

Unclassified

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Organisation de Coopération et de Développement Economiques
Organisation for Economic Co-operation and Development

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English - Or. English

**COUNCIL
WORKING PARTY ON SHIPBUILDING**

Sub-Group on Supply and Demand

**QUESTIONNAIRE ON NEW ORDERS, THE STATE OF THE ORDERBOOK
AND PRODUCTION DATA**

JANUARY-DECEMBER 2003

Delegations are invited to send their replies to the Secretariat by 31 March 2004.

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**QUESTIONNAIRE ON NEW ORDERS, THE STATE OF THE ORDERBOOK
AND PRODUCTION DATA**

JANUARY – DECEMBER 2003

1. Delegations will find herewith:
 - 1) The questionnaire on new orders (January – December 2003).
 - 2) The questionnaire on the state of the orderbook as of 31 December 2003.
 - 3) The questionnaire on ships completed (January – December 2003).
2. **Replies should reach the Secretariat by 31 March 2004.**
3. Delegations are able to submit their inputs electronically by e-mail to the Secretariat at the following e-mail address:

shin.imai@oecd.org
4. Delegates will note that the Sub-Group on Supply and Demand agreed to introduce, on an intermediate basis, new cgt coefficients for some types of vessels as from 1 January 1994 [see C/WP6/SG(94)8]. For the convenience of Delegates, the list of the coefficients for all types of vessels is reproduced in the Annex to the present questionnaire.

I. NEW ORDERS

PERIOD: JANUARY -- DECEMBER 2003

COUNTRY: _____

| TYPE (100 gt and over) | Total (4) (5) | | | of which for export (6) | | | Cancellations (7) | | |
|---|---------------|----|-----|-------------------------|----|-----|-------------------|----|-----|
| | No. | gt | cgt | No. | gt | cgt | No. | gt | cgt |
| 1. Crude oil tankers (single hull) (1) | | | | | | | | | |
| 2. Crude oil tankers (double hull) (2) | | | | | | | | | |
| 3. Product and chemical carriers | | | | | | | | | |
| 4. Bulk carriers (excl. combined carriers) | | | | | | | | | |
| 5. Combined carriers | | | | | | | | | |
| 6. General cargo ships | | | | | | | | | |
| 7. Reefers | | | | | | | | | |
| 8. Full container ships & Hi-speed liners | | | | | | | | | |
| 9. Ro-Ro vessels | | | | | | | | | |
| 10. Car carriers | | | | | | | | | |
| 11. LPG carriers (3) | | | | | | | | | |
| 12. LNG carriers (3) | | | | | | | | | |
| 13. Ferries | | | | | | | | | |
| 14. Passenger ships | | | | | | | | | |
| 15. Fishing vessels | | | | | | | | | |
| 16. Other non-cargo vessels | | | | | | | | | |
| TOTAL | | | | | | | | | |

I. NEW ORDERS (Cont'd)

PERIOD: JANUARY -- DECEMBER 2003

COUNTRY: _____

| TYPE (100 gt and over) | Scheduled time of delivery of new orders (4) | | | | | | | | |
|---|--|----|-----|------|----|-----|----------|----|-----|
| | 2003 | | | 2004 | | | 2005 (5) | | |
| | No. | gt | cgt | No. | gt | cgt | No. | gt | cgt |
| 1. Crude oil tankers (single hull) (1) | | | | | | | | | |
| 2. Crude oil tankers (double hull) (2) | | | | | | | | | |
| 3. Product and chemical carriers | | | | | | | | | |
| 4. Bulk carriers (excl. combined carriers) | | | | | | | | | |
| 5. Combined carriers | | | | | | | | | |
| 6. General cargo ships | | | | | | | | | |
| 7. Reefers | | | | | | | | | |
| 8. Full container ships & Hi-speed liners | | | | | | | | | |
| 9. Ro-Ro vessels | | | | | | | | | |
| 10. Car carriers | | | | | | | | | |
| 11. LPG carriers (3) | | | | | | | | | |
| 12. LNG carriers (3) | | | | | | | | | |
| 13. Ferries | | | | | | | | | |
| 14. Passenger ships | | | | | | | | | |
| 15. Fishing vessels | | | | | | | | | |
| 16. Other non-cargo vessels | | | | | | | | | |
| TOTAL | | | | | | | | | |

Notes to Table I: New Orders:

Note: No. is number of ships.

(1) Inclusive of tankers with double bottoms or sides.

(2) Ships fulfilling IMO requirements for double hulled tankers.

(3) Volume in cubic meters: LPG:, LNG:

(4) Replacement orders registered during the reporting period should be included in all the columns concerning new orders.

(5) Orders for delivery after 2005 should be included in the column "TOTAL".

(6) To be delivered to foreign countries/flags.

(7) Cancellations registered during the reporting period.

II. STATE OF THE ORDERBOOK

STATE AT: 31 DECEMBER 2003

COUNTRY: _____

| TYPE (100 gt and over) | Total (4) | | | of which for Export (5) | | |
|---|-----------|----|-----|-------------------------|----|-----|
| | No. | gt | cgt | No. | gt | cgt |
| 1. Crude oil tankers (single hull) (1) | | | | | | |
| 2. Crude oil tankers (double hull) (2) | | | | | | |
| 3. Product and chemical carriers | | | | | | |
| 4. Bulk carriers (excl. combined carriers) | | | | | | |
| 5. Combined carriers | | | | | | |
| 6. General cargo ships | | | | | | |
| 7. Reefers | | | | | | |
| 8. Full container ships & Hi-speed liners | | | | | | |
| 9. Ro-Ro vessels | | | | | | |
| 10. Car carriers | | | | | | |
| 11. LPG carriers (3) | | | | | | |
| 12. LNG carriers (3) | | | | | | |
| 13. Ferries | | | | | | |
| 14. Passenger ships | | | | | | |
| 15. Fishing vessels | | | | | | |
| 16. Other non-cargo vessels | | | | | | |
| TOTAL | | | | | | |

II. STATE OF THE ORDERBOOK (Cont'd)

STATE AT: 31 DECEMBER 2003

COUNTRY: _____

| TYPE (100 gt and over) | