

# Monthly Newbuilding Market Report

Issue: April 2017

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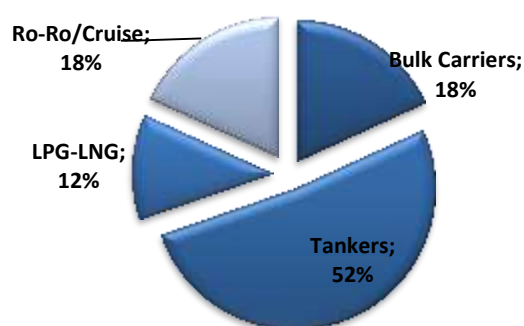


## NEWBUILDING MARKET

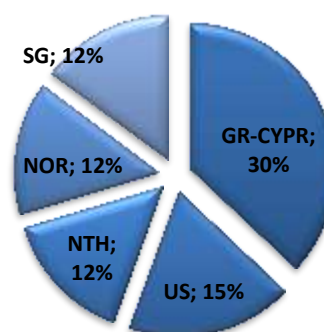
- Overview of Ordering Activity Per Vessel Type for Main Segments
- Top Ranking of Contractors

	April 2017	Previous Month	m-o-m	April 2016	y-o-y
<b>No. of Vessels Ordered</b>	33	48	▼ -31%	29	▲ 14%
<b>Greek Presence:</b>	10	10	▬ 0%	2	▲ 400%
<b>Chinese Presence:</b>	0	4	▼ -100%	0	N/A

APRIL 2017: ORDERING ACTIVITY PER VESSEL TYPE



APRIL 2017: TOP RANKING OF CONTRACTORS



<b>Total New orders</b>	33	
<b>Average Dwt Ordered:</b>	117,333	
<b>Total Invested Capital:</b>	1,344,900,000	15 NB deals reported at an undisclosed Contract Price

## Greek Presence:

<b>Total New orders</b>	10	30% share to the total Ordering Activity
<b>Average Dwt Ordered:</b>	182,900	
<b>Total Invested Capital:</b>	415,900,000	4 NB deals reported at an undisclosed Contract Price

## Chinese Presence:

<b>Total New orders</b>	0	0% share to the total Ordering Activity
<b>Average Dwt Ordered:</b>	0	
<b>Total Invested Capital:</b>	0	0 NB deals reported at an undisclosed Contract Price

## Per Vessel Type

## % change volume of activity

<b>Bulk Carriers</b>				
<b>Average Dwt Ordered:</b>	87,333	▲ 0% m-o-m	-	y-o-y
<b>Total Invested Capital:</b>	57,000,000	4 NB deals reported at an undisclosed Contract Price		
<b>Tankers</b>				
<b>Average Dwt Ordered:</b>	152,294	▼ -15% m-o-m	▲ 183% y-o-y	
<b>Total Invested Capital:</b>	664,400,000	7 NB deals reported at an undisclosed Contract Price		
<b>LNG Tankers</b>				
<b>Average Cbm Ordered:</b>	7,500	▲ 100% m-o-m	-	y-o-y
<b>Total Invested Capital:</b>	0	2 NB deals reported at an undisclosed Contract Price		
<b>LPG Tankers</b>				
<b>Average Cbm Ordered:</b>	21,000	- m-o-m	▲ 100% y-o-y	
<b>Total Invested Capital:</b>	109,000,000	0 NB deals reported at an undisclosed Contract Price		
<b>Containers</b>				
<b>Average TEU Ordered:</b>	-	▼ -100% m-o-m	-	y-o-y
<b>Total Invested Capital:</b>	-	- NB deals reported at an undisclosed Contract Price		

## NEWBUILDING MARKET

- Ordering Activity (No of Units Ordered, Dwt, Invested Capital)
- Greek Presence (No of Units Ordered, Dwt, Invested Capital)
- Chinese Presence (No of Units Ordered, Dwt, Invested Capital)

