

# Monthly Newbuilding Market Report

Issue: August 2022

Overview of Ordering Activity (per vessel type / Top Ranking of Contractors)	page 1
Ordering Activity (No. of Units ordered, Dwt, Invested Capital)	page 2
<ul style="list-style-type: none"> <li>Overall - Greek Presence - Chinese Presence</li> </ul>	
Newbuilding Trends (Ordering Activity per Vessel Size for main segments)	page 3 - 4
<ul style="list-style-type: none"> <li>Overall – Greek Presence</li> </ul>	
Overview of Ordering Activity (Top Shipbuilding Countries)	page 5 -6
Ordering Activity (No. of Units ordered, Dwt, Cbm, Teu)	
<ul style="list-style-type: none"> <li>China – Japan-Korea</li> <li>Newbuilding Trends (Ordering Activity per Vessel Size for main segments)</li> </ul>	page 7 page 8 -10

## GOLDEN DESTINY RESEARCH & VALUATIONS



All the information contained in this report is given in good faith, but without any guarantee from our part, and is based on our S&P Market Reports and Insight Market Information provided and/or collected from various sources. This report is presented for the sole and exclusive information of its recipients and whilst every care has been taken in the preparation of this report, no representation or warranty, express or implied, is made by Golden Destiny S.A. in respect of the accuracy, completeness or correctness of the information contained herein. Neither our company nor its directors or employees assumes or accepts any liability whatsoever for any loss or damage incurred by any person whatsoever in relation to and/or as a result of the use of and/or due to any person's reliance on the information contained in this report. Furthermore, no responsibility is accepted in respect of any errors or inaccuracies which may be contained in this report.

**GOLDEN DESTINY** established since 1994  
SALE& PURCHASE-MARINE INSURANCE-SHIP VALUATIONS-MARKET RESEARCH

## **GOLDEN DESTINY RESEARCH SERVICES**

### **WEEKLY PUBLICATIONS:**

*Weekly S&P Market Report*

### **MONTHLY PUBLICATIONS:**

*Monthly S&P Market Report*

*Monthly Newbuilding Market Report*

### **ANNUAL PUBLICATIONS:**

*Annual S&P Statistics for the pace of shipping investments*

### **SPECIAL EDITIONS:**

*Weekly S&P Market Trends*

*Other Reports / Analysis concerning the outlook of Secondhand / Demolition /  
Newbuilding Transactions*

**Website:** [www.goldendestiny.com](http://www.goldendestiny.com)

**Research & Valuations:** [snv@goldendestiny.com](mailto:snv@goldendestiny.com)

**Sale & Purchase:** [snp@goldendestiny.com](mailto:snp@goldendestiny.com)

**Marine Insurance:** [goldendestiny@nereusmarine.gr](mailto:goldendestiny@nereusmarine.gr)

**GOLDEN DESTINY**

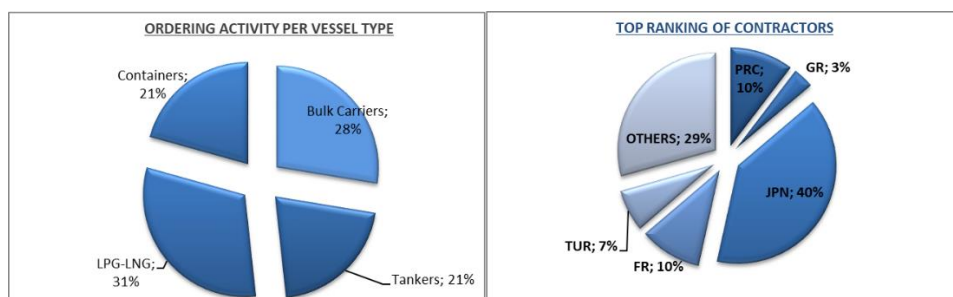
**PIRAEUS:** 57 AKTI MIAOULI 18536 TEL: +30 210 4295000 FAX: +30 210 4292346



## NEWBUILDING MARKET

- Overview of Ordering Activity Per Vessel Type for Main Segments
- Top Ranking of Contractors

	Aug-22	Previous Month	m-o-m	Aug-21	y-o-y
<b>No. of Vessels Ordered</b>	58	80	▼ -28%	155	▼ -63%
<b>Greek Presence:</b>	2	14	▼ -86%	10	▼ -80%
<b>Chinese Presence:</b>	6	15	▼ -60%	67	▼ -91%



