ISSUE NO.10/2013

OCTOBER 2013

MONTHLY NEWBUILDING REPORT

ORDERING ACTIVITY (per vessel type) by Greek and Foreign Owners

Í GOLDEN DESTINY MONTHLY NEWBUILDING REPORTÎ highlights the volume of transactions in the Newbuilding Market, the ordering appetite of Greek and Foreign Investors on a monthly basis per vessel type compared with the monthly volume of newbuilding transactions last year

Í <u>GOLDEN DESTINY MONTHLY NEWBUILDING TRENDSÎ</u> highlights the volume of transactions in the Newbuilding Market per vessel size in the bulk carrier, tanker and container segment and the number of units won by the three main shipbuilding countries, South Korea, Japan and China, compared with the monthly volume of newbuilding transactions last year

Í <u>GOLDEN DESTINY MONTHLY NEWBUILDING TRENDS Ë GREEK OWNERSÎ</u> highlights the volume of transactions concluded by <u>"Greek ownersî</u> in the Newbuilding Market per vessel size in the bulk carrier, tanker and container segment and the number of units won by the three main shipbuilding countries, South Korea, Japan and China, compared with the monthly volume of newbuilding transactions last year

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NEWBUILDING ACTIVITY, OCTOBER 2013 - VESSELS ORDERED PER VESSEL TYPE

| VESSELS ORDERED BY GREEK OWNERS | | | | | | | | | | | | |
|---------------------------------|-------|-----------|-------------|------|------|-----------|--------------|----------|----------------|--|--|--|
| | | | | | | SEPT 2013 | | | %OCT 2013-2012 | | | |
| TYPE | UNITS | DWT | U.S. \$ | EURO | PT's | UNITS | change | OCT 2012 | change | | | |
| Bulkcarriers | 12 | 2.212.000 | 635.250.000 | 0 | 0 | 9 | 33% | 0 | N/A | | | |
| Tankers | 0 | 0 | 0 | 0 | 0 | 6 | -100% | 0 | N/A | | | |
| Gas Tankers - LPG | 0 | 0 | 0 | 0 | 0 | 0 | N/A | 0 | N/A | | | |
| Gas Tankers - LNG | 0 | 0 | 0 | 0 | 0 | 4 | -100% | | N/A | | | |
| Liners | 0 | 0 | 0 | 0 | 0 | 0 | N/A | 0 | N/A | | | |
| Containers | 3 | 45.000 | 0 | 0 | 3 | 2 | 50% 0 | | N/A | | | |
| Reefers | 0 | 0 | 0 | 0 | 0 | 0 | 0 N/A | | N/A | | | |
| Passenger/Cruise | 0 | 0 | 0 | 0 | 0 | 0 | N/A | 0 | N/A | | | |
| Ro-Ro | 0 | 0 | 0 | 0 | 0 | 0 | N/A | 0 | N/A | | | |
| Car Carrier | 0 | 0 | 0 | 0 | 0 | 0 | N/A | 0 | N/A | | | |
| Combined | 0 | 0 | 0 | 0 | 0 | 0 | N/A | 0 | N/A | | | |
| Special Projects | 0 | 0 | 0 | 0 | 0 | 0 | N/A | 0 | N/A | | | |
| TOTAL | 15 | 2.257.000 | 635.250.000 | 0 | 3 | 21 | -29% | 0 | N/A | | | |

| | VESSELS ORDERED BY FOREIGN OWNERS | | | | | | | | | | | | |
|-------------------|-----------------------------------|------------|---------------|---|----|----|-----|-------|-----|----------|--|--|--|
| ТҮРЕ | | | | | | | | | | | | | |
| Bulkcarriers | 60 | 5.333.300 | 1.560.085.000 | 0 | 16 | 12 | 112 | -46% | 13 | 361,54% | | | |
| Tankers | 54 | 3.087.000 | 1.442.500.000 | 0 | 16 | 0 | 47 | 15% | 17 | 217,65% | | | |
| Gas Tankers - LPG | 7 | 166.700 | 308.000.000 | 0 | 0 | 0 | 11 | -36% | 8 | -12,50% | | | |
| Gas Tankers - LNG | 6 | 324.000 | | 0 | 6 | 2 | 7 | -14% | 1 | 500,00% | | | |
| Liners | 13 | 435.000 | 53.300.000 | 0 | 12 | 0 | 28 | -54% | 6 | 116,67% | | | |
| Containers | 20 | 993.780 | 727.500.000 | 0 | 5 | 10 | 33 | -39% | 4 | 400,00% | | | |
| Reefers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N/A | 0 | N/A | | | |
| Passenger/Cruise | 3 | | 1.000.500.000 | 0 | 1 | 0 | 1 | 200% | 7 | -57,14% | | | |
| Ro-Ro | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N/A | 1 | -100,00% | | | |
| Car Carrier | 0 | 0 | 0 | 0 | 0 | 0 | 7 | -100% | 7 | -100,00% | | | |
| Combined | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N/A | 0 | N/A | | | |
| Special Projects | 43 | 43.900 | 3.361.000.000 | 0 | 23 | 0 | 52 | -17% | 52 | -17,31% | | | |
| TOTAL | 206 | 10.383.680 | 8.452.885.000 | 0 | 79 | 24 | 298 | -31% | 116 | 77,59% | | | |