## Ordering Activity (Overall)

Vessel Type	Units	Dwt	(\$ ) Invested	P&C	Previous Month		Previous Year	
					Units	%m-o-m	Units	%y-o-y
Bulk Carriers	6	524,000	57,000,000	4	6	0%	-	-
Tankers	17	2,589,000	664,400,000	7	20	-15%	6	183%
Gas Tankers-LNG	2	15,000	0	2	1	100%	-	-
Gas Tankers-LPG	2	40,000	109,000,000	0	0	-	1	100%
General Cargo/MPP	0	-	-	-	13	-100%	-	-
Containers	0	-	-	-	1	-100%	-	-
Reefers	0	-	-	-	0	-	-	-
Passenger/Cruise	5	0	309,000,000	2	2	150%	7	-29%
Ro-Ro	1	0	205,500,000	0	1	0%	8	-88%
Car Carriers	0	-	-	-	0	-	-	-
Combined	0	-	-	-	0	-	-	-
Special Projects	0	-	-	-	4	-100%	7	-100%
<b>TOTAL</b>	<b>33</b>	<b>3,168,000</b>	<b>1,344,900,000</b>	<b>15</b>	<b>48</b>	<b>-31%</b>	<b>29</b>	<b>14%</b>

Incl. 6 vessel(s) with undisclosed DWT

GREEK PRESENCE 30% share to the total Ordering Activity

Vessel Type	Units	Dwt	(\$ ) Invested	P&C	Previous Month		Previous Year	
					Units	%m-o-m	Units	%y-o-y
Bulk Carriers	4	328,000	0	4	6	-33%	0	-
Tankers	6	1,501,000	415,900,000	0	4	50%	2	200%
Gas Tankers-LNG	0	-	-	-	0	-	0	-
Gas Tankers-LPG	0	-	-	-	0	-	0	-
General Cargo/MPP	0	-	-	-	0	-	0	-
Containers	0	-	-	-	0	-	0	-
Reefers	0	-	-	-	0	-	0	-
Passenger/Cruise	0	-	-	-	0	-	0	-
Ro-Ro	0	-	-	-	0	-	0	-
Car Carriers	0	-	-	-	0	-	0	-
Combined	0	-	-	-	0	-	0	-
Special Projects	0	-	-	-	0	-	0	-
<b>TOTAL</b>	<b>10</b>	<b>1,829,000</b>	<b>415,900,000</b>	<b>4</b>	<b>10</b>	<b>0%</b>	<b>2</b>	<b>400%</b>

Incl. 0 vessel(s) with undisclosed DWT

CHINESE PRESENCE 0% share to the total Ordering Activity

Vessel Type	Units	Dwt	(\$ ) Invested	P&C	Previous Month		Previous Year	
					Units	%m-o-m	Units	%y-o-y
Bulk Carriers	0	-	-	-	0	-	0	-
Tankers	0	-	-	-	4	-100%	0	-
Gas Tankers-LNG	0	-	-	-	0	-	0	-
Gas Tankers-LPG	0	-	-	-	0	-	0	-
General Cargo/MPP	0	-	-	-	0	-	0	-
Containers	0	-	-	-	0	-	0	-
Reefers	0	-	-	-	0	-	0	-
Passenger/Cruise	0	-	-	-	0	-	0	-
Ro-Ro	0	-	-	-	0	-	0	-
Car Carriers	0	-	-	-	0	-	0	-
Combined	0	-	-	-	0	-	0	-
Special Projects	0	-	-	-	0	-	0	-
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>-100%</b>	<b>0</b>	<b>-</b>

