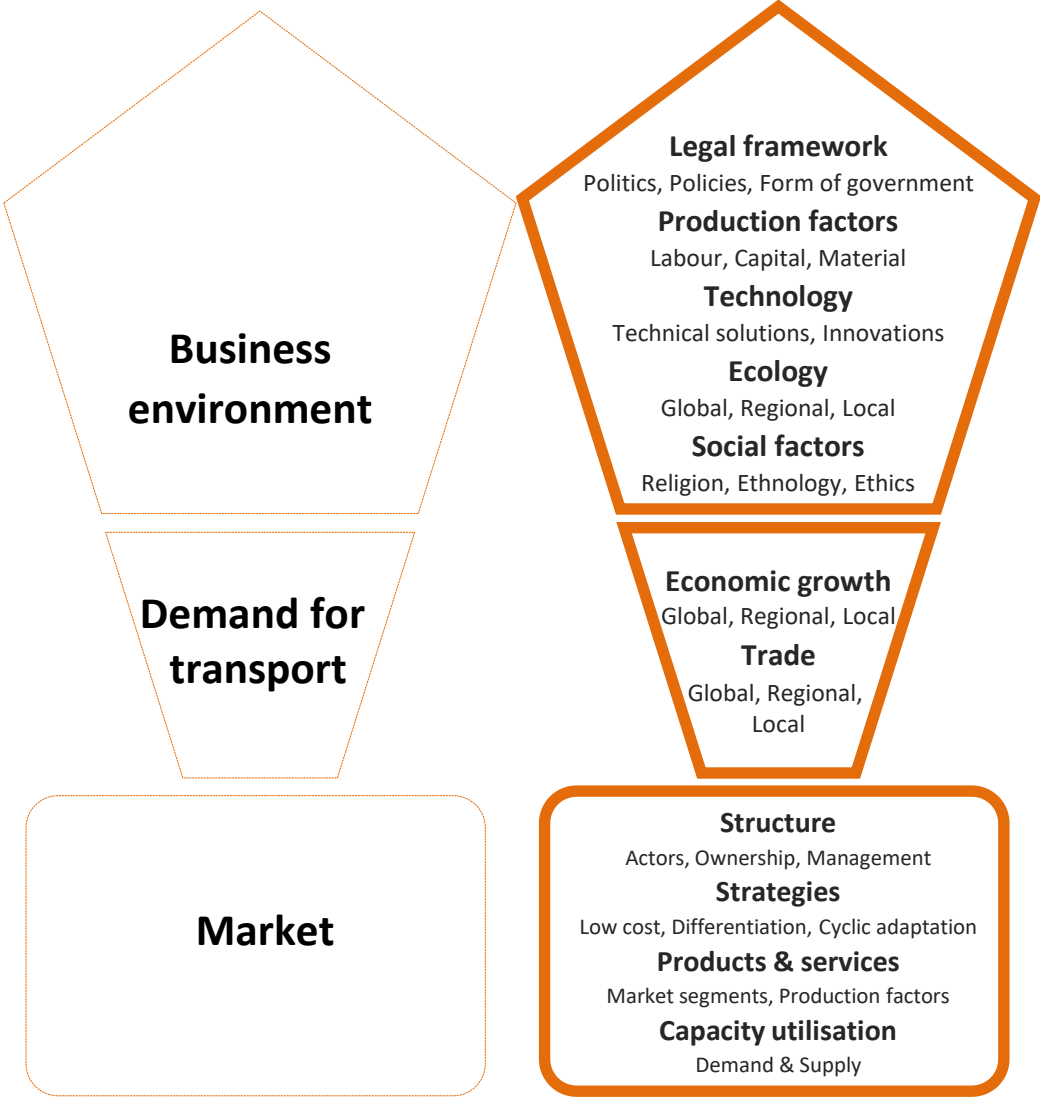
Orderbook to fleet ratio around 10% during the five years!

