



Shipping development yesterday, today and tomorrow

Niklas Bengtsson

Director

maritime-insight

www.maritime-insight.com

Disclaimer

The material and the information contained herein (together, the "**Information**") are provided by Maritime Insight Göteborg AB ("**maritime-insight**") for general information purposes.

The Information is drawn from maritime-insight's proprietary data and other sources. maritime-insight advises that: (i) any Information extracted from maritime-insight's databases is derived from estimates or subjective judgments; (ii) any Information extracted from the databases of other maritime data collection agencies may differ from the Information extracted from maritime-insight's database; (iii) whilst maritime-insight has taken reasonable care in the compilation of the Information and believes it to be accurate and correct, data compilation is subject to limited audit and validation procedures and may accordingly contain errors; (iv) the provision of the Information does not obviate any need to make appropriate further enquiries; (v) the provision of the Information is not an endorsement of any commercial policies and/or any conclusions by maritime-insight and its 'connected persons', and is not intended to recommend any decision by the recipient; (vi) shipping is a variable and cyclical business and any forecasting concerning it may not be accurate. Any future data contained herein are only estimates. maritime-insight and its connected persons make no representations or warranties of any kind, express or implied about the completeness, accuracy, reliability, suitability or availability with respect to the Information. Any reliance placed on such Information is therefore strictly at the recipient's own risk.

This Information is confidential and is solely for the internal use of the recipient. Neither the whole nor any part of the Information may be disclosed to, or used or relied upon by, any other person or used for any other purpose without the prior written consent of maritime-insight. Especially, the information is not to be used in any document for the purposes of raising finance whether by way of debt or equity. All intellectual property rights are fully reserved.

To the extent permitted by law, maritime-insight and its connected persons shall not be liable to the recipient or any third party for any loss or damage of any kind arising out of or in connection with the Information, including without limitation any direct, special, indirect or consequential damages (eg damage for loss of business or loss of profits) whether caused by tort (including negligence), breach of contract or otherwise, even if foreseeable. These exclusions do not apply to (i) death or personal injury caused by the negligence of maritime-insight and its connected persons or (ii) the liability of maritime-insight and its connected persons for fraudulent misrepresentation.

In this disclaimer 'connected persons' means, in relation to maritime-insight, the respective directors, officers, employees and agents of maritime-insight.

This disclaimer shall be governed by and construed in accordance with Swedish Law.

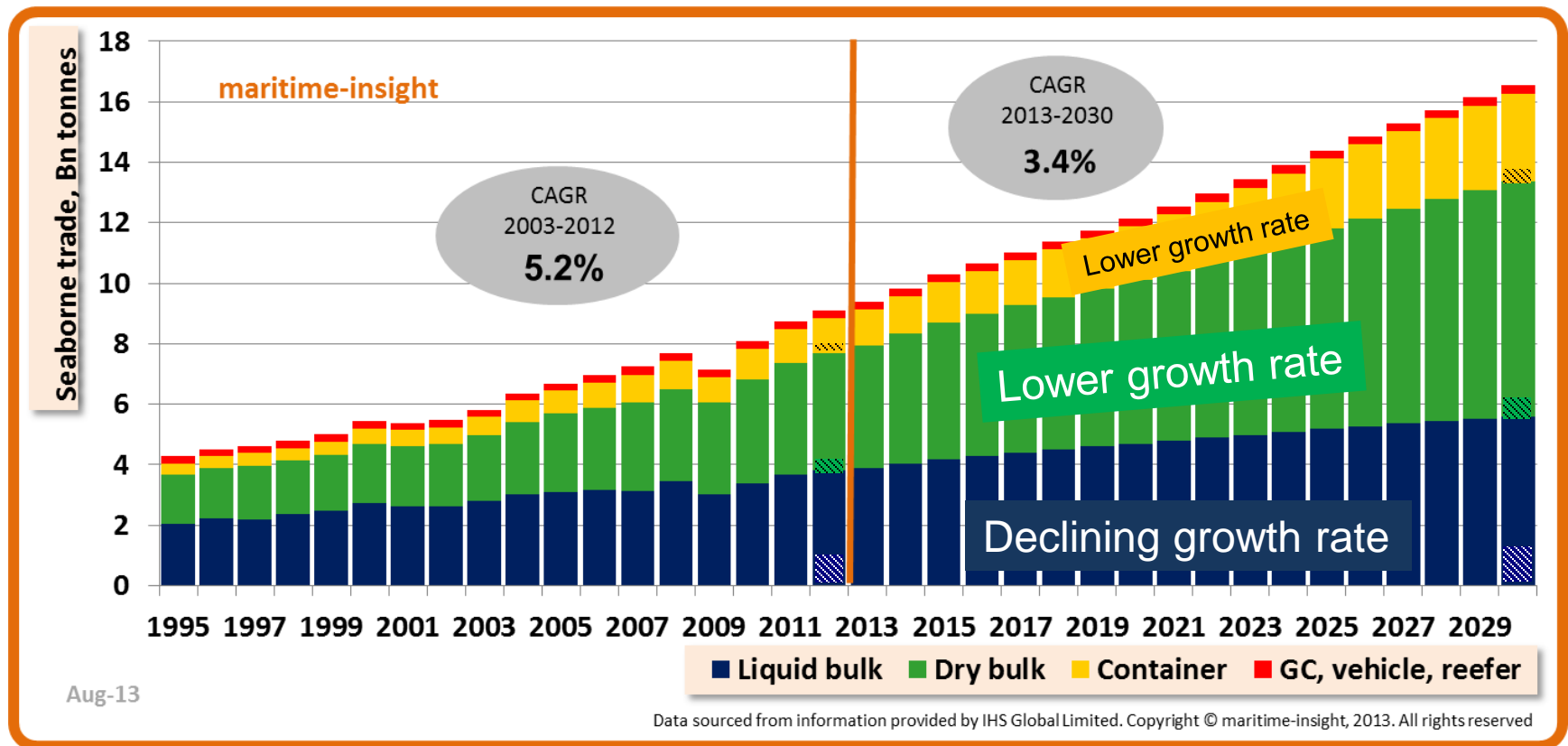
Maritime Insight Göteborg AB, Sven Källfelts gata 210, SE-426 71 Västra Frölunda, Sweden.

