

▶ Vessel efficiency

The perspective of an analyst

Christopher Pålsson

Head of Consulting, Managing Director maritime-insight

Lloyd's List Intelligence

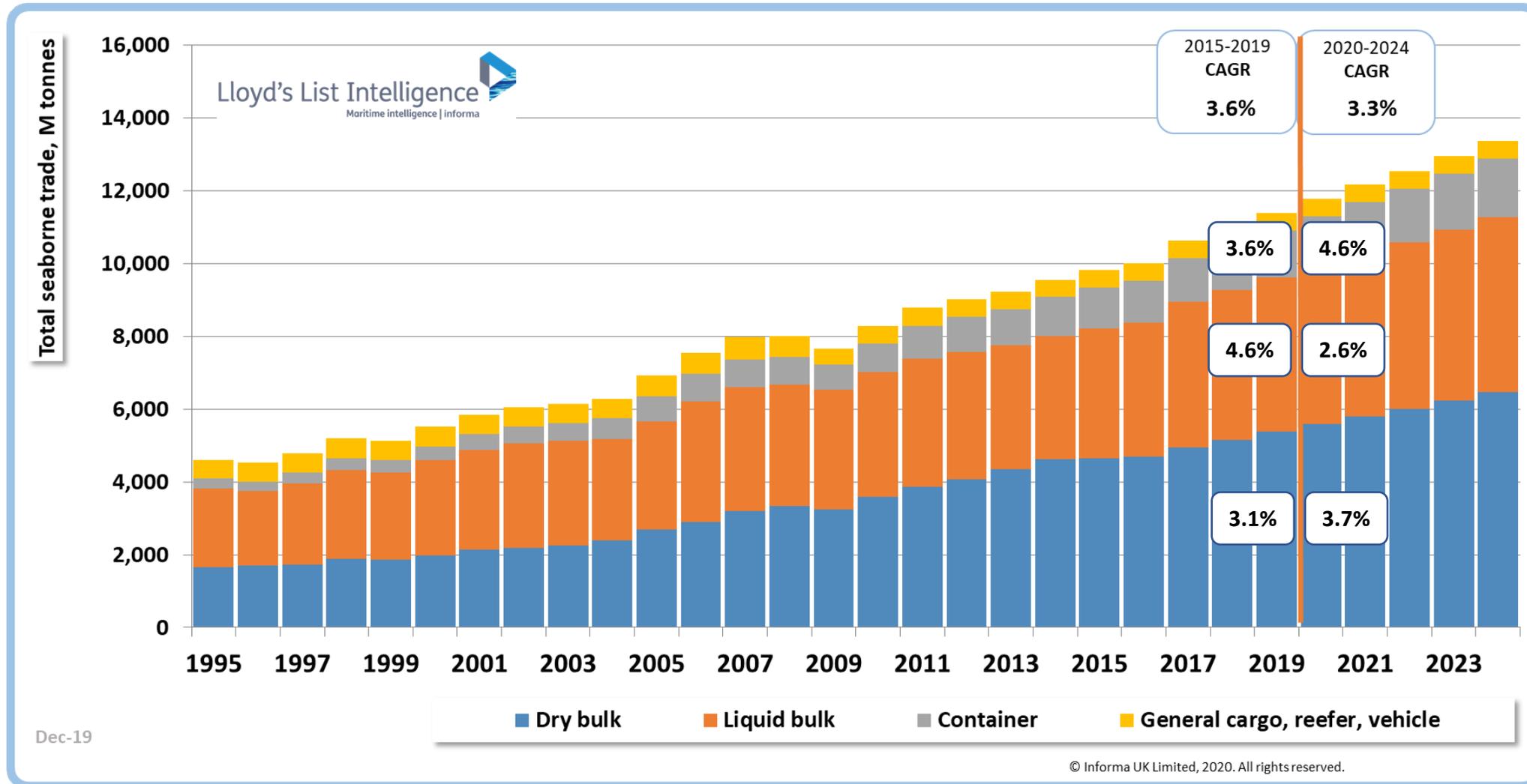
Disclaimer

This presentation and accompanying material is provided by the Lloyd's List Group ("LLG") for the use of the recipient only and is not to be copied or distributed to any other person. No representation, warranty or undertaking (express or implied) is given and no responsibility is accepted by LLG or its clients, or by any of their respective partners, officers, employees, advisers or agents for the completeness or accuracy of any information contained in, or of any omissions from, this presentation or any supplementary information and any liability in respect of such information or omissions is hereby expressly disclaimed.

