

# Monthly Newbuilding Market Report

Issue: October 2022

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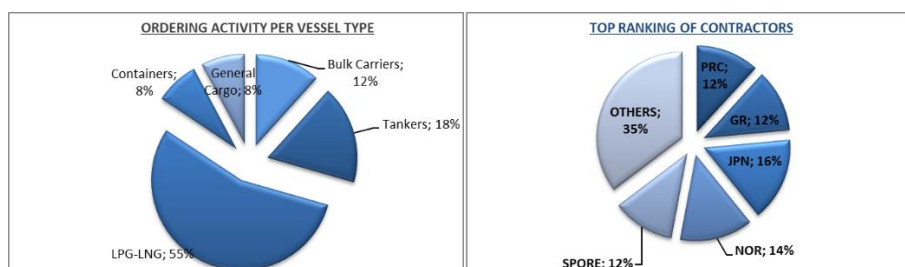
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## NEWBUILDING MARKET

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

	Oct-22	Previous Month	m-o-m	Oct-21	y-o-y
<b>No. of Vessels Ordered</b>	51	79	▼-35%	103	▼-50%
<b>Greek Presence:</b>	6	5	▲20%	8	▼-25%
<b>Chinese Presence:</b>	6	13	▼-54%	24	▼-75%



<b>Total New orders</b>	51	
<b>Average Dwt Ordered:</b>	70.766	
<b>Total Invested Capital:</b>	5.380.500.000	17 NB deals reported at an undisclosed Contract Price

**Greek Presence:**

<b>Total New orders</b>	6	11,76% share to the total Ordering Activity
<b>Average Dwt Ordered:</b>	105.833	
<b>Total Invested Capital:</b>	371.000.000	3 NB deals reported at an undisclosed Contract Price

**Chinese Presence:**

<b>Total New orders</b>	6	12% share to the total Ordering Activity
<b>Average Dwt Ordered:</b>	28.433	
<b>Total Invested Capital:</b>	270.000.000	4 NB deals reported at an undisclosed Contract Price

**Per Vessel Type**

		% change volume of activity	
<b>Bulk Carriers</b>			
<b>Average Dwt Ordered:</b>	44.900	▼	-68% m-o-m
<b>Total Invested Capital:</b>	140.000.000	4 NB deals reported at an undisclosed Contract Price	▼ -79% y-o-y
<b>Tankers</b>			
<b>Average Dwt Ordered:</b>	62.400	▼	-18% m-o-m
<b>Total Invested Capital:</b>	296.000.000	3 NB deals reported at an undisclosed Contract Price	▼ -63% y-o-y
<b>LNG Tankers</b>			
<b>Average Cbm Ordered:</b>	162.318	▲	4% m-o-m
<b>Total Invested Capital:</b>	4.188.500.000	4 NB deals reported at an undisclosed Contract Price	▲ 85% y-o-y
<b>LPG Tankers</b>			
<b>Average Cbm Ordered:</b>	93.500	▼	-20% m-o-m
<b>Total Invested Capital:</b>	460.000.000	0 NB deals reported at an undisclosed Contract Price	▼ -33% y-o-y
<b>Containers</b>			
<b>Average TEU Ordered:</b>	8.169	▼	-79% m-o-m
<b>Total Invested Capital:</b>	296.000.000	2 NB deals reported at an undisclosed Contract Price	▼ -81% 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	6	311.600	140.000.000	4	19	▼ -68%	29	▼ -79%
Tankers	9	561.600	296.000.000	3	11	▼ -18%	24	▼ -63%
Gas Tankers-LNG	24	2.126.861	4.188.500.000	4	23	▲ 4%	13	▲ 85%
Gas Tankers-LPG	4	216.000	460.000.000	0	5	▼ -20%	6	▼ -33%
General Cargo	4	16.000	0	4	0	-	6	▼ -33%
Containers	4	377.000	296.000.000	2	19	▼ -79%	21	▼ -81%
Reefers	0	-	-	-	0	-	-	-
Passenger/Cruise	0	-	-	-	0	-	-	-
Ro-Ro	0	-	-	-	0	-	-	-
Car Carriers	0	-	-	-	2	▼ -100%	4	▼ -100%
Combined	0	-	-	-	0	-	-	-
Special Projects	0	-	-	-	0	-	-	-
<b>TOTAL</b>	<b>51</b>	<b>3.609.061</b>	<b>5.380.500.000</b>	<b>17</b>	<b>79</b>	<b>▼ -35%</b>	<b>103</b>	<b>▼ -50%</b>