| | TOTAL ORDERING ACTIVITY, OCTOBER 2013 | | | | | | | | | | | | |
|-------------------|---------------------------------------|------------|---------------|------|------|---------|-------|--------------------|--------------------|-------------------|--------------------------|--|--|
| ТҮРЕ | UNITS | DWT | U.S. \$ | EURO | PT's | CHINESE | GREEK | SEPT 2013 UNITS | %monthly change | OCT 2012 UNITS | %OCT 2013-2012 change | | |
| Bulkcarriers | 72 | 7.545.300 | 2.195.335.000 | 0 | 16 | 12 | 12 | 121 | -40% | 13 | 454% | | |
| Tankers | 54 | 3.087.000 | 1.442.500.000 | 0 | 16 | 0 | 0 | 53 | 2% | 17 | 218% | | |
| Gas Tankers - LPG | 7 | 166.700 | 308.000.000 | 0 | 0 | 0 | 0 | 11 | -36% | 8 | -13% | | |
| Gas Tankers - LNG | 6 | 324.000 | 0 | 0 | 6 | 2 | 0 | 11 | -45% | 1 | 500% | | |
| Liners | 13 | 435.000 | 53.300.000 | 0 | 12 | 0 | 0 | 28 | -54% | 6 | 117% | | |
| Containers | 23 | 1.038.780 | 727.500.000 | 0 | 8 | 10 | 3 | 35 | -34% | 4 | 475% | | |
| Reefers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N/A | 0 | N/A | | |
| Passenger/Cruise | 3 | 0 | 1.000.500.000 | 0 | 1 | 0 | 0 | 1 | 200% | 7 | -57% | | |
| Ro-Ro | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N/A | 1 | -100% | | |
| Car Carrier | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | -100% | 7 | -100% | | |
| Combined | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N/A | 0 | N/A | | |
| Special Projects | 43 | 43.900 | 3.361.000.000 | 0 | 23 | 0 | 0 | 52 | -17% | 52 | -17% | | |
| TOTAL | 221 | 12.640.680 | 9.088.135.000 | 0 | 82 | 24 | 15 | 319 | -31% | 116 | 91% | | |

PT = Private Terms

NEWBUILDING TRENDS, OCTOBER 2013 - VESSELS ORDERED PER VESSEL SIZE Ë BC, TANKERS (page 1/2)