This presentation

- **A perspective – Seaborne trade development**
- **Shifts in trade can affect maritime spatial planning**
 - **The Russian oil example**
- **Scale of economy can change the mode of transports – and thus maritime spatial planning**
 - **The container/general cargo/reefer example**
- **Expected tonnage changes going forward**
- **Conclusions**

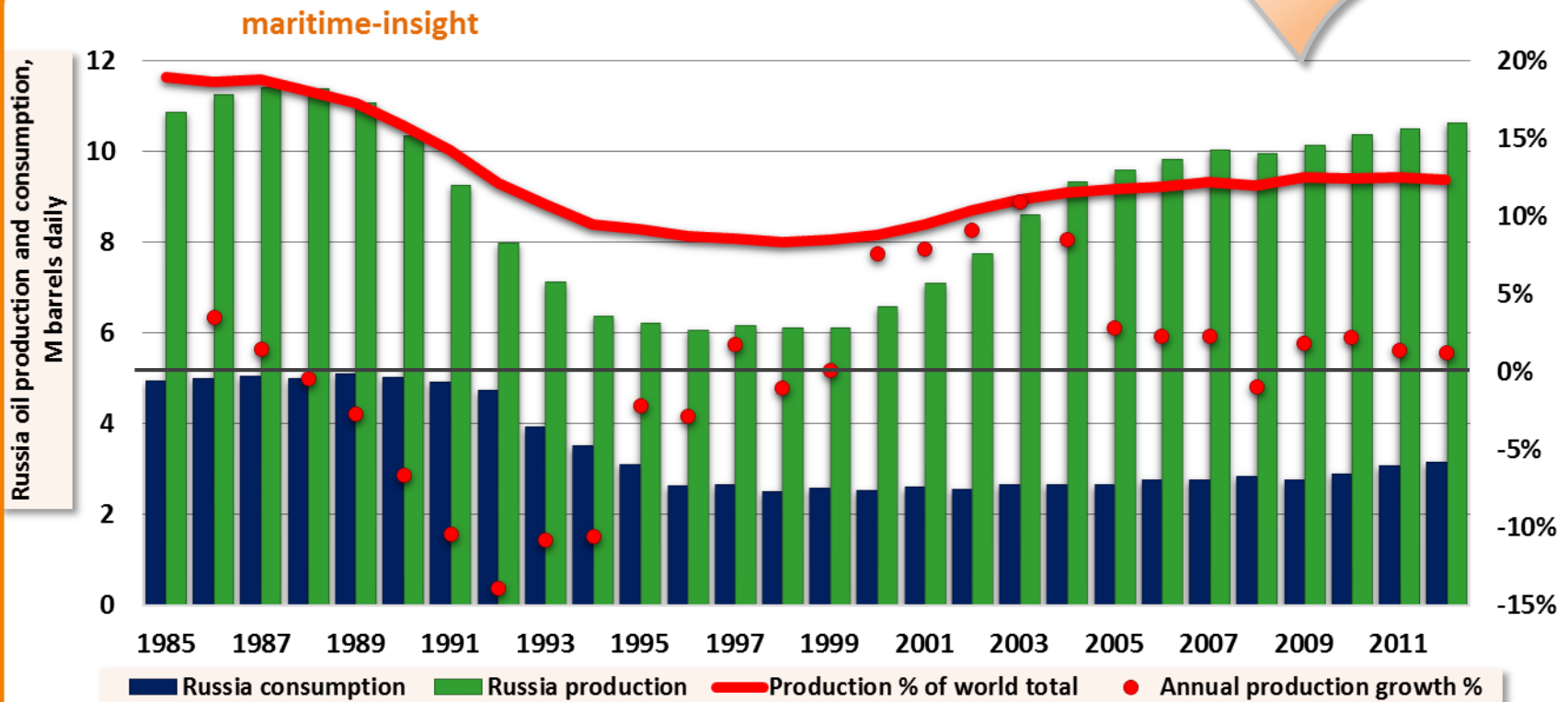
Seaborne transport demand will continue to grow, so we need smart, green solutions to make shipping sustainable.

Billion tonnes of cargo 1995-2030.

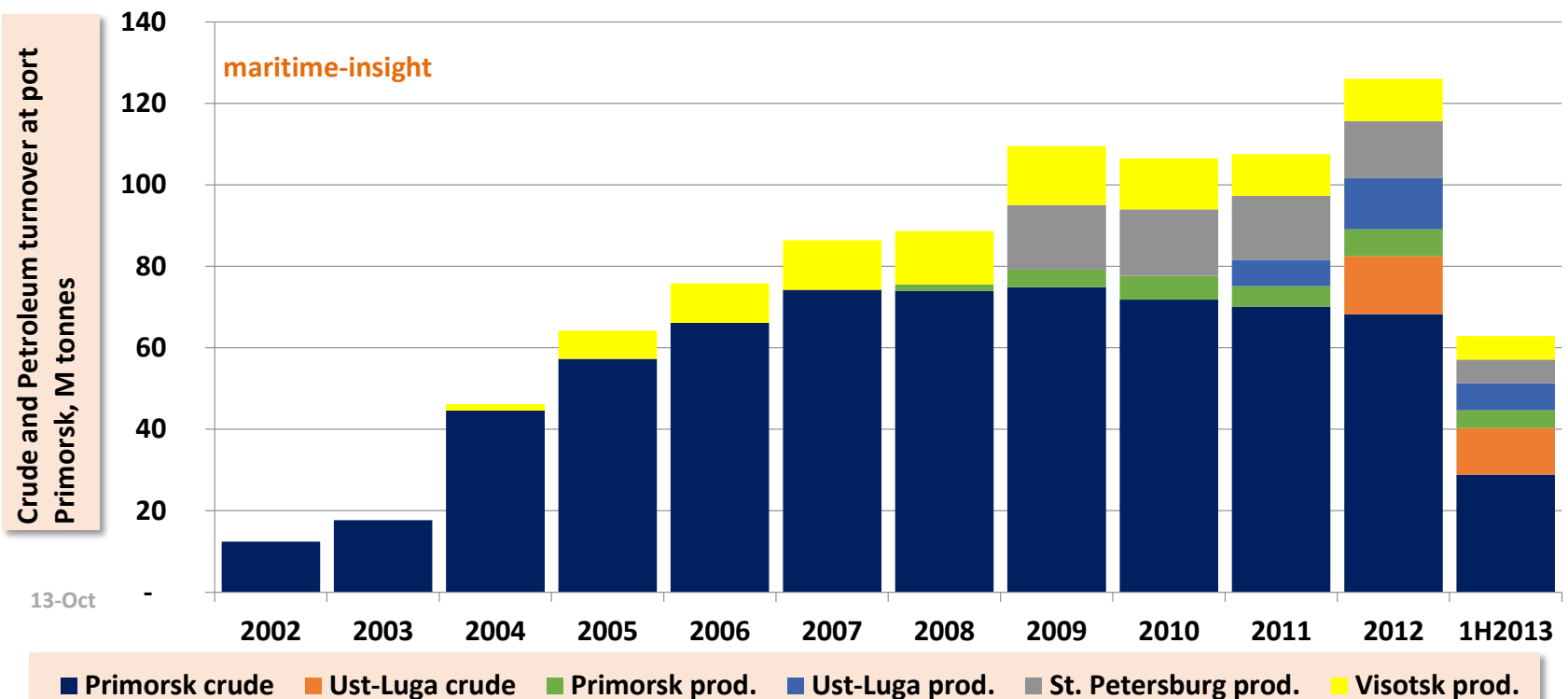


When Russian production picked up to former levels – ports in the Baltic where the choice for increased export

