

**Electronic Quality Shipping
Information System**

The 2021 World Merchant Fleet

Statistics from Equasis

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Chapter 1

1. Themes and Tables

INTRODUCTION

This report provides a picture of the world's merchant fleet in 2021, derived from data contained in the Equasis database. It examines the structure and characteristics of the fleet and its performance. The statistics are grouped into themes which could be of interest to the industry and regulators.

The themes are as follows:

1. The Merchant Fleet Population,
2. Classification Societies,
3. P&I Clubs and Insurance Companies,
4. Port State Control (PSC) regimes; and
5. Vetting Programmes and Trade Associations

OVERVIEW

Equasis is populated with data from most of the world's merchant ships. Basic ship particulars are derived from the commercial database of IHS Markit Maritime & Trade.

From a commercial and regulatory point of view, size and type of ship are two key criteria and therefore throughout this report the statistical analysis is based on these two elements. For the "port State control" theme, ships will be divided into ship type categories derived from PSC databases.

This report also contains information on internationally operating fishing vessels over 100GT with an IMO number. They represent a total of 25,952 vessels reported to Equasis (345 ships more compared to 2020). These vessels now represent 21.8% of the ships in the Equasis information system. Approximately one fifth of these vessels (5,766, 105 more vessels compared to 2020) are over 500GT and therefore are included, where appropriate, in the statistics after Chapter.

1

SIZE

Ships are grouped by size into four categories:

1. Small ships 100 GT to 499 GT,
2. Medium ships 500 GT to 24.999 GT,
3. Large ships 25.000 GT to 59.999 GT; and
4. Very Large ships \geq 60.000 GT

The small ships size category reflects the main tonnage threshold for merchant ships to comply with the SOLAS Convention. This category also includes many ships which do not trade internationally and therefore are not covered by the International Conventions or the port State control regimes, but for which some flag States require the same standards.

A significant proportion of these ships are also too small to be covered by classification societies and by the vetting and trading organisations. They have, therefore, been excluded from most of the analyses in order to avoid distortion of the totals for ships which are generally covered by the International Legislation, port State control, classification societies and other trade organisations. To provide data for the whole merchant fleet, small ships are included in Chapters 2.1 and 2.2, and in the multiple inspection figures in Chapters 5.1 and 5.6. Small ships are also taken into consideration when evaluating the fleet size of a company and the detention rate in Chapter 6.3.

Regulatory and commercial tonnage thresholds are not common to all ship types. As a compromise, categories medium, large and very-large (i.e.: 2, 3 and 4) have been chosen to divide the fleet into three approximately equal parts in terms of tonnage. These three together represent the larger worldwide trading merchant ships.

SHIP TYPES

Equasis uses over 100 descriptions of ship type provided by IHS Markit Maritime & Trade. For this report these types have been aggregated into 13 main types as follows:

- General Cargo Ships,
- Specialized Cargo Ships,
- Container Ships,
- Ro-Ro Cargo Ships,
- Bulk Carriers,
- Oil and Chemical Tankers,
- Gas Tankers,
- Other Tankers,
- Passenger Ships,
- Offshore Vessels,
- Service Ships,
- Tugs; and
- Fishing vessels

Annex I describe how this aggregation has been accomplished. This Annex is regularly reviewed to include new ship types that were excluded in the previous versions of the Equasis World Fleet Report (WFR) annual statistics, but which should now be included to better reflect the situation of the world merchant fleet.

PSC SHIP TYPES

Port State Control (PSC) regimes use specific ship type categories that are different from the ones used by IHS Markit Maritime & Trade. From 2011 onwards, these categories have been used in Chapter 5 (PSC) for ship types.

For ships that have never been inspected or when the ship type is not reported in the PSC data provided to Equasis, it is not possible to attribute a "PSC ship type" easily. In this situation, a "default PSC ship type" is used in substitution of a genuine PSC ship type.

The "default PSC ship type" is based on the ship type as provided by IHS Markit Maritime & Trade. Annex III provides the aggregation used for this purpose. This Annex was established mainly through statistical analysis and direct comparisons between IHS Markit Maritime & Trade ship types and PSC ship types. It cannot be directly compared to Annex I as the intention is not to create categories of ships but instead to attribute a PSC ship type to ships that were not inspected.

FLAG STATES

Flag States (under which ships are registered) are grouped in two categories, "*targeted*" and "*non-targeted*".

Those in the "*targeted*" group are the flag States which appear on at least one of the targeted lists of the Paris Memorandum of Understanding (Paris MoU) [Blacklist], the Tokyo MoU [Blacklist] and the US Coast Guard (USCG) [safety targeting].

Indian Ocean MoU (IOMOU), Viña del Mar Agreement, Mediterranean MoU (Med MoU), Black Sea MoU, Abuja MoU and Caribbean MoU also provide their inspection results to Equasis, but they do not use a target list.

The lists are published annually and reflect the safety performance of ships registered to each flag State as measured by the number of port State inspections and detentions recorded over a three-year period.

It is possible for a flag State to be "*targeted*" in one regime but not in another. This can be because its safety performance varies from one regime to another, or, because few, or none, of its ships trade to ports covered by a particular PSC regime.

Further details are included in the list of the respective regimes' PSC Annual Reports. The list of targeted flag States, based on the 2021 annual reports of the Paris MoU, the Tokyo MoU and the US Coast Guard, can be found in Annex II.

Due to some technical issues related to the format of the inspection reports, Equasis cannot display inspections from Riyadh MoU. Equasis will continue to await further information and to follow closely any developments decided by the Riyadh Secretariat so that the inspections can be included thereon in this report.

SOURCE OF INFORMATION

Equasis is fed by over 53 data providers (60 different data provisions) which can be divided into six categories:

1. Core ship and company data,
2. PSC regimes,
3. Classification Societies,
4. P&I Clubs and Insurance companies,
5. Intergovernmental Organisations, Federations and National/EU Agencies; and
6. Private companies and Associations from the Maritime Industry.

Almost all these sources are used in this document to a greater or lesser extent.

Chapter 2

2. The Merchant Fleet Population

INTRODUCTION

The tables in this chapter provide a picture of the fleet of ships in Equasis in terms of type, size, age and the flag under which the ship is registered.

RESULTS

Graph 1 shows that by number, the Equasis fleet is dominated by small and medium sized ships up to 24.999 GT (83.3%). Small ships alone represent 46% by number, although around only 1% by tonnage (Graph 2).

The five most common ship types by number are (Table 1):

1. Fishing vessels (21.8%),
 2. Tugs (16.6%),
 3. General cargo ships (13.6%),
 4. Oil and chemical tankers (12.0%); and
 5. Bulk carriers (10.8%),
- representing practically three quarters of the Equasis fleet. Most of these are small and medium sized ships.

Table 1 and 2 shows that within the large and very large categories, bulk carriers (44.1%), oil and chemical tankers (25%) and container ships (16.1%) represent approximately 85% of the fleet in number in these ship size categories. These figures show no significant changes from 2020 World Fleet report.

In terms of tonnage, the large and very large size categories represent 83% of the Equasis fleet (Graph 2), with oil and chemical tankers, bulk carriers, and container ships jointly dominating both categories at 87.7% (large) and 80.5% (very large).

Table 3 shows an almost even distribution of the Equasis fleet, by number, of ships under and over 15 years of age. However, there is a large dominance of older ships in the small (70.8%) size category. There is a more even spread between ships over (58%) and under (42%) 15 years of age in the medium size category. The trend is reversed in the large and very large ship

size categories, where 69.8% (large) and 74.7% (very large) are less than 15 years old.

Graph 4 shows that the fleet with an age between 5 and 14 years are made up of the biggest ships in tonnage. Looking back at the statistics of the previous years, it is clear that the ships in this age interval are bigger than their predecessors. This trend has been observed in previous years.

Graph 13 shows that 18% of the total number of ships in Equasis are associated with a targeted flag State, a significant decrease with respect to 2020 where the proportion was 30%. Graphs 17 and 19 show, respectively, that this proportion is higher for large ships (21%) and very large ships (16%). Tables 13 and 14 both show that for the targeted flag States, bulk carriers are the most common ship category in number (27.1%) and tonnage (43.9%). This is expected considering that oil and chemical tankers and bulk carriers are the most common ship types with respect to the total number of ships and tonnage (19.8% and 34.7%, for bulk carriers and 19.4% and 25.6% for Oil and Chemical tankers). Even though, in number of ships general cargo, bulk carriers and oil and chemical tankers are similar (19%, 19.8%, 19.4%, respectively), bulk carriers are more common in targeted flags (26.2%, 27.1%, 14.3%, respectively). General cargo ships (17.5%), container ships (8.6%) bulk carriers (18.2%) and Oil and chemical tankers (20.5%), have a larger proportion of the total number of ships originating from non-targeted flag States when compared to targeted flag States

Ship sightings (under "2.4 – Ship Sightings by Geographical Area") are provided to Equasis by AXSMarine, VesselTracker and MarineTraffic.

The figures presented in Graph 21 of this section are strongly dependent on the coastal and satellite coverage of AIS data

guaranteed by the abovementioned data-providers.

Table 21 suggests that the majority of maritime traffic occurs in East Asia (16%), South East Asia (12.8) with both geographical areas accounting for 28.8% of the total sightings reported to Equasis and 9.7% the Mediterranean Sea. In respect to ship size, small sized ships were predominately sighted in the East Asia (16.5) and the Mediterranean Sea (13.1%) while very large ships in East Asia (14.7%) and South East Asia (13.6%).

2.1. WHOLE FLEET

Table 1 - World fleet: total number of ships, by type and size

| Ship Type | Small ⁽¹⁾ | | Medium ⁽²⁾ | | Large ⁽³⁾ | | Very Large ⁽⁴⁾ | | Total | |
|--------------------------|----------------------|-------------|-----------------------|-------------|----------------------|-------------|---------------------------|-------------|----------------|-------------|
| | Count | % | Count | % | Count | % | Count | % | Count | % |
| General Cargo Ships | 4,089 | 7.4% | 11,814 | 27.0% | 264 | 2.1% | | | 16,167 | 13.6% |
| Specialized Cargo Ships | 8 | 0.0% | 266 | 0.6% | 64 | 0.5% | 7 | 0.1% | 345 | 0.3% |
| Container Ships | 19 | 0.0% | 2,315 | 5.3% | 1,629 | 12.7% | 1,554 | 22.2% | 5,517 | 4.6% |
| Ro-Ro Cargo Ships | 39 | 0.1% | 601 | 1.4% | 549 | 4.3% | 268 | 3.8% | 1,457 | 1.2% |
| Bulk Carriers | 286 | 0.5% | 3,847 | 8.8% | 6,842 | 53.5% | 1,899 | 27.1% | 12,874 | 10.8% |
| Oil and Chemical Tankers | 1,979 | 3.6% | 7,372 | 16.9% | 2,773 | 21.7% | 2,185 | 31.2% | 14,309 | 12.0% |
| Gas Tankers | 36 | 0.1% | 1,145 | 2.6% | 433 | 3.4% | 591 | 8.4% | 2,205 | 1.9% |
| Other Tankers | 437 | 0.8% | 741 | 1.7% | 16 | 0.1% | | | 1,194 | 1.0% |
| Passenger Ships | 3,435 | 6.2% | 825 | 1.9% | 71 | 0.6% | 187 | 2.7% | 4,518 | 3.8% |
| Offshore Vessels | 2,812 | 5.1% | 5,135 | 11.7% | 119 | 0.9% | 298 | 4.3% | 8,364 | 7.0% |
| Service Ships | 3,197 | 5.8% | 2,994 | 6.8% | 35 | 0.3% | 7 | 0.1% | 6,233 | 5.2% |
| Tugs | 18,860 | 34.1% | 933 | 2.1% | | | | | 19,793 | 16.6% |
| Fishing Vessels | 20,186 | 36.4% | 5,762 | 13.2% | 4 | 0.0% | | | 25,952 | 21.8% |
| Total | 55,383 | 100% | 43,750 | 100% | 12,799 | 100% | 6,996 | 100% | 118,928 | 100% |

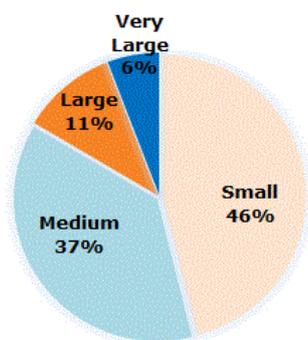
Source: Equasis ⁽¹⁾ GT<500 - ⁽²⁾ 500≤GT<25.000 - ⁽³⁾ 25.000≤GT<60.000 - ⁽⁴⁾ GT≥60.000

Table 2 - World fleet: gross tonnage (in 1000 gt), by type and size

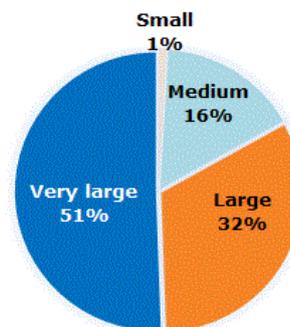
| Ship Type | Small ⁽¹⁾ | | Medium ⁽²⁾ | | Large ⁽³⁾ | | Very Large ⁽⁴⁾ | | Total | |
|--------------------------|----------------------|-------------|-----------------------|-------------|----------------------|-------------|---------------------------|-------------|------------------|-------------|
| | Count | % | Count | % | Count | % | Count | % | Count | % |
| General Cargo Ships | 1,429 | 10.4% | 52,877 | 22.4% | 8,897 | 1.8% | | | 63,203 | 4.3% |
| Specialized Cargo Ships | 3 | 0.0% | 2,119 | 0.9% | 2,519 | 0.5% | 510 | 0.1% | 5,151 | 0.3% |
| Container Ships | 8 | 0.1% | 27,671 | 11.7% | 60,771 | 12.6% | 177,442 | 23.7% | 265,892 | 18.0% |
| Ro-Ro Cargo Ships | 12 | 0.1% | 6,089 | 2.6% | 26,117 | 5.4% | 18,042 | 2.4% | 50,260 | 3.4% |
| Bulk Carriers | 116 | 0.8% | 56,626 | 24.0% | 256,861 | 53.3% | 195,576 | 26.1% | 509,179 | 34.4% |
| Oil and Chemical Tankers | 637 | 4.6% | 45,008 | 19.0% | 97,244 | 20.2% | 232,331 | 31.1% | 375,220 | 25.4% |
| Gas Tankers | 14 | 0.1% | 7,265 | 3.1% | 18,905 | 3.9% | 66,514 | 8.9% | 92,698 | 6.3% |
| Other Tankers | 131 | 1.0% | 2,110 | 0.9% | 465 | 0.1% | | | 2,706 | 0.2% |
| Passenger Ships | 851 | 6.2% | 2,688 | 1.1% | 2,877 | 0.6% | 21,395 | 2.9% | 27,811 | 1.9% |
| Offshore Vessels | 789 | 5.7% | 15,469 | 6.5% | 5,456 | 1.1% | 35,458 | 4.7% | 57,172 | 3.9% |
| Service Ships | 774 | 5.6% | 9,683 | 4.1% | 1,255 | 0.3% | 952 | 0.1% | 12,664 | 0.9% |
| Tugs | 4,583 | 33.3% | 812 | 0.3% | | | | | 5,395 | 0.4% |
| Fishing Vessels | 4,398 | 32.0% | 7,892 | 3.3% | 142 | 0.0% | | | 12,432 | 0.8% |
| Total | 13,745 | 100% | 236,309 | 100% | 481,509 | 100% | 748,220 | 100% | 1,479,783 | 100% |

Source: Equasis ⁽¹⁾ GT<500 - ⁽²⁾ 500≤GT<25.000GT - ⁽³⁾ 25.000≤GT<60.000 - ⁽⁴⁾ GT≥60.000

Graph 1 - World fleet : total number of ships, by size



Graph 2 - World fleet : gross tonnage, by size



2.2. SHIPS BY AGE

WORLD FLEET

Table 3 - Total number of ships, by age and size

| Ship age category | Small ⁽¹⁾ | | Medium ⁽²⁾ | | Large ⁽³⁾ | | Very Large ⁽⁴⁾ | | Total | |
|-------------------|----------------------|-------------|-----------------------|-------------|----------------------|-------------|---------------------------|-------------|----------------|-------------|
| 0-4 years old | 3,737 | 6.7% | 3,838 | 8.8% | 1,822 | 14.2% | 1,379 | 19.7% | 10,776 | 9.1% |
| 5-14 years old | 11,919 | 21.5% | 14,510 | 33.2% | 6,937 | 54.2% | 3,853 | 55.1% | 37,219 | 31.3% |
| 15-24 years old | 8,784 | 15.9% | 8,618 | 19.7% | 3,427 | 26.8% | 1,583 | 22.6% | 22,412 | 18.8% |
| +25 years old | 30,943 | 55.9% | 16,784 | 38.4% | 613 | 4.8% | 181 | 2.6% | 48,521 | 40.8% |
| Total | 55,383 | 100% | 43,750 | 100% | 12,799 | 100% | 6,996 | 100% | 118,928 | 100% |

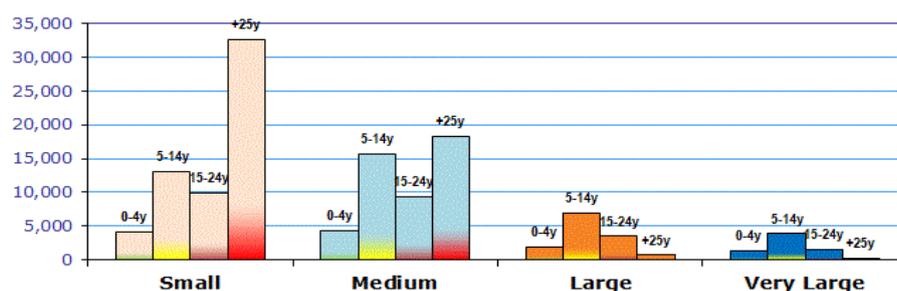
Source: Equasis ⁽¹⁾ GT<500 - ⁽²⁾ 500≤GT<25.000 - ⁽³⁾ 25.000≤GT<60.000 - ⁽⁴⁾ GT≥60.000

Table 4 - Gross tonnage (in 1000 gt) of ships, by age and size

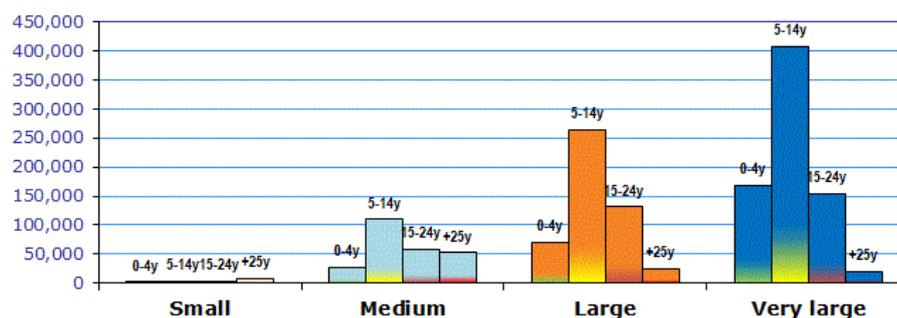
| Ship age category | Small ⁽¹⁾ | | Medium ⁽²⁾ | | Large ⁽³⁾ | | Very Large ⁽⁴⁾ | | Total | |
|-------------------|----------------------|-------------|-----------------------|-------------|----------------------|-------------|---------------------------|-------------|------------------|-------------|
| 0-4 years old | 1,082 | 7.9% | 25,948 | 11.0% | 68,085 | 14.1% | 167,557 | 22.4% | 262,672 | 17.8% |
| 5-14 years old | 3,248 | 23.6% | 106,543 | 45.1% | 262,765 | 54.6% | 407,717 | 54.5% | 780,273 | 52.7% |
| 15-24 years old | 2,199 | 16.0% | 56,199 | 23.8% | 128,075 | 26.6% | 153,130 | 20.5% | 339,603 | 22.9% |
| +25 years old | 7,213 | 52.5% | 47,618 | 20.2% | 22,584 | 4.7% | 19,817 | 2.6% | 97,232 | 6.6% |
| Total | 13,742 | 100% | 236,308 | 100% | 481,509 | 100% | 748,221 | 100% | 1,479,780 | 100% |

Source: Equasis ⁽¹⁾ GT<500 - ⁽²⁾ 500≤GT<25.000 - ⁽³⁾ 25.000≤GT<60.000 - ⁽⁴⁾ GT≥60.000

Graph 3 - World fleet : total number of ships, by age and size



Graph 4 - World fleet : gross tonnage (in 1000 gt) by age and size



0-4 years old SHIPS

Table 5 - Total number of 0-4 years old ships, by type and size

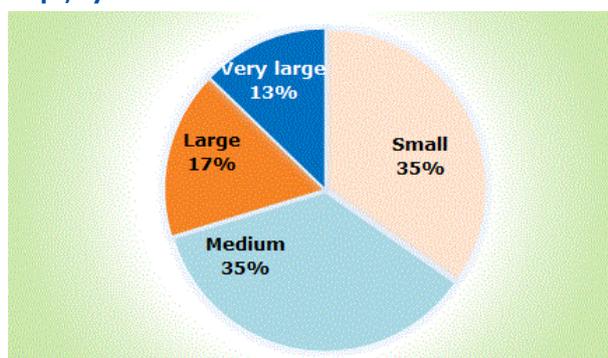
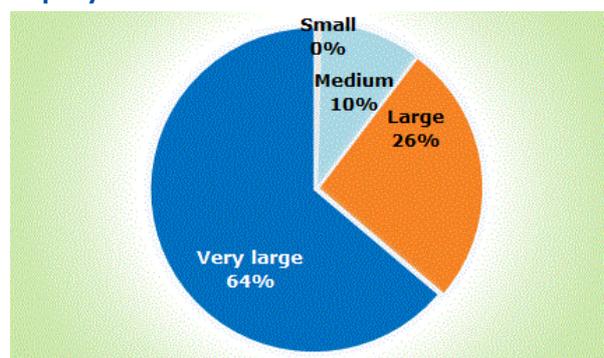
| Ship Type | Small ⁽¹⁾ | | Medium ⁽²⁾ | | Large ⁽³⁾ | | Very Large ⁽⁴⁾ | | Total | |
|--------------------------|----------------------|-------------|-----------------------|-------------|----------------------|-------------|---------------------------|-------------|---------------|-------------|
| | Count | % | Count | % | Count | % | Count | % | Count | % |
| General Cargo Ships | 190 | 5.1% | 606 | 15.8% | 37 | 2.0% | | | 833 | 7.7% |
| Specialized Cargo Ships | | | 30 | 0.8% | 9 | 0.5% | 3 | 0.2% | 42 | 0.4% |
| Container Ships | 1 | 0.0% | 295 | 7.7% | 174 | 9.5% | 223 | 16.2% | 693 | 6.4% |
| Ro-Ro Cargo Ships | 1 | 0.0% | 40 | 1.0% | 20 | 1.1% | 44 | 3.2% | 105 | 1.0% |
| Bulk Carriers | 7 | 0.2% | 404 | 10.5% | 1,078 | 59.2% | 346 | 25.1% | 1,835 | 17.0% |
| Oil and Chemical Tankers | 156 | 4.2% | 784 | 20.4% | 380 | 20.9% | 512 | 37.1% | 1,832 | 17.0% |
| Gas Tankers | 2 | 0.1% | 117 | 3.0% | 100 | 5.5% | 187 | 13.6% | 406 | 3.8% |
| Other Tankers | 23 | 0.6% | 69 | 1.8% | 3 | 0.2% | | | 95 | 0.9% |
| Passenger Ships | 284 | 7.6% | 101 | 2.6% | 12 | 0.7% | 33 | 2.4% | 430 | 4.0% |
| Offshore Vessels | 220 | 5.9% | 319 | 8.3% | 1 | 0.1% | 31 | 2.2% | 571 | 5.3% |
| Service Ships | 326 | 8.7% | 242 | 6.3% | 7 | 0.4% | | | 575 | 5.3% |
| Tugs | 1,778 | 47.6% | 76 | 2.0% | | | | | 1,854 | 17.2% |
| Fishing Vessels | 749 | 20.0% | 755 | 19.7% | 1 | | | | 1,505 | 14.0% |
| Total | 3,737 | 100% | 3,838 | 100% | 1,822 | 100% | 1,379 | 100% | 10,776 | 100% |

Source: Equasis ⁽¹⁾ GT<500 - ⁽²⁾ 500≤GT<25.000 - ⁽³⁾ 25.000≤GT<60.000 - ⁽⁴⁾ GT≥60.000

Table 6 - Gross tonnage (in 1000 gt) of 0-4 years old ships, by type and size

| Ship Type | Small ⁽¹⁾ | | Medium ⁽²⁾ | | Large ⁽³⁾ | | Very Large ⁽⁴⁾ | | Total | |
|--------------------------|----------------------|-------------|-----------------------|-------------|----------------------|-------------|---------------------------|-------------|----------------|-------------|
| | Count | % | Count | % | Count | % | Count | % | Count | % |
| General Cargo Ships | 79 | 7.3% | 3,485 | 13.4% | 1,390 | 2.0% | | | 4,954 | 1.9% |
| Specialized Cargo Ships | | | 201 | 0.8% | 374 | 0.5% | 206 | 0.1% | 781 | 0.3% |
| Container Ships | | | 4,218 | 16.3% | 5,439 | 8.0% | 37,296 | 22.3% | 46,953 | 17.9% |
| Ro-Ro Cargo Ships | | | 462 | 1.8% | 822 | 1.2% | 2,988 | 1.8% | 4,272 | 1.6% |
| Bulk Carriers | 2 | 0.2% | 6,256 | 24.1% | 42,736 | 62.8% | 42,539 | 25.4% | 91,533 | 34.8% |
| Oil and Chemical Tankers | 59 | 5.5% | 5,863 | 22.6% | 12,010 | 17.6% | 53,597 | 32.0% | 71,529 | 27.2% |
| Gas Tankers | 1 | 0.1% | 767 | 3.0% | 4,394 | 6.5% | 21,875 | 13.1% | 27,037 | 10.3% |
| Other Tankers | 9 | 0.8% | 244 | 0.9% | 78 | 0.1% | | | 331 | 0.1% |
| Passenger Ships | 90 | 8.3% | 471 | 1.8% | 549 | 0.8% | 5,117 | 3.1% | 6,227 | 2.4% |
| Offshore Vessels | 61 | 5.6% | 1,511 | 5.8% | 29 | 0.0% | 3,939 | 2.4% | 5,540 | 2.1% |
| Service Ships | 81 | 7.5% | 1,119 | 4.3% | 236 | 0.3% | | | 1,436 | 0.5% |
| Tugs | 497 | 45.9% | 77 | 0.3% | | | | | 574 | 0.2% |
| Fishing Vessels | 203 | 18.8% | 1,274 | 4.9% | 28 | | | | 1,505 | 0.6% |
| Total | 1,082 | 100% | 25,948 | 100% | 68,085 | 100% | 167,557 | 100% | 262,672 | 100% |

Source: Equasis ⁽¹⁾ GT<500 - ⁽²⁾ 500≤GT<25.000 - ⁽³⁾ 25.000≤GT<60.000 - ⁽⁴⁾ GT≥60.000

Graph 5 - World fleet : total number of 0-4 years old ships, by size**Graph 6 - World fleet : gross tonnage of 0-4 years old ships by size**

5-14 YEARS OLD SHIPS

Table 7 - Total number of 5-14 years old ships, by type and size

| Ship Type | Small ⁽¹⁾ | | Medium ⁽²⁾ | | Large ⁽³⁾ | | Very Large ⁽⁴⁾ | | Total | |
|--------------------------|----------------------|-------------|-----------------------|-------------|----------------------|-------------|---------------------------|-------------|---------------|-------------|
| | Count | % | Count | % | Count | % | Count | % | Count | % |
| General Cargo Ships | 556 | 4.7% | 3,145 | 21.7% | 139 | 2.0% | | | 3,840 | 10.3% |
| Specialized Cargo Ships | | | 92 | 0.6% | 18 | 0.3% | 4 | 0.1% | 114 | 0.3% |
| Container Ships | 14 | 0.1% | 720 | 5.0% | 696 | 10.0% | 882 | 22.9% | 2,312 | 6.2% |
| Ro-Ro Cargo Ships | 5 | 0.0% | 100 | 0.7% | 286 | 4.1% | 163 | 4.2% | 554 | 1.5% |
| Bulk Carriers | 30 | 0.3% | 2,088 | 14.4% | 4,137 | 59.6% | 1,277 | 33.1% | 7,532 | 20.2% |
| Oil and Chemical Tankers | 358 | 3.0% | 2,643 | 18.2% | 1,343 | 19.4% | 1,133 | 29.4% | 5,477 | 14.7% |
| Gas Tankers | 2 | 0.0% | 452 | 3.1% | 227 | 3.3% | 240 | 6.2% | 921 | 2.5% |
| Other Tankers | 86 | 0.7% | 306 | 2.1% | 8 | 0.1% | | | 400 | 1.1% |
| Passenger Ships | 509 | 4.3% | 113 | 0.8% | 13 | 0.2% | 63 | 1.6% | 698 | 1.9% |
| Offshore Vessels | 889 | 7.5% | 2,709 | 18.7% | 57 | 0.8% | 90 | 2.3% | 3,745 | 10.1% |
| Service Ships | 749 | 6.3% | 837 | 5.8% | 13 | 0.2% | 1 | 0.0% | 1,600 | 4.3% |
| Tugs | 6,607 | 55.4% | 283 | 2.0% | | | | | 6,890 | 18.5% |
| Fishing Vessels | 2,114 | 17.7% | 1,022 | 7.0% | | | | | 3,136 | 8.4% |
| Total | 11,919 | 100% | 14,510 | 100% | 6,937 | 100% | 3,853 | 100% | 37,219 | 100% |

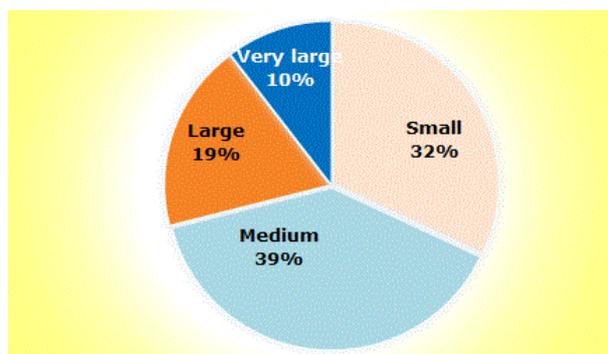
Source: Equasis ⁽¹⁾GT<500 - ⁽²⁾500≤GT<25.000 - ⁽³⁾25.000≤GT<60.000 - ⁽⁴⁾GT≥60.000

Table 8 - Gross tonnage (in 1000 gt) of 5-14 years old ships, by type and size

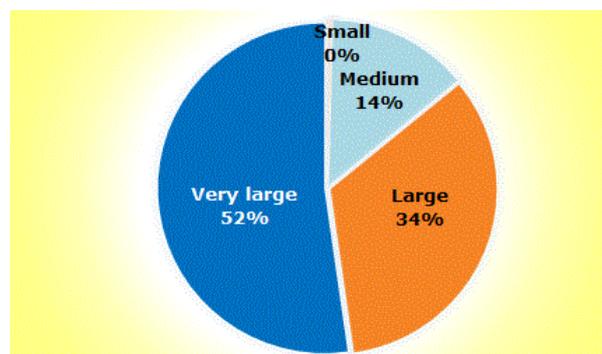
| Ship Type | Small ⁽¹⁾ | | Medium ⁽²⁾ | | Large ⁽³⁾ | | Very Large ⁽⁴⁾ | | Total | |
|--------------------------|----------------------|-------------|-----------------------|-------------|----------------------|-------------|---------------------------|-------------|----------------|-------------|
| | Count | % | Count | % | Count | % | Count | % | Count | % |
| General Cargo Ships | 239 | 7.4% | 21,196 | 19.9% | 4,707 | 1.8% | | | 26,142 | 3.4% |
| Specialized Cargo Ships | | | 1,078 | 1.0% | 718 | 0.3% | 304 | 0.1% | 2,100 | 0.3% |
| Container Ships | 5 | 0.2% | 9,019 | 8.5% | 27,506 | 10.5% | 103,373 | 25.4% | 139,903 | 17.9% |
| Ro-Ro Cargo Ships | 1 | 0.0% | 1,213 | 1.1% | 13,489 | 5.1% | 11,115 | 2.7% | 25,818 | 3.3% |
| Bulk Carriers | 13 | 0.4% | 35,319 | 33.1% | 156,594 | 59.6% | 127,707 | 31.3% | 319,633 | 41.0% |
| Oil and Chemical Tankers | 130 | 4.0% | 18,889 | 17.7% | 46,018 | 17.5% | 119,926 | 29.4% | 184,963 | 23.7% |
| Gas Tankers | 1 | 0.0% | 3,750 | 3.5% | 9,949 | 3.8% | 27,812 | 6.8% | 41,512 | 5.3% |
| Other Tankers | 28 | 0.9% | 1,199 | 1.1% | 232 | 0.1% | | | 1,459 | 0.2% |
| Passenger Ships | 145 | 4.5% | 247 | 0.2% | 534 | 0.2% | 7,950 | 1.9% | 8,876 | 1.1% |
| Offshore Vessels | 261 | 8.0% | 9,500 | 8.9% | 2,550 | 1.0% | 9,127 | 2.2% | 21,438 | 2.7% |
| Service Ships | 184 | 5.7% | 3,400 | 3.2% | 468 | 0.2% | 403 | 0.1% | 4,455 | 0.6% |
| Tugs | 1,685 | 51.9% | 253 | 0.2% | | | | | 1,938 | 0.2% |
| Fishing Vessels | 556 | 17.1% | 1,480 | 1.4% | | | | | 2,036 | 0.3% |
| Total | 3,248 | 100% | 106,543 | 100% | 262,765 | 100% | 407,717 | 100% | 780,273 | 100% |

Source: Equasis ⁽¹⁾GT<500 - ⁽²⁾500≤GT<25.000 - ⁽³⁾25.000≤GT<60.000 - ⁽⁴⁾GT≥60.000

Graph 7 - Total number of 5-14 years old ships by size



Graph 8 - Gross tonnage of 5-14 years old ships by size



15-24 YEARS OLD SHIPS

Table 9 - Total number of 15-24 years old ships, by type and size

| Ship Type | Small ⁽¹⁾ | | Medium ⁽²⁾ | | Large ⁽³⁾ | | Very Large ⁽⁴⁾ | | Total | |
|--------------------------|----------------------|-------------|-----------------------|-------------|----------------------|-------------|---------------------------|-------------|---------------|-------------|
| | Count | % | Count | % | Count | % | Count | % | Count | % |
| General Cargo Ships | 554 | 6.3% | 2,428 | 28.2% | 52 | 1.5% | | | 3,034 | 13.5% |
| Specialized Cargo Ships | 1 | 0.0% | 21 | 0.2% | 10 | 0.3% | | | 32 | 0.1% |
| Container Ships | 3 | 0.0% | 905 | 10.5% | 677 | 19.8% | 436 | 27.5% | 2,021 | 9.0% |
| Ro-Ro Cargo Ships | 6 | 0.1% | 164 | 1.9% | 218 | 6.4% | 58 | 3.7% | 446 | 2.0% |
| Bulk Carriers | 16 | 0.2% | 642 | 7.4% | 1,350 | 39.4% | 274 | 17.3% | 2,282 | 10.2% |
| Oil and Chemical Tankers | 221 | 2.5% | 1,756 | 20.4% | 1,002 | 29.2% | 526 | 33.2% | 3,505 | 15.6% |
| Gas Tankers | 4 | 0.0% | 260 | 3.0% | 70 | 2.0% | 133 | 8.4% | 467 | 2.1% |
| Other Tankers | 36 | 0.4% | 75 | 0.9% | 4 | 0.1% | | | 115 | 0.5% |
| Passenger Ships | 587 | 6.7% | 157 | 1.8% | 21 | 0.6% | 76 | 4.8% | 841 | 3.8% |
| Offshore Vessels | 454 | 5.2% | 950 | 11.0% | 19 | 0.6% | 77 | 4.9% | 1,500 | 6.7% |
| Service Ships | 504 | 5.7% | 440 | 5.1% | 4 | 0.1% | 3 | 0.2% | 951 | 4.2% |
| Tugs | 3,433 | 39.1% | 120 | 1.4% | | | | | 3,553 | 15.9% |
| Fishing Vessels | 2,965 | 33.8% | 700 | 8.1% | | | | | 3,665 | 16.4% |
| Total | 8,784 | 100% | 8,618 | 100% | 3,427 | 100% | 1,583 | 100% | 22,412 | 100% |

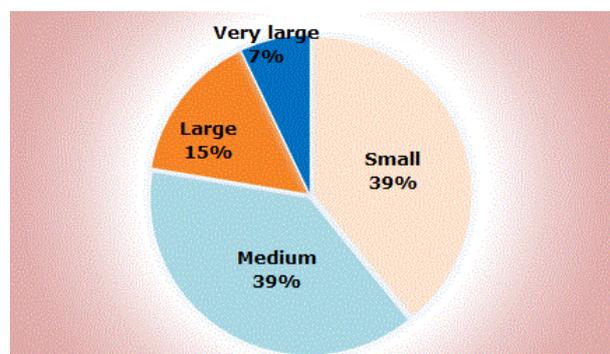
Source: Equasis ⁽¹⁾ GT<500 - ⁽²⁾ 500≤GT<25.000 - ⁽³⁾ 25.000≤GT<60.000 - ⁽⁴⁾ GT≥60.000

Table 10 - Gross tonnage (in 1000 gt) of 15-24 years old ships, by type and size

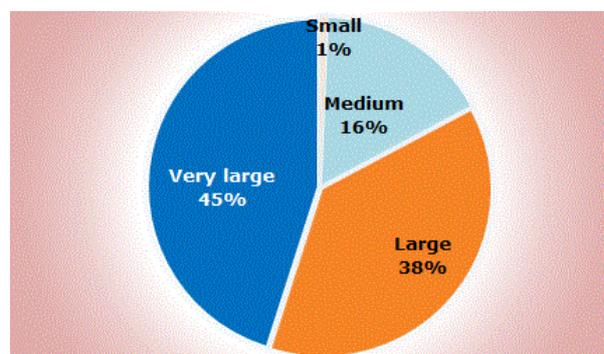
| Ship Type | Small ⁽¹⁾ | | Medium ⁽²⁾ | | Large ⁽³⁾ | | Very Large ⁽⁴⁾ | | Total | |
|--------------------------|----------------------|-------------|-----------------------|-------------|----------------------|-------------|---------------------------|-------------|----------------|-------------|
| | Count | % | Count | % | Count | % | Count | % | Count | % |
| General Cargo Ships | 229 | 10.4% | 12,663 | 22.5% | 1,638 | 1.3% | | | 14,530 | 4.3% |
| Specialized Cargo Ships | | | 206 | 0.4% | 407 | 0.3% | | | 613 | 0.2% |
| Container Ships | 1 | 0.0% | 10,667 | 19.0% | 24,821 | 19.4% | 35,808 | 23.4% | 71,297 | 21.0% |
| Ro-Ro Cargo Ships | 2 | 0.1% | 2,198 | 3.9% | 10,614 | 8.3% | 3,733 | 2.4% | 16,547 | 4.9% |
| Bulk Carriers | 6 | 0.3% | 8,485 | 15.1% | 48,356 | 37.8% | 25,120 | 16.4% | 81,967 | 24.1% |
| Oil and Chemical Tankers | 71 | 3.2% | 14,533 | 25.9% | 37,410 | 29.2% | 57,326 | 37.4% | 109,340 | 32.2% |
| Gas Tankers | 2 | 0.1% | 1,658 | 3.0% | 3,003 | 2.3% | 13,652 | 8.9% | 18,315 | 5.4% |
| Other Tankers | 10 | 0.5% | 263 | 0.5% | 126 | 0.1% | | | 399 | 0.1% |
| Passenger Ships | 140 | 6.4% | 445 | 0.8% | 727 | 0.6% | 7,195 | 4.7% | 8,507 | 2.5% |
| Offshore Vessels | 154 | 7.0% | 2,430 | 4.3% | 827 | 0.6% | 10,030 | 6.5% | 13,441 | 4.0% |
| Service Ships | 112 | 5.1% | 1,660 | 3.0% | 146 | 0.1% | 266 | 0.2% | 2,184 | 0.6% |
| Tugs | 849 | 38.6% | 103 | 0.2% | | | | | 952 | 0.3% |
| Fishing Vessels | 623 | 28.3% | 888 | 1.6% | | | | | 1,511 | 0.4% |
| Total | 2,199 | 100% | 56,199 | 100% | 128,075 | 100% | 153,130 | 100% | 339,603 | 100% |

Source: Equasis ⁽¹⁾ GT<500 - ⁽²⁾ 500≤GT<25.000 - ⁽³⁾ 25.000≤GT<60.000 - ⁽⁴⁾ GT≥60.000

Graph 9 - Total number of 15-24 years old ships by size



Graph 10 - Gross tonnage of 15-24 years old ships by size



+25 YEARS OLD SHIPS**Table 11 - Total number of +25 years old ships, by type and size**

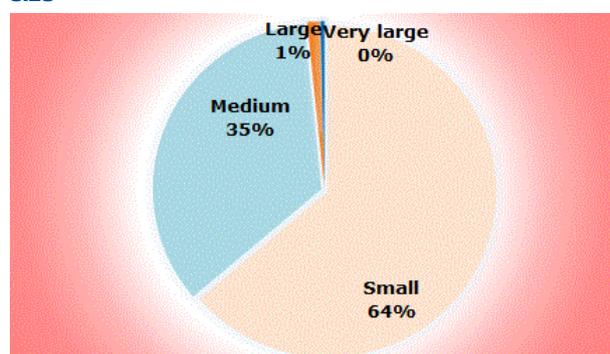
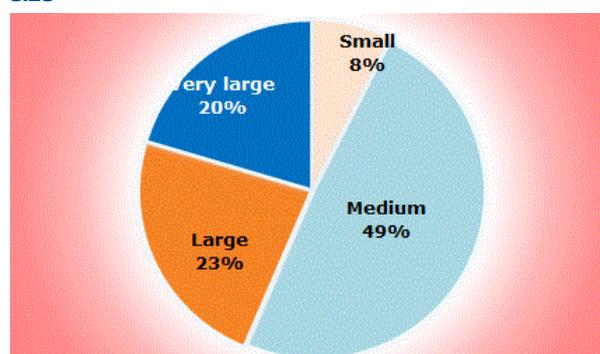
| Ship Type | Small ⁽¹⁾ | | Medium ⁽²⁾ | | Large ⁽³⁾ | | Very Large ⁽⁴⁾ | | Total | |
|--------------------------|----------------------|-------------|-----------------------|-------------|----------------------|-------------|---------------------------|-------------|---------------|-------------|
| | Count | % | Count | % | Count | % | Count | % | Count | % |
| General Cargo Ships | 2,789 | 9.0% | 5,635 | 33.6% | 36 | 5.9% | | | 8,460 | 17.4% |
| Specialized Cargo Ships | 7 | 0.0% | 123 | 0.7% | 27 | 4.4% | | | 157 | 0.3% |
| Container Ships | 1 | 0.0% | 395 | 2.4% | 82 | 13.4% | 13 | 7.2% | 491 | 1.0% |
| Ro-Ro Cargo Ships | 27 | 0.1% | 297 | 1.8% | 25 | 4.1% | 3 | 1.7% | 352 | 0.7% |
| Bulk Carriers | 233 | 0.8% | 713 | 4.2% | 277 | 45.2% | 2 | 1.1% | 1,225 | 2.5% |
| Oil and Chemical Tankers | 1,244 | 4.0% | 2,189 | 13.0% | 48 | 7.8% | 14 | 7.7% | 3,495 | 7.2% |
| Gas Tankers | 28 | 0.1% | 316 | 1.9% | 36 | 5.9% | 31 | 17.1% | 411 | 0.8% |
| Other Tankers | 292 | 0.9% | 291 | 1.7% | 1 | 0.2% | | | 584 | 1.2% |
| Passenger Ships | 2,055 | 6.6% | 454 | 2.7% | 25 | 4.1% | 15 | 8.3% | 2,549 | 5.3% |
| Offshore Vessels | 1,249 | 4.0% | 1,157 | 6.9% | 42 | 6.9% | 100 | 55.2% | 2,548 | 5.3% |
| Service Ships | 1,618 | 5.2% | 1,475 | 8.8% | 11 | 1.8% | 3 | 1.7% | 3,107 | 6.4% |
| Tugs | 7,042 | 22.8% | 454 | 2.7% | | | | | 7,496 | 15.4% |
| Fishing Vessels | 14,358 | 46.4% | 3,285 | 19.6% | 3 | 0.5% | | | 17,646 | 36.4% |
| Total | 30,943 | 100% | 16,784 | 100% | 613 | 100% | 181 | 100% | 48,521 | 100% |

Source: Equasis ⁽¹⁾ GT<500 - ⁽²⁾ 500≤GT<25.000 - ⁽³⁾ 25.000≤GT<60.000 - ⁽⁴⁾ GT≥60.000

Table 12 - Gross tonnage (in 1000 gt) of +25 years old ships, by type and size

| Ship Type | Small ⁽¹⁾ | | Medium ⁽²⁾ | | Large ⁽³⁾ | | Very Large ⁽⁴⁾ | | Total | |
|--------------------------|----------------------|-------------|-----------------------|-------------|----------------------|-------------|---------------------------|-------------|---------------|-------------|
| | Count | % | Count | % | Count | % | Count | % | Count | % |
| General Cargo Ships | 882 | 12.2% | 15,534 | 32.6% | 1,162 | 5.1% | | | 17,578 | 18.1% |
| Specialized Cargo Ships | 2 | 0.0% | 634 | 1.3% | 1,019 | 4.5% | | | 1,655 | 1.7% |
| Container Ships | | | 3,767 | 7.9% | 3,006 | 13.3% | 965 | 4.9% | 7,738 | 8.0% |
| Ro-Ro Cargo Ships | 8 | 0.1% | 2,216 | 4.7% | 1,192 | 5.3% | 207 | 1.0% | 3,623 | 3.7% |
| Bulk Carriers | 94 | 1.3% | 6,566 | 13.8% | 9,175 | 40.6% | 210 | 1.1% | 16,045 | 16.5% |
| Oil and Chemical Tankers | 377 | 5.2% | 5,724 | 12.0% | 1,805 | 8.0% | 1,482 | 7.5% | 9,388 | 9.7% |
| Gas Tankers | 10 | 0.1% | 1,090 | 2.3% | 1,560 | 6.9% | 3,175 | 16.0% | 5,835 | 6.0% |
| Other Tankers | 84 | 1.2% | 403 | 0.8% | 29 | 0.1% | | | 516 | 0.5% |
| Passenger Ships | 476 | 6.6% | 1,525 | 3.2% | 1,067 | 4.7% | 1,133 | 5.7% | 4,201 | 4.3% |
| Offshore Vessels | 313 | 4.3% | 2,028 | 4.3% | 2,051 | 9.1% | 12,363 | 62.4% | 16,755 | 17.2% |
| Service Ships | 397 | 5.5% | 3,504 | 7.4% | 405 | 1.8% | 282 | 1.4% | 4,588 | 4.7% |
| Tugs | 1,553 | 21.5% | 378 | 0.8% | | | | | 1,931 | 2.0% |
| Fishing Vessels | 3,017 | 41.8% | 4,249 | 8.9% | 113 | 0.5% | | | 7,379 | 7.6% |
| Total | 7,213 | 100% | 47,618 | 100% | 22,584 | 100% | 19,817 | 100% | 97,232 | 100% |

Source: Equasis ⁽¹⁾ GT<500 - ⁽²⁾ 500≤GT<25.000 - ⁽³⁾ 25.000≤GT<60.000 - ⁽⁴⁾ GT≥60.000

Graph 11 - Total number of +25 years old ships by size**Graph 12 - Gross tonnage of +25 years old ships by size**

2.3. SHIPS BY FLAG

WHOLE FLEET GT≥500

Table 13 - World fleet GT≥500: total number of ships, by type and flag

| Ship Type | Targeted Flag | | Non Targeted Flag | | Total | |
|--------------------------|---------------|-------------|-------------------|-------------|---------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 2,962 | 26.2% | 9,116 | 17.5% | 12,078 | 19.0% |
| Specialized Cargo Ships | 98 | 0.9% | 239 | 0.5% | 337 | 0.5% |
| Container Ships | 1,016 | 9.0% | 4,482 | 8.6% | 5,498 | 8.7% |
| Ro-Ro Cargo Ships | 351 | 3.1% | 1,067 | 2.0% | 1,418 | 2.2% |
| Bulk Carriers | 3,073 | 27.1% | 9,515 | 18.2% | 12,588 | 19.8% |
| Oil and Chemical Tankers | 1,616 | 14.3% | 10,714 | 20.5% | 12,330 | 19.4% |
| Gas Tankers | 360 | 3.2% | 1,809 | 3.5% | 2,169 | 3.4% |
| Other Tankers | 114 | 1.0% | 643 | 1.2% | 757 | 1.2% |
| Passenger Ships | 109 | 1.0% | 974 | 1.9% | 1,083 | 1.7% |
| Offshore Vessels | 1,015 | 9.0% | 4,537 | 8.7% | 5,552 | 8.7% |
| Service Ships | 273 | 2.4% | 2,763 | 5.3% | 3,036 | 4.8% |
| Tugs | 97 | 0.9% | 836 | 1.6% | 933 | 1.5% |
| Fishing Vessels | 240 | 2.1% | 5,526 | 10.6% | 5,766 | 9.1% |
| Total | 11,324 | 100% | 52,221 | 100% | 63,545 | 100% |

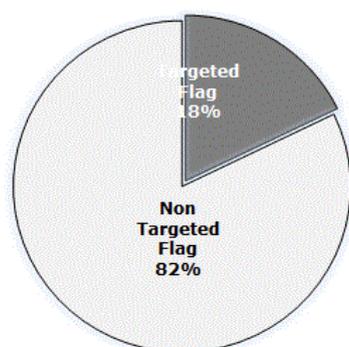
Source: Equasis

Table 14 - World fleet GT≥500: gross tonnage (in 1000 gt) of ships, by type and flag

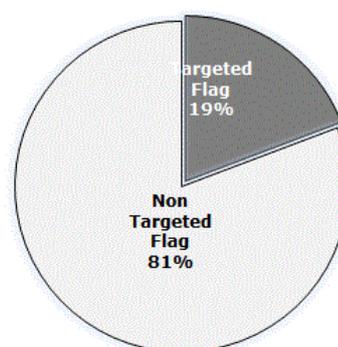
| Ship Type | Targeted Flag | | Non Targeted Flag | | Total | |
|--------------------------|----------------|-------------|-------------------|-------------|------------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 17,715 | 6.3% | 44,059 | 3.7% | 61,774 | 4.2% |
| Specialized Cargo Ships | 844 | 0.3% | 4,304 | 0.4% | 5,148 | 0.4% |
| Container Ships | 45,530 | 16.2% | 220,354 | 18.6% | 265,884 | 18.1% |
| Ro-Ro Cargo Ships | 12,979 | 4.6% | 37,269 | 3.1% | 50,248 | 3.4% |
| Bulk Carriers | 123,680 | 43.9% | 385,383 | 32.5% | 509,063 | 34.7% |
| Oil and Chemical Tankers | 54,389 | 19.3% | 320,193 | 27.0% | 374,582 | 25.6% |
| Gas Tankers | 12,777 | 4.5% | 79,906 | 6.7% | 92,683 | 6.3% |
| Other Tankers | 370 | 0.1% | 2,205 | 0.2% | 2,575 | 0.2% |
| Passenger Ships | 3,275 | 1.2% | 23,684 | 2.0% | 26,959 | 1.8% |
| Offshore Vessels | 8,285 | 2.9% | 48,099 | 4.1% | 56,384 | 3.8% |
| Service Ships | 1,308 | 0.5% | 10,582 | 0.9% | 11,890 | 0.8% |
| Tugs | 82 | 0.0% | 730 | 0.1% | 812 | 0.1% |
| Fishing Vessels | 358 | 0.1% | 7,675 | 0.6% | 8,033 | 0.5% |
| Total | 281,592 | 100% | 1,184,443 | 100% | 1,466,035 | 100% |

Source: Equasis

Graph 13 - World fleet GT≥500: total number of ships, by flag



Graph 14 - World fleet GT≥500: gross tonnage of ships, by flag



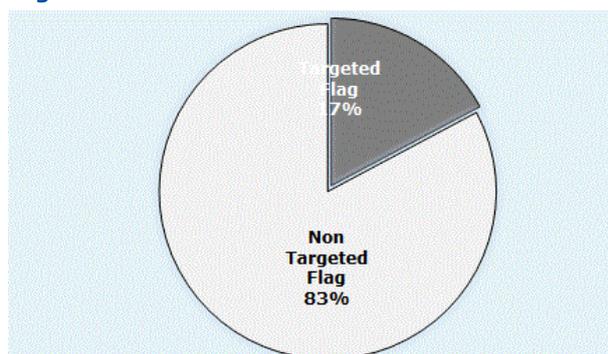
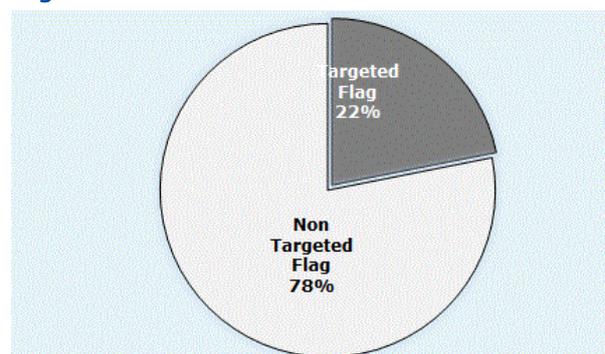
MEDIUM SIZED SHIPS

Table 15 - Total number of medium sized⁽¹⁾ ships, by type and flag

| Ship Type | Targeted Flag | | Non Targeted Flag | | Total | |
|--------------------------|---------------|-------------|-------------------|-------------|---------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 2,920 | 38.8% | 8,894 | 24.5% | 11,814 | 31.1% |
| Specialized Cargo Ships | 90 | 1.2% | 176 | 0.5% | 266 | 0.7% |
| Container Ships | 530 | 7.0% | 1,785 | 4.9% | 2,315 | 6.1% |
| Ro-Ro Cargo Ships | 133 | 1.8% | 468 | 1.3% | 601 | 1.6% |
| Bulk Carriers | 933 | 12.4% | 2,914 | 8.0% | 3,847 | 10.1% |
| Oil and Chemical Tankers | 991 | 13.2% | 6,381 | 17.6% | 7,372 | 19.4% |
| Gas Tankers | 185 | 2.5% | 960 | 2.6% | 1,145 | 3.0% |
| Other Tankers | 112 | 1.5% | 629 | 1.7% | 741 | 2.0% |
| Passenger Ships | 76 | 1.0% | 749 | 2.1% | 825 | 2.2% |
| Offshore Vessels | 951 | 12.6% | 4,184 | 11.5% | 5,135 | 13.5% |
| Service Ships | 263 | 3.5% | 2,731 | 7.5% | 2,994 | 7.9% |
| Tugs | 97 | 1.3% | 836 | 2.3% | 933 | 2.5% |
| Fishing Vessels | 240 | 3.2% | 5,522 | 15.2% | | |
| Total | 7,521 | 100% | 36,229 | 100% | 37,988 | 100% |

Source: Equasis ⁽¹⁾ 500≤GT<25.000**Table 16 - Gross tonnage (in 1000 gt) of medium sized⁽¹⁾ ships, by type and flag**

| Ship Type | Targeted Flag | | Non Targeted Flag | | Total | |
|--------------------------|---------------|-------------|-------------------|-------------|----------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 16,288 | 31.5% | 36,589 | 19.8% | 52,877 | 23.1% |
| Specialized Cargo Ships | 538 | 1.0% | 1,581 | 0.9% | 2,119 | 0.9% |
| Container Ships | 6,381 | 12.3% | 21,291 | 11.5% | 27,672 | 12.1% |
| Ro-Ro Cargo Ships | 1,190 | 2.3% | 4,899 | 2.7% | 6,089 | 2.7% |
| Bulk Carriers | 14,814 | 28.7% | 41,811 | 22.6% | 56,625 | 24.8% |
| Oil and Chemical Tankers | 6,758 | 13.1% | 38,250 | 20.7% | 45,008 | 19.7% |
| Gas Tankers | 1,327 | 2.6% | 5,938 | 3.2% | 7,265 | 3.2% |
| Other Tankers | 312 | 0.6% | 1,797 | 1.0% | 2,109 | 0.9% |
| Passenger Ships | 222 | 0.4% | 2,466 | 1.3% | 2,688 | 1.2% |
| Offshore Vessels | 2,497 | 4.8% | 12,972 | 7.0% | 15,469 | 6.8% |
| Service Ships | 914 | 1.8% | 8,769 | 4.7% | 9,683 | 4.2% |
| Tugs | 82 | 0.2% | 730 | 0.4% | 812 | 0.4% |
| Fishing Vessels | 358 | 0.7% | 7,533 | 4.1% | | |
| Total | 51,681 | 100% | 184,626 | 100% | 228,416 | 100% |

Source: Equasis ⁽¹⁾ 500≤GT<25.000**Graph 15 - Total number of medium sized ships, by flag****Graph 16 - Gross tonnage of medium sized ships, by flag**

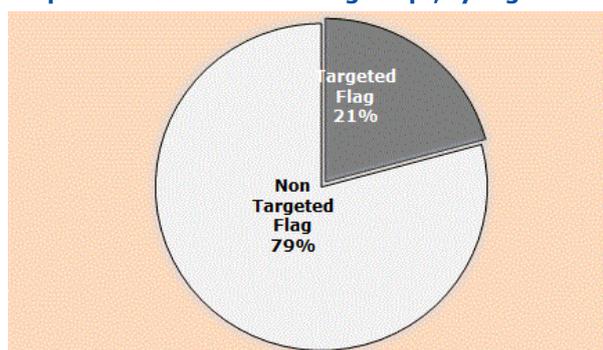
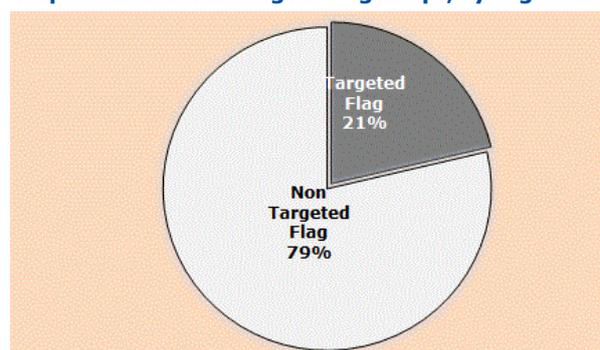
LARGE SHIPS

Table 17 - Total number of large⁽¹⁾ ships, by type and flag

| Ship Type | Targeted Flag | | Non Targeted Flag | | Total | |
|--------------------------|---------------|-------------|-------------------|-------------|---------------|-------------|
| General Cargo Ships | 42 | 1.6% | 222 | 2.2% | 264 | 2.1% |
| Specialized Cargo Ships | 8 | 0.3% | 56 | 0.6% | 64 | 0.5% |
| Container Ships | 256 | 9.6% | 1,373 | 13.5% | 1,629 | 12.7% |
| Ro-Ro Cargo Ships | 156 | 5.9% | 393 | 3.9% | 549 | 4.3% |
| Bulk Carriers | 1,692 | 63.5% | 5,150 | 50.8% | 6,842 | 53.5% |
| Oil and Chemical Tankers | 350 | 13.1% | 2,423 | 23.9% | 2,773 | 21.7% |
| Gas Tankers | 121 | 4.5% | 312 | 3.1% | 433 | 3.4% |
| Other Tankers | 2 | 0.1% | 14 | 0.1% | 16 | 0.1% |
| Passenger Ships | 6 | 0.2% | 65 | 0.6% | 71 | 0.6% |
| Offshore Vessels | 21 | 0.8% | 98 | 1.0% | 119 | 0.9% |
| Service Ships | 9 | 0.3% | 26 | 0.3% | 35 | 0.3% |
| Tugs | | | | | | |
| Fishing Vessels | | | 4 | 0.0% | | |
| Total | 2,663 | 100% | 10,136 | 100% | 12,795 | 100% |

Source: Equasis ⁽¹⁾ 25.000≤GT<60.000**Table 18 - Gross tonnage (in 1000 gt) of large⁽¹⁾ ships, by type and flag**

| Ship Type | Targeted Flag | | Non Targeted Flag | | Total | |
|--------------------------|----------------|-------------|-------------------|-------------|----------------|-------------|
| General Cargo Ships | 1,427 | 1.4% | 7,470 | 2.0% | 8,897 | 1.8% |
| Specialized Cargo Ships | 306 | 0.3% | 2,212 | 0.6% | 2,518 | 0.5% |
| Container Ships | 9,370 | 9.1% | 51,401 | 13.6% | 60,771 | 12.6% |
| Ro-Ro Cargo Ships | 7,735 | 7.5% | 18,382 | 4.9% | 26,117 | 5.4% |
| Bulk Carriers | 64,329 | 62.7% | 192,532 | 50.8% | 256,861 | 53.4% |
| Oil and Chemical Tankers | 12,691 | 12.4% | 84,553 | 22.3% | 97,244 | 20.2% |
| Gas Tankers | 5,270 | 5.1% | 13,636 | 3.6% | 18,906 | 3.9% |
| Other Tankers | 57 | 0.1% | 408 | 0.1% | 465 | 0.1% |
| Passenger Ships | 238 | 0.2% | 2,639 | 0.7% | 2,877 | 0.6% |
| Offshore Vessels | 921 | 0.9% | 4,536 | 1.2% | 5,457 | 1.1% |
| Service Ships | 334 | 0.3% | 921 | 0.2% | 1,255 | 0.3% |
| Tugs | | | | | | |
| Fishing Vessels | | | 142 | 0.0% | | |
| Total | 102,678 | 100% | 378,832 | 100% | 481,368 | 100% |

Source: Equasis ⁽¹⁾ 25.000≤GT<60.000**Graph 17 - Total number of large ships, by flag****Graph 18 - Gross tonnage of large ships, by flag**