<b>Total New orders</b>	58	
<b>Average Dwt Ordered:</b>	87.805	
<b>Total Invested Capital:</b>	4.199.500.000	17 NB deals reported at an undisclosed Contract Price

**Greek Presence:**

<b>Total New orders</b>	2	3,45% share to the total Ordering Activity
<b>Average Dwt Ordered:</b>	84.000	
<b>Total Invested Capital:</b>	0	2 NB deals reported at an undisclosed Contract Price

**Chinese Presence:**

<b>Total New orders</b>	6	10% share to the total Ordering Activity
<b>Average Dwt Ordered:</b>	30.683	
<b>Total Invested Capital:</b>	149.100.000	4 NB deals reported at an undisclosed Contract Price

**Per Vessel Type**

**% change volume of activity**

Vessel Type	Average Dwt/Cbm Ordered	Total Invested Capital	Deals	m-o-m	y-o-y
<b>Bulk Carriers</b>	96.375	612.000.000	2 NB deals reported at an undisclosed Contract Price	23% m-o-m	▼ -45% y-o-y
<b>Tankers</b>	75.125	420.500.000	5 NB deals reported at an undisclosed Contract Price	-25% m-o-m	▲ 71% y-o-y
<b>LNG Tankers</b>	87.000	1.751.000.000	8 NB deals reported at an undisclosed Contract Price	-24% m-o-m	▲ 167% y-o-y
<b>LPG Tankers</b>	92.850	220.000.000	0 NB deals reported at an undisclosed Contract Price	-33% m-o-m	▼ -60% y-o-y
<b>Containers</b>	8.833	1.196.000.000	2 NB deals reported at an undisclosed Contract Price	-29% m-o-m	▼ -87% y-o-y

## NEWBUILDING MARKET

- Ordering Activity (No of Units Ordered, Dwt, Invested Capital)
  - Greek Presence (No of Units Ordered, Dwt, Invested Capital)
  - Chinese Presence (No of Units Ordered, Dwt, Invested Capital)
- Ordering Activity (Overall)

Vessel Type	Units	Dwt	(\$ Invested)	P&C	Previous Month		Previous Year	
					Units	%m-o-m	Units	%y-o-y
Bulk Carriers	16	1.542.000	612.000.000	2	13	▲ 23%	29	▼ -45%
Tankers	12	901.499	420.500.000	5	16	▼ -25%	7	▲ 71%
Gas Tankers-LNG	16	1.440.000	1.751.000.000	8	21	▼ -24%	6	▲ 167%
Gas Tankers-LPG	2	108.000	220.000.000	0	3	▼ -33%	5	▼ -60%
General Cargo	0	-	-	-	4	▼ -100%	-	-
Containers	12	1.101.200	1.196.000.000	2	17	▼ -29%	90	▼ -87%
Reefers	0	-	-	-	0	-	-	-
Passenger/Cruise	0	-	-	-	0	-	-	-
Ro-Ro	0	-	-	-	0	-	-	-
Car Carriers	0	-	-	-	6	▼ -100%	18	▼ -100%
Combined	0	-	-	-	0	-	-	-
Special Projects	0	-	-	-	0	-	-	-
<b>TOTAL</b>	<b>58</b>	<b>5.092.699</b>	<b>4.199.500.000</b>	<b>17</b>	<b>80</b>	<b>▼ -28%</b>	<b>155</b>	<b>▼ -63%</b>

Incl. 0 vessel(s) with undisclosed DWT

**GREEK PRESENCE** 3,45% share to the total Ordering Activity

Vessel Type	Units	Dwt	(\$ Invested)	P&C	Previous Month		Previous Year	
					Units	%m-o-m	Units	%y-o-y
Bulk Carriers	0	-	-	-	0	-	2	▼ -100%
Tankers	0	-	-	-	5	▼ -100%	5	▼ -100%
Gas Tankers-LNG	2	168.000	0	2	7	▼ -71%	0	-
Gas Tankers-LPG	0	-	-	-	0	-	0	-
General Cargo	0	-	-	-	0	-	0	-
Containers	0	-	-	-	2	▼ -100%	3	▼ -100%
Reefers	0	-	-	-	0	-	0	-
Passenger/Cruise	0	-	-	-	0	-	0	-
Ro-Ro	0	-	-	-	0	-	0	-
Car Carriers	0	-	-	-	0	-	0	-
Combined	0	-	-	-	0	-	0	-
Special Projects	0	-	-	-	0	-	0	-
<b>TOTAL</b>	<b>2</b>	<b>168.000</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>▼ -86%</b>	<b>10</b>	<b>▼ -80%</b>

Incl. 0 vessel(s) with undisclosed DWT

**CHINESE PRESENCE** 10% share to the total Ordering Activity

Vessel Type	Units	Dwt	(\$ Invested)	P&C	Previous Month		Previous Year	
					Units	%m-o-m	Units	%y-o-y
Bulk Carriers	0	-	-	-	2	▼ -100%	8	▼ -100%
Tankers	3	30.100	19.100.000	2	3	0%	0	-
Gas Tankers-LNG	0	-	-	-	0	-	0	-
Gas Tankers-LPG	1	54.000	130.000.000	0	0	-	0	-
General Cargo	0	-	-	-	0	-	0	-
Containers	2	100.000	0	2	4	▼ -50%	59	▼ -97%
Reefers	0	-	-	-	0	-	0	-
Passenger/Cruise	0	-	-	-	0	-	0	-
Ro-Ro	0	-	-	-	0	-	0	-
Car Carriers	0	-	-	-	6	▼ -100%	0	-
Combined	0	-	-	-	0	-	0	-
Special Projects	0	-	-	-	0	-	0	-
<b>TOTAL</b>	<b>6</b>	<b>184.100</b>	<b>149.100.000</b>	<b>4</b>	<b>15</b>	<b>▼ -60%</b>	<b>67</b>	<b>▼ -91%</b>

Incl. 0 vessel(s) with undisclosed DWT

## NEWBUILDING TRENDS – OVERALL

### Ordering Activity Per Vessel Size for Main Segments

Per Vessel Size				Previous Month		Previous Year	
Dwt	Bulk Carriers*	Units	Average Dwt Ordered	Units	%m-o-m	Units	%y-o-y
10,000-29,999	Handy	0	-	1	▼-100%	0	-
30,000-39,000	Handysize	4	32.000	0	-	0	-
40,000-49,999	Handymax	6	40.000	4	▲50%	0	-
50,000-59,999	Supramax	0	-	0	-	2	▼-100%
60,000-67,000	Ultramax	0	-	2	▼-100%	2	▼-100%
70,000-78,999	Panamax	0	-	0	-	4	▼-100%
79,000-87,000	Kamsarmax	0	-	3	▼-100%	15	▼-100%
90,000-99,999	Post Panamax	0	-	0	-	0	-
100,000-119,999	Mini Cape	0	-	0	-	0	-
120,000-219,999	Capesize	2	185.000	3	▼-33%	0	-
>=220,000	VLOC	4	201.000	0	-	4	▲0%
<b>TOTAL</b>		<b>16</b>	<b>96.375</b>	<b>13</b>	<b>▲23%</b>	<b>27</b>	<b>▼-41%</b>

Dwt	Tankers	Units	Average Dwt Ordered	Units	%m-o-m	Units	%y-o-y
less than 10,000	Small	1	7.500	2	▼-50%	-	-
10,000-34,999	Handy	4	14.650	0	-	-	-
35,000-54,999	MR	5	43.480	9	▼-44%	1	▲400%
55,000-79,999	Panamax	0	-	0	-	-	-
80,000-119,999	Aframax	0	-	5	▼-100%	6	▼-100%
120,000-160,000	Suezmax	0	-	0	-	-	-
161,000-320,000	VLCC	2	309.000	0	-	-	-
<b>TOTAL</b>		<b>12</b>	<b>75.125</b>	<b>16</b>	<b>▼-25%</b>	<b>7</b>	<b>▲71%</b>

	LNG Tankers	Units	Average Cbm Ordered	Units	%m-o-m	Units	%y-o-y
1,000-11,999	Small	0	-	0	-	-	-
10,000-34,999	Handy	0	-	0	-	-	-
20,000-49,999	MGC	0	-	0	-	-	-
>=70,000	VLGC	16	87.000	21	▼-24%	6	▲167%
<b>TOTAL</b>		<b>16</b>	<b>87.000</b>	<b>21</b>	<b>▼-24%</b>	<b>6</b>	<b>▲167%</b>

Cbm	LPG Tankers	Units	Average Cbm Ordered	Units	%m-o-m	Units	%y-o-y
1,000-11,999	Small	0	-	0	-	-	-
12,000-19,999	Handy	0	-	0	-	-	-
20,000-49,999	MGC	0	-	3	▼-100%	-	-
50,000-69,999	Large	0	-	0	-	-	-
>=70,000	VLGC	2	92.850	0	-	5	▼-60%
<b>TOTAL</b>		<b>2</b>	<b>92.850</b>	<b>3</b>	<b>▼-33%</b>	<b>5</b>	<b>▼-60%</b>