| | | OCTOBER 2013 - NEV | WBUII D | ING TRI | FNDS | | | | | OCTOBER 2012 - NE | WBUII | DING TE | RENDS | | |
|---|---|--|---|--|---|--|--|-------------------|---|---|--|--|--|---|--|
| | RIII | LK CARRIERS | · · · · · · · · · · · · · · · · · · · | 1110 1111 | R | ΙΤ | | BULK CARRIERS BLT | | | | | | | |
| | VESSEL SIZE | DWT | UNITS | CHINA | KOREA | IADAN | OTHED | | VESSEL SIZE | DWT | UNITS | CHINA | KOREA | JAPAN | OTHER |
| | Handy | 10,000-29,999 | 2 | 2 | 0 | 0 | 0 | | Handy | 10,000-29,999 | 0 | 0 | 0 | 0 | 0 |
| | Handysize | 30,000-39,000 | 16 | 12 | 0 | 4 | 0 | | Handysize | 30,000-39,000 | 8 | 7 | 1 | 0 | 0 |
| | Handymax | 40,000-49,999 | 3 | 3 | 0 | 0 | 0 | | Handymax | 40,000-49,999 | 0 | 0 | 0 | 0 | 0 |
| | Supramax | 50,000-59,999 | 1 | 0 | 0 | 1 | 0 | | Supramax | 50,000-59,999 | 1 | 0 | 0 | 1 | 0 |
| | Ultramax | 60,000-67,000 | 13 | 7 | 0 | 6 | 0 | | Ultramax | 60,000-67,000 | 0 | 0 | 0 | 0 | 0 |
| | Panamax | 70,000-78,999 | 2 | 0 | 0 | 2 | 0 | | Panamax | 70,000-78,999 | 0 | 0 | 0 | 0 | 0 |
| | Kamsarmax | 79.000-87.000 | 8 | 6 | 0 | 0 | 2 | | Kamsarmax | 79,000-87,000 | 4 | 4 | 0 | 0 | 0 |
| | Post Panamax | 90.000-99.999 | 0 | 0 | 0 | 0 | 0 | | Post Panamax | 90,000-99,999 | 0 | 0 | 0 | 0 | 0 |
| | Mini Cape | 100,000-119,999 | 0 | 0 | 0 | 0 | 0 | | Mini Cape | 100,000-119,999 | 0 | 0 | 0 | 0 | 0 |
| | Capesize | 120,000-219,999 | 27 | 14 | 13 | 0 | 0 | | Capesize | 120,000-219,999 | 0 | 0 | 0 | 0 | 0 |
| | VLOC | >=220,000 | 0 | 0 | 0 | 0 | 0 | | VLOC | >=220,000 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | | 72 | 44 | 13 | 13 | 2 | | TOTAL | | 13 | 11 | 1 | 1 | 0 |
| | OC. | TOBER 2013 - GREEK | NEWBL | JILDING | TREND | S | | | 00 | TOBER 2012 - GREEN | K NEWE | BUILDIN | G TRENE |)S | |
| | BUL | LK CARRIERS | | | В | LT | | | BUI | K CARRIERS | | | E | BLT | |
| | VESSEL SIZE | DWT | UNITS | CHINA | KOREA | JAPAN | OTHER | | VESSEL SIZE | DWT | UNITS | CHINA | KOREA | JAPAN | OTHER |
| | Handy | 10,000-29,999 | 0 | 0 | 0 | 0 | 0 | | Handy | 10,000-29,999 | 0 | 0 | 0 | 0 | 0 |
| | Handysize | 30,000-39,000 | 0 | 0 | 0 | 0 | 0 | | Handysize | 30,000-39,000 | 0 | 0 | 0 | 0 | 0 |
| | Handymax | 40,000-49,999 | 0 | 0 | 0 | 0 | 0 | | Handymax | 40,000-49,999 | 0 | 0 | 0 | 0 | 0 |
| | Supramax | 50,000-59,999 | 0 | 0 | 0 | 0 | 0 | | Supramax | 50,000-64,000 | 0 | 0 | 0 | 0 | 0 |
| | Ultramax | 60,000-67,000 | 1 | 1 | 0 | 0 | 0 | | Ultramax | 60,000-67,000 | 0 | 0 | 0 | 0 | 0 |
| | Panamax | 70,000-78,999 | 0 | 0 | 0 | 0 | 0 | | Panamax | 70,000-78,999 | 0 | 0 | 0 | 0 | 0 |
| | Kamsarmax | 79,000-87,000 | 0 | 0 | 0 | 0 | 0 | | Kamsarmax | 79,000-87,000 | 0 | 0 | 0 | 0 | 0 |
| | Post Panamax | 90,000-99,999 | 0 | 0 | 0 | 0 | 0 | | Post Panamax | 90,000-99,999 | 0 | 0 | 0 | 0 | 0 |
| | i voti alialilax | | | | | | | | | | | | | | |
| | Mini Cape | 100,000-119,999 | 0 | 0 | 0 | 0 | 0 | | Mini Cape | 100,000-119,999 | 0 | 0 | 0 | 0 | 0 |
| | | | 0 11 | 0 6 | 0 5 | 0 | 0 | | Mini Cape Capesize | 100,000-119,999 120,000-219,999 | 0 | 0 | 0 | 0 | 0 |
| | Mini Cape Capesize VLOC | 100,000-119,999 | 11 | | 5 | 0 | 0 | | Capesize VLOC | | 0 | 0 | 0 | 0 | 0 |
| | Mini Cape Capesize | 100,000-119,999 120,000-219,999 | 11 | 6 | 5 | 0 | 0 | | Capesize | 120,000-219,999 | 0 | 0 | 0 | 0 | 0 |
| | Mini Cape Capesize VLOC | 100,000-119,999 120,000-219,999 >-220,000 | 11 0 12 | 6 0 7 | 5 0 5 | 0 | 0 | | Capesize VLOC | 120,000-219,999 >-220,000 | 0 0 | 0 0 | 0 0 | 0 | 0 |
| | Mini Cape Capesize VLOC TOTAL | 100,000-119,999 120,000-219,999 >-220,000 | 11 0 12 | 6 0 7 | 5 0 5 ENDS | 0 0 | 0 | | Capesize VLOC TOTAL | 120,000-219,999 >-220,000 OCTOBER 2012 - NE | 0 0 | 0 0 | 0 0 0 | 0 | 0 |
| | Mini Cape Capesize VLOC TOTAL | 100,000-119,999 120,000-219,999 >-220,000 OCTOBER 2013 - NEV | 11 0 12 WBUILD | 6 0 7 | 5 0 5 ENDS | 0 0 0 | 0 0 | | Capesize VLOC TOTAL | 120,000-219,999 >-220,000 OCTOBER 2012 - NETANKERS | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 |
| | Mini Cape Capesize VLOC TOTAL | 100,000-119,999 120,000-219,999 >-220,000 OCTOBER 2013 - NEV TANKERS | 11 0 12 WBUILD | 6 0 7 | 5 0 5 ENDS | 0 0 0 | 0 0 0 | | Capesize VLOC TOTAL VESSEL SIZE Small | 120,000-219,999 >-220,000 OCTOBER 2012 - NETANKERS DWT | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 | 0 0 |