Incl. 0 vessel(s) with undisclosed DWT

**GREEK PRESENCE** 11,76% 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	-	0	-
Tankers	3	345.000	128.000.000	1	0	-	8	▼ -63%
Gas Tankers-LNG	3	290.000	243.000.000	2	0	-	0	-
Gas Tankers-LPG	0	-	-	-	3	▼ -100%	0	-
General Cargo	0	-	-	-	0	-	0	-
Containers	0	-	-	-	2	▼ -100%	0	-
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>6</b>	<b>635.000</b>	<b>371.000.000</b>	<b>3</b>	<b>5</b>	<b>▲ 20%</b>	<b>8</b>	<b>▼ -25%</b>

Incl. 0 vessel(s) with undisclosed DWT

**CHINESE PRESENCE** 12% 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	-	-	-	9	▼ -100%	21	▼ -100%
Tankers	2	12.600	0	2	1	▲ 100%	1	▲ 100%
Gas Tankers-LNG	0	-	-	-	2	▼ -100%	0	-
Gas Tankers-LPG	2	108.000	270.000.000	0	0	-	2	▬ 0%
General Cargo	0	-	-	-	0	-	0	-
Containers	2	50.000	0	2	1	▲ 100%	0	-
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>6</b>	<b>170.600</b>	<b>270.000.000</b>	<b>4</b>	<b>13</b>	<b>▼ -54%</b>	<b>24</b>	<b>▼ -75%</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	2	26.300	0	-	0	-
30,000-39,000	Handysize	0	-	4	▼-100%	0	-
40,000-49,999	Handymax	0	-	0	-	0	-
50,000-59,999	Supramax	0	-	0	-	0	-
60,000-67,000	Ultramax	2	63.500	13	▼-85%	17	▼-88%
70,000-78,999	Panamax	0	-	0	-	0	-
79,000-87,000	Kamsarmax	0	-	2	▼-100%	9	▼-100%
90,000-99,999	Post Panamax	0	-	0	-	0	-
100,000-119,999	Mini Cape	0	-	0	-	0	-
120,000-219,999	Capesize	0	-	0	-	0	-
>=220,000	VLCC	0	-	0	-	2	▼-100%
<b>TOTAL</b>		<b>4</b>	<b>44.900</b>	<b>19</b>	<b>▼-79%</b>	<b>28</b>	<b>▼-86%</b>

Dwt	Tankers	Units	Average Dwt Ordered	Units	%m-o-m	Units	%y-o-y
less than 10,000	Small	2	6.300	0	-	-	-
10,000-34,999	Handy	0	-	3	▼-100%	-	-
35,000-54,999	MR	4	51.000	4	▲0%	8	▼-50%
55,000-79,999	Panamax	0	-	0	-	-	-
80,000-119,999	Aframax	3	115.000	0	-	9	▼-67%
120,000-160,000	Suezmax	0	-	4	▼-100%	7	▼-100%
161,000-320,000	VLCC	0	-	0	-	-	-
<b>TOTAL</b>		<b>9</b>	<b>62.400</b>	<b>11</b>	<b>▼-18%</b>	<b>24</b>	<b>▼-63%</b>

	LNG Tankers	Units	Average Cbm Ordered	Units	%m-o-m	Units	%y-o-y
1,000-11,999	Small	2	8000	0	-	-	-
10,000-34,999	Handy	0	-	0	-	-	-
20,000-49,999	MGC	0	-	0	-	-	-
>=70,000	VLGC	22	176.347	23	▼-4%	13	▲69%
<b>TOTAL</b>		<b>24</b>	<b>162.318</b>	<b>23</b>	<b>▲4%</b>	<b>13</b>	<b>▲85%</b>

Cbm	LPG Tankers	Units	Average Cbm Ordered	Units	%m-o-m	Units	%y-o-y
1,000-11,999	Small	0	-	0	-	4	▼-100%
12,000-19,999	Handy	0	-	0	-	-	-
20,000-49,999	MGC	0	-	2	▼-100%	1	▼-100%
50,000-69,999	Large	0	-	0	-	-	-
>=70,000	VLGC	4	93.500	3	▲33%	1	▲300%
<b>TOTAL</b>		<b>4</b>	<b>93.500</b>	<b>5</b>	<b>▼-20%</b>	<b>6</b>	<b>▼-33%</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	1.800	6	▼-67%	6	▼-67%
2,000-2,999	Sub Panamax	0	-	1	▼-100%	4	▼-100%
3,000-4,999	Small Panamax	0	-	0	-	-	-
5,000-7,999	Large Panamax	0	-	0	-	7	▼-100%
8,000-10,000	Post Panamax	0	-	0	-	-	-
>10,000	Post Panamax	2	13.000	12	▼-83%	4	▼-50%
<b>TOTAL</b>		<b>4</b>	<b>8.169</b>	<b>19</b>	<b>▼-79%</b>	<b>21</b>	<b>▼-81%</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	-	0	-
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>0</b>	<b>-</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	-	4	▼-100%
55,000-79,999	Panamax	0	-	0	-	0	-
80,000-119,999	Aframax	3	115.000	0	-	4	▼-25%
120,000-160,000	Suezmax	0	-	0	-	0	-
161,000-320,000	VLCC	0	-	0	-	0	-
<b>TOTAL</b>		<b>3</b>	<b>115.000</b>	<b>0</b>	<b>-</b>	<b>8</b>	<b>▼-63%</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	3	174.000	0	-	0	-
<b>TOTAL</b>		<b>3</b>	<b>174.000</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>-</b>

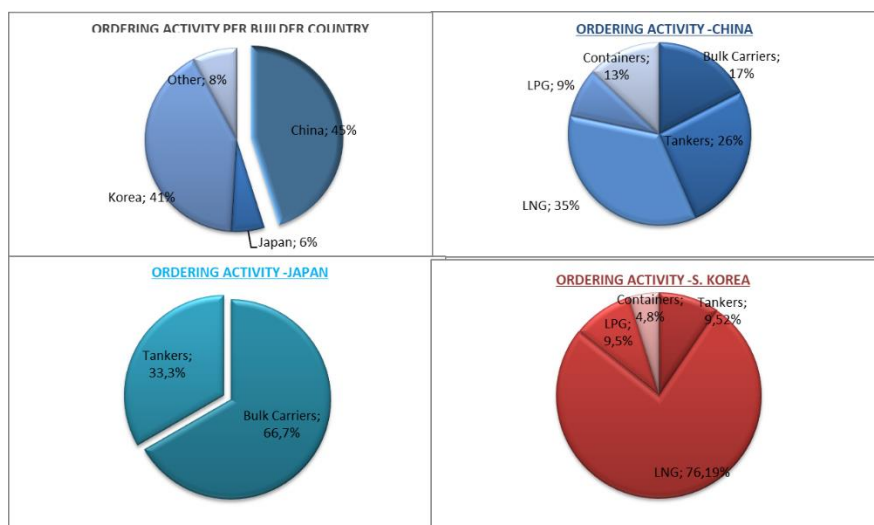
<u>Cbm</u>	<u>LPG Tankers</u>	<u>Units</u>	<u>Average Cbm Ordered</u>	<u>Units</u>	<u>%m-o-m</u>	<u>Units</u>	<u>%y-o-y</u>
1,000-11,999	Small	0	-	0	-	0	-
12,000-19,999	Handy	0	-	0	-	0	-
20,000-49,999	MGC	0	-	0	-	0	-
50,000-69,999	Large	0	-	0	-	0	-
>=70,000	VLGC	0	-	3	▼-100%	0	-
<b>TOTAL</b>		<b>0</b>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

## NEWBUILDING MARKET Top Shipbuilding Countries

### ➤ Overview of Ordering Activity

Builder Country	Oct-22	Previous Month	m-o-m	Oct-21	y-o-y
China	23	41	▼ -44%	61	▼ -62%
Japan	3	0	0%	1	▲ 200%
S. Korea	21	38	▼ -45%	41	▼ -49%



<b>China</b>	<b>23</b>	<b>New Orders</b>	<b>45% share to the total Ordering Activity</b>
Average Dwt Ordered:	62.210		
Total Dwt Ordered:	1.381.200		
<b>Japan</b>	<b>3</b>	<b>New Orders</b>	<b>6% share to the total Ordering Activity</b>
Average Dwt Ordered:	70.650		
Total Dwt Ordered:	167.600		
<b>S. Korea</b>	<b>21</b>	<b>New Orders</b>	<b>41% share to the total Ordering Activity</b>
Average Dwt Ordered:	103.415		
Total Dwt Ordered:	2.044.261		

## NEWBUILDING MARKET

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

#### ➤ Overview of Ordering Activity

Per Vessel Type	Units	Average Dwt Ordered	% change volume of activity			
<b>Bulk Carriers</b>	<b>6</b>	<b>44.900</b>	▼-68%	m-o-m	▼-79%	y-o-y
China	4	63.500	▼-79%	m-o-m	▼-86%	y-o-y
Japan	2	26.300	-	m-o-m	-	y-o-y
Korea	0	-	-	m-o-m	-	y-o-y
	Units	Average Dwt Ordered	% change volume of activity			
<b>Tankers</b>	<b>9</b>	<b>62.400</b>	▼-18%	m-o-m	▼-63%	y-o-y
China	6	28.650	▲100%	m-o-m	▲500%	y-o-y
Japan	1	115.000	-	m-o-m	-	y-o-y
Korea	2	115.000	▼-75%	m-o-m	▼-91%	y-o-y
	Units	Average Cbm Ordered	% change volume of activity			
<b>Gas Tankers-LNG</b>	<b>24</b>	<b>162.318</b>	▲4%	m-o-m	▲85%	y-o-y
China	8	135.500	▲100%	m-o-m	▲0%	y-o-y
Japan	0	-	-	m-o-m	-	y-o-y
Korea	16	175.728	▼-16%	m-o-m	▲220%	y-o-y
	Units	Average Cbm Ordered	% change volume of activity			
<b>Gas Tankers-LPG</b>	<b>4</b>	<b>93.500</b>	▼-20%	m-o-m	▼-33%	y-o-y
China	2	99.000	-	m-o-m	▼-50%	y-o-y
Japan	0	-	-	m-o-m	▼-100%	y-o-y
Korea	2	88.000	▼-60%	m-o-m	▲100%	y-o-y
	Units	Average TEU Ordered	% change volume of activity			
<b>Containers</b>	<b>4</b>	<b>8.169</b>	▼-79%	m-o-m	▼-81%	y-o-y
China	3	5.225	▼-80%	m-o-m	▼-67%	y-o-y
Japan	0	-	-	m-o-m	-	y-o-y
Korea	1	17.000	▼-75%	m-o-m	▼-92%	y-o-y



## NEWBUILDING MARKET

### Top Shipbuilding Countries

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

**China** 45% 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	4	259.000	0	0	19	▼ -79%	29	▼ -86%
Tankers	6	216.600	0	0	3	▲ 100%	1	▲ 500%
Gas Tankers-LNG	8	590.600	0	1.084.000	4	▲ 100%	8	▬ 0%
Gas Tankers-LPG	2	108.000	0	198.000	0	-	4	▼ -50%
General Cargo	0	-	-	-	0	-	6	▼ -100%
Containers	3	207.000	15.676	0	15	▼ -80%	9	▼ -67%
Reefers	0	-	-	-	0	-	0	-
Passenger/Cruise	0	-	-	-	0	-	0	-
Ro-Ro	0	-	-	-	0	-	0	-
Car Carriers	0	-	-	-	0	-	4	▼ -100%
Combined	0	-	-	-	0	-	0	-
Special Projects	0	-	-	-	0	-	0	-
<b>TOTAL</b>	<b>23</b>	<b>1.381.200</b>	<b>15.676</b>	<b>1.282.000</b>	<b>41</b>	<b>▼ -44%</b>	<b>61</b>	<b>▼ -62%</b>

Incl. 0 vessel(s) with undisclosed Dwt

**Japan** 6% 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	52.600	0	0	0	-	0	-
Tankers	1	115.000	0	0	0	-	0	-
Gas Tankers-LNG	0	-	-	-	0	-	0	-
Gas Tankers-LPG	0	-	-	-	0	-	1	▼ -100%
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	-	0	-
Combined	0	-	-	-	0	-	0	-
Special Projects	0	-	-	-	0	-	0	-
<b>TOTAL</b>	<b>3</b>	<b>167.600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>1</b>	<b>▲ 200%</b>