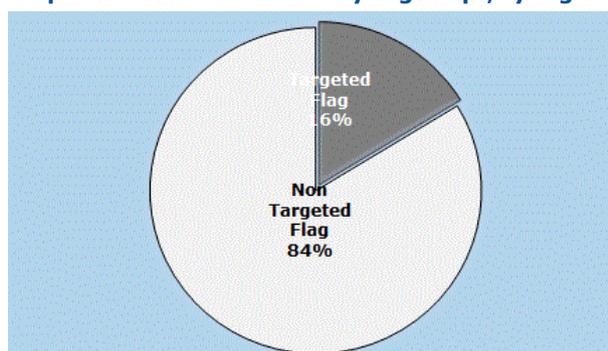
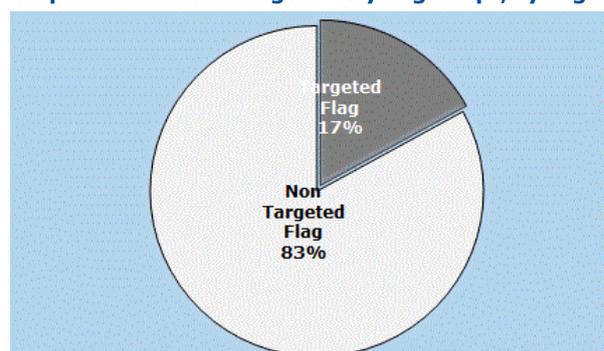
VERY LARGE SHIPS

Table 19 - Total number of very large⁽¹⁾ ships, by type and flag

| Ship Type | Targeted Flag | | Non Targeted Flag | | Total | |
|--------------------------|---------------|-------------|-------------------|-------------|--------------|-------------|
| General Cargo Ships | | | | | | |
| Specialized Cargo Ships | | | 7 | 0.1% | 7 | 0.1% |
| Container Ships | 230 | 20.2% | 1,324 | 22.6% | 1,554 | 22.2% |
| Ro-Ro Cargo Ships | 62 | 5.4% | 206 | 3.5% | 268 | 3.8% |
| Bulk Carriers | 448 | 39.3% | 1,451 | 24.8% | 1,899 | 27.1% |
| Oil and Chemical Tankers | 275 | 24.1% | 1,910 | 32.6% | 2,185 | 31.2% |
| Gas Tankers | 54 | 4.7% | 537 | 9.2% | 591 | 8.4% |
| Other Tankers | | | | | | |
| Passenger Ships | 27 | 2.4% | 160 | 2.7% | 187 | 2.7% |
| Offshore Vessels | 43 | 3.8% | 255 | 4.4% | 298 | 4.3% |
| Service Ships | 1 | 0.1% | 6 | 0.1% | 7 | 0.1% |
| Tugs | | | | | | |
| Fishing Vessels | | | | | | |
| Total | 1,140 | 100% | 5,856 | 100% | 6,996 | 100% |

Source: Equasis ⁽¹⁾ GT≥60.000**Table 20 - Gross tonnage (in 1000 gt) of very large⁽¹⁾ ships, by type and flag**

| Ship Type | Targeted Flag | | Non Targeted Flag | | Total | |
|--------------------------|----------------|-------------|-------------------|-------------|----------------|-------------|
| General Cargo Ships | | | | | | |
| Specialized Cargo Ships | | | 510 | 0.1% | 510 | 0.1% |
| Container Ships | 29,779 | 23.4% | 147,662 | 23.8% | 177,441 | 23.7% |
| Ro-Ro Cargo Ships | 4,054 | 3.2% | 13,988 | 2.3% | 18,042 | 2.4% |
| Bulk Carriers | 44,537 | 35.0% | 151,040 | 24.3% | 195,577 | 26.1% |
| Oil and Chemical Tankers | 34,941 | 27.5% | 197,390 | 31.8% | 232,331 | 31.1% |
| Gas Tankers | 6,181 | 4.9% | 60,333 | 9.7% | 66,514 | 8.9% |
| Other Tankers | | | | | | |
| Passenger Ships | 2,816 | 2.2% | 18,579 | 3.0% | 21,395 | 2.9% |
| Offshore Vessels | 4,867 | 3.8% | 30,591 | 4.9% | 35,458 | 4.7% |
| Service Ships | 61 | 0.0% | 891 | 0.1% | 952 | 0.1% |
| Tugs | | | | | | |
| Fishing Vessels | | | | | | |
| Total | 127,236 | 100% | 620,984 | 100% | 748,220 | 100% |

Source: Equasis ⁽¹⁾ GT≥60.000**Graph 19 - Total number of very large ships, by flag****Graph 20 - Gross tonnage of very large ships, by flag**

2.4. SHIP SIGHTINGS BY GEOGRAPHICAL AREA

Table 21 - Ship Sightings: total distinct number of ships sighted by area and by size – 2021

| Geographical Area | Small ⁽¹⁾ | | Medium ⁽²⁾ | | Large ⁽³⁾ | | Very Large ⁽⁴⁾ | | Total | |
|-----------------------------------|----------------------|-------------|-----------------------|-------------|----------------------|-------------|---------------------------|-------------|----------------|-------------|
| | Count | % | Count | % | Count | % | Count | % | Count | % |
| Australia and New Zealand | 510 | 2.0% | 1,532 | 1.9% | 3,224 | 4.5% | 2,047 | 5.1% | 7,313 | 3.3% |
| East Africa | 178 | 0.7% | 1,409 | 1.7% | 4,292 | 6.0% | 2,641 | 6.6% | 8,520 | 3.9% |
| East Asia | 4,200 | 16.5% | 14,965 | 18.3% | 9,872 | 13.8% | 5,859 | 14.7% | 34,896 | 16.0% |
| Mediterranean Sea | 3,338 | 13.1% | 9,509 | 11.6% | 5,266 | 7.4% | 3,088 | 7.7% | 21,201 | 9.7% |
| Middle America and Gulf of Mexico | 1,968 | 7.7% | 4,522 | 5.5% | 4,738 | 6.6% | 2,278 | 5.7% | 13,506 | 6.2% |
| New Guinea Pacific | 254 | 1.0% | 1,105 | 1.4% | 1,074 | 1.5% | 431 | 1.1% | 2,864 | 1.3% |
| North America East Coast | 1,203 | 4.7% | 2,299 | 2.8% | 2,492 | 3.5% | 1,361 | 3.4% | 7,355 | 3.4% |
| North America West Coast | 1,051 | 4.1% | 1,733 | 2.1% | 3,791 | 5.3% | 1,563 | 3.9% | 8,138 | 3.7% |
| North Asia | 86 | 0.3% | 569 | 0.7% | 286 | 0.4% | 116 | 0.3% | 1,057 | 0.5% |
| North Europe | 1,928 | 7.6% | 6,785 | 8.3% | 1,995 | 2.8% | 857 | 2.2% | 11,565 | 5.3% |
| South America East Coast | 638 | 2.5% | 2,861 | 3.5% | 3,976 | 5.6% | 1,720 | 4.3% | 9,195 | 4.2% |
| South America West Coast | 332 | 1.3% | 1,345 | 1.6% | 1,528 | 2.1% | 556 | 1.4% | 3,761 | 1.7% |
| South Asia | 2,120 | 8.3% | 6,589 | 8.1% | 6,757 | 9.4% | 3,999 | 10.0% | 19,465 | 8.9% |
| South East Asia | 2,823 | 11.1% | 11,028 | 13.5% | 8,801 | 12.3% | 5,403 | 13.6% | 28,055 | 12.8% |
| South Africa | 319 | 1.3% | 1,712 | 2.1% | 4,696 | 6.6% | 2,894 | 7.3% | 9,621 | 4.4% |
| West Africa | 1,231 | 4.8% | 4,995 | 6.1% | 3,902 | 5.5% | 2,226 | 5.6% | 12,354 | 5.7% |
| West Europe | 3,221 | 12.7% | 8,784 | 10.7% | 4,836 | 6.8% | 2,814 | 7.1% | 19,655 | 9.0% |
| Total | 25,400 | 100% | 81,742 | 100% | 71,526 | 100% | 39,853 | 100% | 218,521 | 100% |

Source: As provided by AXSMarine, VesselTracker and MarineTraffic to Equasis ⁽¹⁾ GT<500 - ⁽²⁾ 500≤GT<25.000 - ⁽³⁾ 25.000≤GT<60.000 - ⁽⁴⁾ GT≥60.000

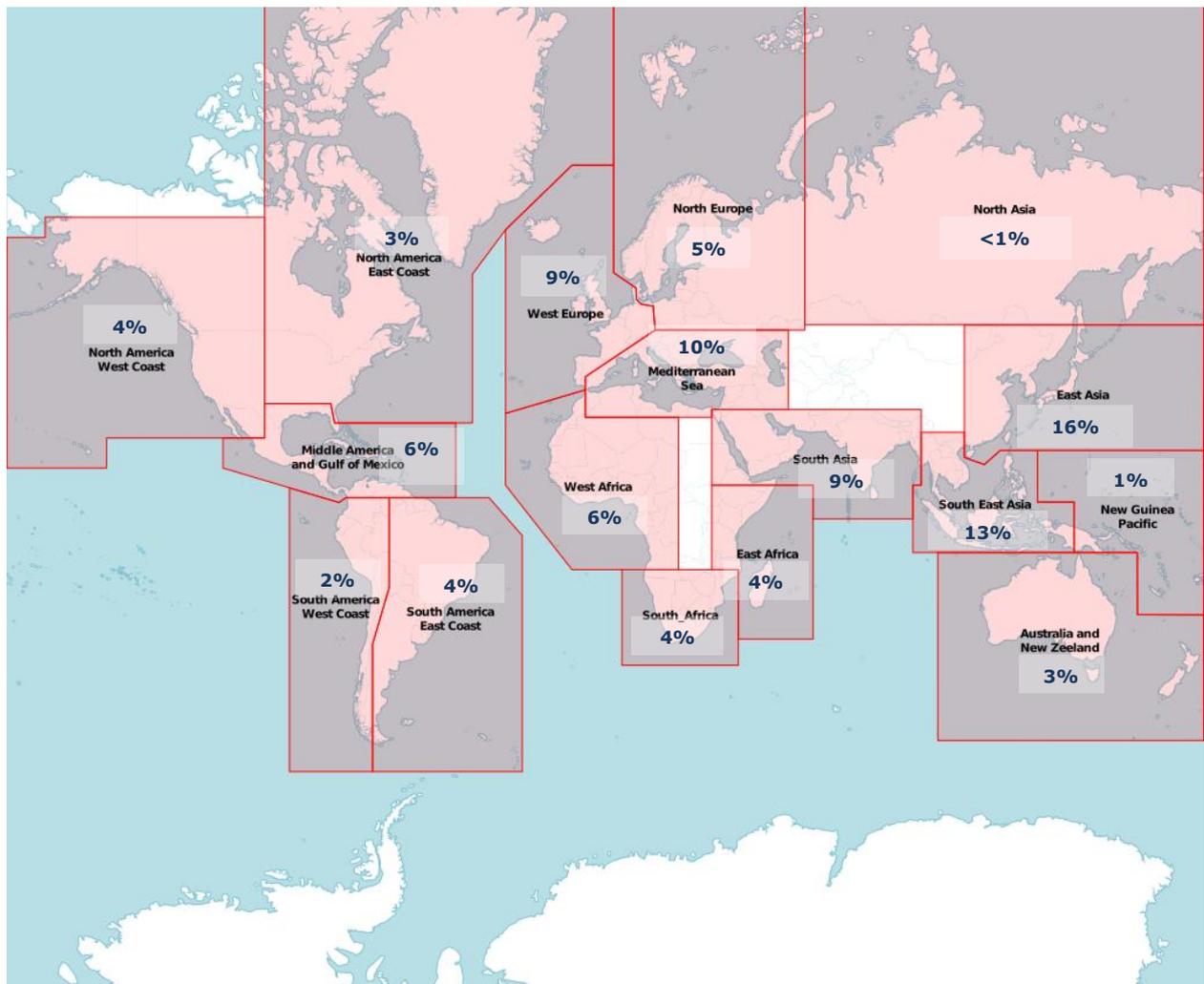
Table 22 - Ship Sightings: Gross tonnage (in 1000 gt) of distinct ships sighted by area and by size – 2021

| Geographical Area | Small ⁽¹⁾ | | Medium ⁽²⁾ | | Large ⁽³⁾ | | Very Large ⁽⁴⁾ | | Total | |
|-----------------------------------|----------------------|-------------|-----------------------|-------------|----------------------|-------------|---------------------------|-------------|------------------|-------------|
| | Count | % | Count | % | Count | % | Count | % | Count | % |
| Australia and New Zealand | 165 | 2.2% | 21,862 | 2.8% | 131,532 | 4.8% | 192,419 | 4.6% | 345,978 | 4.5% |
| East Africa | 60 | 0.8% | 18,206 | 2.4% | 167,866 | 6.1% | 288,645 | 6.9% | 474,777 | 6.2% |
| East Asia | 1,292 | 17.2% | 118,419 | 15.3% | 377,300 | 13.8% | 640,806 | 15.4% | 1,137,817 | 14.8% |
| Mediterranean Sea | 1,015 | 13.5% | 80,581 | 10.4% | 198,775 | 7.2% | 311,441 | 7.5% | 591,812 | 7.7% |
| Middle America and Gulf of Mexico | 629 | 8.4% | 49,607 | 6.4% | 179,487 | 6.5% | 222,635 | 5.3% | 452,358 | 5.9% |
| New Guinea Pacific | 76 | 1.0% | 13,413 | 1.7% | 43,285 | 1.6% | 39,110 | 0.9% | 95,884 | 1.2% |
| North America East Coast | 313 | 4.2% | 27,525 | 3.6% | 94,936 | 3.5% | 123,384 | 3.0% | 246,158 | 3.2% |
| North America West Coast | 262 | 3.5% | 23,561 | 3.1% | 148,941 | 5.4% | 155,955 | 3.7% | 328,719 | 4.3% |
| North Asia | 29 | 0.4% | 3,631 | 0.5% | 11,638 | 0.4% | 11,256 | 0.3% | 26,554 | 0.3% |
| North Europe | 510 | 6.8% | 51,610 | 6.7% | 73,853 | 2.7% | 77,526 | 1.9% | 203,499 | 2.6% |
| South America East Coast | 198 | 2.6% | 35,705 | 4.6% | 151,306 | 5.5% | 189,207 | 4.5% | 376,416 | 4.9% |
| South America West Coast | 109 | 1.4% | 16,180 | 2.1% | 55,532 | 2.0% | 51,353 | 1.2% | 123,174 | 1.6% |
| South Asia | 710 | 9.4% | 64,020 | 8.3% | 257,293 | 9.4% | 441,433 | 10.6% | 763,456 | 9.9% |
| South East Asia | 832 | 11.1% | 94,871 | 12.3% | 338,425 | 12.3% | 596,188 | 14.3% | 1,030,316 | 13.4% |
| South Africa | 104 | 1.4% | 22,115 | 2.9% | 183,864 | 6.7% | 315,699 | 7.6% | 521,782 | 6.8% |
| West Africa | 370 | 4.9% | 52,056 | 6.7% | 145,405 | 5.3% | 228,989 | 5.5% | 426,820 | 5.5% |
| West Europe | 848 | 11.3% | 78,933 | 10.2% | 183,300 | 6.7% | 282,834 | 6.8% | 545,915 | 7.1% |
| Total | 7,522 | 100% | 772,295 | 100% | 2,742,738 | 100% | 4,168,880 | 100% | 7,691,435 | 100% |

Source: As provided by AXSMarine, VesselTracker and MarineTraffic to Equasis ⁽¹⁾ GT<500 - ⁽²⁾ 500≤GT<25.000 - ⁽³⁾ 25.000≤GT<60.000 - ⁽⁴⁾ GT≥60.000

Graph 21 - Ship Sightings: total distinct number of ships sighted by geographical area – 2021

Sources: As provided by AXSMarine, VesselTracker and MarineTraffic to Equasis



Chapter 3

3. Classification Societies

INTRODUCTION

Classification Societies provide technical and surveying services for the shipping industry and the flag States. On the one hand they survey the ship on behalf of the owner and issue a 'Certificate of Classification' for the ship. On the other hand, they may be mandated by flag States to undertake statutory surveys on their behalf as Recognised Organisations. The main Classification Societies worldwide are members of the International Association of Classification Societies (IACS).

This chapter and all other tables and graphs dealing with Classification Societies in this publication, with the exception of Chapters 5.5 and 5.6, only refer to the 'class' function; they only indicate the society that issued the class certificates for a particular ship. It does not necessarily follow that the same society is also acting as a Recognised Organisation on behalf of the ship's flag State.

At the end of 2022, IACS consisted of 11 members societies:

- American Bureau of Shipping (ABS),
- Bureau Veritas (BV),
- China Classification Society (CCS),
- Croatian Register of Shipping (CRS),
- Det Norske Veritas (DNV),
- Indian Register of Shipping (IRS),
- Korean Register of Shipping (KR),
- Lloyd's Register of Shipping (LR),
- Nippon Kaiji Kyokai (ClassNK),
- Polish Register of Shipping (PRS), and
- Registro Italiano Navale (RINA).

In 2022, IACS Council withdrawn the Russian Maritime Register of Shipping's (RMRS) membership¹.

Non-members of IACS who report their activity data to Equasis are:

- Türk Loydu (TL),
- Dromon Bureau of Shipping (DR),
- Overseas Marine Certification Services (OMCS),
- Phoenix Register of Shipping (PHRS),
- Biro Klasifikasi Indonesia (BKI), and
- Emirates Classification Society (TASNEEF).

The tables in this chapter show the proportion of the Equasis fleet $GT \geq 500$, in each ship size category and ship type, which were classed by IACS members and those classed by non-IACS members. Data on class comes from classification societies that are data-providers of Equasis while remaining class information is supplied by IHS Markit Maritime & Trade, when available.

For simplicity reasons ships that are not classed by IACS members or for which no class record exists are grouped under the heading "Non-IACS/No Record".

In Chapter 3.3 the fleet is analysed according to class and flag State status. Flag States are grouped in two categories, targeted and non-targeted flag, as explained in Chapter 1.

In Chapter 3.4 the detention rate of ships is the ratio between the number of detentions and the number of inspections in the Paris MoU, Tokyo MoU, Indian Ocean MoU, USCG, Viña del Mar Agreement, Mediterranean MoU, Caribbean MoU, Black Sea MoU and Abuja MoU. All detentions are taken into account, whether or not the deficiencies giving rise to the detention were indicated by PSC as being related to the activities of the Classification Society or Recognised Organisation.

Please also note that the figures in this

¹ IACS Council Withdraws Russian Register's Membership of IACS - IACS

chapter may be different from those in the Annual Report from IACS. This may be due to variation in gross tonnage reported in the Equasis database.

RESULTS

Graph 22 shows that the Equasis fleet over 500GT is dominated by ships classed by IACS members (55% by number and 78% by tonnage). It is important to note that there is a high percentage of the Equasis fleet with Non IACS/No record reported (28,904 ships). Considering that the IACS Annual Review includes a fleet of more than 55,000 ships classified under IACS compared to 34,641 ships reported to Equasis, it is likely that a majority of the ships reported to Equasis without the Class record, are actually classified by IACS too. This would mean that the above-mentioned percentage and the figures presented in the following paragraphs are highly underestimated although they reflect the data reported to Equasis.

This proportion is reflected in most of the ship types although general cargo ships account for around a fourth (26.3%) of the world's fleet over 500GT that are not IACS classed or for which no record was available in Equasis (Table 23). Graphs 24 to 29 show that the IACS share is bigger, in number of ships, in the higher size categories of the ships, (Graph 26) with 81% of the large ships and (Graph 28) 80% of the very large ships categories being classed by IACS, compared to 55% of the total world fleet above 500GT (Graph 22). Ships covered by non-IACS members or for which no class was recorded are mostly medium sized ships (Graph 24) with 57% in contrast with remaining ship size categories.

Graphs 30, 38, 46 and 54 show that the IACS members coverage is greater among the younger fleet and tends to diminish with age – from 66% of ships aged up to 5 years (Graph 30) to 22% of the fleet over 25 years old (Graph 54).

Graph 62 shows that 42% of ships originated from non-targeted flags are being classified by IACS members, with 40% of the ships being classed by non-IACS (or no record was found).

In Chapter 3.4, the safety performance of the Equasis fleet over 500 GT, as measured by detention rate, shows that 2.01% of inspections resulted in detention in 2021 (Table 71). Those ships classed by an IACS member had a lower detention ratio in 2021 (1.80%) than those classed with non-IACS members or with no recorded class (2.69%).

For certain ship categories the number of inspections is too small to be statistically significant, thus explaining some of the reported 0% detention rate.

3.1. CLASS STATUS

WORLD FLEET GT≥500: TOTAL NUMBER OF SHIPS, BY TYPE AND CLASS

Table 23 - World fleet GT≥500 : total number of ships, by type and class

| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|---------------|-------------|--------------------|-------------|---------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 4,476 | 12.9% | 7,602 | 26.3% | 12,078 | 19.0% |
| Specialized Cargo Ships | 203 | 0.6% | 134 | 0.5% | 337 | 0.5% |
| Container Ships | 3,452 | 10.0% | 2,046 | 7.1% | 5,498 | 8.7% |
| Ro-Ro Cargo Ships | 945 | 2.7% | 473 | 1.6% | 1,418 | 2.2% |
| Bulk Carriers | 10,329 | 29.8% | 2,259 | 7.8% | 12,588 | 19.8% |
| Oil and Chemical Tankers | 7,918 | 22.9% | 4,412 | 15.3% | 12,330 | 19.4% |
| Gas Tankers | 1,668 | 4.8% | 501 | 1.7% | 2,169 | 3.4% |
| Other Tankers | 432 | 1.2% | 325 | 1.1% | 757 | 1.2% |
| Passenger Ships | 392 | 1.1% | 691 | 2.4% | 1,083 | 1.7% |
| Offshore Vessels | 3,248 | 9.4% | 2,304 | 8.0% | 5,552 | 8.7% |
| Service Ships | 1,022 | 3.0% | 2,014 | 7.0% | 3,036 | 4.8% |
| Tugs | 445 | 1.3% | 488 | 1.7% | 933 | 1.5% |
| Fishing Vessels | 111 | 0.3% | 5,655 | 19.6% | 5,766 | 9.1% |
| Total | 34,641 | 100% | 28,904 | 100% | 63,545 | 100% |

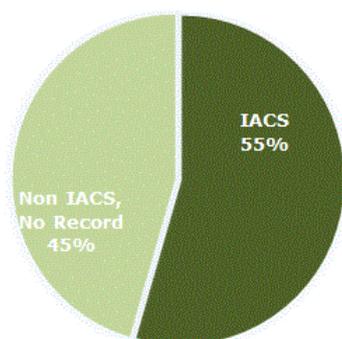
Source: Equasis - IACS membership on 31/12/2021

Table 24 - World fleet GT≥500 : gross tonnage (in 1000 gt) of ships, by type and class

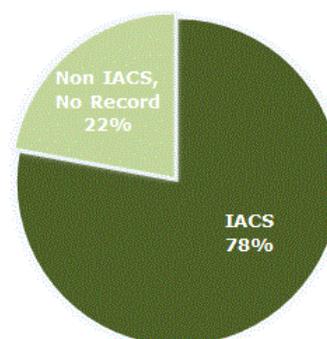
| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|------------------|-------------|--------------------|-------------|------------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 33,916 | 3.0% | 27,858 | 8.6% | 61,774 | 4.2% |
| Specialized Cargo Ships | 3,958 | 0.3% | 1,190 | 0.4% | 5,148 | 0.4% |
| Container Ships | 176,875 | 15.5% | 89,009 | 27.4% | 265,884 | 18.1% |
| Ro-Ro Cargo Ships | 37,838 | 3.3% | 12,409 | 3.8% | 50,247 | 3.4% |
| Bulk Carriers | 453,615 | 39.7% | 55,448 | 17.1% | 509,063 | 34.7% |
| Oil and Chemical Tankers | 300,274 | 26.3% | 74,309 | 22.9% | 374,583 | 25.6% |
| Gas Tankers | 75,686 | 6.6% | 16,999 | 5.2% | 92,685 | 6.3% |
| Other Tankers | 1,885 | 0.2% | 690 | 0.2% | 2,575 | 0.2% |
| Passenger Ships | 16,034 | 1.4% | 10,924 | 3.4% | 26,958 | 1.8% |
| Offshore Vessels | 34,589 | 3.0% | 21,795 | 6.7% | 56,384 | 3.8% |
| Service Ships | 6,384 | 0.6% | 5,505 | 1.7% | 11,889 | 0.8% |
| Tugs | 394 | 0.0% | 418 | 0.1% | 812 | 0.1% |
| Fishing Vessels | 282 | 0.0% | 7,752 | 2.4% | 8,034 | 0.5% |
| Total | 1,141,730 | 100% | 324,306 | 100% | 1,466,036 | 100% |

Source: Equasis - IACS membership on 31/12/2021

Graph 22 - World fleet GT≥500: total number of ships, by class



Graph 23 - World fleet GT≥500: gross tonnage of ships, by class



MEDIUM SIZED SHIPS

Table 25 - Total number of medium sized⁽¹⁾ ships, by type and class

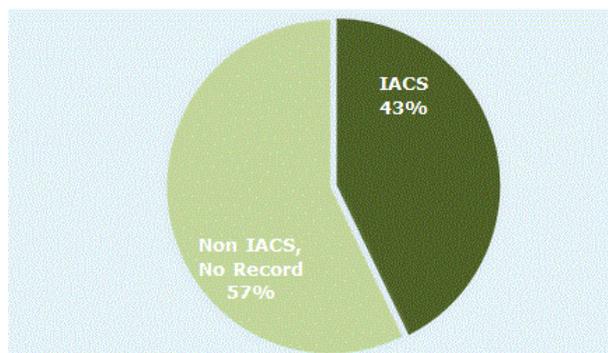
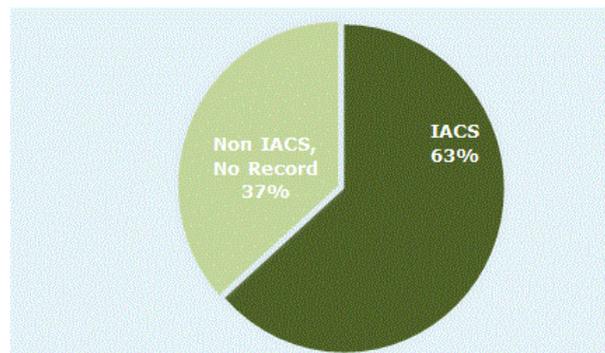
| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|---------------|-------------|--------------------|-------------|---------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 4,338 | 23.2% | 7,476 | 29.8% | 11,814 | 27.0% |
| Specialized Cargo Ships | 146 | 0.8% | 120 | 0.5% | 266 | 0.6% |
| Container Ships | 1,429 | 7.6% | 886 | 3.5% | 2,315 | 5.3% |
| Ro-Ro Cargo Ships | 313 | 1.7% | 288 | 1.1% | 601 | 1.4% |
| Bulk Carriers | 2,526 | 13.5% | 1,321 | 5.3% | 3,847 | 8.8% |
| Oil and Chemical Tankers | 3,909 | 20.9% | 3,463 | 13.8% | 7,372 | 16.9% |
| Gas Tankers | 846 | 4.5% | 299 | 1.2% | 1,145 | 2.6% |
| Other Tankers | 421 | 2.3% | 320 | 1.3% | 741 | 1.7% |
| Passenger Ships | 228 | 1.2% | 597 | 2.4% | 825 | 1.9% |
| Offshore Vessels | 2,999 | 16.0% | 2,136 | 8.5% | 5,135 | 11.7% |
| Service Ships | 988 | 5.3% | 2,006 | 8.0% | 2,994 | 6.8% |
| Tugs | 445 | 2.4% | 488 | 1.9% | 933 | 2.1% |
| Fishing Vessels | 111 | 0.6% | 5,651 | 22.6% | 5,762 | 13.2% |
| Total | 18,699 | 100% | 25,051 | 100% | 43,750 | 100% |

Source: Equasis - ⁽¹⁾ 500≤GT<25.000 - IACS membership on 31/12/2021

Table 26 - Gross tonnage (in 1000 gt) of medium sized⁽¹⁾ ships, by type and class

| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|----------------|-------------|--------------------|-------------|----------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 29,329 | 19.6% | 23,548 | 27.2% | 52,877 | 22.4% |
| Specialized Cargo Ships | 1,480 | 1.0% | 639 | 0.7% | 2,119 | 0.9% |
| Container Ships | 18,098 | 12.1% | 9,573 | 11.1% | 27,671 | 11.7% |
| Ro-Ro Cargo Ships | 3,860 | 2.6% | 2,228 | 2.6% | 6,088 | 2.6% |
| Bulk Carriers | 43,600 | 29.1% | 13,026 | 15.1% | 56,626 | 24.0% |
| Oil and Chemical Tankers | 30,905 | 20.6% | 14,103 | 16.3% | 45,008 | 19.0% |
| Gas Tankers | 5,523 | 3.7% | 1,742 | 2.0% | 7,265 | 3.1% |
| Other Tankers | 1,573 | 1.1% | 537 | 0.6% | 2,110 | 0.9% |
| Passenger Ships | 1,238 | 0.8% | 1,449 | 1.7% | 2,687 | 1.1% |
| Offshore Vessels | 8,984 | 6.0% | 6,485 | 7.5% | 15,469 | 6.5% |
| Service Ships | 4,494 | 3.0% | 5,189 | 6.0% | 9,683 | 4.1% |
| Tugs | 394 | 0.3% | 418 | 0.5% | 812 | 0.3% |
| Fishing Vessels | 282 | 0.2% | 7,610 | 8.8% | 7,892 | 3.3% |
| Total | 149,760 | 100% | 86,547 | 100% | 236,307 | 100% |

Source: Equasis - ⁽¹⁾ 500≤GT<25.000 - IACS membership on 31/12/2021

Graph 24 - Total number of medium sized ships, by class**Graph 25 - Gross tonnage of medium sized ships, by class**

LARGE SHIPS

Table 27 - Total number of large⁽¹⁾ ships, by type and class

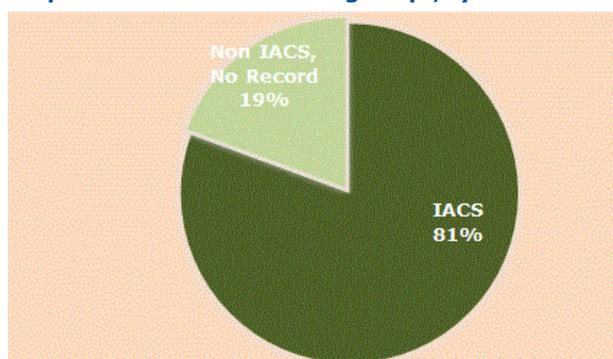
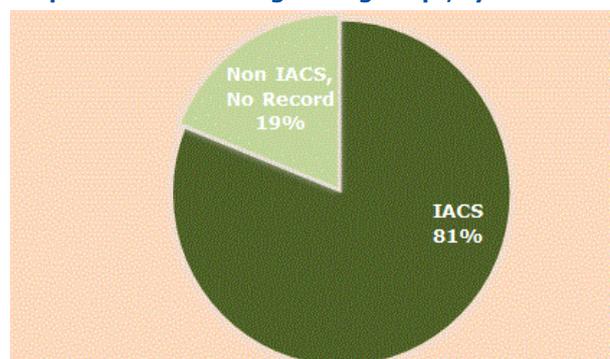
| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|---------------|-------------|--------------------|-------------|---------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 138 | 1.3% | 126 | 5.1% | 264 | 2.1% |
| Specialized Cargo Ships | 50 | 0.5% | 14 | 0.6% | 64 | 0.5% |
| Container Ships | 944 | 9.2% | 685 | 27.6% | 1,629 | 12.7% |
| Ro-Ro Cargo Ships | 423 | 4.1% | 126 | 5.1% | 549 | 4.3% |
| Bulk Carriers | 6,024 | 58.4% | 818 | 32.9% | 6,842 | 53.5% |
| Oil and Chemical Tankers | 2,248 | 21.8% | 525 | 21.1% | 2,773 | 21.7% |
| Gas Tankers | 329 | 3.2% | 104 | 4.2% | 433 | 3.4% |
| Other Tankers | 11 | 0.1% | 5 | 0.2% | 16 | 0.1% |
| Passenger Ships | 47 | 0.5% | 24 | 1.0% | 71 | 0.6% |
| Offshore Vessels | 73 | 0.7% | 46 | 1.9% | 119 | 0.9% |
| Service Ships | 28 | 0.3% | 7 | 0.3% | 35 | 0.3% |
| Tugs | | | | | | |
| Fishing Vessels | | | 4 | 0.2% | 4 | 0.0% |
| Total | 10,315 | 100% | 2,484 | 100% | 12,799 | 100% |

Source: Equasis - ⁽¹⁾ 25.000≤GT<60.000 - IACS membership on 31/12/2021

Table 28 - Gross tonnage (in 1000 gt) of large⁽¹⁾ ships, by type and class

| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|----------------|-------------|--------------------|-------------|----------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 4,587 | 1.2% | 4,310 | 4.7% | 8,897 | 1.8% |
| Specialized Cargo Ships | 1,968 | 0.5% | 551 | 0.6% | 2,519 | 0.5% |
| Container Ships | 35,634 | 9.1% | 25,137 | 27.6% | 60,771 | 12.6% |
| Ro-Ro Cargo Ships | 20,007 | 5.1% | 6,110 | 6.7% | 26,117 | 5.4% |
| Bulk Carriers | 228,056 | 58.4% | 28,805 | 31.6% | 256,861 | 53.3% |
| Oil and Chemical Tankers | 79,167 | 20.3% | 18,077 | 19.9% | 97,244 | 20.2% |
| Gas Tankers | 14,484 | 3.7% | 4,422 | 4.9% | 18,906 | 3.9% |
| Other Tankers | 312 | 0.1% | 153 | 0.2% | 465 | 0.1% |
| Passenger Ships | 1,925 | 0.5% | 952 | 1.0% | 2,877 | 0.6% |
| Offshore Vessels | 3,320 | 0.9% | 2,136 | 2.3% | 5,456 | 1.1% |
| Service Ships | 1,009 | 0.3% | 245 | 0.3% | 1,254 | 0.3% |
| Tugs | | | | | | |
| Fishing Vessels | | | 142 | 0.2% | 142 | 0.0% |
| Total | 390,469 | 100% | 91,040 | 100% | 481,509 | 100% |

Source: Equasis - ⁽¹⁾ 25.000≤GT<60.000 - IACS membership on 31/12/2021

Graph 26 - Total number of large ships, by class**Graph 27 - Gross tonnage of large ships, by class**

VERY LARGE SHIPS

Table 29 - Total number of very large⁽¹⁾ ships, by type and class

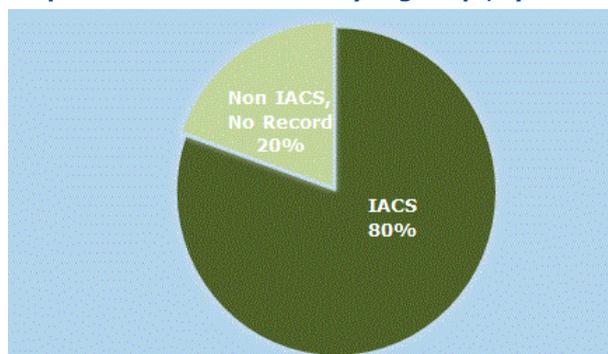
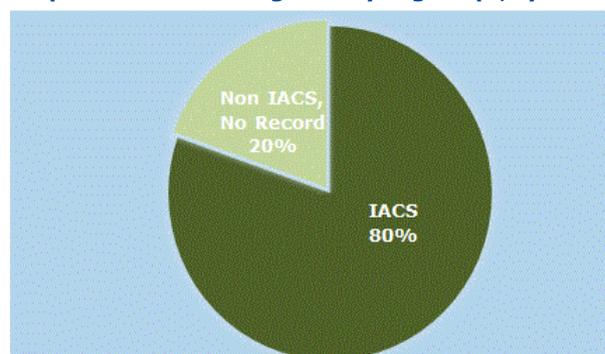
| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|--------------|-------------|--------------------|-------------|--------------|-------------|
| General Cargo Ships | | | | | | |
| Specialized Cargo Ships | 7 | 0.1% | | | 7 | 0.1% |
| Container Ships | 1,079 | 19.2% | 475 | 34.7% | 1,554 | 22.2% |
| Ro-Ro Cargo Ships | 209 | 3.7% | 59 | 4.3% | 268 | 3.8% |
| Bulk Carriers | 1,779 | 31.6% | 120 | 8.8% | 1,899 | 27.1% |
| Oil and Chemical Tankers | 1,761 | 31.3% | 424 | 31.0% | 2,185 | 31.2% |
| Gas Tankers | 493 | 8.8% | 98 | 7.2% | 591 | 8.4% |
| Other Tankers | | | | | | |
| Passenger Ships | 117 | 2.1% | 70 | 5.1% | 187 | 2.7% |
| Offshore Vessels | 176 | 3.1% | 122 | 8.9% | 298 | 4.3% |
| Service Ships | 6 | 0.1% | 1 | 0.1% | 7 | 0.1% |
| Tugs | | | | | | |
| Fishing Vessels | | | | | | |
| Total | 5,627 | 100% | 1,369 | 100% | 6,996 | 100% |

Source: Equasis - ⁽¹⁾GT≥60.000 - IACS membership on 31/12/2021

Table 30 - Gross tonnage (in 1000 gt) of very large⁽¹⁾ ships, by type and class

| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|----------------|-------------|--------------------|-------------|----------------|-------------|
| General Cargo Ships | | | | | | |
| Specialized Cargo Ships | 510 | 0.1% | | | 510 | 0.1% |
| Container Ships | 123,143 | 20.5% | 54,299 | 37.0% | 177,442 | 23.7% |
| Ro-Ro Cargo Ships | 13,971 | 2.3% | 4,071 | 2.8% | 18,042 | 2.4% |
| Bulk Carriers | 181,959 | 30.3% | 13,617 | 9.3% | 195,576 | 26.1% |
| Oil and Chemical Tankers | 190,202 | 31.6% | 42,129 | 28.7% | 232,331 | 31.1% |
| Gas Tankers | 55,679 | 9.3% | 10,835 | 7.4% | 66,514 | 8.9% |
| Other Tankers | | | | | | |
| Passenger Ships | 12,871 | 2.1% | 8,523 | 5.8% | 21,394 | 2.9% |
| Offshore Vessels | 22,285 | 3.7% | 13,174 | 9.0% | 35,459 | 4.7% |
| Service Ships | 881 | 0.1% | 71 | 0.0% | 952 | 0.1% |
| Tugs | | | | | | |
| Fishing Vessels | | | | | | |
| Total | 601,501 | 100% | 146,719 | 100% | 748,220 | 100% |

Source: Equasis - ⁽¹⁾GT≥60.000 - IACS membership on 31/12/2021

Graph 28 - Total number of very large ships, by class**Graph 29 - Gross tonnage of very large ships, by class**

3.2. CLASS STATUS AND AGE

0-4 YEARS OLD SHIPS

Table 31 - World fleet GT≥500: total number of 0-4 years old ships, by type and class

| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|--------------|-------------|--------------------|-------------|--------------|-------------|
| General Cargo Ships | 342 | 7.3% | 301 | 12.8% | 643 | 9.1% |
| Specialized Cargo Ships | 23 | 0.5% | 19 | 0.8% | 42 | 0.6% |
| Container Ships | 499 | 10.7% | 193 | 8.2% | 692 | 9.8% |
| Ro-Ro Cargo Ships | 88 | 1.9% | 16 | 0.7% | 104 | 1.5% |
| Bulk Carriers | 1,529 | 32.7% | 299 | 12.7% | 1,828 | 26.0% |
| Oil and Chemical Tankers | 1,244 | 26.6% | 432 | 18.3% | 1,676 | 23.8% |
| Gas Tankers | 342 | 7.3% | 62 | 2.6% | 404 | 5.7% |
| Other Tankers | 61 | 1.3% | 11 | 0.5% | 72 | 1.0% |
| Passenger Ships | 71 | 1.5% | 75 | 3.2% | 146 | 2.1% |
| Offshore Vessels | 261 | 5.6% | 90 | 3.8% | 351 | 5.0% |
| Service Ships | 119 | 2.5% | 130 | 5.5% | 249 | 3.5% |
| Tugs | 57 | 1.2% | 19 | 0.8% | 76 | 1.1% |
| Fishing Vessels | 44 | 0.9% | 712 | 30.2% | 756 | 10.7% |
| Total | 4,680 | 100% | 2,359 | 100% | 7,039 | 100% |

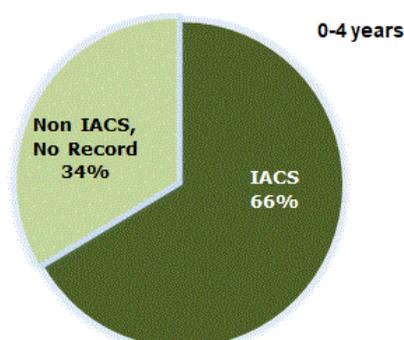
Source: Equasis - IACS membership on 31/12/2021

Table 32 - World fleet GT≥500: gross tonnage (in 1000 gt) of ships 0-4 years old, by type and class

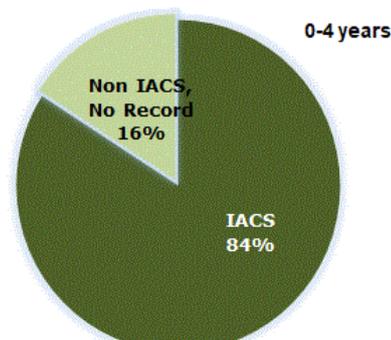
| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|----------------|-------------|--------------------|-------------|----------------|-------------|
| General Cargo Ships | 3,285 | 1.5% | 1,589 | 3.8% | 4,874 | 1.9% |
| Specialized Cargo Ships | 502 | 0.2% | 279 | 0.7% | 781 | 0.3% |
| Container Ships | 37,824 | 17.2% | 9,129 | 21.9% | 46,953 | 17.9% |
| Ro-Ro Cargo Ships | 3,734 | 1.7% | 536 | 1.3% | 4,270 | 1.6% |
| Bulk Carriers | 83,587 | 38.0% | 7,944 | 19.1% | 91,531 | 35.0% |
| Oil and Chemical Tankers | 59,140 | 26.9% | 12,329 | 29.6% | 71,469 | 27.3% |
| Gas Tankers | 22,579 | 10.3% | 4,455 | 10.7% | 27,034 | 10.3% |
| Other Tankers | 298 | 0.1% | 24 | 0.1% | 322 | 0.1% |
| Passenger Ships | 4,044 | 1.8% | 2,093 | 5.0% | 6,137 | 2.3% |
| Offshore Vessels | 3,937 | 1.8% | 1,542 | 3.7% | 5,479 | 2.1% |
| Service Ships | 819 | 0.4% | 536 | 1.3% | 1,355 | 0.5% |
| Tugs | 51 | 0.0% | 26 | 0.1% | 77 | 0.0% |
| Fishing Vessels | 149 | 0.1% | 1,154 | 2.8% | 1,303 | 0.5% |
| Total | 219,949 | 100% | 41,636 | 100% | 261,585 | 100% |

Source: Equasis - IACS membership on 31/12/2021

Graph 30 - World fleet GT≥500: total number of 0-4 years old ships, by class



Graph 31 - World fleet GT≥500: gross tonnage of 0-4 years old of ships, by class



0-4 YEARS OLD MEDIUM SIZED SHIPS

Table 33 - Total number of 0-4 years old medium sized⁽¹⁾ ships, by type and class

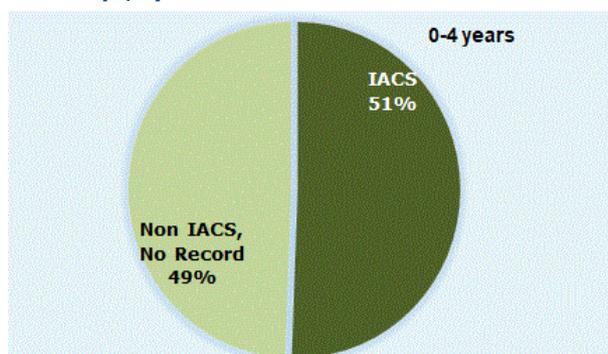
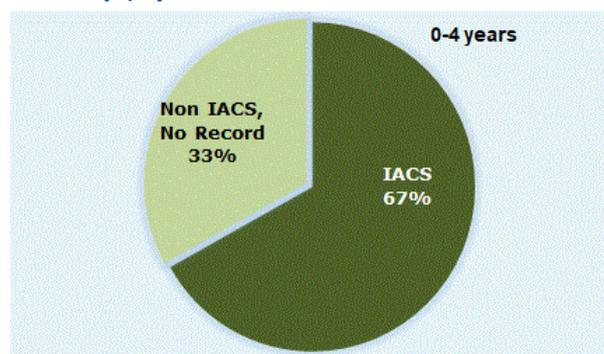
| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|--------------|-------------|--------------------|-------------|--------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 311 | 16.0% | 295 | 15.6% | 606 | 15.8% |
| Specialized Cargo Ships | 15 | 0.8% | 15 | 0.8% | 30 | 0.8% |
| Container Ships | 196 | 10.1% | 99 | 5.2% | 295 | 7.7% |
| Ro-Ro Cargo Ships | 34 | 1.8% | 6 | 0.3% | 40 | 1.0% |
| Bulk Carriers | 231 | 11.9% | 173 | 9.1% | 404 | 10.5% |
| Oil and Chemical Tankers | 502 | 25.9% | 282 | 14.9% | 784 | 20.4% |
| Gas Tankers | 102 | 5.3% | 15 | 0.8% | 117 | 3.0% |
| Other Tankers | 58 | 3.0% | 11 | 0.6% | 69 | 1.8% |
| Passenger Ships | 38 | 2.0% | 63 | 3.3% | 101 | 2.6% |
| Offshore Vessels | 238 | 12.3% | 81 | 4.3% | 319 | 8.3% |
| Service Ships | 115 | 5.9% | 127 | 6.7% | 242 | 6.3% |
| Tugs | 57 | 2.9% | 19 | 1.0% | 76 | 2.0% |
| Fishing Vessels | 44 | 2.3% | 711 | 37.5% | 755 | 19.7% |
| Total | 1,941 | 100% | 1,897 | 100% | 3,838 | 100% |

Source: Equasis - IACS membership on 31/12/2021

Table 34 - Gross tonnage (in 1000 gt) of 0-4 years old medium sized⁽¹⁾ ships, by type and class

| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|---------------|-------------|--------------------|-------------|---------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 2,096 | 12.1% | 1,389 | 16.2% | 3,485 | 13.4% |
| Specialized Cargo Ships | 109 | 0.6% | 92 | 1.1% | 201 | 0.8% |
| Container Ships | 2,900 | 16.7% | 1,318 | 15.3% | 4,218 | 16.3% |
| Ro-Ro Cargo Ships | 404 | 2.3% | 58 | 0.7% | 462 | 1.8% |
| Bulk Carriers | 4,501 | 25.9% | 1,755 | 20.4% | 6,256 | 24.1% |
| Oil and Chemical Tankers | 4,500 | 25.9% | 1,362 | 15.9% | 5,862 | 22.6% |
| Gas Tankers | 561 | 3.2% | 205 | 2.4% | 766 | 3.0% |
| Other Tankers | 220 | 1.3% | 24 | 0.3% | 244 | 0.9% |
| Passenger Ships | 172 | 1.0% | 299 | 3.5% | 471 | 1.8% |
| Offshore Vessels | 998 | 5.7% | 513 | 6.0% | 1,511 | 5.8% |
| Service Ships | 698 | 4.0% | 421 | 4.9% | 1,119 | 4.3% |
| Tugs | 51 | 0.3% | 26 | 0.3% | 77 | 0.3% |
| Fishing Vessels | 149 | 0.9% | 1,126 | 13.1% | 1,275 | 4.9% |
| Total | 17,359 | 100% | 8,588 | 100% | 25,947 | 100% |

Source: Equasis - IACS membership on 31/12/2021

Graph 32 - Total number of 0-4 years old medium sized ships, by class**Graph 33 - Gross tonnage of 0-4 years old medium sized ships, by class**

0-4 YEARS OLD LARGE SHIPS

Table 35 - Total number of 0-4 years old large⁽¹⁾ ships, by type and class

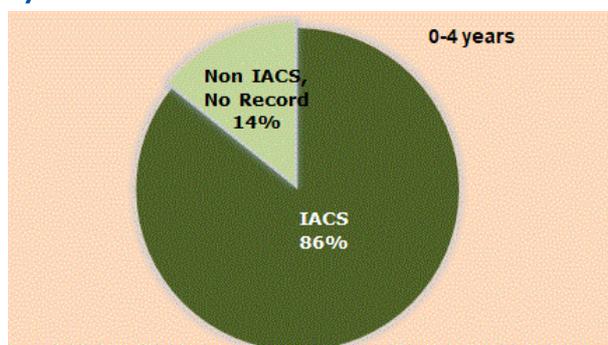
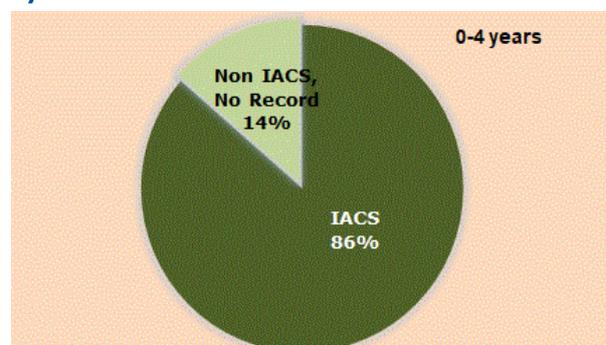
| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|--------------|-------------|--------------------|-------------|--------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 31 | 2.0% | 6 | 2.3% | 37 | 2.0% |
| Specialized Cargo Ships | 5 | 0.3% | 4 | 1.5% | 9 | 0.5% |
| Container Ships | 115 | 7.4% | 59 | 22.7% | 174 | 9.5% |
| Ro-Ro Cargo Ships | 11 | 0.7% | 9 | 3.5% | 20 | 1.1% |
| Bulk Carriers | 973 | 62.3% | 105 | 40.4% | 1,078 | 59.2% |
| Oil and Chemical Tankers | 322 | 20.6% | 58 | 22.3% | 380 | 20.9% |
| Gas Tankers | 86 | 5.5% | 14 | 5.4% | 100 | 5.5% |
| Other Tankers | 3 | 0.2% | | | 3 | 0.2% |
| Passenger Ships | 11 | 0.7% | 1 | 0.4% | 12 | 0.7% |
| Offshore Vessels | 1 | 0.1% | | | 1 | 0.1% |
| Service Ships | 4 | 0.3% | 3 | 1.2% | 7 | 0.4% |
| Tugs | | | | | | |
| Fishing Vessels | | | 1 | 0.4% | 1 | 0.1% |
| Total | 1,562 | 100% | 260 | 100% | 1,822 | 100% |

Source: Equasis - IACS membership on 31/12/2021

Table 36 - Gross tonnage (in 1000 gt) of 0-4 years old large⁽¹⁾ ships, by type and class

| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|---------------|-------------|--------------------|-------------|---------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 1,189 | 2.0% | 200 | 2.2% | 1,389 | 2.0% |
| Specialized Cargo Ships | 187 | 0.3% | 187 | 2.0% | 374 | 0.5% |
| Container Ships | 3,650 | 6.2% | 1,789 | 19.3% | 5,439 | 8.0% |
| Ro-Ro Cargo Ships | 417 | 0.7% | 404 | 4.4% | 821 | 1.2% |
| Bulk Carriers | 38,632 | 65.7% | 4,104 | 44.3% | 42,736 | 62.8% |
| Oil and Chemical Tankers | 10,174 | 17.3% | 1,836 | 19.8% | 12,010 | 17.6% |
| Gas Tankers | 3,827 | 6.5% | 566 | 6.1% | 4,393 | 6.5% |
| Other Tankers | 78 | 0.1% | | | 78 | 0.1% |
| Passenger Ships | 519 | 0.9% | 30 | 0.3% | 549 | 0.8% |
| Offshore Vessels | 29 | 0.0% | | | 29 | 0.0% |
| Service Ships | 121 | 0.2% | 115 | 1.2% | 236 | 0.3% |
| Tugs | | | | | | |
| Fishing Vessels | | | 28 | 0.3% | 28 | 0.0% |
| Total | 58,823 | 100% | 9,259 | 100% | 68,082 | 100% |

Source: Equasis - IACS membership on 31/12/2021

Graph 34 - Total number of 0-4 years old large ships, by class**Graph 35 - Gross tonnage of 0-4 years old large ships, by class**

0-4 YEARS OLD VERY LARGE SHIPS

Table 37 - Total number of 0-4 years old very large⁽¹⁾ ships, by type and class

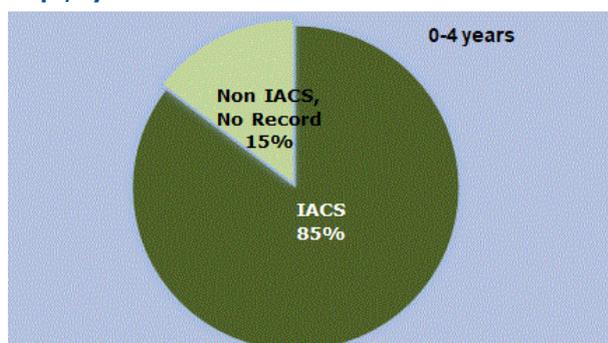
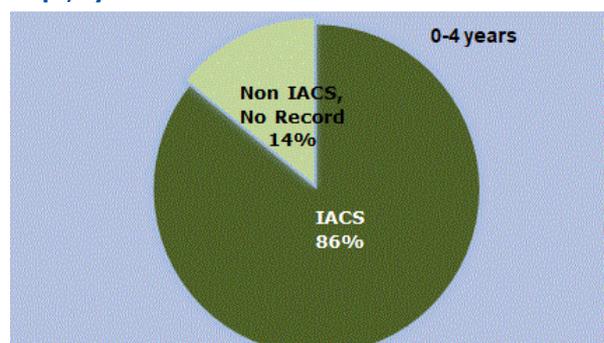
| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|--------------|-------------|--------------------|-------------|--------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | | | | | | |
| Specialized Cargo Ships | 3 | 0.3% | | | 3 | 0.2% |
| Container Ships | 188 | 16.0% | 35 | 17.3% | 223 | 16.2% |
| Ro-Ro Cargo Ships | 43 | 3.7% | 1 | 0.5% | 44 | 3.2% |
| Bulk Carriers | 325 | 27.6% | 21 | 10.4% | 346 | 25.1% |
| Oil and Chemical Tankers | 420 | 35.7% | 92 | 45.5% | 512 | 37.1% |
| Gas Tankers | 154 | 13.1% | 33 | 16.3% | 187 | 13.6% |
| Other Tankers | | | | | | |
| Passenger Ships | 22 | 1.9% | 11 | 5.4% | 33 | 2.4% |
| Offshore Vessels | 22 | 1.9% | 9 | 4.5% | 31 | 2.2% |
| Service Ships | | | | | | |
| Tugs | | | | | | |
| Fishing Vessels | | | | | | |
| Total | 1,177 | 100% | 202 | 100% | 1,379 | 100% |

Source: Equasis - IACS membership on 31/12/2021

Table 38 - Gross tonnage (in 1000 gt) of 0-4 years old very large⁽¹⁾ ships, by type and class

| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|----------------|-------------|--------------------|-------------|----------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | | | | | | |
| Specialized Cargo Ships | 206 | 0.1% | | | 206 | 0.1% |
| Container Ships | 31,274 | 21.8% | 6,022 | 25.3% | 37,296 | 22.3% |
| Ro-Ro Cargo Ships | 2,913 | 2.0% | 74 | 0.3% | 2,987 | 1.8% |
| Bulk Carriers | 40,454 | 28.1% | 2,085 | 8.8% | 42,539 | 25.4% |
| Oil and Chemical Tankers | 44,466 | 30.9% | 9,131 | 38.4% | 53,597 | 32.0% |
| Gas Tankers | 18,191 | 12.7% | 3,684 | 15.5% | 21,875 | 13.1% |
| Other Tankers | | | | | | |
| Passenger Ships | 3,353 | 2.3% | 1,764 | 7.4% | 5,117 | 3.1% |
| Offshore Vessels | 2,910 | 2.0% | 1,029 | 4.3% | 3,939 | 2.4% |
| Service Ships | | | | | | |
| Tugs | | | | | | |
| Fishing Vessels | | | | | | |
| Total | 143,767 | 100% | 23,789 | 100% | 167,556 | 100% |

Source: Equasis - IACS membership on 31/12/2021

Graph 36 - Total number of 0-4 years old very large ships, by class**Graph 37 - Gross tonnage of 0-4 years old very large ships, by class**

5-14 YEARS OLD SHIPS

Table 39 - World fleet GT≥500: total number of 5-14 years old ships, by type and class

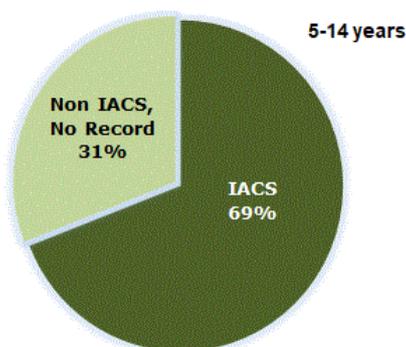
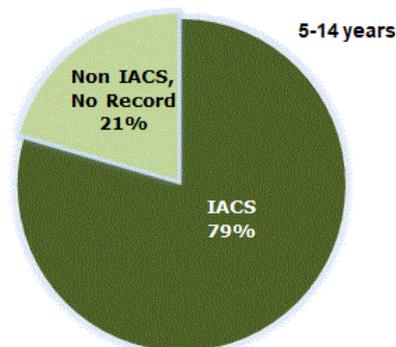
| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|---------------|-------------|--------------------|-------------|---------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 1,699 | 9.7% | 1,585 | 20.3% | 3,284 | 13.0% |
| Specialized Cargo Ships | 91 | 0.5% | 23 | 0.3% | 114 | 0.5% |
| Container Ships | 1,455 | 8.3% | 843 | 10.8% | 2,298 | 9.1% |
| Ro-Ro Cargo Ships | 403 | 2.3% | 146 | 1.9% | 549 | 2.2% |
| Bulk Carriers | 6,236 | 35.7% | 1,266 | 16.2% | 7,502 | 29.7% |
| Oil and Chemical Tankers | 3,870 | 22.1% | 1,249 | 16.0% | 5,119 | 20.2% |
| Gas Tankers | 739 | 4.2% | 180 | 2.3% | 919 | 3.6% |
| Other Tankers | 248 | 1.4% | 66 | 0.8% | 314 | 1.2% |
| Passenger Ships | 78 | 0.4% | 111 | 1.4% | 189 | 0.7% |
| Offshore Vessels | 2,068 | 11.8% | 788 | 10.1% | 2,856 | 11.3% |
| Service Ships | 358 | 2.0% | 493 | 6.3% | 851 | 3.4% |
| Tugs | 218 | 1.2% | 65 | 0.8% | 283 | 1.1% |
| Fishing Vessels | 18 | 0.1% | 1,004 | 12.8% | 1,022 | 4.0% |
| Total | 17,481 | 100% | 7,819 | 100% | 25,300 | 100% |

Source: Equasis - IACS membership on 31/12/2021

Table 40 - World fleet GT≥500: gross tonnage (in 1000 gt) of ships 5-14 years old, by type and class

| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|----------------|-------------|--------------------|-------------|----------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 17,049 | 2.8% | 8,853 | 5.5% | 25,902 | 3.3% |
| Specialized Cargo Ships | 1,751 | 0.3% | 349 | 0.2% | 2,100 | 0.3% |
| Container Ships | 89,125 | 14.4% | 50,773 | 31.8% | 139,898 | 18.0% |
| Ro-Ro Cargo Ships | 19,241 | 3.1% | 6,576 | 4.1% | 25,817 | 3.3% |
| Bulk Carriers | 283,218 | 45.9% | 36,403 | 22.8% | 319,621 | 41.1% |
| Oil and Chemical Tankers | 153,285 | 24.8% | 31,548 | 19.8% | 184,833 | 23.8% |
| Gas Tankers | 32,902 | 5.3% | 8,610 | 5.4% | 41,512 | 5.3% |
| Other Tankers | 1,163 | 0.2% | 269 | 0.2% | 1,432 | 0.2% |
| Passenger Ships | 4,680 | 0.8% | 4,051 | 2.5% | 8,731 | 1.1% |
| Offshore Vessels | 12,392 | 2.0% | 8,785 | 5.5% | 21,177 | 2.7% |
| Service Ships | 2,414 | 0.4% | 1,858 | 1.2% | 4,272 | 0.5% |
| Tugs | 198 | 0.0% | 55 | 0.0% | 253 | 0.0% |
| Fishing Vessels | 35 | 0.0% | 1,445 | 0.9% | 1,480 | 0.2% |
| Total | 617,453 | 100% | 159,575 | 100% | 777,028 | 100% |

Source: Equasis - IACS membership on 31/12/2021

Graph 38 - World fleet GT≥500: total number of 5-14 years old ships, by class**Graph 39 - World fleet GT≥500: gross tonnage of 5-14 years old of ships, by class**

5-14 YEARS OLD MEDIUM SIZED SHIPS

Table 41 - Total number of 5-14 years old medium sized⁽¹⁾ ships, by type and class

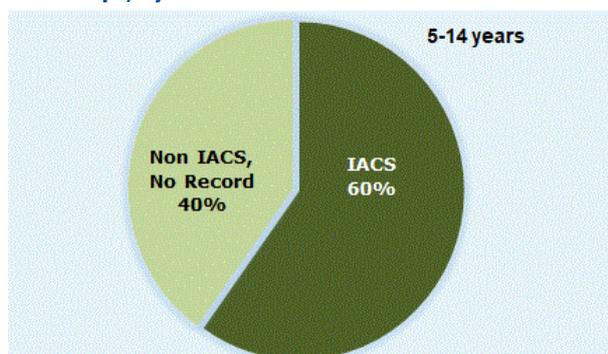
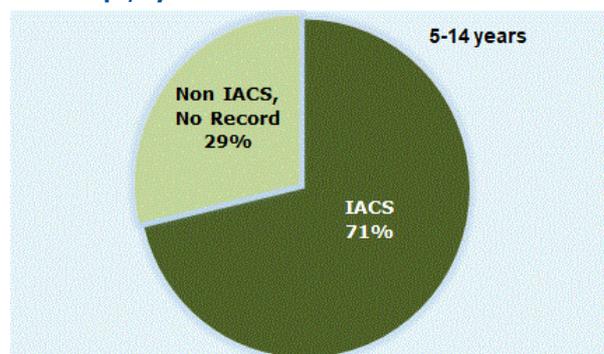
| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|--------------|-------------|--------------------|-------------|---------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 1,614 | 18.6% | 1,531 | 26.3% | 3,145 | 21.7% |
| Specialized Cargo Ships | 73 | 0.8% | 19 | 0.3% | 92 | 0.6% |
| Container Ships | 459 | 5.3% | 261 | 4.5% | 720 | 5.0% |
| Ro-Ro Cargo Ships | 66 | 0.8% | 34 | 0.6% | 100 | 0.7% |
| Bulk Carriers | 1,417 | 16.3% | 671 | 11.5% | 2,088 | 14.4% |
| Oil and Chemical Tankers | 1,830 | 21.1% | 813 | 14.0% | 2,643 | 18.2% |
| Gas Tankers | 384 | 4.4% | 68 | 1.2% | 452 | 3.1% |
| Other Tankers | 243 | 2.8% | 63 | 1.1% | 306 | 2.1% |
| Passenger Ships | 33 | 0.4% | 80 | 1.4% | 113 | 0.8% |
| Offshore Vessels | 1,987 | 22.9% | 722 | 12.4% | 2,709 | 18.7% |
| Service Ships | 346 | 4.0% | 491 | 8.4% | 837 | 5.8% |
| Tugs | 218 | 2.5% | 65 | 1.1% | 283 | 2.0% |
| Fishing Vessels | 18 | 1.2% | 1,004 | 386.2% | 1,022 | 56.1% |
| Total | 8,688 | 101% | 5,822 | 469% | 14,510 | 149% |

Source: Equasis - IACS membership on 31/12/2021

Table 42 - Gross tonnage (in 1000 gt) of 5-14 years old medium sized⁽¹⁾ ships, by type and class

| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|---------------|-------------|--------------------|-------------|----------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 14,323 | 18.9% | 6,872 | 22.5% | 21,195 | 19.9% |
| Specialized Cargo Ships | 882 | 1.2% | 196 | 0.6% | 1,078 | 1.0% |
| Container Ships | 6,032 | 7.9% | 2,987 | 9.8% | 9,019 | 8.5% |
| Ro-Ro Cargo Ships | 862 | 1.1% | 351 | 1.1% | 1,213 | 1.1% |
| Bulk Carriers | 27,489 | 36.2% | 7,830 | 25.6% | 35,319 | 33.2% |
| Oil and Chemical Tankers | 14,438 | 19.0% | 4,450 | 14.5% | 18,888 | 17.7% |
| Gas Tankers | 2,900 | 3.8% | 850 | 2.8% | 3,750 | 3.5% |
| Other Tankers | 1,018 | 1.3% | 182 | 0.6% | 1,200 | 1.1% |
| Passenger Ships | 120 | 0.2% | 127 | 0.4% | 247 | 0.2% |
| Offshore Vessels | 6,032 | 7.9% | 3,468 | 11.3% | 9,500 | 8.9% |
| Service Ships | 1,617 | 2.1% | 1,783 | 5.8% | 3,400 | 3.2% |
| Tugs | 198 | 0.3% | 55 | 0.2% | 253 | 0.2% |
| Fishing Vessels | 35 | 0.1% | 1,445 | 15.6% | 1,480 | 2.2% |
| Total | 75,946 | 100% | 30,596 | 111% | 106,542 | 101% |

Source: Equasis - IACS membership on 31/12/2021

Graph 40 - Total number of 5-14 years old medium sized ships, by class**Graph 41 - Gross tonnage of 5-14 years old medium sized ships, by class**

5-14 YEARS OLD LARGE SHIPS

Table 43 - Total number of 5-14 years old large⁽¹⁾ ships, by type and class

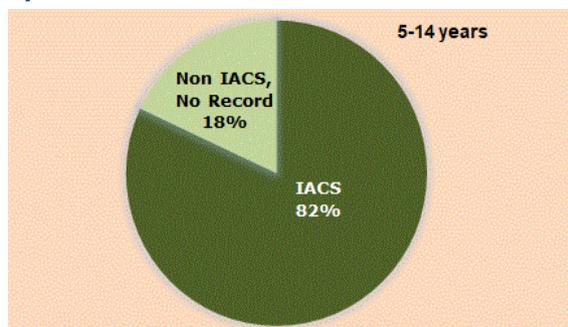
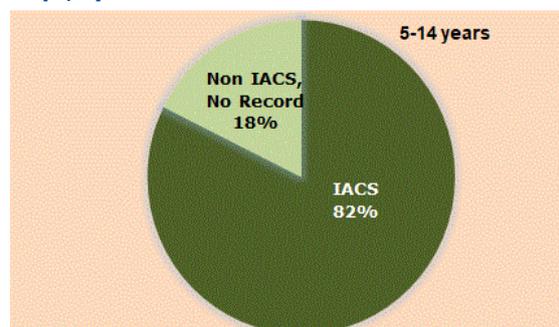
| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|--------------|-------------|--------------------|-----------|--------------|-------------|
| General Cargo Ships | 85 | 1.5% | 54 | | 139 | 2.0% |
| Specialized Cargo Ships | 14 | 0.2% | 4 | | 18 | 0.3% |
| Container Ships | 419 | 7.4% | 277 | | 696 | 10.0% |
| Ro-Ro Cargo Ships | 213 | 3.7% | 73 | | 286 | 4.1% |
| Bulk Carriers | 3,632 | 63.9% | 505 | | 4,137 | 59.6% |
| Oil and Chemical Tankers | 1,104 | 19.4% | 239 | | 1,343 | 19.4% |
| Gas Tankers | 157 | 2.8% | 70 | | 227 | 3.3% |
| Other Tankers | 5 | 0.1% | 3 | | 8 | 0.1% |
| Passenger Ships | 11 | 0.2% | 2 | | 13 | 0.2% |
| Offshore Vessels | 34 | 0.6% | 23 | | 57 | 0.8% |
| Service Ships | 11 | 0.2% | 2 | | 13 | 0.2% |
| Tugs | | | | | | |
| Fishing Vessels | | | | | | |
| Total | 5,685 | 100% | 1,252 | 0% | 6,937 | 100% |

Source: Equasis - IACS membership on 31/12/2021

Table 44 - Gross tonnage (in 1000 gt) of 5-14 years old large⁽¹⁾ ships, by type and class

| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|----------------|-------------|--------------------|-------------|----------------|-------------|
| General Cargo Ships | 2,726 | 1.3% | 1,981 | 4.3% | 4,707 | 1.8% |
| Specialized Cargo Ships | 565 | 0.3% | 153 | 0.3% | 718 | 0.3% |
| Container Ships | 16,591 | 7.7% | 10,915 | 23.5% | 27,506 | 10.5% |
| Ro-Ro Cargo Ships | 10,011 | 4.6% | 3,478 | 7.5% | 13,489 | 5.1% |
| Bulk Carriers | 138,812 | 64.2% | 17,783 | 38.3% | 156,595 | 59.6% |
| Oil and Chemical Tankers | 38,307 | 17.7% | 7,712 | 16.6% | 46,019 | 17.5% |
| Gas Tankers | 6,891 | 3.2% | 3,058 | 6.6% | 9,949 | 3.8% |
| Other Tankers | 145 | 0.1% | 87 | 0.2% | 232 | 0.1% |
| Passenger Ships | 466 | 0.2% | 68 | 0.1% | 534 | 0.2% |
| Offshore Vessels | 1,469 | 0.7% | 1,081 | 2.3% | 2,550 | 1.0% |
| Service Ships | 394 | 0.2% | 75 | 0.2% | 469 | 0.2% |
| Tugs | | | | | | |
| Fishing Vessels | | | | | | |
| Total | 216,377 | 100% | 46,391 | 100% | 262,768 | 100% |

Source: Equasis - IACS membership on 31/12/2021

Graph 42 - Total number of 5-14 years old large ships, by class**Graph 43 - Gross tonnage of 5-14 years old large ships, by class**

5-14 YEARS OLD VERY LARGE SHIPS

Table 45 - Total number of 5-14 years old very large⁽¹⁾ ships, by type and class

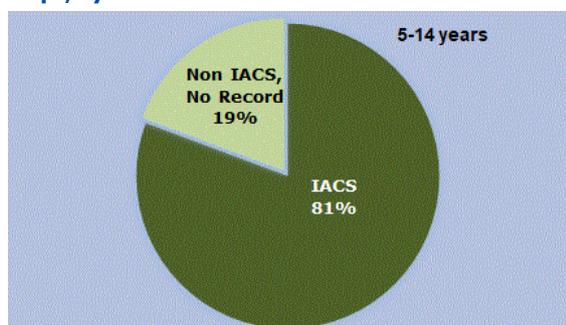
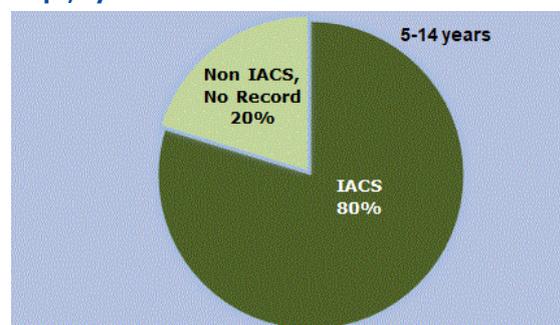
| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|--------------|-------------|--------------------|-------------|--------------|-------------|
| General Cargo Ships | | | | | | |
| Specialized Cargo Ships | 4 | 0.1% | | | 4 | 0.1% |
| Container Ships | 577 | 18.6% | 305 | 40.9% | 882 | 22.9% |
| Ro-Ro Cargo Ships | 124 | 4.0% | 39 | 5.2% | 163 | 4.2% |
| Bulk Carriers | 1,187 | 38.2% | 90 | 12.1% | 1,277 | 33.1% |
| Oil and Chemical Tankers | 936 | 30.1% | 197 | 26.4% | 1,133 | 29.4% |
| Gas Tankers | 198 | 6.4% | 42 | 5.6% | 240 | 6.2% |
| Other Tankers | | | | | | |
| Passenger Ships | 34 | 1.1% | 29 | 3.9% | 63 | 1.6% |
| Offshore Vessels | 47 | 1.5% | 43 | 5.8% | 90 | 2.3% |
| Service Ships | 1 | 0.0% | | | 1 | 0.0% |
| Tugs | | | | | | |
| Fishing Vessels | | | | | | |
| Total | 3,108 | 100% | 745 | 100% | 3,853 | 100% |

Source: Equasis - IACS membership on 31/12/2021

Table 46 - Gross tonnage (in 1000 gt) of 5-14 years old very large⁽¹⁾ ships, by type and class

| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|----------------|-------------|--------------------|-------------|----------------|-------------|
| General Cargo Ships | | | | | | |
| Specialized Cargo Ships | 304 | 0.1% | | | 304 | 0.1% |
| Container Ships | 66,502 | 20.5% | 36,871 | 44.6% | 103,373 | 25.4% |
| Ro-Ro Cargo Ships | 8,368 | 2.6% | 2,747 | 3.3% | 11,115 | 2.7% |
| Bulk Carriers | 116,917 | 36.0% | 10,790 | 13.1% | 127,707 | 31.3% |
| Oil and Chemical Tankers | 100,540 | 30.9% | 19,386 | 23.5% | 119,926 | 29.4% |
| Gas Tankers | 23,111 | 7.1% | 4,702 | 5.7% | 27,813 | 6.8% |
| Other Tankers | | | | | | |
| Passenger Ships | 4,094 | 1.3% | 3,856 | 4.7% | 7,950 | 1.9% |
| Offshore Vessels | 4,891 | 1.5% | 4,236 | 5.1% | 9,127 | 2.2% |
| Service Ships | 403 | 0.1% | | | 403 | 0.1% |
| Tugs | | | | | | |
| Fishing Vessels | | | | | | |
| Total | 325,130 | 100% | 82,588 | 100% | 407,718 | 100% |

Source: Equasis - IACS membership on 31/12/2021

Graph 44 - Total number of 5-14 years old very large ships, by class**Graph 45 - Gross tonnage of 5-14 years old very large ships, by class**

15-24 YEARS OLD SHIPS

Table 47 - World fleet GT≥500: total number of 15-24 years old ships, by type and class

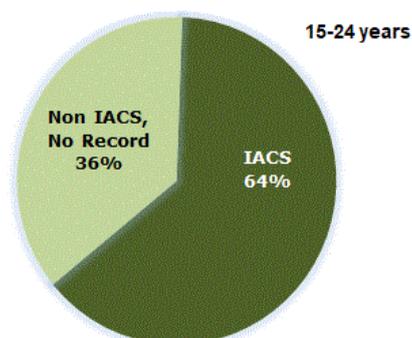
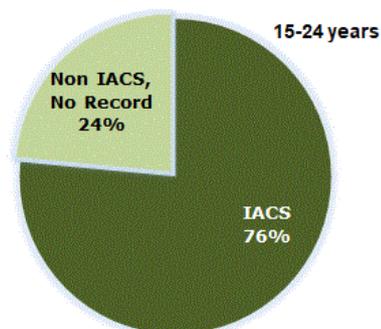
| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|--------------|-------------|--------------------|-------------|---------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 1,250 | 14.4% | 1,230 | 24.8% | 2,480 | 18.2% |
| Specialized Cargo Ships | 30 | 0.3% | 1 | 0.0% | 31 | 0.2% |
| Container Ships | 1,230 | 14.2% | 788 | 15.9% | 2,018 | 14.8% |
| Ro-Ro Cargo Ships | 328 | 3.8% | 112 | 2.3% | 440 | 3.2% |
| Bulk Carriers | 1,954 | 22.6% | 312 | 6.3% | 2,266 | 16.6% |
| Oil and Chemical Tankers | 2,417 | 27.9% | 867 | 17.4% | 3,284 | 24.1% |
| Gas Tankers | 380 | 4.4% | 83 | 1.7% | 463 | 3.4% |
| Other Tankers | 56 | 0.6% | 23 | 0.5% | 79 | 0.6% |
| Passenger Ships | 121 | 1.4% | 133 | 2.7% | 254 | 1.9% |
| Offshore Vessels | 599 | 6.9% | 447 | 9.0% | 1,046 | 7.7% |
| Service Ships | 201 | 2.3% | 246 | 5.0% | 447 | 3.3% |
| Tugs | 75 | 0.9% | 45 | 0.9% | 120 | 0.9% |
| Fishing Vessels | 18 | 0.2% | 682 | 13.7% | 700 | 5.1% |
| Total | 8,659 | 100% | 4,969 | 100% | 13,628 | 100% |

Source: Equasis - IACS membership on 31/12/2021

Table 48 - World fleet GT≥500: gross tonnage (in 1000 gt) of ships 15-24 years old, by type and class

| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|----------------|-------------|--------------------|-------------|----------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 8,533 | 3.3% | 5,768 | 7.3% | 14,301 | 4.2% |
| Specialized Cargo Ships | 610 | 0.2% | 3 | 0.0% | 613 | 0.2% |
| Container Ships | 45,342 | 17.6% | 25,954 | 32.7% | 71,296 | 21.1% |
| Ro-Ro Cargo Ships | 12,750 | 4.9% | 3,795 | 4.8% | 16,545 | 4.9% |
| Bulk Carriers | 75,003 | 29.1% | 6,960 | 8.8% | 81,963 | 24.3% |
| Oil and Chemical Tankers | 85,138 | 33.0% | 24,131 | 30.4% | 109,269 | 32.4% |
| Gas Tankers | 15,228 | 5.9% | 3,085 | 3.9% | 18,313 | 5.4% |
| Other Tankers | 271 | 0.1% | 118 | 0.1% | 389 | 0.1% |
| Passenger Ships | 5,338 | 2.1% | 3,029 | 3.8% | 8,367 | 2.5% |
| Offshore Vessels | 8,239 | 3.2% | 5,050 | 6.4% | 13,289 | 3.9% |
| Service Ships | 1,490 | 0.6% | 582 | 0.7% | 2,072 | 0.6% |
| Tugs | 70 | 0.0% | 34 | 0.0% | 104 | 0.0% |
| Fishing Vessels | 24 | 0.0% | 864 | 1.1% | 888 | 0.3% |
| Total | 258,036 | 100% | 79,373 | 100% | 337,409 | 100% |

Source: Equasis - IACS membership on 31/12/2021

Graph 46 - World fleet GT≥500: total number of 15-24 years old ships, by class**Graph 47 - World fleet GT≥500: gross tonnage of 15-24 years old of ships, by class**

15-24 YEARS OLD MEDIUM SIZED SHIPS

Table 49 - Total number of 15-24 years old medium sized⁽¹⁾ ships, by type and class

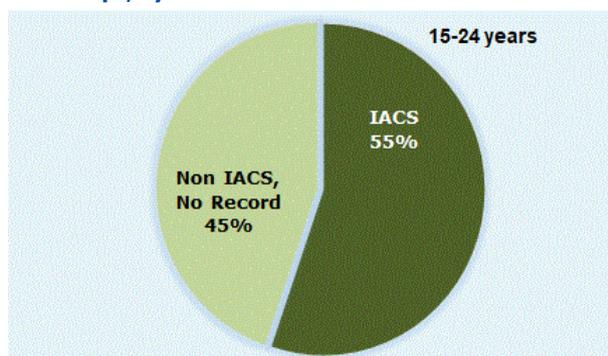
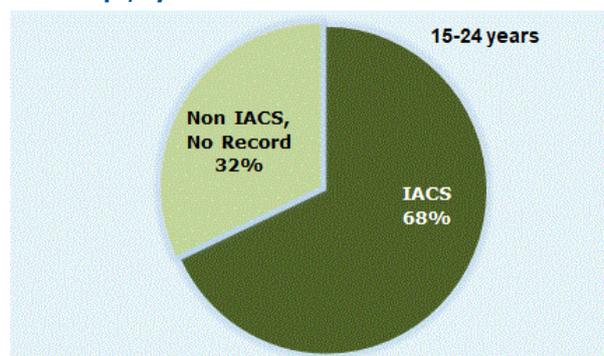
| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|--------------|-------------|--------------------|-------------|--------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 1,236 | 26.0% | 1,192 | 30.9% | 2,428 | 28.2% |
| Specialized Cargo Ships | 20 | 0.4% | 1 | 0.0% | 21 | 0.2% |
| Container Ships | 550 | 11.5% | 355 | 9.2% | 905 | 10.5% |
| Ro-Ro Cargo Ships | 107 | 2.2% | 57 | 1.5% | 164 | 1.9% |
| Bulk Carriers | 479 | 10.1% | 163 | 4.2% | 642 | 7.4% |
| Oil and Chemical Tankers | 1,218 | 25.6% | 538 | 14.0% | 1,756 | 20.4% |
| Gas Tankers | 213 | 4.5% | 47 | 1.2% | 260 | 3.0% |
| Other Tankers | 54 | 1.1% | 21 | 0.5% | 75 | 0.9% |
| Passenger Ships | 57 | 1.2% | 100 | 2.6% | 157 | 1.8% |
| Offshore Vessels | 541 | 11.4% | 409 | 10.6% | 950 | 11.0% |
| Service Ships | 194 | 4.1% | 246 | 6.4% | 440 | 5.1% |
| Tugs | 75 | 1.6% | 45 | 1.2% | 120 | 1.4% |
| Fishing Vessels | 18 | 1.2% | 682 | 262.3% | 700 | 38.4% |
| Total | 4,762 | 101% | 3,856 | 345% | 8,618 | 130% |

Source: Equasis - IACS membership on 31/12/2021

Table 50 - Gross tonnage (in 1000 gt) of 15-24 years old medium sized⁽¹⁾ ships, by type and class

| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|---------------|-------------|--------------------|-------------|---------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 8,101 | 21.2% | 4,562 | 25.4% | 12,663 | 22.5% |
| Specialized Cargo Ships | 203 | 0.5% | 3 | 0.0% | 206 | 0.4% |
| Container Ships | 6,664 | 17.4% | 4,003 | 22.3% | 10,667 | 19.0% |
| Ro-Ro Cargo Ships | 1,472 | 3.9% | 726 | 4.0% | 2,198 | 3.9% |
| Bulk Carriers | 7,017 | 18.4% | 1,469 | 8.2% | 8,486 | 15.1% |
| Oil and Chemical Tankers | 10,654 | 27.9% | 3,879 | 21.6% | 14,533 | 25.9% |
| Gas Tankers | 1,244 | 3.3% | 414 | 2.3% | 1,658 | 3.0% |
| Other Tankers | 211 | 0.6% | 52 | 0.3% | 263 | 0.5% |
| Passenger Ships | 227 | 0.6% | 218 | 1.2% | 445 | 0.8% |
| Offshore Vessels | 1,259 | 3.3% | 1,172 | 6.5% | 2,431 | 4.3% |
| Service Ships | 1,078 | 2.8% | 582 | 3.2% | 1,660 | 3.0% |
| Tugs | 70 | 0.2% | 34 | 0.2% | 104 | 0.2% |
| Fishing Vessels | 24 | 0.0% | 864 | 9.3% | 888 | 1.3% |
| Total | 38,224 | 100% | 17,978 | 105% | 56,202 | 100% |

Source: Equasis - IACS membership on 31/12/2021

Graph 48 - Total number of 15-24 years old medium sized ships, by class**Graph 49 - Gross tonnage of 15-24 years old medium sized ships, by class**

15-24 YEARS OLD LARGE SHIPS

Table 51 - Total number of 15-24 years old large⁽¹⁾ ships, by type and class

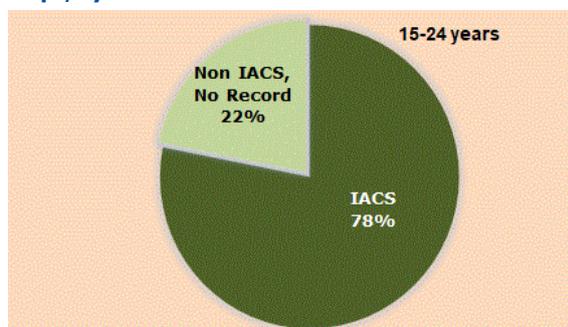
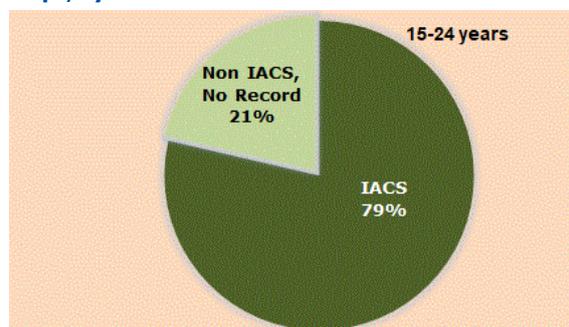
| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|--------------|-------------|--------------------|-------------|--------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 14 | 0.5% | 38 | 5.1% | 52 | 1.5% |
| Specialized Cargo Ships | 10 | 0.4% | | | 10 | 0.3% |
| Container Ships | 379 | 14.2% | 298 | 39.7% | 677 | 19.8% |
| Ro-Ro Cargo Ships | 181 | 6.8% | 37 | 4.9% | 218 | 6.4% |
| Bulk Carriers | 1,209 | 45.2% | 141 | 18.8% | 1,350 | 39.4% |
| Oil and Chemical Tankers | 799 | 29.8% | 203 | 27.1% | 1,002 | 29.2% |
| Gas Tankers | 53 | 2.0% | 17 | 2.3% | 70 | 2.0% |
| Other Tankers | 2 | 0.1% | 2 | 0.3% | 4 | 0.1% |
| Passenger Ships | 13 | 0.5% | 8 | 1.1% | 21 | 0.6% |
| Offshore Vessels | 13 | 0.5% | 6 | 0.8% | 19 | 0.6% |
| Service Ships | 4 | 0.1% | | | 4 | 0.1% |
| Tugs | | | | | | |
| Fishing Vessels | | | | | | |
| Total | 2,677 | 100% | 750 | 100% | 3,427 | 100% |

Source: Equasis - IACS membership on 31/12/2021

Table 52 - Gross tonnage (in 1000 gt) of 15-24 years old large⁽¹⁾ ships, by type and class

| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|----------------|-------------|--------------------|-------------|----------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 432 | 0.4% | 1,206 | 4.4% | 1,638 | 1.3% |
| Specialized Cargo Ships | 407 | 0.4% | | | 407 | 0.3% |
| Container Ships | 14,276 | 14.2% | 10,545 | 38.5% | 24,821 | 19.4% |
| Ro-Ro Cargo Ships | 8,723 | 8.7% | 1,891 | 6.9% | 10,614 | 8.3% |
| Bulk Carriers | 43,543 | 43.2% | 4,813 | 17.6% | 48,356 | 37.8% |
| Oil and Chemical Tankers | 29,750 | 29.5% | 7,660 | 28.0% | 37,410 | 29.2% |
| Gas Tankers | 2,339 | 2.3% | 664 | 2.4% | 3,003 | 2.3% |
| Other Tankers | 60 | 0.1% | 66 | 0.2% | 126 | 0.1% |
| Passenger Ships | 445 | 0.4% | 282 | 1.0% | 727 | 0.6% |
| Offshore Vessels | 568 | 0.6% | 260 | 0.9% | 828 | 0.6% |
| Service Ships | 146 | 0.1% | | | 146 | 0.1% |
| Tugs | | | | | | |
| Fishing Vessels | | | | | | |
| Total | 100,689 | 100% | 27,387 | 100% | 128,076 | 100% |

Source: Equasis - IACS membership on 31/12/2021

Graph 50 - Total number of 15-24 years old large ships, by class**Graph 51 - Gross tonnage of 15-24 years old large ships, by class**

15-24 YEARS OLD VERY LARGE SHIPS

Table 53 - Total number of 15-24 years old very large⁽¹⁾ ships, by type and class

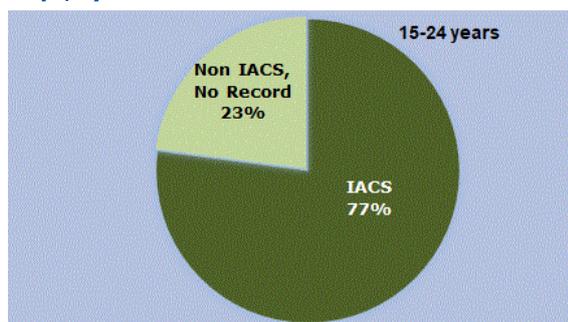
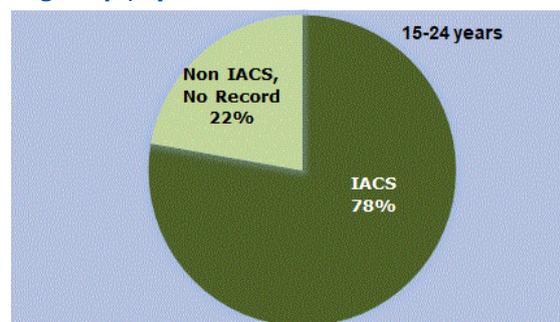
| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|--------------|-------------|--------------------|-------------|--------------|-------------|
| General Cargo Ships | | | | | | |
| Specialized Cargo Ships | | | | | | |
| Container Ships | 301 | 24.7% | 135 | 37.2% | 436 | 27.5% |
| Ro-Ro Cargo Ships | 40 | 3.3% | 18 | 5.0% | 58 | 3.7% |
| Bulk Carriers | 266 | 21.8% | 8 | 2.2% | 274 | 17.3% |
| Oil and Chemical Tankers | 400 | 32.8% | 126 | 34.7% | 526 | 33.2% |
| Gas Tankers | 114 | 9.3% | 19 | 5.2% | 133 | 8.4% |
| Other Tankers | | | | | | |
| Passenger Ships | 51 | 4.2% | 25 | 6.9% | 76 | 4.8% |
| Offshore Vessels | 45 | 3.7% | 32 | 8.8% | 77 | 4.9% |
| Service Ships | 3 | 0.2% | | | 3 | 0.2% |
| Tugs | | | | | | |
| Fishing Vessels | | | | | | |
| Total | 1,220 | 100% | 363 | 100% | 1,583 | 100% |

Source: Equasis - IACS membership on 31/12/2021

Table 54 - Gross tonnage (in 1000 gt) of 15-24 years old very large⁽¹⁾ ships, by type and class

| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|----------------|-------------|--------------------|-------------|----------------|-------------|
| General Cargo Ships | | | | | | |
| Specialized Cargo Ships | | | | | | |
| Container Ships | 24,402 | 20.5% | 11,406 | 33.5% | 35,808 | 23.4% |
| Ro-Ro Cargo Ships | 2,555 | 2.1% | 1,178 | 3.5% | 3,733 | 2.4% |
| Bulk Carriers | 24,443 | 20.5% | 678 | 2.0% | 25,121 | 16.4% |
| Oil and Chemical Tankers | 44,734 | 37.6% | 12,592 | 37.0% | 57,326 | 37.4% |
| Gas Tankers | 11,645 | 9.8% | 2,007 | 5.9% | 13,652 | 8.9% |
| Other Tankers | | | | | | |
| Passenger Ships | 4,666 | 3.9% | 2,529 | 7.4% | 7,195 | 4.7% |
| Offshore Vessels | 6,412 | 5.4% | 3,618 | 10.6% | 10,030 | 6.5% |
| Service Ships | 266 | 0.2% | | | 266 | 0.2% |
| Tugs | | | | | | |
| Fishing Vessels | | | | | | |
| Total | 119,123 | 100% | 34,008 | 100% | 153,131 | 100% |

Source: Equasis - IACS membership on 31/12/2021

Graph 52 - Total number of 15-24 years old very large ships, by class**Graph 53 - Gross tonnage of 15-24 years old very large ships, by class**

25+ YEARS OLD SHIPS

Table 55 - World fleet GT≥500: total number of 25+ years old ships, by type and class

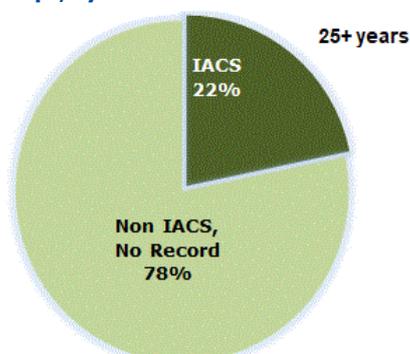
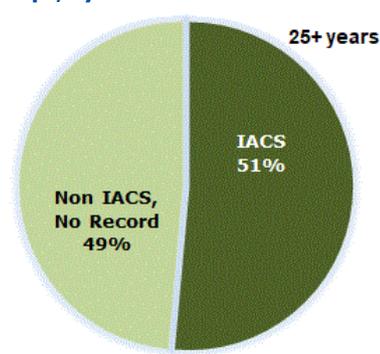
| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|--------------|-------------|--------------------|-------------|---------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 1,185 | 31.0% | 4,486 | 32.6% | 5,671 | 32.3% |
| Specialized Cargo Ships | 59 | 1.5% | 91 | 0.7% | 150 | 0.9% |
| Container Ships | 268 | 7.0% | 222 | 1.6% | 490 | 2.8% |
| Ro-Ro Cargo Ships | 126 | 3.3% | 199 | 1.4% | 325 | 1.8% |
| Bulk Carriers | 610 | 16.0% | 382 | 2.8% | 992 | 5.6% |
| Oil and Chemical Tankers | 387 | 10.1% | 1,864 | 13.5% | 2,251 | 12.8% |
| Gas Tankers | 207 | 5.4% | 176 | 1.3% | 383 | 2.2% |
| Other Tankers | 67 | 1.8% | 225 | 1.6% | 292 | 1.7% |
| Passenger Ships | 122 | 3.2% | 372 | 2.7% | 494 | 2.8% |
| Offshore Vessels | 320 | 8.4% | 979 | 7.1% | 1,299 | 7.4% |
| Service Ships | 344 | 9.0% | 1,145 | 8.3% | 1,489 | 8.5% |
| Tugs | 95 | 2.5% | 359 | 2.6% | 454 | 2.6% |
| Fishing Vessels | 31 | 0.8% | 3,257 | 23.7% | 3,288 | 18.7% |
| Total | 3,821 | 100% | 13,757 | 100% | 17,578 | 100% |

Source: Equasis - IACS membership on 31/12/2021

Table 56 - World fleet GT≥500: gross tonnage (in 1000 gt) of ships 25+ years old, by type and class

| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|---------------|-------------|--------------------|-------------|---------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 5,048 | 10.9% | 11,647 | 26.6% | 16,695 | 18.5% |
| Specialized Cargo Ships | 1,095 | 2.4% | 559 | 1.3% | 1,654 | 1.8% |
| Container Ships | 4,584 | 9.9% | 3,154 | 7.2% | 7,738 | 8.6% |
| Ro-Ro Cargo Ships | 2,112 | 4.6% | 1,504 | 3.4% | 3,616 | 4.0% |
| Bulk Carriers | 11,809 | 25.5% | 4,142 | 9.5% | 15,951 | 17.7% |
| Oil and Chemical Tankers | 2,711 | 5.9% | 6,300 | 14.4% | 9,011 | 10.0% |
| Gas Tankers | 4,975 | 10.7% | 851 | 1.9% | 5,826 | 6.5% |
| Other Tankers | 153 | 0.3% | 279 | 0.6% | 432 | 0.5% |
| Passenger Ships | 1,973 | 4.3% | 1,752 | 4.0% | 3,725 | 4.1% |
| Offshore Vessels | 10,023 | 21.7% | 6,418 | 14.7% | 16,441 | 18.3% |
| Service Ships | 1,661 | 3.6% | 2,529 | 5.8% | 4,190 | 4.7% |
| Tugs | 76 | 0.2% | 302 | 0.7% | 378 | 0.4% |
| Fishing Vessels | 74 | 0.2% | 4,288 | 9.8% | 4,362 | 4.8% |
| Total | 46,294 | 100% | 43,725 | 100% | 90,019 | 100% |

Source: Equasis - IACS membership on 31/12/2021

Graph 54 - World fleet GT≥500: total number of 25+ years old ships, by class**Graph 55 - World fleet GT≥500: gross tonnage of 25+ years old of ships, by class**

25+ YEARS OLD MEDIUM SIZED SHIPS

Table 57 - Total number of 25+ years old medium sized⁽¹⁾ ships, by type and class

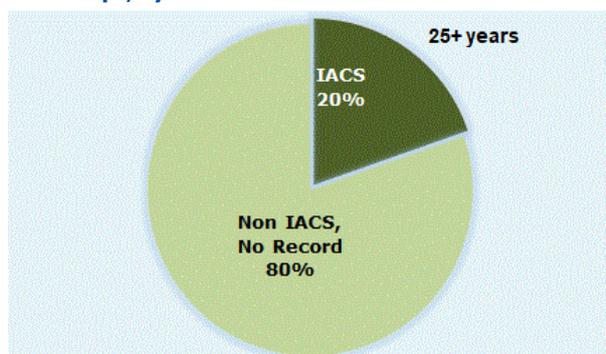
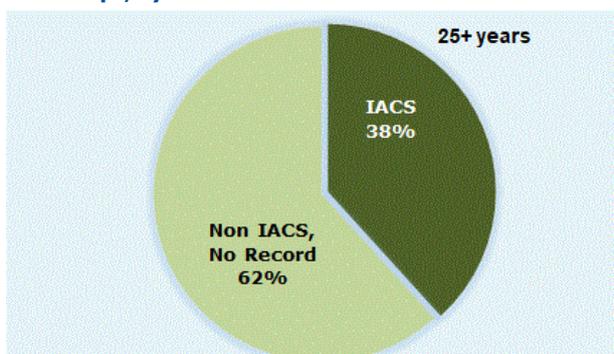
| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|--------------|-------------|--------------------|--------------|---------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 1,177 | 35.6% | 4,458 | 33.1% | 5,635 | 33.6% |
| Specialized Cargo Ships | 38 | 1.1% | 85 | 0.6% | 123 | 0.7% |
| Container Ships | 224 | 6.8% | 171 | 1.3% | 395 | 2.4% |
| Ro-Ro Cargo Ships | 106 | 3.2% | 191 | 1.4% | 297 | 1.8% |
| Bulk Carriers | 399 | 12.1% | 314 | 2.3% | 713 | 4.2% |
| Oil and Chemical Tankers | 359 | 10.9% | 1,830 | 13.6% | 2,189 | 13.0% |
| Gas Tankers | 147 | 4.4% | 169 | 1.3% | 316 | 1.9% |
| Other Tankers | 66 | 2.0% | 225 | 1.7% | 291 | 1.7% |
| Passenger Ships | 100 | 3.0% | 354 | 2.6% | 454 | 2.7% |
| Offshore Vessels | 233 | 7.0% | 924 | 6.9% | 1,157 | 6.9% |
| Service Ships | 333 | 10.1% | 1,142 | 8.5% | 1,475 | 8.8% |
| Tugs | 95 | 2.9% | 359 | 2.7% | 454 | 2.7% |
| Fishing Vessels | 31 | 2.0% | 3,254 | 1251.5% | 3,285 | 180.3% |
| Total | 3,308 | 101% | 13,476 | 1327% | 16,784 | 261% |

Source: Equasis - ⁽¹⁾ 500<GT<25.000 - IACS membership on 31/12/2021

Table 58 - Gross tonnage (in 1000 gt) of 25+ years old medium sized⁽¹⁾ ships, by type and class

| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|---------------|-------------|--------------------|-------------|---------------|------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 4,808 | 26.4% | 10,725 | 36.5% | 15,533 | 32.6% |
| Specialized Cargo Ships | 286 | 1.6% | 348 | 1.2% | 634 | 1.3% |
| Container Ships | 2,502 | 13.7% | 1,266 | 4.3% | 3,768 | 7.9% |
| Ro-Ro Cargo Ships | 1,122 | 6.2% | 1,094 | 3.7% | 2,216 | 4.7% |
| Bulk Carriers | 4,594 | 25.2% | 1,972 | 6.7% | 6,566 | 13.8% |
| Oil and Chemical Tankers | 1,313 | 7.2% | 4,411 | 15.0% | 5,724 | 12.0% |
| Gas Tankers | 817 | 4.5% | 273 | 0.9% | 1,090 | 2.3% |
| Other Tankers | 124 | 0.7% | 279 | 0.9% | 403 | 0.8% |
| Passenger Ships | 720 | 3.9% | 805 | 2.7% | 1,525 | 3.2% |
| Offshore Vessels | 695 | 3.8% | 1,332 | 4.5% | 2,027 | 4.3% |
| Service Ships | 1,100 | 6.0% | 2,403 | 8.2% | 3,503 | 7.4% |
| Tugs | 76 | 0.4% | 302 | 1.0% | 378 | 0.8% |
| Fishing Vessels | 74 | 0.1% | 4,175 | 45.1% | 4,249 | 6.2% |
| Total | 18,231 | 100% | 29,385 | 131% | 47,616 | 97% |

Source: Equasis - ⁽¹⁾ 500<GT<25.000 - IACS membership on 31/12/2021

Graph 56 - Total number of 25+ years old medium sized ships, by class**Graph 57 - Gross tonnage of 25+ years old medium sized ships, by class**

25+ YEARS OLD LARGE SHIPS

Table 59 - Total number of 25+ years old large⁽¹⁾ ships, by type and class

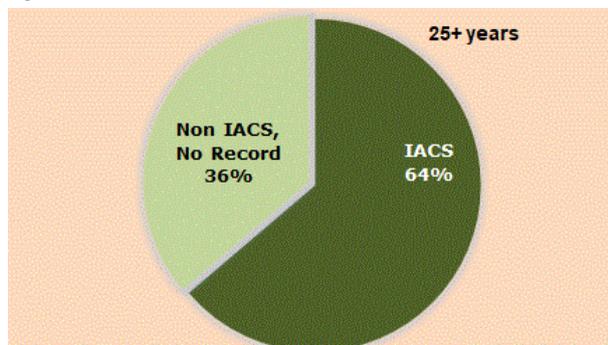
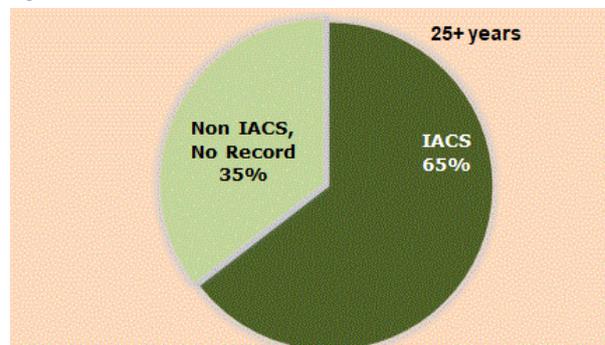
| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|------------|-------------|--------------------|-------------|------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 8 | 2.0% | 28 | 12.6% | 36 | 5.9% |
| Specialized Cargo Ships | 21 | 5.4% | 6 | 2.7% | 27 | 4.4% |
| Container Ships | 31 | 7.9% | 51 | 23.0% | 82 | 13.4% |
| Ro-Ro Cargo Ships | 18 | 4.6% | 7 | 3.2% | 25 | 4.1% |
| Bulk Carriers | 210 | 53.7% | 67 | 30.2% | 277 | 45.2% |
| Oil and Chemical Tankers | 23 | 5.9% | 25 | 11.3% | 48 | 7.8% |
| Gas Tankers | 33 | 8.4% | 3 | 1.4% | 36 | 5.9% |
| Other Tankers | 1 | 0.3% | | | 1 | 0.2% |
| Passenger Ships | 12 | 3.1% | 13 | 5.9% | 25 | 4.1% |
| Offshore Vessels | 25 | 6.4% | 17 | 7.7% | 42 | 6.9% |
| Service Ships | 9 | 2.3% | 2 | 0.9% | 11 | 1.8% |
| Tugs | | | | | | |
| Fishing Vessels | | | 3 | 1.2% | 3 | 0.2% |
| Total | 391 | 100% | 222 | 100% | 613 | 100% |

Source: Equasis - ⁽¹⁾ 25.000≤GT<60.000 - IACS membership on 31/12/2021

Table 60 - Gross tonnage (in 1000 gt) of 25+ years old large⁽¹⁾ ships, by type and class

| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|---------------|-------------|--------------------|-------------|---------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 240 | 1.6% | 922 | 11.5% | 1,162 | 5.1% |
| Specialized Cargo Ships | 809 | 5.5% | 211 | 2.6% | 1,020 | 4.5% |
| Container Ships | 1,117 | 7.7% | 1,888 | 23.6% | 3,005 | 13.3% |
| Ro-Ro Cargo Ships | 856 | 5.9% | 337 | 4.2% | 1,193 | 5.3% |
| Bulk Carriers | 7,069 | 48.5% | 2,106 | 26.3% | 9,175 | 40.6% |
| Oil and Chemical Tankers | 936 | 6.4% | 869 | 10.9% | 1,805 | 8.0% |
| Gas Tankers | 1,426 | 9.8% | 134 | 1.7% | 1,560 | 6.9% |
| Other Tankers | 29 | 0.2% | | | 29 | 0.1% |
| Passenger Ships | 495 | 3.4% | 572 | 7.1% | 1,067 | 4.7% |
| Offshore Vessels | 1,256 | 8.6% | 795 | 9.9% | 2,051 | 9.1% |
| Service Ships | 349 | 2.4% | 55 | 0.7% | 404 | 1.8% |
| Tugs | | | | | | |
| Fishing Vessels | | | 113 | 1.2% | 113 | 0.2% |
| Total | 14,582 | 100% | 8,002 | 100% | 22,584 | 100% |

Source: Equasis - ⁽¹⁾ 25.000≤GT<60.000 - IACS membership on 31/12/2021

Graph 58 - Total number of 25+ years old large ships, by class**Graph 59 - Gross tonnage of 25+ years old large ships, by class**

25+ YEARS OLD VERY LARGE SHIPS

Table 61 - Total number of 25+ years old very large⁽¹⁾ ships, by type and class

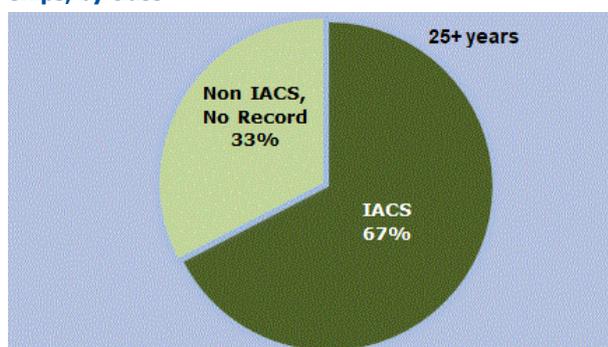
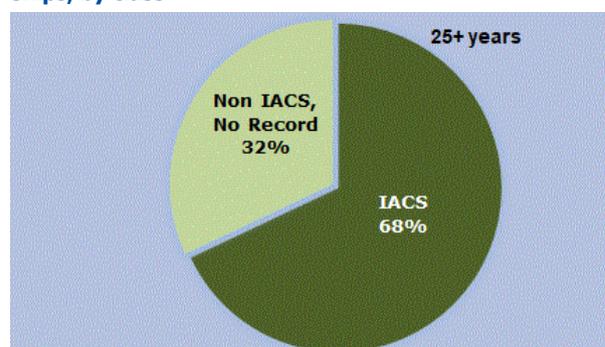
| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|------------|-------------|--------------------|-------------|------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | | | | | | |
| Specialized Cargo Ships | | | | | | |
| Container Ships | 13 | 10.7% | | | 13 | 7.2% |
| Ro-Ro Cargo Ships | 2 | 1.6% | 1 | 1.7% | 3 | 1.7% |
| Bulk Carriers | 1 | 0.8% | 1 | 1.7% | 2 | 1.1% |
| Oil and Chemical Tankers | 5 | 4.1% | 9 | 15.3% | 14 | 7.7% |
| Gas Tankers | 27 | 22.1% | 4 | 6.8% | 31 | 17.1% |
| Other Tankers | | | | | | |
| Passenger Ships | 10 | 8.2% | 5 | 8.5% | 15 | 8.3% |
| Offshore Vessels | 62 | 50.8% | 38 | 64.4% | 100 | 55.2% |
| Service Ships | 2 | 1.6% | 1 | 1.7% | 3 | 1.7% |
| Tugs | | | | | | |
| Fishing Vessels | | | | | | |
| Total | 122 | 100% | 59 | 100% | 181 | 100% |

Source: Equasis - ⁽¹⁾ 25.000≤GT<60.000 - IACS membership on 31/12/2021

Table 62 - Gross tonnage (in 1000 gt) of 25+ years old very large⁽¹⁾ ships, by type and class

| Ship Type | IACS | | Non IACS/No Record | | Total | |
|--------------------------|---------------|-------------|--------------------|-------------|---------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | | | | | | |
| Specialized Cargo Ships | | | | | | |
| Container Ships | 965 | 7.2% | | | 965 | 4.9% |
| Ro-Ro Cargo Ships | 134 | 1.0% | 73 | 1.2% | 207 | 1.0% |
| Bulk Carriers | 146 | 1.1% | 64 | 1.0% | 210 | 1.1% |
| Oil and Chemical Tankers | 462 | 3.4% | 1,020 | 16.1% | 1,482 | 7.5% |
| Gas Tankers | 2,732 | 20.3% | 444 | 7.0% | 3,176 | 16.0% |
| Other Tankers | | | | | | |
| Passenger Ships | 758 | 5.6% | 375 | 5.9% | 1,133 | 5.7% |
| Offshore Vessels | 8,072 | 59.9% | 4,291 | 67.7% | 12,363 | 62.4% |
| Service Ships | 212 | 1.6% | 71 | 1.1% | 283 | 1.4% |
| Tugs | | | | | | |
| Fishing Vessels | | | | | | |
| Total | 13,481 | 100% | 6,338 | 100% | 19,819 | 100% |

Source: Equasis - ⁽¹⁾ 25.000≤GT<60.000 - IACS membership on 31/12/2021

Graph 60 - Total number of 25+ years old very large ships, by class**Graph 61 - Gross tonnage of 25+ years old very large ships, by class**

3.3. CLASS STATUS AND FLAG

WORLD FLEET GT≥500

Table 63 - World fleet GT≥500: total number of ships by type, class and flag

| Ship Type | Targeted flag | | | | | Non Targeted flag | | | | |
|--------------------------|---------------|-------------|--------------------|-------------|---------------|-------------------|-------------|--------------------|-------------|---------------|
| | IACS | | Non IACS/No Record | | Total | IACS | | Non IACS/No Record | | Total |
| General Cargo Ships | 1,593 | 20.6% | 1,369 | 38.1% | 2,962 | 2,883 | 10.7% | 6,233 | 24.6% | 9,116 |
| Specialized Cargo Ships | 38 | 0.5% | 60 | 1.7% | 98 | 165 | 0.6% | 74 | 0.3% | 239 |
| Container Ships | 621 | 8.0% | 395 | 11.0% | 1,016 | 2,831 | 10.5% | 1,651 | 6.5% | 4,482 |
| Ro-Ro Cargo Ships | 262 | 3.4% | 89 | 2.5% | 351 | 683 | 2.5% | 384 | 1.5% | 1,067 |
| Bulk Carriers | 2,802 | 36.3% | 271 | 7.5% | 3,073 | 7,527 | 28.0% | 1,988 | 7.9% | 9,515 |
| Oil and Chemical Tankers | 1,178 | 15.2% | 438 | 12.2% | 1,616 | 6,740 | 25.0% | 3,974 | 15.7% | 10,714 |
| Gas Tankers | 323 | 4.2% | 37 | 1.0% | 360 | 1,345 | 5.0% | 464 | 1.8% | 1,809 |
| Other Tankers | 78 | 1.0% | 36 | 1.0% | 114 | 354 | 1.3% | 289 | 1.1% | 643 |
| Passenger Ships | 54 | 0.7% | 55 | 1.5% | 109 | 338 | 1.3% | 636 | 2.5% | 974 |
| Offshore Vessels | 646 | 8.4% | 369 | 10.3% | 1,015 | 2,602 | 9.7% | 1,935 | 7.6% | 4,537 |
| Service Ships | 99 | 1.3% | 174 | 4.8% | 273 | 923 | 3.4% | 1,840 | 7.3% | 2,763 |
| Tugs | 29 | 0.4% | 68 | 1.9% | 97 | 416 | 1.5% | 420 | 1.7% | 836 |
| Fishing Vessels | 6 | 0.1% | 234 | 6.5% | 240 | 105 | 0.4% | 5,421 | 21.4% | 5,526 |
| Total | 7,729 | 100% | 3,595 | 100% | 11,324 | 26,912 | 100% | 25,309 | 100% | 52,221 |

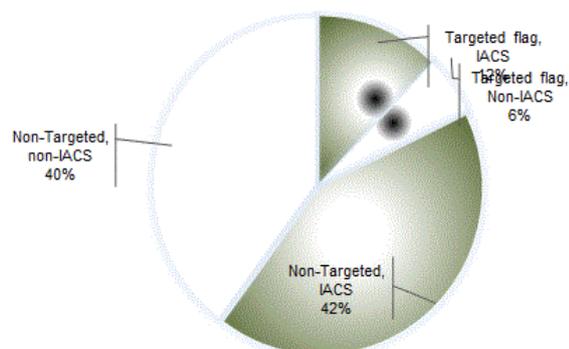
Source: Equasis - ⁽¹⁾ 25.000≤GT<60.000 - IACS membership on 31/12/2021

Table 64 - World fleet GT≥500: gross tonnage (in 1000 gt) of ships by type, class and flag

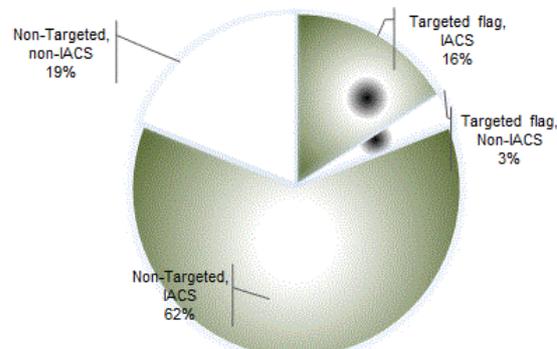
| Ship Type | Targeted flag | | | | | Non Targeted flag | | | | |
|--------------------------|----------------|-------------|--------------------|-------------|----------------|-------------------|-------------|--------------------|-------------|------------------|
| | IACS | | Non IACS/No Record | | Total | IACS | | Non IACS/No Record | | Total |
| General Cargo Ships | 12,156 | 5.1% | 5,559 | 12.5% | 17,715 | 21,759 | 2.4% | 22,299 | 8.0% | 44,058 |
| Specialized Cargo Ships | 532 | 0.2% | 312 | 0.7% | 844 | 3,426 | 0.4% | 878 | 0.3% | 4,304 |
| Container Ships | 26,915 | 11.4% | 18,615 | 41.7% | 45,530 | 149,959 | 16.6% | 70,394 | 25.2% | 220,353 |
| Ro-Ro Cargo Ships | 11,874 | 5.0% | 1,105 | 2.5% | 12,979 | 25,965 | 2.9% | 11,304 | 4.0% | 37,269 |
| Bulk Carriers | 117,389 | 49.5% | 6,291 | 14.1% | 123,680 | 336,226 | 37.2% | 49,157 | 17.6% | 385,383 |
| Oil and Chemical Tankers | 45,166 | 19.1% | 9,224 | 20.7% | 54,390 | 255,108 | 28.2% | 65,085 | 23.3% | 320,193 |
| Gas Tankers | 12,492 | 5.3% | 285 | 0.6% | 12,777 | 63,192 | 7.0% | 16,713 | 6.0% | 79,905 |
| Other Tankers | 270 | 0.1% | 100 | 0.2% | 370 | 1,615 | 0.2% | 590 | 0.2% | 2,205 |
| Passenger Ships | 3,043 | 1.3% | 233 | 0.5% | 3,276 | 12,992 | 1.4% | 10,693 | 3.8% | 23,685 |
| Offshore Vessels | 6,447 | 2.7% | 1,837 | 4.1% | 8,284 | 28,141 | 3.1% | 19,957 | 7.1% | 48,098 |
| Service Ships | 649 | 0.3% | 660 | 1.5% | 1,309 | 5,738 | 0.6% | 4,845 | 1.7% | 10,583 |
| Tugs | 24 | 0.0% | 58 | 0.1% | 82 | 371 | 0.0% | 359 | 0.1% | 730 |
| Fishing Vessels | 19 | 0.0% | 339 | 0.8% | 358 | 263 | 0.0% | 7,413 | 2.7% | 7,676 |
| Total | 236,976 | 100% | 44,618 | 100% | 281,594 | 904,755 | 100% | 279,687 | 100% | 1,184,442 |

Source: Equasis - ⁽¹⁾ 25.000≤GT<60.000 - IACS membership on 31/12/2021

Graph 62 - Total number of ships GT≥500, by class and flag



Graph 63 - Gross tonnage of ships GT≥500, by class and flag



MEDIUM SIZED SHIPS

Table 65 - Total number of medium sized⁽¹⁾ ships by type, class and flag

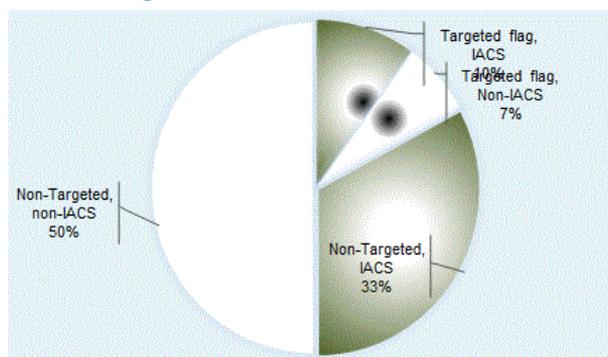
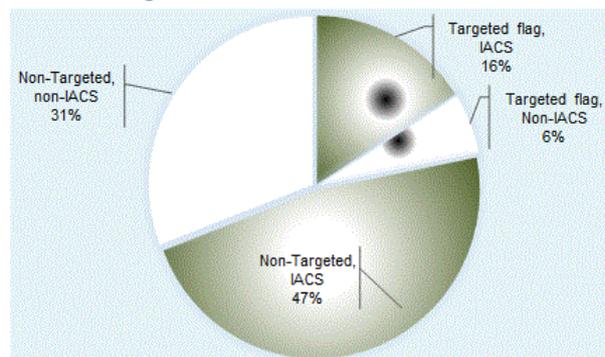
| Ship Type | Targeted flag | | | | | Non Targeted flag | | | | |
|--------------------------|---------------|-------------|--------------------|-------------|--------------|-------------------|-------------|--------------------|-------------|---------------|
| | IACS | | Non IACS/No Record | | Total | IACS | | Non IACS/No Record | | Total |
| General Cargo Ships | 1,555 | 35.6% | 1,365 | 43.3% | 2,920 | 2,783 | 19.4% | 6,111 | 27.9% | 8,894 |
| Specialized Cargo Ships | 31 | 0.7% | 59 | 1.9% | 90 | 115 | 0.8% | 61 | 0.3% | 176 |
| Container Ships | 343 | 7.9% | 187 | 5.9% | 530 | 1,086 | 7.6% | 699 | 3.2% | 1,785 |
| Ro-Ro Cargo Ships | 57 | 1.3% | 76 | 2.4% | 133 | 256 | 1.8% | 212 | 1.0% | 468 |
| Bulk Carriers | 755 | 17.3% | 178 | 5.6% | 933 | 1,771 | 12.4% | 1,143 | 5.2% | 2,914 |
| Oil and Chemical Tankers | 652 | 14.9% | 339 | 10.7% | 991 | 3,257 | 22.7% | 3,124 | 14.3% | 6,381 |
| Gas Tankers | 150 | 3.4% | 35 | 1.1% | 185 | 696 | 4.9% | 264 | 1.2% | 960 |
| Other Tankers | 76 | 1.7% | 36 | 1.1% | 112 | 345 | 2.4% | 284 | 1.3% | 629 |
| Passenger Ships | 24 | 0.5% | 52 | 1.6% | 76 | 204 | 1.4% | 545 | 2.5% | 749 |
| Offshore Vessels | 595 | 13.6% | 356 | 11.3% | 951 | 2,404 | 16.8% | 1,780 | 8.1% | 4,184 |
| Service Ships | 93 | 2.1% | 170 | 5.4% | 263 | 895 | 6.2% | 1,836 | 8.4% | 2,731 |
| Tugs | 29 | 0.7% | 68 | 2.2% | 97 | 416 | 2.9% | 420 | 1.9% | 836 |
| Fishing Vessels | 6 | 0.1% | 234 | 7.4% | 240 | 105 | 0.7% | 5,417 | 24.7% | 5,522 |
| Total | 4,366 | 100% | 3,155 | 100% | 7,521 | 14,333 | 100% | 21,896 | 100% | 36,229 |

Source: Equasis - ⁽¹⁾ 500sGT<25.000 - IACS membership on 31/12/2021

Table 66 - Gross tonnage (in 1000 gt) of medium sized⁽¹⁾ ships by type, class and flag

| Ship Type | Targeted flag | | | | | Non Targeted flag | | | | |
|--------------------------|---------------|-------------|--------------------|------------|---------------|-------------------|-------------|--------------------|-------------|----------------|
| | IACS | | Non IACS/No Record | | Total | IACS | | Non IACS/No Record | | Total |
| General Cargo Ships | 10,865 | 28.6% | 5,423 | 39.5% | 16,288 | 18,463 | 16.5% | 18,125 | 24.9% | 36,588 |
| Specialized Cargo Ships | 256 | 0.7% | 282 | 2.1% | 538 | 1,224 | 1.1% | 357 | 0.5% | 1,581 |
| Container Ships | 4,376 | 11.5% | 2,005 | 14.6% | 6,381 | 13,722 | 12.3% | 7,568 | 10.4% | 21,290 |
| Ro-Ro Cargo Ships | 698 | 1.8% | 492 | 3.6% | 1,190 | 3,163 | 2.8% | 1,736 | 2.4% | 4,899 |
| Bulk Carriers | 12,824 | 33.8% | 1,991 | 14.5% | 14,815 | 30,776 | 27.5% | 11,035 | 15.2% | 41,811 |
| Oil and Chemical Tankers | 5,282 | 13.9% | 1,476 | 10.7% | 6,758 | 25,623 | 22.9% | 12,627 | 17.3% | 38,250 |
| Gas Tankers | 1,136 | 3.0% | 191 | 1.4% | 1,327 | 4,387 | 3.9% | 1,551 | 2.1% | 5,938 |
| Other Tankers | 213 | 0.6% | 100 | 0.7% | 313 | 1,360 | 1.2% | 437 | 0.6% | 1,797 |
| Passenger Ships | 130 | 0.3% | 92 | 0.7% | 222 | 1,108 | 1.0% | 1,358 | 1.9% | 2,466 |
| Offshore Vessels | 1,709 | 4.5% | 787 | 5.7% | 2,496 | 7,274 | 6.5% | 5,697 | 7.8% | 12,971 |
| Service Ships | 415 | 1.1% | 499 | 3.6% | 914 | 4,080 | 3.6% | 4,690 | 6.4% | 8,770 |
| Tugs | 24 | 0.1% | 58 | 0.4% | 82 | 371 | 0.3% | 359 | 0.5% | 730 |
| Fishing Vessels | 19 | | 339 | | 358 | 263 | 0.2% | 7,271 | 10.0% | 7,534 |
| Total | 37,947 | 100% | 13,735 | 98% | 51,682 | 111,814 | 100% | 72,811 | 100% | 184,625 |

Source: Equasis - ⁽¹⁾ 500sGT<25.000 - IACS membership on 31/12/2021

Graph 64 - Total number of medium sized ships, by class and flag**Graph 65 - Gross tonnage of medium sized ships, by class and flag**