TEU	Containers	Units	Average TEU Ordered	Units	%m-o-m	Units	%y-o-y
0-999	Feeder	0	-	0	-	-	-
1,000-1,999	Handysize	2	1.500	13	▼-85%	28	▼-93%
2,000-2,999	Sub Panamax	4	3.250	0	-	26	▼-85%
3,000-4,999	Small Panamax	0	-	0	-	-	-
5,000-7,999	Large Panamax	0	-	4	▼-100%	24	▼-100%
8,000-10,000	Post Panamax	0	-	0	-	-	-
>10,000	Post_Panamax	6	13.000	0	-	12	▼-50%
<b>TOTAL</b>		<b>12</b>	<b>8.833</b>	<b>17</b>	<b>▼-29%</b>	<b>90</b>	<b>▼-87%</b>

## NEWBUILDING TRENDS - GREEK PRESENCE

### ➤ Ordering Activity Per Vessel Size for Main Segments

Per Vessel Size				Previous Month		Previous Year	
<u>Dwt</u>	<u>Bulk Carriers</u>	<u>Units</u>	<u>Average Dwt Ordered</u>	<u>Units</u>	<u>%m-o-m</u>	<u>Units</u>	<u>%y-o-y</u>
10,000-29,999	Handy	0	-	0	-	0	-
30,000-39,000	Handysize	0	-	0	-	0	-
40,000-49,999	Handymax	0	-	0	-	0	-
50,000-59,999	Supramax	0	-	0	-	0	-
60,000-67,000	Ultramax	0	-	0	-	0	-
70,000-78,999	Panamax	0	-	0	-	0	-
79,000-87,000	Kamsarmax	0	-	0	-	2	▼-100%
90,000-99,999	Post Panamax	0	-	0	-	0	-
100,000-119,999	Min Cape	0	-	0	-	0	-
120,000-219,999	Capesize	0	-	0	-	0	-
>=220,000	VLOC	0	-	0	-	0	-
<b>TOTAL</b>		<b>0</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>2</b>	<b>▼-100%</b>

<u>Dwt</u>	<u>Tankers</u>	<u>Units</u>	<u>Average Dwt Ordered</u>	<u>Units</u>	<u>%m-o-m</u>	<u>Units</u>	<u>%y-o-y</u>
less than 10,000	Small	0	-	0	-	0	-
10,000-34,999	Handy	0	-	0	-	0	-
35,000-54,999	MR	0	-	0	-	1	▼-100%
55,000-79,999	Panamax	0	-	0	-	0	-
80,000-119,999	Aframax	0	-	5	▼-100%	4	▼-100%
120,000-160,000	Suezmax	0	-	0	-	0	-
161,000-320,000	VLCC	0	-	0	-	0	-
<b>TOTAL</b>		<b>0</b>	<b>-</b>	<b>5</b>	<b>▼-100%</b>	<b>5</b>	<b>▼-100%</b>

	<u>LNG Tankers</u>	<u>Units</u>	<u>Average Cbm Ordered</u>	<u>Units</u>	<u>%m-o-m</u>	<u>Units</u>	<u>%y-o-y</u>
1,000-11,999	Small	0	-	0	-	0	-
12,000-19,999	Handy	0	-	0	-	0	-
20,000-49,999	MGC	0	-	0	-	0	-
50,000-69,999	Large	0	-	0	-	0	-
>=70,000	VLGC	2	0	7	▼-71%	0	-
<b>TOTAL</b>		<b>2</b>	<b>0</b>	<b>7</b>	<b>▼-71%</b>	<b>0</b>	<b>-</b>

<u>Cbm</u>	<u>LPG Tankers</u>	<u>Units</u>	<u>Average Cbm Ordered</u>	<u>Units</u>	<u>%m-o-m</u>	<u>Units</u>	<u>%y-o-y</u>
1,000-11,999	Small	0	-	0	-	0	-
12,000-19,999	Handy	0	-	0	-	0	-
20,000-49,999	MGC	0	-	0	-	0	-
50,000-69,999	Large	0	-	0	-	0	-
>=70,000	VLGC	0	-	0	-	0	-
<b>TOTAL</b>		<b>0</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>-</b>