Incl. 0 vessel(s) with undisclosed DWT

## NEWBUILDING TRENDS – OVERALL

## ➤ Ordering Activity Per Vessel Size for Main Segments

Per Vessel Size				Previous Month		Previous Year	
<u>Dwt</u>	<u>Bulk Carriers*</u>	<u>Units</u>	<u>Average Dwt Ordered</u>	<u>Units</u>	<u>%m-o-m</u>	<u>Units</u>	<u>%y-o-y</u>
10,000-29,999	Handy	0	-	0	-	2	▼-100%
30,000-39,000	Handysize	0	-	2	▼-100%	0	-
40,000-49,999	Handymax	0	-	0	-	0	-
50,000-59,999	Supramax	0	-	0	-	0	-
60,000-67,000	Ultramax	0	-	0	-	0	-
70,000-78,999	Panamax	0	-	0	-	0	-
79,000-87,000	Kamsarmax	4	82,000	4	▲0%	0	-
90,000-99,999	Post Panamax	2	98,000	0	-	0	-
100,000-119,999	Min Cape	0	-	0	-	0	-
120,000-219,999	Capesize	0	-	0	-	0	-
>=220,000	VLOC	0	-	0	-	0	-
<b>TOTAL</b>		<b>6</b>	<b>87,333</b>	<b>6</b>	<b>▲0%</b>	<b>2</b>	<b>▲200%</b>

<u>Dwt</u>	<u>Tankers</u>	<u>Units</u>	<u>Average Dwt Ordered</u>	<u>Units</u>	<u>%m-o-m</u>	<u>Units</u>	<u>%y-o-y</u>
less than 10,000	Small	0	-	2	▼-100%	2	▼-100%
10,000-34,999	Handy	4	17,500	3	▲33%	2	▲100%
35,000-54,999	MR	2	38,000	5	▼-60%	-	-
55,000-79,999	Panamax	0	-	2	▼-100%	-	-
80,000-119,999	Aframax	5	114,000	4	▲25%	2	▲150%
120,000-160,000	Suezmax	0	-	0	-	-	-
161,000-320,000	VLCC	6	312,167	4	▲50%	-	-
<b>TOTAL</b>		<b>17</b>	<b>152,294</b>	<b>20</b>	<b>▼-15%</b>	<b>6</b>	<b>▲183%</b>

	<u>LNG Tankers</u>	<u>Units</u>	<u>Average Cbm Ordered</u>	<u>Units</u>	<u>%m-o-m</u>	<u>Units</u>	<u>%y-o-y</u>
	Small	2	7500	0	-	-	-
	Handy	0	-	0	-	-	-
	Medium	0	-	0	-	-	-
	VLGC	0	-	1	▼-100%	-	-
<b>TOTAL</b>		<b>2</b>	<b>7,500</b>	<b>1</b>	<b>▲100%</b>	<b>0</b>	<b>-</b>

<u>Cbm</u>	<u>LPG Tankers</u>	<u>Units</u>	<u>Average Cbm Ordered</u>	<u>Units</u>	<u>%m-o-m</u>	<u>Units</u>	<u>%y-o-y</u>
1,000-11,999	Small	0	-	0	-	-	-
12,000-19,999	Handy	0	-	0	-	-	-
20,000-49,999	Medium	2	21,000	0	-	-	-
50,000-69,999	Large	0	-	0	-	-	-
>=70,000	VLGC	0	-	0	-	1	▼-100%
<b>TOTAL</b>		<b>2</b>	<b>21,000</b>	<b>0</b>	<b>-</b>	<b>1</b>	<b>▲100%</b>

<u>TEU</u>	<u>Containers</u>	<u>Units</u>	<u>Average TEU Ordered</u>	<u>Units</u>	<u>%m-o-m</u>	<u>Units</u>	<u>%y-o-y</u>
0-999	Feeder/Feedermax	0	-	0	-	-	-
1,000-1,999	Handy	0	-	0	-	-	-
2,000-2,999	Sub-Panamax	0	-	0	-	-	-
3,000-4,999	Small Panamax	0	-	0	-	-	-
5,000-7,999	Large Panamax	0	-	0	-	-	-
8,000-10,000	Post Panamax	0	-	0	-	-	-
>10,000	Post Panamax	0	-	0	-	-	-
<b>TOTAL</b>		<b>0</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>-</b>