© Informa UK Limited (2020). All rights reserved.

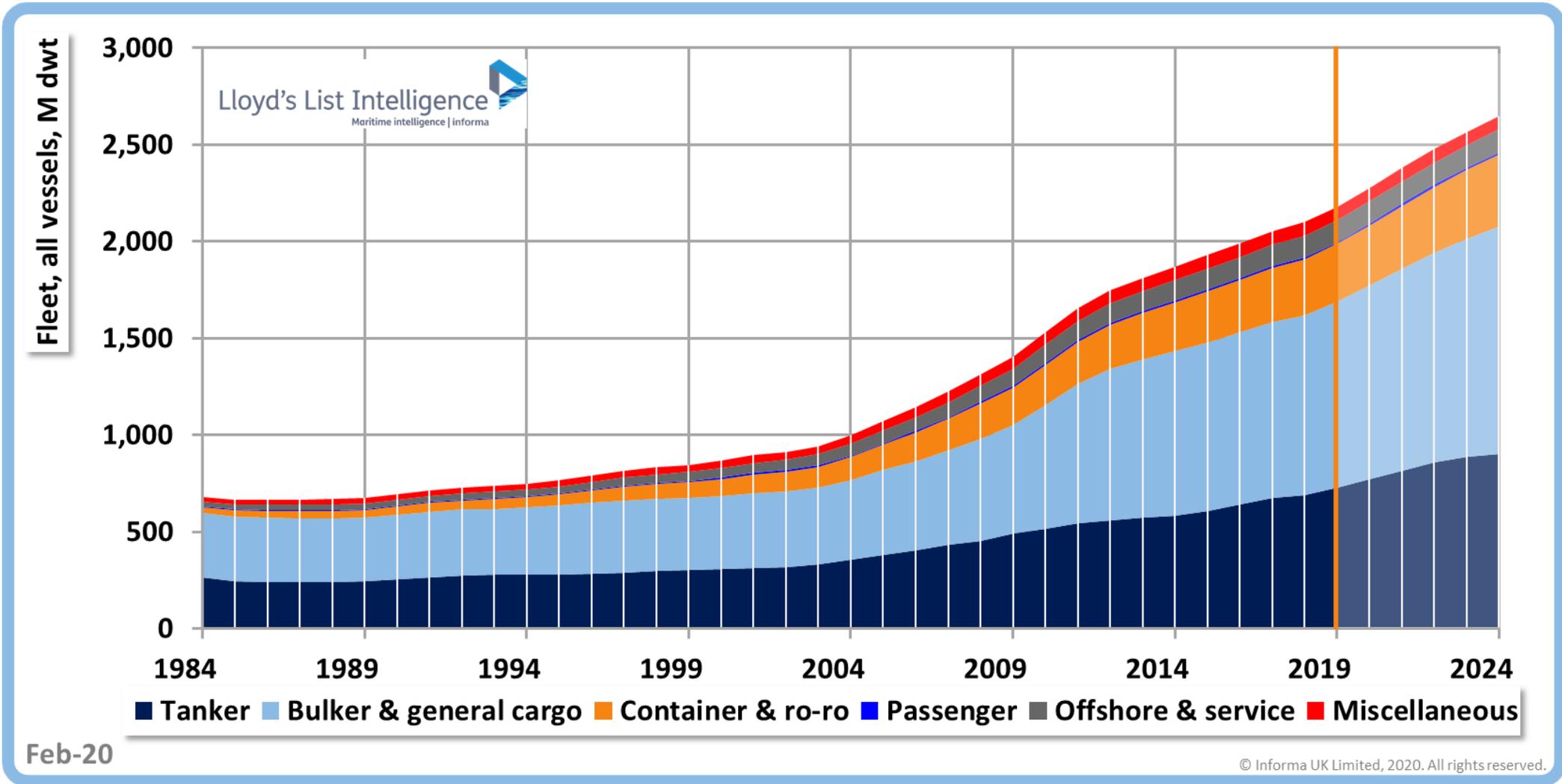
78% of global trade is carried at sea (metric tonnes).