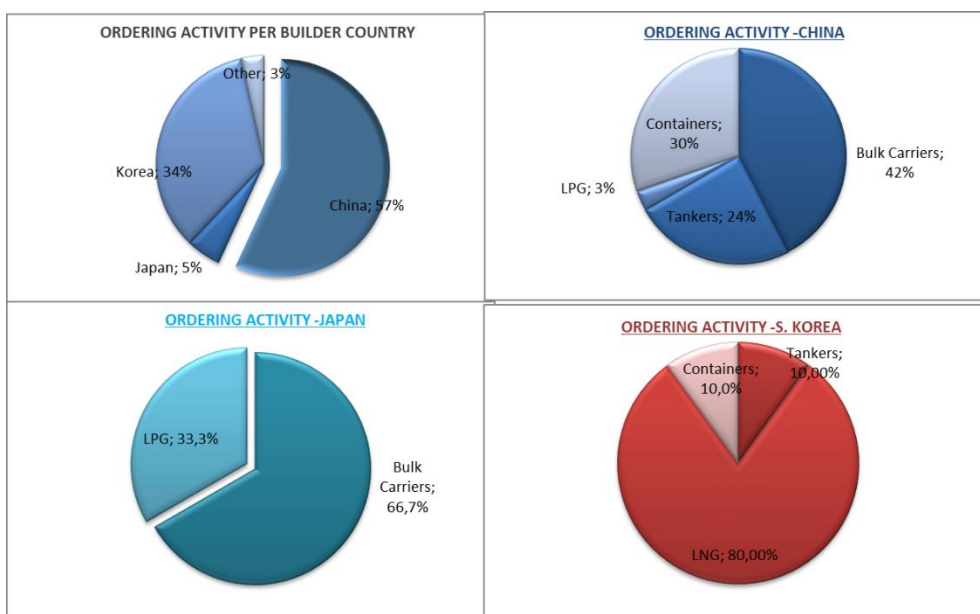
<u>TEU</u>	<u>Containers</u>	<u>Units</u>	<u>Average TEU Ordered</u>	<u>Units</u>	<u>%m-o-m</u>	<u>Units</u>	<u>%y-o-y</u>
0-999	Feeder	0	-	0	-	0	-
1,000-1,999	Handysize	0	-	2	▼-100%	3	▼-100%
2,000-2,999	Sub Panamax	0	-	0	-	0	-
3,000-4,999	Small Panamax	0	-	0	-	0	-
5,000-7,999	Large Panamax	0	-	0	-	0	-
8,000-10,000	Post Panamax	0	-	0	-	0	-
>10,000	Post_Panamax	0	-	0	-	0	-
<b>TOTAL</b>		<b>0</b>	<b>0</b>	<b>2</b>	<b>▼-100%</b>	<b>3</b>	<b>▼-100%</b>

## NEWBUILDING MARKET

### Top Shipbuilding Countries

#### ➤ Overview of Ordering Activity

Builder Country	Aug-22	Previous Month	m-o-m	Aug-21	y-o-y
China	33	38	▼ -13%	105	▼ -69%
Japan	3	6	▼ -50%	14	▼ -79%
S. Korea	20	34	▼ -41%	36	▼ -44%



<b>China</b>	<b>33</b>	<b>New Orders</b>	<b>57% share to the total Ordering Activity</b>
Average Dwt Ordered:	72.677		
Total Dwt Ordered:	2.956.099		
<b>Japan</b>	<b>3</b>	<b>New Orders</b>	<b>5% share to the total Ordering Activity</b>
Average Dwt Ordered:	119.500		
Total Dwt Ordered:	424.000		
<b>S. Korea</b>	<b>20</b>	<b>New Orders</b>	<b>34% share to the total Ordering Activity</b>
Average Dwt Ordered:	74.383		
Total Dwt Ordered:	1.612.600		