| | Mini Cape Capesize VLOC TOTAL VESSEL SIZE Small | 100,000-119,999 120,000-219,999 >-220,000 OCTOBER 2013 - NETTANKERS DWT less than 10,000 | 11 0 12 WBUILD | 6 0 7 ING TRI CHINA 0 | 5 0 5 ENDS B KOREA 2 | 0 0 0 0 1 JAPAN 0 | 0 0 0 | Ç | Capesize VLOC TOTAL VESSEL SIZE Small | 120,000-219,999 >-220,000 OCTOBER 2012 - NETANKERS DWT less than 10,000 | 0 0 0 0 | 0 0 0 0 DING TE | 0 0 0 RENDS | 0 0 0 0 | 0 0 0 |
| | Mini Cape Capesize VLOC TOTAL VESSEL SIZE Small Handy | 100,000-119,999 120,000-219,999 >-220,000 OCTOBER 2013 - NEV TANKERS DWT less than 10,000 10,000-34,999 | 11 0 12 WBUILD | 6 0 7 ING TRI | 5 0 5 ENDS | 0 0 0 0 | 0 0 0 | ggucí | Capesize VLOC TOTAL VESSEL SIZE Small | 120,000-219,999 >-220,000 OCTOBER 2012 - NETANKERS DWT less than 10,000 10,000-34,999 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 RENDS | 0 0 0 0 BLT JAPAN 0 | 0 0 0 |
| | Mini Cape Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax | 100,000-119,999 120,000-219,999 >-220,000 OCTOBER 2013 - NEV TANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 | 11 0 12 WBUILD UNITS 2 3 | 6 0 7 ING TRI CHINA 0 3 | 5 0 5 ENDS B KOREA 2 0 | 0 0 0 0 LT JAPAN 0 | 0 0 0 | Reduct | Capesize VLOC TOTAL VESSEL SIZE Small | 120,000-219,999 >-220,000 OCTOBER 2012 - NETANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 | 0 0 0 0 WBUIL | O O O O O O O O O O O O O O O O O O O | 0 0 0 RENDS | 0 0 0 0 BLT JAPAN 0 | 0 0 0 0 OTHER 0 |
| | Mini Cape Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax | 100,000-119,999 120,000-219,999 >-220,000 OCTOBER 2013 - NETTANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 | 11 0 12 WBUILD UNITS 2 3 36 0 | 6 0 7 ING TRI CHINA 0 3 2 | 5 0 5 ENDS B KOREA 2 0 30 | 0 0 0 0 1 JAPAN 0 0 0 | 0 0 0 0 OTHER 0 0 4 | PREDITE TO | Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax | 120,000-219,999 >-220,000 OCTOBER 2012 - NETANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 | 0 0 0 0 UNITS 0 3 10 | O O O O O O O O O O O O O O O O O O O | 0 0 0 RENDS KOREA 0 2 2 | 0 0 0 0 3 3 1 0 0 | 0 0 0 0 0 OTHER 0 0 4 |
| | Mini Cape Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax | 100,000-119,999 120,000-219,999 >-220,000 OCTOBER 2013 - NEV TANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 80,000-119,999 | 11 0 12 WBUILD UNITS 2 3 36 0 6 | 6 0 7 ING TRI CHINA 0 3 2 0 4 | 5 0 5 8 KOREA 2 0 30 0 | 0 0 0 0 JAPAN 0 0 0 | 0 0 0 0 0 OTHER 0 0 4 0 | | Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax | 120,000-219,999 >-220,000 OCTOBER 2012 - NETANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 80,000-119,999 | 0 0 0 0 WBUIL UNITS 0 3 10 0 | 0 0 0 0 0 CHINA 0 0 4 0 | 0 0 0 EXENDS KOREA 0 2 2 0 | 0 0 0 0 1 JAPAN 0 1 0 0 | 0 0 0 0 0 0 0 0 4 0 |
| | Mini Cape Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax | 100,000-119,999 120,000-219,999 >-220,000 OCTOBER 2013 - NET TANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 80,000-119,999 120,000-160,000 | 11 0 12 WBUILD UNITS 2 3 36 0 6 | 6 0 7 ING TRI CHINA 0 3 2 | 5 0 5 8 KOREA 2 0 30 0 2 | 0 0 0 0 1 JAPAN 0 0 0 0 | 0 0 0 0 0 0 0 0 4 0 0 | | Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax | 120,000-219,999 >-220,000 OCTOBER 2012 - NETANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 80,000-119,999 120,000-160,000 | 0 0 0 0 UNITS 0 3 10 | O O O O O O O O O O O O O O O O O O O | 0 0 0 0 RENDS KOREA 0 2 2 0 0 | 0 0 0 0 1 JAPAN 0 1 0 0 | 0 0 0 0 0 0 0 4 0 0 |
| | Mini Cape Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VIcc | 100,000-119,999 120,000-219,999 >-220,000 OCTOBER 2013 - NET TANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 80,000-119,999 120,000-160,000 161,000-320,000 | 11 0 12 WBUILD UNITS 2 3 36 0 6 | 6 0 7 ING TRI CHINA 0 3 2 0 4 | 5 0 5 8 KOREA 2 0 30 0 | 0 0 0 0 JAPAN 0 0 0 | 0 0 0 0 0 OTHER 0 0 4 0 | | Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VIcc | 120,000-219,999 >-220,000 OCTOBER 2012 - NETANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 80,000-119,999 120,000-160,000 161,000-320,000 | 0 0 0 0 UNITS 0 3 10 0 | 0 0 0 0 0 CHINA 0 0 4 0 | 0 0 0 EXENDS KOREA 0 2 2 0 | 0 0 0 0 1 JAPAN 0 1 0 0 | 0 0 0 0 0 0 0 4 0 0 0 0 |