## NEWBUILDING TRENDS - GREEK PRESENCE

## ➤ Ordering Activity Per Vessel Size for Main Segments

Per Vessel Size				Previous Month		Previous Year	
<u>Dwt</u>	<u>Bulk Carriers</u>	<u>Units</u>	<u>Average Dwt Ordered</u>	<u>Units</u>	<u>%m-o-m</u>	<u>Units</u>	<u>%y-o-y</u>
10,000-29,999	Handy	0	-	0	-	0	-
30,000-39,000	Handysize	0	-	2	▼-100%	0	-
40,000-49,999	Handymax	0	-	0	-	0	-
50,000-59,999	Supramax	0	-	0	-	0	-
60,000-67,000	Ultramax	0	-	0	-	0	-
70,000-78,999	Panamax	0	-	0	-	0	-
79,000-87,000	Kamsarmax	4	82,000	4	▲0%	0	-
90,000-99,999	Post Panamax	0	-	0	-	0	-
100,000-119,999	Min Cape	0	-	0	-	0	-
120,000-219,999	Capesize	0	-	0	-	0	-
>=220,000	VLOC	0	-	0	-	0	-
<b>TOTAL</b>		<b>4</b>	<b>82,000</b>	<b>6</b>	<b>▼-33%</b>	<b>0</b>	<b>-</b>

<u>Dwt</u>	<u>Tankers</u>	<u>Units</u>	<u>Average Dwt Ordered</u>	<u>Units</u>	<u>%m-o-m</u>	<u>Units</u>	<u>%y-o-y</u>
less than 10,000	Small	0	-	0	-	0	-
10,000-34,999	Handy	0	-	0	-	0	-
35,000-54,999	MR	0	-	0	-	0	-
55,000-79,999	Panamax	0	-	0	-	0	-
80,000-119,999	Aframax	2	114,000	0	-	2	▲0%
120,000-160,000	Suezmax	0	-	0	-	0	-
161,000-320,000	VLCC	4	318,250	4	▲0%	0	-
<b>TOTAL</b>		<b>6</b>	<b>250,167</b>	<b>4</b>	<b>▲50%</b>	<b>2</b>	<b>▲200%</b>

	<u>LNG Tankers</u>	<u>Units</u>	<u>Average Cbm Ordered</u>	<u>Units</u>	<u>%m-o-m</u>	<u>Units</u>	<u>%y-o-y</u>
	Small	0	-	0	-	0	-
	VLGC	0	-	0	-	0	-
<b>TOTAL</b>		<b>0</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>-</b>

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

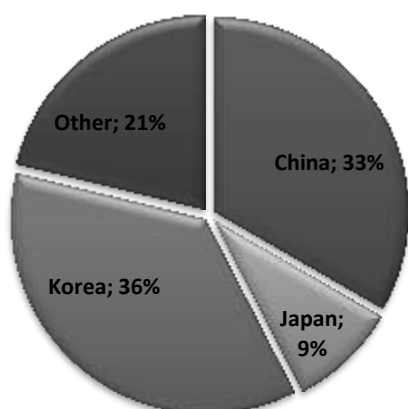
<u>TEU</u>	<u>Containers</u>	<u>Units</u>	<u>Average TEU Ordered</u>	<u>Units</u>	<u>%m-o-m</u>	<u>Units</u>	<u>%y-o-y</u>
0-999	Feeder / Feedermax	0	-	0	-	0	-
1,000-1,999	Handy	0	-	0	-	0	-
2,000-2,999	Sub-Panamax	0	-	0	-	0	-
3,000-4,999	Small Panamax	0	-	0	-	0	-
5,000-7,999	Large Panamax	0	-	0	-	0	-
8,000-10,000	Post Panamax	0	-	0	-	0	-
>10,000	Post Panamax	0	-	0	-	0	-
<b>TOTAL</b>		<b>0</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>-</b>