## NEWBUILDING MARKET

### Top Shipbuilding Countries Per Vessel Type (Overall)

#### ➤ Overview of Ordering Activity

Per Vessel Type	Overall					
	Units	Average Dwt Ordered	% change volume of activity			
<b>Bulk Carriers</b>	<b>16</b>	<b>96.375</b>	<b>▲23%</b>	<b>m-o-m</b>	<b>▼-45%</b>	<b>y-o-y</b>
China	14	78.250	▲133%	m-o-m	▼-44%	y-o-y
Japan	2	185.000	▼-67%	m-o-m	▼-50%	y-o-y
Korea	0	-	-	m-o-m	-	y-o-y
	Units	Average Dwt Ordered	% change volume of activity			
<b>Tankers</b>	<b>12</b>	<b>75.125</b>	<b>▼-25%</b>	<b>m-o-m</b>	<b>▲71%</b>	<b>y-o-y</b>
China	8	72.760	▲33%	m-o-m	▲60%	y-o-y
Japan	0	-	-	m-o-m	▼-100%	y-o-y
Korea	2	49.700	▼-78%	m-o-m	▲100%	y-o-y
	Units	Average Cbm Ordered	% change volume of activity			
<b>Gas Tankers-LNG</b>	<b>16</b>	<b>87.000</b>	<b>▼-24%</b>	<b>m-o-m</b>	<b>▲167%</b>	<b>y-o-y</b>
China	0	-	-	m-o-m	-	y-o-y
Japan	0	-	-	m-o-m	-	y-o-y
Korea	16	87.000	▼-24%	m-o-m	▲167%	y-o-y
	Units	Average Cbm Ordered	% change volume of activity			
<b>Gas Tankers-LPG</b>	<b>2</b>	<b>92.850</b>	<b>▼-33%</b>	<b>m-o-m</b>	<b>▼-60%</b>	<b>y-o-y</b>
China	1	99.000	▼-50%	m-o-m	-	y-o-y
Japan	1	86.700	-	m-o-m	▼-67%	y-o-y
Korea	0	-	▼-100%	m-o-m	▼-100%	y-o-y
	Units	Average TEU Ordered	% change volume of activity			
<b>Containers</b>	<b>12</b>	<b>8.833</b>	<b>▼-29%</b>	<b>m-o-m</b>	<b>▼-87%</b>	<b>y-o-y</b>
China	10	10.100	▼-29%	m-o-m	▼-84%	y-o-y
Japan	0	-	-	m-o-m	-	y-o-y
Korea	2	2.500	▼-33%	m-o-m	▼-93%	y-o-y



## NEWBUILDING MARKET

### Top Shipbuilding Countries

#### ➤ Ordering Activity (No of Units Ordered, Dwt, TEU, Cbm)

**China** 57% share to the total Ordering Activity

Vessel Type	Units	Dwt	TEU	Cbm	Previous Month		Previous Year	
					Units	%m-o-m	Units	%y-o-y
Bulk Carriers	14	1.172.000	0	0	6	▲133%	25	▼-44%
Tankers	8	702.099	0	0	6	▲33%	5	▲60%
Gas Tankers-LNG	0	-	-	-	0	-	0	-
Gas Tankers-LPG	1	54.000	0	99.000	2	▼-50%	0	-
General Cargo	0	-	-	-	4	▼-100%	0	-
Containers	10	1.028.000	101.000	0	14	▼-29%	63	▼-84%
Reefers	0	-	-	-	0	-	0	-
Passenger/Cruise	0	-	-	-	0	-	0	-
Ro-Ro	0	-	-	-	0	-	0	-
Car Carriers	0	-	-	-	6	▼-100%	12	▼-100%
Combined	0	-	-	-	0	-	0	-
Special Projects	0	-	-	-	0	-	0	-
<b>TOTAL</b>	<b>33</b>	<b>2.956.099</b>	<b>101.000</b>	<b>99.000</b>	<b>38</b>	<b>▼-13%</b>	<b>105</b>	<b>▼-69%</b>

Incl. 0 vessel(s) with undisclosed Dwt

**Japan** 5% share to the total Ordering Activity

Vessel Type	Units	Dwt	TEU	Cbm	Previous Month		Previous Year	
					Units	%m-o-m	Units	%y-o-y
Bulk Carriers	2	370.000	0	0	6	▼-67%	4	▼-50%
Tankers	0	-	-	-	0	-	1	▼-100%
Gas Tankers-LNG	0	-	-	-	0	-	0	-
Gas Tankers-LPG	1	54.000	0	86.700	0	-	3	▼-67%
General Cargo	0	-	-	-	0	-	0	-
Containers	0	-	-	-	0	-	0	-
Reefers	0	-	-	-	0	-	0	-
Passenger/Cruise	0	-	-	-	0	-	0	-
Ro-Ro	0	-	-	-	0	-	0	-
Car Carriers	0	-	-	-	0	-	6	▼-100%
Combined	0	-	-	-	0	-	0	-
Special Projects	0	-	-	-	0	-	0	-
<b>TOTAL</b>	<b>3</b>	<b>424.000</b>	<b>0</b>	<b>86.700</b>	<b>6</b>	<b>▼-50%</b>	<b>14</b>	<b>▼-79%</b>