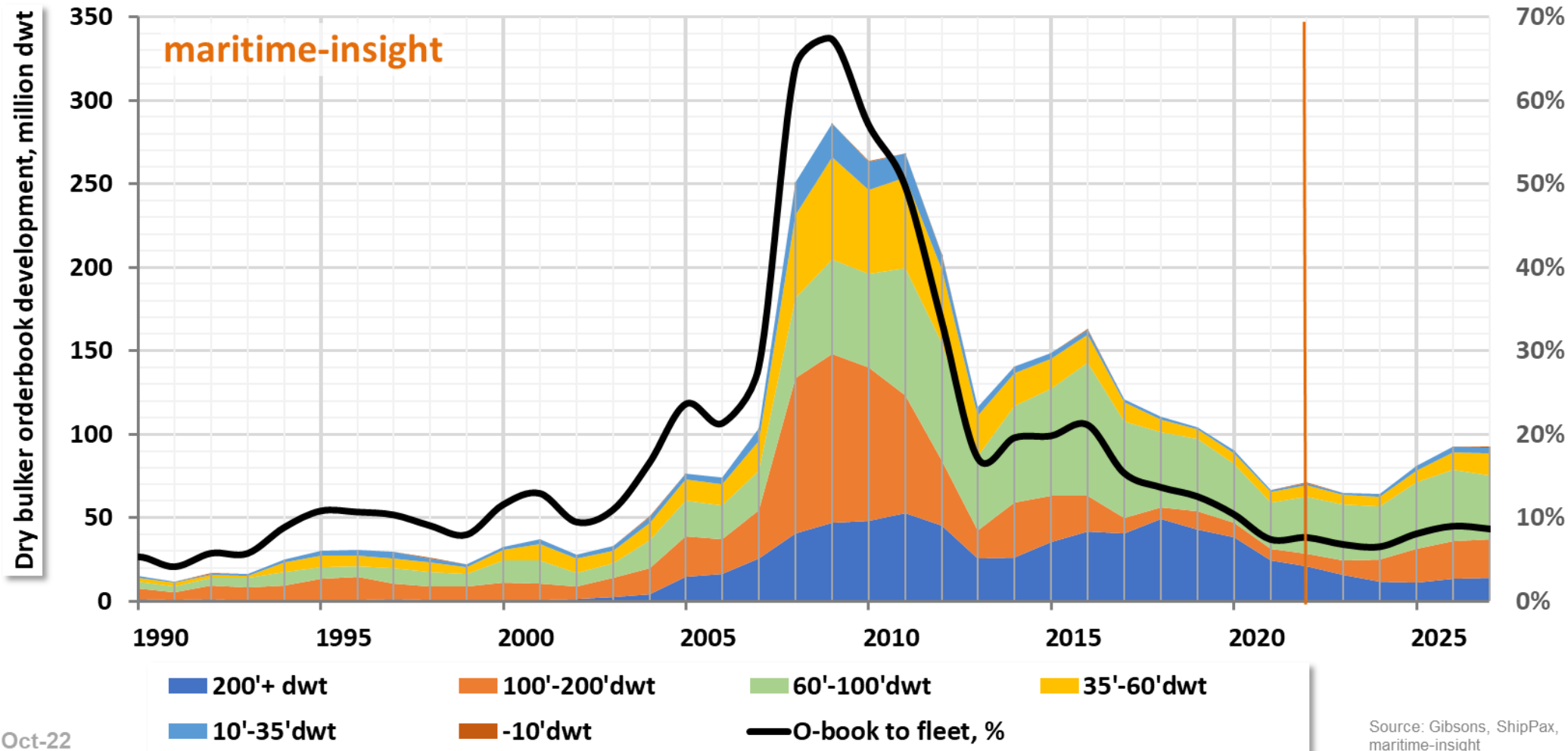


Total fleet growth slightly below 3% yearly!



Thank You!