LARGE SHIPS

Table 67 - Total number of large⁽¹⁾ ships by type, class and flag

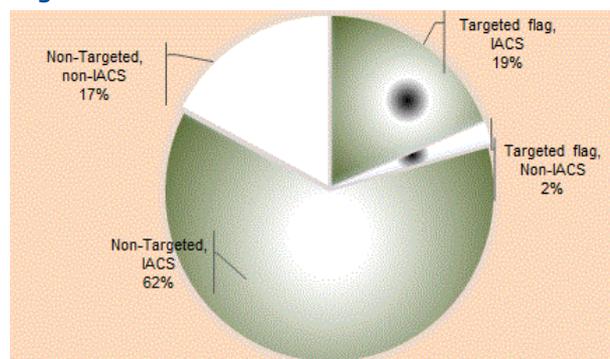
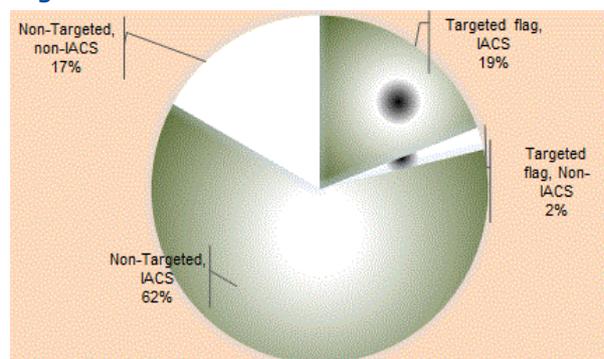
| Ship Type | Targeted flag | | | | | Non Targeted flag | | | | |
|--------------------------|---------------|-------------|--------------------|-------------|--------------|-------------------|-------------|--------------------|-------------|---------------|
| | IACS | | Non IACS/No Record | | Total | IACS | | Non IACS/No Record | | Total |
| General Cargo Ships | 38 | 1.6% | 4 | 1.5% | 42 | 100 | 1.3% | 122 | 5.5% | 222 |
| Specialized Cargo Ships | 7 | 0.3% | 1 | 0.4% | 8 | 43 | 0.5% | 13 | 0.6% | 56 |
| Container Ships | 139 | 5.8% | 117 | 44.2% | 256 | 805 | 10.2% | 568 | 25.6% | 1,373 |
| Ro-Ro Cargo Ships | 144 | 6.0% | 12 | 4.5% | 156 | 279 | 3.5% | 114 | 5.1% | 393 |
| Bulk Carriers | 1,619 | 67.5% | 73 | 27.5% | 1,692 | 4,405 | 55.6% | 745 | 33.6% | 5,150 |
| Oil and Chemical Tankers | 306 | 12.8% | 44 | 16.6% | 350 | 1,942 | 24.5% | 481 | 21.7% | 2,423 |
| Gas Tankers | 119 | 5.0% | 2 | 0.8% | 121 | 210 | 2.7% | 102 | 4.6% | 312 |
| Other Tankers | 2 | 0.1% | | | 2 | 9 | 0.1% | 5 | 0.2% | 14 |
| Passenger Ships | 3 | 0.1% | 3 | 1.1% | 6 | 44 | 0.6% | 21 | 0.9% | 65 |
| Offshore Vessels | 16 | 0.7% | 5 | 1.9% | 21 | 57 | 0.7% | 41 | 1.8% | 98 |
| Service Ships | 5 | 0.2% | 4 | 1.5% | 9 | 23 | 0.3% | 3 | 0.1% | 26 |
| Tugs | | | | | | | | | | |
| Fishing Vessels | | | | | | | | 4 | | 4 |
| Total | 2,398 | 100% | 265 | 100% | 2,663 | 7,917 | 100% | 2,219 | 100% | 10,136 |

Source: Equasis - ⁽¹⁾ 25.000≤GT<60.000 - IACS membership on 31/12/2021

Table 68 - Gross tonnage (in 1000 gt) of large⁽¹⁾ ships by type, class and flag

| Ship Type | Targeted flag | | | | | Non Targeted flag | | | | |
|--------------------------|---------------|-------------|--------------------|-------------|----------------|-------------------|-------------|--------------------|-------------|----------------|
| | IACS | | Non IACS/No Record | | Total | IACS | | Non IACS/No Record | | Total |
| General Cargo Ships | 1,291 | 1.4% | 136 | 1.4% | 1,427 | 3,296 | 1.1% | 4,174 | 5.2% | 7,470 |
| Specialized Cargo Ships | 276 | 0.3% | 30 | 0.3% | 306 | 1,692 | 0.6% | 521 | 0.6% | 2,213 |
| Container Ships | 5,007 | 5.4% | 4,363 | 43.6% | 9,370 | 30,627 | 10.3% | 20,774 | 25.6% | 51,401 |
| Ro-Ro Cargo Ships | 7,194 | 7.8% | 541 | 5.4% | 7,735 | 12,813 | 4.3% | 5,569 | 6.9% | 18,382 |
| Bulk Carriers | 61,777 | 66.7% | 2,552 | 25.5% | 64,329 | 166,279 | 55.8% | 26,253 | 32.4% | 192,532 |
| Oil and Chemical Tankers | 10,957 | 11.8% | 1,734 | 17.3% | 12,691 | 68,210 | 22.9% | 16,343 | 20.2% | 84,553 |
| Gas Tankers | 5,175 | 5.6% | 94 | 0.9% | 5,269 | 9,308 | 3.1% | 4,327 | 5.3% | 13,635 |
| Other Tankers | 57 | 0.1% | | | 57 | 255 | 0.1% | 153 | 0.2% | 408 |
| Passenger Ships | 97 | 0.1% | 141 | 1.4% | 238 | 1,828 | 0.6% | 812 | 1.0% | 2,640 |
| Offshore Vessels | 664 | 0.7% | 257 | 2.6% | 921 | 2,657 | 0.9% | 1,879 | 2.3% | 4,536 |
| Service Ships | 173 | 0.2% | 161 | 1.6% | 334 | 837 | 0.3% | 84 | 0.1% | 921 |
| Tugs | | | | | | | | | | |
| Fishing Vessels | | | | | | | | 142 | | 142 |
| Total | 92,668 | 100% | 10,009 | 100% | 102,677 | 297,802 | 100% | 81,031 | 100% | 378,833 |

Source: Equasis - ⁽¹⁾ 25.000≤GT<60.000 - IACS membership on 31/12/2021

Graph 66 - Total number of large ships, by class and flag**Graph 67 - Gross tonnage of large ships, by class and flag**

VERY LARGE SHIPS

Table 69 - Total number of very large⁽¹⁾ ships by type, class and flag

| Ship Type | Targeted flag | | | Non Targeted flag | | |
|--------------------------|---------------|--------------------|------------|-------------------|--------------------|--------------|
| | IACS | Non IACS/No Record | Total | IACS | Non IACS/No Record | Total |
| General Cargo Ships | | | | | | |
| Specialized Cargo Ships | | | | 7 | 0.2% | 7 |
| Container Ships | 139 | 14.4% | 91 | 52.0% | 230 | 940 |
| Ro-Ro Cargo Ships | 61 | 6.3% | 1 | 0.6% | 62 | 148 |
| Bulk Carriers | 428 | 44.4% | 20 | 11.4% | 448 | 1,351 |
| Oil and Chemical Tankers | 220 | 22.8% | 55 | 31.4% | 275 | 1,541 |
| Gas Tankers | 54 | 5.6% | | | 54 | 439 |
| Other Tankers | | | | | | |
| Passenger Ships | 27 | 2.8% | | | 27 | 90 |
| Offshore Vessels | 35 | 3.6% | 8 | 4.6% | 43 | 141 |
| Service Ships | 1 | 0.1% | | | 1 | 5 |
| Tugs | | | | | | |
| Fishing Vessels | | | | | | |
| Total | 965 | 100% | 175 | 100% | 1,140 | 4,662 |
| | | | | | | 1,194 |
| | | | | | | 5,856 |

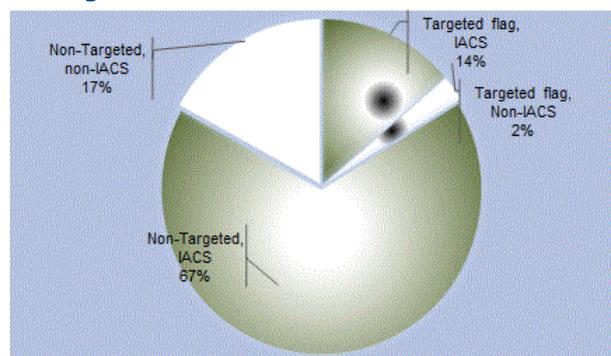
Source: Equasis - ⁽¹⁾ GT≥60.000 - IACS membership on 31/12/2021

Table 70 - Gross tonnage (in 1000 gt) of very large⁽¹⁾ ships by type, class and flag

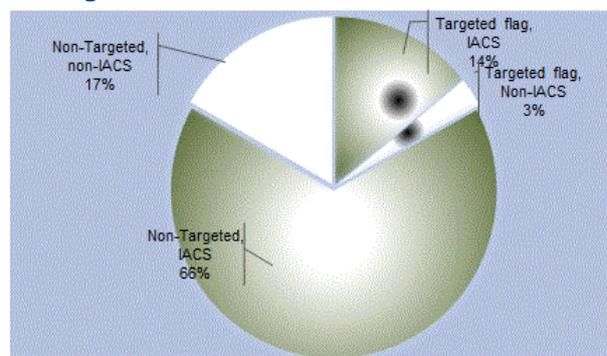
| Ship Type | Targeted flag | | | Non Targeted flag | | |
|--------------------------|----------------|--------------------|---------------|-------------------|--------------------|----------------|
| | IACS | Non IACS/No Record | Total | IACS | Non IACS/No Record | Total |
| General Cargo Ships | | | | | | |
| Specialized Cargo Ships | | | | 510 | 0.1% | 510 |
| Container Ships | 17,532 | 16.5% | 12,247 | 58.7% | 29,779 | 105,610 |
| Ro-Ro Cargo Ships | 3,982 | 3.7% | 72 | 0.3% | 4,054 | 9,989 |
| Bulk Carriers | 42,788 | 40.2% | 1,748 | 8.4% | 44,536 | 139,171 |
| Oil and Chemical Tankers | 28,927 | 27.2% | 6,014 | 28.8% | 34,941 | 161,275 |
| Gas Tankers | 6,181 | 5.8% | | | 6,181 | 49,497 |
| Other Tankers | | | | | | |
| Passenger Ships | 2,816 | 2.6% | | | 2,816 | 10,056 |
| Offshore Vessels | 4,074 | 3.8% | 793 | 3.8% | 4,867 | 18,210 |
| Service Ships | 61 | 0.1% | | | 61 | 821 |
| Tugs | | | | | | |
| Fishing Vessels | | | | | | |
| Total | 106,361 | 100% | 20,874 | 100% | 127,235 | 495,139 |
| | | | | | | 125,845 |
| | | | | | | 620,984 |

Source: Equasis - ⁽¹⁾ GT≥60.000 - IACS membership on 31/12/2021

Graph 68 - Total number of very large ships, by class and flag



Graph 69 - Gross tonnage of very large ships, by class and flag



3.4. SAFETY PERFORMANCE

WORLD FLEET GT≥500

Table 71 - World fleet GT≥500 detention rates^(*), by type and class - 2021

| Ship Type | IACS | Non IACS/No Record | Overall |
|--------------------------|--------------|--------------------|--------------|
| General Cargo Ships | 3.14% | 4.31% | 3.61% |
| Specialized Cargo Ships | 2.08% | 3.86% | 2.82% |
| Container Ships | 1.46% | 1.40% | 1.44% |
| Ro-Ro Cargo Ships | 1.25% | 4.52% | 2.18% |
| Bulk Carriers | 1.79% | 2.59% | 1.87% |
| Oil and Chemical Tankers | 1.05% | 0.84% | 1.01% |
| Gas Tankers | 0.68% | 0.24% | 0.59% |
| Other Tankers | 1.63% | 2.27% | 1.71% |
| Passenger Ships | 0.78% | 0.00% | 0.49% |
| Offshore Vessels | 2.36% | 1.18% | 1.83% |
| Service Ships | 2.68% | 2.00% | 2.47% |
| Tugs | 3.70% | 0.00% | 2.50% |
| Fishing Ships | 0.00% | 1.22% | 1.11% |
| Total | 1.80% | 2.69% | 2.01% |

Source: Equasis - IACS membership on 31/12/2021 - ^(*) Detentions in Paris MoU, Tokyo MoU, IO MoU, USCG, VDM, Med MoU, Caribbean MoU divided by total number of inspections

MEDIUM SIZED SHIPS

Table 72 - Medium sized⁽¹⁾ ships detention rates^(*), by type and class - 2021

| Ship Type | IACS | Non IACS/No Record | Overall |
|--------------------------|--------------|--------------------|--------------|
| General Cargo Ships | 3.26% | 4.50% | 3.75% |
| Specialized Cargo Ships | 2.69% | 4.23% | 3.40% |
| Container Ships | 1.96% | 2.36% | 2.09% |
| Ro-Ro Cargo Ships | 5.99% | 13.07% | 9.38% |
| Bulk Carriers | 2.53% | 3.18% | 2.63% |
| Oil and Chemical Tankers | 1.39% | 1.74% | 1.45% |
| Gas Tankers | 1.11% | 0.60% | 1.02% |
| Other Tankers | 1.74% | 3.33% | 1.89% |
| Passenger Ships | 2.44% | 0.00% | 1.63% |
| Offshore Vessels | 2.54% | 1.27% | 1.97% |
| Service Ships | 2.31% | 2.04% | 2.23% |
| Tugs | 3.70% | 0.00% | 2.50% |
| Fishing Ships | 0.00% | 1.27% | 1.15% |
| Total | 2.52% | 3.79% | 2.89% |

Source: Equasis - IACS membership on 31/12/2021 - ^(*) Detentions in Paris MoU, Tokyo MoU, IO MoU, USCG, VDM, Med MoU, Caribbean MoU divided by total number of inspections

LARGE SHIPS

Table 73 - Large⁽¹⁾ ships detention rates^(*), by type and class - 2021

| Ship Type | IACS | Non IACS/No Record | Overall |
|--------------------------|--------------|--------------------|--------------|
| General Cargo Ships | 0.00% | 0.99% | 0.48% |
| Specialized Cargo Ships | 0.00% | 0.00% | 0.00% |
| Container Ships | 1.24% | 1.59% | 1.40% |
| Ro-Ro Cargo Ships | 0.46% | 1.12% | 0.62% |
| Bulk Carriers | 1.37% | 2.14% | 1.43% |
| Oil and Chemical Tankers | 0.94% | 0.23% | 0.80% |
| Gas Tankers | 0.31% | 0.00% | 0.22% |
| Other Tankers | 0.00% | 0.00% | 0.00% |
| Passenger Ships | 0.00% | 0.00% | 0.00% |
| Offshore Vessels | 0.00% | 0.00% | 0.00% |
| Service Ships | 12.50% | 0.00% | 10.00% |
| Tugs | | | |
| Fishing Ships | | 0.00% | 0.00% |
| Total | 1.20% | 1.29% | 1.22% |

Source: Equasis - IACS membership on 31/12/2021 - (*) Detentions in Paris MoU, Tokyo MoU, IO MoU, USCG, VDM, Med MoU and Caribbean MoU divided by total number of inspections

VERY LARGE SHIPS

Table 74 - Very large⁽¹⁾ ships detention rates^(*), by type and class -2021

| Ship Type | IACS | Non IACS/No Record | Overall |
|--------------------------|--------------|--------------------|--------------|
| General Cargo Ships | | | |
| Specialized Cargo Ships | 0.00% | | 0.00% |
| Container Ships | 1.14% | 0.27% | 0.85% |
| Ro-Ro Cargo Ships | 0.58% | 0.00% | 0.43% |
| Bulk Carriers | 2.10% | 1.66% | 2.07% |
| Oil and Chemical Tankers | 0.49% | 0.28% | 0.45% |
| Gas Tankers | 0.24% | 0.00% | 0.19% |
| Other Tankers | | | |
| Passenger Ships | 0.00% | 0.00% | 0.00% |
| Offshore Vessels | 0.00% | 0.00% | 0.00% |
| Service Ships | | | |
| Tugs | | | |
| Fishing Ships | | | |
| Total | 1.19% | 0.34% | 1.00% |

Source: Equasis - IACS membership on 31/12/2021 - (*) Detentions in Paris MoU, Tokyo MoU, IO MoU, USCG, VDM, Med MoU, Caribbean MoU divided by total number of inspections

Chapter 4

4. P&I Clubs and Insurance Companies

INTRODUCTION

Protection and Indemnity (P&I) Clubs provide third-party insurance cover to ship owners. Thirteen P&I Clubs of the International Group (IGP&I) provide to Equasis information on all of the vessels with IMO numbers insured by them. Some of the Clubs have affiliated and reinsured subsidiary associations:

1. American Steamship Owners Mutual Protection and Indemnity Association, Inc.
2. Assuranceforeningen Gard – Norway,
3. Assuranceforeningen Skuld – Norway,
4. Britannia Steam Ship Insurance Association Limited (The),
5. The Japan Ship Owners' Mutual Protection & Indemnity Association,
6. The London Steam-Ship Owners' Mutual Insurance Association Limited,
7. The North of England Protecting & Indemnity Association Limited,
8. The Shipowners' Mutual Protection & Indemnity Association (Luxembourg),
9. The Standard Club Ltd,
10. The Steamship Mutual Underwriting Association (Bermuda) Limited,
11. The Swedish Club,
12. United Kingdom Mutual Steam Ship Assurance Association (Bermuda) Limited, and
13. The West of England Ship Owners Mutual Insurance Association (Luxembourg).

It should be noted that there is a significant number of small ships of less than 100GT entered in the IGP&I data but as explained in Chapter 1, small ships are not included in the statistics which follow.

The following tables show the proportion of the fleet, in each ship size and ship type, which is registered with the clubs in the IGP&I (column headed IGP&I), compared

to the proportion of ships (column headed Non IGP&I) which are either:

- insured with a club which is not a member of the IGP&I,
- covered by commercial insurance for which information is not available,
- not covered by P&I insurance.

In Chapter 4.4 the fleet is analysed according to P&I and flag State status. Flag States are grouped in two categories, targeted and non-targeted, as explained in Chapter 1.

In Chapter 4.5 the detention rate of ships is the ratio between the number of detentions and the number of inspections in the Paris MoU, Tokyo MoU, Indian Ocean MoU (IO MoU), USCG, Viña del Mar Agreement, Mediterranean MoU, Caribbean MoU, Black Sea MoU and Abuja MoU.

RESULTS

Graph 70 indicates that for vessels over 500GT in Equasis, for which data has been supplied, 58% are covered by one of the members of the IGP&I. This rises to 88% by tonnage representing a 3% reduction when compared to 2020.

Graphs 74,75, 76 and 77 show that 91% of the large ships and 92% of the very large ship size categories are covered by the members of the IGP&I. Within the medium sized ship category (Graph 72) just under a half (42%) are covered by number, which equates to 67% in tonnage (Graph 73).

The comparison between Graph 78 and Graph 86 reveals that the age profile of ships covered by the members of the IGP&I is considerably younger than those which are not. Graph 78 shows that 13% of the IGP&I fleet is under 5 years old and only 10% is over 25 years old.

In table 83 it can be noted that within the younger fleet (0-4 years of age) the

majority of ships insured by IGP&I are bulk carriers (33.6%).

In table 87 this trend is more marked in the large bulk carrier size category of the younger fleet (59.7%).

For non-IGP&I members the trend is reversed, as it can be seen in table 91, where only 10.8% of the bulk carrier fleet under 5 years old being insured by non-IGP&I members and in table 95 in which 51.6% of the fleet over 25 years old are bulk carriers. Table 91 shows that 34.3% of the older fleet insured by non-IGP&I members are general cargo ships.

Table 107 shows that ships insured by companies outside the IGP&I had a higher detention rate in 2021 compared to the one of those that are members (5.07% compared to 1.42%, respectively).

4.1. P&I STATUS

WORLD FLEET GT≥500

Table 75 - P&I world fleet GT≥500 status : total number of ships, by type

| Ship Type | IGP&I | | Non IGP&I | | Total | |
|--------------------------|---------------|-------------|---------------|-------------|---------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 4,053 | 11.1% | 8,025 | 29.8% | 12,078 | 19.0% |
| Specialized Cargo Ships | 184 | 0.5% | 153 | 0.6% | 337 | 0.5% |
| Container Ships | 4,363 | 11.9% | 1,135 | 4.2% | 5,498 | 8.7% |
| Ro-Ro Cargo Ships | 1,029 | 2.8% | 389 | 1.4% | 1,418 | 2.2% |
| Bulk Carriers | 10,441 | 28.5% | 2,147 | 8.0% | 12,588 | 19.8% |
| Oil and Chemical Tankers | 8,380 | 22.9% | 3,950 | 14.7% | 12,330 | 19.4% |
| Gas Tankers | 1,733 | 4.7% | 436 | 1.6% | 2,169 | 3.4% |
| Other Tankers | 358 | 1.0% | 399 | 1.5% | 757 | 1.2% |
| Passenger Ships | 523 | 1.4% | 560 | 2.1% | 1,083 | 1.7% |
| Offshore Vessels | 3,411 | 9.3% | 2,141 | 7.9% | 5,552 | 8.7% |
| Service Ships | 777 | 2.1% | 2,259 | 8.4% | 3,036 | 4.8% |
| Tugs | 417 | 1.1% | 516 | 1.9% | 933 | 1.5% |
| Fishing Vessels | 933 | 2.5% | 4,833 | 17.9% | 5,766 | 9.1% |
| Total | 36,602 | 100% | 26,943 | 100% | 63,545 | 100% |

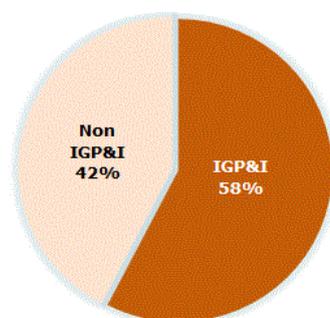
Source: Equasis

Table 76 - P&I world fleet GT≥500 status : gross tonnage (in 1000 gt) of ships, by type

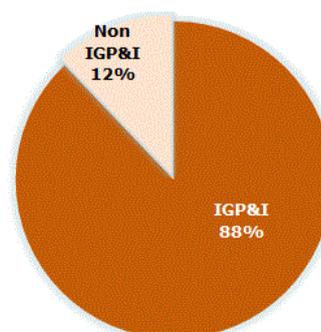
| Ship Type | IGP&I | | Non IGP&I | | Total | |
|--------------------------|------------------|-------------|----------------|-------------|------------------|-------------|
| | Count | % | Count | % | Count | % |
| General Cargo Ships | 37,933 | 2.9% | 23,841 | 13.4% | 61,774 | 4.2% |
| Specialized Cargo Ships | 3,963 | 0.3% | 1,186 | 0.7% | 5,149 | 0.4% |
| Container Ships | 226,027 | 17.5% | 39,856 | 22.4% | 265,883 | 18.1% |
| Ro-Ro Cargo Ships | 46,400 | 3.6% | 3,849 | 2.2% | 50,249 | 3.4% |
| Bulk Carriers | 476,111 | 37.0% | 32,952 | 18.5% | 509,063 | 34.7% |
| Oil and Chemical Tankers | 328,604 | 25.5% | 45,978 | 25.9% | 374,582 | 25.6% |
| Gas Tankers | 89,246 | 6.9% | 3,437 | 1.9% | 92,683 | 6.3% |
| Other Tankers | 1,971 | 0.2% | 604 | 0.3% | 2,575 | 0.2% |
| Passenger Ships | 25,380 | 2.0% | 1,579 | 0.9% | 26,959 | 1.8% |
| Offshore Vessels | 44,765 | 3.5% | 11,618 | 6.5% | 56,383 | 3.8% |
| Service Ships | 5,482 | 0.4% | 6,409 | 3.6% | 11,891 | 0.8% |
| Tugs | 374 | 0.0% | 438 | 0.2% | 812 | 0.1% |
| Fishing Vessels | 1,926 | 0.1% | 6,108 | 3.4% | 8,034 | 0.5% |
| Total | 1,288,182 | 100% | 177,855 | 100% | 1,466,037 | 100% |

Source: Equasis

Graph 70 - Number of ships GT≥500, by P&I status



Graph 71 - Gross tonnage of ships GT≥500, by P&I status



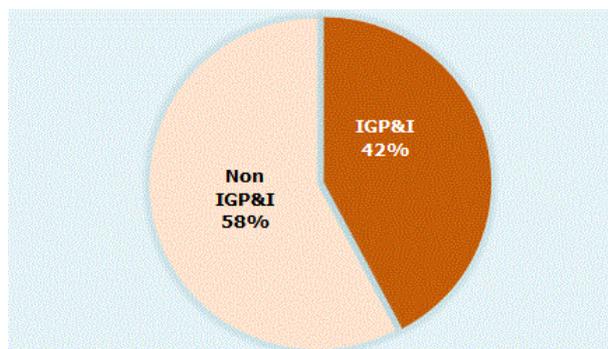
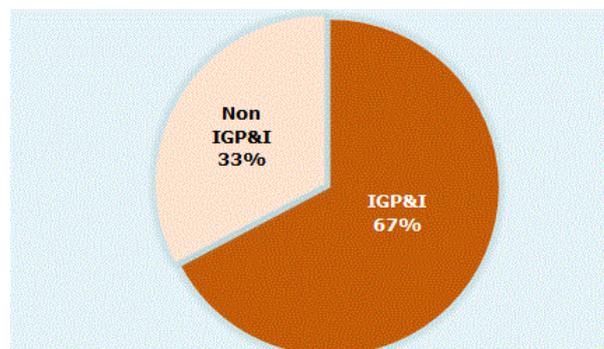
MEDIUM SIZED SHIPS

Table 77 - P&I status : total number of medium sized⁽¹⁾ ships, by type

| Ship Type | IGP&I | | Non IGP&I | | Total | |
|--------------------------|---------------|-------------|---------------|-------------|---------------|-------------|
| General Cargo Ships | 3,802 | 20.6% | 8,012 | 31.7% | 11,814 | 27.0% |
| Specialized Cargo Ships | 123 | 0.7% | 143 | 0.6% | 266 | 0.6% |
| Container Ships | 1,633 | 8.8% | 682 | 2.7% | 2,315 | 5.3% |
| Ro-Ro Cargo Ships | 236 | 1.3% | 365 | 1.4% | 601 | 1.4% |
| Bulk Carriers | 2,270 | 12.3% | 1,577 | 6.2% | 3,847 | 8.8% |
| Oil and Chemical Tankers | 3,869 | 20.9% | 3,503 | 13.9% | 7,372 | 16.9% |
| Gas Tankers | 749 | 4.1% | 396 | 1.6% | 1,145 | 2.6% |
| Other Tankers | 342 | 1.8% | 399 | 1.6% | 741 | 1.7% |
| Passenger Ships | 271 | 1.5% | 554 | 2.2% | 825 | 1.9% |
| Offshore Vessels | 3,096 | 16.7% | 2,039 | 8.1% | 5,135 | 11.7% |
| Service Ships | 746 | 4.0% | 2,248 | 8.9% | 2,994 | 6.8% |
| Tugs | 417 | 2.3% | 516 | 2.0% | 933 | 2.1% |
| Fishing Vessels | 933 | 5.0% | 4,829 | 19.1% | 5,762 | 13.2% |
| Total | 18,487 | 100% | 25,263 | 100% | 43,750 | 100% |

Source: Equasis - ⁽¹⁾ 500≤GT<25.000**Table 78 - P&I status : gross tonnage (in 1000 gt) of medium sized⁽¹⁾ ships, by type**

| Ship Type | IGP&I | | Non IGP&I | | Total | |
|--------------------------|----------------|-------------|---------------|-------------|----------------|-------------|
| General Cargo Ships | 29,421 | 18.5% | 23,456 | 30.3% | 52,877 | 22.4% |
| Specialized Cargo Ships | 1,391 | 0.9% | 728 | 0.9% | 2,119 | 0.9% |
| Container Ships | 21,616 | 13.6% | 6,055 | 7.8% | 27,671 | 11.7% |
| Ro-Ro Cargo Ships | 3,338 | 2.1% | 2,751 | 3.6% | 6,089 | 2.6% |
| Bulk Carriers | 42,750 | 26.9% | 13,876 | 17.9% | 56,626 | 24.0% |
| Oil and Chemical Tankers | 33,974 | 21.4% | 11,034 | 14.3% | 45,008 | 19.0% |
| Gas Tankers | 6,229 | 3.9% | 1,035 | 1.3% | 7,264 | 3.1% |
| Other Tankers | 1,506 | 0.9% | 604 | 0.8% | 2,110 | 0.9% |
| Passenger Ships | 1,328 | 0.8% | 1,359 | 1.8% | 2,687 | 1.1% |
| Offshore Vessels | 11,293 | 7.1% | 4,176 | 5.4% | 15,469 | 6.5% |
| Service Ships | 3,731 | 2.3% | 5,953 | 7.7% | 9,684 | 4.1% |
| Tugs | 374 | 0.2% | 438 | 0.6% | 812 | 0.3% |
| Fishing Vessels | 1,926 | 1.2% | 5,966 | 7.7% | 7,892 | 3.3% |
| Total | 158,877 | 100% | 77,431 | 100% | 236,308 | 100% |

Source: Equasis - ⁽¹⁾ 500≤GT<25.000**Graph 72 - Number of medium sized ships, by P&I status****Graph 73 - Gross tonnage of medium sized ships, by P&I status**

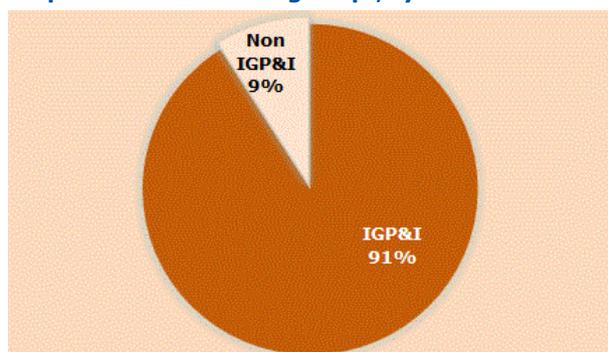
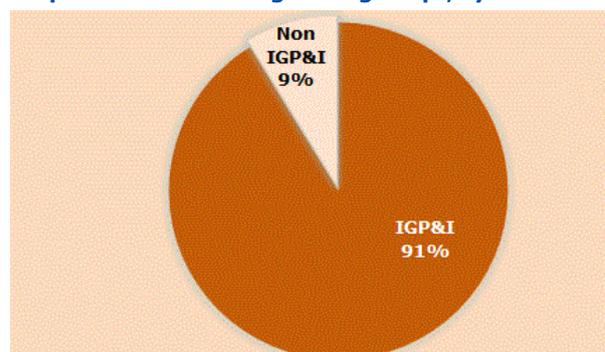
LARGE SHIPS

Table 79 - P&I status : total number of large⁽¹⁾ ships, by type

| Ship Type | IGP&I | | Non IGP&I | | Total | |
|--------------------------|---------------|-------------|--------------|-------------|---------------|-------------|
| General Cargo Ships | 251 | 2.2% | 13 | 1.1% | 264 | 2.1% |
| Specialized Cargo Ships | 57 | 0.5% | 7 | 0.6% | 64 | 0.5% |
| Container Ships | 1,382 | 11.9% | 247 | 21.5% | 1,629 | 12.7% |
| Ro-Ro Cargo Ships | 527 | 4.5% | 22 | 1.9% | 549 | 4.3% |
| Bulk Carriers | 6,280 | 53.9% | 562 | 48.8% | 6,842 | 53.5% |
| Oil and Chemical Tankers | 2,564 | 22.0% | 209 | 18.2% | 2,773 | 21.7% |
| Gas Tankers | 403 | 3.5% | 30 | 2.6% | 433 | 3.4% |
| Other Tankers | 16 | 0.1% | | | 16 | 0.1% |
| Passenger Ships | 65 | 0.6% | 6 | 0.5% | 71 | 0.6% |
| Offshore Vessels | 78 | 0.7% | 41 | 3.6% | 119 | 0.9% |
| Service Ships | 25 | 0.2% | 10 | 0.9% | 35 | 0.3% |
| Tugs | | | | | | |
| Fishing Vessels | | | 4 | 0.3% | 4 | 0.0% |
| Total | 11,648 | 100% | 1,151 | 100% | 12,799 | 100% |

Source: Equasis - ⁽¹⁾ 25.000≤GT<60.000**Table 80 - P&I status : gross tonnage (in 1000 gt) of large⁽¹⁾ ships, by type**

| Ship Type | IGP&I | | Non IGP&I | | Total | |
|--------------------------|----------------|-------------|---------------|-------------|----------------|-------------|
| General Cargo Ships | 8,512 | 1.9% | 385 | 0.9% | 8,897 | 1.8% |
| Specialized Cargo Ships | 2,262 | 0.5% | 257 | 0.6% | 2,519 | 0.5% |
| Container Ships | 51,335 | 11.7% | 9,436 | 22.4% | 60,771 | 12.6% |
| Ro-Ro Cargo Ships | 25,164 | 5.7% | 953 | 2.3% | 26,117 | 5.4% |
| Bulk Carriers | 238,428 | 54.3% | 18,433 | 43.8% | 256,861 | 53.3% |
| Oil and Chemical Tankers | 88,571 | 20.2% | 8,673 | 20.6% | 97,244 | 20.2% |
| Gas Tankers | 17,594 | 4.0% | 1,311 | 3.1% | 18,905 | 3.9% |
| Other Tankers | 465 | 0.1% | | | 465 | 0.1% |
| Passenger Ships | 2,657 | 0.6% | 220 | 0.5% | 2,877 | 0.6% |
| Offshore Vessels | 3,540 | 0.8% | 1,916 | 4.5% | 5,456 | 1.1% |
| Service Ships | 870 | 0.2% | 385 | 0.9% | 1,255 | 0.3% |
| Tugs | | | | | | |
| Fishing Vessels | | | 142 | 0.3% | 142 | 0.0% |
| Total | 439,398 | 100% | 42,111 | 100% | 481,509 | 100% |

Source: Equasis - ⁽¹⁾ 25.000≤GT<60.000**Graph 74 - Number of large ships, by P&I status****Graph 75 - Gross tonnage of large ships, by P&I status**

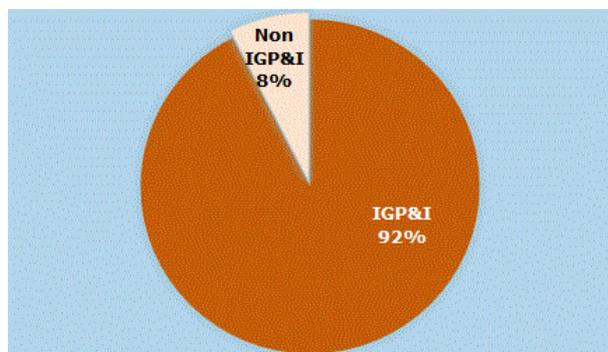
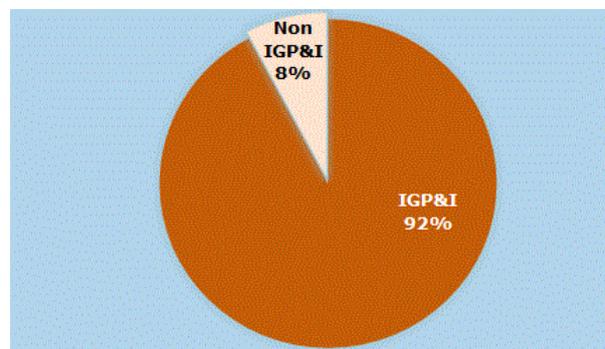
VERY LARGE SHIPS

Table 81 - P&I status : total number of very large⁽¹⁾ ships, by type

| Ship Type | IGP&I | | Non IGP&I | | Total | |
|--------------------------|--------------|-------------|------------|-------------|--------------|-------------|
| General Cargo Ships | | | | | | |
| Specialized Cargo Ships | 4 | 0.1% | 3 | 0.6% | 7 | 0.1% |
| Container Ships | 1,348 | 20.8% | 206 | 38.9% | 1,554 | 22.2% |
| Ro-Ro Cargo Ships | 266 | 4.1% | 2 | 0.4% | 268 | 3.8% |
| Bulk Carriers | 1,891 | 29.2% | 8 | 1.5% | 1,899 | 27.1% |
| Oil and Chemical Tankers | 1,947 | 30.1% | 238 | 45.0% | 2,185 | 31.2% |
| Gas Tankers | 581 | 9.0% | 10 | 1.9% | 591 | 8.4% |
| Other Tankers | | | | | | |
| Passenger Ships | 187 | 2.9% | | | 187 | 2.7% |
| Offshore Vessels | 237 | 3.7% | 61 | 11.5% | 298 | 4.3% |
| Service Ships | 6 | 0.1% | 1 | 0.2% | 7 | 0.1% |
| Tugs | | | | | | |
| Fishing Vessels | | | | | | |
| Total | 6,467 | 100% | 529 | 100% | 6,996 | 100% |

Source: Equasis - ⁽¹⁾GT≥60,000**Table 82 - P&I status : gross tonnage (in 1000 gt) of very large⁽¹⁾ ships, by type**

| Ship Type | IGP&I | | Non IGP&I | | Total | |
|--------------------------|----------------|-------------|---------------|-------------|----------------|-------------|
| General Cargo Ships | | | | | | |
| Specialized Cargo Ships | 310 | 0.0% | 201 | 0.3% | 511 | 0.1% |
| Container Ships | 153,076 | 22.2% | 24,365 | 41.8% | 177,441 | 23.7% |
| Ro-Ro Cargo Ships | 17,898 | 2.6% | 145 | 0.2% | 18,043 | 2.4% |
| Bulk Carriers | 194,933 | 28.3% | 643 | 1.1% | 195,576 | 26.1% |
| Oil and Chemical Tankers | 206,059 | 29.9% | 26,271 | 45.1% | 232,330 | 31.1% |
| Gas Tankers | 65,423 | 9.5% | 1,091 | 1.9% | 66,514 | 8.9% |
| Other Tankers | | | | | | |
| Passenger Ships | 21,395 | 3.1% | | | 21,395 | 2.9% |
| Offshore Vessels | 29,932 | 4.3% | 5,526 | 9.5% | 35,458 | 4.7% |
| Service Ships | 881 | 0.1% | 71 | 0.1% | 952 | 0.1% |
| Tugs | | | | | | |
| Fishing Vessels | | | | | | |
| Total | 689,907 | 100% | 58,313 | 100% | 748,220 | 100% |

Source: Equasis - ⁽¹⁾GT≥60,000**Graph 76 - Number of very large ships, by P&I status****Graph 77 - Gross tonnage of very large ships, by P&I status**

4.2. IGP&I AND AGE

WORLD FLEET GT≥500

Table 83 - IGP&I world fleet GT≥500 : total number of ships, by type and age

| Ship Type | 0-4 | | 5-14 | | 15-24 | | 25+ | | Total | |
|--------------------------|--------------|-------------|---------------|-------------|--------------|-------------|--------------|-------------|---------------|-------------|
| | Count | % | Count | % | Count | % | Count | % | Count | % |
| General Cargo Ships | 296 | 6.3% | 1,778 | 9.3% | 1,070 | 11.8% | 909 | 24.5% | 4,053 | 11.1% |
| Specialized Cargo Ships | 29 | 0.6% | 98 | 0.5% | 27 | 0.3% | 30 | 0.8% | 184 | 0.5% |
| Container Ships | 505 | 10.8% | 1,876 | 9.8% | 1,674 | 18.4% | 308 | 8.3% | 4,363 | 11.9% |
| Ro-Ro Cargo Ships | 71 | 1.5% | 489 | 2.6% | 365 | 4.0% | 104 | 2.8% | 1,029 | 2.8% |
| Bulk Carriers | 1,576 | 33.6% | 6,644 | 34.8% | 1,825 | 20.1% | 396 | 10.7% | 10,441 | 28.5% |
| Oil and Chemical Tankers | 1,324 | 28.2% | 4,189 | 21.9% | 2,478 | 27.2% | 389 | 10.5% | 8,380 | 22.9% |
| Gas Tankers | 357 | 7.6% | 840 | 4.4% | 389 | 4.3% | 147 | 4.0% | 1,733 | 4.7% |
| Other Tankers | 43 | 0.9% | 218 | 1.1% | 43 | 0.5% | 54 | 1.5% | 358 | 1.0% |
| Passenger Ships | 87 | 1.9% | 105 | 0.5% | 152 | 1.7% | 179 | 4.8% | 523 | 1.4% |
| Offshore Vessels | 225 | 4.8% | 2,220 | 11.6% | 675 | 7.4% | 291 | 7.9% | 3,411 | 9.3% |
| Service Ships | 56 | 1.2% | 258 | 1.4% | 144 | 1.6% | 319 | 8.6% | 777 | 2.1% |
| Tugs | 41 | 0.9% | 202 | 1.1% | 78 | 0.9% | 96 | 2.6% | 417 | 1.1% |
| Fishing Vessels | 86 | 1.8% | 189 | 1.0% | 174 | 1.9% | 484 | 13.1% | 933 | 2.5% |
| Total | 4,696 | 100% | 19,106 | 100% | 9,094 | 100% | 3,706 | 100% | 36,602 | 100% |

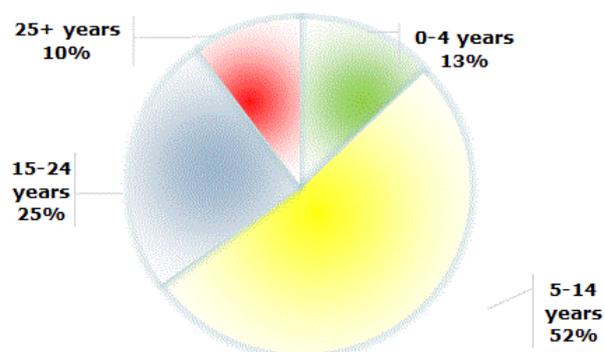
Source: Equasis

Table 84 - IGP&I whole fleet GT≥500: gross tonnage (in 1000 gt) of ships, by type and age

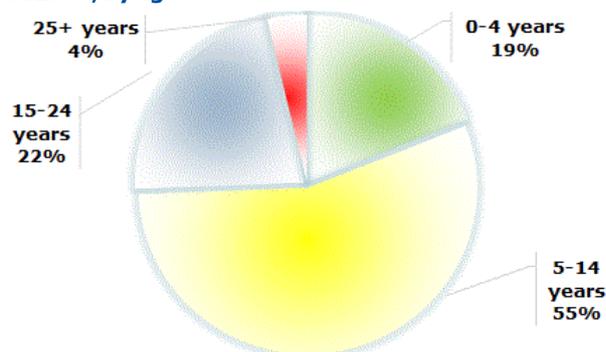
| Ship Type | 0-4 | | 5-14 | | 15-24 | | 25+ | | Total | |
|--------------------------|----------------|-------------|----------------|-------------|----------------|-------------|---------------|-------------|------------------|-------------|
| | Count | % | Count | % | Count | % | Count | % | Count | % |
| General Cargo Ships | 3,756 | 1.5% | 20,815 | 2.9% | 8,739 | 3.1% | 4,623 | 9.6% | 37,933 | 2.9% |
| Specialized Cargo Ships | 570 | 0.2% | 1,923 | 0.3% | 583 | 0.2% | 886 | 1.8% | 3,962 | 0.3% |
| Container Ships | 41,738 | 17.1% | 117,306 | 16.4% | 60,517 | 21.5% | 6,468 | 13.4% | 226,029 | 17.5% |
| Ro-Ro Cargo Ships | 3,876 | 1.6% | 25,020 | 3.5% | 15,329 | 5.4% | 2,176 | 4.5% | 46,401 | 3.6% |
| Bulk Carriers | 87,228 | 35.8% | 305,726 | 42.8% | 73,949 | 26.3% | 9,207 | 19.0% | 476,110 | 37.0% |
| Oil and Chemical Tankers | 68,550 | 28.1% | 174,182 | 24.4% | 83,300 | 29.6% | 2,571 | 5.3% | 328,603 | 25.5% |
| Gas Tankers | 26,531 | 10.9% | 40,689 | 5.7% | 17,685 | 6.3% | 4,340 | 9.0% | 89,245 | 6.9% |
| Other Tankers | 277 | 0.1% | 1,246 | 0.2% | 302 | 0.1% | 146 | 0.3% | 1,971 | 0.2% |
| Passenger Ships | 5,997 | 2.5% | 8,541 | 1.2% | 8,135 | 2.9% | 2,708 | 5.6% | 25,381 | 2.0% |
| Offshore Vessels | 4,628 | 1.9% | 16,344 | 2.3% | 11,082 | 3.9% | 12,712 | 26.3% | 44,766 | 3.5% |
| Service Ships | 542 | 0.2% | 2,092 | 0.3% | 1,326 | 0.5% | 1,522 | 3.1% | 5,482 | 0.4% |
| Tugs | 40 | 0.0% | 183 | 0.0% | 69 | 0.0% | 82 | 0.2% | 374 | 0.0% |
| Fishing Vessels | 223 | 0.1% | 416 | 0.1% | 326 | 0.1% | 961 | 2.0% | 1,926 | 0.1% |
| Total | 243,956 | 100% | 714,483 | 100% | 281,342 | 100% | 48,402 | 100% | 1,288,183 | 100% |

Source: Equasis

Graph 78 - IGP&I world fleet GT≥500, by age



Graph 79 - Gross tonnage of IGP&I world fleet GT≥500, by age



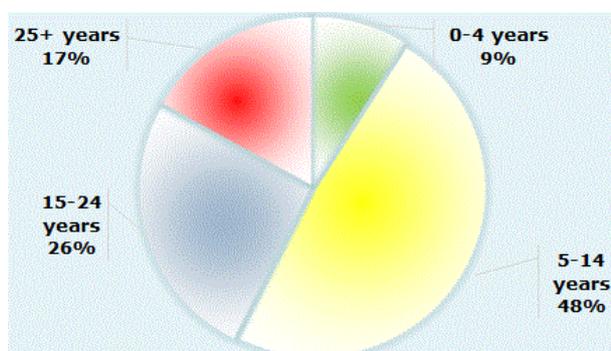
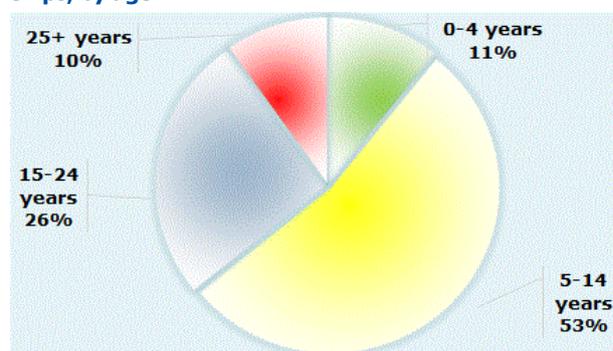
MEDIUM SIZED SHIPS

Table 85 - IGP&I : total number of medium sized⁽¹⁾ ships, by type and age

| Ship Type | 0-4 | | 5-14 | | 15-24 | | 25+ | | Total | |
|--------------------------|--------------|-------------|--------------|-------------|--------------|-------------|--------------|-------------|---------------|-------------|
| General Cargo Ships | 259 | 15.6% | 1,641 | 18.3% | 1,026 | 21.6% | 876 | 28.0% | 3,802 | 20.6% |
| Specialized Cargo Ships | 20 | 1.2% | 77 | 0.9% | 17 | 0.4% | 9 | 0.3% | 123 | 0.7% |
| Container Ships | 165 | 9.9% | 537 | 6.0% | 709 | 14.9% | 222 | 7.1% | 1,633 | 8.8% |
| Ro-Ro Cargo Ships | 7 | 0.4% | 47 | 0.5% | 103 | 2.2% | 79 | 2.5% | 236 | 1.3% |
| Bulk Carriers | 223 | 13.4% | 1,463 | 16.3% | 370 | 7.8% | 214 | 6.8% | 2,270 | 12.3% |
| Oil and Chemical Tankers | 457 | 27.5% | 1,800 | 20.1% | 1,250 | 26.3% | 362 | 11.6% | 3,869 | 20.9% |
| Gas Tankers | 75 | 4.5% | 380 | 4.2% | 194 | 4.1% | 100 | 3.2% | 749 | 4.1% |
| Other Tankers | 40 | 2.4% | 210 | 2.3% | 39 | 0.8% | 53 | 1.7% | 342 | 1.8% |
| Passenger Ships | 42 | 2.5% | 30 | 0.3% | 55 | 1.2% | 144 | 4.6% | 271 | 1.5% |
| Offshore Vessels | 197 | 11.8% | 2,127 | 23.8% | 593 | 12.5% | 179 | 5.7% | 3,096 | 16.7% |
| Service Ships | 52 | 3.1% | 248 | 2.8% | 137 | 2.9% | 309 | 9.9% | 746 | 4.0% |
| Tugs | 41 | 2.5% | 202 | 2.3% | 78 | 1.6% | 96 | 3.1% | 417 | 2.3% |
| Fishing Vessels | 86 | 5.2% | 189 | 2.1% | 174 | 3.7% | 484 | 15.5% | 933 | 5.0% |
| Total | 1,664 | 100% | 8,951 | 100% | 4,745 | 100% | 3,127 | 100% | 18,487 | 100% |

Source: Equasis - ⁽¹⁾ 500≤GT<25.000**Table 86 - IGP&I : gross tonnage (in 1000 gt) of medium sized⁽¹⁾ ships, by type and age**

| Ship Type | 0-4 | | 5-14 | | 15-24 | | 25+ | | Total | |
|--------------------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|----------------|-------------|
| General Cargo Ships | 2,366 | 13.8% | 16,178 | 19.1% | 7,323 | 17.7% | 3,553 | 22.8% | 29,420 | 18.5% |
| Specialized Cargo Ships | 164 | 1.0% | 968 | 1.1% | 176 | 0.4% | 84 | 0.5% | 1,392 | 0.9% |
| Container Ships | 2,491 | 14.6% | 7,273 | 8.6% | 9,020 | 21.8% | 2,832 | 18.1% | 21,616 | 13.6% |
| Ro-Ro Cargo Ships | 66 | 0.4% | 724 | 0.9% | 1,646 | 4.0% | 902 | 5.8% | 3,338 | 2.1% |
| Bulk Carriers | 4,728 | 27.7% | 29,033 | 34.2% | 6,191 | 15.0% | 2,798 | 17.9% | 42,750 | 26.9% |
| Oil and Chemical Tankers | 4,395 | 25.7% | 15,928 | 18.8% | 12,173 | 29.4% | 1,477 | 9.5% | 33,973 | 21.4% |
| Gas Tankers | 701 | 4.1% | 3,604 | 4.3% | 1,455 | 3.5% | 468 | 3.0% | 6,228 | 3.9% |
| Other Tankers | 199 | 1.2% | 1,014 | 1.2% | 176 | 0.4% | 117 | 0.7% | 1,506 | 0.9% |
| Passenger Ships | 331 | 1.9% | 82 | 0.1% | 213 | 0.5% | 703 | 4.5% | 1,329 | 0.8% |
| Offshore Vessels | 983 | 5.8% | 8,016 | 9.5% | 1,706 | 4.1% | 588 | 3.8% | 11,293 | 7.1% |
| Service Ships | 401 | 2.3% | 1,375 | 1.6% | 914 | 2.2% | 1,041 | 6.7% | 3,731 | 2.3% |
| Tugs | 40 | 0.2% | 183 | 0.2% | 69 | 0.2% | 82 | 0.5% | 374 | 0.2% |
| Fishing Vessels | 223 | 1.3% | 416 | 0.5% | 326 | 0.8% | 961 | 6.2% | 1,926 | 1.2% |
| Total | 17,088 | 100% | 84,794 | 100% | 41,388 | 100% | 15,606 | 100% | 158,876 | 100% |

Source: Equasis - ⁽¹⁾ 500≤GT<25.000**Graph 80 - IGP&I medium sized ships, by age****Graph 81 - Gross tonnage of IGP&I medium sized ships, by age**

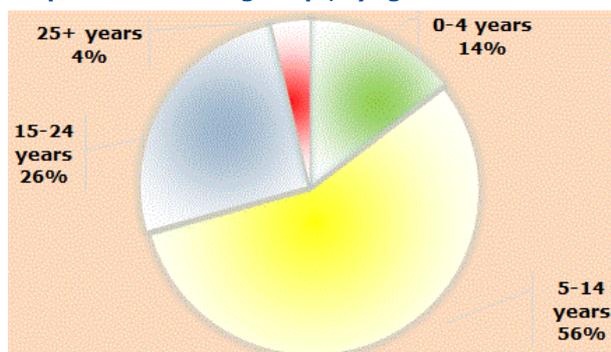
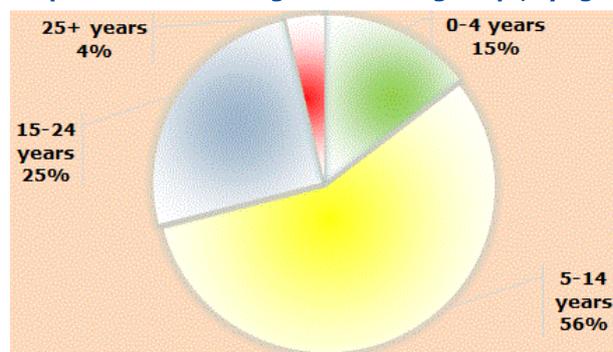
LARGE SHIPS

Table 87 - IGP&I : total number of large⁽¹⁾ ships, by type and age

| Ship Type | 0-4 | | 5-14 | | 15-24 | | 25+ | | Total | |
|--------------------------|--------------|-------------|--------------|-------------|--------------|-------------|------------|-------------|---------------|-------------|
| General Cargo Ships | 37 | 2.2% | 137 | 2.1% | 44 | 1.5% | 33 | 7.7% | 251 | 2.2% |
| Specialized Cargo Ships | 8 | 0.5% | 18 | 0.3% | 10 | 0.3% | 21 | 4.9% | 57 | 0.5% |
| Container Ships | 131 | 7.7% | 588 | 9.0% | 590 | 19.7% | 73 | 17.1% | 1,382 | 11.9% |
| Ro-Ro Cargo Ships | 20 | 1.2% | 281 | 4.3% | 204 | 6.8% | 22 | 5.2% | 527 | 4.5% |
| Bulk Carriers | 1,011 | 59.7% | 3,906 | 59.8% | 1,182 | 39.4% | 181 | 42.4% | 6,280 | 53.9% |
| Oil and Chemical Tankers | 368 | 21.7% | 1,315 | 20.1% | 857 | 28.6% | 24 | 5.6% | 2,564 | 22.0% |
| Gas Tankers | 99 | 5.8% | 225 | 3.4% | 63 | 2.1% | 16 | 3.7% | 403 | 3.5% |
| Other Tankers | 3 | 0.2% | 8 | 0.1% | 4 | 0.1% | 1 | 0.2% | 16 | 0.1% |
| Passenger Ships | 12 | 0.7% | 12 | 0.2% | 21 | 0.7% | 20 | 4.7% | 65 | 0.6% |
| Offshore Vessels | | | 32 | 0.5% | 18 | 0.6% | 28 | 6.6% | 78 | 0.7% |
| Service Ships | 4 | 0.2% | 9 | 0.1% | 4 | 0.1% | 8 | 1.9% | 25 | 0.2% |
| Tugs | | | | | | | | | | |
| Fishing Vessels | | | | | | | | | | |
| Total | 1,693 | 100% | 6,531 | 100% | 2,997 | 100% | 427 | 100% | 11,648 | 100% |

Source: Equasis - ⁽¹⁾ 25.000≤GT<60.000**Table 88 - IGP&I : gross tonnage (in 1000 gt) of large⁽¹⁾ ships, by type and age**

| Ship Type | 0-4 | | 5-14 | | 15-24 | | 25+ | | Total | |
|--------------------------|---------------|-------------|----------------|-------------|----------------|-------------|---------------|-------------|----------------|-------------|
| General Cargo Ships | 1,390 | 2.2% | 4,637 | 1.9% | 1,416 | 1.3% | 1,070 | 6.7% | 8,513 | 1.9% |
| Specialized Cargo Ships | 334 | 0.5% | 718 | 0.3% | 407 | 0.4% | 802 | 5.0% | 2,261 | 0.5% |
| Container Ships | 4,126 | 6.5% | 23,109 | 9.3% | 21,430 | 19.2% | 2,671 | 16.6% | 51,336 | 11.7% |
| Ro-Ro Cargo Ships | 822 | 1.3% | 13,326 | 5.4% | 9,950 | 8.9% | 1,067 | 6.6% | 25,165 | 5.7% |
| Bulk Carriers | 40,282 | 63.2% | 149,155 | 60.1% | 42,728 | 38.3% | 6,263 | 39.0% | 238,428 | 54.3% |
| Oil and Chemical Tankers | 11,624 | 18.2% | 44,897 | 18.1% | 31,180 | 27.9% | 869 | 5.4% | 88,570 | 20.2% |
| Gas Tankers | 4,367 | 6.9% | 9,857 | 4.0% | 2,673 | 2.4% | 697 | 4.3% | 17,594 | 4.0% |
| Other Tankers | 78 | 0.1% | 232 | 0.1% | 126 | 0.1% | 29 | 0.2% | 465 | 0.1% |
| Passenger Ships | 549 | 0.9% | 509 | 0.2% | 727 | 0.7% | 872 | 5.4% | 2,657 | 0.6% |
| Offshore Vessels | | | 1,304 | 0.5% | 786 | 0.7% | 1,451 | 9.0% | 3,541 | 0.8% |
| Service Ships | 141 | 0.2% | 314 | 0.1% | 146 | 0.1% | 269 | 1.7% | 870 | 0.2% |
| Tugs | | | | | | | | | | |
| Fishing Vessels | | | | | | | | | | |
| Total | 63,713 | 100% | 248,058 | 100% | 111,569 | 100% | 16,060 | 100% | 439,400 | 100% |

Source: Equasis - ⁽¹⁾ 25.000≤GT<60.000**Graph 82 - IGP&I large ships, by age****Graph 83 - Gross tonnage of IGP&I large ships, by age**

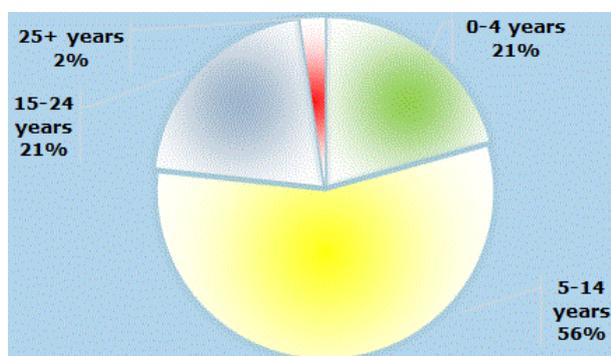
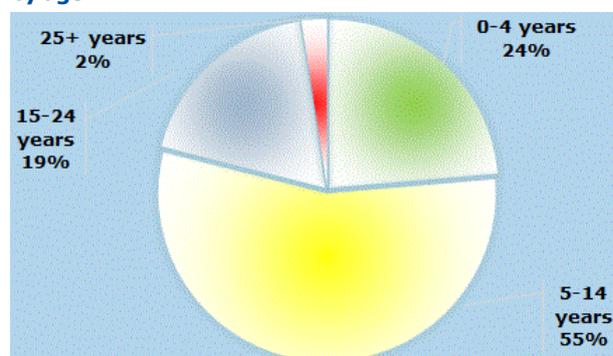
VERY LARGE SHIPS

Table 89 - IGP&I : total number of very large⁽¹⁾ ships, by type and age

| Ship Type | 0-4 | | 5-14 | | 15-24 | | 25+ | | Total | |
|--------------------------|--------------|-------------|--------------|-------------|--------------|-------------|------------|-------------|--------------|-------------|
| General Cargo Ships | | | | | | | | | | |
| Specialized Cargo Ships | 1 | 0.1% | 3 | 0.1% | | | | | 4 | 0.1% |
| Container Ships | 209 | 15.6% | 751 | 20.7% | 375 | 27.7% | 13 | 8.6% | 1,348 | 20.8% |
| Ro-Ro Cargo Ships | 44 | 3.3% | 161 | 4.4% | 58 | 4.3% | 3 | 2.0% | 266 | 4.1% |
| Bulk Carriers | 342 | 25.5% | 1,275 | 35.2% | 273 | 20.2% | 1 | 0.7% | 1,891 | 29.2% |
| Oil and Chemical Tankers | 499 | 37.3% | 1,074 | 29.6% | 371 | 27.4% | 3 | 2.0% | 1,947 | 30.1% |
| Gas Tankers | 183 | 13.7% | 235 | 6.5% | 132 | 9.8% | 31 | 20.4% | 581 | 9.0% |
| Other Tankers | | | | | | | | | | |
| Passenger Ships | 33 | 2.5% | 63 | 1.7% | 76 | 5.6% | 15 | 9.9% | 187 | 2.9% |
| Offshore Vessels | 28 | 2.1% | 61 | 1.7% | 64 | 4.7% | 84 | 55.3% | 237 | 3.7% |
| Service Ships | | | 1 | 0.0% | 3 | 0.2% | 2 | 1.3% | 6 | 0.1% |
| Tugs | | | | | | | | | | |
| Fishing Vessels | | | | | | | | | | |
| Total | 1,339 | 100% | 3,624 | 100% | 1,352 | 100% | 152 | 100% | 6,467 | 100% |

Source: Equasis - ⁽¹⁾ GT≥60.000**Table 90 - IGP&I : gross tonnage (in 1000 gt) of very large⁽¹⁾ ships, by type and age**

| Ship Type | 0-4 | | 5-14 | | 15-24 | | 25+ | | Total | |
|--------------------------|----------------|-------------|----------------|-------------|----------------|-------------|---------------|-------------|----------------|-------------|
| General Cargo Ships | | | | | | | | | | |
| Specialized Cargo Ships | 72 | 0.0% | 237 | 0.1% | | | | | 309 | 0.0% |
| Container Ships | 35,121 | 21.5% | 86,924 | 22.8% | 30,067 | 23.4% | 965 | 5.8% | 153,077 | 22.2% |
| Ro-Ro Cargo Ships | 2,988 | 1.8% | 10,970 | 2.9% | 3,733 | 2.9% | 207 | 1.2% | 17,898 | 2.6% |
| Bulk Carriers | 42,218 | 25.9% | 127,538 | 33.4% | 25,030 | 19.5% | 146 | 0.9% | 194,932 | 28.3% |
| Oil and Chemical Tankers | 52,531 | 32.2% | 113,357 | 29.7% | 39,947 | 31.1% | 225 | 1.3% | 206,060 | 29.9% |
| Gas Tankers | 21,463 | 13.2% | 27,228 | 7.1% | 13,557 | 10.6% | 3,175 | 19.0% | 65,423 | 9.5% |
| Other Tankers | | | | | | | | | | |
| Passenger Ships | 5,117 | 3.1% | 7,950 | 2.1% | 7,195 | 5.6% | 1,133 | 6.8% | 21,395 | 3.1% |
| Offshore Vessels | 3,645 | 2.2% | 7,024 | 1.8% | 8,590 | 6.7% | 10,673 | 63.8% | 29,932 | 4.3% |
| Service Ships | | | 403 | 0.1% | 266 | 0.2% | 212 | 1.3% | 881 | 0.1% |
| Tugs | | | | | | | | | | |
| Fishing Vessels | | | | | | | | | | |
| Total | 163,155 | 100% | 381,631 | 100% | 128,385 | 100% | 16,736 | 100% | 689,907 | 100% |