| | Mini Cape Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VIcc UICc | 100,000-119,999 120,000-219,999 >-220,000 OCTOBER 2013 - NET TANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 80,000-119,999 120,000-160,000 | 111 0 12 WBUILD UNITS 2 3 36 0 6 0 2 | 6 0 7 7 ING TRI 0 3 2 0 4 0 0 | 5 0 5 8 KOREA 2 0 30 0 2 0 0 | 0 0 0 0 1 JAPAN 0 0 0 0 0 | 0 0 0 0 0 0 0 4 0 0 0 0 | producti drute | Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VIcc Ulcc | 120,000-219,999 >-220,000 OCTOBER 2012 - NETANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 80,000-119,999 120,000-160,000 | 0 0 0 0 WBUIL UNITS 0 3 10 0 0 0 4 | 0 0 0 0 0 CHINA 0 0 0 4 0 0 | 0 0 0 0 RENDS KOREA 0 2 2 0 0 | 0 0 0 0 1 JAPAN 0 1 0 0 | 0 0 0 0 0 0 0 4 0 0 0 0 |
| | Mini Cape Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VIcc UICC TOTAL | 100,000-119,999 120,000-219,999 >-220,000 OCTOBER 2013 - NET TANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 80,000-119,999 120,000-160,000 161,000-320,000 >320,000 | 111 0 12 WBUILD UNITS 2 3 36 0 6 0 2 0 49 | 6 0 7 ING TRI CHINA 0 3 2 0 4 0 0 0 | 5 0 5 8 KOREA 2 0 30 0 2 0 0 0 | 0 0 0 0 1 JAPAN 0 0 0 0 0 0 0 2 0 | 0 0 0 0 0 0 0 4 0 0 0 | | Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VIcc Ulcc TOTAL | 120,000-219,999 >-220,000 OCTOBER 2012 - NETAINKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 80,000-119,999 120,000-160,000 161,000-320,000 >320,000 | 0 0 0 0 0 UNITS 0 3 10 0 0 0 4 0 | 0 0 0 0 0 CHINA 0 0 0 4 0 0 0 4 | 0 0 0 0 KOREA 0 2 2 0 0 0 0 | 0 0 0 0 1 JAPAN 0 1 0 0 0 0 | 0 0 0 0 0 0 0 4 0 0 0 0 |
| | Mini Cape Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VIcc UICc TOTAL OC | 100,000-119,999 120,000-219,999 >-220,000 OCTOBER 2013 - NET TANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 80,000-119,999 120,000-160,000 161,000-320,000 >320,000 | 111 0 12 WBUILD UNITS 2 3 36 0 6 0 2 0 49 | 6 0 7 ING TRI CHINA 0 3 2 0 4 0 0 0 | 5 0 5 8 KOREA 2 0 30 0 2 0 0 0 | 0 0 0 0 1 JAPAN 0 0 0 0 0 0 0 2 0 | 0 0 0 0 0 0 0 4 0 0 0 0 | | Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VIcc Ulcc TOTAL | 120,000-219,999 >-220,000 OCTOBER 2012 - NETANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 80,000-119,999 120,000-160,000 161,000-320,000 >320,000 | 0 0 0 0 0 UNITS 0 3 10 0 0 0 4 0 | 0 0 0 0 0 CHINA 0 0 0 4 0 0 0 4 | 0 0 0 0 KOREA 0 2 2 0 0 0 0 | 0 0 0 0 1 JAPAN 0 1 0 0 0 0 | 0 0 0 0 0 0 0 4 0 0 0 0 |
| | Mini Cape Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VIcc Ulcc TOTAL OC | 100,000-119,999 120,000-219,999 >>220,000 OCTOBER 2013 - NETANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 80,000-119,999 120,000-160,000 161,000-320,000 >320,000 TOBER 2013 - GREEK TANKERS | 111 0 12 WBUILD UNITS 2 3 36 0 6 0 2 0 49 | 6 0 7 7 SING TRI 0 3 2 0 4 0 0 0 9 9 JILDING | 5 0 5 8 KOREA 2 0 30 0 2 0 0 0 0 34 5 TREND: | 0 0 0 0 1 JAPAN 0 0 0 0 0 0 2 0 2 | 0 0 0 0 0 0 0 4 0 0 0 0 0 0 4 | CRUTE | Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VICC UICC TOTAL O | 120,000-219,999 >-220,000 OCTOBER 2012 - NETANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 120,000-160,000 161,000-320,000 >320,000 CTOBER 2012 - GREEN TANKERS | 0 0 0 0 0 0 0 3 10 0 0 0 4 0 17 K NEWE | 0 0 0 0 0 CHINA 0 0 4 0 0 0 4 0 0 | 0 0 0 0 0 KOREA 0 2 2 0 0 0 0 0 4 G TRENE | 0 0 0 0 1 1 0 0 0 0 0 0 0 | 0 0 0 0 0 0 0 4 0 0 0 0 0 4 |
| | Mini Cape Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VIcc Ulcc TOTAL OC VESSEL SIZE OC VESSEL SIZE | 100,000-119,999 120,000-219,999 >>220,000 OCTOBER 2013 - NETANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 80,000-119,999 120,000-160,000 161,000-320,000 >320,000 TOBER 2013 - GREEK TANKERS DWT | 111 0 12 WBUILD 12 UNITS 2 3 36 0 6 0 2 0 49 NEWBU | CHINA CHINA CHINA CHINA CHINA CHINA CHINA | 5 0 5 KOREA 2 0 30 0 2 0 0 0 34 TREND | 0 0 0 0 0 0 0 0 0 0 0 2 0 2 5 5 5 5 5 5 | 0 0 0 0 0 0 0 4 0 0 0 0 0 4 | CRUTE | Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VIcc Ulcc TOTAL OU VESSEL SIZE Small | 120,000-219,999 >-220,000 OCTOBER 2012 - NETANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 120,000-160,000 161,000-320,000 >320,000 CTOBER 2012 - GREEN TANKERS DWT | 0 0 0 0 0 0 0 0 3 10 0 0 0 4 0 17 K NEWE | O O O O O O O O O O O O O O O O O O O | 0 0 0 0 0 KOREA 0 2 2 0 0 0 0 0 4 G TRENE | 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 1 0 0 0 0 | 0 0 0 0 0 0 0 4 0 0 0 0 0 |