The Russian oil example



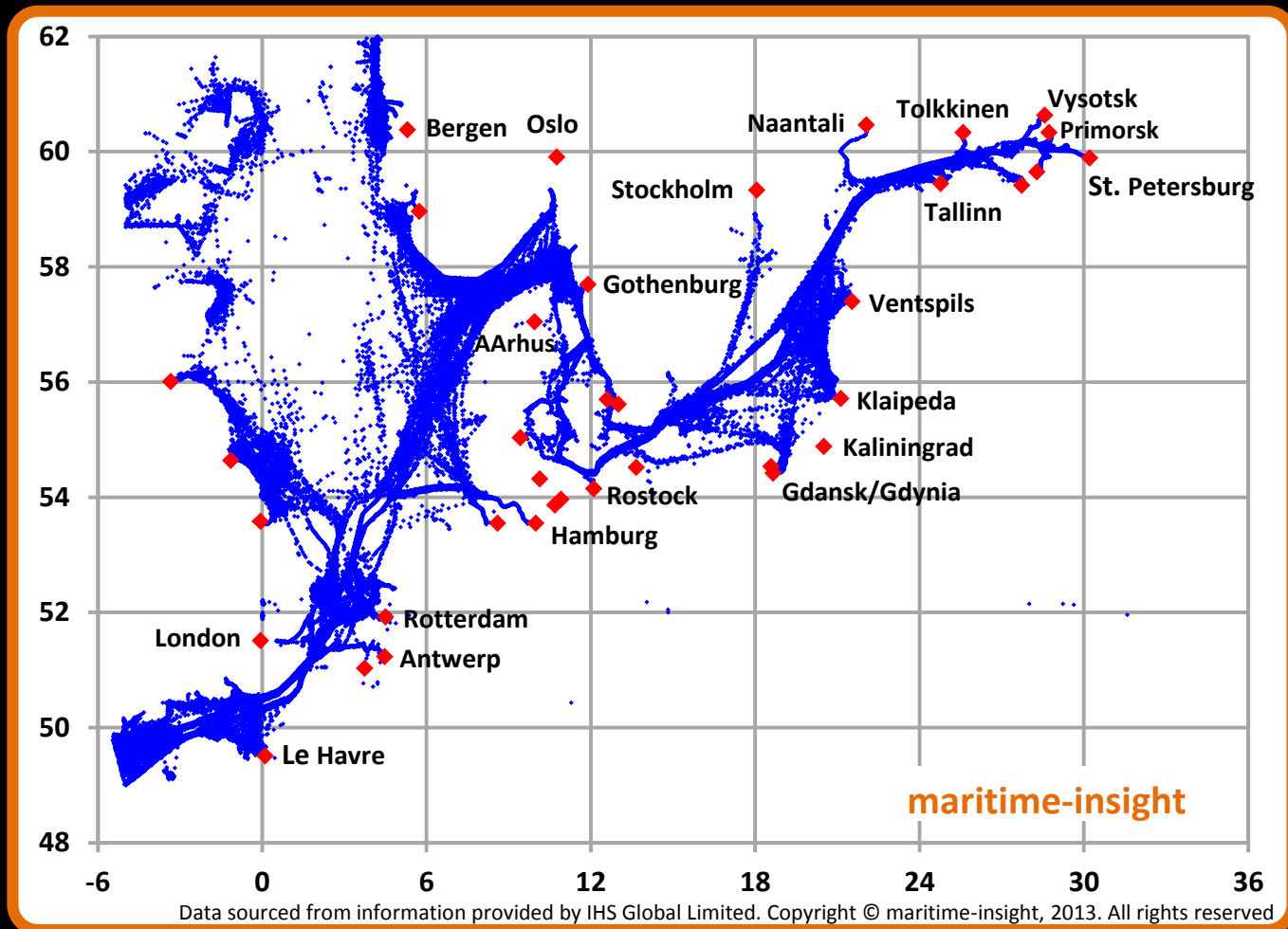
Thus the port turnaround in the Baltic Russian ports increased massively – crude volumes of more than 80M tonnes



Source: http://www.pasp.ru/dannye_po_gruzooborotu

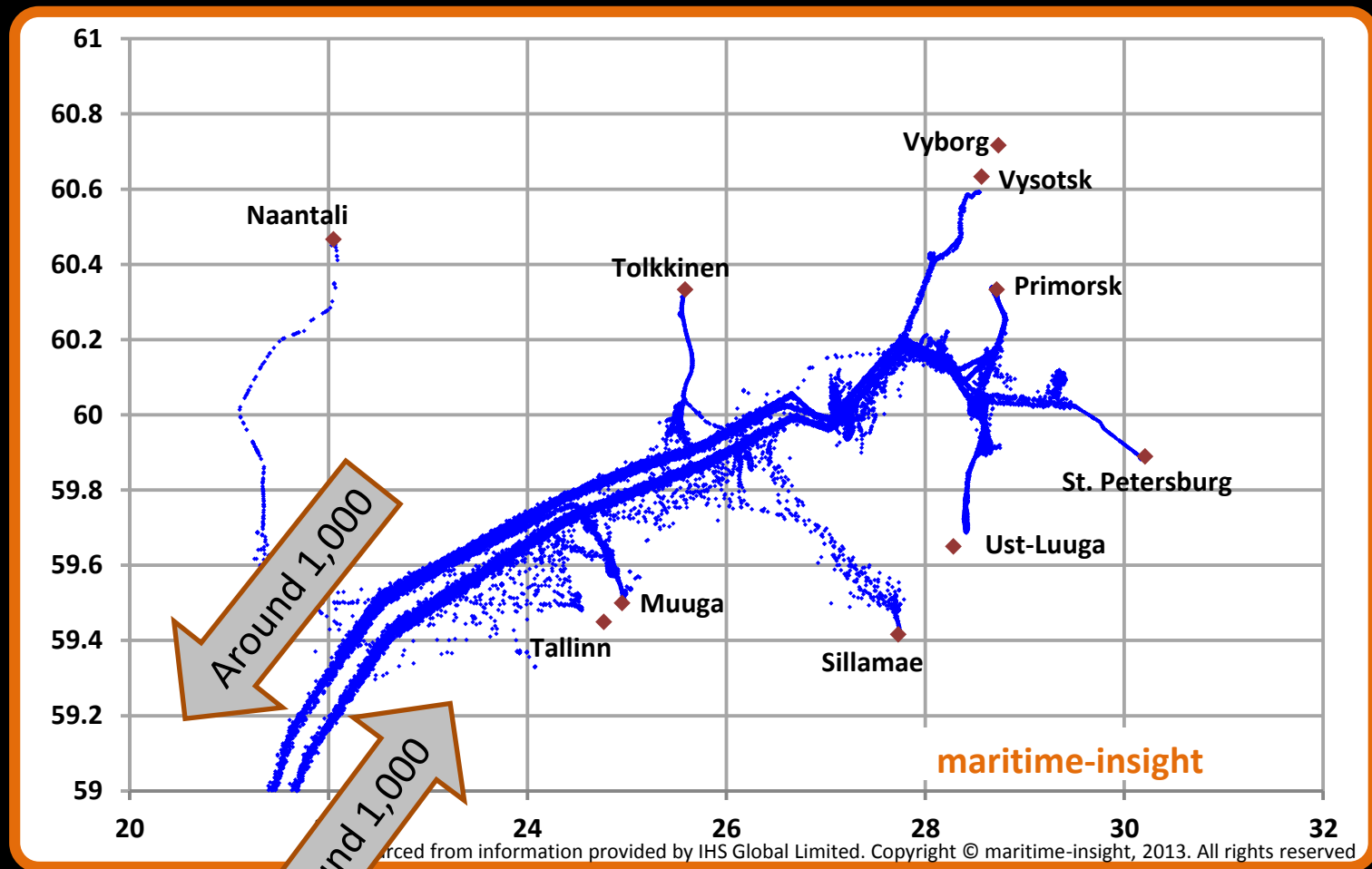
And consequently did the traffic by
crude oil carriers >60,000 dwt
increase – it became crowded