## NEWBUILDING MARKET Top Shipbuilding Countries

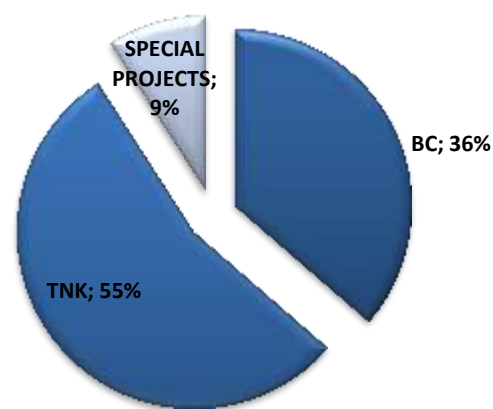
### ➤ Overview of Ordering Activity

Builder Country	April 2017	Previous Month	m-o-m	April 2016	y-o-y
China	11	17	▼ -35%	12	▼ -8%
Japan	3	6	▼ -50%	0	N/A
S. Korea	12	6	▲ 100%	1	▲ 1100%

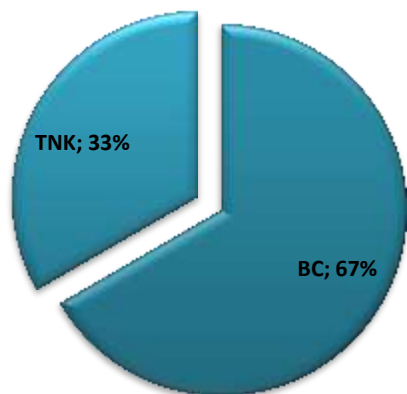
ORDERING ACTIVITY PER BUILDER COUNTRY



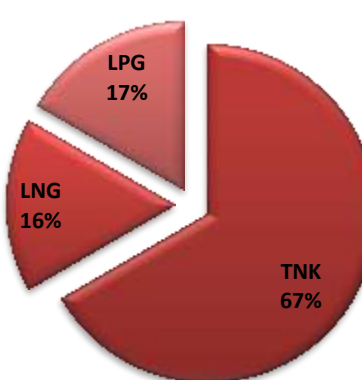
ORDERING ACTIVITY -CHINA



ORDERING ACTIVITY -JAPAN



ORDERING ACTIVITY -S. KOREA

















<b>China</b>	<b>11</b>	<b>New Orders</b>	<b>33% share to the total Ordering Activity</b>
Average Dwt Ordered:	47,400		
Total Dwt Ordered:	474,000		
<b>Japan</b>	<b>3</b>	<b>New Orders</b>	<b>9% share to the total Ordering Activity</b>
Average Dwt Ordered:	102,667		
Total Dwt Ordered:	308,000		
<b>S. Korea</b>	<b>12</b>	<b>New Orders</b>	<b>36% share to the total Ordering Activity</b>
Average Dwt Ordered:	179,667		
Total Dwt Ordered:	2,156,000		