Source: Equasis - ⁽¹⁾ GT≥60.000**Graph 84 - IGP&I very large ships, by age****Graph 85 - Gross tonnage of IGP&I very large ships, by age**

4.3. NON IGP&I AND AGE

WHOLE FLEET GT≥500

Table 91 - Non IGP&I world fleet GT≥500: total number of ships, by type and age

| Ship Type | 0-4 | | 5-14 | | 15-24 | | 25+ | | Total | |
|--------------------------|--------------|-------------|--------------|-------------|--------------|-------------|---------------|-------------|---------------|-------------|
| | Count | % | Count | % | Count | % | Count | % | Count | % |
| General Cargo Ships | 347 | 14.8% | 1,506 | 24.3% | 1,410 | 31.1% | 4,762 | 34.3% | 8,025 | 29.8% |
| Specialized Cargo Ships | 13 | 0.6% | 16 | 0.3% | 4 | 0.1% | 120 | 0.9% | 153 | 0.6% |
| Container Ships | 187 | 8.0% | 422 | 6.8% | 344 | 7.6% | 182 | 1.3% | 1,135 | 4.2% |
| Ro-Ro Cargo Ships | 33 | 1.4% | 60 | 1.0% | 75 | 1.7% | 221 | 1.6% | 389 | 1.4% |
| Bulk Carriers | 252 | 10.8% | 858 | 13.9% | 441 | 9.7% | 596 | 4.3% | 2,147 | 8.0% |
| Oil and Chemical Tankers | 352 | 15.0% | 930 | 15.0% | 806 | 17.8% | 1,862 | 13.4% | 3,950 | 14.7% |
| Gas Tankers | 47 | 2.0% | 79 | 1.3% | 74 | 1.6% | 236 | 1.7% | 436 | 1.6% |
| Other Tankers | 29 | 1.2% | 96 | 1.5% | 36 | 0.8% | 238 | 1.7% | 399 | 1.5% |
| Passenger Ships | 59 | 2.5% | 84 | 1.4% | 102 | 2.2% | 315 | 2.3% | 560 | 2.1% |
| Offshore Vessels | 126 | 5.4% | 636 | 10.3% | 371 | 8.2% | 1,008 | 7.3% | 2,141 | 7.9% |
| Service Ships | 193 | 8.2% | 593 | 9.6% | 303 | 6.7% | 1,170 | 8.4% | 2,259 | 8.4% |
| Tugs | 35 | 1.5% | 81 | 1.3% | 42 | 0.9% | 358 | 2.6% | 516 | 1.9% |
| Fishing Vessels | 670 | 28.6% | 833 | 13.4% | 526 | 11.6% | 2,804 | 20.2% | 4,833 | 17.9% |
| Total | 2,343 | 100% | 6,194 | 100% | 4,534 | 100% | 13,872 | 100% | 26,943 | 100% |

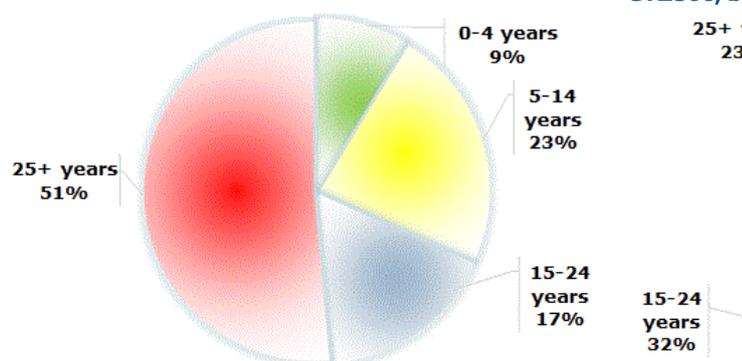
Source: Equasis

Table 92 - Non IGP&I world fleet GT≥500: gross tonnage (in 1000 gt) of ships, by type and age

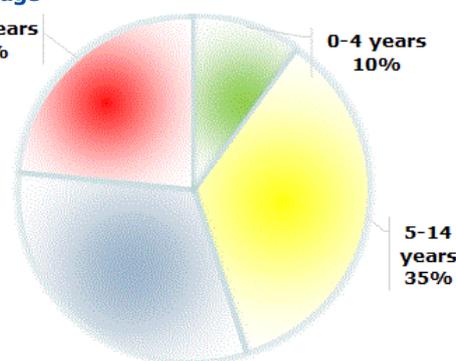
| Ship Type | 0-4 | | 5-14 | | 15-24 | | 25+ | | Total | |
|--------------------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|----------------|-------------|
| | Count | % | Count | % | Count | % | Count | % | Count | % |
| General Cargo Ships | 1,118 | 6.3% | 5,088 | 8.1% | 5,562 | 9.9% | 12,072 | 29.0% | 23,840 | 13.4% |
| Specialized Cargo Ships | 212 | 1.2% | 178 | 0.3% | 30 | 0.1% | 767 | 1.8% | 1,187 | 0.7% |
| Container Ships | 5,214 | 29.6% | 22,592 | 36.1% | 10,779 | 19.2% | 1,271 | 3.1% | 39,856 | 22.4% |
| Ro-Ro Cargo Ships | 396 | 2.2% | 796 | 1.3% | 1,217 | 2.2% | 1,439 | 3.5% | 3,848 | 2.2% |
| Bulk Carriers | 4,301 | 24.4% | 13,894 | 22.2% | 8,011 | 14.3% | 6,745 | 16.2% | 32,951 | 18.5% |
| Oil and Chemical Tankers | 2,918 | 16.6% | 10,650 | 17.0% | 25,970 | 46.3% | 6,440 | 15.5% | 45,978 | 25.9% |
| Gas Tankers | 505 | 2.9% | 822 | 1.3% | 627 | 1.1% | 1,484 | 3.6% | 3,438 | 1.9% |
| Other Tankers | 45 | 0.3% | 185 | 0.3% | 87 | 0.2% | 286 | 0.7% | 603 | 0.3% |
| Passenger Ships | 140 | 0.8% | 190 | 0.3% | 232 | 0.4% | 1,018 | 2.4% | 1,580 | 0.9% |
| Offshore Vessels | 852 | 4.8% | 4,833 | 7.7% | 2,206 | 3.9% | 3,729 | 9.0% | 11,620 | 6.5% |
| Service Ships | 813 | 4.6% | 2,179 | 3.5% | 747 | 1.3% | 2,670 | 6.4% | 6,409 | 3.6% |
| Tugs | 37 | 0.2% | 70 | 0.1% | 35 | 0.1% | 296 | 0.7% | 438 | 0.2% |
| Fishing Vessels | 1,079 | 6.1% | 1,065 | 1.7% | 561 | 1.0% | 3,401 | 8.2% | 6,106 | 3.4% |
| Total | 17,630 | 100% | 62,542 | 100% | 56,064 | 100% | 41,618 | 100% | 177,854 | 100% |

Source: Equasis

Graph 86 - Non IGP&I world fleet GT≥500, by age



Graph 87 - Gross tonnage of non IGP&I world fleet GT≥500, by age



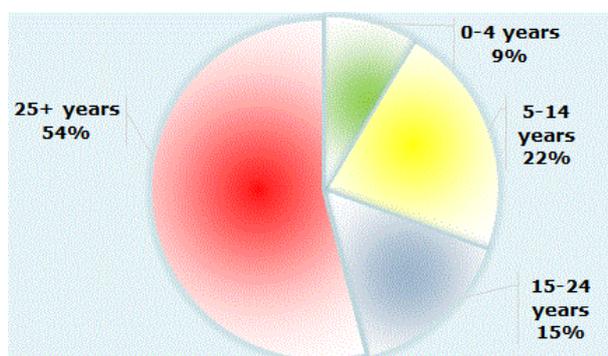
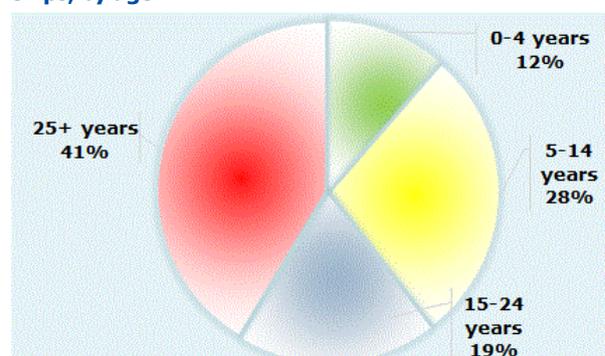
MEDIUM SIZED SHIPS

Table 93 - Non IGP&I : total number of medium sized⁽¹⁾ ships, by type and age

| Ship Type | 0-4 | | 5-14 | | 15-24 | | 25+ | | Total | |
|--------------------------|--------------|-------------|--------------|-------------|--------------|-------------|---------------|-------------|---------------|-------------|
| General Cargo Ships | 347 | 16.0% | 1,504 | 27.1% | 1,402 | 36.2% | 4,759 | 34.8% | 8,012 | 31.7% |
| Specialized Cargo Ships | 10 | 0.5% | 15 | 0.3% | 4 | 0.1% | 114 | 0.8% | 143 | 0.6% |
| Container Ships | 130 | 6.0% | 183 | 3.3% | 196 | 5.1% | 173 | 1.3% | 682 | 2.7% |
| Ro-Ro Cargo Ships | 33 | 1.5% | 53 | 1.0% | 61 | 1.6% | 218 | 1.6% | 365 | 1.4% |
| Bulk Carriers | 181 | 8.3% | 625 | 11.2% | 272 | 7.0% | 499 | 3.7% | 1,577 | 6.2% |
| Oil and Chemical Tankers | 327 | 15.0% | 843 | 15.2% | 506 | 13.1% | 1,827 | 13.4% | 3,503 | 13.9% |
| Gas Tankers | 42 | 1.9% | 72 | 1.3% | 66 | 1.7% | 216 | 1.6% | 396 | 1.6% |
| Other Tankers | 29 | 1.3% | 96 | 1.7% | 36 | 0.9% | 238 | 1.7% | 399 | 1.6% |
| Passenger Ships | 59 | 2.7% | 83 | 1.5% | 102 | 2.6% | 310 | 2.3% | 554 | 2.2% |
| Offshore Vessels | 122 | 5.6% | 582 | 10.5% | 357 | 9.2% | 978 | 7.2% | 2,039 | 8.1% |
| Service Ships | 190 | 8.7% | 589 | 10.6% | 303 | 7.8% | 1,166 | 8.5% | 2,248 | 8.9% |
| Tugs | 35 | 1.6% | 81 | 1.5% | 42 | 1.1% | 358 | 2.6% | 516 | 2.0% |
| Fishing Vessels | 669 | 30.8% | 833 | 15.0% | 526 | 13.6% | 2,801 | 20.5% | 4,829 | 19.1% |
| Total | 2,174 | 100% | 5,559 | 100% | 3,873 | 100% | 13,657 | 100% | 25,263 | 100% |

Source: Equasis - ⁽¹⁾ 500≤GT<25.000**Table 94 - Non IGP&I : gross tonnage (in 1000 gt) of medium size⁽¹⁾ ships, by type and age**

| Ship Type | 0-4 | | 5-14 | | 15-24 | | 25+ | | Total | |
|--------------------------|--------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|
| General Cargo Ships | 1,118 | 12.6% | 5,017 | 23.1% | 5,340 | 36.1% | 11,980 | 37.4% | 23,455 | 30.3% |
| Specialized Cargo Ships | 38 | 0.4% | 111 | 0.5% | 30 | 0.2% | 550 | 1.7% | 729 | 0.9% |
| Container Ships | 1,727 | 19.5% | 1,746 | 8.0% | 1,646 | 11.1% | 936 | 2.9% | 6,055 | 7.8% |
| Ro-Ro Cargo Ships | 396 | 4.5% | 488 | 2.2% | 553 | 3.7% | 1,314 | 4.1% | 2,751 | 3.6% |
| Bulk Carriers | 1,528 | 17.2% | 6,286 | 28.9% | 2,294 | 15.5% | 3,768 | 11.8% | 13,876 | 17.9% |
| Oil and Chemical Tankers | 1,467 | 16.6% | 2,960 | 13.6% | 2,360 | 15.9% | 4,247 | 13.3% | 11,034 | 14.3% |
| Gas Tankers | 66 | 0.7% | 146 | 0.7% | 203 | 1.4% | 621 | 1.9% | 1,036 | 1.3% |
| Other Tankers | 45 | 0.5% | 185 | 0.9% | 87 | 0.6% | 286 | 0.9% | 603 | 0.8% |
| Passenger Ships | 140 | 1.6% | 165 | 0.8% | 232 | 1.6% | 823 | 2.6% | 1,360 | 1.8% |
| Offshore Vessels | 528 | 6.0% | 1,484 | 6.8% | 724 | 4.9% | 1,440 | 4.5% | 4,176 | 5.4% |
| Service Ships | 718 | 8.1% | 2,025 | 9.3% | 747 | 5.0% | 2,463 | 7.7% | 5,953 | 7.7% |
| Tugs | 37 | 0.4% | 70 | 0.3% | 35 | 0.2% | 296 | 0.9% | 438 | 0.6% |
| Fishing Vessels | 1,051 | 11.9% | 1,065 | 4.9% | 561 | 3.8% | 3,288 | 10.3% | 5,965 | 7.7% |
| Total | 8,859 | 100% | 21,748 | 100% | 14,812 | 100% | 32,012 | 100% | 77,431 | 100% |

Source: Equasis - ⁽¹⁾ 500≤GT<25.000**Graph 88 - Non IGP&I medium sized ships, by age****Graph 89 - Gross tonnage of non IGP&I medium sized ships, by age**

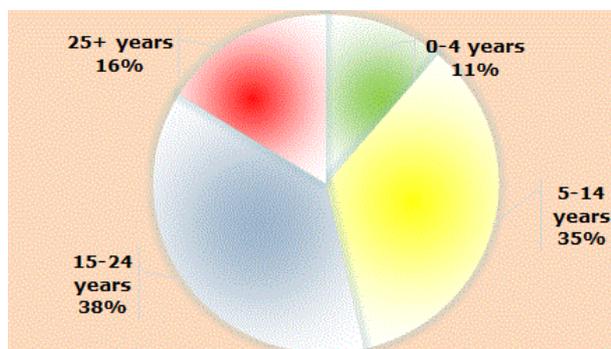
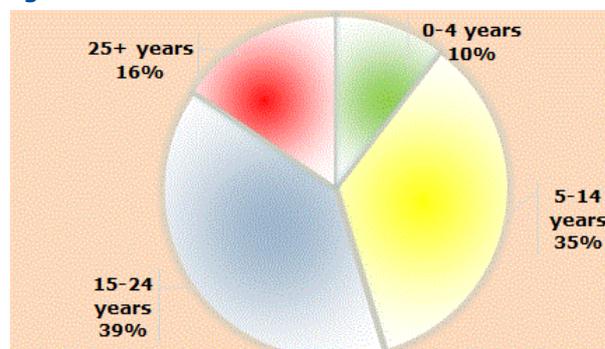
LARGE SHIPS

Table 95 - Non IGP&I : total number of large⁽¹⁾ ships, by type and age

| Ship Type | 0-4 | | 5-14 | | 15-24 | | 25+ | | Total | |
|--------------------------|------------|------------|------------|-------------|------------|-------------|------------|------------|--------------|-------------|
| General Cargo Ships | | | 2 | 0.5% | 8 | 1.9% | 3 | 1.6% | 13 | 1.1% |
| Specialized Cargo Ships | 1 | 0.8% | | | | | 6 | 3.2% | 7 | 0.6% |
| Container Ships | 43 | 33.3% | 108 | 26.6% | 87 | 20.2% | 9 | 4.8% | 247 | 21.5% |
| Ro-Ro Cargo Ships | | | 5 | 1.2% | 14 | 3.3% | 3 | 1.6% | 22 | 1.9% |
| Bulk Carriers | 67 | 51.9% | 231 | 56.9% | 168 | 39.1% | 96 | 51.6% | 562 | 48.8% |
| Oil and Chemical Tankers | 12 | 9.3% | 28 | 6.9% | 145 | 33.7% | 24 | 12.9% | 209 | 18.2% |
| Gas Tankers | 1 | 0.8% | 2 | 0.5% | 7 | 1.6% | 20 | 10.8% | 30 | 2.6% |
| Other Tankers | | | | | | | | | | |
| Passenger Ships | | | 1 | 0.2% | | | 5 | 2.7% | 6 | 0.5% |
| Offshore Vessels | 1 | 0.8% | 25 | 6.2% | 1 | 0.2% | 14 | 7.5% | 41 | 3.6% |
| Service Ships | 3 | 2.3% | 4 | 1.0% | | | 3 | 1.6% | 10 | 0.9% |
| Tugs | | | | | | | | | | |
| Fishing Vessels | 1 | 0.1% | | | | | 3 | 0.1% | 4 | 0.0% |
| Total | 129 | 99% | 406 | 100% | 430 | 100% | 186 | 98% | 1,151 | 100% |

Source: Equasis - ⁽¹⁾ 25.000≤GT<60.000**Table 96 - Non IGP&I : gross tonnage (in 1000 gt) of large⁽¹⁾ ships, by type and age**

| Ship Type | 0-4 | | 5-14 | | 15-24 | | 25+ | | Total | |
|--------------------------|--------------|-------------|---------------|-------------|---------------|-------------|--------------|-------------|---------------|-------------|
| General Cargo Ships | | | 71 | 0.5% | 222 | 1.3% | 92 | 1.4% | 385 | 0.9% |
| Specialized Cargo Ships | 40 | 0.9% | | | | | 217 | 3.3% | 257 | 0.6% |
| Container Ships | 1,313 | 30.0% | 4,397 | 29.9% | 3,391 | 20.5% | 335 | 5.1% | 9,436 | 22.4% |
| Ro-Ro Cargo Ships | | | 163 | 1.1% | 664 | 4.0% | 125 | 1.9% | 952 | 2.3% |
| Bulk Carriers | 2,453 | 56.1% | 7,439 | 50.6% | 5,627 | 34.1% | 2,913 | 44.6% | 18,432 | 43.8% |
| Oil and Chemical Tankers | 386 | 8.8% | 1,121 | 7.6% | 6,231 | 37.7% | 936 | 14.3% | 8,674 | 20.6% |
| Gas Tankers | 27 | 0.6% | 92 | 0.6% | 330 | 2.0% | 863 | 13.2% | 1,312 | 3.1% |
| Other Tankers | | | | | | | | | | |
| Passenger Ships | | | 25 | 0.2% | | | 195 | 3.0% | 220 | 0.5% |
| Offshore Vessels | 29 | 0.7% | 1,246 | 8.5% | 42 | 0.3% | 600 | 9.2% | 1,917 | 4.6% |
| Service Ships | 95 | 2.2% | 154 | 1.0% | | | 136 | 2.1% | 385 | 0.9% |
| Tugs | | | | | | | | | | |
| Fishing Vessels | 28 | 0.6% | | | | | 113 | 1.7% | 141 | 0.3% |
| Total | 4,371 | 100% | 14,708 | 100% | 16,507 | 100% | 6,525 | 100% | 42,111 | 100% |

Source: Equasis - ⁽¹⁾ 25.000≤GT<60.000**Graph 90 - Non IGP&I large ships, by age****Graph 91 - Gross tonnage of non IGP&I large ships, by age**

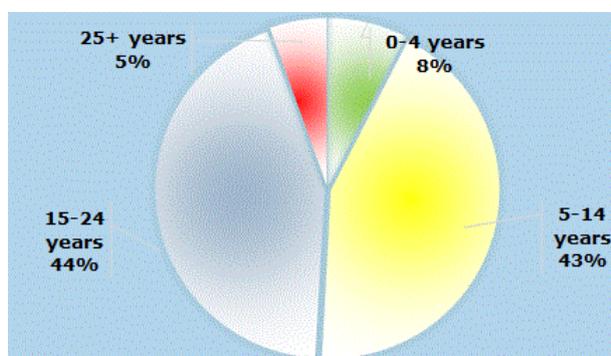
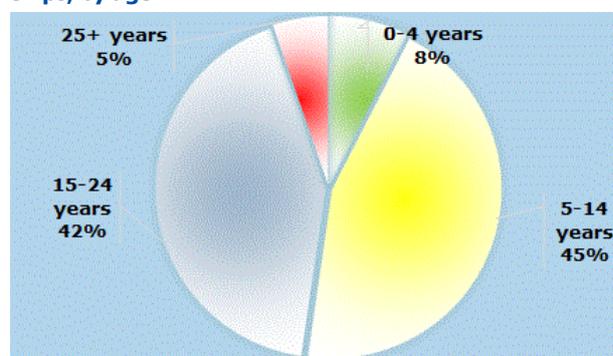
VERY LARGE SHIPS

Table 97 - Non IGP&I : total number of very large⁽¹⁾ ships, by type and age

| Ship Type | 0-4 | | 5-14 | | 15-24 | | 25+ | | Total | |
|--------------------------|-----------|-------------|------------|-------------|------------|-------------|-----------|-------------|------------|-------------|
| General Cargo Ships | | | | | | | | | | |
| Specialized Cargo Ships | 2 | 5.0% | 1 | 0.4% | | | | | 3 | 0.6% |
| Container Ships | 14 | 35.0% | 131 | 57.2% | 61 | 26.4% | | | 206 | 38.9% |
| Ro-Ro Cargo Ships | | | 2 | 0.9% | | | | | 2 | 0.4% |
| Bulk Carriers | 4 | 10.0% | 2 | 0.9% | 1 | 0.4% | 1 | 3.4% | 8 | 1.5% |
| Oil and Chemical Tankers | 13 | 32.5% | 59 | 25.8% | 155 | 67.1% | 11 | 37.9% | 238 | 45.0% |
| Gas Tankers | 4 | 10.0% | 5 | 2.2% | 1 | 0.4% | | | 10 | 1.9% |
| Other Tankers | | | | | | | | | | |
| Passenger Ships | | | | | | | | | | |
| Offshore Vessels | 3 | 7.5% | 29 | 12.7% | 13 | 5.6% | 16 | 55.2% | 61 | 11.5% |
| Service Ships | | | | | | | 1 | 3.4% | 1 | 0.2% |
| Tugs | | | | | | | | | | |
| Fishing Vessels | | | | | | | | | | |
| Total | 40 | 100% | 229 | 100% | 231 | 100% | 29 | 100% | 529 | 100% |

Source: Equasis - ⁽¹⁾ GT≥60.000**Table 98 - Non IGP&I : gross tonnage (in 1000 gt) of very large⁽¹⁾ ships, by type and age**

| Ship Type | 0-4 | | 5-14 | | 15-24 | | 25+ | | Total | |
|--------------------------|--------------|-------------|---------------|-------------|---------------|-------------|--------------|-------------|---------------|-------------|
| General Cargo Ships | | | | | | | | | | |
| Specialized Cargo Ships | 134 | 3.0% | 67 | 0.3% | | | | | 201 | 0.3% |
| Container Ships | 2,174 | 49.4% | 16,449 | 63.1% | 5,742 | 23.2% | | | 24,365 | 41.8% |
| Ro-Ro Cargo Ships | | | 145 | 0.6% | | | | | 145 | 0.2% |
| Bulk Carriers | 320 | 7.3% | 169 | 0.6% | 90 | 0.4% | 64 | 2.1% | 643 | 1.1% |
| Oil and Chemical Tankers | 1,065 | 24.2% | 6,569 | 25.2% | 17,379 | 70.2% | 1,257 | 40.8% | 26,270 | 45.1% |
| Gas Tankers | 412 | 9.4% | 584 | 2.2% | 94 | 0.4% | | | 1,090 | 1.9% |
| Other Tankers | | | | | | | | | | |
| Passenger Ships | | | | | | | | | | |
| Offshore Vessels | 295 | 6.7% | 2,103 | 8.1% | 1,440 | 5.8% | 1,689 | 54.8% | 5,527 | 9.5% |
| Service Ships | | | | | | | 71 | 2.3% | 71 | 0.1% |
| Tugs | | | | | | | | | | |
| Fishing Vessels | | | | | | | | | | |
| Total | 4,400 | 100% | 26,086 | 100% | 24,745 | 100% | 3,081 | 100% | 58,312 | 100% |

Source: Equasis - ⁽¹⁾ GT≥60.000**Graph 92 - Non IGP&I very large ships, by age****Graph 93 - Gross tonnage of non IGP&I very large ships, by age**

4.4. P&I AND FLAG

WORLD FLEET GT≥500

Table 99 - P&I world fleet GT≥500 status : total number of ships, by type and flag

| Ship Type | Targeted flag | | | | | Non Targeted flag | | | | |
|--------------------------|---------------|-------------|--------------|-------------|---------------|-------------------|-------------|---------------|-------------|---------------|
| | IGP&I | | Non IGP&I | | Total | IGP&I | | Non IGP&I | | Total |
| General Cargo Ships | 1,254 | 17.0% | 1,708 | 43.5% | 2,962 | 2,799 | 9.6% | 6,317 | 27.4% | 9,116 |
| Specialized Cargo Ships | 17 | 0.2% | 81 | 2.1% | 98 | 167 | 0.6% | 72 | 0.3% | 239 |
| Container Ships | 874 | 11.8% | 142 | 3.6% | 1,016 | 3,489 | 11.9% | 993 | 4.3% | 4,482 |
| Ro-Ro Cargo Ships | 245 | 3.3% | 106 | 2.7% | 351 | 784 | 2.7% | 283 | 1.2% | 1,067 |
| Bulk Carriers | 2,717 | 36.7% | 356 | 9.1% | 3,073 | 7,724 | 26.4% | 1,791 | 7.8% | 9,515 |
| Oil and Chemical Tankers | 1,101 | 14.9% | 515 | 13.1% | 1,616 | 7,279 | 24.9% | 3,435 | 14.9% | 10,714 |
| Gas Tankers | 286 | 3.9% | 74 | 1.9% | 360 | 1,447 | 5.0% | 362 | 1.6% | 1,809 |
| Other Tankers | 50 | 0.7% | 64 | 1.6% | 114 | 308 | 1.1% | 335 | 1.5% | 643 |
| Passenger Ships | 44 | 0.6% | 65 | 1.7% | 109 | 479 | 1.6% | 495 | 2.2% | 974 |
| Offshore Vessels | 617 | 8.3% | 398 | 10.1% | 1,015 | 2,794 | 9.6% | 1,743 | 7.6% | 4,537 |
| Service Ships | 110 | 1.5% | 163 | 4.2% | 273 | 667 | 2.3% | 2,096 | 9.1% | 2,763 |
| Tugs | 34 | 0.5% | 63 | 1.6% | 97 | 383 | 1.3% | 453 | 2.0% | 836 |
| Fishing Vessels | 48 | 0.6% | 192 | 4.9% | 240 | 885 | 3.0% | 4,641 | 20.2% | 5,526 |
| Total | 7,397 | 100% | 3,927 | 100% | 11,324 | 29,205 | 100% | 23,016 | 100% | 52,221 |

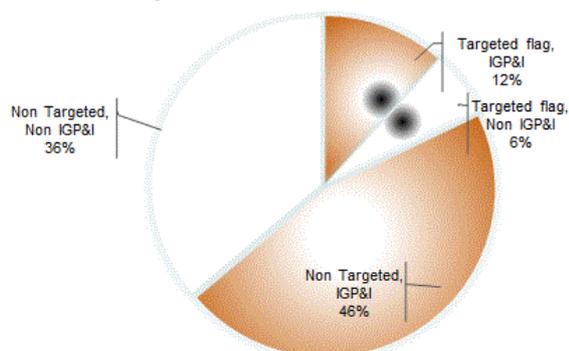
Source: Equasis

Table 100 - P&I world fleet GT≥500 status : gross tonnage (in 1000 gt) of ships, by type and flag

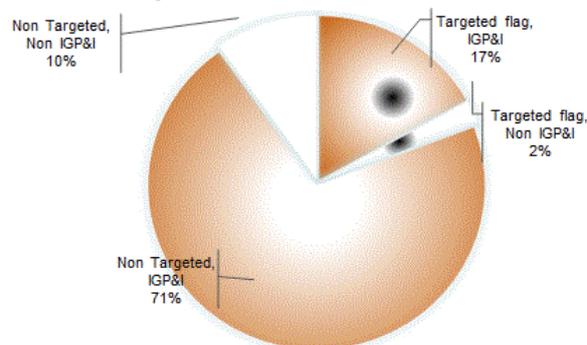
| Ship Type | Targeted flag | | | | | Non Targeted flag | | | | |
|--------------------------|----------------|-------------|---------------|-------------|----------------|-------------------|-------------|----------------|-------------|------------------|
| | IGP&I | | Non IGP&I | | Total | IGP&I | | Non IGP&I | | Total |
| General Cargo Ships | 11,684 | 4.7% | 6,030 | 18.0% | 17,714 | 26,250 | 2.5% | 17,809 | 12.3% | 44,059 |
| Specialized Cargo Ships | 296 | 0.1% | 548 | 1.6% | 844 | 3,666 | 0.4% | 638 | 0.4% | 4,304 |
| Container Ships | 43,056 | 17.4% | 2,474 | 7.4% | 45,530 | 182,972 | 17.6% | 37,383 | 25.9% | 220,355 |
| Ro-Ro Cargo Ships | 11,641 | 4.7% | 1,338 | 4.0% | 12,979 | 34,759 | 3.3% | 2,510 | 1.7% | 37,269 |
| Bulk Carriers | 118,135 | 47.6% | 5,544 | 16.6% | 123,679 | 357,975 | 34.4% | 27,408 | 19.0% | 385,383 |
| Oil and Chemical Tankers | 41,098 | 16.6% | 13,291 | 39.7% | 54,389 | 287,506 | 27.6% | 32,688 | 22.6% | 320,194 |
| Gas Tankers | 11,337 | 4.6% | 1,439 | 4.3% | 12,776 | 77,908 | 7.5% | 1,998 | 1.4% | 79,906 |
| Other Tankers | 266 | 0.1% | 104 | 0.3% | 370 | 1,705 | 0.2% | 500 | 0.3% | 2,205 |
| Passenger Ships | 2,977 | 1.2% | 300 | 0.9% | 3,277 | 22,405 | 2.2% | 1,280 | 0.9% | 23,685 |
| Offshore Vessels | 6,604 | 2.7% | 1,681 | 5.0% | 8,285 | 38,161 | 3.7% | 9,938 | 6.9% | 48,099 |
| Service Ships | 894 | 0.4% | 415 | 1.2% | 1,309 | 4,589 | 0.4% | 5,994 | 4.2% | 10,583 |
| Tugs | 33 | 0.0% | 49 | 0.1% | 82 | 341 | 0.0% | 389 | 0.3% | 730 |
| Fishing Vessels | 109 | 0.0% | 249 | 0.7% | 358 | 1,817 | 0.2% | 5,858 | 4.1% | 7,675 |
| Total | 248,130 | 100% | 33,462 | 100% | 281,592 | 1,040,054 | 100% | 144,393 | 100% | 1,184,447 |

Source: Equasis

Graph 94 - Total number of ships GT≥500, by P&I status and flag



Graph 95 - Gross tonnage of ships GT≥500, by P&I status and flag



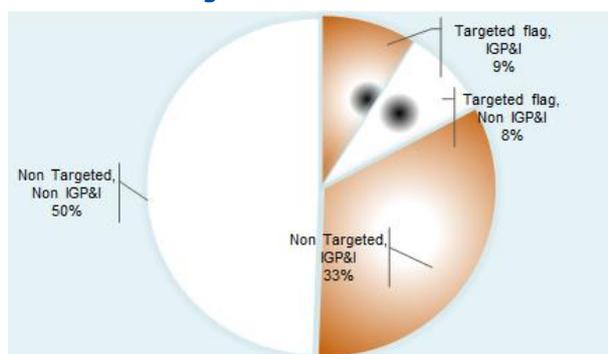
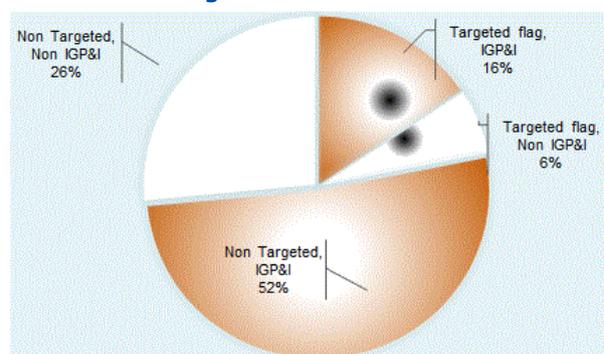
MEDIUM SIZED SHIPS

Table 101 - P&I status : total number of medium sized⁽¹⁾ ships, by type and flag

| Ship Type | Targeted flag | | | Non Targeted flag | | | | | | |
|--------------------------|---------------|-------------|--------------|-------------------|--------------|---------------|-------------|---------------|-------------|---------------|
| | IGP&I | Non IGP&I | Total | IGP&I | Non IGP&I | Total | | | | |
| General Cargo Ships | 1,215 | 31.2% | 1,705 | 47.0% | 2,920 | 2,587 | 17.7% | 6,307 | 29.2% | 8,894 |
| Specialized Cargo Ships | 14 | 0.4% | 76 | 2.1% | 90 | 109 | 0.7% | 67 | 0.3% | 176 |
| Container Ships | 410 | 10.5% | 120 | 3.3% | 530 | 1,223 | 8.4% | 562 | 2.6% | 1,785 |
| Ro-Ro Cargo Ships | 41 | 1.1% | 92 | 2.5% | 133 | 195 | 1.3% | 273 | 1.3% | 468 |
| Bulk Carriers | 649 | 16.7% | 284 | 7.8% | 933 | 1,621 | 11.1% | 1,293 | 6.0% | 2,914 |
| Oil and Chemical Tankers | 616 | 15.8% | 375 | 10.3% | 991 | 3,253 | 22.3% | 3,128 | 14.5% | 6,381 |
| Gas Tankers | 134 | 3.4% | 51 | 1.4% | 185 | 615 | 4.2% | 345 | 1.6% | 960 |
| Other Tankers | 48 | 1.2% | 64 | 1.8% | 112 | 294 | 2.0% | 335 | 1.5% | 629 |
| Passenger Ships | 15 | 0.4% | 61 | 1.7% | 76 | 256 | 1.8% | 493 | 2.3% | 749 |
| Offshore Vessels | 566 | 14.6% | 385 | 10.6% | 951 | 2,530 | 17.3% | 1,654 | 7.6% | 4,184 |
| Service Ships | 100 | 2.6% | 163 | 4.5% | 263 | 646 | 4.4% | 2,085 | 9.6% | 2,731 |
| Tugs | 34 | 0.9% | 63 | 1.7% | 97 | 383 | 2.6% | 453 | 2.1% | 836 |
| Fishing Vessels | 48 | 1.2% | 192 | 5.3% | 240 | 885 | 6.1% | 4,637 | 21.4% | 5,522 |
| Total | 3,890 | 100% | 3,631 | 100% | 7,521 | 14,597 | 100% | 21,632 | 100% | 36,229 |

Source: Equasis - ⁽¹⁾ 500≤GT<25.000**Table 102 - P&I status : gross tonnage (in 1000 gt) of medium sized⁽¹⁾ ships, by type and flag**

| Ship Type | Targeted flag | | | Non Targeted flag | | | | | | |
|--------------------------|---------------|-------------|---------------|-------------------|---------------|----------------|-------------|---------------|-------------|----------------|
| | IGP&I | Non IGP&I | Total | IGP&I | Non IGP&I | Total | | | | |
| General Cargo Ships | 10,358 | 28.1% | 5,930 | 39.9% | 16,288 | 19,064 | 15.6% | 17,525 | 28.0% | 36,589 |
| Specialized Cargo Ships | 174 | 0.5% | 364 | 2.5% | 538 | 1,217 | 1.0% | 364 | 0.6% | 1,581 |
| Container Ships | 5,411 | 14.7% | 969 | 6.5% | 6,380 | 16,205 | 13.3% | 5,086 | 8.1% | 21,291 |
| Ro-Ro Cargo Ships | 570 | 1.5% | 620 | 4.2% | 1,190 | 2,768 | 2.3% | 2,131 | 3.4% | 4,899 |
| Bulk Carriers | 11,559 | 31.4% | 3,256 | 21.9% | 14,815 | 31,191 | 25.6% | 10,620 | 17.0% | 41,811 |
| Oil and Chemical Tankers | 5,067 | 13.8% | 1,691 | 11.4% | 6,758 | 28,907 | 23.7% | 9,343 | 14.9% | 38,250 |
| Gas Tankers | 1,007 | 2.7% | 319 | 2.1% | 1,326 | 5,222 | 4.3% | 716 | 1.1% | 5,938 |
| Other Tankers | 209 | 0.6% | 104 | 0.7% | 313 | 1,297 | 1.1% | 500 | 0.8% | 1,797 |
| Passenger Ships | 89 | 0.2% | 134 | 0.9% | 223 | 1,240 | 1.0% | 1,226 | 2.0% | 2,466 |
| Offshore Vessels | 1,750 | 4.8% | 747 | 5.0% | 2,497 | 9,543 | 7.8% | 3,429 | 5.5% | 12,972 |
| Service Ships | 499 | 1.4% | 415 | 2.8% | 914 | 3,232 | 2.6% | 5,538 | 8.8% | 8,770 |
| Tugs | 33 | 0.1% | 49 | 0.3% | 82 | 341 | 0.3% | 389 | 0.6% | 730 |
| Fishing Vessels | 109 | 0.3% | 249 | 1.7% | 358 | 1,817 | 1.5% | 5,716 | 9.1% | 7,533 |
| Total | 36,835 | 100% | 14,847 | 100% | 51,682 | 122,044 | 100% | 62,583 | 100% | 184,627 |

Source: Equasis - ⁽¹⁾ 500≤GT<25.000**Graph 96 - Total number of medium sized ships, by P&I status and flag****Graph 97 - Gross tonnage of medium sized ships, by P&I status and flag**

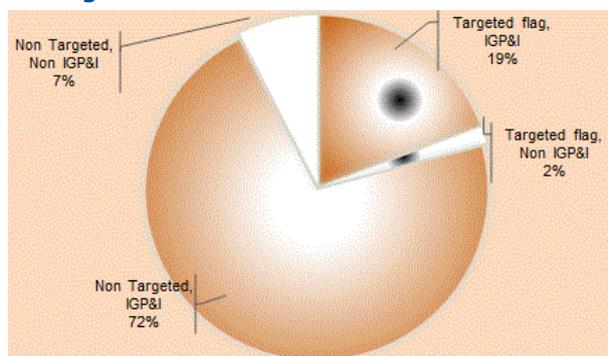
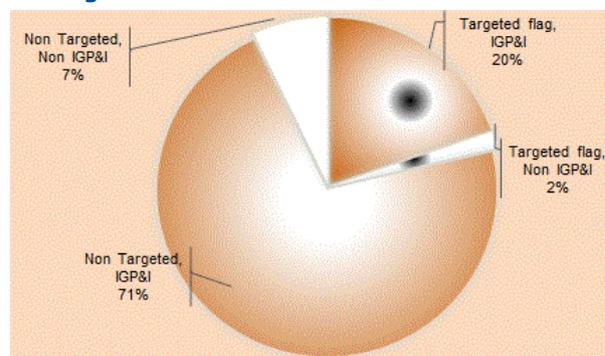
LARGE SHIPS

Table 103 - P&I status : total number of large⁽¹⁾ ships, by type and flag

| Ship Type | Targeted flag | | | | | Non Targeted flag | | | | |
|--------------------------|---------------|-------------|------------|-------------|--------------|-------------------|-------------|------------|-------------|---------------|
| | IGP&I | | Non IGP&I | | Total | IGP&I | | Non IGP&I | | Total |
| General Cargo Ships | 39 | 1.6% | 3 | 1.5% | 42 | 212 | 2.3% | 10 | 1.0% | 222 |
| Specialized Cargo Ships | 3 | 0.1% | 5 | 2.6% | 8 | 54 | 0.6% | 2 | 0.2% | 56 |
| Container Ships | 240 | 9.7% | 16 | 8.2% | 256 | 1,142 | 12.4% | 231 | 24.2% | 1,373 |
| Ro-Ro Cargo Ships | 143 | 5.8% | 13 | 6.6% | 156 | 384 | 4.2% | 9 | 0.9% | 393 |
| Bulk Carriers | 1,621 | 65.7% | 71 | 36.2% | 1,692 | 4,659 | 50.7% | 491 | 51.4% | 5,150 |
| Oil and Chemical Tankers | 294 | 11.9% | 56 | 28.6% | 350 | 2,270 | 24.7% | 153 | 16.0% | 2,423 |
| Gas Tankers | 99 | 4.0% | 22 | 11.2% | 121 | 304 | 3.3% | 8 | 0.8% | 312 |
| Other Tankers | 2 | 0.1% | | | 2 | 14 | 0.2% | | | 14 |
| Passenger Ships | 2 | 0.1% | 4 | 2.0% | 6 | 63 | 0.7% | 2 | 0.2% | 65 |
| Offshore Vessels | 15 | 0.6% | 6 | 3.1% | 21 | 63 | 0.7% | 35 | 3.7% | 98 |
| Service Ships | 9 | 0.4% | | | 9 | 16 | 0.2% | 10 | 1.0% | 26 |
| Tugs | | | | | | | | | | |
| Fishing Vessels | | | | | | | | 4 | 0.0% | 4 |
| Total | 2,467 | 100% | 196 | 100% | 2,663 | 9,181 | 100% | 955 | 100% | 10,136 |

Source: Equasis - ⁽¹⁾ 25.000≤GT<60.000**Table 104 - P&I status : gross tonnage (in 1000 gt) of large⁽¹⁾ ships, by type and flag**

| Ship Type | Targeted flag | | | | | Non Targeted flag | | | | |
|--------------------------|---------------|-------------|--------------|-------------|----------------|-------------------|-------------|---------------|-------------|----------------|
| | IGP&I | | Non IGP&I | | Total | IGP&I | | Non IGP&I | | Total |
| General Cargo Ships | 1,326 | 1.4% | 100 | 1.3% | 1,426 | 7,186 | 2.1% | 284 | 0.8% | 7,470 |
| Specialized Cargo Ships | 122 | 0.1% | 184 | 2.4% | 306 | 2,139 | 0.6% | 73 | 0.2% | 2,212 |
| Container Ships | 8,742 | 9.2% | 628 | 8.1% | 9,370 | 42,593 | 12.4% | 8,808 | 25.6% | 51,401 |
| Ro-Ro Cargo Ships | 7,089 | 7.5% | 646 | 8.3% | 7,735 | 18,075 | 5.2% | 307 | 0.9% | 18,382 |
| Bulk Carriers | 62,147 | 65.5% | 2,181 | 28.1% | 64,328 | 176,281 | 51.2% | 16,252 | 47.3% | 192,533 |
| Oil and Chemical Tankers | 10,092 | 10.6% | 2,599 | 33.5% | 12,691 | 78,479 | 22.8% | 6,075 | 17.7% | 84,554 |
| Gas Tankers | 4,278 | 4.5% | 991 | 12.8% | 5,269 | 13,315 | 3.9% | 320 | 0.9% | 13,635 |
| Other Tankers | 57 | 0.1% | | | 57 | 408 | 0.1% | | | 408 |
| Passenger Ships | 72 | 0.1% | 166 | 2.1% | 238 | 2,586 | 0.8% | 54 | 0.2% | 2,640 |
| Offshore Vessels | 647 | 0.7% | 274 | 3.5% | 921 | 2,893 | 0.8% | 1,642 | 4.8% | 4,535 |
| Service Ships | 334 | 0.4% | | | 334 | 536 | 0.2% | 385 | 1.1% | 921 |
| Tugs | | | | | | | | | | |
| Fishing Vessels | | | | | | | | 142 | 0.2% | 142 |
| Total | 94,906 | 100% | 7,769 | 100% | 102,675 | 344,491 | 100% | 34,342 | 100% | 378,833 |

Source: Equasis - ⁽¹⁾ 25.000≤GT<60.000**Graph 98 - Total number of large ships, by P&I status and flag****Graph 99 - Gross tonnage of large ships, by P&I status and flag**

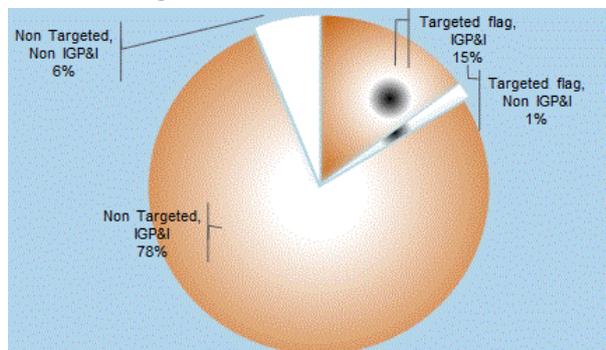
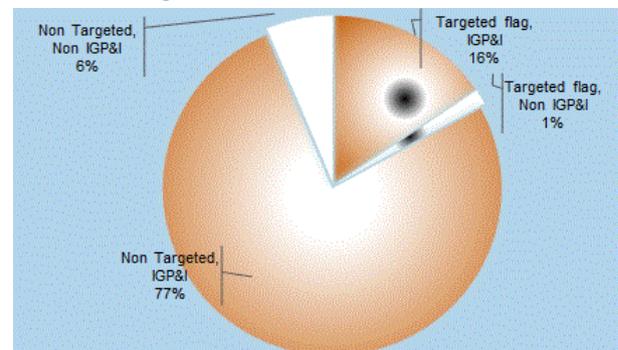
VERY LARGE SHIPS

Table 105 - P&I status : total number of very large⁽¹⁾ ships, by type and flag

| Ship Type | Targeted flag | | | Non Targeted flag | | | | | | |
|--------------------------|---------------|-------------|------------|-------------------|--------------|--------------|-------------|------------|-----------|--------------|
| | IGP&I | Non IGP&I | Total | IGP&I | Non IGP&I | Total | | | | |
| General Cargo Ships | | | | | | | | | | |
| Specialized Cargo Ships | | | | 4 | 0.1% | 3 | 7 | | | |
| Container Ships | 224 | 21.5% | 6 | 6.0% | 230 | 1,124 | 20.7% | 200 | 1,324 | |
| Ro-Ro Cargo Ships | 61 | 5.9% | 1 | 1.0% | 62 | 205 | 3.8% | 1 | 206 | |
| Bulk Carriers | 447 | 43.0% | 1 | 1.0% | 448 | 1,444 | 26.6% | 7 | 1,451 | |
| Oil and Chemical Tankers | 191 | 18.4% | 84 | 84.0% | 275 | 1,756 | 32.4% | 154 | 1,910 | |
| Gas Tankers | 53 | 5.1% | 1 | 1.0% | 54 | 528 | 9.7% | 9 | 537 | |
| Other Tankers | | | | | | | | | | |
| Passenger Ships | 27 | 2.6% | | | 27 | 160 | 2.9% | | 160 | |
| Offshore Vessels | 36 | 3.5% | 7 | 7.0% | 43 | 201 | 3.7% | 54 | 255 | |
| Service Ships | 1 | 0.1% | | | 1 | 5 | 0.1% | 1 | 6 | |
| Tugs | | | | | | | | | | |
| Fishing Vessels | | | | | | | | | | |
| Total | 1,040 | 100% | 100 | 100% | 1,140 | 5,427 | 100% | 429 | 0% | 5,856 |

Source: Equasis - ⁽¹⁾ GT≥60,000**Table 106 - P&I status : gross tonnage (in 1000 gt) of very large⁽¹⁾ ships, by type and flag**

| Ship Type | Targeted flag | | | Non Targeted flag | | | | | | |
|--------------------------|----------------|-------------|---------------|-------------------|----------------|----------------|-------------|---------------|-------------|----------------|
| | IGP&I | Non IGP&I | Total | IGP&I | Non IGP&I | Total | | | | |
| General Cargo Ships | | | | | | | | | | |
| Specialized Cargo Ships | | | | 310 | 0.1% | 201 | 0.4% | 511 | | |
| Container Ships | 28,903 | 24.8% | 877 | 8.1% | 29,780 | 124,174 | 21.7% | 23,489 | 49.5% | 147,663 |
| Ro-Ro Cargo Ships | 3,982 | 3.4% | 72 | 0.7% | 4,054 | 13,916 | 2.4% | 72 | 0.2% | 13,988 |
| Bulk Carriers | 44,429 | 38.2% | 107 | 1.0% | 44,536 | 150,503 | 26.2% | 536 | 1.1% | 151,039 |
| Oil and Chemical Tankers | 25,939 | 22.3% | 9,001 | 83.0% | 34,940 | 180,120 | 31.4% | 17,270 | 36.4% | 197,390 |
| Gas Tankers | 6,052 | 5.2% | 129 | 1.2% | 6,181 | 59,371 | 10.4% | 962 | 2.0% | 60,333 |
| Other Tankers | | | | | | | | | | |
| Passenger Ships | 2,816 | 2.4% | | | 2,816 | 18,579 | 3.2% | | | 18,579 |
| Offshore Vessels | 4,207 | 3.6% | 660 | 6.1% | 4,867 | 25,725 | 4.5% | 4,867 | 10.3% | 30,592 |
| Service Ships | 61 | 0.1% | | | 61 | 821 | 0.1% | 71 | 0.1% | 892 |
| Tugs | | | | | | | | | | |
| Fishing Vessels | | | | | | | | | | |
| Total | 116,389 | 100% | 10,846 | 100% | 127,235 | 573,519 | 100% | 47,468 | 100% | 620,987 |

Source: Equasis - ⁽¹⁾ GT≥60,000**Graph 100 - Total number of very large ships, by P&I status and flag****Graph 101 - Gross tonnage of very large ships, by P&I status and flag**

4.5. SAFETY PERFORMANCE

WHOLE FLEET GT≥500

Table 107 - Whole fleet GT≥500 detention rate^(*), by type and P&I status - 2021

| Ship Type | IGP&I | Non IGP&I | Overall |
|--------------------------|--------------|--------------|--------------|
| General Cargo Ships | 1.96% | 5.68% | 3.61% |
| Specialized Cargo Ships | 1.79% | 3.66% | 2.82% |
| Container Ships | 1.31% | 2.19% | 1.44% |
| Ro-Ro Cargo Ships | 0.85% | 12.70% | 2.18% |
| Bulk Carriers | 1.67% | 4.69% | 1.87% |
| Oil and Chemical Tankers | 0.82% | 4.81% | 1.01% |
| Gas Tankers | 0.45% | 2.94% | 0.59% |
| Other Tankers | 1.57% | 3.23% | 1.71% |
| Passenger Ships | 0.52% | 0.00% | 0.49% |
| Offshore Vessels | 1.27% | 4.41% | 1.83% |
| Service Ships | 1.29% | 5.43% | 2.47% |
| Tugs | 3.13% | 0.00% | 2.50% |
| Fishing Ships | 2.33% | 0.00% | 1.11% |
| Total | 1.42% | 5.07% | 2.01% |

Source: Equasis - ^(*) Detentions in Paris MoU, Tokyo MoU, IO MoU, USCG, VDM and Med MoU divided by total number of inspections

MEDIUM SIZED SHIPS

Table 108 - Medium sized⁽¹⁾ ships detention rates^(*), by type and P&I status - 2021

| Ship Type | IGP&I | Non IGP&I | Overall |
|--------------------------|--------------|--------------|--------------|
| General Cargo Ships | 2.08% | 5.69% | 3.75% |
| Specialized Cargo Ships | 2.63% | 3.85% | 3.40% |
| Container Ships | 1.55% | 4.48% | 2.09% |
| Ro-Ro Cargo Ships | 3.26% | 15.92% | 9.38% |
| Bulk Carriers | 2.13% | 5.00% | 2.63% |
| Oil and Chemical Tankers | 1.07% | 5.85% | 1.45% |
| Gas Tankers | 0.75% | 3.45% | 1.02% |
| Other Tankers | 1.75% | 3.23% | 1.89% |
| Passenger Ships | 1.89% | 0.00% | 1.63% |
| Offshore Vessels | 1.38% | 4.58% | 1.97% |
| Service Ships | 1.34% | 4.44% | 2.23% |
| Tugs | 3.13% | 0.00% | 2.50% |
| Fishing Ships | 2.33% | 0.00% | 1.15% |
| Total | 1.79% | 5.59% | 2.89% |

Source: Equasis - ⁽¹⁾ 500≤GT<25.000 - ^(*) Detentions in Paris MoU, Tokyo MoU, IO MoU, USCG, VDM, Med MoU, Caribbean MoU divided by total number of inspections

LARGE SHIPS

Table 109 - Large⁽¹⁾ ships detention rates^(*), by type and P&I status - 2021

| Ship Type | IGP&I | Non IGP&I | Overall |
|--------------------------|--------------|--------------|--------------|
| General Cargo Ships | 0.49% | 0.00% | 0.48% |
| Specialized Cargo Ships | 0.00% | 0.00% | 0.00% |
| Container Ships | 1.54% | 0.48% | 1.40% |
| Ro-Ro Cargo Ships | 0.64% | 0.00% | 0.62% |
| Bulk Carriers | 1.40% | 3.16% | 1.43% |
| Oil and Chemical Tankers | 0.80% | 1.00% | 0.80% |
| Gas Tankers | 0.22% | 0.00% | 0.22% |
| Other Tankers | 0.00% | | 0.00% |
| Passenger Ships | 0.00% | 0.00% | 0.00% |
| Offshore Vessels | 0.00% | | 0.00% |
| Service Ships | 0.00% | 50.00% | 10.00% |
| Tugs | | | |
| Fishing Ships | | 0.00% | 0.00% |
| Total | 1.21% | 1.41% | 1.22% |

Source: Equasis - ⁽¹⁾ 25.000≤GT<60.000 - ^(*) Detentions in Paris MoU, Tokyo MoU, IO MoU, USCG, VDM, Med MoU, Caribbean MoU divided by total number of inspections

VERY LARGE SHIPS

Table 110 - Very large⁽¹⁾ ships detention rates^(*), by type and P&I status - 2021

| Ship Type | IGP&I | Non IGP&I | Overall |
|--------------------------|--------------|--------------|--------------|
| General Cargo Ships | | | |
| Specialized Cargo Ships | 0.00% | | 0.00% |
| Container Ships | 0.89% | 0.54% | 0.85% |
| Ro-Ro Cargo Ships | 0.44% | 0.00% | 0.43% |
| Bulk Carriers | 2.07% | 0.00% | 2.07% |
| Oil and Chemical Tankers | 0.31% | 4.62% | 0.45% |
| Gas Tankers | 0.19% | 0.00% | 0.19% |
| Other Tankers | | | |
| Passenger Ships | 0.00% | | 0.00% |
| Offshore Vessels | 0.00% | 0.00% | 0.00% |
| Service Ships | | | |
| Tugs | | | |
| Fishing Ships | | | |
| Total | 1.00% | 1.08% | 1.00% |

Source: Equasis - ⁽¹⁾ GT≥60.000 - ^(*) Detentions in Paris MoU, Tokyo MoU, IO MoU, USCG, VDM and Med MoU divided by total number of inspections

Chapter 5

5. Port State Control

INTRODUCTION

Port State Control (PSC) authorities check the compliance with International Conventions of foreign flagged ships visiting their ports. Equasis statistics include inspection data provided by nine of the regional PSC regimes:

1. Paris MoU;
2. Tokyo MoU;
3. Indian Ocean MoU;
4. U.S. Coast Guard;
5. Acuerdo de Viña del Mar;
6. Mediterranean MoU;
7. Caribbean MoU;
8. Black Sea MoU; and
9. Abuja MoU.

Due to some technical issues related to the format of the inspection reports, Equasis cannot display inspections from Riyadh MoU. Equasis will continue to await further information and to follow closely any developments decided by the Riyadh Secretariat so that the inspections can be included thereon in this report.

The analysis in this chapter takes into account the last three years of inspections (2019-2021) from these PSC regimes as recorded in Equasis.

PSC SHIP TYPE

As explained in Chapter 1, this chapter has been revised in 2011 to use the PSC ship types recorded during inspections, instead of the generic and commercial ship types used in the other chapters.

It needs to be noted that for consistency reasons the reference fleet is exactly the same one of the remaining chapters. It means that inspections of ships that are no longer active or with a "commercial" ship type out of the scope of these statistics are not counted in this chapter.

INSPECTED SHIPS

Ships are subject to PSC inspections in most parts of the world, of which Equasis receives data from nine PSC regimes. However, some ships do not trade to the participating maritime authorities of these nine MoU's or in some cases have not been inspected when they have visited them.

Some ships are not eligible for PSC inspections due to their size or type, or they are only engaged in domestic trade. These vessels are mainly confined to the small ship size category. Therefore, there is a portion of the eligible fleet without a port State Control inspection record in Equasis.

A significant portion of this "*without inspection record*" fleet, particularly those in the very large, large and medium sized ship category, may potentially be trading in the waters of these PSC regimes or are trading using ports in these areas.

The inspection figures show the proportion of the fleet which have been inspected by one of the nine PSC regimes in the last three years. Therefore, the proportion of fleet that have not been inspected can be calculated. The figures are sorted by ship size and PSC type with details per age ranges, flag State and P&I coverage.

RECOGNISED ORGANISATIONS

Information on Recognised Organisations (RO) is also included in this chapter based on the statutory certificates recorded at the time of inspection. ROs are Classification Societies working on behalf of a flag state that survey ships under their flag and certify that they comply with the relevant international conventions.

Information on statutory certificates is provided by the nine PSC regimes to Equasis.

Table 143 provides the total number of inspections in which a statutory certificate has been recorded by the PSC Officer (PSCO) for each type of certificate. It also specifies the number of inspections where

this certificate has been recorded by the PSCO by issuer (flag State or RO). Please note that during an inspection several certificates are usually checked and recorded but no checklist is followed. Moreover, depending on the ship type certain certificates may not be applicable. Additionally, a "group" of certificates in the table may refer to more than one certificate and each certificate may be issued by different authorities. For these reasons, total figures cannot be easily deducted by summing lines or columns in Table 143.

The list of certificates by group is given in Annex IV. The group "Other" covers all unlisted certificates.

DOUBLE REPORTING

Five years ago, the issue of double reporting of inspections and detentions of individual PSC regimes was brought to the attention of the EQUASIS Management Unit (MU). In these cases, individual States are reporting the same inspection and detention records to two regional PSC regimes. These in turn are submitted to EQUASIS by both PSC regimes. Meanwhile, EQUASIS has implemented an interim measure on its website where common information is gathered on one line when two PSC send data related to a single inspection.

Last year, the Paris MoU Secretariat entered into discussions with the EQUASIS Management Unit (MU), and with the Tokyo MoU Secretariat and, as a result, a joint proposal based on the interim measure already implemented by Equasis was prepared and agreed to be submitted to all the PSC committees for their consideration and approval.

It is also worth mentioning that the common proposed solution was submitted and endorsed by the Equasis Supervisory Committee members.

Implications

The tables below reflect all the reports of inspections shared with Equasis over the last three (3) years (2019, 2020 and 2021). As the MoU's have not specified that an inspection has been reported under two MoU's, Equasis cannot identify them and reflect the double reporting in the tables. This is because under the data sharing

agreement Equasis cannot interpret or manage the data.

RESULTS

Table 116 reveals that of the 67,740 ships over 500GT in the fleet covered by Equasis, 52% (35,325) were inspected at least once in the period 2019-2021. This equates to 84% by tonnage.

Table 113 shows that the number of individual ships inspected has increased 10% in comparison to last year to the total of 29,749 inspections.

Table 114 and Graph 105 shows a significant number of inspections to ships occurs only once, with the exception of the Tokyo MoU region wherein the number of multiple inspections is more predominant. Furthermore, the introduction of the New Inspection Regime (NIR) in Paris MoU and Tokyo MoU, also led to an approximation of the total number of inspections between Paris MoU and Tokyo MoU (Graph 105). The NIR targets ship according to a ship risk profile, which takes into account the flag of the ship, type, age, recognised organisation, company performance and historical information on deficiencies and detentions.

Table 115 shows a relevant proportion of ships that were inspected by two and three PSC regimes, with a steep downwards trend as the number of PSC regimes increases, with bulk carriers, chemical tanker and general cargo being more likely to be inspected in four or more PSC regions.

Table 111 shows that a very small quantity of small sized ships is inspected (3%) and that the majority of ships without an inspection record are either in the small sized ship category or in the medium sized category (37%). For the other categories, both large and very large about 88% of the ships were inspected between 2019 and 2021.

By age, Table 116 shows that oldest ships 25+ years (25% inspected) have been subjected to fewer inspections than the newer ships 0-4 years (52% inspected). Additionally, ships with IG P&I coverage (Table 124) have also been subjected to more inspections. A possible explanation is the fact that the majority of ships is

covered by IGP&I clubs (77%) and these are the ones mostly operating in PSC regions for which Equasis has PSC data.

Table 132 shows that ships with targeted flag States are subject to more inspections than those of non-targeted flag States (76% and 47%, respectively).

Table 140 shows that the majority of statutory certificates are issued by members of IACS of which 88.6% of inspections are of ships over 500GT.

Table 143 shows that the involvement of flag States differs greatly depending on the statutory certificates. The Minimum Safe Manning Document (SOLAS/STCW), the Continuous Synopsis Record (SOLAS/CSR), and the Bunker Certificate

are the statutory certificates that are, in majority, issued by the flag State.

ROs, in particular the IACS members, are also more involved in issuing the International Ship Security Certificate (ISSC), the IOPP Certificate, MARPOL Certificates, the Ballast Water Management Convention's Certificates and Maritime Labour Convention (MLC certificate).

5.1. PORT STATE CONTROL OVERVIEW

OVERVIEW OF INSPECTED SHIPS IN ALL PSC REGIONS (2019-2021)

Table 111 - The world fleet in Equasis, by PSC type and size (GT≥100)

| PSC Ship Type | Small | | | Medium | | | Large | | | Very Large | | | All Sizes | | |
|----------------------------|---------------|--------------|-----------|---------------|---------------|------------|---------------|---------------|------------|--------------|--------------|------------|----------------|---------------|------------|
| | Global | Inspected | | Global | Inspected | | Global | Inspected | | Global | Inspected | | Global | Inspected | |
| General cargo/Multipurpose | 5,125 | 143 | 2.8% | 12,395 | 6,166 | 49.7% | 453 | 436 | 96.2% | 38 | 38 | 100.0% | 18,011 | 6,783 | 37.7% |
| Refrigerated Cargo | 857 | 17 | 2.0% | 1,341 | 511 | 38.1% | 6 | 3 | 50.0% | | | | 2,204 | 531 | 24.1% |
| Heavy load | 2 | | 0.0% | 84 | 58 | 69.0% | 48 | 43 | 89.6% | 7 | 2 | 28.6% | 141 | 103 | 73.0% |
| Container | 21 | 2 | 9.5% | 2,219 | 1,659 | 74.8% | 1,581 | 1,448 | 91.6% | 1,534 | 1,515 | 98.8% | 5,355 | 4,624 | 86.3% |
| Ro-Ro cargo | 42 | 7 | 16.7% | 512 | 239 | 46.7% | 422 | 413 | 97.9% | 240 | 236 | 98.3% | 1,216 | 895 | 73.6% |
| Bulk Carrier | 5 | 3 | 60.0% | 3,019 | 2,438 | 80.8% | 6,584 | 5,825 | 88.5% | 1,880 | 1,795 | 95.5% | 11,488 | 10,061 | 87.6% |
| Oil tanker | 1,919 | 16 | 0.8% | 4,551 | 861 | 18.9% | 1,326 | 1,075 | 81.1% | 2,050 | 1,612 | 78.6% | 9,846 | 3,564 | 36.2% |
| Chemical tanker | 487 | 5 | 1.0% | 3,404 | 2,303 | 67.7% | 1,321 | 1,177 | 89.1% | | | | 5,212 | 3,485 | 66.9% |
| Combination carrier | 1 | 1 | 100.0% | 48 | 19 | 39.6% | 8 | 8 | 100.0% | 3 | 3 | 100.0% | 60 | 31 | 51.7% |
| Gas carrier | 36 | | 0.0% | 1,127 | 648 | 57.5% | 338 | 296 | 87.6% | 530 | 447 | 84.3% | 2,031 | 1,391 | 68.5% |
| NLS Tanker | 3 | 1 | 33.3% | 147 | 138 | 93.9% | 240 | 240 | 100.0% | 235 | 235 | 100.0% | 625 | 614 | 98.2% |
| High speed passenger craft | 40 | 40 | 100.0% | 47 | 47 | 100.0% | | | | | | | 87 | 87 | 100.0% |
| Passenger Ship | 3,555 | 301 | 8.5% | 917 | 295 | 32.2% | 67 | 63 | 94.0% | 186 | 179 | 96.2% | 4,725 | 838 | 17.7% |
| RoRo passenger ship | 816 | 4 | 0.5% | 2,100 | 183 | 8.7% | 230 | 174 | 75.7% | 7 | 6 | 85.7% | 3,153 | 367 | 11.6% |
| Offshore supply | 2,485 | 72 | 2.9% | 4,683 | 807 | 17.2% | 15 | 2 | 13.3% | 9 | 1 | 11.1% | 7,192 | 882 | 12.3% |
| Special purpose ship | 200 | 37 | 18.5% | 535 | 189 | 35.3% | 17 | 10 | 58.8% | 6 | 2 | 33.3% | 758 | 238 | 31.4% |
| Tug | 18,809 | 686 | 3.6% | 997 | 146 | 14.6% | | | | | | | 19,806 | 832 | 4.2% |
| Other special activities | 3,807 | 420 | 11.0% | 3,547 | 709 | 20.0% | 249 | 167 | 67.1% | 261 | 55 | 21.1% | 7,864 | 1,351 | 17.2% |
| Other | 21,573 | 61 | 0.3% | 6,024 | 265 | 4.4% | 129 | 116 | 89.9% | 23 | 22 | 95.7% | 27,749 | 464 | 1.7% |
| Total | 59,783 | 1,816 | 3% | 47,697 | 17,681 | 37% | 13,034 | 11,496 | 88% | 7,009 | 6,148 | 88% | 127,523 | 37,141 | 29% |

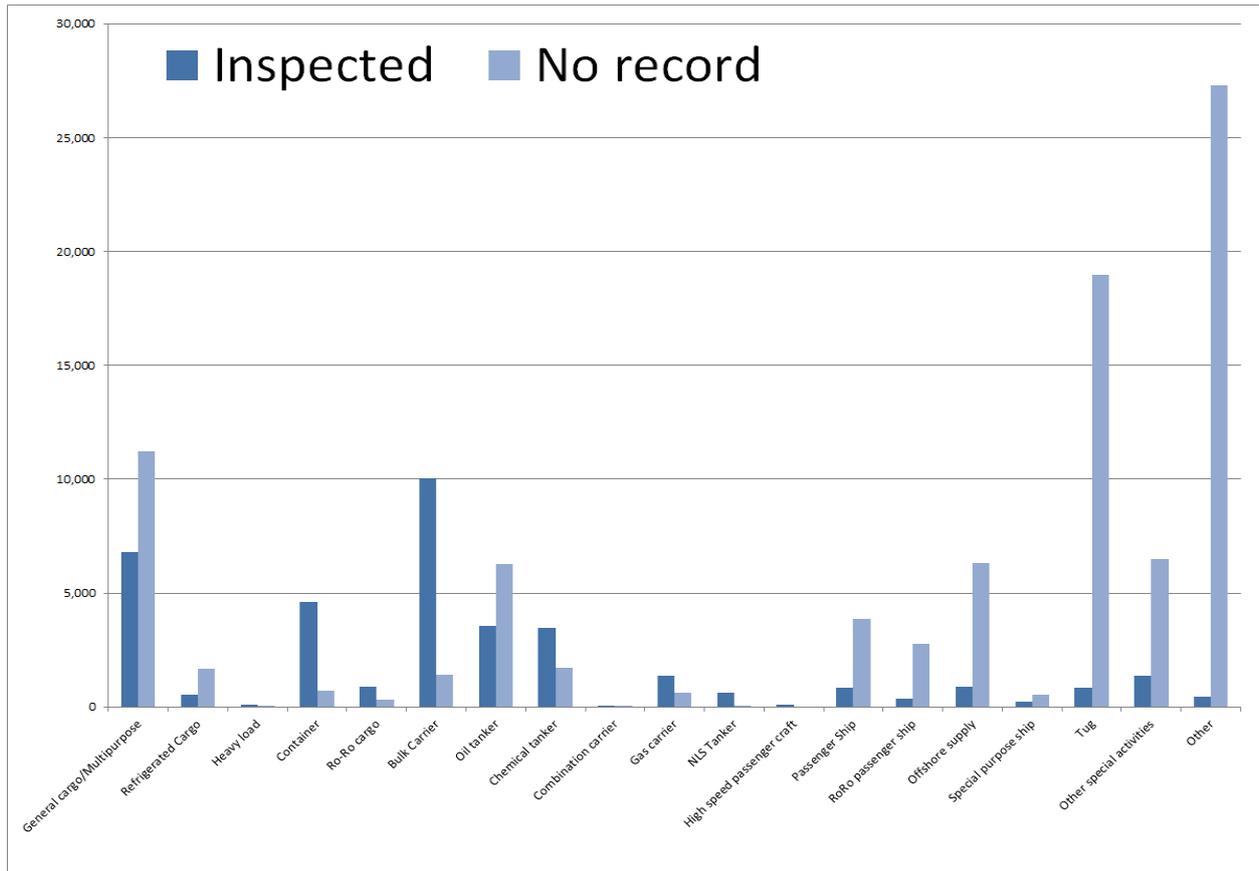
Source: Equasis ⁽¹⁾ GT<500 - ⁽²⁾ 500≤GT<25.000 - ⁽³⁾ 25.000≤GT<60.000 - ⁽⁴⁾ GT≥60.000

Table 112 - Gross tonnage (in 1000 gt) of the world fleet in Equasis, by PSC type and size

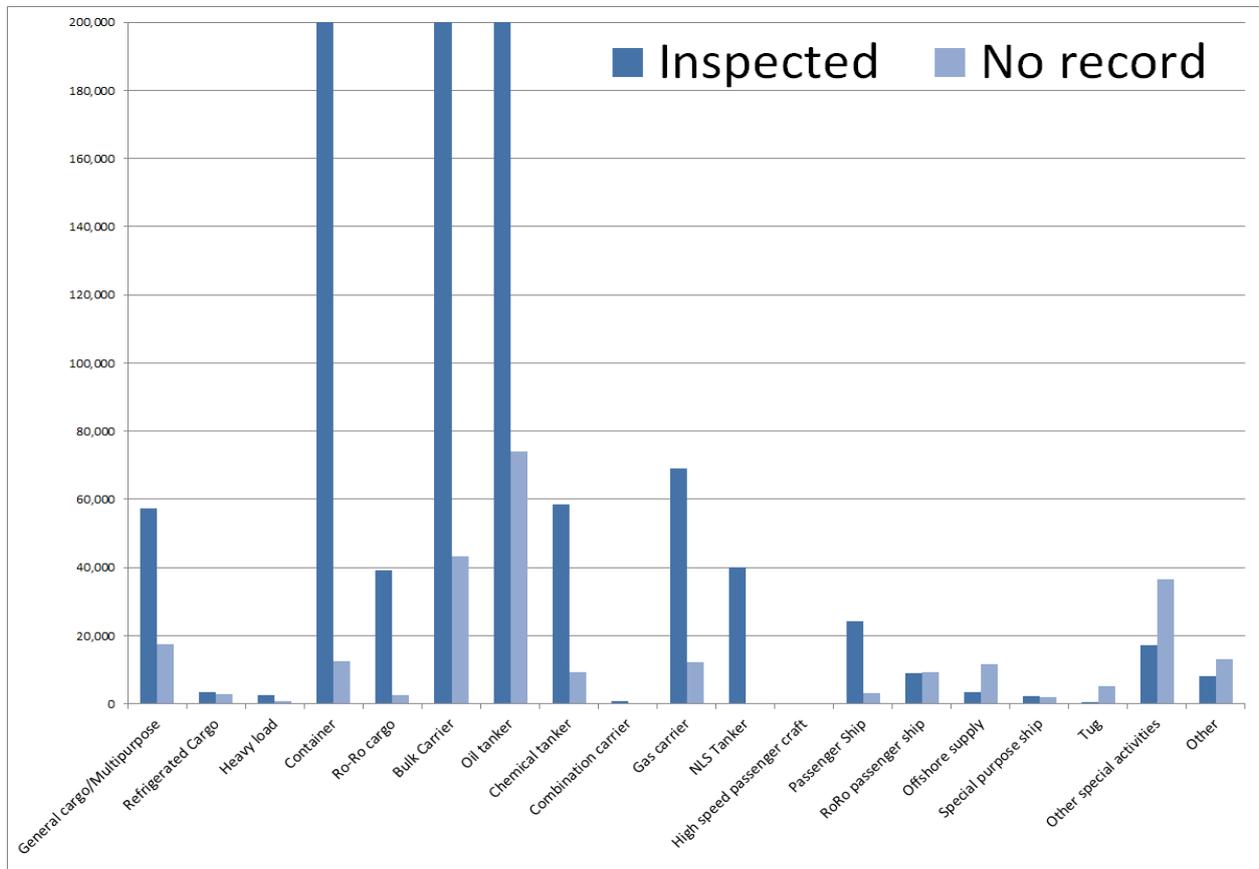
| PSC Ship Type | Small | | | Medium | | | Large | | | Very Large | | | All Sizes | | |
|----------------------------|---------------|------------|-----------|----------------|----------------|------------|----------------|----------------|------------|----------------|----------------|------------|------------------|------------------|------------|
| | Global | Inspected | | Global | Inspected | | Global | Inspected | | Global | Inspected | | Global | Inspected | |
| General cargo/Multipurpose | 1,797 | 52 | 2.9% | 53,468 | 38,247 | 71.5% | 16,062 | 15,503 | 96.5% | 3,449 | 3,449 | 100.0% | 74,776 | 57,251 | 76.6% |
| Refrigerated Cargo | 213 | 6 | 2.8% | 5,807 | 3,344 | 57.6% | 212 | 99 | 46.7% | | | | 6,232 | 3,449 | 55.3% |
| Heavy load | 1 | | 0.0% | 973 | 754 | 77.5% | 1,891 | 1,669 | 88.3% | 510 | 176 | 34.5% | 3,375 | 2,599 | 77.0% |
| Container | 8 | 1 | 12.5% | 26,529 | 21,793 | 82.1% | 59,195 | 54,257 | 91.7% | 175,423 | 172,593 | 98.4% | 261,155 | 248,644 | 95.2% |
| Ro-Ro cargo | 13 | 2 | 15.4% | 5,109 | 3,063 | 60.0% | 20,396 | 20,058 | 98.3% | 16,220 | 15,961 | 98.4% | 41,738 | 39,084 | 93.6% |
| Bulk Carrier | 2 | 1 | 50.0% | 53,503 | 46,247 | 86.4% | 245,985 | 219,764 | 89.3% | 193,822 | 183,968 | 94.9% | 493,312 | 449,980 | 91.2% |
| Oil tanker | 581 | 6 | 1.0% | 17,731 | 6,555 | 37.0% | 53,900 | 43,649 | 81.0% | 214,246 | 162,087 | 75.7% | 286,458 | 212,297 | 74.1% |
| Chemical tanker | 184 | 2 | 1.1% | 28,247 | 23,513 | 83.2% | 39,147 | 34,885 | 89.1% | | | | 67,578 | 58,400 | 86.4% |
| Combination carrier | | | | 249 | 166 | 66.7% | 311 | 311 | 100.0% | 202 | 202 | 100.0% | 762 | 679 | 89.1% |
| Gas carrier | 14 | | 0.0% | 7,022 | 5,470 | 77.9% | 14,687 | 12,853 | 87.5% | 59,737 | 50,808 | 85.1% | 81,460 | 69,131 | 84.9% |
| NLS Tanker | 1 | | 0.0% | 1,304 | 1,294 | 99.2% | 9,261 | 9,261 | 100.0% | 29,574 | 29,574 | 100.0% | 40,140 | 40,129 | 100.0% |
| High speed passenger craft | 9 | 9 | 100.0% | 238 | 238 | 100.0% | | | | | | | 247 | 247 | 100.0% |
| Passenger Ship | 906 | 98 | 10.8% | 2,323 | 1,258 | 54.2% | 2,756 | 2,603 | 94.4% | 21,251 | 20,169 | 94.9% | 27,236 | 24,128 | 88.6% |
| RoRo passenger ship | 251 | 2 | 0.8% | 9,395 | 2,398 | 25.5% | 8,078 | 6,131 | 75.9% | 471 | 406 | 86.2% | 18,195 | 8,937 | 49.1% |
| Offshore supply | 705 | 21 | 3.0% | 13,083 | 3,201 | 24.5% | 532 | 82 | 15.4% | 780 | 83 | 10.6% | 15,100 | 3,387 | 22.4% |
| Special purpose ship | 50 | 11 | 22.0% | 2,656 | 1,307 | 49.2% | 627 | 406 | 64.8% | 836 | 505 | 60.4% | 4,169 | 2,229 | 53.5% |
| Tug | 4,570 | 213 | 4.7% | 1,024 | 293 | 28.6% | | | | | | | 5,594 | 506 | 9.0% |
| Other special activities | 953 | 144 | 15.1% | 10,460 | 3,169 | 30.3% | 11,186 | 7,345 | 65.7% | 31,298 | 6,638 | 21.2% | 53,897 | 17,296 | 32.1% |
| Other | 4,805 | 19 | 0.4% | 9,153 | 1,395 | 15.2% | 5,710 | 5,258 | 92.1% | 1,463 | 1,391 | 95.1% | 21,131 | 8,063 | 38.2% |
| Total | 15,063 | 587 | 4% | 248,274 | 163,705 | 66% | 489,936 | 434,134 | 89% | 749,282 | 648,010 | 86% | 1,502,555 | 1,246,436 | 83% |

Source: Equasis ⁽¹⁾ GT<500 - ⁽²⁾ 500≤GT<25.000 - ⁽³⁾ 25.000≤GT<60.000 - ⁽⁴⁾ GT≥60.000

Graph 102 -Total number of inspected ships (all sizes), by PSC type



Graph 103 -Gross tonnage (in 1000 gt) of inspected ships (all sizes), by PSC type



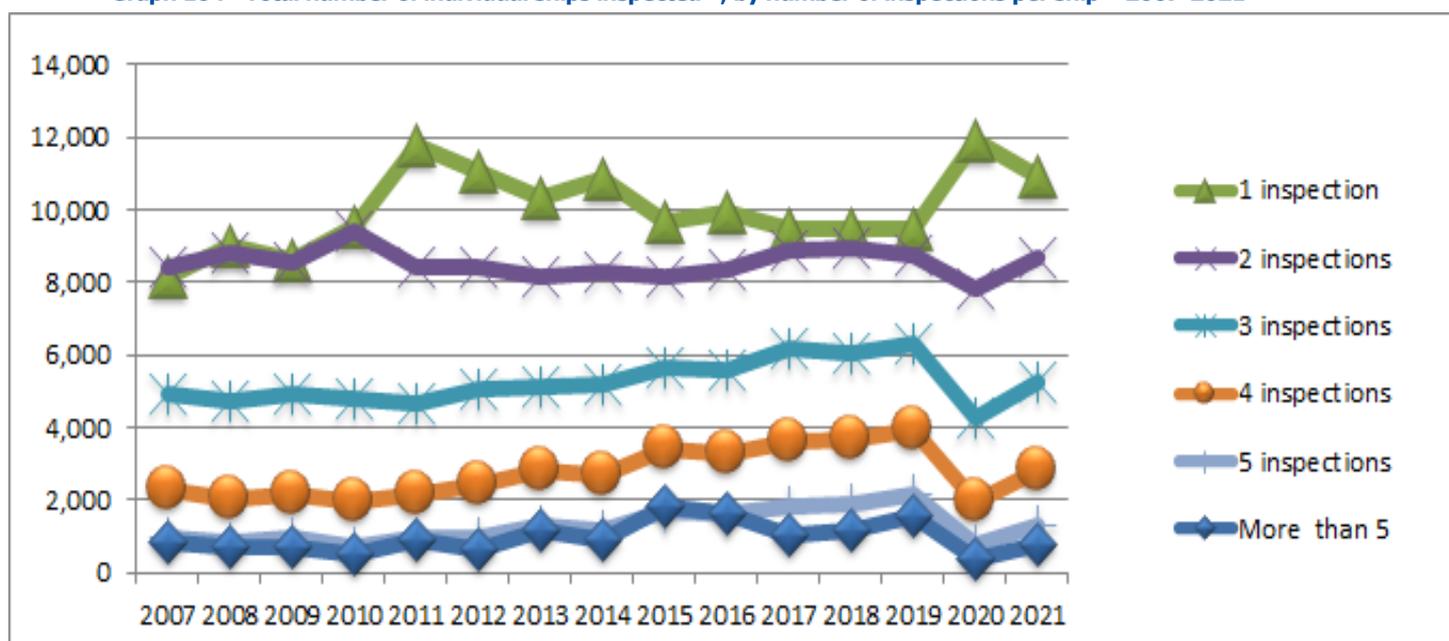
MULTIPLE INSPECTIONS (2008-2021)

Table 113 - Total number of individual ships inspected^(*), by number of inspections per ship – 2007-2021

| Number of inspections per ship | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | | 2012 | | 2013 | | 2014 | | 2015 | | 2016 | | 2017 | | 2018 | | 2019 | | 2020 | | 2021 | |
|--------------------------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|
| | Count | % |
| 1 | 8,166 | 31.9% | 9,005 | 34.6% | 8,637 | 33.2% | 9,527 | 35.5% | 11,783 | 40.8% | 11,082 | 38.9% | 10,351 | 35.9% | 10,844 | 37.4% | 9,658 | 31.8% | 9,947 | 32.8% | 9,460 | 30.5% | 9,482 | 30.4% | 9,443 | 29.4% | 11,928 | 44.1% | 10,948 | 36.8% |
| 2 | 8,415 | 32.8% | 8,818 | 33.9% | 8,571 | 33.0% | 9,413 | 35.1% | 8,438 | 29.3% | 8,380 | 29.4% | 8,152 | 28.3% | 8,307 | 28.6% | 8,122 | 26.7% | 8,353 | 27.5% | 8,906 | 28.7% | 8,925 | 28.6% | 8,747 | 27.3% | 7,841 | 29.0% | 8,673 | 29.2% |
| 3 | 4,939 | 19.3% | 4,687 | 18.0% | 4,949 | 19.0% | 4,781 | 17.8% | 4,670 | 16.2% | 5,021 | 17.6% | 5,102 | 17.7% | 5,200 | 17.9% | 5,642 | 18.6% | 5,573 | 18.4% | 6,185 | 19.9% | 6,063 | 19.4% | 6,281 | 19.6% | 4,230 | 15.6% | 5,247 | 17.6% |
| 4 | 2,287 | 8.9% | 2,041 | 7.8% | 2,172 | 8.4% | 1,969 | 7.3% | 2,133 | 7.4% | 2,409 | 8.5% | 2,783 | 9.7% | 2,648 | 9.1% | 3,407 | 11.2% | 3,252 | 10.7% | 3,609 | 11.6% | 3,689 | 11.8% | 3,919 | 12.2% | 1,923 | 7.1% | 2,797 | 9.4% |
| 5 | 972 | 3.8% | 795 | 3.1% | 934 | 3.6% | 672 | 2.5% | 936 | 3.2% | 950 | 3.3% | 1,284 | 4.5% | 1,155 | 4.0% | 1,689 | 5.6% | 1,590 | 5.2% | 1,820 | 5.9% | 1,870 | 6.0% | 2,176 | 6.8% | 789 | 2.9% | 1,308 | 4.4% |
| More than 5 | 859 | 3.4% | 671 | 2.6% | 724 | 2.8% | 493 | 1.8% | 887 | 3.1% | 631 | 2.2% | 1,149 | 4.0% | 865 | 3.0% | 1,847 | 6.1% | 1,622 | 5.3% | 1,039 | 3.3% | 1,156 | 3.7% | 1,532 | 4.8% | 359 | 1.3% | 776 | 2.6% |
| Total | 25,638 | 100% | 26,017 | 100% | 25,987 | 100% | 26,855 | 100% | 28,847 | 100% | 28,473 | 100% | 28,821 | 100% | 29,019 | 100% | 30,365 | 100% | 30,337 | 100% | 31,019 | 100% | 31,185 | 100% | 32,098 | 100% | 27,070 | 100% | 29,749 | 100% |

Source: Equasis – Paris MoU, Tokyo MoU, IOMoU, USCG, VDM, Med MoU, Black Sea MoU, Abuja MoU- (*) All existing ship types in Equasis

Graph 104 - Total number of individual ships inspected^(*), by number of inspections per ship – 2007-2021



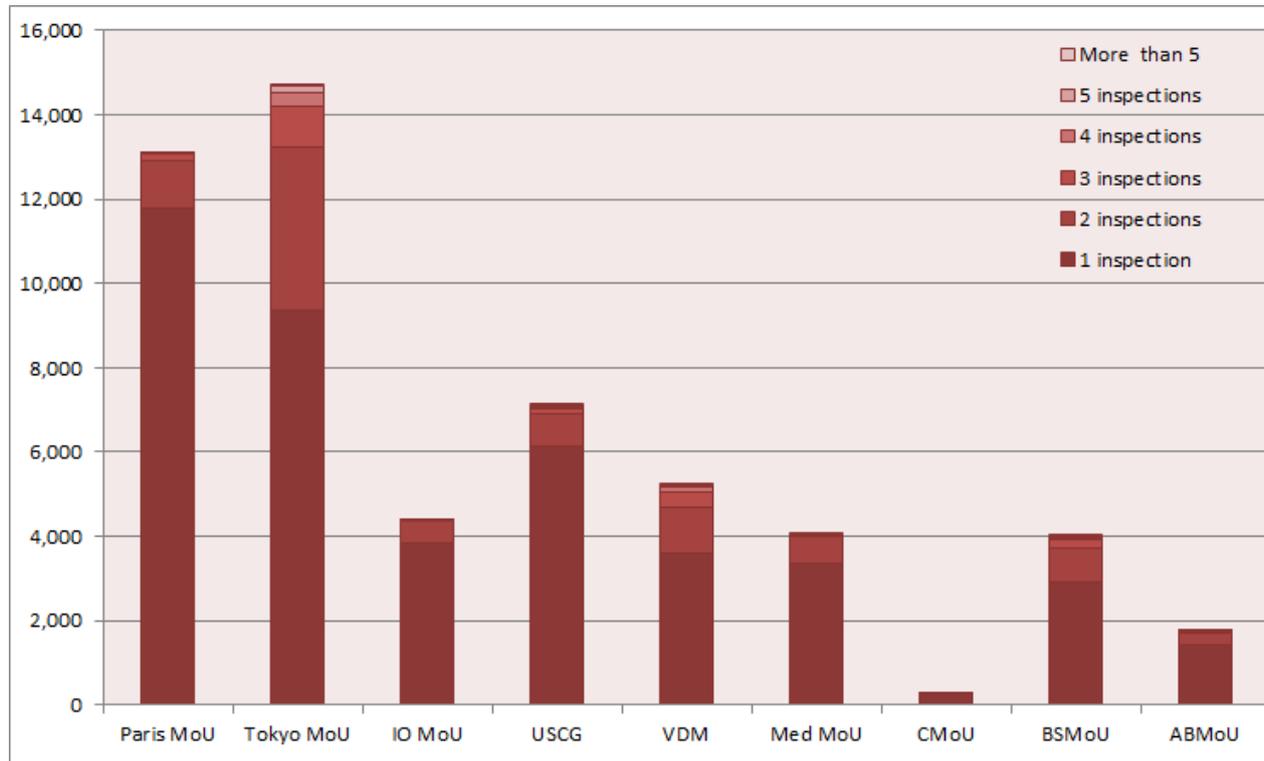
(*) Existing ship types in Equasis

INSPECTION FREQUENCY BY PSC REGIONS (2021)

Table 114 - Total number of individual ships inspected^(*), by number of inspection per ship and by PSC region - 2021

| Number of inspections per ship | Number of individual ships inspected | | | | | | | | | | | | | | | | | | Overall inspections | |
|--------------------------------|--------------------------------------|-------------|---------------|-------------|--------------|-------------|--------------|-------------|--------------|-------------|--------------|-------------|------------|-------------|--------------|-------------|--------------|-------------|---------------------|-------------|
| | PMoU | | TMoU | | IOMoU | | USCG | | VdMoU | | MedMoU | | CMoU | | BSMoU | | ABMoU | | | |
| 1 | 11,794 | 90.3% | 9,363 | 63.5% | 3,825 | 87.6% | 6,149 | 86.6% | 3,583 | 68.6% | 3,347 | 82.8% | 251 | 93.0% | 2,922 | 72.8% | 1,417 | 81.3% | 10,948 | 36.8% |
| 2 | 1,123 | 8.6% | 3,858 | 26.2% | 522 | 12.0% | 748 | 10.5% | 1,099 | 21.0% | 638 | 15.8% | 18 | 6.7% | 795 | 19.8% | 276 | 15.8% | 8,673 | 29.2% |
| 3 | 140 | 1.1% | 963 | 6.5% | 16 | 0.4% | 145 | 2.0% | 361 | 6.9% | 51 | 1.3% | 1 | 0.4% | 202 | 5.0% | 42 | 2.4% | 5,247 | 17.6% |
| 4 | 10 | 0.1% | 360 | 2.4% | 1 | 0.0% | 40 | 0.6% | 111 | 2.1% | 4 | 0.1% | 0 | 0.0% | 55 | 1.4% | 7 | 0.4% | 2,797 | 9.4% |
| 5 | 1 | 0.0% | 156 | 1.1% | 0 | 0.0% | 13 | 0.2% | 45 | 0.9% | 0 | 0.0% | 0 | 0.0% | 29 | 0.7% | 2 | 0.1% | 1,308 | 4.4% |
| More than 5 | 0 | 0.0% | 34 | 0.2% | 0 | 0.0% | 6 | 0.1% | 24 | 0.5% | 0 | 0.0% | 0 | 0.0% | 10 | 0.2% | 0 | 0.0% | 776 | 2.6% |
| Total | 13,068 | 100% | 14,734 | 100% | 4,364 | 100% | 7,101 | 100% | 5,223 | 100% | 4,040 | 100% | 270 | 100% | 4,013 | 100% | 1,744 | 100% | 29,749 | 100% |

Source: Equasis – Paris MoU, Tokyo MoU, IOMoU, US Coast Guard, VDM, Med MoU, Caribbean MoU, Black Sea MoU, Abuja MoU - ^(*) All existing ship types in Equasis

Graph 105 - Total number of individual ships inspected^(*), by number of inspection per ship and PSC region - 2021

^(*) All existing ship types in Equasis

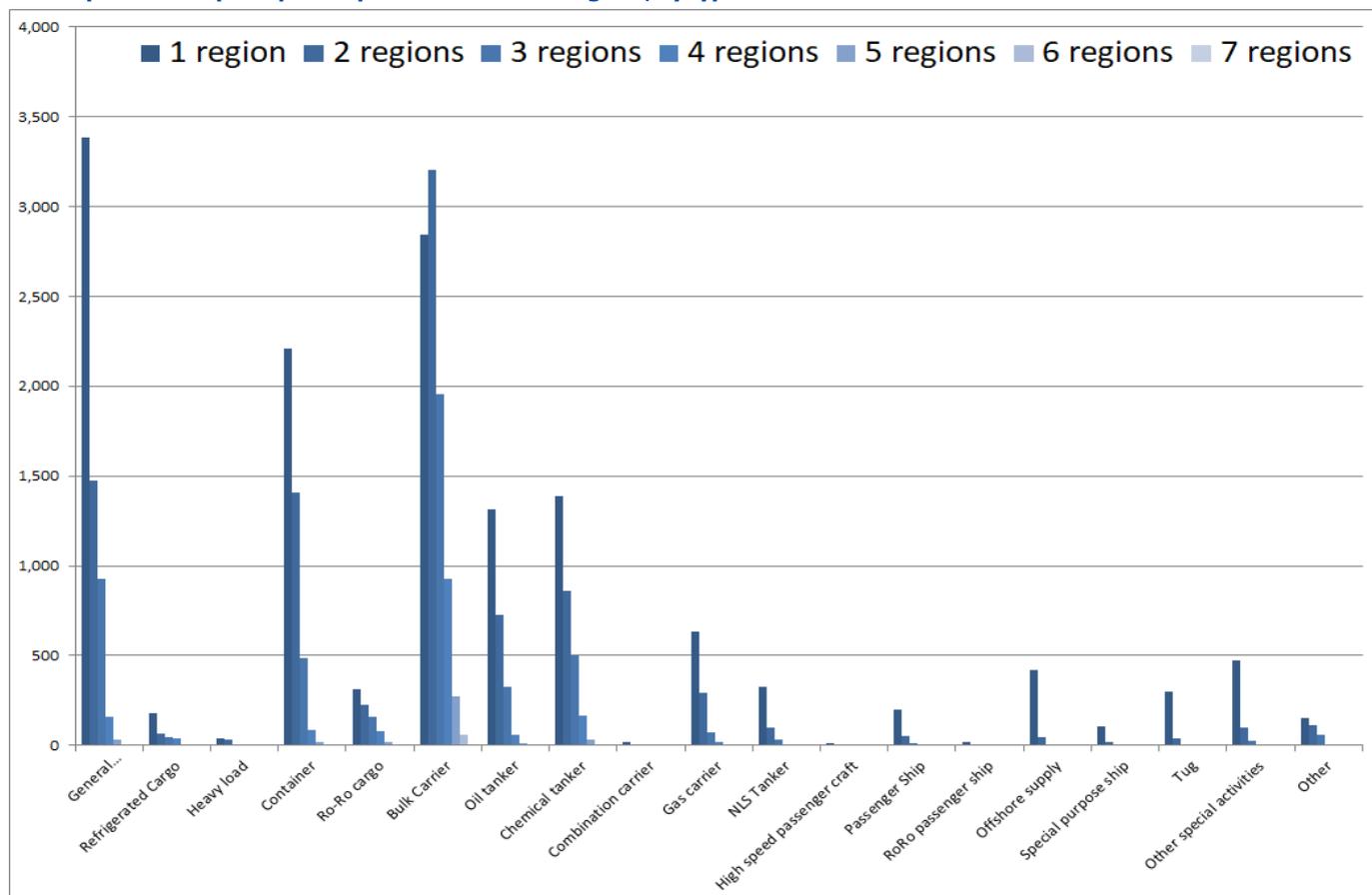
INSPECTIONS IN MORE THAN ONE REGION (2021)

Table 115 - Total number of individual ships inspected per number of PSC regions

| Ship Type | Number of ships inspected | | | | | | | | | | | | | |
|----------------------------|---------------------------|-------------|--------------|-------------|--------------|-------------|--------------|-------------|------------|-------------|-----------|-------------|-----------|-------------|
| | 1 Region | | 2 Regions | | 3 Regions | | 4 Regions | | 5 Regions | | 6 Regions | | 7 Regions | |
| General cargo/Multipurpose | 3,386 | 23.6% | 1,476 | 16.9% | 925 | 20.1% | 162 | 10.5% | 35 | 8.9% | 7 | 9.5% | 0 | 0.0% |
| Refrigerated Cargo | 181 | 1.3% | 68 | 0.8% | 46 | 1.0% | 36 | 2.3% | 7 | 1.8% | 2 | 2.7% | 0 | 0.0% |
| Heavy load | 40 | 0.3% | 29 | 0.3% | 7 | 0.2% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Container | 2,211 | 15.4% | 1,406 | 16.1% | 486 | 10.5% | 84 | 5.4% | 17 | 4.3% | 3 | 4.1% | 0 | 0.0% |
| Ro-Ro cargo | 310 | 2.2% | 227 | 2.6% | 158 | 3.4% | 77 | 5.0% | 18 | 4.6% | 4 | 5.4% | 0 | 0.0% |
| 3 | 2,845 | 19.9% | 3,204 | 36.6% | 1,955 | 42.4% | 927 | 60.0% | 274 | 69.7% | 57 | 77.0% | 3 | 100.0% |
| Oil tanker | 1,314 | 9.2% | 724 | 8.3% | 324 | 7.0% | 58 | 3.8% | 10 | 2.5% | 1 | 1.4% | 0 | 0.0% |
| Chemical tanker | 1,391 | 9.7% | 859 | 9.8% | 501 | 10.9% | 169 | 10.9% | 32 | 8.1% | 0 | 0.0% | 0 | 0.0% |
| Combination carrier | 16 | 0.1% | 2 | 0.0% | 2 | 0.0% | 1 | 0.1% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Gas carrier | 633 | 4.4% | 290 | 3.3% | 72 | 1.6% | 18 | 1.2% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| NLS Tanker | 326 | 2.3% | 96 | 1.1% | 33 | 0.7% | 3 | 0.2% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| High speed passenger craft | 9 | 0.1% | 3 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Passenger Ship | 199 | 1.4% | 53 | 0.6% | 11 | 0.2% | 1 | 0.1% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| RoRo passenger ship | 21 | 0.1% | 2 | 0.0% | 1 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Offshore supply | 418 | 2.9% | 48 | 0.5% | 0 | 0.0% | 1 | 0.1% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Special purpose ship | 103 | 0.7% | 20 | 0.2% | 2 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Tug | 296 | 2.1% | 40 | 0.5% | 2 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Other special activities | 474 | 3.3% | 101 | 1.2% | 26 | 0.6% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Other | 155 | 1.1% | 109 | 1.2% | 58 | 1.3% | 8 | 0.5% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Total | 14,328 | 100% | 8,757 | 100% | 4,609 | 100% | 1,545 | 100% | 393 | 100% | 74 | 100% | 3 | 100% |

Source: Equasis – Paris MoU, Tokyo MoU, IO MoU, USCG, VDM, Med MoU, Caribbean MoU, Black Sea MoU, Abuja MoU

Graph 106 - Ships inspected per number of PSC regions, by type



5.2. SHIPS INSPECTED BETWEEN 2019 AND 2021 – BY AGE

WHOLE FLEET GT≥500

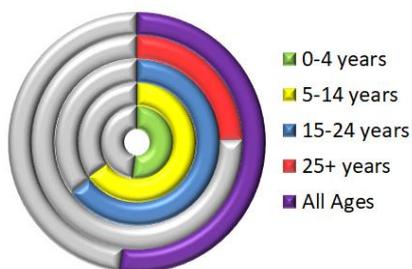
Table 116 - Total number of ships GT≥500 with and without inspections, by PSC type and age

| PSC Ship Type | 0-4 years | | | 5-14 years | | | 15-24 years | | | 25+ years | | | All Ages | | |
|----------------------------|--------------|--------------|------------|---------------|---------------|------------|---------------|--------------|------------|---------------|--------------|------------|---------------|---------------|------------|
| | Global | Inspected | % | Global | Inspected | % | Global | Inspected | % | Global | Inspected | % | Global | Inspected | % |
| General cargo/Multipurpose | 809 | 428 | 52.9% | 3,816 | 2,222 | 58.2% | 2,675 | 1,763 | 65.9% | 5,586 | 2,227 | 39.9% | 12,886 | 6,640 | 51.5% |
| Refrigerated Cargo | 109 | 24 | 22.0% | 104 | 28 | 26.9% | 125 | 81 | 64.8% | 1,009 | 381 | 37.8% | 1,347 | 514 | 38.2% |
| Heavy load | 27 | 13 | 48.1% | 65 | 50 | 76.9% | 18 | 17 | 94.4% | 29 | 23 | 79.3% | 139 | 103 | 74.1% |
| Container | 668 | 494 | 74.0% | 2,232 | 2,040 | 91.4% | 1,969 | 1,808 | 91.8% | 465 | 280 | 60.2% | 5,334 | 4,622 | 86.7% |
| Ro-Ro cargo | 91 | 51 | 56.0% | 453 | 405 | 89.4% | 361 | 303 | 83.9% | 269 | 129 | 48.0% | 1,174 | 888 | 75.6% |
| Bulk Carrier | 1,635 | 1,246 | 76.2% | 7,197 | 6,582 | 91.5% | 2,068 | 1,835 | 88.7% | 583 | 395 | 67.8% | 11,483 | 10,058 | 87.6% |
| Oil tanker | 933 | 424 | 45.4% | 3,052 | 1,784 | 58.5% | 1,945 | 1,187 | 61.0% | 1,997 | 153 | 7.7% | 7,927 | 3,548 | 44.8% |
| Chemical tanker | 702 | 515 | 73.4% | 2,140 | 1,762 | 82.3% | 1,326 | 1,070 | 80.7% | 557 | 133 | 23.9% | 4,725 | 3,480 | 73.7% |
| Combination carrier | 5 | 5 | 100.0% | 14 | 11 | 78.6% | 10 | 10 | 100.0% | 30 | 4 | 13.3% | 59 | 30 | 50.8% |
| Gas carrier | 325 | 203 | 62.5% | 854 | 725 | 84.9% | 438 | 325 | 74.2% | 378 | 138 | 36.5% | 1,995 | 1,391 | 69.7% |
| NLS Tanker | 172 | 172 | 100.0% | 301 | 301 | 100.0% | 132 | 132 | 100.0% | 17 | 8 | 47.1% | 622 | 613 | 98.6% |
| High speed passenger craft | 8 | 8 | 100.0% | 6 | 6 | 100.0% | 21 | 21 | 100.0% | 12 | 12 | 100.0% | 47 | 47 | 100.0% |
| Passenger Ship | 159 | 81 | 50.9% | 261 | 168 | 64.4% | 289 | 163 | 56.4% | 461 | 125 | 27.1% | 1,170 | 537 | 45.9% |
| RoRo passenger ship | 270 | 30 | 11.1% | 513 | 49 | 9.6% | 470 | 107 | 22.8% | 1,084 | 177 | 16.3% | 2,337 | 363 | 15.5% |
| Offshore supply | 302 | 52 | 17.2% | 2,499 | 533 | 21.3% | 873 | 163 | 18.7% | 1,033 | 62 | 6.0% | 4,707 | 810 | 17.2% |
| Special purpose ship | 29 | 13 | 44.8% | 152 | 100 | 65.8% | 68 | 37 | 54.4% | 309 | 51 | 16.5% | 558 | 201 | 36.0% |
| Tug | 77 | 4 | 5.2% | 325 | 81 | 24.9% | 134 | 33 | 24.6% | 461 | 28 | 6.1% | 997 | 146 | 14.6% |
| Other special activities | 425 | 135 | 31.8% | 1,299 | 364 | 28.0% | 675 | 200 | 29.6% | 1,658 | 232 | 14.0% | 4,057 | 931 | 22.9% |
| Other | 783 | 22 | 2.8% | 1,275 | 132 | 10.4% | 872 | 97 | 11.1% | 3,246 | 152 | 4.7% | 6,176 | 403 | 6.5% |
| Total | 7,529 | 3,920 | 52% | 26,558 | 17,343 | 65% | 14,469 | 9,352 | 65% | 19,184 | 4,710 | 25% | 67,740 | 35,325 | 52% |

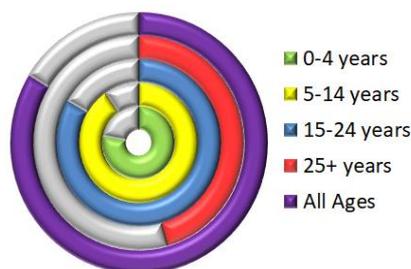
Table 117 - Gross tonnage (in 1000 gt) of ships GT≥500 with and without inspections, by PSC type and age

| PSC Ship Type | 0-4 years | | | 5-14 years | | | 15-24 years | | | 25+ years | | | All Ages | | |
|----------------------------|----------------|----------------|------------|----------------|----------------|------------|----------------|----------------|------------|---------------|---------------|------------|------------------|------------------|------------|
| | Global | Inspected | % | Global | Inspected | % | Global | Inspected | % | Global | Inspected | % | Global | Inspected | % |
| General cargo/Multipurpose | 9,798 | 8,166 | 83.3% | 29,673 | 25,412 | 85.6% | 16,982 | 14,276 | 84.1% | 16,527 | 9,345 | 56.5% | 72,979 | 57,199 | 78.4% |
| Refrigerated Cargo | 573 | 237 | 41.4% | 487 | 251 | 51.5% | 889 | 777 | 87.4% | 4,070 | 2,178 | 53.5% | 6,019 | 3,443 | 57.2% |
| Heavy load | 735 | 354 | 48.2% | 1,475 | 1,159 | 78.6% | 377 | 374 | 99.2% | 787 | 713 | 90.6% | 3,374 | 2,601 | 77.1% |
| Container | 45,522 | 40,200 | 88.3% | 138,054 | 135,114 | 97.9% | 70,037 | 67,630 | 96.6% | 7,535 | 5,698 | 75.6% | 261,149 | 248,644 | 95.2% |
| Ro-Ro cargo | 3,613 | 2,943 | 81.5% | 21,961 | 21,461 | 97.7% | 13,310 | 12,655 | 95.1% | 2,841 | 2,024 | 71.2% | 41,725 | 39,081 | 93.7% |
| Bulk Carrier | 85,955 | 69,091 | 80.4% | 315,707 | 300,681 | 95.2% | 78,407 | 71,323 | 91.0% | 13,241 | 8,885 | 67.1% | 493,310 | 449,980 | 91.2% |
| Oil tanker | 48,151 | 30,853 | 64.1% | 136,824 | 114,686 | 83.8% | 89,872 | 65,211 | 72.6% | 11,031 | 1,541 | 14.0% | 285,879 | 212,291 | 74.3% |
| Chemical tanker | 12,854 | 10,543 | 82.0% | 34,620 | 31,329 | 90.5% | 17,840 | 15,740 | 88.2% | 2,081 | 786 | 37.8% | 67,395 | 58,398 | 86.7% |
| Combination carrier | 183 | 183 | 100.0% | 225 | 214 | 95.1% | 270 | 270 | 100.0% | 85 | 13 | 15.3% | 761 | 678 | 89.1% |
| Gas carrier | 19,962 | 16,327 | 81.8% | 38,200 | 35,480 | 92.9% | 17,542 | 13,854 | 79.0% | 5,742 | 3,470 | 60.4% | 81,446 | 69,131 | 84.9% |
| NLS Tanker | 14,661 | 14,661 | 100.0% | 19,261 | 19,261 | 100.0% | 6,107 | 6,107 | 100.0% | 110 | 99 | 90.0% | 40,139 | 40,129 | 100.0% |
| High speed passenger craft | 54 | 54 | 100.0% | 42 | 42 | 100.0% | 94 | 94 | 100.0% | 48 | 48 | 100.0% | 238 | 238 | 100.0% |
| Passenger Ship | 6,138 | 4,884 | 79.6% | 8,642 | 8,520 | 98.6% | 8,232 | 7,932 | 96.4% | 3,318 | 2,694 | 81.2% | 26,329 | 24,030 | 91.3% |
| RoRo passenger ship | 2,220 | 637 | 28.7% | 3,805 | 1,596 | 41.9% | 5,321 | 3,190 | 60.0% | 6,598 | 3,512 | 53.2% | 17,944 | 8,934 | 49.8% |
| Offshore supply | 1,484 | 265 | 17.9% | 8,560 | 2,335 | 27.3% | 2,276 | 571 | 25.1% | 2,074 | 194 | 9.4% | 14,393 | 3,366 | 23.4% |
| Special purpose ship | 259 | 124 | 47.9% | 1,768 | 1,492 | 84.4% | 822 | 367 | 44.6% | 1,271 | 236 | 18.6% | 4,119 | 2,218 | 53.8% |
| Tug | 87 | 13 | 14.9% | 403 | 191 | 47.4% | 144 | 58 | 40.3% | 390 | 31 | 7.9% | 1,024 | 293 | 28.6% |
| Other special activities | 10,665 | 6,402 | 60.0% | 16,783 | 6,097 | 36.3% | 10,531 | 2,930 | 27.8% | 14,964 | 1,723 | 11.5% | 52,945 | 17,151 | 32.4% |
| Other | 1,874 | 432 | 23.1% | 5,661 | 3,579 | 63.2% | 4,218 | 2,868 | 68.0% | 4,574 | 1,165 | 25.5% | 16,328 | 8,042 | 49.3% |
| Total | 264,788 | 206,369 | 78% | 782,151 | 708,900 | 91% | 343,271 | 286,227 | 83% | 97,287 | 44,355 | 46% | 1,487,496 | 1,245,847 | 84% |

Graph 107 - Proportion of inspected ships GT≥500, by age



Graph 108 - Proportion of gross tonnage inspected ships GT≥500, by age



MEDIUM SIZED SHIPS

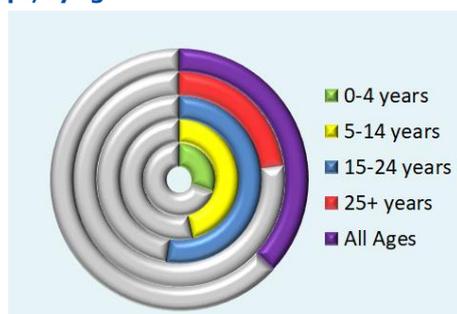
Table 118 - Total number of medium sized ships with and without inspections, by PSC type and age

| PSC Ship Type | 0-4 years | | | 5-14 years | | | 15-24 years | | | 25+ years | | | All Ages | | |
|----------------------------|--------------|--------------|------------|---------------|--------------|------------|--------------|--------------|------------|---------------|--------------|------------|---------------|---------------|------------|
| | Global | Inspected | % | Global | Inspected | % | Global | Inspected | % | Global | Inspected | % | Global | Inspected | % |
| General cargo/Multipurpose | 699 | 324 | 46.4% | 3,600 | 2,006 | 55.7% | 2,565 | 1,660 | 64.7% | 5,531 | 2,176 | 39.3% | 12,395 | 6,166 | 49.7% |
| Refrigerated Cargo | 109 | 24 | 22.0% | 104 | 28 | 26.9% | 122 | 78 | 63.9% | 1,006 | 381 | 37.9% | 1,341 | 511 | 38.1% |
| Heavy load | 15 | 6 | 40.0% | 47 | 36 | 76.6% | 12 | 11 | 91.7% | 10 | 5 | 50.0% | 84 | 58 | 69.0% |
| Container | 283 | 161 | 56.9% | 686 | 542 | 79.0% | 879 | 756 | 86.0% | 371 | 200 | 53.9% | 2,219 | 1,659 | 74.8% |
| Ro-Ro cargo | 38 | 5 | 13.2% | 77 | 33 | 42.9% | 148 | 92 | 62.2% | 249 | 109 | 43.8% | 512 | 239 | 46.7% |
| Bulk Carrier | 303 | 167 | 55.1% | 1,870 | 1,567 | 83.8% | 513 | 464 | 90.4% | 333 | 240 | 72.1% | 3,019 | 2,438 | 80.8% |
| Oil tanker | 427 | 70 | 16.4% | 1,454 | 380 | 26.1% | 766 | 271 | 35.4% | 1,904 | 140 | 7.4% | 4,551 | 861 | 18.9% |
| Chemical tanker | 407 | 264 | 64.9% | 1,423 | 1,104 | 77.6% | 1,027 | 805 | 78.4% | 547 | 130 | 23.8% | 3,404 | 2,303 | 67.7% |
| Combination carrier | 2 | 2 | 100.0% | 10 | 7 | 70.0% | 6 | 6 | 100.0% | 30 | 4 | 13.3% | 48 | 19 | 39.6% |
| Gas carrier | 126 | 44 | 34.9% | 444 | 337 | 75.9% | 245 | 170 | 69.4% | 312 | 97 | 31.1% | 1,127 | 648 | 57.5% |
| NLS Tanker | 19 | 19 | 100.0% | 68 | 68 | 100.0% | 44 | 44 | 100.0% | 16 | 7 | 43.8% | 147 | 138 | 93.9% |
| High speed passenger craft | 8 | 8 | 100.0% | 6 | 6 | 100.0% | 21 | 21 | 100.0% | 12 | 12 | 100.0% | 47 | 47 | 100.0% |
| Passenger Ship | 114 | 45 | 39.5% | 187 | 94 | 50.3% | 193 | 69 | 35.8% | 423 | 87 | 20.6% | 917 | 295 | 32.2% |
| RoRo passenger ship | 241 | 16 | 6.6% | 467 | 12 | 2.6% | 377 | 37 | 9.8% | 1,015 | 118 | 11.6% | 2,100 | 183 | 8.7% |
| Offshore supply | 299 | 52 | 17.4% | 2,489 | 532 | 21.4% | 869 | 162 | 18.6% | 1,026 | 61 | 5.9% | 4,683 | 807 | 17.2% |
| Special purpose ship | 26 | 12 | 46.2% | 141 | 90 | 63.8% | 63 | 36 | 57.1% | 305 | 51 | 16.7% | 535 | 189 | 35.3% |
| Tug | 77 | 4 | 5.2% | 325 | 81 | 24.9% | 134 | 33 | 24.6% | 461 | 28 | 6.1% | 997 | 146 | 14.6% |
| Other special activities | 325 | 65 | 20.0% | 1,117 | 279 | 25.0% | 569 | 154 | 27.1% | 1,536 | 211 | 13.7% | 3,547 | 709 | 20.0% |
| Other | 773 | 16 | 2.1% | 1,207 | 66 | 5.5% | 812 | 44 | 5.4% | 3,232 | 139 | 4.3% | 6,024 | 265 | 4.4% |
| Total | 4,291 | 1,304 | 30% | 15,722 | 7,268 | 46% | 9,365 | 4,913 | 52% | 18,319 | 4,196 | 23% | 47,697 | 17,681 | 37% |

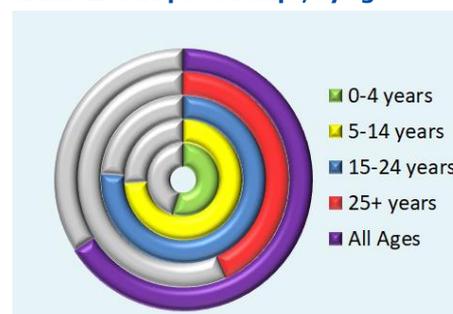
Table 119 - Gross tonnage (in 1000 gt) of medium sized ships with and without inspections, by PSC type and age

| PSC Ship Type | 0-4 years | | | 5-14 years | | | 15-24 years | | | 25+ years | | | All Ages | | |
|----------------------------|---------------|---------------|------------|----------------|---------------|------------|---------------|---------------|------------|---------------|---------------|------------|----------------|----------------|------------|
| | Global | Inspected | % | Global | Inspected | % | Global | Inspected | % | Global | Inspected | % | Global | Inspected | % |
| General cargo/Multipurpose | 4,434 | 3,040 | 68.6% | 21,645 | 17,384 | 80.3% | 12,720 | 10,206 | 80.2% | 14,669 | 7,617 | 51.9% | 53,468 | 38,247 | 71.5% |
| Refrigerated Cargo | 573 | 237 | 41.4% | 487 | 251 | 51.5% | 790 | 678 | 85.8% | 3,957 | 2,178 | 55.0% | 5,807 | 3,344 | 57.6% |
| Heavy load | 155 | 65 | 41.9% | 613 | 523 | 85.3% | 121 | 118 | 97.5% | 84 | 49 | 58.3% | 973 | 755 | 77.6% |
| Container | 4,026 | 2,582 | 64.1% | 8,522 | 7,561 | 88.7% | 10,388 | 9,391 | 90.4% | 3,594 | 2,260 | 62.9% | 26,530 | 21,794 | 82.1% |
| Ro-Ro cargo | 389 | 47 | 12.1% | 892 | 528 | 59.2% | 2,017 | 1,492 | 74.0% | 1,811 | 995 | 54.9% | 5,109 | 3,062 | 59.9% |
| Bulk Carrier | 5,072 | 3,579 | 70.6% | 35,531 | 31,402 | 88.4% | 7,996 | 7,488 | 93.6% | 4,904 | 3,779 | 77.1% | 53,503 | 46,248 | 86.4% |
| Oil tanker | 2,034 | 535 | 26.3% | 6,171 | 2,615 | 42.4% | 5,285 | 2,891 | 54.7% | 4,242 | 514 | 12.1% | 17,732 | 6,555 | 37.0% |
| Chemical tanker | 3,931 | 2,953 | 75.1% | 13,288 | 11,757 | 88.5% | 9,227 | 8,098 | 87.8% | 1,802 | 705 | 39.1% | 28,248 | 23,513 | 83.2% |
| Combination carrier | 21 | 21 | 100.0% | 75 | 64 | 85.3% | 68 | 68 | 100.0% | 85 | 13 | 15.3% | 249 | 166 | 66.7% |
| Gas carrier | 812 | 431 | 53.1% | 3,627 | 3,220 | 88.8% | 1,531 | 1,226 | 80.1% | 1,052 | 593 | 56.4% | 7,022 | 5,470 | 77.9% |
| NLS Tanker | 226 | 226 | 100.0% | 662 | 662 | 100.0% | 351 | 351 | 100.0% | 65 | 55 | 84.6% | 1,304 | 1,294 | 99.2% |
| High speed passenger craft | 54 | 54 | 100.0% | 42 | 42 | 100.0% | 94 | 94 | 100.0% | 48 | 48 | 100.0% | 238 | 238 | 100.0% |
| Passenger Ship | 471 | 338 | 71.8% | 327 | 205 | 62.7% | 353 | 168 | 47.6% | 1,171 | 547 | 46.7% | 2,322 | 1,258 | 54.2% |
| RoRo passenger ship | 1,050 | 123 | 11.7% | 2,080 | 159 | 7.6% | 1,953 | 582 | 29.8% | 4,312 | 1,534 | 35.6% | 9,395 | 2,398 | 25.5% |
| Offshore supply | 1,312 | 265 | 20.2% | 8,197 | 2,310 | 28.2% | 2,010 | 488 | 24.3% | 1,563 | 138 | 8.8% | 13,082 | 3,201 | 24.5% |
| Special purpose ship | 174 | 96 | 55.2% | 915 | 664 | 72.6% | 457 | 311 | 68.1% | 1,111 | 236 | 21.2% | 2,657 | 1,307 | 49.2% |
| Tug | 87 | 13 | 14.9% | 403 | 191 | 47.4% | 144 | 58 | 40.3% | 390 | 31 | 7.9% | 1,024 | 293 | 28.6% |
| Other special activities | 1,361 | 393 | 28.9% | 3,980 | 1,394 | 35.0% | 1,695 | 640 | 37.8% | 3,424 | 741 | 21.6% | 10,460 | 3,168 | 30.3% |
| Other | 1,362 | 99 | 7.3% | 2,416 | 403 | 16.7% | 1,382 | 282 | 20.4% | 3,994 | 610 | 15.3% | 9,154 | 1,394 | 15.2% |
| Total | 27,544 | 15,097 | 55% | 109,873 | 81,335 | 74% | 58,582 | 44,630 | 76% | 52,278 | 22,643 | 43% | 248,277 | 163,705 | 66% |

Graph 109 - Proportion of medium sized inspected ships, by age



Graph 110 - Proportion of gross tonnage for medium sized inspected ships, by age



LARGE SHIPS

Table 120 - Total number of large ships with and without inspections, by PSC type and age

| PSC Ship Type | 0-4 years | | | 5-14 years | | | 15-24 years | | | 25+ years | | | All Ages | | |
|----------------------------|--------------|--------------|------------|--------------|--------------|------------|--------------|--------------|------------|------------|------------|------------|---------------|---------------|------------|
| | Global | Inspected | | Global | Inspected | | Global | Inspected | | Global | Inspected | | Global | Inspected | |
| General cargo/Multipurpose | 97 | 91 | 93.8% | 204 | 204 | 100.0% | 97 | 90 | 92.8% | 55 | 51 | 92.7% | 453 | 436 | 96.2% |
| Refrigerated Cargo | | | | | | | 3 | 3 | 100.0% | 3 | | 0.0% | 6 | 3 | 50.0% |
| Heavy load | 9 | 7 | 77.8% | 14 | 12 | 85.7% | 6 | 6 | 100.0% | 19 | 18 | 94.7% | 48 | 43 | 89.6% |
| Container | 171 | 138 | 80.7% | 670 | 622 | 92.8% | 659 | 621 | 94.2% | 81 | 67 | 82.7% | 1,581 | 1,448 | 91.6% |
| Ro-Ro cargo | 14 | 9 | 64.3% | 226 | 222 | 98.2% | 165 | 165 | 100.0% | 17 | 17 | 100.0% | 422 | 413 | 97.9% |
| Bulk Carrier | 991 | 806 | 81.3% | 4,057 | 3,756 | 92.6% | 1,288 | 1,109 | 86.1% | 248 | 154 | 62.1% | 6,584 | 5,825 | 88.5% |
| Oil tanker | 64 | 52 | 81.3% | 557 | 492 | 88.3% | 652 | 524 | 80.4% | 53 | 7 | 13.2% | 1,326 | 1,075 | 81.1% |
| Chemical tanker | 295 | 251 | 85.1% | 717 | 658 | 91.8% | 299 | 265 | 88.6% | 10 | 3 | 30.0% | 1,321 | 1,177 | 89.1% |
| Combination carrier | 3 | 3 | 100.0% | 3 | 3 | 100.0% | 2 | 2 | 100.0% | | | | 8 | 8 | 100.0% |
| Gas carrier | 60 | 42 | 70.0% | 179 | 177 | 98.9% | 64 | 54 | 84.4% | 35 | 23 | 65.7% | 338 | 296 | 87.6% |
| NLS Tanker | 56 | 56 | 100.0% | 122 | 122 | 100.0% | 61 | 61 | 100.0% | 1 | 1 | 100.0% | 240 | 240 | 100.0% |
| High speed passenger craft | | | | | | | | | | | | | | | |
| Passenger Ship | 12 | 9 | 75.0% | 12 | 12 | 100.0% | 20 | 19 | 95.0% | 23 | 23 | 100.0% | 67 | 63 | 94.0% |
| RoRo passenger ship | 28 | 14 | 50.0% | 42 | 33 | 78.6% | 91 | 68 | 74.7% | 69 | 59 | 85.5% | 230 | 174 | 75.7% |
| Offshore supply | 1 | | 0.0% | 9 | 1 | 11.1% | 2 | | 0.0% | 3 | 1 | 33.3% | 15 | 2 | 13.3% |
| Special purpose ship | 3 | 1 | 33.3% | 9 | 8 | 88.9% | 2 | 1 | 50.0% | 3 | | 0.0% | 17 | 10 | 58.8% |
| Tug | | | | | | | | | | | | | | | |
| Other special activities | 48 | 39 | 81.3% | 100 | 67 | 67.0% | 55 | 43 | 78.2% | 46 | 18 | 39.1% | 249 | 167 | 67.1% |
| Other | 6 | 3 | 50.0% | 57 | 55 | 96.5% | 52 | 45 | 86.5% | 14 | 13 | 92.9% | 129 | 116 | 89.9% |
| Total | 1,858 | 1,521 | 82% | 6,978 | 6,444 | 92% | 3,518 | 3,076 | 87% | 680 | 455 | 67% | 13,034 | 11,496 | 88% |