(2012)



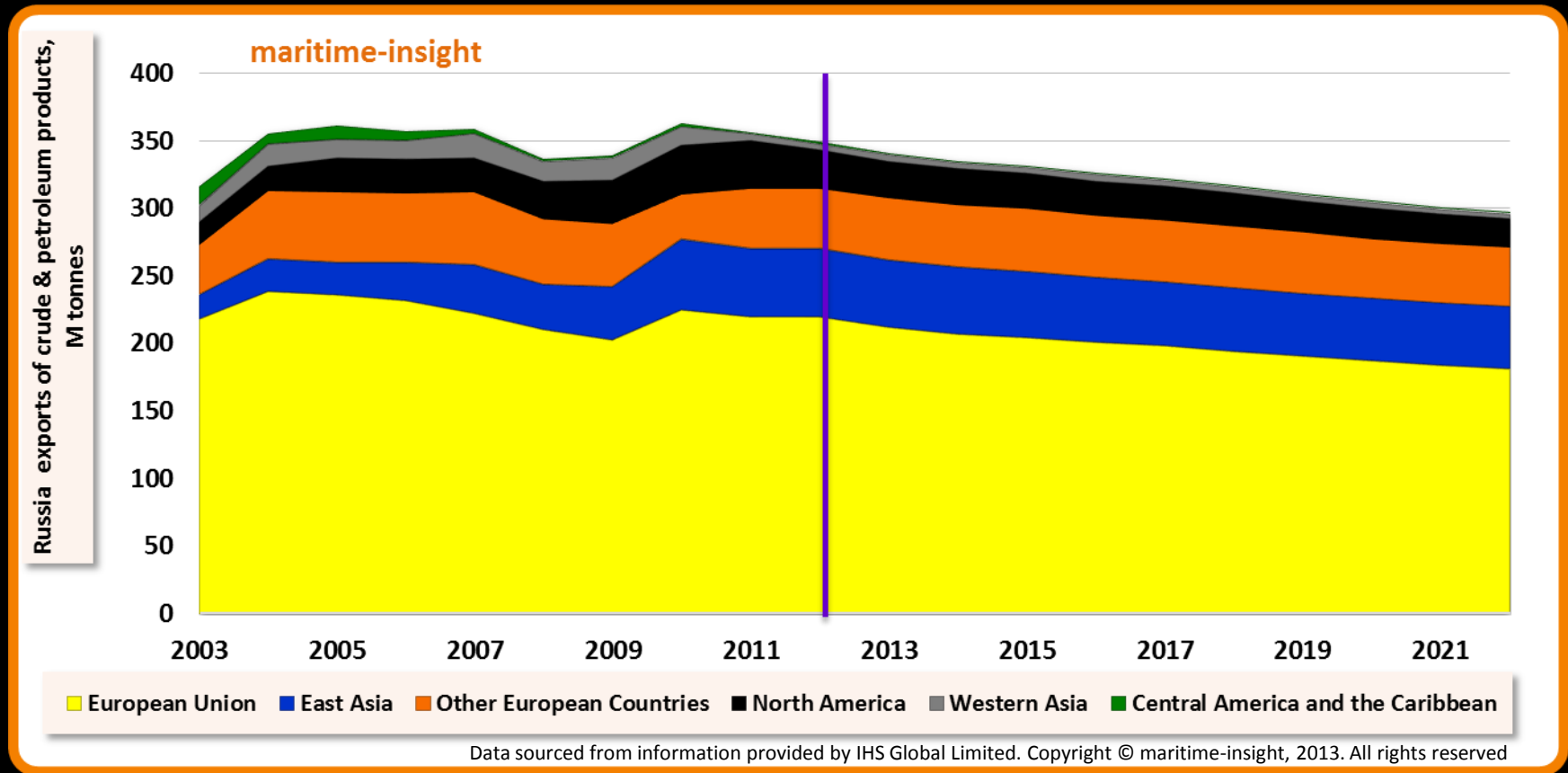
Especially crowded in the Finnish gulf.