## NEWBUILDING MARKET

## Top Shipbuilding Countries Per Vessel Type (Overall)

## ➤ Overview of Ordering Activity

Per Vessel Type	Overall					
	Units	Average Dwt Ordered	% change volume of activity			
<b>Bulk Carriers</b>	<b>6</b>	<b>87,333</b>	 0%	m-o-m	-	y-o-y
China	4	82,000	 0%	m-o-m	-	y-o-y
Japan	2	98,000	 0%	m-o-m	-	y-o-y
Korea	0	-	-	m-o-m	-	y-o-y
	Units	Average Dwt Ordered	% change volume of activity			
<b>Tankers</b>	<b>17</b>	<b>152,294</b>	 -15%	m-o-m	 183%	y-o-y
China	6	24,333	 -14%	m-o-m	 50%	y-o-y
Japan	1	112,000	 700%	m-o-m	-	y-o-y
Korea	8	262,625	 60%	m-o-m	-	y-o-y
	Units	Average Cbm Ordered	% change volume of activity			
<b>Gas Tankers-LNG</b>	<b>2</b>	<b>7,500</b>	 100%	m-o-m	-	y-o-y
China	0	-	-	m-o-m	-	y-o-y
Japan	0	-	-	m-o-m	-	y-o-y
Korea	2	7,500	 100%	m-o-m	-	y-o-y
	Units	Average Cbm Ordered	% change volume of activity			
<b>Gas Tankers-LPG</b>	<b>2</b>	<b>21,000</b>	-	m-o-m	 100%	y-o-y
China	0	-	-	m-o-m	-	y-o-y
Japan	0	-	-	m-o-m	-	y-o-y
Korea	2	21,000	-	m-o-m	 100%	y-o-y
	Units	Average TEU Ordered	% change volume of activity			
<b>Containers</b>	<b>0</b>	<b>-</b>	 -100%	m-o-m	-	y-o-y
China	0	-	-	m-o-m	-	y-o-y
Japan	0	-	-	m-o-m	-	y-o-y
Korea	0	-	-	m-o-m	-	y-o-y

## NEWBUILDING MARKET

### Top Shipbuilding Countries

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

**China** 33% share to the total Ordering Activity

Vessel Type	Units	Dwt	TEU	Cbm	Previous Month		Previous Year	
					Units	%m-o-m	Units	%y-o-y
Bulk Carriers	4	328,000	0	0	4	0%	0	-
Tankers	6	146,000	0	0	7	-14%	4	50%
Gas Tankers-LNG	0	-	-	-	0	-	0	-
Gas Tankers-LPG	0	-	-	-	0	-	0	-
General Cargo/MPP	0	-	-	-	6	-100%	0	-
Containers	0	-	-	-	0	-	0	-
Reefers	0	-	-	-	0	-	0	-
Passenger/Cruise	0	-	-	-	0	-	0	-
Ro-Ro	1	0	0	0	0	-	4	-75%
Car Carriers	0	-	-	-	0	-	0	-
Combined	0	-	-	-	0	-	0	-
Special Projects	0	-	-	-	0	-	4	-100%
<b>TOTAL</b>	<b>11</b>	<b>474,000</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>-35%</b>	<b>12</b>	<b>-8%</b>

Incl. 0 vessel(s) with undisclosed Dwt

**Japan** 9% share to the total Ordering Activity

Vessel Type	Units	Dwt	TEU	Cbm	Previous Month		Previous Year	
					Units	%m-o-m	Units	%y-o-y
Bulk Carriers	2	196,000	0	0	2	0%	0	-
Tankers	1	112,000	0	0	4	-100%	0	-
Gas Tankers-LNG	0	-	-	-	0	-	0	-
Gas Tankers-LPG	0	-	-	-	0	-	0	-
General Cargo/MPP	0	-	-	-	0	-	0	-
Containers	0	-	-	-	0	-	0	-
Reefers	0	-	-	-	0	-	0	-
Passenger/Cruise	0	-	-	-	0	-	0	-
Ro-Ro	0	-	-	-	0	-	0	-
Car Carriers	0	-	-	-	0	-	0	-
Combined	0	-	-	-	0	-	0	-
Special Projects	0	-	-	-	0	-	0	-
<b>TOTAL</b>	<b>3</b>	<b>308,000</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>-50%</b>	<b>0</b>	<b>-</b>