Table 121 - Gross tonnage (in 1000 gt) of large ships with and without inspections, by PSC type and age

| PSC Ship Type | 0-4 years | | | 5-14 years | | | 15-24 years | | | 25+ years | | | All Ages | | |
|----------------------------|---------------|---------------|------------|----------------|----------------|------------|----------------|----------------|------------|---------------|---------------|------------|----------------|----------------|------------|
| | Global | Inspected | | Global | Inspected | | Global | Inspected | | Global | Inspected | | Global | Inspected | |
| General cargo/Multipurpose | 3,891 | 3,654 | 93.9% | 7,050 | 7,050 | 100.0% | 3,263 | 3,071 | 94.1% | 1,858 | 1,728 | 93.0% | 16,062 | 15,503 | 96.5% |
| Refrigerated Cargo | | | | | | | 99 | 99 | 100.0% | 113 | | 0.0% | 212 | 99 | 46.7% |
| Heavy load | 374 | 290 | 77.5% | 558 | 460 | 82.4% | 256 | 256 | 100.0% | 703 | 664 | 94.5% | 1,891 | 1,670 | 88.3% |
| Container | 5,349 | 4,303 | 80.4% | 26,626 | 24,648 | 92.6% | 24,243 | 22,833 | 94.2% | 2,977 | 2,473 | 83.1% | 59,195 | 54,257 | 91.7% |
| Ro-Ro cargo | 583 | 382 | 65.5% | 10,813 | 10,676 | 98.7% | 8,178 | 8,178 | 100.0% | 822 | 822 | 100.0% | 20,396 | 20,058 | 98.3% |
| Bulk Carrier | 38,940 | 31,862 | 81.8% | 153,075 | 143,212 | 93.6% | 45,843 | 39,730 | 86.7% | 8,127 | 4,960 | 61.0% | 245,985 | 219,764 | 89.3% |
| Oil tanker | 2,415 | 1,972 | 81.7% | 22,396 | 19,840 | 88.6% | 26,830 | 21,582 | 80.4% | 2,260 | 255 | 11.3% | 53,901 | 43,649 | 81.0% |
| Chemical tanker | 8,923 | 7,590 | 85.1% | 21,332 | 19,571 | 91.7% | 8,613 | 7,642 | 88.7% | 279 | 82 | 29.4% | 39,147 | 34,885 | 89.1% |
| Combination carrier | 162 | 162 | 100.0% | 89 | 89 | 100.0% | 59 | 59 | 100.0% | | | | 310 | 310 | 100.0% |
| Gas carrier | 2,611 | 1,807 | 69.2% | 7,825 | 7,775 | 99.4% | 2,736 | 2,262 | 82.7% | 1,515 | 1,009 | 66.6% | 14,687 | 12,853 | 87.5% |
| NLS Tanker | 2,171 | 2,171 | 100.0% | 4,616 | 4,616 | 100.0% | 2,429 | 2,429 | 100.0% | 45 | 45 | 100.0% | 9,261 | 9,261 | 100.0% |
| High speed passenger craft | | | | | | | | | | | | | | | |
| Passenger Ship | 549 | 430 | 78.3% | 509 | 509 | 100.0% | 684 | 649 | 94.9% | 1,014 | 1,014 | 100.0% | 2,756 | 2,602 | 94.4% |
| RoRo passenger ship | 1,105 | 514 | 46.5% | 1,470 | 1,181 | 80.3% | 3,217 | 2,457 | 76.4% | 2,286 | 1,978 | 86.5% | 8,078 | 6,130 | 75.9% |
| Offshore supply | 29 | | 0.0% | 303 | 26 | 8.6% | 59 | | 0.0% | 141 | 56 | 39.7% | 532 | 82 | 15.4% |
| Special purpose ship | 85 | 28 | 32.9% | 347 | 322 | 92.8% | 99 | 56 | 56.6% | 96 | | 0.0% | 627 | 406 | 64.8% |
| Tug | | | | | | | | | | | | | | | |
| Other special activities | 2,197 | 1,839 | 83.7% | 4,652 | 3,032 | 65.2% | 2,331 | 1,815 | 77.9% | 2,007 | 660 | 32.9% | 11,187 | 7,346 | 65.7% |
| Other | 239 | 132 | 55.2% | 2,548 | 2,478 | 97.3% | 2,344 | 2,093 | 89.3% | 580 | 554 | 95.5% | 5,711 | 5,257 | 92.1% |
| Total | 69,623 | 57,136 | 82% | 264,209 | 245,485 | 93% | 131,283 | 115,211 | 88% | 24,823 | 16,300 | 66% | 489,938 | 434,132 | 89% |

Graph 111 - Proportion of large inspected ships, by age



Graph 112 - Proportion of gross tonnage for large inspected ships, by age



VERY LARGE SHIPS

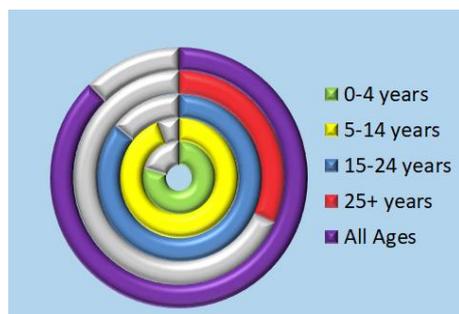
Table 122 - Total number of very large ships with and without inspections, by age and size

| PSC Ship Type | 0-4 years | | | 5-14 years | | | 15-24 years | | | 25+ years | | | All Ages | | |
|----------------------------|--------------|--------------|------------|--------------|--------------|------------|--------------|--------------|------------|------------|-----------|------------|--------------|--------------|------------|
| | Global | Inspected | | Global | Inspected | | Global | Inspected | | Global | Inspected | | Global | Inspected | |
| General cargo/Multipurpose | 13 | 13 | 100.0% | 12 | 12 | 100.0% | 13 | 13 | 100.0% | | | | 38 | 38 | 100.0% |
| Refrigerated Cargo | | | | | | | | | | | | | | | |
| Heavy load | 3 | | 0.0% | 4 | 2 | 50.0% | | | | | | | 7 | 2 | 28.6% |
| Container | 214 | 195 | 91.1% | 876 | 876 | 100.0% | 431 | 431 | 100.0% | 13 | 13 | 100.0% | 1,534 | 1,515 | 98.8% |
| Ro-Ro cargo | 39 | 37 | 94.9% | 150 | 150 | 100.0% | 48 | 46 | 95.8% | 3 | 3 | 100.0% | 240 | 236 | 98.3% |
| Bulk Carrier | 341 | 273 | 80.1% | 1,270 | 1,259 | 99.1% | 267 | 262 | 98.1% | 2 | 1 | 50.0% | 1,880 | 1,795 | 95.5% |
| Oil tanker | 442 | 302 | 68.3% | 1,041 | 912 | 87.6% | 527 | 392 | 74.4% | 40 | 6 | 15.0% | 2,050 | 1,612 | 78.6% |
| Chemical tanker | | | | | | | | | | | | | | | |
| Combination carrier | | | | 1 | 1 | 100.0% | 2 | 2 | 100.0% | | | | 3 | 3 | 100.0% |
| Gas carrier | 139 | 117 | 84.2% | 231 | 211 | 91.3% | 129 | 101 | 78.3% | 31 | 18 | 58.1% | 530 | 447 | 84.3% |
| NLS Tanker | 97 | 97 | 100.0% | 111 | 111 | 100.0% | 27 | 27 | 100.0% | | | | 235 | 235 | 100.0% |
| High speed passenger craft | | | | | | | | | | | | | | | |
| Passenger Ship | 33 | 27 | 81.8% | 62 | 62 | 100.0% | 76 | 75 | 98.7% | 15 | 15 | 100.0% | 186 | 179 | 96.2% |
| RoRo passenger ship | 1 | | 0.0% | 4 | 4 | 100.0% | 2 | 2 | 100.0% | | | | 7 | 6 | 85.7% |
| Offshore supply | 2 | | 0.0% | 1 | | 0.0% | 2 | 1 | 50.0% | 4 | | 0.0% | 9 | 1 | 11.1% |
| Special purpose ship | | | | 2 | 2 | 100.0% | 3 | | 0.0% | 1 | | 0.0% | 6 | 2 | 33.3% |
| Tug | | | | | | | | | | | | | | | |
| Other special activities | 52 | 31 | 59.6% | 82 | 18 | 22.0% | 51 | 3 | 5.9% | 76 | 3 | 3.9% | 261 | 55 | 21.1% |
| Other | 4 | 3 | 75.0% | 11 | 11 | 100.0% | 8 | 8 | 100.0% | | | | 23 | 22 | 95.7% |
| Total | 1,380 | 1,095 | 79% | 3,858 | 3,631 | 94% | 1,586 | 1,363 | 86% | 185 | 59 | 32% | 7,009 | 6,148 | 88% |

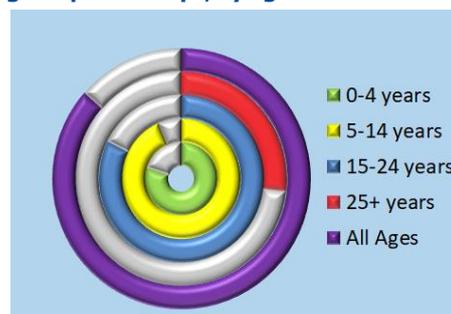
Table 123 - Gross tonnage (in 1000 gt) of very large ships with and without inspections, by age and size

| PSC Ship Type | 0-4 years | | | 5-14 years | | | 15-24 years | | | 25+ years | | | All Ages | | |
|----------------------------|----------------|----------------|------------|----------------|----------------|------------|----------------|----------------|------------|---------------|--------------|------------|----------------|----------------|------------|
| | Global | Inspected | | Global | Inspected | | Global | Inspected | | Global | Inspected | | Global | Inspected | |
| General cargo/Multipurpose | 1,472 | 1,472 | 100.0% | 978 | 978 | 100.0% | 999 | 999 | 100.0% | | | | 3,449 | 3,449 | 100.0% |
| Refrigerated Cargo | | | | | | | | | | | | | | | |
| Heavy load | 206 | | 0.0% | 304 | 176 | 57.9% | | | | | | | 510 | 176 | 34.5% |
| Container | 36,147 | 33,316 | 92.2% | 102,906 | 102,906 | 100.0% | 35,406 | 35,406 | 100.0% | 965 | 965 | 100.0% | 175,424 | 172,593 | 98.4% |
| Ro-Ro cargo | 2,641 | 2,513 | 95.2% | 10,256 | 10,256 | 100.0% | 3,116 | 2,985 | 95.8% | 207 | 207 | 100.0% | 16,220 | 15,961 | 98.4% |
| Bulk Carrier | 41,944 | 33,650 | 80.2% | 127,101 | 126,067 | 99.2% | 24,567 | 24,105 | 98.1% | 210 | 146 | 69.5% | 193,822 | 183,968 | 94.9% |
| Oil tanker | 43,702 | 28,346 | 64.9% | 108,258 | 92,230 | 85.2% | 57,757 | 40,738 | 70.5% | 4,529 | 773 | 17.1% | 214,246 | 162,087 | 75.7% |
| Chemical tanker | | | | | | | | | | | | | | | |
| Combination carrier | | | | 60 | 60 | 100.0% | 142 | 142 | 100.0% | | | | 202 | 202 | 100.0% |
| Gas carrier | 16,540 | 14,089 | 85.2% | 26,747 | 24,486 | 91.5% | 13,275 | 10,365 | 78.1% | 3,175 | 1,868 | 58.8% | 59,737 | 50,808 | 85.1% |
| NLS Tanker | 12,264 | 12,264 | 100.0% | 13,983 | 13,983 | 100.0% | 3,327 | 3,327 | 100.0% | | | | 29,574 | 29,574 | 100.0% |
| High speed passenger craft | | | | | | | | | | | | | | | |
| Passenger Ship | 5,117 | 4,117 | 80.5% | 7,806 | 7,806 | 100.0% | 7,195 | 7,114 | 98.9% | 1,133 | 1,133 | 100.0% | 21,251 | 20,170 | 94.9% |
| RoRo passenger ship | 65 | | 0.0% | 256 | 256 | 100.0% | 150 | 150 | 100.0% | | | | 471 | 406 | 86.2% |
| Offshore supply | 143 | | 0.0% | 60 | | 0.0% | 206 | 83 | 40.3% | 370 | | 0.0% | 779 | 83 | 10.7% |
| Special purpose ship | | | | 505 | 505 | 100.0% | 266 | | 0.0% | 64 | | 0.0% | 835 | 505 | 60.5% |
| Tug | | | | | | | | | | | | | | | |
| Other special activities | 7,107 | 4,170 | 58.7% | 8,151 | 1,671 | 20.5% | 6,506 | 474 | 7.3% | 9,534 | 322 | 3.4% | 31,298 | 6,637 | 21.2% |
| Other | 273 | 201 | 73.6% | 698 | 698 | 100.0% | 492 | 492 | 100.0% | | | | 1,463 | 1,391 | 95.1% |
| Total | 167,621 | 134,138 | 80% | 408,069 | 382,078 | 94% | 153,404 | 126,380 | 82% | 20,187 | 5,414 | 27% | 749,281 | 648,010 | 86% |

Graph 113 - Proportion of very large inspected ships, by age



Graph 114 - Proportion of gross tonnage for very large inspected ships, by age



5.3. SHIPS INSPECTED BETWEEN 2019 AND 2021 – BY P&I

WHOLE FLEET GT≥500

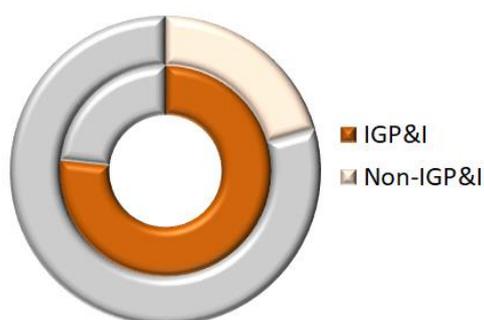
Table 124 - Total number of ships GT≥500 with and without inspections, by PSC type and P&I status

| PSC Ship Type | IGP&I | | Non IGP&I | | All Status | | | | |
|----------------------------|---------------|---------------|------------|---------------|--------------|------------|---------------|---------------|------------|
| | Global | Inspected | Global | Inspected | Global | Inspected | | | |
| General cargo/Multipurpose | 4,323 | 3,754 | 86.8% | 8,563 | 2,886 | 33.7% | 12,886 | 6,640 | 51.5% |
| Refrigerated Cargo | 453 | 261 | 57.6% | 894 | 253 | 28.3% | 1,347 | 514 | 38.2% |
| Heavy load | 115 | 99 | 86.1% | 24 | 4 | 16.7% | 139 | 103 | 74.1% |
| Container | 4,244 | 3,942 | 92.9% | 1,090 | 680 | 62.4% | 5,334 | 4,622 | 86.7% |
| Ro-Ro cargo | 871 | 806 | 92.5% | 303 | 82 | 27.1% | 1,174 | 888 | 75.6% |
| Bulk Carrier | 10,026 | 9,509 | 94.8% | 1,457 | 549 | 37.7% | 11,483 | 10,058 | 87.6% |
| Oil tanker | 4,543 | 3,064 | 67.4% | 3,384 | 484 | 14.3% | 7,927 | 3,548 | 44.8% |
| Chemical tanker | 3,798 | 3,258 | 85.8% | 927 | 222 | 23.9% | 4,725 | 3,480 | 73.7% |
| Combination carrier | 29 | 25 | 86.2% | 30 | 5 | 16.7% | 59 | 30 | 50.8% |
| Gas carrier | 1,557 | 1,279 | 82.1% | 438 | 112 | 25.6% | 1,995 | 1,391 | 69.7% |
| NLS Tanker | 589 | 589 | 100.0% | 33 | 24 | 72.7% | 622 | 613 | 98.6% |
| High speed passenger craft | 35 | 35 | 100.0% | 12 | 12 | 100.0% | 47 | 47 | 100.0% |
| Passenger Ship | 583 | 429 | 73.6% | 587 | 108 | 18.4% | 1,170 | 537 | 45.9% |
| RoRo passenger ship | 749 | 313 | 41.8% | 1,588 | 50 | 3.1% | 2,337 | 363 | 15.5% |
| Offshore supply | 2,842 | 675 | 23.8% | 1,865 | 135 | 7.2% | 4,707 | 810 | 17.2% |
| Special purpose ship | 235 | 155 | 66.0% | 323 | 46 | 14.2% | 558 | 201 | 36.0% |
| Tug | 478 | 120 | 25.1% | 519 | 26 | 5.0% | 997 | 146 | 14.6% |
| Other special activities | 1,387 | 645 | 46.5% | 2,670 | 286 | 10.7% | 4,057 | 931 | 22.9% |
| Other | 1,229 | 258 | 21.0% | 4,947 | 145 | 2.9% | 6,176 | 403 | 6.5% |
| Total | 38,086 | 29,216 | 77% | 29,654 | 6,109 | 21% | 67,740 | 35,325 | 52% |

Table 125 - Gross tonnage (in 1000 gt) of ships GT≥500 with and without inspections, by PSC type and P&I status

| PSC Ship Type | IGP&I | | Non IGP&I | | All Status | | | | |
|----------------------------|------------------|------------------|------------|----------------|---------------|------------|------------------|------------------|------------|
| | Global | Inspected | Global | Inspected | Global | Inspected | | | |
| General cargo/Multipurpose | 47,748 | 45,276 | 94.8% | 25,232 | 11,922 | 47.2% | 72,980 | 57,198 | 78.4% |
| Refrigerated Cargo | 2,766 | 2,103 | 76.0% | 3,254 | 1,340 | 41.2% | 6,019 | 3,443 | 57.2% |
| Heavy load | 2,969 | 2,542 | 85.6% | 405 | 58 | 14.3% | 3,375 | 2,600 | 77.0% |
| Container | 222,175 | 213,875 | 96.3% | 38,973 | 34,768 | 89.2% | 261,147 | 248,644 | 95.2% |
| Ro-Ro cargo | 39,181 | 38,055 | 97.1% | 2,544 | 1,027 | 40.4% | 41,724 | 39,083 | 93.7% |
| Bulk Carrier | 462,808 | 439,053 | 94.9% | 30,501 | 10,926 | 35.8% | 493,310 | 449,979 | 91.2% |
| Oil tanker | 243,737 | 192,680 | 79.1% | 42,141 | 19,611 | 46.5% | 285,878 | 212,291 | 74.3% |
| Chemical tanker | 62,932 | 56,521 | 89.8% | 4,462 | 1,877 | 42.1% | 67,394 | 58,398 | 86.7% |
| Combination carrier | 655 | 642 | 98.0% | 106 | 37 | 34.9% | 762 | 679 | 89.1% |
| Gas carrier | 77,997 | 66,599 | 85.4% | 3,449 | 2,532 | 73.4% | 81,446 | 69,130 | 84.9% |
| NLS Tanker | 38,635 | 38,635 | 100.0% | 1,504 | 1,494 | 99.3% | 40,138 | 40,128 | 100.0% |
| High speed passenger craft | 210 | 210 | 100.0% | 27 | 27 | 100.0% | 237 | 237 | 100.0% |
| Passenger Ship | 25,082 | 23,633 | 94.2% | 1,248 | 396 | 31.7% | 26,329 | 24,029 | 91.3% |
| RoRo passenger ship | 11,861 | 8,420 | 71.0% | 6,083 | 514 | 8.4% | 17,942 | 8,935 | 49.8% |
| Offshore supply | 10,628 | 3,024 | 28.5% | 3,767 | 342 | 9.1% | 14,395 | 3,366 | 23.4% |
| Special purpose ship | 2,912 | 2,040 | 70.1% | 1,207 | 178 | 14.7% | 4,119 | 2,218 | 53.8% |
| Tug | 583 | 267 | 45.8% | 442 | 26 | 5.9% | 1,025 | 293 | 28.6% |
| Other special activities | 40,381 | 15,724 | 38.9% | 12,563 | 1,429 | 11.4% | 52,944 | 17,153 | 32.4% |
| Other | 9,261 | 6,914 | 74.7% | 7,066 | 1,130 | 16.0% | 16,326 | 8,043 | 49.3% |
| Total | 1,302,521 | 1,156,213 | 89% | 184,974 | 89,634 | 48% | 1,487,490 | 1,245,847 | 84% |

Graph 115 - Proportion of inspected ships GT≥500, by P&I status



Graph 116 - Proportion of gross tonnage for inspected ships GT≥500, by P&I status



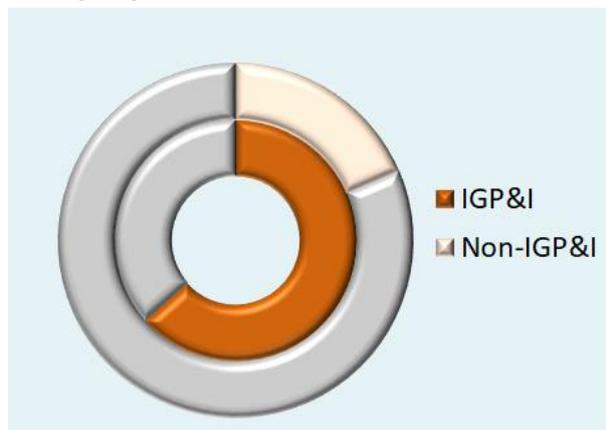
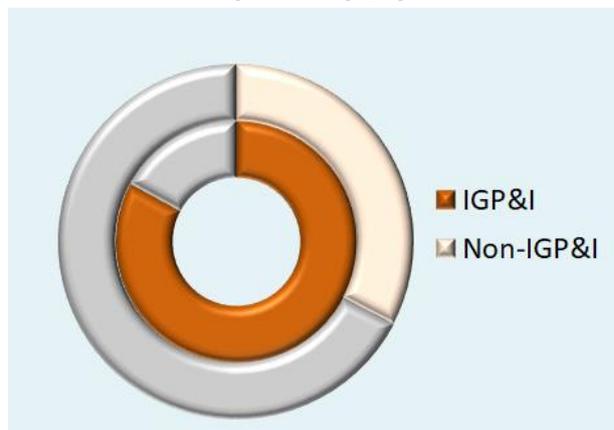
MEDIUM SHIPS

Table 126 - Total number of medium sized ships with and without inspections, by PSC type and P&I status

| PSC Ship Type | IGP&I | | Non IGP&I | | All Status | | | | |
|----------------------------|---------------|---------------|------------|---------------|--------------|------------|---------------|---------------|------------|
| | Global | Inspected | Global | Inspected | Global | Inspected | | | |
| General cargo/Multipurpose | 3,856 | 3,295 | 85.5% | 8,539 | 2,871 | 33.6% | 12,395 | 6,166 | 49.7% |
| Refrigerated Cargo | 450 | 258 | 57.3% | 891 | 253 | 28.4% | 1,341 | 511 | 38.1% |
| Heavy load | 65 | 55 | 84.6% | 19 | 3 | 15.8% | 84 | 58 | 69.0% |
| Container | 1,575 | 1,379 | 87.6% | 644 | 280 | 43.5% | 2,219 | 1,659 | 74.8% |
| Ro-Ro cargo | 217 | 165 | 76.0% | 295 | 74 | 25.1% | 512 | 239 | 46.7% |
| Bulk Carrier | 2,129 | 2,049 | 96.2% | 890 | 389 | 43.7% | 3,019 | 2,438 | 80.8% |
| Oil tanker | 1,569 | 621 | 39.6% | 2,982 | 240 | 8.0% | 4,551 | 861 | 18.9% |
| Chemical tanker | 2,520 | 2,106 | 83.6% | 884 | 197 | 22.3% | 3,404 | 2,303 | 67.7% |
| Combination carrier | 18 | 14 | 77.8% | 30 | 5 | 16.7% | 48 | 19 | 39.6% |
| Gas carrier | 729 | 568 | 77.9% | 398 | 80 | 20.1% | 1,127 | 648 | 57.5% |
| NLS Tanker | 131 | 131 | 100.0% | 16 | 7 | 43.8% | 147 | 138 | 93.9% |
| High speed passenger craft | 35 | 35 | 100.0% | 12 | 12 | 100.0% | 47 | 47 | 100.0% |
| Passenger Ship | 334 | 191 | 57.2% | 583 | 104 | 17.8% | 917 | 295 | 32.2% |
| RoRo passenger ship | 528 | 138 | 26.1% | 1,572 | 45 | 2.9% | 2,100 | 183 | 8.7% |
| Offshore supply | 2,822 | 672 | 23.8% | 1,861 | 135 | 7.3% | 4,683 | 807 | 17.2% |
| Special purpose ship | 215 | 143 | 66.5% | 320 | 46 | 14.4% | 535 | 189 | 35.3% |
| Tug | 478 | 120 | 25.1% | 519 | 26 | 5.0% | 997 | 146 | 14.6% |
| Other special activities | 969 | 431 | 44.5% | 2,578 | 278 | 10.8% | 3,547 | 709 | 20.0% |
| Other | 1,097 | 135 | 12.3% | 4,927 | 130 | 2.6% | 6,024 | 265 | 4.4% |
| Total | 19,737 | 12,506 | 63% | 27,960 | 5,175 | 19% | 47,697 | 17,681 | 37% |

Table 127 - Gross tonnage (in 1000 gt) of medium sized ships with and without inspections, by PSC type and P&I status

| PSC Ship Type | IGP&I | | Non IGP&I | | All Status | | | | |
|----------------------------|----------------|----------------|------------|---------------|---------------|------------|----------------|----------------|------------|
| | Global | Inspected | Global | Inspected | Global | Inspected | | | |
| General cargo/Multipurpose | 29,163 | 26,993 | 92.6% | 24,305 | 11,254 | 46.3% | 53,468 | 38,247 | 71.5% |
| Refrigerated Cargo | 2,667 | 2,004 | 75.1% | 3,140 | 1,340 | 42.7% | 5,807 | 3,344 | 57.6% |
| Heavy load | 845 | 733 | 86.7% | 128 | 21 | 16.4% | 973 | 754 | 77.5% |
| Container | 20,861 | 18,628 | 89.3% | 5,668 | 3,166 | 55.9% | 26,529 | 21,794 | 82.2% |
| Ro-Ro cargo | 3,055 | 2,526 | 82.7% | 2,054 | 537 | 26.1% | 5,109 | 3,063 | 60.0% |
| Bulk Carrier | 42,000 | 40,724 | 97.0% | 11,503 | 5,523 | 48.0% | 53,503 | 46,247 | 86.4% |
| Oil tanker | 9,403 | 5,278 | 56.1% | 8,328 | 1,277 | 15.3% | 17,731 | 6,555 | 37.0% |
| Chemical tanker | 25,014 | 22,340 | 89.3% | 3,233 | 1,173 | 36.3% | 28,247 | 23,513 | 83.2% |
| Combination carrier | 143 | 129 | 90.2% | 106 | 37 | 34.9% | 249 | 166 | 66.7% |
| Gas carrier | 5,975 | 4,984 | 83.4% | 1,047 | 486 | 46.4% | 7,022 | 5,470 | 77.9% |
| NLS Tanker | 1,268 | 1,268 | 100.0% | 36 | 26 | 72.2% | 1,304 | 1,294 | 99.2% |
| High speed passenger craft | 210 | 210 | 100.0% | 27 | 27 | 100.0% | 237 | 237 | 100.0% |
| Passenger Ship | 1,244 | 1,031 | 82.9% | 1,078 | 227 | 21.1% | 2,322 | 1,258 | 54.2% |
| RoRo passenger ship | 3,886 | 2,037 | 52.4% | 5,508 | 361 | 6.6% | 9,394 | 2,398 | 25.5% |
| Offshore supply | 9,442 | 2,859 | 30.3% | 3,641 | 342 | 9.4% | 13,083 | 3,201 | 24.5% |
| Special purpose ship | 1,533 | 1,129 | 73.6% | 1,123 | 178 | 15.9% | 2,656 | 1,307 | 49.2% |
| Tug | 583 | 267 | 45.8% | 442 | 26 | 5.9% | 1,025 | 293 | 28.6% |
| Other special activities | 4,111 | 2,260 | 55.0% | 6,349 | 909 | 14.3% | 10,460 | 3,169 | 30.3% |
| Other | 2,845 | 867 | 30.5% | 6,308 | 527 | 8.4% | 9,153 | 1,394 | 15.2% |
| Total | 164,248 | 136,267 | 83% | 84,024 | 27,437 | 33% | 248,272 | 163,704 | 66% |

Graph 117 - Proportion of medium sized inspected ships, by P&I status**Graph 118 - Proportion of gross tonnage for medium sized inspected ships, by P&I status**

LARGE SHIPS

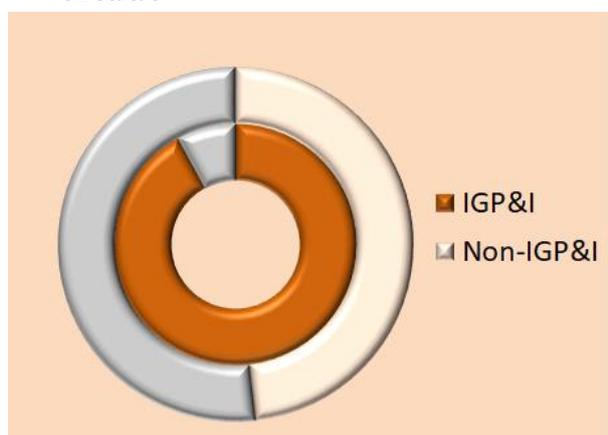
Table 128 - Total number of large ships with and without inspections, by PSC type and P&I status

| PSC Ship Type | IGP&I | | | Non IGP&I | | | All Status | | |
|----------------------------|---------------|---------------|------------|--------------|------------|------------|---------------|---------------|------------|
| | Global | Inspected | | Global | Inspected | | Global | Inspected | |
| General cargo/Multipurpose | 432 | 424 | 98.1% | 21 | 12 | 57.1% | 453 | 436 | 96.2% |
| Refrigerated Cargo | 3 | 3 | 100.0% | 3 | 0 | 0.0% | 6 | 3 | 50.0% |
| Heavy load | 46 | 42 | 91.3% | 2 | 1 | 50.0% | 48 | 43 | 89.6% |
| Container | 1,338 | 1,250 | 93.4% | 243 | 198 | 81.5% | 1,581 | 1,448 | 91.6% |
| Ro-Ro cargo | 416 | 407 | 97.8% | 6 | 6 | 100.0% | 422 | 413 | 97.9% |
| Bulk Carrier | 6,025 | 5,670 | 94.1% | 559 | 155 | 27.7% | 6,584 | 5,825 | 88.5% |
| Oil tanker | 1,166 | 971 | 83.3% | 160 | 104 | 65.0% | 1,326 | 1,075 | 81.1% |
| Chemical tanker | 1,278 | 1,152 | 90.1% | 43 | 25 | 58.1% | 1,321 | 1,177 | 89.1% |
| Combination carrier | 8 | 8 | 100.0% | | | | 8 | 8 | 100.0% |
| Gas carrier | 308 | 273 | 88.6% | 30 | 23 | 76.7% | 338 | 296 | 87.6% |
| NLS Tanker | 231 | 231 | 100.0% | 9 | 9 | 100.0% | 240 | 240 | 100.0% |
| High speed passenger craft | | | | | | | | | |
| Passenger Ship | 63 | 59 | 93.7% | 4 | 4 | 100.0% | 67 | 63 | 94.0% |
| RoRo passenger ship | 214 | 169 | 79.0% | 16 | 5 | 31.3% | 230 | 174 | 75.7% |
| Offshore supply | 11 | 2 | 18.2% | 4 | 0 | 0.0% | 15 | 2 | 13.3% |
| Special purpose ship | 14 | 10 | 71.4% | 3 | 0 | 0.0% | 17 | 10 | 58.8% |
| Tug | | | | | | | | | |
| Other special activities | 207 | 163 | 78.7% | 42 | 4 | 9.5% | 249 | 167 | 67.1% |
| Other | 109 | 101 | 92.7% | 20 | 15 | 75.0% | 129 | 116 | 89.9% |
| Total | 11,869 | 10,935 | 92% | 1,165 | 561 | 48% | 13,034 | 11,496 | 88% |

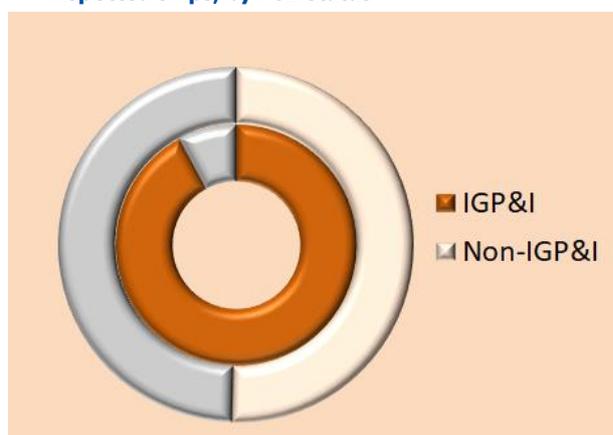
Table 129 - Gross tonnage (in 1000 gt) of large ships with and without inspections, by PSC type and P&I status

| PSC Ship Type | IGP&I | | | Non IGP&I | | | All Status | | |
|----------------------------|----------------|----------------|------------|---------------|---------------|------------|----------------|----------------|------------|
| | Global | Inspected | | Global | Inspected | | Global | Inspected | |
| General cargo/Multipurpose | 15,450 | 15,148 | 98.0% | 613 | 354 | 57.7% | 16,063 | 15,502 | 96.5% |
| Refrigerated Cargo | 99 | 99 | 100.0% | 113 | 0 | 0.0% | 212 | 99 | 46.7% |
| Heavy load | 1,814 | 1,633 | 90.0% | 77 | 37 | 48.1% | 1,891 | 1,670 | 88.3% |
| Container | 49,861 | 46,389 | 93.0% | 9,334 | 7,868 | 84.3% | 59,195 | 54,257 | 91.7% |
| Ro-Ro cargo | 20,050 | 19,713 | 98.3% | 345 | 345 | 100.0% | 20,395 | 20,058 | 98.3% |
| Bulk Carrier | 227,630 | 214,752 | 94.3% | 18,355 | 5,012 | 27.3% | 245,985 | 219,764 | 89.3% |
| Oil tanker | 46,749 | 38,987 | 83.4% | 7,151 | 4,662 | 65.2% | 53,900 | 43,649 | 81.0% |
| Chemical tanker | 37,918 | 34,181 | 90.1% | 1,229 | 704 | 57.3% | 39,147 | 34,885 | 89.1% |
| Combination carrier | 311 | 311 | 100.0% | | | | 311 | 311 | 100.0% |
| Gas carrier | 13,375 | 11,835 | 88.5% | 1,311 | 1,017 | 77.6% | 14,686 | 12,852 | 87.5% |
| NLS Tanker | 8,864 | 8,864 | 100.0% | 396 | 396 | 100.0% | 9,260 | 9,260 | 100.0% |
| High speed passenger craft | | | | | | | | | |
| Passenger Ship | 2,587 | 2,433 | 94.0% | 169 | 169 | 100.0% | 2,756 | 2,602 | 94.4% |
| RoRo passenger ship | 7,503 | 5,977 | 79.7% | 574 | 154 | 26.8% | 8,077 | 6,131 | 75.9% |
| Offshore supply | 406 | 82 | 20.2% | 126 | 0 | 0.0% | 532 | 82 | 15.4% |
| Special purpose ship | 543 | 406 | 74.8% | 84 | 0 | 0.0% | 627 | 406 | 64.8% |
| Tug | | | | | | | | | |
| Other special activities | 9,189 | 7,184 | 78.2% | 1,997 | 162 | 8.1% | 11,186 | 7,346 | 65.7% |
| Other | 4,952 | 4,656 | 94.0% | 758 | 602 | 79.4% | 5,710 | 5,258 | 92.1% |
| Total | 447,301 | 412,650 | 92% | 42,632 | 21,482 | 50% | 489,933 | 434,132 | 89% |

Graph 119 - Proportion of large inspected ships, by P&I status



Graph 120 - Proportion of gross tonnage for large inspected ships, by P&I status



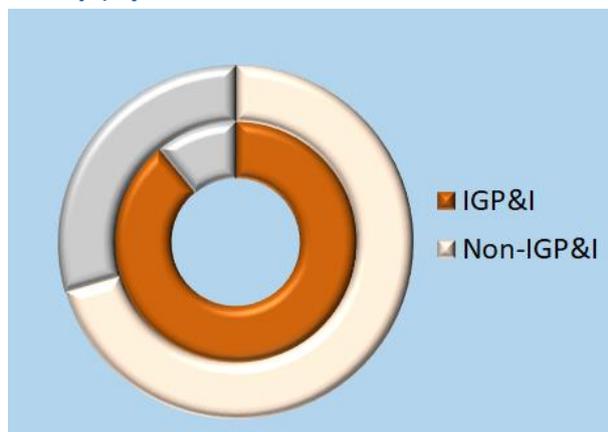
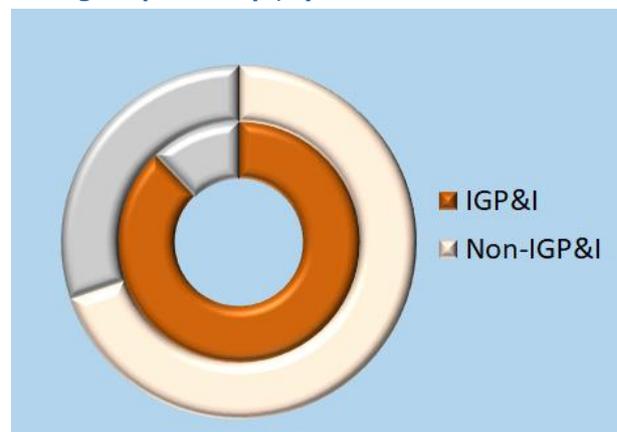
VERY LARGE SHIPS

Table 130 - Total number of very large ships with and without inspections, by PSC type and P&I status

| PSC Ship Type | IGP&I | | | Non IGP&I | | | All Status | | |
|----------------------------|--------------|--------------|------------|------------|------------|------------|--------------|--------------|------------|
| | Global | Inspected | | Global | Inspected | | Global | Inspected | |
| General cargo/Multipurpose | 35 | 35 | 100.0% | 3 | 3 | 100.0% | 38 | 38 | 100.0% |
| Refrigerated Cargo | | | | | | | | | |
| Heavy load | 4 | 2 | 50.0% | 3 | 0 | 0.0% | 7 | 2 | 28.6% |
| Container | 1,331 | 1,313 | 98.6% | 203 | 202 | 99.5% | 1,534 | 1,515 | 98.8% |
| Ro-Ro cargo | 238 | 234 | 98.3% | 2 | 2 | 100.0% | 240 | 236 | 98.3% |
| Bulk Carrier | 1,872 | 1,790 | 95.6% | 8 | 5 | 62.5% | 1,880 | 1,795 | 95.5% |
| Oil tanker | 1,808 | 1,472 | 81.4% | 242 | 140 | 57.9% | 2,050 | 1,612 | 78.6% |
| Chemical tanker | | | | | | | | | |
| Combination carrier | 3 | 3 | 100.0% | | | | 3 | 3 | 100.0% |
| Gas carrier | 520 | 438 | 84.2% | 10 | 9 | 90.0% | 530 | 447 | 84.3% |
| NLS Tanker | 227 | 227 | 100.0% | 8 | 8 | 100.0% | 235 | 235 | 100.0% |
| High speed passenger craft | | | | | | | | | |
| Passenger Ship | 186 | 179 | 96.2% | | | | 186 | 179 | 96.2% |
| RoRo passenger ship | 7 | 6 | 85.7% | | | | 7 | 6 | 85.7% |
| Offshore supply | 9 | 1 | 11.1% | | | | 9 | 1 | 11.1% |
| Special purpose ship | 6 | 2 | 33.3% | | | | 6 | 2 | 33.3% |
| Tug | | | | | | | | | |
| Other special activities | 211 | 51 | 24.2% | 50 | 4 | 8.0% | 261 | 55 | 21.1% |
| Other | 23 | 22 | 95.7% | | | | 23 | 22 | 95.7% |
| Total | 6,480 | 5,775 | 89% | 529 | 373 | 71% | 7,009 | 6,148 | 88% |

Table 131 - Gross tonnage (in 1000 gt) of very large ships with and without inspections, by PSC type and P&I status

| PSC Ship Type | IGP&I | | | Non IGP&I | | | All Status | | |
|----------------------------|----------------|----------------|------------|---------------|---------------|------------|----------------|----------------|------------|
| | Global | Inspected | | Global | Inspected | | Global | Inspected | |
| General cargo/Multipurpose | 3,135 | 3,135 | 100.0% | 314 | 314 | 100.0% | 3,449 | 3,449 | 100.0% |
| Refrigerated Cargo | | | | | | | | | |
| Heavy load | 310 | 176 | 56.8% | 201 | 0 | 0.0% | 511 | 176 | 34.4% |
| Container | 151,453 | 148,858 | 98.3% | 23,970 | 23,735 | 99.0% | 175,423 | 172,593 | 98.4% |
| Ro-Ro cargo | 16,075 | 15,817 | 98.4% | 145 | 145 | 100.0% | 16,220 | 15,962 | 98.4% |
| Bulk Carrier | 193,179 | 183,577 | 95.0% | 643 | 391 | 60.8% | 193,822 | 183,968 | 94.9% |
| Oil tanker | 187,585 | 148,415 | 79.1% | 26,662 | 13,672 | 51.3% | 214,247 | 162,087 | 75.7% |
| Chemical tanker | | | | | | | | | |
| Combination carrier | 202 | 202 | 100.0% | | | | 202 | 202 | 100.0% |
| Gas carrier | 58,647 | 49,779 | 84.9% | 1,091 | 1,029 | 94.3% | 59,738 | 50,808 | 85.1% |
| NLS Tanker | 28,503 | 28,503 | 100.0% | 1,071 | 1,071 | 100.0% | 29,574 | 29,574 | 100.0% |
| High speed passenger craft | | | | | | | | | |
| Passenger Ship | 21,251 | 20,169 | 94.9% | | | | 21,251 | 20,169 | 94.9% |
| RoRo passenger ship | 471 | 406 | 86.2% | | | | 471 | 406 | 86.2% |
| Offshore supply | 780 | 83 | 10.6% | | | | 780 | 83 | 10.6% |
| Special purpose ship | 836 | 505 | 60.4% | | | | 836 | 505 | 60.4% |
| Tug | | | | | | | | | |
| Other special activities | 27,081 | 6,280 | 23.2% | 4,217 | 358 | 8.5% | 31,298 | 6,638 | 21.2% |
| Other | 1,463 | 1,391 | 95.1% | | | | 1,463 | 1,391 | 95.1% |
| Total | 690,971 | 607,296 | 88% | 58,314 | 40,715 | 70% | 749,285 | 648,011 | 86% |

Graph 121 - Proportion of very large inspected ships, by P&I status**Graph 122 - Proportion of gross tonnage for very large inspected ships, by P&I status**

5.4. SHIPS INSPECTED BETWEEN 2019 AND 2021 – BY FLAG

WHOLE FLEET GT≥500

Table 132 - Total number of ships GT≥500 with and without inspections, by PSC type and flag

| PSC Ship Type | Targeted Flags | | | Non Targeted Flags | | | All Flags | | |
|----------------------------|----------------|--------------|------------|--------------------|---------------|------------|---------------|---------------|------------|
| | Global | Inspected | | Global | Inspected | | Global | Inspected | |
| General cargo/Multipurpose | 3,048 | 2,559 | 84.0% | 9,838 | 4,081 | 41.5% | 12,886 | 6,640 | 51.5% |
| Refrigerated Cargo | 221 | 161 | 72.9% | 1,126 | 353 | 31.3% | 1,347 | 514 | 38.2% |
| Heavy load | 16 | 15 | 93.8% | 123 | 88 | 71.5% | 139 | 103 | 74.1% |
| Container | 963 | 923 | 95.8% | 4,371 | 3,699 | 84.6% | 5,334 | 4,622 | 86.7% |
| Ro-Ro cargo | 271 | 223 | 82.3% | 903 | 665 | 73.6% | 1,174 | 888 | 75.6% |
| Bulk Carrier | 2,798 | 2,706 | 96.7% | 8,685 | 7,352 | 84.7% | 11,483 | 10,058 | 87.6% |
| Oil tanker | 950 | 541 | 56.9% | 6,977 | 3,007 | 43.1% | 7,927 | 3,548 | 44.8% |
| Chemical tanker | 719 | 572 | 79.6% | 4,006 | 2,908 | 72.6% | 4,725 | 3,480 | 73.7% |
| Combination carrier | 7 | 6 | 85.7% | 52 | 24 | 46.2% | 59 | 30 | 50.8% |
| Gas carrier | 333 | 278 | 83.5% | 1,662 | 1,113 | 67.0% | 1,995 | 1,391 | 69.7% |
| NLS Tanker | 85 | 84 | 98.8% | 537 | 529 | 98.5% | 622 | 613 | 98.6% |
| High speed passenger craft | 20 | 20 | 100.0% | 27 | 27 | 100.0% | 47 | 47 | 100.0% |
| Passenger Ship | 103 | 51 | 49.5% | 1,067 | 486 | 45.5% | 1,170 | 537 | 45.9% |
| RoRo passenger ship | 218 | 82 | 37.6% | 2,119 | 281 | 13.3% | 2,337 | 363 | 15.5% |
| Offshore supply | 863 | 175 | 20.3% | 3,844 | 635 | 16.5% | 4,707 | 810 | 17.2% |
| Special purpose ship | 57 | 30 | 52.6% | 501 | 171 | 34.1% | 558 | 201 | 36.0% |
| Tug | 110 | 24 | 21.8% | 887 | 122 | 13.8% | 997 | 146 | 14.6% |
| Other special activities | 520 | 252 | 48.5% | 3,537 | 679 | 19.2% | 4,057 | 931 | 22.9% |
| Other | 426 | 171 | 40.1% | 5,750 | 232 | 4.0% | 6,176 | 403 | 6.5% |
| Total | 11,728 | 8,873 | 76% | 56,012 | 26,452 | 47% | 67,740 | 35,325 | 52% |

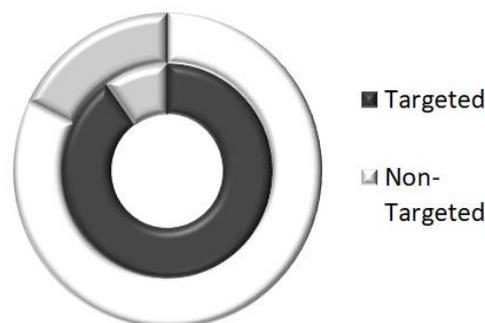
Table 133 - Gross tonnage (in 1000 gt) of ships GT≥500 with and without inspections, by PSC type and flag

| PSC Ship Type | Targeted Flags | | | Non Targeted Flags | | | All Flags | | |
|----------------------------|----------------|----------------|------------|--------------------|----------------|------------|------------------|------------------|------------|
| | Global | Inspected | | Global | Inspected | | Global | Inspected | |
| General cargo/Multipurpose | 20,273 | 18,841 | 92.9% | 52,707 | 38,358 | 72.8% | 72,979 | 57,197 | 78.4% |
| Refrigerated Cargo | 1,162 | 999 | 86.0% | 4,858 | 2,444 | 50.3% | 6,020 | 3,443 | 57.2% |
| Heavy load | 249 | 236 | 94.8% | 3,126 | 2,364 | 75.6% | 3,374 | 2,601 | 77.1% |
| Container | 44,778 | 44,306 | 98.9% | 216,369 | 204,337 | 94.4% | 261,148 | 248,642 | 95.2% |
| Ro-Ro cargo | 9,892 | 9,559 | 96.6% | 31,832 | 29,523 | 92.7% | 41,725 | 39,082 | 93.7% |
| Bulk Carrier | 117,174 | 112,719 | 96.2% | 376,135 | 337,260 | 89.7% | 493,309 | 449,980 | 91.2% |
| Oil tanker | 42,690 | 31,376 | 73.5% | 243,188 | 180,916 | 74.4% | 285,878 | 212,291 | 74.3% |
| Chemical tanker | 9,122 | 7,523 | 82.5% | 58,272 | 50,874 | 87.3% | 67,394 | 58,397 | 86.7% |
| Combination carrier | 210 | 205 | 97.6% | 552 | 473 | 85.7% | 762 | 679 | 89.1% |
| Gas carrier | 11,703 | 10,240 | 87.5% | 69,743 | 58,891 | 84.4% | 81,447 | 69,131 | 84.9% |
| NLS Tanker | 4,943 | 4,942 | 100.0% | 35,196 | 35,187 | 100.0% | 40,139 | 40,129 | 100.0% |
| High speed passenger craft | 95 | 95 | 100.0% | 143 | 143 | 100.0% | 238 | 238 | 100.0% |
| Passenger Ship | 3,136 | 3,080 | 98.2% | 23,193 | 20,950 | 90.3% | 26,329 | 24,030 | 91.3% |
| RoRo passenger ship | 2,409 | 1,871 | 77.7% | 15,534 | 7,063 | 45.5% | 17,943 | 8,934 | 49.8% |
| Offshore supply | 2,277 | 556 | 24.4% | 12,118 | 2,810 | 23.2% | 14,394 | 3,366 | 23.4% |
| Special purpose ship | 454 | 341 | 75.1% | 3,666 | 1,878 | 51.2% | 4,119 | 2,218 | 53.8% |
| Tug | 106 | 33 | 31.1% | 919 | 259 | 28.2% | 1,025 | 292 | 28.5% |
| Other special activities | 9,606 | 5,702 | 59.4% | 43,338 | 11,451 | 26.4% | 52,943 | 17,153 | 32.4% |
| Other | 3,913 | 3,538 | 90.4% | 12,414 | 4,506 | 36.3% | 16,326 | 8,043 | 49.3% |
| Total | 284,192 | 256,162 | 90% | 1,203,303 | 989,687 | 82% | 1,487,492 | 1,245,846 | 84% |

Graph 123 - Proportion of inspected ships GT≥500, by flag



Graph 124 - Proportion of gross tonnage for inspected ships GT≥500, by flag



MEDIUM SIZED SHIPS

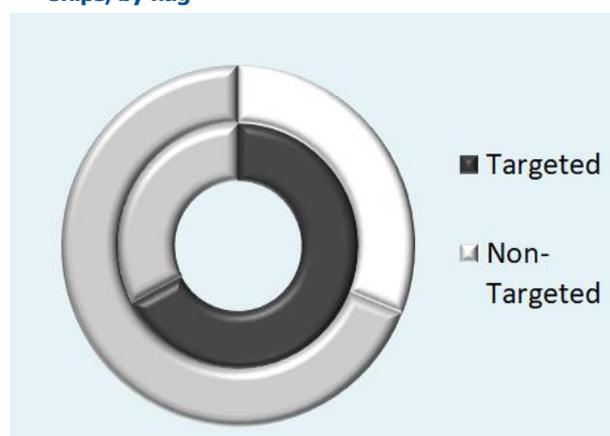
Table 134 - Total number of medium sized ships with and without inspections, by PSC type and flag

| PSC Ship Type | Targeted Flags | | | Non Targeted Flags | | | All Flags | | |
|----------------------------|----------------|--------------|------------|--------------------|---------------|------------|---------------|---------------|------------|
| | Global | Inspected | | Global | Inspected | | Global | Inspected | |
| General cargo/Multipurpose | 2,945 | 2,456 | 83.4% | 9,450 | 3,710 | 39.3% | 12,395 | 6,166 | 49.7% |
| Refrigerated Cargo | 221 | 161 | 72.9% | 1,120 | 350 | 31.3% | 1,341 | 511 | 38.1% |
| Heavy load | 13 | 12 | 92.3% | 71 | 46 | 64.8% | 84 | 58 | 69.0% |
| Container | 480 | 448 | 93.3% | 1,739 | 1,211 | 69.6% | 2,219 | 1,659 | 74.8% |
| Ro-Ro cargo | 114 | 66 | 57.9% | 398 | 173 | 43.5% | 512 | 239 | 46.7% |
| Bulk Carrier | 794 | 773 | 97.4% | 2,225 | 1,665 | 74.8% | 3,019 | 2,438 | 80.8% |
| Oil tanker | 509 | 198 | 38.9% | 4,042 | 663 | 16.4% | 4,551 | 861 | 18.9% |
| Chemical tanker | 565 | 448 | 79.3% | 2,839 | 1,855 | 65.3% | 3,404 | 2,303 | 67.7% |
| Combination carrier | 4 | 3 | 75.0% | 44 | 16 | 36.4% | 48 | 19 | 39.6% |
| Gas carrier | 181 | 143 | 79.0% | 946 | 505 | 53.4% | 1,127 | 648 | 57.5% |
| NLS Tanker | 25 | 24 | 96.0% | 122 | 114 | 93.4% | 147 | 138 | 93.9% |
| High speed passenger craft | 20 | 20 | 100.0% | 27 | 27 | 100.0% | 47 | 47 | 100.0% |
| Passenger Ship | 72 | 20 | 27.8% | 845 | 275 | 32.5% | 917 | 295 | 32.2% |
| RoRo passenger ship | 181 | 50 | 27.6% | 1,919 | 133 | 6.9% | 2,100 | 183 | 8.7% |
| Offshore supply | 861 | 175 | 20.3% | 3,822 | 632 | 16.5% | 4,683 | 807 | 17.2% |
| Special purpose ship | 51 | 25 | 49.0% | 484 | 164 | 33.9% | 535 | 189 | 35.3% |
| Tug | 110 | 24 | 21.8% | 887 | 122 | 13.8% | 997 | 146 | 14.6% |
| Other special activities | 381 | 154 | 40.4% | 3,166 | 555 | 17.5% | 3,547 | 709 | 20.0% |
| Other | 363 | 108 | 29.8% | 5,661 | 157 | 2.8% | 6,024 | 265 | 4.4% |
| Total | 7,890 | 5,308 | 67% | 39,807 | 12,373 | 31% | 47,697 | 17,681 | 37% |

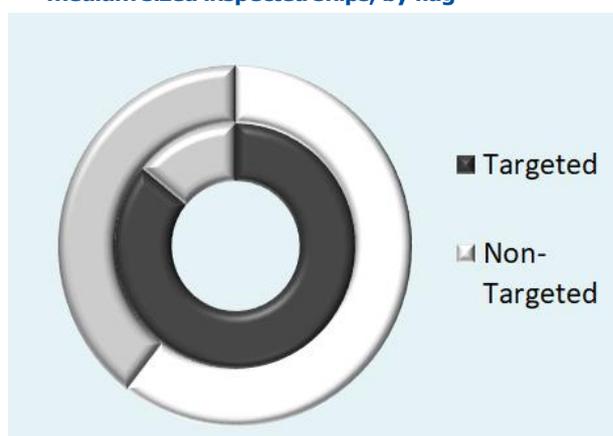
Table 135 - Gross tonnage (in 1000 gt) of medium sized ships with and without inspections, by PSC type and flag

| PSC Ship Type | Targeted Flags | | | Non Targeted Flags | | | All Flags | | |
|----------------------------|----------------|---------------|------------|--------------------|----------------|------------|----------------|----------------|------------|
| | Global | Inspected | | Global | Inspected | | Global | Inspected | |
| General cargo/Multipurpose | 16,013 | 14,581 | 91.1% | 37,455 | 23,665 | 63.2% | 53,468 | 38,246 | 71.5% |
| Refrigerated Cargo | 1,162 | 999 | 86.0% | 4,646 | 2,345 | 50.5% | 5,808 | 3,344 | 57.6% |
| Heavy load | 158 | 145 | 91.8% | 815 | 610 | 74.8% | 973 | 755 | 77.6% |
| Container | 5,980 | 5,741 | 96.0% | 20,549 | 16,052 | 78.1% | 26,529 | 21,793 | 82.1% |
| Ro-Ro cargo | 1,054 | 721 | 68.4% | 4,055 | 2,342 | 57.8% | 5,109 | 3,063 | 60.0% |
| Bulk Carrier | 14,216 | 13,892 | 97.7% | 39,287 | 32,355 | 82.4% | 53,503 | 46,247 | 86.4% |
| Oil tanker | 2,286 | 1,410 | 61.7% | 15,445 | 5,145 | 33.3% | 17,731 | 6,555 | 37.0% |
| Chemical tanker | 4,587 | 3,881 | 84.6% | 23,660 | 19,632 | 83.0% | 28,247 | 23,513 | 83.2% |
| Combination carrier | 39 | 34 | 87.2% | 210 | 132 | 62.9% | 249 | 166 | 66.7% |
| Gas carrier | 1,307 | 1,050 | 80.3% | 5,715 | 4,420 | 77.3% | 7,022 | 5,470 | 77.9% |
| NLS Tanker | 201 | 200 | 99.5% | 1,103 | 1,094 | 99.2% | 1,304 | 1,294 | 99.2% |
| High speed passenger craft | 95 | 95 | 100.0% | 143 | 143 | 100.0% | 238 | 238 | 100.0% |
| Passenger Ship | 138 | 82 | 59.4% | 2,184 | 1,176 | 53.8% | 2,322 | 1,258 | 54.2% |
| RoRo passenger ship | 1,136 | 768 | 67.6% | 8,258 | 1,629 | 19.7% | 9,394 | 2,397 | 25.5% |
| Offshore supply | 2,209 | 556 | 25.2% | 10,873 | 2,645 | 24.3% | 13,082 | 3,201 | 24.5% |
| Special purpose ship | 181 | 129 | 71.3% | 2,475 | 1,178 | 47.6% | 2,656 | 1,307 | 49.2% |
| Tug | 106 | 33 | 31.1% | 919 | 259 | 28.2% | 1,025 | 292 | 28.5% |
| Other special activities | 1,281 | 744 | 58.1% | 9,178 | 2,425 | 26.4% | 10,459 | 3,169 | 30.3% |
| Other | 913 | 538 | 58.9% | 8,240 | 856 | 10.4% | 9,153 | 1,394 | 15.2% |
| Total | 53,062 | 45,599 | 86% | 195,210 | 118,103 | 61% | 248,272 | 163,702 | 66% |

Graph 125 - Proportion of medium sized inspected ships, by flag



Graph 126 - Proportion of gross tonnage for medium sized inspected ships, by flag



LARGE SHIPS

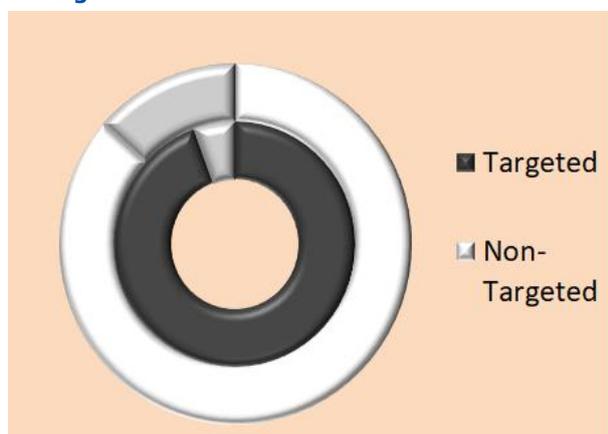
Table 136 - Total number of large ships with and without inspections, by PSC type and flag

| PSC Ship Type | Targeted Flags | | | Non Targeted Flags | | | All Flags | | |
|----------------------------|----------------|--------------|------------|--------------------|--------------|------------|---------------|---------------|------------|
| | Global | Inspected | | Global | Inspected | | Global | Inspected | |
| General cargo/Multipurpose | 92 | 92 | 100.0% | 361 | 344 | 95.3% | 453 | 436 | 96.2% |
| Refrigerated Cargo | | | | 6 | 3 | 50.0% | 6 | 3 | 50.0% |
| Heavy load | 3 | 3 | 100.0% | 45 | 40 | 88.9% | 48 | 43 | 89.6% |
| Container | 256 | 248 | 96.9% | 1,325 | 1,200 | 90.6% | 1,581 | 1,448 | 91.6% |
| Ro-Ro cargo | 105 | 105 | 100.0% | 317 | 308 | 97.2% | 422 | 413 | 97.9% |
| Bulk Carrier | 1,565 | 1,512 | 96.6% | 5,019 | 4,313 | 85.9% | 6,584 | 5,825 | 88.5% |
| Oil tanker | 179 | 150 | 83.8% | 1,147 | 925 | 80.6% | 1,326 | 1,075 | 81.1% |
| Chemical tanker | 154 | 124 | 80.5% | 1,167 | 1,053 | 90.2% | 1,321 | 1,177 | 89.1% |
| Combination carrier | 1 | 1 | 100.0% | 7 | 7 | 100.0% | 8 | 8 | 100.0% |
| Gas carrier | 97 | 87 | 89.7% | 241 | 209 | 86.7% | 338 | 296 | 87.6% |
| NLS Tanker | 39 | 39 | 100.0% | 201 | 201 | 100.0% | 240 | 240 | 100.0% |
| High speed passenger craft | | | | | | | | | |
| Passenger Ship | 4 | 4 | 100.0% | 63 | 59 | 93.7% | 67 | 63 | 94.0% |
| RoRo passenger ship | 37 | 32 | 86.5% | 193 | 142 | 73.6% | 230 | 174 | 75.7% |
| Offshore supply | 2 | | 0.0% | 13 | 2 | 15.4% | 15 | 2 | 13.3% |
| Special purpose ship | 5 | 5 | 100.0% | 12 | 5 | 41.7% | 17 | 10 | 58.8% |
| Tug | | | | | | | | | |
| Other special activities | 105 | 91 | 86.7% | 144 | 76 | 52.8% | 249 | 167 | 67.1% |
| Other | 54 | 54 | 100.0% | 75 | 62 | 82.7% | 129 | 116 | 89.9% |
| Total | 2,698 | 2,547 | 94% | 10,336 | 8,949 | 87% | 13,034 | 11,496 | 88% |

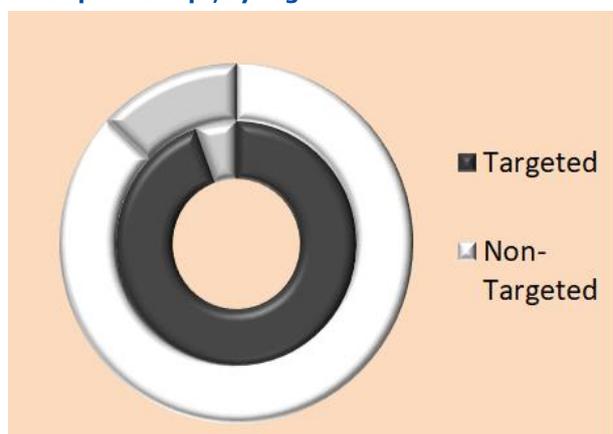
Table 137 - Gross tonnage (in 1000 gt) of large ships with and without inspections, by PSC type and flag

| PSC Ship Type | Targeted Flags | | | Non Targeted Flags | | | All Flags | | |
|----------------------------|----------------|---------------|------------|--------------------|----------------|------------|----------------|----------------|------------|
| | Global | Inspected | | Global | Inspected | | Global | Inspected | |
| General cargo/Multipurpose | 3,278 | 3,278 | 100.0% | 12,784 | 12,224 | 95.6% | 16,062 | 15,502 | 96.5% |
| Refrigerated Cargo | | | | 212 | 99 | 46.7% | 212 | 99 | 46.7% |
| Heavy load | 91 | 91 | 100.0% | 1,800 | 1,579 | 87.7% | 1,891 | 1,670 | 88.3% |
| Container | 9,373 | 9,138 | 97.5% | 49,823 | 45,119 | 90.6% | 59,196 | 54,257 | 91.7% |
| Ro-Ro cargo | 5,414 | 5,414 | 100.0% | 14,982 | 14,644 | 97.7% | 20,396 | 20,058 | 98.3% |
| Bulk Carrier | 59,131 | 57,174 | 96.7% | 186,853 | 162,590 | 87.0% | 245,984 | 219,764 | 89.3% |
| Oil tanker | 7,471 | 6,205 | 83.1% | 46,430 | 37,444 | 80.6% | 53,901 | 43,649 | 81.0% |
| Chemical tanker | 4,535 | 3,642 | 80.3% | 34,612 | 31,242 | 90.3% | 39,147 | 34,884 | 89.1% |
| Combination carrier | 29 | 29 | 100.0% | 282 | 282 | 100.0% | 311 | 311 | 100.0% |
| Gas carrier | 4,161 | 3,742 | 89.9% | 10,526 | 9,111 | 86.6% | 14,687 | 12,853 | 87.5% |
| NLS Tanker | 1,660 | 1,660 | 100.0% | 7,601 | 7,601 | 100.0% | 9,261 | 9,261 | 100.0% |
| High speed passenger craft | | | | | | | | | |
| Passenger Ship | 182 | 182 | 100.0% | 2,574 | 2,420 | 94.0% | 2,756 | 2,602 | 94.4% |
| RoRo passenger ship | 1,273 | 1,103 | 86.6% | 6,805 | 5,028 | 73.9% | 8,078 | 6,131 | 75.9% |
| Offshore supply | 67 | | 0.0% | 465 | 82 | 17.6% | 532 | 82 | 15.4% |
| Special purpose ship | 211 | 211 | 100.0% | 416 | 195 | 46.9% | 627 | 406 | 64.8% |
| Tug | | | | | | | | | |
| Other special activities | 4,587 | 3,949 | 86.1% | 6,598 | 3,396 | 51.5% | 11,185 | 7,345 | 65.7% |
| Other | 2,430 | 2,430 | 100.0% | 3,280 | 2,828 | 86.2% | 5,710 | 5,258 | 92.1% |
| Total | 103,893 | 98,248 | 95% | 386,043 | 335,884 | 87% | 489,936 | 434,132 | 89% |