In 2012 242 individual crude carriers made 1,170 calls



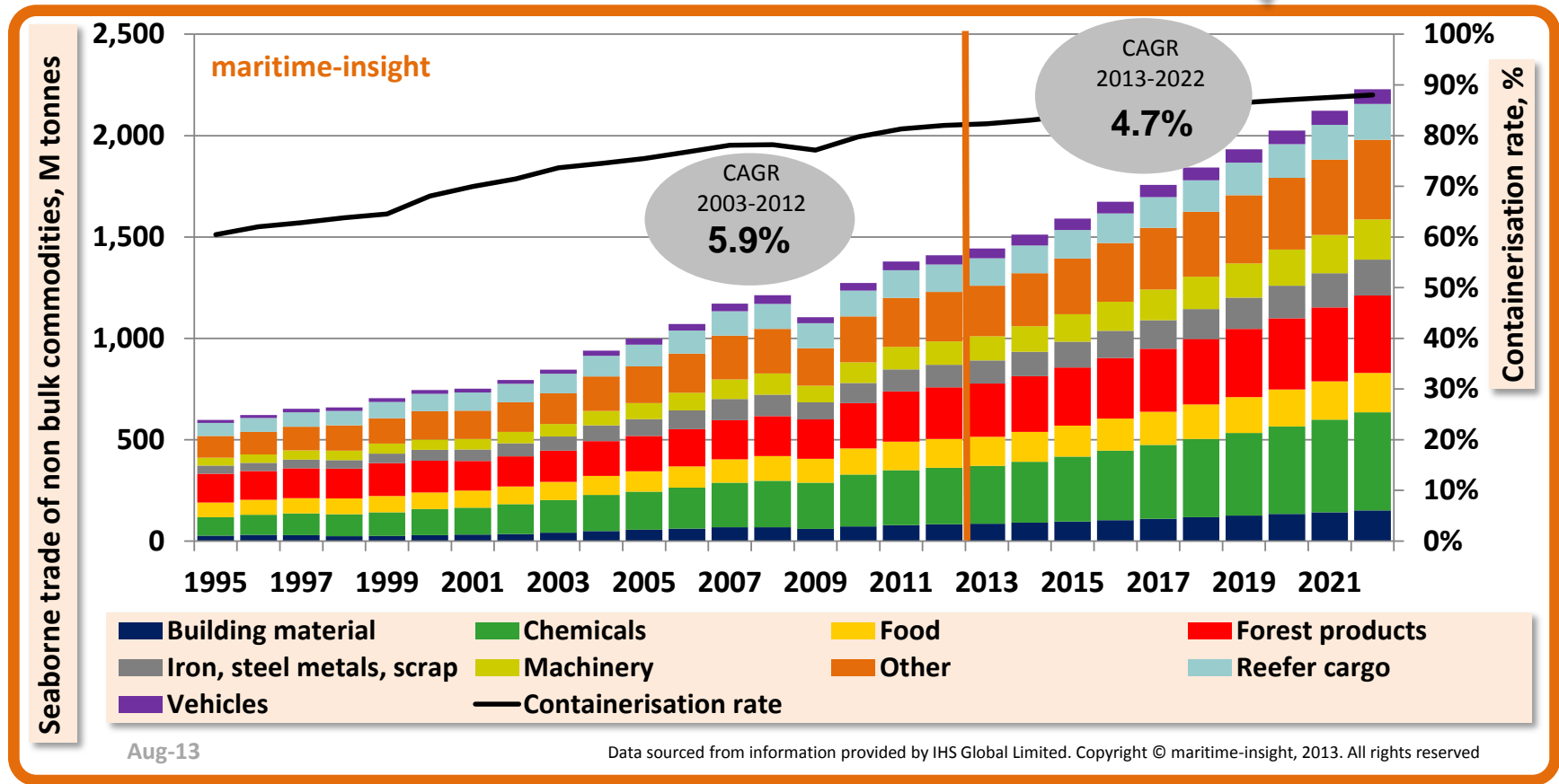
However, the forecast is that Russian exports of crude and petroleum will decline, especially to Europe

So this crowding problem will not be worse



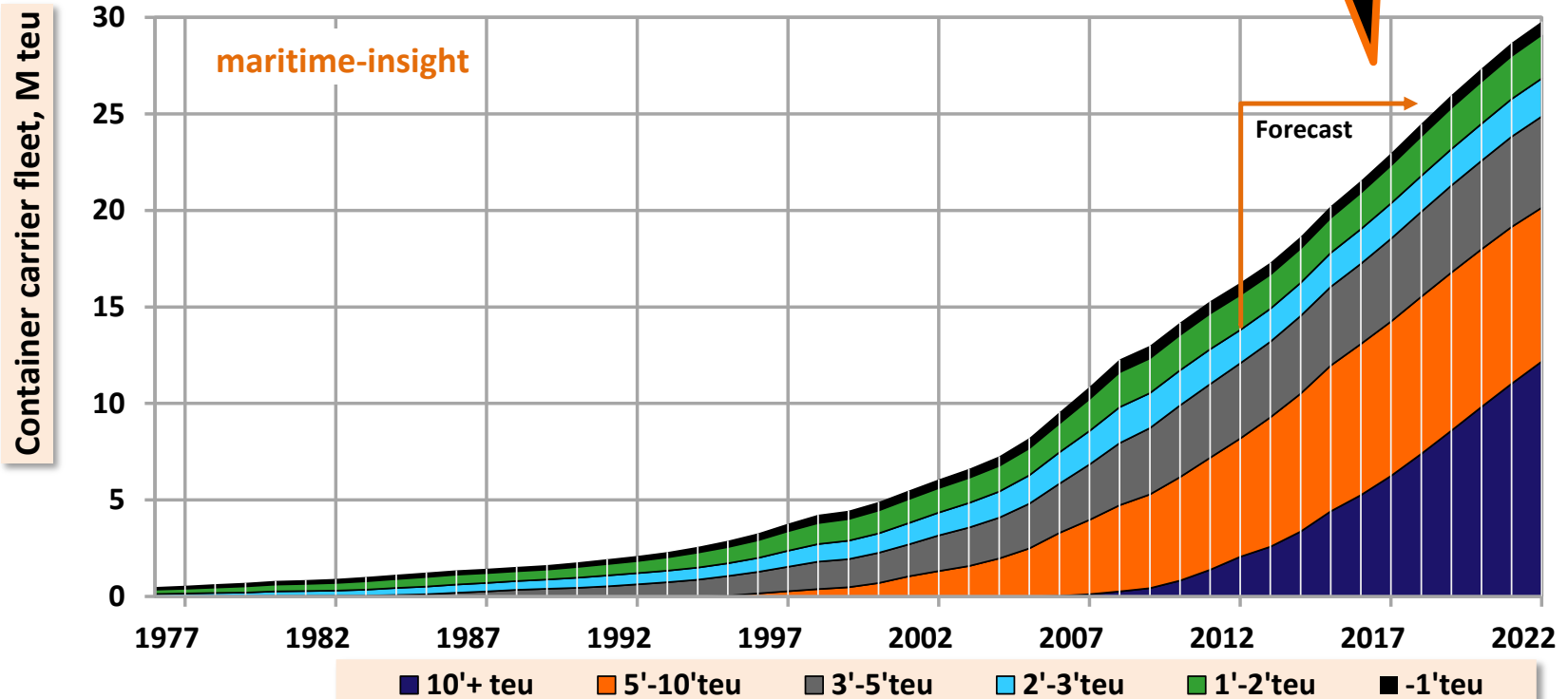
The general cargo trade increases in a very good pace – but containerisation is even quicker