Incl. 0 vessel(s) with undisclosed Dwt

**South Korea** 34% share to the total Ordering Activity

Vessel Type	Units	Dwt	TEU	Cbm	Previous Month		Previous Year	
					Units	%m-o-m	Units	%y-o-y
Bulk Carriers	0	-	-	-	0	-	0	-
Tankers	2	99.400	0	0	9	▼-78%	1	▲100%
Gas Tankers-LNG	16	1.440.000	0	1.392.000	21	▼-24%	6	▲167%
Gas Tankers-LPG	0	-	-	-	1	▼-100%	2	▼-100%
General Cargo	0	-	-	-	0	-	0	-
Containers	2	73.200	5.000	0	3	▼-33%	27	▼-93%
Reefers	0	-	-	-	0	-	0	-
Passenger/Cruise	0	-	-	-	0	-	0	-
Ro-Ro	0	-	-	-	0	-	0	-
Car Carriers	0	-	-	-	0	-	0	-
Combined	0	-	-	-	0	-	0	-
Special Projects	0	-	-	-	0	-	0	-
<b>TOTAL</b>	<b>20</b>	<b>1.612.600</b>	<b>5.000</b>	<b>1.392.000</b>	<b>34</b>	<b>▼-41%</b>	<b>36</b>	<b>▼-44%</b>

Incl. 0 vessel(s) with undisclosed Dwt

## NEWBUILDING TRENDS

### Top Shipbuilding Countries

- Ordering Activity Per Vessel Size for Main Segments
- Bulk Carriers

Per Vessel Size			August 2022-New Orders			Previous Year			%y-o-y		
Dwt	Bulk Carriers	Units	China	Japan	Korea	China	Japan	Korea	China	Japan	Korea
10,000-29,999	Handy	0							-	-	-
30,000-39,000	Handysize	4	4						-	-	-
40,000-49,999	Handymax	6	6						-	-	-
50,000-59,999	Supramax	0				2			▼100%	-	-
60,000-67,000	Ultramax	0				2			▼100%	-	-
70,000-78,999	Panamax	0					4		-	▼100%	-
79,000-87,000	Kamsarmax	0				15			▼100%	-	-
90,000-99,999	Post Panamax	0				2			▼100%	-	-
100,000-119,999	Mini Cape	0							-	-	-
120,000-219,999	Capesize	2		2					-	-	-
>=220,000	VLOC	4	4			4			▬ 0%	-	-
<b>TOTAL</b>		<b>16</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>▼-44%</b>	<b>▼-50%</b>	<b>-</b>

#### GREEK PRESENCE

Per Vessel Size			August 2022-New Orders			Previous Year			%y-o-y		
Dwt	Bulk Carriers	Units	China	Japan	Korea	China	Japan	Korea	China	Japan	Korea
10,000-29,999	Handy	0							-	-	-
30,000-39,000	Handysize	0							-	-	-
40,000-49,999	Handymax	0							-	-	-
50,000-59,999	Supramax	0							-	-	-
60,000-67,000	Ultramax	0							-	-	-
70,000-78,999	Panamax	0							-	-	-
79,000-87,000	Kamsarmax	0				2			▼100%	-	-
90,000-99,999	Post Panamax	0							-	-	-
100,000-119,999	Mini Cape	0							-	-	-
120,000-219,999	Capesize	0							-	-	-
>=220,000	VLOC	0							-	-	-
<b>TOTAL</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>▼100%</b>	<b>-</b>	<b>-</b>

## NEWBUILDING TRENDS

### Top Shipbuilding Countries

- Ordering Activity Per Vessel Size for Main Segments
- Tankers

Per Vessel Size		August 2022-New Orders				Previous Year			%y-o-y		
Dwt	Tankers	Units	China	Japan	Korea	China	Japan	Korea	China	Japan	Korea
less than 10,000	Small	1	1						-	-	-
10,000-34,999	Handy	4	4						-	-	-
35,000-54,999	MR	5	1		2			1	-	-	▲100%
55,000-79,999	Panamax	0							-	-	-
80,000-119,999	Aframax	0				5	1		▼-100%	▼-100%	-
120,000-160,000	Suezmax	0							-	-	-
161,000-320,000	VLCC	2	2						-	-	-
<b>TOTAL</b>		<b>12</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>▲60%</b>	<b>▼-100%</b>	<b>▲100%</b>