Incl. 0 vessel(s) with undisclosed Dwt

**South Korea** 41% 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	230.000	0	0	8	▼ -75%	23	▼ -91%
Gas Tankers-LNG	16	1.536.261	0	2.811.640	19	▼ -16%	5	▲ 220%
Gas Tankers-LPG	2	108.000	0	176.000	5	▼ -60%	1	▲ 100%
General Cargo	0	-	-	-	0	-	0	-
Containers	1	170.000	17.000	0	4	▼ -75%	12	▼ -92%
Reefers	0	-	-	-	0	-	0	-
Passenger/Cruise	0	-	-	-	0	-	0	-
Ro-Ro	0	-	-	-	0	-	0	-
Car Carriers	0	-	-	-	2	▼ -100%	0	-
Combined	0	-	-	-	0	-	0	-
Special Projects	0	-	-	-	0	-	0	-
<b>TOTAL</b>	<b>21</b>	<b>2.044.261</b>	<b>17.000</b>	<b>2.987.640</b>	<b>38</b>	<b>▼ -45%</b>	<b>41</b>	<b>▼ -49%</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			November 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	2	2	2		1			▲100%	-	-
30,000-39,000	Handysize	0							-	-	-
40,000-49,999	Handymax	0							-	-	-
50,000-59,999	Supramax	0							-	-	-
60,000-67,000	Ultramax	2	2			17			▼-88%	-	-
70,000-78,999	Panamax	0							-	-	-
79,000-87,000	Kamsarmax	0				9			▼-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				2			▼-100%	-	-
<b>TOTAL</b>		<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>▼-86%</b>	<b>-</b>	<b>-</b>

#### GREEK PRESENCE

Per Vessel Size			November 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							-	-	-
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>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
- Tankers

Per Vessel Size			November 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	2	2						-	-	-
10,000-34,999	Handy	0							-	-	-
35,000-54,999	MR	4	4					8	-	-	▼-100%
55,000-79,999	Panamax	0							-	-	-
80,000-119,999	Aframax	3				1		8	▼-100%	-	▼-100%
120,000-160,000	Suezmax	0						7	-	-	▼-100%
161,000-320,000	VLCC	0		1	2				-	-	-
<b>TOTAL</b>		<b>9</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>23</b>	▲500%	-	▼-91%

#### GREEK PRESENCE

Per Vessel Size			November 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						4	-	-	▼-100%
55,000-79,999	Panamax	0							-	-	-
80,000-119,999	Aframax	3		1	2			4	-	-	▼-50%
120,000-160,000	Suezmax	0							-	-	-
161,000-320,000	VLCC	0							-	-	-
<b>TOTAL</b>		<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	-	-	▼-75%

#### ➤ LNG Tankers

Per Vessel Size			November 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	2	2						-	-	-
12,000-19,999	Handy	0							-	-	-
20,000-89,999	MGC	0							-	-	-
>=90,000	VLGC	22	6		16	8		5	▼-25%	-	▲220%
<b>TOTAL</b>		<b>24</b>	<b>8</b>	<b>0</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>5</b>	0%	-	▲220%

#### GREEK PRESENCE

Per Vessel Size			November 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	3	2		1				-	-	-
<b>TOTAL</b>		<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-

## NEWBUILDING TRENDS

### Top Shipbuilding Countries

➤ Ordering Activity Per Vessel Size for Main Segments

➤ LPG Tankers

Per Vessel Size			November 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				4			▼-100%	-	-
12,000-19,999	Handy	0							-	-	-
20,000-49,999	MGC	0						1	-	-	▼-100%
50,000-69,999	Large	0							-	-	-
>=70,000	VLGC	4	2		2		1		-	▼-100%	-
	<b>TOTAL</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>▼-50%</b>	<b>▼100%</b>	<b>▲100%</b>

#### GREEK PRESENCE

Per Vessel Size			November 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			November 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			2		4	0%	-	▼-100%
2,000-2,999	Sub Panamax	0				4			▼-100%	-	-
3,000-4,999	Small Panamax	0							-	-	-
5,000-7,999	Large Panamax	0				3		4	▼-100%	-	▼-100%
8,000-10,000	Post Panamax	0							-	-	-
>10,000	Post_Panamax	2	1		1			4	-	-	▼-75%
	<b>TOTAL</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>12</b>	<b>▼-67%</b>	<b>-</b>	<b>▼-92%</b>

#### GREEK PRESENCE

Per Vessel Size			November 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							-	-	-
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>0</b>	<b>-</b>	<b>-</b>	<b>-</b>