Liquid + dry bulk account for 84% of seaborne trade.



About 45%
energy
commodities

The global fleet develops in line with demand!



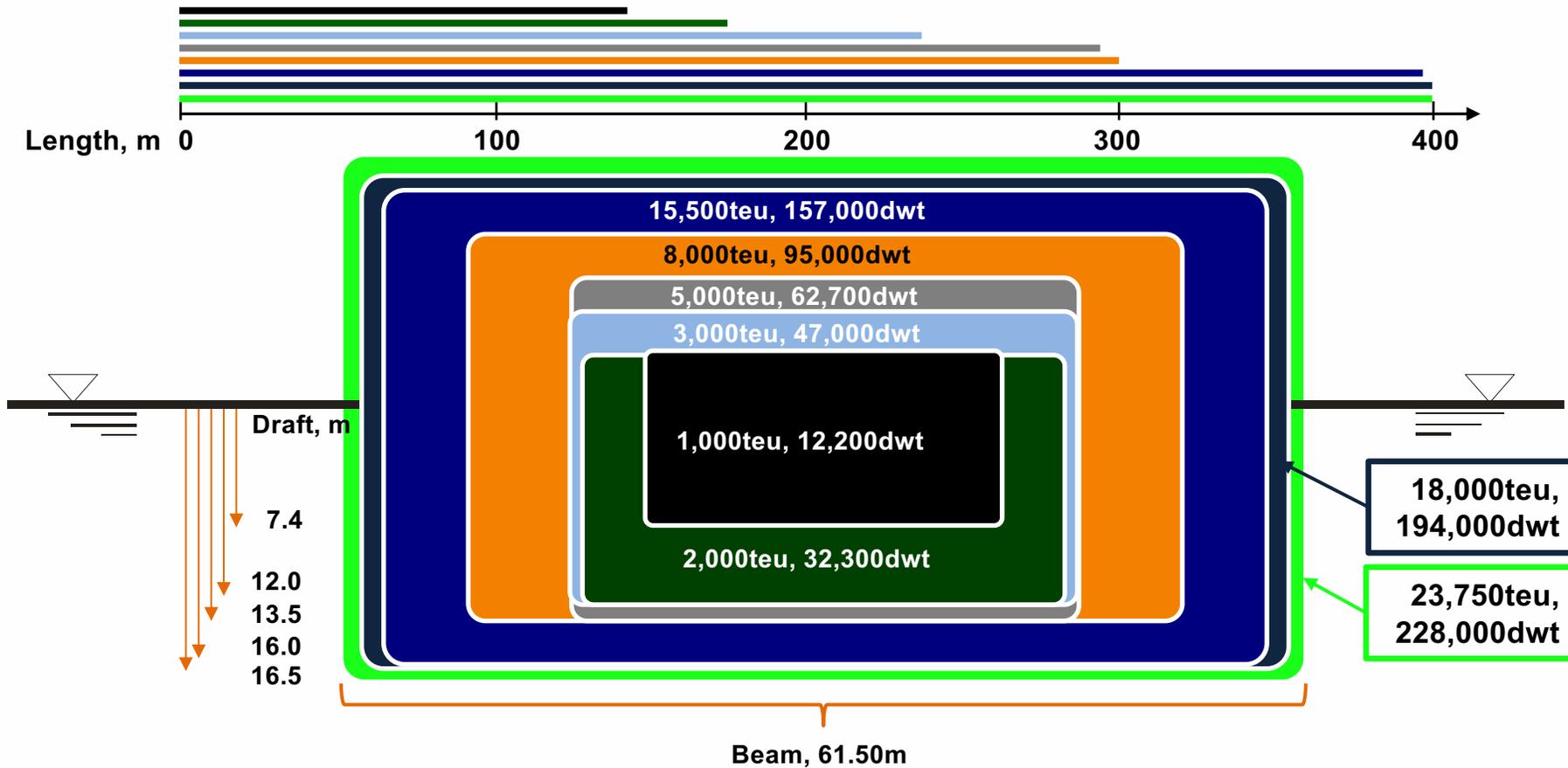
Feb-20

© Informa UK Limited, 2020. All rights reserved.

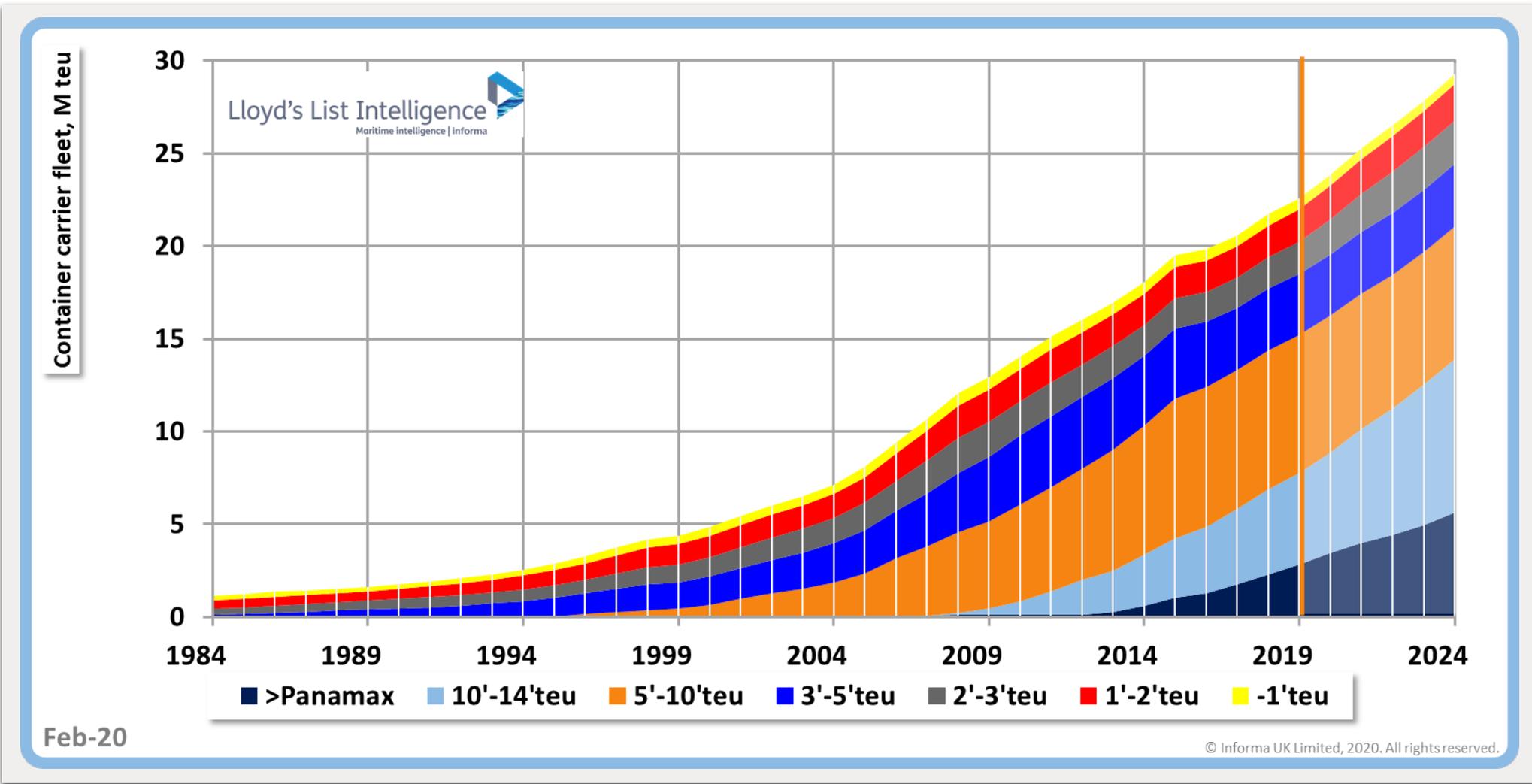
The ships have grown in all dimensions. Lately, mostly beam and loa.