| | Mini Cape Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VIcc Ulcc TOTAL OC VESSEL SIZE OC VESSEL SIZE | 100,000-119,999 120,000-219,999 >-220,000 OCTOBER 2013 - NET TANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 80,000-119,999 120,000-160,000 161,000-320,000 >320,000 TOBER 2013 - GREEK TANKERS DWT less than 10,000 | 111 0 12 WBUILD UNITS 2 3 36 0 6 0 2 0 49 NEWBU | CHINA CHINA CHINA CHINA CHINA CHINA CHINA | 5 0 5 KOREA 2 0 30 0 2 0 0 0 34 TREND | 0 0 0 0 0 0 0 0 0 0 0 2 0 2 5 5 5 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 0 0 0 0 0 0 0 4 0 0 0 0 0 4 | CRUTE | Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VIcc Ulcc TOTAL OU VESSEL SIZE Small | 120,000-219,999 >-220,000 OCTOBER 2012 - NETANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 120,000-160,000 161,000-320,000 >320,000 CTOBER 2012 - GREEN TANKERS DWT less than 10,000 | 0 0 0 0 0 0 0 0 3 10 0 0 0 4 0 17 K NEWE | 0 0 0 0 0 0 CHINA 0 0 0 4 0 0 0 4 0 0 0 4 0 0 0 CHINA 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 0 0 0 0 KOREA 0 2 2 0 0 0 0 0 4 G TRENE KOREA | 0 0 0 0 1 JAPAN 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 | 0 0 0 0 0 0 0 4 0 0 0 0 0 0 4 |
| | Mini Cape Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VIcc Ulcc TOTAL OC VESSEL SIZE OC VESSEL SIZE | 100,000-119,999 120,000-219,999 >-220,000 OCTOBER 2013 - NET TANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 80,000-119,999 120,000-160,000 161,000-320,000 >320,000 TOBER 2013 - GREEK TANKERS DWT less than 10,000 10,000-34,999 | 111 0 12 WBUILD 2 3 36 0 6 0 2 0 49 NEWBU UNITS | 6 0 7 CHINA 0 3 2 0 4 0 0 0 9 JILDING CHINA 0 | 5 0 5 8 KOREA 2 0 30 0 2 0 0 0 34 TREND: | 0 0 0 0 0 0 0 0 0 0 0 2 0 2 2 5 5 5 1 JAPAN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 0 0 0 0 0 0 4 0 0 0 0 0 4 | CRUTE | Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VIcc Ulcc TOTAL OU VESSEL SIZE Small | 120,000-219,999 >-220,000 OCTOBER 2012 - NETANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 80,000-119,999 120,000-160,000 161,000-320,000 >320,000 CTOBER 2012 - GREET TANKERS DWT less than 10,000 10,000-34,999 | 0 0 0 0 0 0 0 3 10 0 0 0 4 4 0 17 4 NEWE | 0 0 0 0 0 0 CHINA 0 0 4 0 0 0 4 0 0 0 0 4 0 0 0 0 0 0 0 | 0 0 0 0 KOREA 0 2 2 0 0 0 0 0 4 G TRENE KOREA | 0 0 0 0 3LT JAPAN 0 1 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 | 0 0 0 0 0 0 4 0 0 0 0 0 0 4 4 0 0 0 0 |
| | Mini Cape Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VIcc Ulcc TOTAL OC VESSEL SIZE OC VESSEL SIZE | 100,000-119,999 120,000-219,999 >-220,000 OCTOBER 2013 - NETTANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 120,000-160,000 161,000-320,000 >320,000 TOBER 2013 - GREEK TANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 | 111 0 12 | 6 0 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 5 0 5 8 KOREA 2 0 30 0 2 0 0 0 34 TREND: | 0 0 0 0 0 0 0 0 0 0 0 2 2 0 2 2 5 5 1 JAPAN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 0 0 0 0 0 0 4 0 0 0 0 0 4 | CRUTE | Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VIcc Ulcc TOTAL OU VESSEL SIZE Small | 120,000-219,999 >-220,000 OCTOBER 2012 - NETANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 120,000-160,000 161,000-320,000 >320,000 CTOBER 2012 - GREEI IANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 | 0 0 0 0 0 UNITS 0 3 10 0 0 0 4 0 17 K NEWE UNITS 0 | 0 0 0 0 0 CHINA 0 0 4 0 0 0 4 4 0 0 0 0 0 0 0 0 0 0 0 | 0 0 0 0 KOREA 0 2 2 0 0 0 0 0 4 G TRENE KOREA 0 | 0 0 0 0 1 1 0 0 0 0 0 0 1 1 0 0 0 0 0 0 | 0 0 0 0 0 0 4 0 0 0 0 0 0 4 4 0 0 0 0 0 |
| , | Mini Cape Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax Vicc Ulcc TOTAL OC VESSEL SIZE Small Handy MR/Handymax Panamax Panamax | 100,000-119,999 120,000-219,999 >-220,000 OCTOBER 2013 - NET TANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 120,000-160,000 >320,000 TOBER 2013 - GREEK TANKERS DWT less than 10,000 10,000-34,999 35,000-34,999 35,000-34,999 35,000-34,999 35,000-54,999 55,000-79,999 | 111 0 12 | 6 0 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 5 0 5 8 KOREA 2 0 30 0 2 0 0 0 34 TREND: 8 KOREA 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 0 0 0 0 0 0 0 0 0 0 2 2 2 5 5 1 JAPAN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 0 0 0 0 0 4 0 0 0 0 0 4 0 0 0 0 0 0 0 | CRUTE | Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VICC UICC TOTAL OV VESSEL SIZE Small Handy MR/Handymax Panamax Aramax | 120,000-219,999 >-220,000 OCTOBER 2012 - NETANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 120,000-160,000 161,000-320,000 >320,000 CTOBER 2012 - GREET TANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 | 0 0 0 0 0 UNITS 0 3 10 0 0 0 4 0 17 K NEWE 0 0 0 | 0 0 0 0 0 CHINA 0 0 4 0 0 0 4 4 0 0 0 0 0 0 0 0 0 0 0 | 0 0 0 0 KOREA 0 2 2 0 0 0 0 0 4 G TRENE KOREA 0 | 0 0 0 0 1 1 0 0 0 0 0 0 1 1 0 0 0 0 0 0 | 0 0 0 0 0 0 4 0 0 0 0 0 0 4 4 0 0 0 0 0 |