The container example



Container fleet development – larger fleet and larger ships

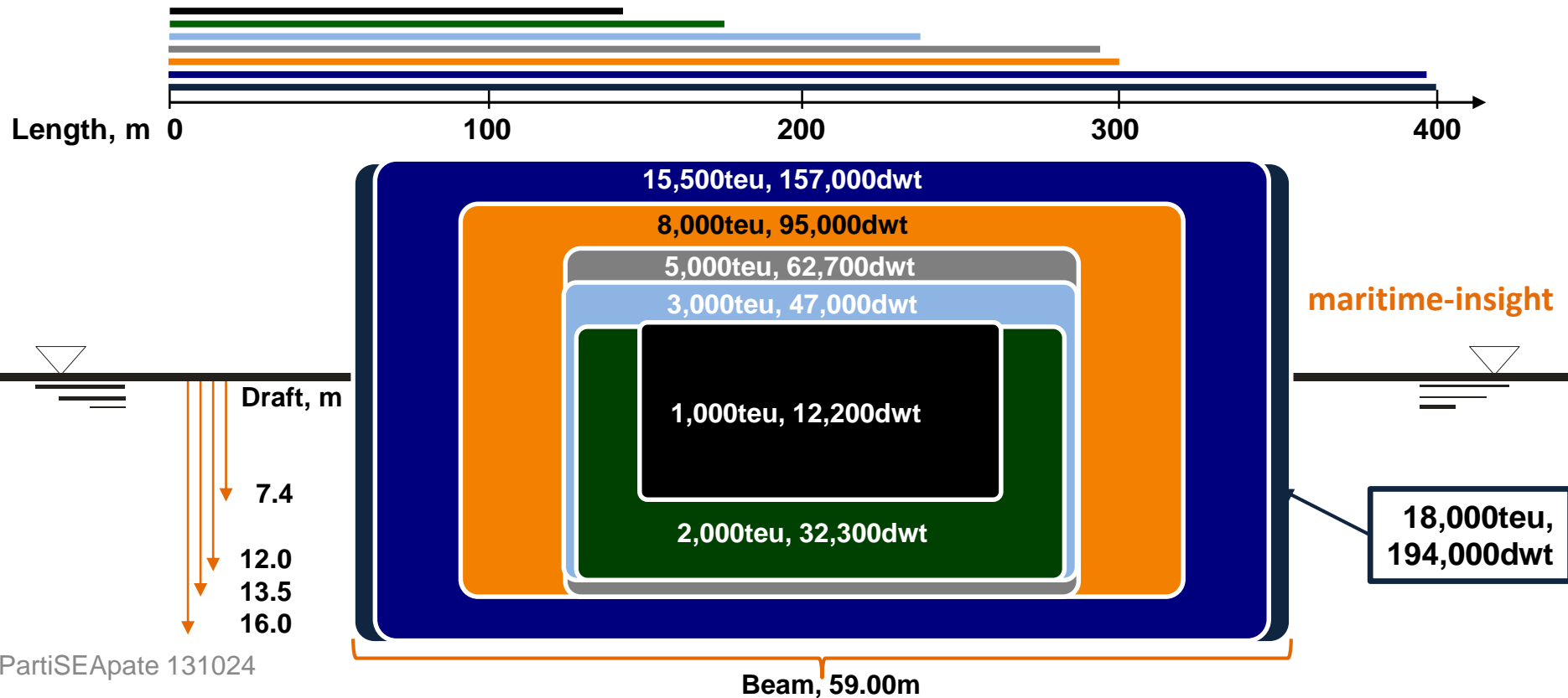
Fleet 13-22: 74%
CAGR 13-17: 8.5%
CAGR 13-22: 6.6%



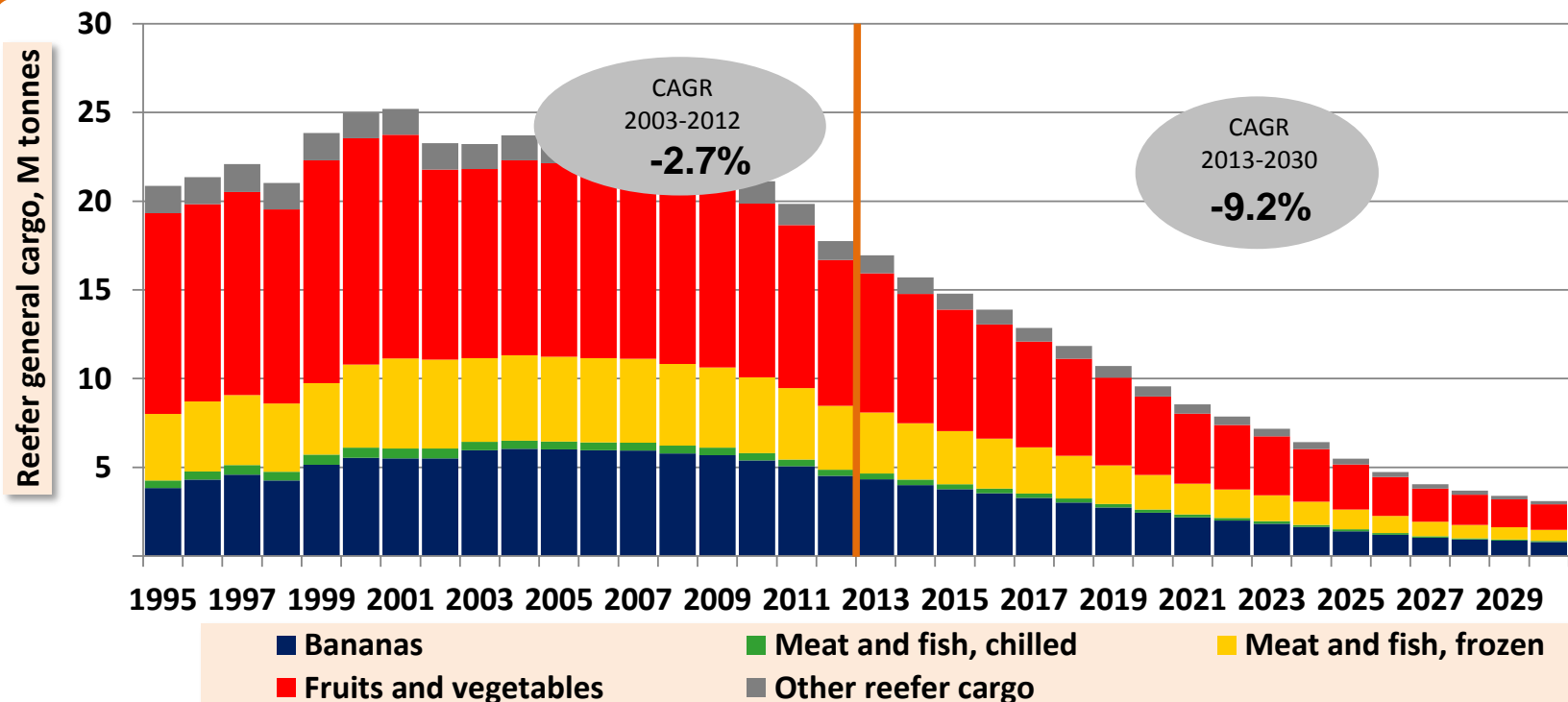
Oct-13

Data sourced from information provided by IHS Global Limited. Copyright © maritime-insight, 2013. All rights reserved