#### GREEK PRESENCE

Per Vessel Size		August 2022-New Orders				Previous Year			%y-o-y		
Dwt	Tankers	Units	China	Japan	Korea	China	Japan	Korea	China	Japan	Korea
less than 10,000	Small	0							-	-	-
10,000-34,999	Handy	0							-	-	-
35,000-54,999	MR	0						1	-	-	▼-100%
55,000-79,999	Panamax	0							-	-	-
80,000-119,999	Aframax	0				3	1		▼-100%	▼-100%	-
120,000-160,000	Suezmax	0							-	-	-
161,000-320,000	VLCC	0							-	-	-
<b>TOTAL</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>▼-100%</b>	<b>▼-100%</b>	<b>▼-100%</b>

#### ➤ LNG Tankers

Per Vessel Size		August 2022-New Orders				Previous Year			%y-o-y		
LNG Tankers	Units	China	Japan	Korea	China	Japan	Korea	China	Japan	Korea	
1,000-11,999	Small	0							-	-	-
12,000-19,999	Handy	0							-	-	-
20,000-89,999	MGC	0							-	-	-
>=90,000	VLGC	16			16			6	-	-	▲167%
<b>TOTAL</b>		<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>-</b>	<b>-</b>	<b>▲167%</b>

#### GREEK PRESENCE

Per Vessel Size		August 2022-New Orders				Previous Year			%y-o-y		
LNG Tankers	Units	China	Japan	Korea	China	Japan	Korea	China	Japan	Korea	
1,000-11,999	Small	0							-	-	-
12,000-19,999	Handy	0							-	-	-
20,000-89,999	MGC	0							-	-	-
>=90,000	VLGC	2			2				-	-	-
<b>TOTAL</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>

## NEWBUILDING TRENDS

### Top Shipbuilding Countries

#### ➤ Ordering Activity Per Vessel Size for Main Segments

#### ➤ LPG Tankers

Per Vessel Size			August 2022-New Orders			Previous Year			%y-o-y		
Cbm	LPG Tankers	Units	China	Japan	Korea	China	Japan	Korea	China	Japan	Korea
1,000-11,999	Small	0							-	-	-
12,000-19,999	Handy	0							-	-	-
20,000-49,999	MGC	0							-	-	-
50,000-69,999	Large	0							-	-	-
>=70,000	VLGC	2	1	1	0		3	2	-	▼-67%	▼-100%
	<b>TOTAL</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>-</b>	<b>▼-67%</b>	<b>▼-100%</b>

#### GREEK PRESENCE

Per Vessel Size			August 2022-New Orders			Previous Year			%y-o-y		
Cbm	LPG Tankers	Units	China	Japan	Korea	China	Japan	Korea	China	Japan	Korea
1,000-11,999	Small	0							-	-	-
12,000-19,999	Handy	0							-	-	-
20,000-49,999	MGC	0							-	-	-
50,000-69,999	Large	0							-	-	-
>=70,000	VLGC	0							-	-	-
	<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>

#### ➤ Containers

Per Vessel Size			August 2022-New Orders			Previous Year			%y-o-y		
TEU	Containers	Units	China	Japan	Korea	China	Japan	Korea	China	Japan	Korea
0-999	Feeder	0							-	-	-
1,000-1,999	Handysize	2	2			13		15	▼-85%	-	▼-100%
2,000-2,999	Sub Panamax	4	2		2	26			▼-92%	-	-
3,000-4,999	Small Panamax	0							-	-	-
5,000-7,999	Large Panamax	0				24			▼-100%	-	-
8,000-10,000	Post Panamax	0							-	-	-
>10,000	Post_Panamax	6	6					12	-	-	▼-100%
	<b>TOTAL</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>0</b>	<b>27</b>	<b>▼-84%</b>	<b>-</b>	<b>▼-93%</b>

#### GREEK PRESENCE

Per Vessel Size			August 2022-New Orders			Previous Year			%y-o-y		
TEU	Containers	Units	China	Japan	Korea	China	Japan	Korea	China	Japan	Korea
0-999	Feeder	0							-	-	-
1,000-1,999	Handysize	0						3	-	-	▼-100%
2,000-2,999	Sub Panamax	0							-	-	-
3,000-4,999	Small Panamax	0							-	-	-
5,000-7,999	Large Panamax	0							-	-	-
8,000-10,000	Post Panamax	0							-	-	-
>10,000	Post_Panamax	0							-	-	-
	<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>-</b>	<b>-</b>	<b>▼100%</b>