Graph 127 - Proportion of large inspected ships, by flag



Graph 128 - Proportion of gross tonnage for large inspected ships, by flag



VERY LARGE SHIPS

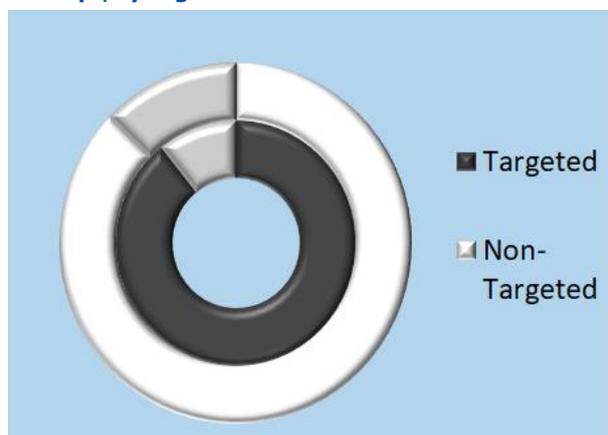
Table 138 - Total number of very large ships with and without inspections, by PSC type and flag

| PSC Ship Type | Targeted Flags | | | Non Targeted Flags | | | All Flags | | |
|----------------------------|----------------|--------------|------------|--------------------|--------------|------------|--------------|--------------|------------|
| | Global | Inspected | | Global | Inspected | | Global | Inspected | |
| General cargo/Multipurpose | 11 | 11 | 100.0% | 27 | 27 | 100.0% | 38 | 38 | 100.0% |
| Refrigerated Cargo | | | | | | | | | |
| Heavy load | | | | 7 | 2 | 28.6% | 7 | 2 | 28.6% |
| Container | 227 | 227 | 100.0% | 1,307 | 1,288 | 98.5% | 1,534 | 1,515 | 98.8% |
| Ro-Ro cargo | 52 | 52 | 100.0% | 188 | 184 | 97.9% | 240 | 236 | 98.3% |
| Bulk Carrier | 439 | 421 | 95.9% | 1,441 | 1,374 | 95.4% | 1,880 | 1,795 | 95.5% |
| Oil tanker | 262 | 193 | 73.7% | 1,788 | 1,419 | 79.4% | 2,050 | 1,612 | 78.6% |
| Chemical tanker | | | | | | | | | |
| Combination carrier | 2 | 2 | 100.0% | 1 | 1 | 100.0% | 3 | 3 | 100.0% |
| Gas carrier | 55 | 48 | 87.3% | 475 | 399 | 84.0% | 530 | 447 | 84.3% |
| NLS Tanker | 21 | 21 | 100.0% | 214 | 214 | 100.0% | 235 | 235 | 100.0% |
| High speed passenger craft | | | | | | | | | |
| Passenger Ship | 27 | 27 | 100.0% | 159 | 152 | 95.6% | 186 | 179 | 96.2% |
| RoRo passenger ship | | | | 7 | 6 | 85.7% | 7 | 6 | 85.7% |
| Offshore supply | | | | 9 | 1 | 11.1% | 9 | 1 | 11.1% |
| Special purpose ship | 1 | | 0.0% | 5 | 2 | 40.0% | 6 | 2 | 33.3% |
| Tug | | | | | | | | | |
| Other special activities | 34 | 7 | 20.6% | 227 | 48 | 21.1% | 261 | 55 | 21.1% |
| Other | 9 | 9 | 100.0% | 14 | 13 | 92.9% | 23 | 22 | 95.7% |
| Total | 1,140 | 1,018 | 89% | 5,869 | 5,130 | 87% | 7,009 | 6,148 | 88% |

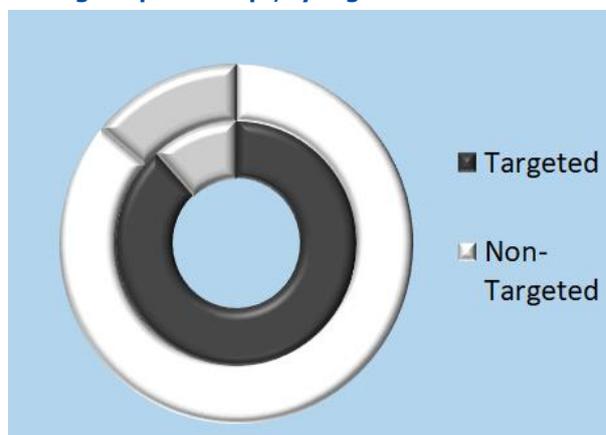
Table 139 - Gross tonnage (in 1000 gt) of very large ships with and without inspections, by PSC type and flag

| PSC Ship Type | Targeted Flags | | | Non Targeted Flags | | | All Flags | | |
|----------------------------|----------------|----------------|------------|--------------------|----------------|------------|----------------|----------------|------------|
| | Global | Inspected | | Global | Inspected | | Global | Inspected | |
| General cargo/Multipurpose | 981 | 981 | 100.0% | 2,468 | 2,468 | 100.0% | 3,449 | 3,449 | 100.0% |
| Refrigerated Cargo | | | | | | | | | |
| Heavy load | | | | 510 | 176 | 34.5% | 510 | 176 | 34.5% |
| Container | 29,426 | 29,426 | 100.0% | 145,997 | 143,166 | 98.1% | 175,423 | 172,592 | 98.4% |
| Ro-Ro cargo | 3,424 | 3,424 | 100.0% | 12,796 | 12,537 | 98.0% | 16,220 | 15,961 | 98.4% |
| Bulk Carrier | 43,827 | 41,654 | 95.0% | 149,995 | 142,315 | 94.9% | 193,822 | 183,969 | 94.9% |
| Oil tanker | 32,934 | 23,761 | 72.1% | 181,312 | 138,326 | 76.3% | 214,246 | 162,087 | 75.7% |
| Chemical tanker | | | | | | | | | |
| Combination carrier | 142 | 142 | 100.0% | 60 | 60 | 100.0% | 202 | 202 | 100.0% |
| Gas carrier | 6,236 | 5,448 | 87.4% | 53,502 | 45,360 | 84.8% | 59,738 | 50,808 | 85.1% |
| NLS Tanker | 3,082 | 3,082 | 100.0% | 26,492 | 26,492 | 100.0% | 29,574 | 29,574 | 100.0% |
| High speed passenger craft | | | | | | | | | |
| Passenger Ship | 2,816 | 2,816 | 100.0% | 18,435 | 17,354 | 94.1% | 21,251 | 20,170 | 94.9% |
| RoRo passenger ship | | | | 471 | 406 | 86.2% | 471 | 406 | 86.2% |
| Offshore supply | | | | 780 | 83 | 10.6% | 780 | 83 | 10.6% |
| Special purpose ship | 61 | | 0.0% | 775 | 505 | 65.2% | 836 | 505 | 60.4% |
| Tug | | | | | | | | | |
| Other special activities | 3,738 | 1,009 | 27.0% | 27,561 | 5,630 | 20.4% | 31,299 | 6,639 | 21.2% |
| Other | 570 | 570 | 100.0% | 893 | 821 | 91.9% | 1,463 | 1,391 | 95.1% |
| Total | 127,237 | 112,313 | 88% | 622,047 | 535,699 | 86% | 749,284 | 648,012 | 86% |

Graph 129 - Proportion of very large inspected ships, by flag



Graph 130 - Proportion of gross tonnage for very large inspected ships, by flag



5.5. PSC RECORDS OF RECOGNISED ORGANISATIONS

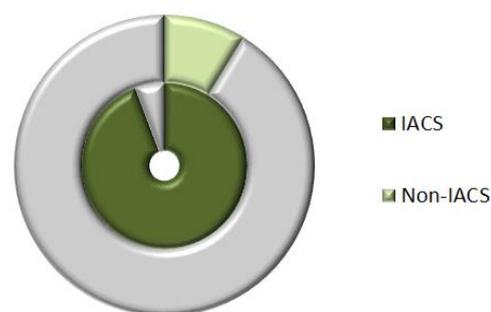
WHOLE FLEET GT≥500 TOTAL NUMBER OF INSPECTIONS WITH STATUTORY CERTIFICATES FOR SHIPS GT≥500, BY TYPE OF ISSUER

| PSC Ship Type | Inspections with certificates | Issued by Flag | | Issued by RO | |
|----------------------------|-------------------------------|----------------|---------------|----------------|--------------|
| | | Targeted | Non Targeted | IACS | Non-IACS |
| General cargo/Multipurpose | 31,645 | 6,475 | 8,442 | 27,242 | 6,229 |
| Refrigerated Cargo | 860 | 108 | 421 | 738 | 155 |
| Heavy load | 253 | 62 | 177 | 253 | 2 |
| Container | 11,197 | 2,304 | 4,819 | 11,076 | 243 |
| Ro-Ro cargo | 2,312 | 567 | 1,420 | 2,218 | 169 |
| Bulk Carrier | 29,035 | 5,285 | 13,272 | 28,680 | 1,021 |
| Oil tanker | 5,363 | 466 | 3,818 | 5,148 | 314 |
| Chemical tanker | 7,255 | 715 | 4,082 | 7,056 | 273 |
| Combination carrier | 19 | 2 | 13 | 15 | 5 |
| Gas carrier | 2,190 | 343 | 1,274 | 2,160 | 82 |
| NLS Tanker | 7,607 | 9 | 111 | 7,593 | 14 |
| High speed passenger craft | 127 | 75 | 51 | 123 | 26 |
| Passenger Ship | 1,644 | 58 | 773 | 1,606 | 51 |
| RoRo passenger ship | 1,237 | 277 | 907 | 1,222 | 30 |
| Offshore supply | 1,168 | 184 | 838 | 1,144 | 48 |
| Special purpose ship | 328 | 48 | 232 | 320 | 28 |
| Tug | 193 | 30 | 116 | 180 | 24 |
| Other special activities | 1,742 | 270 | 515 | 1,610 | 213 |
| Other | 2,295 | 498 | 692 | 1,895 | 427 |
| Total | 106,470 | 17,776 | 41,973 | 100,279 | 9,354 |

Graph 131 - Total number of inspection with statutory certificates for ships GT≥500, by flag issuer



Graph 132 - Total number of inspection with statutory certificates for ships GT≥500, by recognised organisations

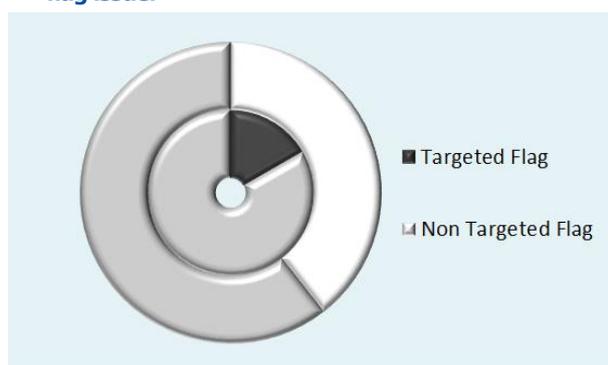


MEDIUM SIZED SHIPS

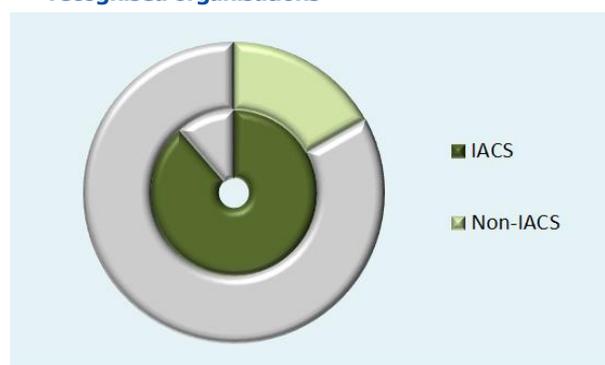
Table 140 - Total number of inspections with statutory certificates for medium sized ships, by type of issuer

| PSC Ship Type | Inspections with certificates | Issued by Flag | | Issued by RO | |
|----------------------------|-------------------------------|----------------|---------------|---------------|--------------|
| | | Targeted | Non Targeted | IACS | Non-IACS |
| General cargo/Multipurpose | 22,481 | 6,418 | 7,974 | 18,102 | 6,197 |
| Refrigerated Cargo | 853 | 108 | 415 | 732 | 154 |
| Heavy load | 206 | 60 | 142 | 206 | 2 |
| Container | 3,333 | 1,122 | 1,206 | 3,305 | 100 |
| Ro-Ro cargo | 651 | 198 | 355 | 561 | 129 |
| Bulk Carrier | 9,197 | 1,691 | 3,815 | 9,055 | 556 |
| Oil tanker | 1,198 | 197 | 794 | 1,003 | 272 |
| Chemical tanker | 4,220 | 567 | 2,541 | 4,073 | 209 |
| Combination carrier | 10 | 2 | 5 | 7 | 4 |
| Gas carrier | 1,215 | 221 | 683 | 1,193 | 47 |
| NLS Tanker | 1,859 | 8 | 88 | 1,851 | 8 |
| High speed passenger craft | 127 | 75 | 51 | 123 | 26 |
| Passenger Ship | 596 | 34 | 395 | 566 | 38 |
| RoRo passenger ship | 538 | 164 | 335 | 525 | 25 |
| Offshore supply | 1,162 | 184 | 838 | 1,138 | 48 |
| Special purpose ship | 307 | 39 | 221 | 299 | 28 |
| Tug | 193 | 30 | 116 | 180 | 24 |
| Other special activities | 1,212 | 130 | 440 | 1,085 | 202 |
| Other | 949 | 313 | 317 | 553 | 421 |
| Total | 50,307 | 11,561 | 20,731 | 44,557 | 8,490 |

Graph 133 -Total number of inspection with statutory certificates for medium sized ships, by flag issuer



Graph 134 - Total number of inspection with statutory certificates for medium sized ships, by recognised organisations

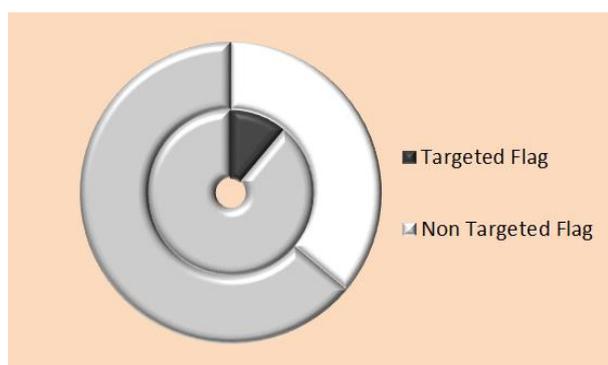


LARGE SHIPS

Table 141 - Total number of inspections with statutory certificates for large ships, by type of issuer

| PSC Ship Type | Inspections with certificates | Issued by Flag | | Issued by RO | |
|----------------------------|-------------------------------|----------------|---------------|---------------|------------|
| | | Targeted | Non Targeted | IACS | Non-IACS |
| General cargo/Multipurpose | 7,057 | 55 | 467 | 7,043 | 21 |
| Refrigerated Cargo | 7 | | 6 | 6 | 1 |
| Heavy load | 41 | 2 | 32 | 41 | |
| Container | 3,438 | 509 | 1,639 | 3,407 | 46 |
| Ro-Ro cargo | 1,119 | 246 | 704 | 1,115 | 34 |
| Bulk Carrier | 16,088 | 2,719 | 7,285 | 15,951 | 356 |
| Oil tanker | 1,854 | 187 | 1,266 | 1,850 | 18 |
| Chemical tanker | 3,035 | 148 | 1,541 | 2,983 | 64 |
| Combination carrier | 6 | | 5 | 5 | 1 |
| Gas carrier | 380 | 68 | 190 | 380 | 1 |
| NLS Tanker | 3,808 | 1 | 20 | 3,803 | 5 |
| High speed passenger craft | | | | | |
| Passenger Ship | 303 | 2 | 133 | 298 | 5 |
| RoRo passenger ship | 677 | 113 | 551 | 675 | 5 |
| Offshore supply | 6 | | | 6 | |
| Special purpose ship | 18 | 9 | 8 | 18 | |
| Tug | | | | | |
| Other special activities | 427 | 139 | 72 | 422 | 11 |
| Other | 816 | 131 | 190 | 812 | 6 |
| Total | 39,080 | 4,329 | 14,109 | 38,815 | 574 |

Graph 135 - Total number of inspections with statutory certificates for large ships, by flag issuer



Graph 136 - Total number of inspections with statutory certificates for large ships, by recognised organisations

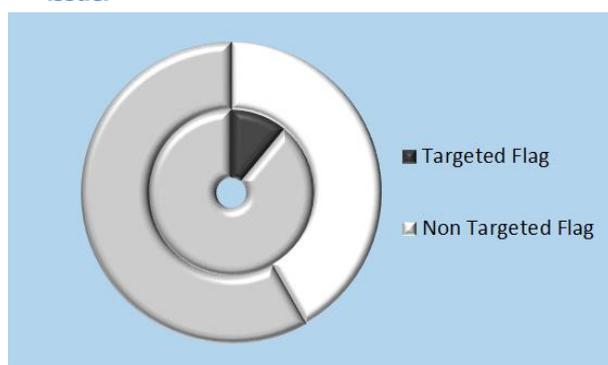


VERY LARGE SHIPS

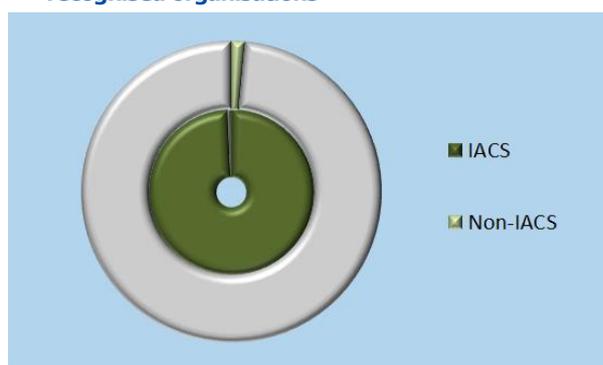
Table 142 - Total number of inspections with statutory certificates for very large ships, by type of issuer

| PSC Ship Type | Inspections with certificates | Issued by Flag | | Issued by RO | |
|----------------------------|-------------------------------|----------------|--------------|---------------|------------|
| | | Targeted | Non Targeted | IACS | Non-IACS |
| General cargo/Multipurpose | 2,107 | 2 | 1 | 2,097 | 11 |
| Refrigerated Cargo | | | | | |
| Heavy load | 6 | | 3 | 6 | |
| Container | 4,426 | 673 | 1,974 | 4,364 | 97 |
| Ro-Ro cargo | 542 | 123 | 361 | 542 | 6 |
| Bulk Carrier | 3,750 | 875 | 2,172 | 3,674 | 109 |
| Oil tanker | 2,311 | 82 | 1,758 | 2,295 | 24 |
| Chemical tanker | | | | | |
| Combination carrier | 3 | | 3 | 3 | |
| Gas carrier | 595 | 54 | 401 | 587 | 34 |
| NLS Tanker | 1,940 | | 3 | 1,939 | 1 |
| High speed passenger craft | | | | | |
| Passenger Ship | 745 | 22 | 245 | 742 | 8 |
| RoRo passenger ship | 22 | | 21 | 22 | |
| Offshore supply | | | | | |
| Special purpose ship | 3 | | 3 | 3 | |
| Tug | | | | | |
| Other special activities | 103 | 1 | 3 | 103 | |
| Other | 530 | 54 | 185 | 530 | |
| Total | 17,083 | 1,886 | 7,133 | 16,907 | 290 |

Graph 137 - Total number of inspections with statutory certificates for very large ships, by flag issuer



Graph 138 - Total number of inspections with statutory certificates for very large ships, by recognised organisations



5.6. STATUTORY CERTIFICATES

Table 143 - Total number of inspections with statutory certificates for all ships, by type of certificates and issuer

| Group of Certificates | Inspections | Flags as issuer | | Recognised Organisations | |
|-----------------------|---------------|-----------------|---------------|--------------------------|--------------|
| | | Targeted | Non Targeted | IACS | Non-IACS |
| ITC | 60,482 | 3,854 | 7,367 | 45,084 | 4,177 |
| Load Lines | 69,123 | 214 | 1,412 | 61,497 | 6,000 |
| SOLAS/STCW | 61,578 | 17,882 | 43,329 | 272 | 95 |
| SOLAS - ISM | 73,598 | 1,196 | 8,424 | 56,403 | 7,575 |
| SOLAS - ISPS | 65,027 | 7,850 | 7,886 | 44,178 | 5,113 |
| SOLAS - IMDG | 19,889 | 75 | 857 | 18,108 | 849 |
| SOLAS - GC | 104 | 10 | 6 | 87 | 1 |
| SOLAS - IGC | 1,236 | 30 | 24 | 1,176 | 6 |
| SOLAS - HSC | 209 | 2 | 50 | 156 | 1 |
| SOLAS - MODU | 39 | 1 | 1 | 37 | |
| SOLAS - SPS | 594 | | 124 | 462 | 8 |
| SOLAS - PSCC | 2,011 | 52 | 640 | 1,279 | 40 |
| SOLAS - CSS | 70,185 | 660 | 2,805 | 60,585 | 6,135 |
| SOLAS - CSR | 36,283 | 10,737 | 25,301 | 171 | 74 |
| SOLAS - INF | 200 | 1 | 8 | 186 | 5 |
| AFS | 51,352 | 100 | 1,200 | 47,115 | 2,937 |
| Ballast WM | 31,616 | 3,111 | 2,262 | 24,197 | 2,046 |
| CLC | 9,974 | 1,431 | 8,414 | 111 | 18 |
| BUNKER | 40,603 | 11,821 | 28,360 | 366 | 56 |
| MARPOL - IAPP | 67,036 | 146 | 1,591 | 60,267 | 5,032 |
| MARPOL - IOPP | 69,071 | 421 | 1,960 | 60,722 | 5,968 |
| MARPOL - ISPP | 65,046 | 261 | 1,961 | 57,534 | 5,290 |
| MARPOL - EIAPP | 13,485 | 104 | 513 | 12,444 | 424 |
| MARPOL - IBC | 5,226 | 5 | 64 | 5,095 | 62 |
| MARPOL - NLS | 811 | 7 | 13 | 782 | 9 |
| MARPOL - BCH | 396 | 1 | 14 | 362 | 19 |
| MARPOL - IEEC | 49,671 | 154 | 1,584 | 45,103 | 2,830 |
| MLC | 58,208 | 991 | 8,500 | 44,003 | 4,714 |
| Other | 12,814 | 2,311 | 2,314 | 7,932 | 257 |
| Overall | 71,564 | 18,326 | 44,582 | 64,715 | 8,766 |

Chapter 6

6. Trade Associations and Industry Vetting Programmes

INTRODUCTION

Several professional maritime trade associations and industry vetting programmes supply information to Equasis on ships covered by their schemes. Such schemes are either company-based or ship-based. The company-based schemes (e.g., INTERTANKO) relate to certain ship types and aim to provide a mark of quality for ships covered by them. The ship-based schemes (e.g., OCIMF) provide industry inspection reports.

For each relevant ship type and size category, the tables in Chapter 6.1 show the proportion of the fleet covered by each of the schemes which provide information to Equasis.

The ship types covered by each scheme are detailed in Annex V.

The tables in Chapter 6.2 show the detention rates of ships covered by each of the schemes compared with ships of the same type that are outside these schemes.

Shipping Companies

For each ship, Equasis records the company that provides the operational management either:

- a) under third-party contract; or
- b) managing ships owned by itself or its associated companies.

In most cases the Company shown in the database is responsible for the operation of the ship and the duties and responsibilities imposed by the International Safety Management Code (ISM Code).

The Code applies to passenger ships and other ships of 500 GT (or greater) trading internationally.

The tables in Chapter 6.3 show the makeup of the fleet of ships in Equasis according to company fleet size, as measured by the number of ships over 100GT they operate. The tables also show the detention rates of ships over 500GT in each fleet size category.

The detention rate is the ratio between the number of detentions and the number of inspections in the Paris MoU, Tokyo MOU, Indian Ocean MoU, USCG, Viña del Mar Agreement, Mediterranean MoU, Caribbean MoU, Black Sea MoU and Abuja MoU recorded in 2021.

RESULTS

Table 144 indicates that the majority of ships are not covered by the trade associations and/or industry vetting programmes providing data to Equasis, with the exception of OCIMF that covers almost 65.0% of the total ships of the relevant categories (see annex V) and about 87.3% in tonnage.

INTERTANKO covers slightly over a quarter (28.3%%) of the total number of ships but less than half (48.9%) tonnage coverage of the relevant ship categories.

Intercargo is shows the same trend, covering 9.6%% of the total number of ships, but 20.9% of the tonnage coverage of the relevant ship categories.

The Chemical Distribution Institute (CDI) on the other hand has 30.8% of the total number of ships, and a similar percentage 33.8% of the tonnage coverage of the relevant ship categories.

Tables 146 to 149 suggest that the ship categories in the medium, large and very large size categories covered by one of the trade associations and industry vetting programs are usually less inspected in the nine PSC regimes providing data to Equasis

than those ships which are outside the trade associations.

The same tables indicate that ships which are within a trade association or industry vetting programme were detained less often than those that were not members. For example, the detention rate of Intercargo ships in all ship size categories (table 146) was 1.3% compared with 2.5% for those who are not members (and of the targeted ship types as described in Annex V). It is a similar picture for ships that are members of INTERTANKO, InterManager, Green Award, CDI and OCIMF.

Table 150 shows that slightly over the half (56.7%) of the companies included in the data collected by Equasis operate just one ship. 86.8% companies operate five or less ships. Graph 140 reveals that ships operated by larger companies had a much lower detention rate than those operated by smaller companies.

Table 151 shows that companies with more than 100 ships have a detention rate around 0.98%, while one-ship had rates of 4.43% and two-ship companies and 4.13% respectively.

6.1. SCHEME STATUS

Table 144 - Total number of ships, by size and vetting programmes and trade associations

| Scheme | Medium ⁽¹⁾ | | Large ⁽²⁾ | | Very Large ⁽³⁾ | | Total | |
|---------------------|-----------------------|---------|----------------------|---------|---------------------------|---------|--------|---------|
| | Within | Outside | Within | Outside | Within | Outside | Within | Outside |
| Intertanko | 1,067 | 7,450 | 1,442 | 1,764 | 1,525 | 1,251 | 4,034 | 10,465 |
| % of Total | 26.5% | 71.2% | 35.7% | 16.9% | 37.8% | 12.0% | | |
| Intercargo | 403 | 15,258 | 1,391 | 5,715 | 576 | 1,323 | 2,370 | 22,296 |
| % of Total | 17.0% | 68.4% | 58.7% | 25.6% | 24.3% | 5.9% | | |
| InterManager | 302 | 22,731 | 474 | 9,405 | 228 | 3,856 | 1,004 | 35,992 |
| % of Total | 30.1% | 63.2% | 47.2% | 26.1% | 22.7% | 10.7% | | |
| Green Award | 49 | 12,281 | 22 | 10,026 | 209 | 4,464 | 280 | 26,771 |
| % of Total | 17.5% | 45.9% | 7.9% | 37.5% | 74.6% | 16.7% | | |
| CDI | 1,563 | 3,259 | 541 | 1,466 | | 7 | 2,104 | 4,732 |
| % of Total | 74.3% | 68.9% | 25.7% | 31.0% | | 0.1% | | |
| OCIMF | 4,021 | 4,496 | 2,911 | 295 | 2,494 | 282 | 9,426 | 5,073 |
| % of Total | 42.7% | 88.6% | 30.9% | 5.8% | 26.5% | 5.6% | | |

Source: Equasis ⁽¹⁾ 500≤GT<25.000 - ⁽²⁾ 25.000≤GT<60.000 - ⁽³⁾ GT≥60.000

Table 145 - Gross tonnage (in 1000 gt) of ships, by size and vetting programmes and trade associations

| Scheme | Medium ⁽¹⁾ | | Large ⁽²⁾ | | Very Large ⁽³⁾ | | Total | |
|---------------------|-----------------------|---------|----------------------|---------|---------------------------|---------|---------|---------|
| | Within | Outside | Within | Outside | Within | Outside | Within | Outside |
| Intertanko | 13,639 | 38,634 | 51,644 | 64,505 | 162,989 | 135,856 | 228,272 | 238,995 |
| % of Total | 6.0% | 16.2% | 22.6% | 27.0% | 71.4% | 56.8% | | |
| Intercargo | 8,569 | 100,934 | 53,159 | 212,599 | 59,359 | 136,217 | 121,087 | 449,750 |
| % of Total | 7.1% | 22.4% | 43.9% | 47.3% | 49.0% | 30.3% | | |
| InterManager | 4,416 | 150,095 | 16,939 | 346,063 | 24,354 | 403,553 | 45,709 | 899,711 |
| % of Total | 9.7% | 16.7% | 37.1% | 38.5% | 53.3% | 44.9% | | |
| Green Award | 434 | 108,371 | 905 | 372,105 | 20,279 | 473,999 | 21,618 | 954,475 |
| % of Total | 2.0% | 11.4% | 4.2% | 39.0% | 93.8% | 49.7% | | |
| CDI | 15,724 | 22,518 | 19,429 | 46,003 | | 425 | 35,153 | 68,946 |
| % of Total | 44.7% | 32.7% | 55.3% | 66.7% | | 0.6% | | |
| OCIMF | 36,501 | 15,771 | 104,721 | 11,428 | 266,619 | 32,226 | 407,841 | 59,425 |
| % of Total | 8.9% | 26.5% | 25.7% | 19.2% | 65.4% | 54.2% | | |

Source: Equasis ⁽¹⁾ 500≤GT<25.000 - ⁽²⁾ 25.000≤GT<60.000 - ⁽³⁾ GT≥60.000

6.2. SAFETY PERFORMANCE

WHOLE FLEET GT≥500

Table 146 - Safety performance of ships, by inspections and detentions rates^(*) - 2021

| Scheme | Detention rate | | | Detentions | | | Inspections | | |
|---------------------|----------------|---------|-------|------------|---------|-------|-------------|---------|--------|
| | Within | Outside | Total | Within | Outside | Total | Within | Outside | Total |
| Intertanko | 0.5% | 1.4% | 1.0% | 30 | 102 | 132 | 6,029 | 7,082 | 13,111 |
| in % of total | | | | 22.7% | 77.3% | | 46.0% | 54.0% | |
| Intercargo | 1.3% | 2.5% | 2.4% | 71 | 929 | 1,000 | 5,334 | 37,005 | 42,339 |
| in % of total | | | | 7.1% | 92.9% | | 12.6% | 87.4% | |
| Intermanager | 1.2% | 2.3% | 2.2% | 23 | 1,097 | 1,120 | 1,911 | 48,518 | 50,429 |
| in % of total | | | | 2.1% | 97.95% | | 3.8% | 96.2% | |
| Green Award | 0.0% | 1.6% | 1.6% | 0 | 598 | 598 | 319 | 37,685 | 38,004 |
| in % of total | | | | 0.0% | 100.00% | | 0.8% | 99.2% | |
| CDI | 0.5% | 1.4% | 1.0% | 17 | 71 | 88 | 3,477 | 5,246 | 8,723 |
| in % of total | | | | 19.3% | 80.7% | | 39.9% | 60.1% | |
| OCIMF | 0.7% | 4.3% | 1.0% | 85 | 47 | 132 | 12,019 | 1,092 | 13,111 |
| in % of total | | | | 64.4% | 35.6% | | 91.7% | 8.3% | |

Source: Equasis - ^(*) Detentions in Paris MoU, Tokyo MoU, IOMoU, USCG, VDM, Med MoU, Caribbean MoU, Black Sea MoU and Abuja MoU divided by total number of inspections

MEDIUM SIZED SHIPS

Table 147 - Safety performance of medium sized⁽¹⁾ ships, by inspections and detentions rates^(*) - 2021

| Scheme | Detention rate | | | Detentions | | | Inspections | | |
|---------------------|----------------|---------|-------|------------|---------|-------|-------------|---------|--------|
| | Within | Outside | Total | Within | Outside | Total | Within | Outside | Total |
| Intertanko | 0.6% | 1.8% | 1.4% | 11 | 71 | 82 | 1,757 | 3,938 | 5,695 |
| in % of total | | | | 13.4% | 86.6% | | 30.9% | 69.1% | |
| Intercargo | 1.0% | 3.1% | 3.0% | 12 | 724 | 736 | 1232 | 23,361 | 24,593 |
| in % of total | | | | 1.6% | 98.4% | | 20226 | 95.0% | |
| Intermanager | 1.0% | 3.1% | 3.1% | 7 | 801 | 808 | 673 | 25,591 | 26,264 |
| in % of total | | | | 0.9% | 99.13% | | 2.6% | 97.4% | |
| Green Award | 0.0% | 2.1% | 2.1% | 0 | 287 | 287 | 79 | 13,397 | 13,476 |
| in % of total | | | | 0.0% | 100% | | 0.6% | 99.4% | |
| CDI | 0.6% | 2.0% | 1.3% | 15 | 53 | 68 | 2,551 | 2,656 | 5,207 |
| in % of total | | | | 22.1% | 77.9% | | 49.0% | 51.0% | |
| OCIMF | 1.0% | 4.3% | 1.4% | 47 | 35 | 82 | 4,874 | 821 | 5,695 |
| in % of total | | | | 57.3% | 42.7% | | 85.6% | 14.4% | |

Source: Equasis - ⁽¹⁾ 500≤GT<25.000 - ^(*) Detentions in Paris MoU, Tokyo MoU, IOMoU, USCG, VDM, Med MoU, Caribbean MoU, Black Sea MoU and Abuja MoU divided by total number of inspections

LARGE SHIPS

Table 148 - Safety performance of large⁽¹⁾ ships, by inspections and detentions rates^(*) - 2021

| Scheme | Detention rate | | | Detentions | | | Inspections | | |
|---------------------|----------------|---------|-------|------------|---------|-------|-------------|---------|--------|
| | Within | Outside | Total | Within | Outside | Total | Within | Outside | Total |
| Intertanko | 0.6% | 1.0% | 0.8% | 15 | 23 | 38 | 2,639 | 2,233 | 4,872 |
| in % of total | | | | 39.5% | 60.5% | | 54.2% | 45.8% | |
| Intercargo | 1.2% | 1.4% | 1.4% | 41 | 170 | 211 | 3,296 | 11,921 | 15,217 |
| in % of total | | | | 19.4% | 80.6% | | 21.7% | 78.3% | |
| Intermanager | 1.5% | 1.3% | 1.3% | 15 | 233 | 248 | 1,028 | 18,601 | 19,629 |
| in % of total | | | | 6.0% | 94% | | 5.2% | 94.8% | |
| Green Award | 0.0% | 1.3% | 1.3% | 0 | 246 | 246 | 38 | 19,421 | 19,459 |
| in % of total | | | | 0.0% | 100.00% | | 0.2% | 99.8% | |
| CDI | 0.2% | 0.7% | 0.6% | 2 | 18 | 20 | 926 | 2,585 | 3,511 |
| in % of total | | | | 10.0% | 90.0% | | 26.4% | 73.6% | |
| OCIMF | 0.7% | 2.8% | 0.8% | 33 | 5 | 38 | 4,691 | 181 | 4,872 |
| in % of total | | | | 86.8% | 13.2% | | 96.3% | 3.7% | |

Source: Equasis - ⁽¹⁾ 25.000 ≤ GT < 60.000 - ^(*) Detentions in Paris MoU, Tokyo MoU, IOMoU, USCG, VDM, Med MoU, Caribbean MoU, Black Sea MoU and Abuja MoU divided by total number of inspections

VERY LARGE SHIPS

Table 149 - Safety performance of very large⁽¹⁾ ships, by inspections and detentions rates^(*) - 2021

| Scheme | Detention rate | | | Detentions | | | Inspections | | |
|---------------------|----------------|---------|-------|------------|---------|-------|-------------|---------|-------|
| | Within | Outside | Total | Within | Outside | Total | Within | Outside | Total |
| Intertanko | 0.2% | 0.9% | 0.5% | 4 | 8 | 12 | 1,633 | 911 | 2,544 |
| in % of total | | | | 33.3% | 66.7% | | 64.2% | 35.8% | |
| Intercargo | 2.2% | 2.0% | 2.1% | 18 | 35 | 53 | 806 | 1,723 | 2,529 |
| in % of total | | | | 34.0% | 66.0% | | 31.9% | 68.1% | |
| Intermanager | 0.5% | 1.5% | 1.4% | 1 | 63 | 64 | 210 | 4,326 | 4,536 |
| in % of total | | | | 1.6% | 98% | | 4.6% | 95.4% | |
| Green Award | 0.0% | 1.3% | 1.3% | 0 | 65 | 65 | 202 | 4,867 | 5,069 |
| in % of total | | | | 0.0% | 100% | | 4.0% | 96.0% | |
| CDI | 0.0% | 0.0% | 0.0% | | | 0 | | 5 | 5 |
| in % of total | | | | | | | 0.0% | 100.0% | |
| OCIMF | 0.2% | 7.8% | 0.5% | 5 | 7 | 12 | 2,454 | 90 | 2,544 |
| in % of total | | | | 41.7% | 58.3% | | 96.5% | 3.5% | |

Source: Equasis - ⁽¹⁾ GT ≥ 60.000 - ^(*) Detentions in Paris MoU, Tokyo MoU, IOMoU, USCG, VDM, Med MoU, Caribbean MoU, Black Sea MoU and Abuja MoU divided by total number of inspections

6.3. COMPANY PERFORMANCE

Table 150 - Total number of companies and ships, by fleet size and flag

| Company fleet size (by number of ships GT≥100) | Number of companies | | Number of ships ⁽¹⁾ | | Number of ships under targeted flag ⁽¹⁾ | | Total share of ships under targeted flag ⁽²⁾ |
|--|---------------------|-------------|--------------------------------|-------------|--|-------------|---|
| 1 ship | 22,312 | 56.7% | 8,229 | 12.9% | 1,927 | 17.0% | 23.4% |
| 2 | 6,147 | 15.6% | 4,615 | 7.3% | 809 | 7.1% | 17.5% |
| 3 | 2,829 | 7.2% | 3,398 | 5.3% | 693 | 6.1% | 20.4% |
| 4 | 1,749 | 4.4% | 2,832 | 4.5% | 537 | 4.7% | 19.0% |
| 5 | 1,147 | 2.9% | 2,532 | 4.0% | 473 | 4.2% | 18.7% |
| 6-10 | 2,714 | 6.9% | 9,393 | 14.8% | 1,675 | 14.8% | 17.8% |
| 11-50 | 2,204 | 5.6% | 20,377 | 32.1% | 3,371 | 29.8% | 16.5% |
| 51-100 | 171 | 0.4% | 5,732 | 9.0% | 827 | 7.3% | 14.4% |
| 100+ | 60 | 0.2% | 6,437 | 10.1% | 1,012 | 8.9% | 15.7% |
| Total | 39,333 | 100% | 63,545 | 100% | 11,324 | 100% | 17.8% |

Source: Equasis - ⁽¹⁾ Ships GT≥500 - ⁽²⁾ Within the same company fleet size category

Graph 139 - Total number of companies and ships GT≥500, by company fleet size

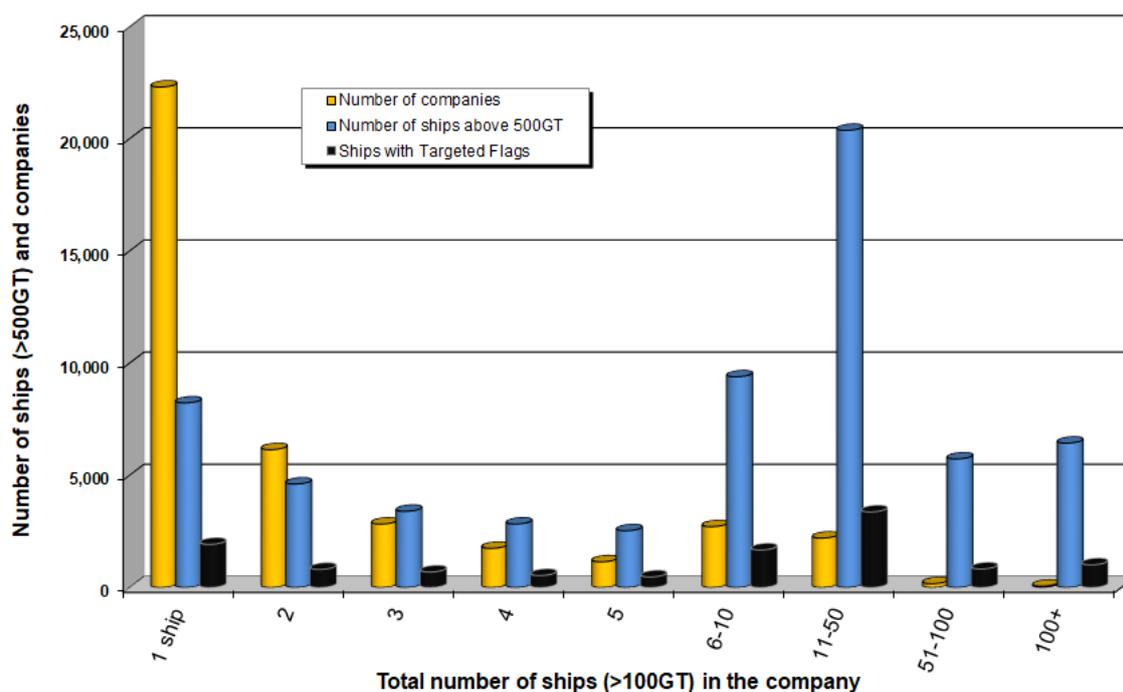
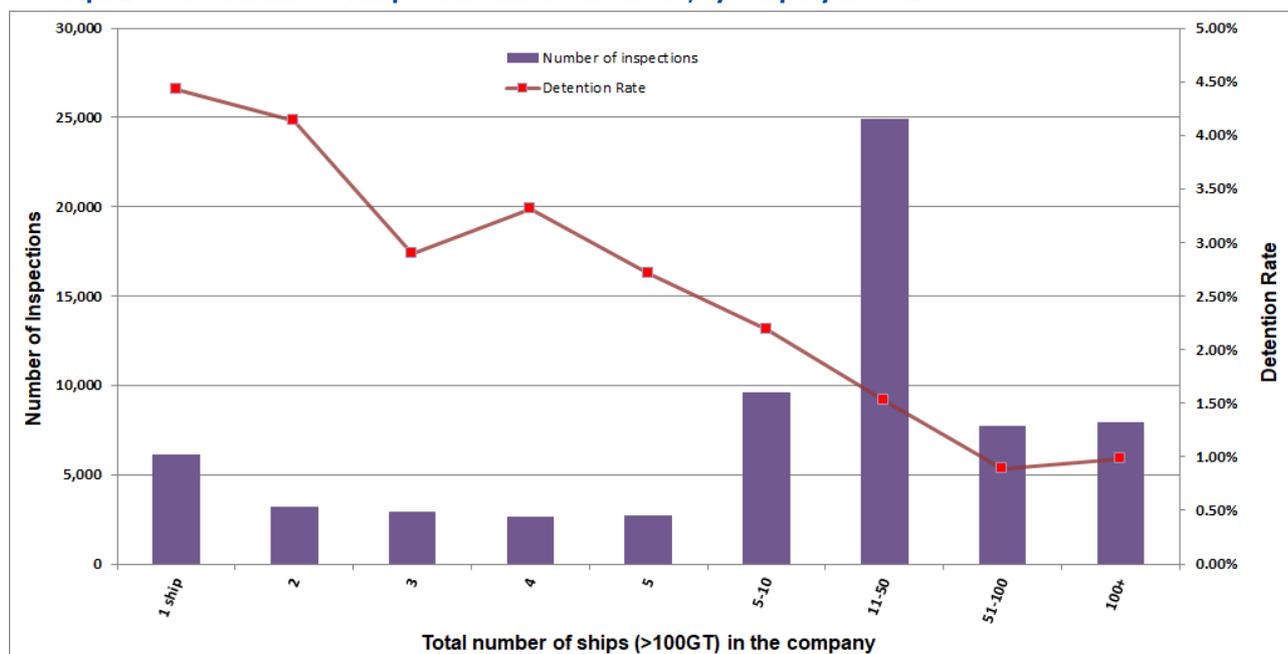


Table 151 - Total number of inspections and detention rates^(*), by company fleet size - 2021

| Company fleet size (by number of ships GT≥100) | Number of inspections | | Number of detentions | | % of ships detained ⁽¹⁾ |
|--|-----------------------|-------------|----------------------|-------------|------------------------------------|
| 1 ship | 6,101 | 9.0% | 270 | 19.5% | 4.43% |
| 2 | 3,217 | 4.7% | 133 | 9.6% | 4.13% |
| 3 | 2,898 | 4.3% | 84 | 6.1% | 2.90% |
| 4 | 2,661 | 3.9% | 88 | 6.4% | 3.31% |
| 5 | 2,697 | 4.0% | 73 | 5.3% | 2.71% |
| 5-10 | 9,575 | 14.1% | 209 | 15.1% | 2.18% |
| 11-50 | 24,946 | 36.8% | 381 | 27.5% | 1.53% |
| 51-100 | 7,734 | 11.4% | 69 | 5.0% | 0.89% |
| 100+ | 7,964 | 11.7% | 78 | 5.6% | 0.98% |
| Total | 67,793 | 100% | 1,385 | 100% | 2.04% |

Source: Equasis - ⁽¹⁾ Within the same company fleet size category - ^(*) Detentions in Paris MoU, Tokyo MoU, IO MoU, USCG, VDM, Med MoU, Caribbean MoU, Black Sea MoU and Abuja MoU divided by total number of inspections

Graph 140 - Total number of inspections and detention rate, by company fleet size

Annexes

Annex I. Ship type aggregations

The category "Other" is not considered in the scope of these statistics and contains ship types of active ships not falling in one of the main categories.

General Cargo Ships

Deck Cargo Ship
General Cargo Ship
Palletized Cargo Ship
Passenger/General Cargo Ship
Refrigerated Cargo Ship

Specialized Cargo Ships

Barge Carrier
Heavy Load Carrier
Livestock Carrier
Nuclear Fuel Carrier

Container Ships

Container Ship
Passenger/Container Ship

Ro-Ro Cargo Ships

Container Ro-Ro Cargo Ship
Ro-Ro Cargo Ship
Vehicles Carrier

Bulk Carriers

Aggregates Carrier
Bulk Carrier
Bulk/Caustic Soda Carrier
Bulk Dry Storage Ship
Bulk/Oil Carrier
Bulk/Sulphuric Acid Carrier
Bulk/Oil/Chemical Carrier
Cement Carrier
Limestone Carrier
Ore Carrier
Ore/Oil Carrier
Powder Carrier
Refined Sugar Carrier
Self-Discharging Bulk Carrier
Urea Carrier
Wood Chips Carrier
Pearl Shells Carrier
Pulp Carrier

Oil and Chemical Tankers

Chemical Tanker
Chemical/Oil Products Tanker
Crude Oil Tanker
Oil Products Tanker
Vegetable Oil Tanker

Gas Tankers

CO2 Tanker
Combination Gas Tanker
LNG Tanker
LPG Tanker

Other Tankers

Asphalt/Bitumen Tanker
Bunkering Tanker
Caprolactam Tanker
Edible Oil Tanker
Fruit Juice Tanker
Latex Tanker
Molasses Tanker
Water Tanker
Wine Tanker
Oil-Sludge Tanker

Beer Tanker
Coal/Oil Mixture Tanker

Passenger Ships

Passenger (Cruise) Ship
Passenger Ship
Passenger/Landing Craft
Passenger/Ro-Ro Cargo Ship

Offshore Vessels

Accom. Offshore Supp. Vessel
Drilling Ship
FSO, Oil
Mining Vessel
Offshore Processing Ship
Offshore Supply Ship
Offshore Support Vessel
Offshore Tug/Supply Ship
Pipe Burying Vessel
Pipe-Layer
Production Testing Vessel
Standby-Safety Vessel
Supply Vessel
Well-Stimulation Vessel

Service Ships

Buoy/Lighthouse Vessel
Cable-Layer
Crane Ship
Dredger
Fire-Fighting Vessel
Hopper Dredger
Hospital Vessel
Icebreaker
Kelp Dredger
Patrol Vessel
Pilot Vessel
Pollution Control Vessel
Power Station Vessel
Research Vessel
Salvage Ship
Search & Rescue Vessel
Tank-Cleaning Vessel
Training Ship
Trans-shipment Vessel
Utility Vessel
Waste Disposal Vessel
Work/Repair Vessel

Tugs

Pusher Tug
Tug

Fishing Ships

Fishing Vessel
Fish Carrier
Fish Factory Ship
Fishing Support Vessel
Live-Fish Carrier
Seal-Catcher
Whale-Catcher

Other (Out of the scope)

Anchor Hoy
Cable Repair Ship
Crewboat
Exhibition Vessel
Houseboat
Landing Craft
Launch (unspecified)
Mooring Vessel
Motor Hopper
Rocket Launch Support Ship
Sail Training Ship
Sailing Vessel
Trenching Support Vessel
Water Injection Dredger
Unknown
Vessel (function unknown)

General Cargo Ships

Deck Cargo Ship
 General Cargo Ship
 Palletized Cargo Ship
 Passenger/General Cargo Ship
 Refrigerated Cargo Ship

Specialized Cargo Ships

Barge Carrier
 Heavy Load Carrier
 Livestock Carrier
 Nuclear Fuel Carrier

Container Ships

Container Ship
 Passenger/Container Ship

Ro-Ro Cargo Ships

Container Ro-Ro Cargo Ship
 Ro-Ro Cargo Ship
 Vehicles Carrier

Bulk Carriers

Aggregates Carrier
 Bulk Carrier
 Bulk/Caustic Soda Carrier
 Bulk Dry Storage Ship
 Bulk/Oil Carrier
 Bulk/Sulphuric Acid Carrier
 Bulk/Oil/Chemical Carrier
 Cement Carrier
 Limestone Carrier
 Ore Carrier
 Ore/Oil Carrier
 Powder Carrier
 Refined Sugar Carrier
 Self-Discharging Bulk Carrier
 Urea Carrier
 Wood Chips Carrier
 Pearl Shells Carrier
 Pulp Carrier

Oil and Chemical Tankers

Bunkering Tanker (LNG/OIL)
 Chemical Tanker
 Chemical/Oil Products Tanker
 Crude Oil Tanker
 Oil Products Tanker
 Vegetable Oil Tanker

Gas Tankers

Bunkering Tanker (LNG)
 CO2 Tanker
 Combination Gas Tanker
 LNG Tanker
 LPG Tanker

Other Tankers

Asphalt/Bitumen Tanker
 Bunkering Tanker
 Caprolactam Tanker
 Edible Oil Tanker
 Fruit Juice Tanker
 Latex Tanker
 Molasses Tanker

Water Tanker
 Wine Tanker
 Oil-Sludge Tanker
 Beer Tanker
 Coal/Oil Mixture Tanker

Passenger Ships

Passenger (Cruise) Ship
 Passenger Ship
 Passenger/Landing Craft
 Passenger/Ro-Ro Cargo Ship

Offshore Vessels

Accom. Offshore Supp. Vessel
 Drilling Ship
 FSO, Gas
 FSO, Oil
 Mining Vessel
 Offshore Processing Ship
 Offshore Supply Ship
 Offshore Support Vessel
 Offshore Tug/Supply Ship
 Pipe Burying Vessel
 Pipe-Layer
 Production Testing Vessel
 Standby-Safety Vessel
 Supply Vessel
 Well-Stimulation Vessel

Service Ships

Buoy/Lighthouse Vessel
 Cable-Layer
 Crane Ship
 Dredger
 Fire-Fighting Vessel
 Hopper Dredger
 Hospital Vessel
 Icebreaker
 Kelp Dredger
 Patrol Vessel
 Pilot Vessel
 Pollution Control Vessel
 Power Station Vessel
 Research Vessel
 Salvage Ship
 Search & Rescue Vessel
 Tank-Cleaning Vessel
 Training Ship
 Trans-shipment Vessel
 Utility Vessel
 Waste Disposal Vessel
 Work/Repair Vessel

Tugs

Pusher Tug
 Tug

Fishing Ships

Fishing Vessel
 Fish Carrier
 Fish Factory Ship
 Fishing Support Vessel
 Live-Fish Carrier
 Seal-Catcher
 Whale-Catcher

Other (Out of the scope)

Anchor Hoy
 Cable Repair Ship
 Crewboat
 Exhibition Vessel
 Houseboat
 Landing Craft
 Launch (unspecified)
 Mooring Vessel
 Motor Hopper

Rocket Launch Support Ship
 Sail Training Ship
 Sailing Vessel
 Trenching Support Vessel
 Water Injection Dredger
 Unknown
 Vessel (function unknown)

Annex II. Targeted Flag States 2021

The table of "Flag Performance" is a summary of the status of each flag within the different Port State Control Regime that provides data to Equasis and issue lists of flag performances. The table of targeted flags, namely the Paris MoU, the Tokyo MoU and the US Coast Guard can be found here: <https://www.equasis.org/EquasisWeb/admin/FlagPerf?fs=About>

This table is refreshed annually for each PSC regime when a new annual report containing the new flag performances is published.

For the Paris MoU and the Tokyo MoU, the possible values for each flag state are "Black", "Grey" and "White". Please note that no deeper distinction is made in the "Black" category as done in the annual reports of the Paris and Tokyo MoU between "high risk" and "very high risk" ships for example.

For the USCG, only flag administrations on the "Targeted List" are indicated, once again, without distinction between flag administration receiving "2 points" or "7 points" in column II of the US Port State Control Safety Targeting Matrix.

If a flag is not evaluated by a certain PSC regime, the corresponding field is left blank, if a flag is not evaluated by any of the PSC regime, it may not appear at all in this table.

Throughout the table, non-sovereign flags are displayed below their corresponding "mother" flag (Gibraltar below UK, Faeroe Islands below Denmark...)

Another source of Shipping Industry Flag State Performance can be found on the website of the International Chamber of Shipping (ICS), corresponding to information released in 2021 by the Paris MOU, the Tokyo MOU and the United States Coast Guard (USCG) in their respective annual PSC reports.

<https://www.ics-shipping.org/publication/shipping-industry-flag-state-performance-table-2020-2021/>

Annex III. Default PSC Ship types

Ship types in **red** correspond to ship types that are not in the scope of these statistics (or for which no active ship is yet known in the world fleet of Equasis).

Although similar in layout, Annex III cannot be compared to Annex I given that the purpose of this Annex is to attribute a default PSC ship type to ships and not to create categories of ships as in Annex I.

This Annex was established mainly through statistical analysis and direct comparisons between IHS Markit Maritime & Trade ship types and PSC ship types.

General Cargo/Multipurpose

Aggregates Carrier
Barge Carrier
Cement Carrier
Deck Cargo Ship
General Cargo Ship
Landing Craft
Latex Tanker
Limestone Carrier
Molasses Tanker
Palletised Cargo Ship
Passenger/Landing Craft
Refined Sugar Carrier

Refrigerated Cargo

Fish Carrier
Fish Factory Ship
Fruit Juice Tanker
Refrigerated Cargo Ship

Heavy load

Heavy Load Carrier

Container

Container Ship

Ro-Ro cargo

Container Ro-Ro Cargo Ship
Ro-Ro Cargo Ship

Bulk Carrier

Bulk Carrier
Bulk Dry Storage Ship
Bulk/Caustic Soda Carrier
Bulk/Sulphuric Acid Carrier
Ore Carrier
Self-Discharging Bulk Carrier
Bulk/Oil/Chemical Carrier

Oil tanker

Asphalt/Bitumen Tanker
Bunkering Tanker
Crude Oil Tanker
FSO, Oil
Oil Products Tanker
Oil-Sludge Tanker
Water Tanker

Chemical tanker

Chemical Tanker
Chemical/Oil Products Tanker
Vegetable Oil Tanker

Combination carrier

Bulk/Oil Carrier
Coal/Oil Mixture Tanker
Ore/Oil Carrier

Gas carrier

CO₂ Tanker
Combination Gas Tanker (LNG/LPG)
LNG Tanker
LPG Tanker

NLS Tanker

Wine Tanker

High speed passenger craft

None

Passenger Ship

Houseboat
Passenger (Cruise) Ship
Passenger Ship
Sailing Vessel

RoRo passenger ship

Passenger/Ro-Ro Cargo Ship

Offshore supply

Accommod. Offshore Supp Vessel
Offshore Supply Ship
Offshore Support Vessel
Offshore Tug/Supply Ship
Pipe-Layer
Well-Stimulation Vessel

Special purpose ship

Cable-Layer
Cable Repair Ship
Crane Ship
Fire-Fighting Vessel
Icebreaker
Power Station Vessel

Tug Bulk Dry Storage Ship

Pusher Tug
Tug

Other special activities

Anchor Hoy
Bulk Dry Storage Ship
Buoy/Lighthouse Vessel
Caprolactam Tanker
Drilling Ship
Edible Oil Tanker
Hopper Dredger
Hospital Vessel
Kelp Dredger
Launch (Unspecified)
Mining Vessel
Mooring Vessel
Motor Hopper
Nuclear Fuel Carrier
Offshore Processing Ship
Passenger/Container Ship
Passenger/General Cargo Ship
Patrol Vessel
Pearl Shells Carrier
Pilot Vessel
Pollution Control Vessel
Powder Carrier
Production Testing Vessel
Research Vessel
Salvage Ship
Seal-Catcher
Search & Rescue Vessel
Standby-Safety Vessel
Supply Vessel
Tank-Cleaning Vessel

Training Ship
Trans-shipment Vessel
Urea Carrier
Utility Vessel
Vessel (function unknown)
Waste Disposal Vessel
Water Injection Dredger
Wood Chips Carrier
Work/Repair Vessel

Other

Crewboat
Beer Tanker
Dredger
Exhibition Vessel
Fishing Support Vessel
Fishing Vessel
Live-Fish Carrier
Sail Training Ship
Livestock Carrier
Vehicles Carrier
Pipe Burying Vessel
Rocket Launch Support Ship
Trenching Support Vessel
Unknown

Annex IV. List of Statutory Certificates, by conventions

SOLAS (and STCW)

SOLAS/STCW

Minimum safe manning document

SOLAS - INF

International Certificate of Fitness for the Carriage of Cargo

SOLAS - ISM

Document of Compliance
Safety Management Certificate

SOLAS - ISPS

International Ship Security Certificate

SOLAS - IMDG

Document of compliance with the special requirements for ships carrying dangerous goods

SOLAS - GC

Certificate of Fitness for the Carriage of Liquefied Gases in Bulk

SOLAS - IGC

International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk

SOLAS - HSC

High-Speed Craft Safety Certificate

SOLAS - MODU

Mobile Offshore Drilling Unit Safety Certificate

SOLAS - SPS

Special Purpose Ship Safety Certificate

SOLAS - PSSC

Passenger Ship Safety Certificate, including Record of Equipment

SOLAS - CLC

Certificate of insurance or other financial security in respect of civil liability for oil pollution damage

SOLAS/CSS

Cargo Ship Safety Certificate, including Record of Equipment
Cargo Ship Safety Equipment Certificate, including Record of Equipment
Cargo Ship Safety Construction Certificate
Cargo Ship Safety Radio Certificate, including Record of Equipment

SOLAS/CSR

Continuous Synopsis Record

SOLAS/INF

International Certificate of Fitness for the Carriage of Cargo

MARPOL

MARPOL - IAPP

International Air Pollution Prevention Certificate

MARPOL - IEEC

International Energy Efficiency Certificate

MARPOL - IOPP

International Oil Pollution Prevention Certificate

MARPOL - ISPP

International Sewage Pollution Prevention Certificate

MARPOL - EIAPP

Engine International Air Pollution Prevention Certificate

MARPOL - IBC

International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk

MARPOL - NLS

International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk

MARPOL - BCH

Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk

Other Conventions

ITC

International Tonnage Certificate

Load Lines

International Load Line Certificate

AFS

Declaration of AFS Compliance
International Anti-Fouling System Certificate

Ballast WM

Ballast Water Management Certificate

CLC

Certificate of insurance or other financial security in respect of civil liability for oil pollution damage

BUNKER

Certificate of insurance or other financial security in respect of civil liability for bunker oil pollution damage

MLC

Maritime Labour Certificate

Annex V. Ships in the scope of Trade Association and vetting programs

In Chapter 6, various figures from trade association and vetting programs are compared to a base population of ships of a relevant ship type. This Annex gives the relevant ship types for each trade association and vetting programs.

Intertanko

“Gas Tankers”
and “Oil & Chemical Tankers”
(as described in Annex I)

Intercargo

“Bulk Carriers”
and “General Cargo Ships”
(as described in Annex I)

Note that Intercargo deals normally with ships with deadweight over 10,000. This need to be kept in mind when analysing figures of medium sized ships associated with Intercargo.

Intermanager

“Bulk Carriers”
“General Cargo Ships”
and “Oil & Chemical Tanker”
(as described in Annex I)

Green Award

A subset of Bulk Carriers:

Aggregates Carrier
Bulk Carrier
Bulk Dry Storage Ship
Bulk/Caustic Soda Carrier
Bulk/Sulphuric Acid Carrier
Cement Carrier
Limestone Carrier
Ore Carrier
Powder Carrier
Refined Sugar Carrier
Self-Discharging Bulk Carrier
Wood Chips Carrier
Urea Carrier

Gas Tankers:

CO2 Tanker
LNG Tanker
LPG Tanker
Combination Gas Tanker (LNG/LPG)

Oil & Chemical Tankers:

Chemical Tanker
Chemical/Oil Products Tanker
Crude Oil Tanker
Oil Products Tanker
Vegetable Oil Tanker

CDI

The following Tankers:

Chemical Tanker
Chemical/Oil Products Tanker
LPG Tanker
Vegetable Oil Tanker

OCIMF

“Gas Tankers”
and “Oil & Chemical Tanker”
(as described in Annex I)