Scale of economy – large container carriers – affect traffic in the Baltic Sea



**Not to mention the dedicated reefer terminals
where we used to get our bananas...
conventional reefer cargo is in a steep decline**



Aug-13

Data sourced from information provided by IHS Global Limited. Copyright © maritime-insight, 2013. All rights reserved

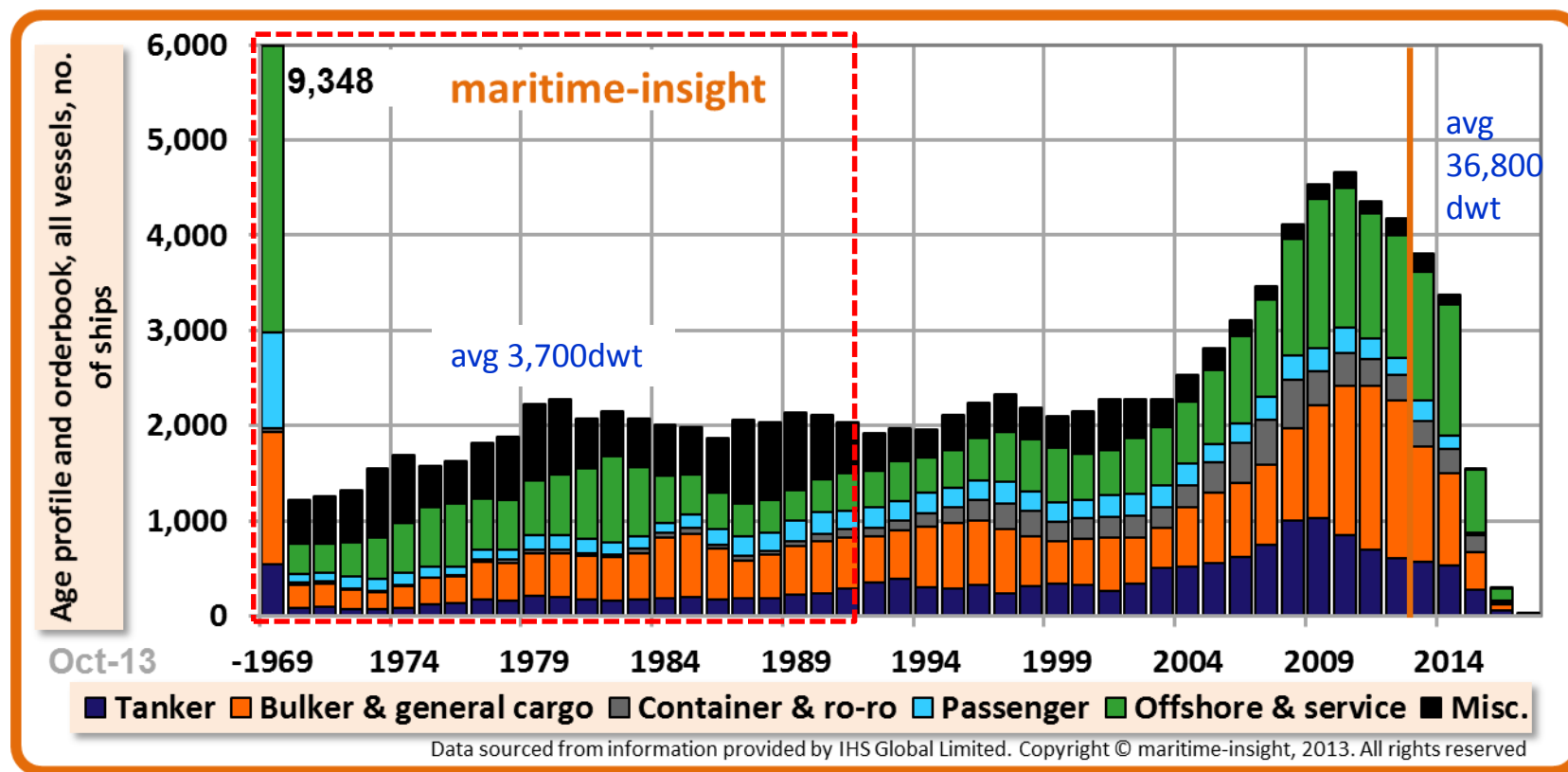
111,700 ships in the world fleet

52,200 are older than 20 years - most of them are small

6,900 ships in the current orderbook - most of them are large

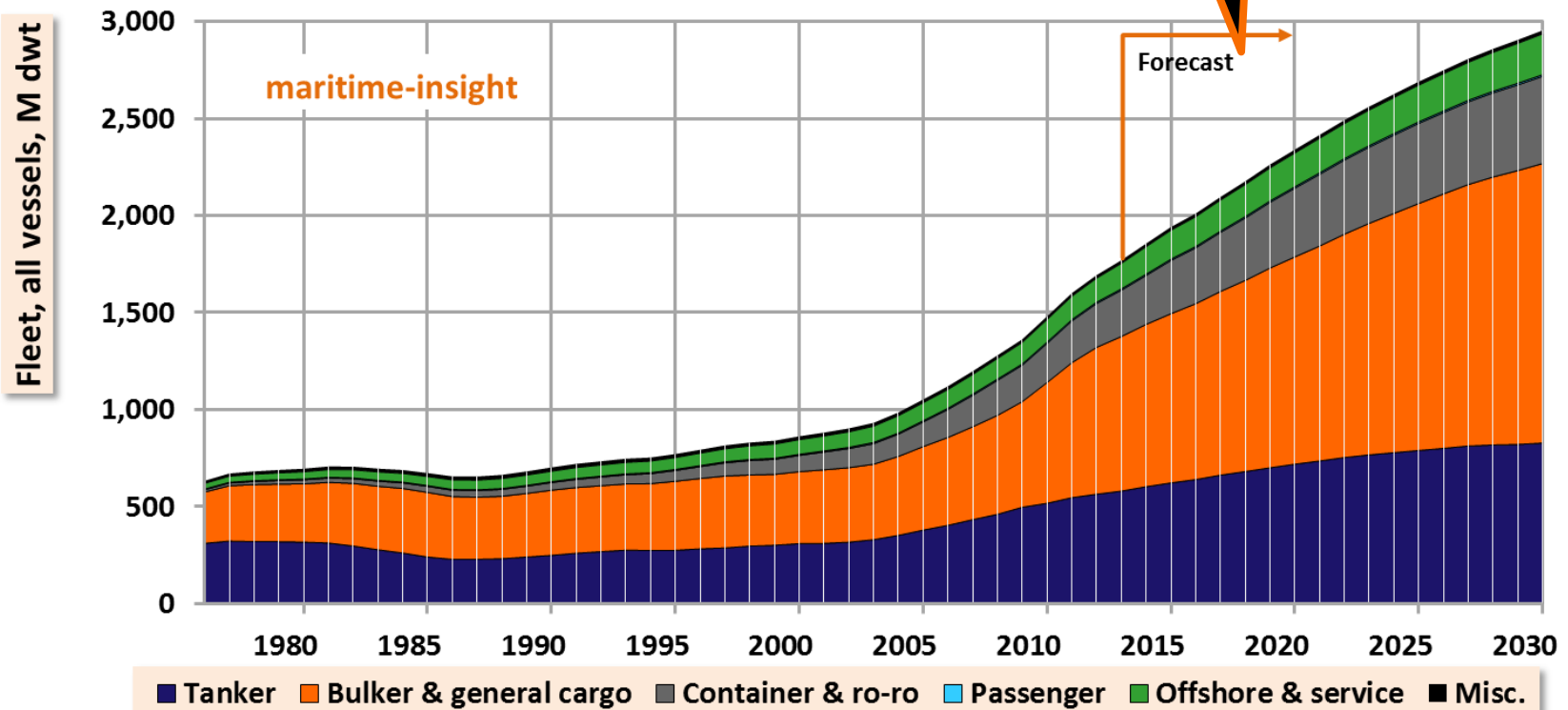
Thus, ship scrapping will increase substantially!

The fleet
development



and in dwt terms (\approx capacity) the fleet growth is substantial – meeting forecasted growth in demand.