Incl. 0 vessel(s) with undisclosed Dwt

**South Korea** 36% share to the total Ordering Activity

Vessel Type	Units	Dwt	TEU	Cbm	Previous Month		Previous Year	
					Units	%m-o-m	Units	%y-o-y
Bulk Carriers	0	-	-	-	0	-	0	-
Tankers	8	2,101,000	0	0	5	60%	0	-
Gas Tankers-LNG	2	15,000	0	15,000	1	100%	0	-
Gas Tankers-LPG	2	40,000	0	42,000	0	-	1	100%
General Cargo/MPP	0	-	-	-	0	-	0	-
Containers	0	-	-	-	0	-	0	-
Reefers	0	-	-	-	0	-	0	-
Passenger/Cruise	0	-	-	-	0	-	0	-
Ro-Ro	0	-	-	-	0	-	0	-
Car Carriers	0	-	-	-	0	-	0	-
Combined	0	-	-	-	0	-	0	-
Special Projects	0	-	-	-	0	-	0	-
<b>TOTAL</b>	<b>12</b>	<b>2,156,000</b>	<b>0</b>	<b>57,000</b>	<b>6</b>	<b>100%</b>	<b>1</b>	<b>1100%</b>

Incl. 0 vessel(s) with undisclosed Dwt

## NEWBUILDING TRENDS

### Top Shipbuilding Countries

#### ➤ Ordering Activity Per Vessel Size for Main Segments

#### ➤ Bulk Carriers

Per Vessel Size			April 2017-New Orders			Previous Year			%y-o-y		
Dwt	Bulk Carriers	Units	China	Japan	Korea	China	Japan	Korea	China	Japan	Korea
10,000-29,999	Handy	0							-	-	-
30,000-39,000	Handysize	0							-	-	-
40,000-49,999	Handymax	0							-	-	-
50,000-59,999	Supramax	0							-	-	-
60,000-67,000	Ultramax	0							-	-	-
70,000-78,999	Panamax	0							-	-	-
79,000-87,000	Kamsarmax	4	4						-	-	-
90,000-99,999	Post Panamax	2		2					-	-	-
100,000-119,999	Min Cape	0							-	-	-
120,000-219,999	Capesize	0							-	-	-
>=220,000	VLOC	0							-	-	-
TOTAL		6	4	2	0	0	0	0	-	-	-

#### GREEK PRESENCE

Per Vessel Size			April 2017-New Orders			Previous Year			%y-o-y		
Dwt	Bulk Carriers	Units	China	Japan	Korea	China	Japan	Korea	China	Japan	Korea
10,000-29,999	Handy	0							-	-	-
30,000-39,000	Handysize	0							-	-	-
40,000-49,999	Handymax	0							-	-	-
50,000-59,999	Supramax	0							-	-	-
60,000-67,000	Ultramax	0							-	-	-
70,000-78,999	Panamax	0							-	-	-
79,000-87,000	Kamsarmax	4	4						-	-	-
90,000-99,999	Post Panamax	0							-	-	-
100,000-119,999	Min Cape	0							-	-	-
120,000-219,999	Capesize	0							-	-	-
>=220,000	VLOC	0							-	-	-
TOTAL		4	4	0	0	0	0	0	-	-	-

## NEWBUILDING TRENDS

### Top Shipbuilding Countries

#### ➤ Ordering Activity Per Vessel Size for Main Segments

#### ➤ Tankers

Per Vessel Size			April 2017-New Orders			Previous Year			%y-o-y		
Dwt	Tankers	Units	China	Japan	Korea	China	Japan	Korea	China	Japan	Korea
less than 10,000	Small	0							-	-	-
10,000-34,999	Handy	4	4			2			▲100%	-	-
35,000-54,999	MR	2	2						-	-	-
55,000-79,999	Panamax	0							-	-	-
80,000-119,999	Aframax	5		1	2	2			▼-100%	-	-
120,000-160,000	Suezmax	0							-	-	-
161,000-320,000	VLCC	6			6				-	-	-
TOTAL		17	6	1	8	4	0	0	▲50%	-	-

#### GREEK PRESENCE

Per Vessel Size			April 2017-New Orders			Previous Year			%y-o-y		
Dwt	Tankers	Units	China	Japan	Korea	China	Japan	Korea	China	Japan	Korea
less than 10,000	Small	0							-	-	-
10,000-34,999	Handy	0							-	-	-
35,000-54,999	MR	0							-	-	-
55,000-79,999	Panamax	0							-	-	-
80,000-119,999	Aframax	2			1	2			▼-100%	-	-
120,000-160,000	Suezmax	0							-	-	-
161,000-320,000	VLCC	4			2				-	-	-
TOTAL		6	0	0	3	2	0	0	▼100%	-	-