| × | Mini Cape Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VICC UICC TOTAL OC VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Aframax | 100,000-119,999 120,000-219,999 >-220,000 OCTOBER 2013 - NET TANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 120,000-160,000 161,000-320,000 >320,000 TOBER 2013 - GREEK TANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 80,000-119,999 | 111 0 12 | 6 0 7 CHINA 0 3 2 0 4 0 0 0 0 9 9 JILDING 0 0 0 0 | 5 0 5 8 KOREA 2 0 30 0 0 0 34 TREND: B KOREA 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 0 0 0 0 0 0 0 0 0 0 2 2 0 2 2 5 5 1 JAPAN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 0 0 0 0 0 4 0 0 0 0 0 4 0 0 0 0 0 0 0 | Red Dict | Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VICC UICC TOTAL OV VESSEL SIZE Small Handy MR/Handymax Panamax Aframax | 120,000-219,999 >-220,000 OCTOBER 2012 - NETANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 120,000-160,000 161,000-320,000 270BER 2012 - GREEF TANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 80,000-119,999 | 0 0 0 0 0 0 0 3 10 0 0 0 0 4 4 0 0 17 K NEWE | 0 0 0 0 0 CHINA 0 0 0 4 4 0 0 0 8 8 8 BUILDIN 0 0 0 0 | 0 0 0 0 KOREA 0 2 2 0 0 0 0 0 4 G TRENE KOREA 0 | 0 0 0 0 1 1 0 0 0 0 0 0 0 1 1 0 0 0 0 0 | 0 0 0 0 0 0 4 0 0 0 0 0 0 4 0 0 0 0 0 0 |
| | Mini Cape Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VICC UICC TOTAL OC VESSEL SIZE Small Handy MR/Handymax Suezmax VICC UICC TOTAL OC VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax | 100,000-119,999 120,000-219,999 >-220,000 OCTOBER 2013 - NET TANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 120,000-160,000 >320,000 TOBER 2013 - GREEK TANKERS DWT less than 10,000 10,000-34,999 35,000-32,000 10,000-34,999 35,000-54,999 55,000-79,999 80,000-119,999 120,000-160,000 | 111 0 12 | 6 0 7 CHINA 0 3 2 0 4 0 0 0 0 9 JILDING 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 5 0 5 8 KOREA 2 0 30 0 0 0 34 TREND: 8 KOREA 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 0 0 0 0 0 0 0 0 0 0 0 2 2 0 2 2 5 5 5 7 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 0 0 0 0 0 4 0 0 0 0 0 4 0 0 0 0 0 0 0 | Red Dict | Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VICC UICC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax | 120,000-219,999 >-220,000 OCTOBER 2012 - NETANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 120,000-160,000 1,000-320,000 | 0 0 0 0 0 0 0 3 10 0 0 0 0 4 0 0 17 K NEWE | 0 0 0 0 0 CHINA 0 0 0 4 4 0 0 0 8 8 8 8 8 8 9 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 0 0 0 0 KOREA 0 2 2 0 0 0 0 0 4 4 G TRENE KOREA 0 0 0 | 0 0 0 0 1 1 0 0 0 0 0 0 0 1 1 0 0 0 0 0 | 0 0 0 0 0 0 4 0 0 0 0 0 4 0 0 0 0 0 0 0 |
| | Mini Cape Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VICC UICC TOTAL OC VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Aframax | 100,000-119,999 120,000-219,999 >-220,000 OCTOBER 2013 - NET TANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 120,000-160,000 161,000-320,000 >320,000 TOBER 2013 - GREEK TANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 80,000-119,999 | 111 0 12 | 6 0 7 CHINA 0 3 2 0 4 0 0 0 0 9 9 JILDING 0 0 0 0 | 5 0 5 8 KOREA 2 0 30 0 0 0 34 TREND: B KOREA 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 0 0 0 0 0 0 0 0 0 0 2 2 0 2 2 5 5 1 JAPAN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 0 0 0 0 0 4 0 0 0 0 0 4 0 0 0 0 0 0 0 | CRUTE | Capesize VLOC TOTAL VESSEL SIZE Small Handy MR/Handymax Panamax Aframax Suezmax VICC UICC TOTAL OV VESSEL SIZE Small Handy MR/Handymax Panamax Aframax | 120,000-219,999 >-220,000 OCTOBER 2012 - NETANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 120,000-160,000 161,000-320,000 270BER 2012 - GREEF TANKERS DWT less than 10,000 10,000-34,999 35,000-54,999 55,000-79,999 80,000-119,999 | 0 0 0 0 0 0 0 3 10 0 0 0 0 4 4 0 0 17 K NEWE | 0 0 0 0 0 CHINA 0 0 0 4 4 0 0 0 8 8 8 BUILDIN 0 0 0 0 | 0 0 0 0 KOREA 0 2 2 0 0 0 0 0 4 G TRENE KOREA 0 | 0 0 0 0 1 1 0 0 0 0 0 0 0 1 1 0 0 0 0 0 | 0 0 0 0 0 0 4 0 0 0 0 0 4 0 0 0 0 0 0 0 |