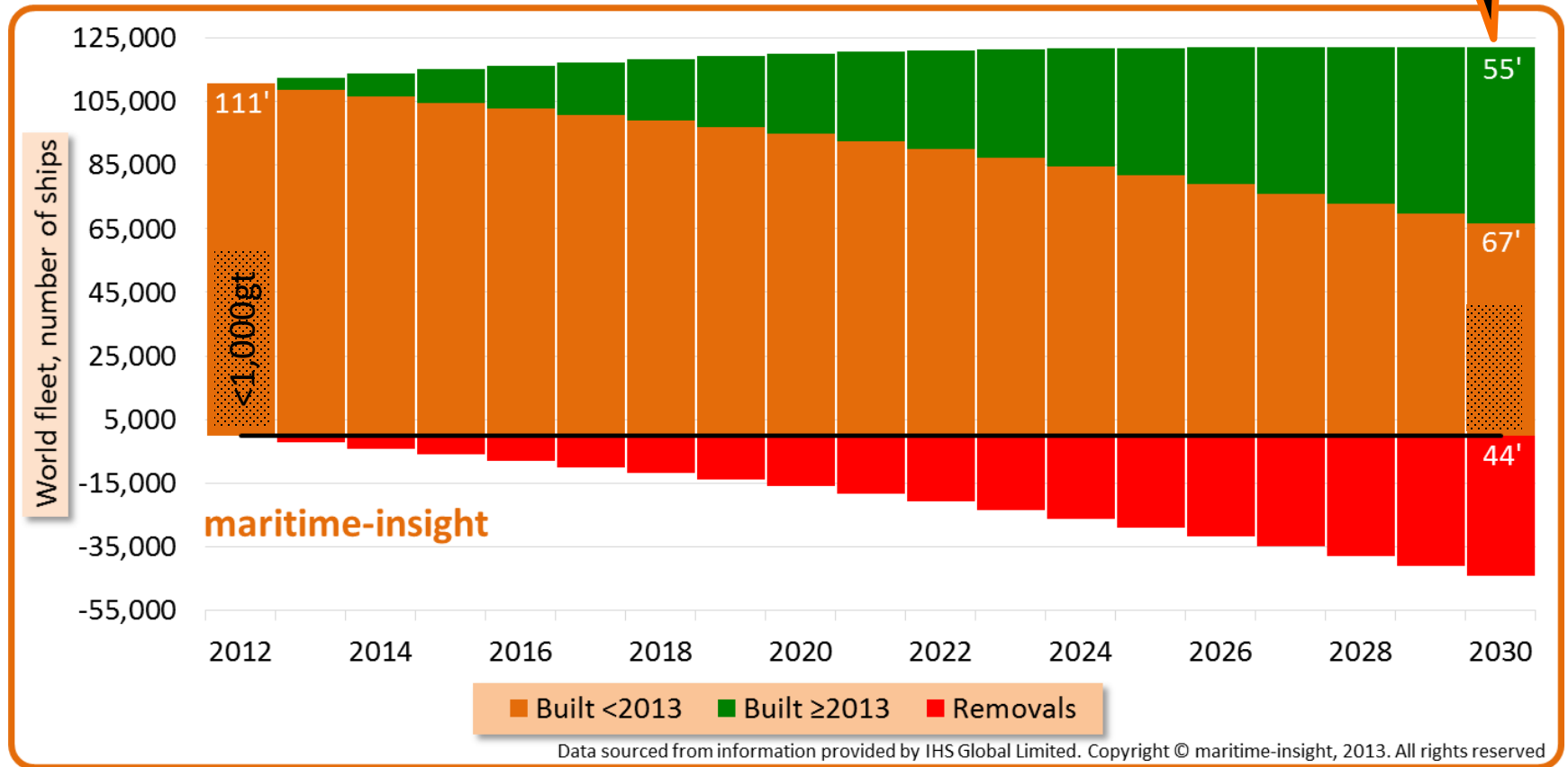
Fleet 13-22: 47%
CAGR 13-17: 4.9%
CAGR 13-22: 4.1%



Data sourced from information provided by IHS Global Limited. Copyright © maritime-insight, 2013. All rights reserved

Still, by 2030 there will remain about
67,000 ships that are built before 2013.
Thus, change takes time!

The fleet in 2030
+11,000 ships



Conclusions

- **Anticipate trade changes gives a head start for maritime spatial planning**
- **Scale of economy drives shipping over time – illustrated many times in history**
- **Shifts in trade and tonnage goes reasonable slow so there is time to do proper analysis first**

Thank you!

niklas@maritime-insight.com