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13% ships

18% cap

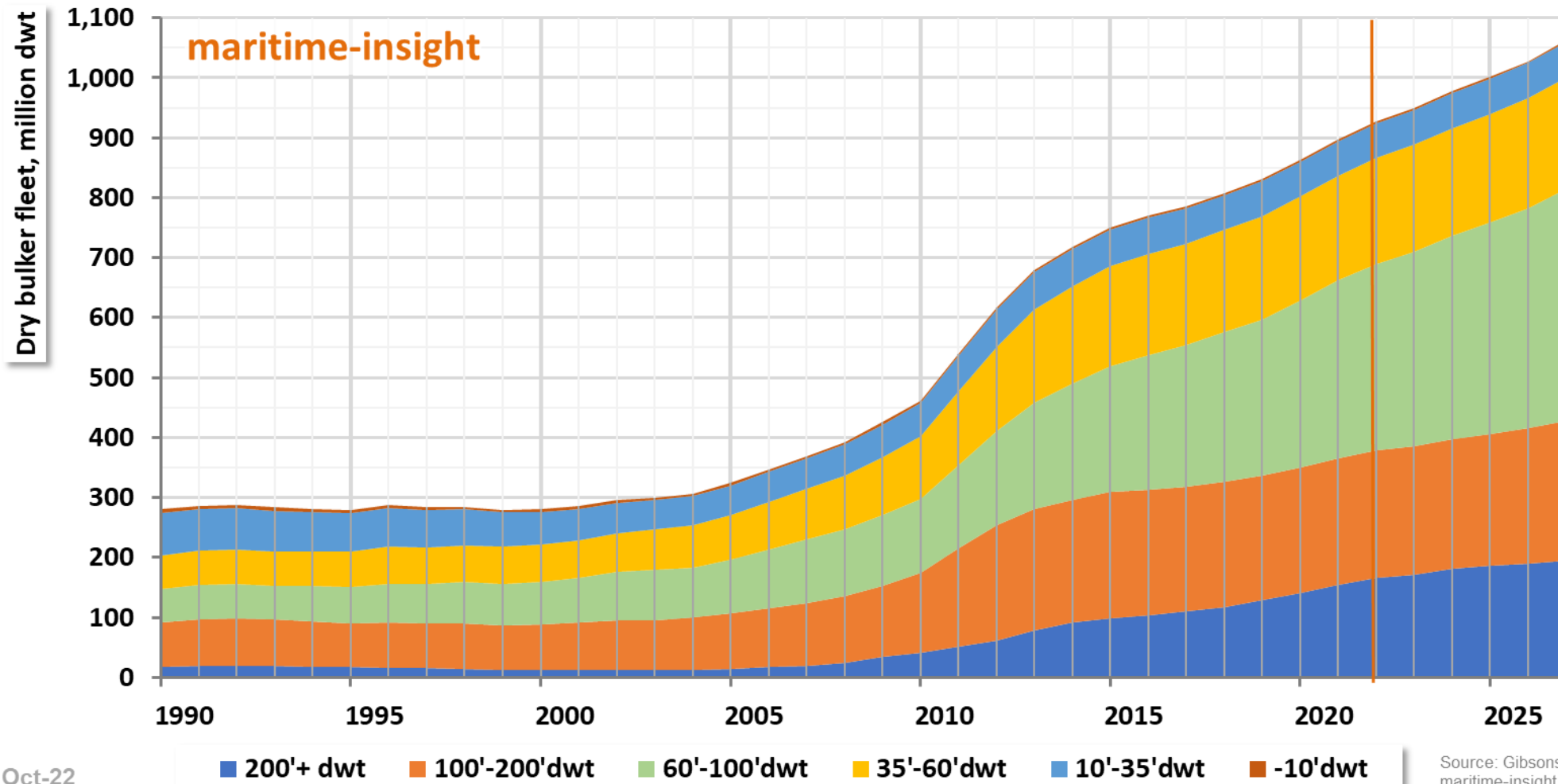
3.4% cagr

Σ 2022-2026

10% ships

15% cap

2.8% cagr



Σ 2017-2021

13% ships

18% cap

3.4% cagr

Σ 2022-2026

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