#### ➤ LNG Tankers

Per Vessel Size		April 2017-New Orders				Previous Year			%y-o-y		
<u>LNG Tankers</u>	<u>Units</u>	<u>China</u>	<u>Japan</u>	<u>Korea</u>	<u>China</u>	<u>Japan</u>	<u>Korea</u>	<u>China</u>	<u>Japan</u>	<u>Korea</u>	
Small	2			2				-	-	-	
Handy	0							-	-	-	
Medium	0							-	-	-	
VLGC	0							-	-	-	
TOTAL	2	0	0	2	0	0	0	-	-	-	

#### GREEK PRESENCE

Per Vessel Size		April 2017-New Orders				Previous Year			%y-o-y		
<u>LNG Tankers</u>	<u>Units</u>	<u>China</u>	<u>Japan</u>	<u>Korea</u>	<u>China</u>	<u>Japan</u>	<u>Korea</u>	<u>China</u>	<u>Japan</u>	<u>Korea</u>	
Small	0							-	-	-	
VLGC	0							-	-	-	
TOTAL	0	0	0	0	0	0	0	-	-	-	

## NEWBUILDING TRENDS

### Top Shipbuilding Countries

#### ➤ Ordering Activity Per Vessel Size for Main Segments

#### ➤ LPG Tankers

Per Vessel Size			April 2017-New Orders			Previous Year			%y-o-y		
Cbm	LPG Tankers	Units	China	Japan	Korea	China	Japan	Korea	China	Japan	Korea
1,000-11,999	Small	0							-	-	-
12,000-19,999	Handy	0							-	-	-
20,000-49,999	Medium	2			2				-	-	-
50,000-69,999	Large	0							-	-	-
>=70,000	VLGC	0						1	-	-	▼-100%
TOTAL		2	0	0	2	0	0	1	-	-	▲100%

#### GREEK PRESENCE

Per Vessel Size			April 2017-New Orders			Previous Year			%y-o-y		
Cbm	LPG Tankers	Units	China	Japan	Korea	China	Japan	Korea	China	Japan	Korea
1,000-11,999	Small	0							-	-	-
12,000-19,999	Handy	0							-	-	-
20,000-49,999	Medium	0							-	-	-
50,000-69,999	Large	0							-	-	-
>=70,000	VLGC	0							-	-	-
TOTAL		0	0	0	0	0	0	0	-	-	-

#### ➤ Containers

Per Vessel Size			April 2017-New Orders			Previous Year			%y-o-y		
TEU	Containers	Units	China	Japan	Korea	China	Japan	Korea	China	Japan	Korea
0-999	Feeder / Feedermax	0							-	-	-
1,000-1,999	Handy	0							-	-	-
2,000-2,999	Sub-Panamax	0							-	-	-
3,000-4,999	Small Panamax	0							-	-	-
5,000-7,999	Large Panamax	0							-	-	-
8,000-10,000	Post Panamax	0							-	-	-
>10,000	Post Panamax	0							-	-	-
TOTAL		0	0	0	0	0	0	0	-	-	-

#### GREEK PRESENCE

Per Vessel Size			April 2017-New Orders			Previous Year			%y-o-y		
TEU	Containers	Units	China	Japan	Korea	China	Japan	Korea	China	Japan	Korea
0-999	Feeder / Feedermax	0							-	-	-
1,000-1,999	Handy	0							-	-	-
2,000-2,999	Sub-Panamax	0							-	-	-
3,000-4,999	Small Panamax	0							-	-	-
5,000-7,999	Large Panamax	0							-	-	-
8,000-10,000	Post Panamax	0							-	-	-
>10,000	Post Panamax	0							-	-	-
TOTAL		0	0	0	0	0	0	0	-	-	-