Source: Heiner Trappman



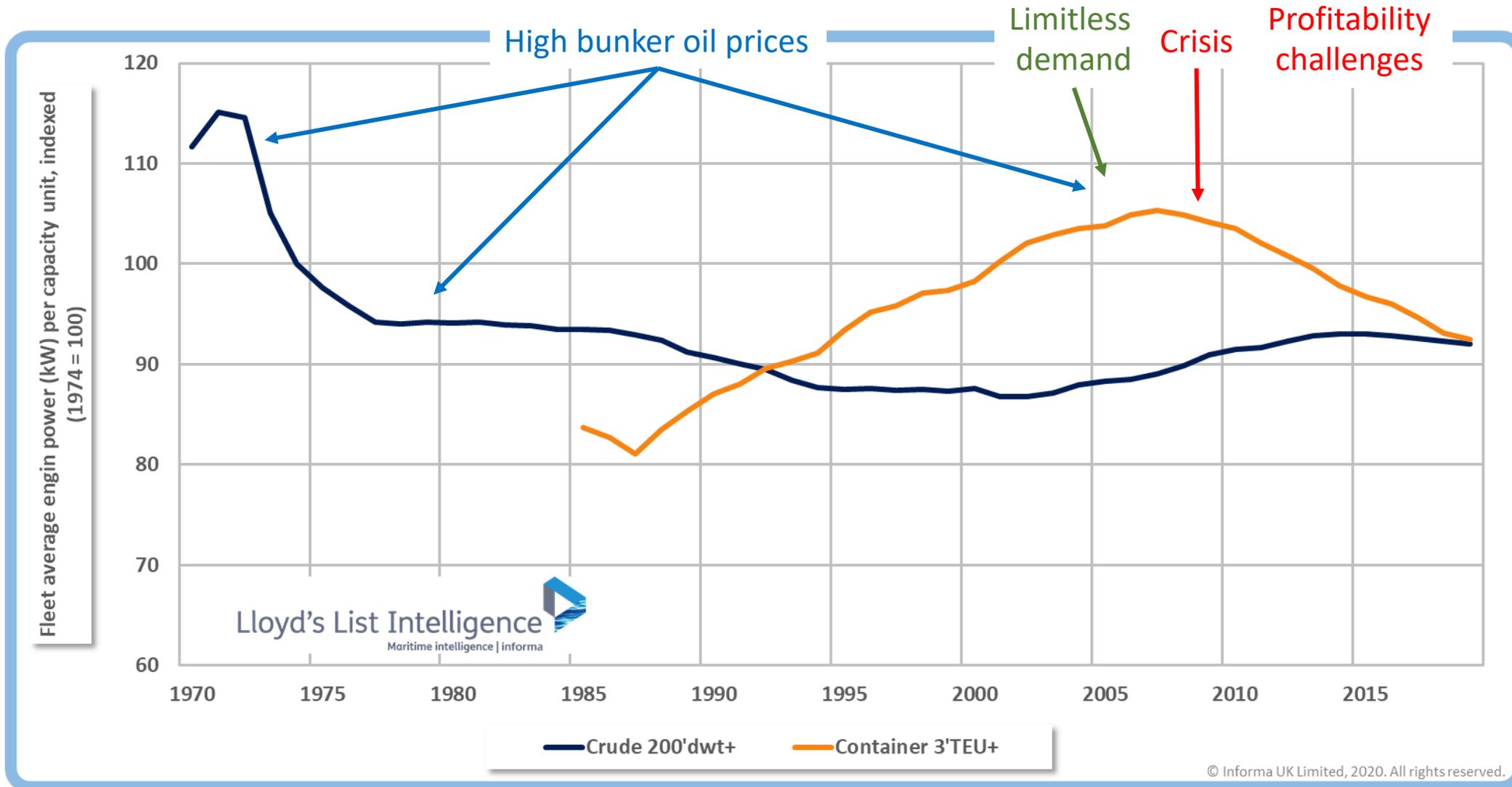
**Demand grows, supply grows faster →
Low freight rates → more cargo in boxes**



Feb-20

© Informa UK Limited, 2020. All rights reserved.

The development of installed energy power/capacity unit is a reflection of the different stages shipping demand has been through



© Informa UK Limited, 2020. All rights reserved.

Key take-aways

- ▶ Key drivers for fleet change:
 - Economies of scale
 - Energy efficiency
 - Regulatory compliance
- ▶ Poor profitability hampers investments

Thank you !