NEWBUILDING TRENDS, OCTOBER 2013 - VESSELS ORDERED PER VESSEL SIZE Ë GAS TANKERS & CONTAINERS (page 2/2)

| | OCTOBER 2013 - NE | WBUILD | ING TRI | ENDS | | | | OCTOBER 2012 - NEWBUILDING TRENDS | | | | | | | | |
|---|----------------------------|--------|----------|--------|-------|-------|--------------------|---|-------|----------|---------|-------|-------|--|--|--|
| GAS | | | В | LT | | GAS | GAS TANKERS BLT | | | | | | | | | |
| VESSEL SUBTYPE | CBM | UNITS | CHINA | KOREA | JAPAN | OTHER | VESSEL SUBTYPE | CBM | UNITS | CHINA | KOREA | JAPAN | OTHER | | | |
| GAS TANKER-LPG | 4SMALL, 1 MEDIUM, 2VLGC | 7 | 1 | 2 | 4 | 0 | GAS TANKER-LPG | 1 VERY LARGE & OTHER SMALL/HANDY | 8 | 0 | 7 | 1 | 0 | | | |
| GAS TANKER-LNG | 4VLGC | 6 | 2 | 2 | 2 | 0 | GAS TANKER-LNG | FSRU | 1 | 0 | 1 | 0 | 0 | | | |
| TOTAL | | 13 | 3 | 4 | 6 | 0 | TOTAL | | 9 | 0 | 8 | 1 | 0 | | | |
| | OBER 2013 - GREEK | NEWBL | III DING | TRENDS | S | | | TOBER 2012 - GREEK | NFWB | BUIL DIN | G TREND | S | | | | |
| OCTOBER 2013 - GREEK NEWBUILDING TRENDS GAS TANKERS BLT | | | | | | | | OCTOBER 2012 - GREEK NEWBUILDING TRENDS GAS TANKERS BLT | | | | | | | | |
| VESSEL SUBTYPE | CBM | UNITS | CHINA | KOREA | JAPAN | OTHER | VESSEL SUBTYPE | CBM | UNITS | CHINA | KOREA | JAPAN | OTHER | | | |
| GAS TANKER-LPG | | 0 | 0 | 0 | 0 | 0 | GAS TANKER-LPG | | 0 | 0 | 0 | 0 | 0 | | | |
| GAS TANKER-LNG | | 0 | 0 | 0 | 0 | 0 | GAS TANKER-LNG | | 0 | 0 | 0 | 0 | 0 | | | |
| TOTAL | | 0 | 0 | 0 | 0 | 0 | TOTAL | | 0 | 0 | 0 | 0 | 0 | | | |
| | | | | | | | | | | | | | | | | |
| | OCTOBER 2013 - NE | WBUILD | ING TRI | ENDS | | | | OCTOBER 2012 - NE | WBUIL | DING TI | RENDS | | | | | |
| | NTAINERS | | | В | | | | NTAINERS | | | E | BLT | | | | |
| VESSEL SIZE | TEU | UNITS | CHINA | KOREA | JAPAN | OTHER | VESSEL SIZE | TEU | UNITS | CHINA | KOREA | JAPAN | OTHER | | | |
| Feeder / Feedermax | 0-999 | 1 | 0 | 0 | 0 | 1 | Feeder / Feedermax | 0-999 | 0 | 0 | 0 | 0 | 0 | | | |
| Handy | 1,000-1,999 | 4 | 2 | 0 | 0 | 2 | Handy | 1,000-1,999 | 0 | 0 | 0 | 0 | 0 | | | |
| Sub-Panamax | 2,000-2,999 | 11 | 11 | 0 | 0 | 0 | Sub-Panamax | 2,000-2,999 | 4 | 4 | 0 | 0 | 0 | | | |
| Small Panamax | 3,000-3,999 | 0 | 0 | 0 | 0 | 0 | Small Panamax | 3,000-3,999 | 0 | 0 | 0 | 0 | 0 | | | |
| Omairi anamax | 4,000-4,999 | 0 | 0 | 0 | 0 | 0 | omair anamax | 4,000-4,999 | 0 | 0 | 0 | 0 | 0 | | | |
| | 5,000-5,999 | 2 | 0 | 0 | 0 | 2 | | 5,000-5,999 | 0 | 0 | 0 | 0 | 0 | | | |
| Large Panamax | 6,000-6,999 | 0 | 0 | 0 | 0 | 0 | Large Panamax | 6,000-6,999 | 0 | 0 | 0 | 0 | 0 | | | |
| | 7,000-7,999 | 0 | 0 | 0 | 0 | 0 | | 7,000-7,999 | 0 | 0 | 0 | 0 | 0 | | | |
| | 8,000-8,999 | 0 | 0 | 0 | 0 | 0 | | 8,000-8,999 | 0 | 0 | 0 | 0 | 0 | | | |
| Post Panamax | 9,000-9,999 | 5 | 0 | 0 | 0 | 5 | Post Panamax | 9,000-9,999 | 0 | 0 | 0 | 0 | 0 | | | |
| | >=10,000 | 0 | 0 | 0 | 0 | 0 | | >=10,000 | 0 | 0 | 0 | 0 | 0 | | | |
| TOTAL | | 23 | 13 | 0 | 0 | 10 | TOTAL | | 4 | 4 | 0 | 0 | 0 | | | |
| | OBER 2013 - GREEK | NEWBL | IILDING | TRENDS | S | | | OCTOBER 2012 - GREEK NEWBUILDING TRENDS | | | | | | | | |
| | NTAINERS | | | В | LT | | | NTAINERS | | | E | BLT | | | | |
| VESSEL SIZE | TEU | UNITS | CHINA | KOREA | JAPAN | OTHER | VESSEL SIZE | | UNITS | CHINA | KOREA | JAPAN | OTHER | | | |
| Feeder / Feedermax | 0-999 | 0 | 0 | 0 | 0 | 0 | Feeder / Feedermax | 0-999 | 0 | 0 | 0 | 0 | 0 | | | |
| Handy | 1,000-1,999 | 2 | 2 | 0 | 0 | 0 | Handy | 1,000-1,999 | 0 | 0 | 0 | 0 | 0 | | | |
| Sub-Panamax | 2,000-2,999 | 1 | 1 | 0 | 0 | 0 | Sub-Panamax | 2,000-2,999 | 0 | 0 | 0 | 0 | 0 | | | |
| Small Panamax | 3,000-3,999 | 0 | 0 | 0 | 0 | 0 | Small Panamax | 3,000-3,999 | 0 | 0 | 0 | 0 | 0 | | | |
| air andinax | 4,000-4,999 | 0 | 0 | 0 | 0 | 0 | Small allamax | 4,000-4,999 | 0 | 0 | 0 | 0 | 0 | | | |
| | 5,000-5,999 | 0 | 0 | 0 | 0 | 0 | | 5,000-5,999 | 0 | 0 | 0 | 0 | 0 | | | |
| Large Panamax | 6,000-6,999 | 0 | 0 | 0 | 0 | 0 | Large Panamax | 6,000-6,999 | 0 | 0 | 0 | 0 | 0 | | | |
| | 7,000-7,999 | 0 | 0 | 0 | 0 | 0 | | 7,000-7,999 | 0 | 0 | 0 | 0 | 0 | | | |
| | 8,000-8,999 | 0 | 0 | 0 | 0 | 0 | | 8,000-8,999 | 0 | 0 | 0 | 0 | 0 | | | |
| Post Panamax | 9,000-9,999 | 0 | 0 | 0 | 0 | 0 | Post Panamax | 9,000-9,999 | 0 | 0 | 0 | 0 | 0 | | | |
| | >=10,000 | 0 | 0 | 0 | 0 | 0 | | >=10,000 | 0 | 0 | 0 | 0 | 0 | | | |
| TOTAL | | 3 | 3 | 0 | 0 | 0 | TOTAL | | 0 | 0 | 0 | 0 | 0 | | | |

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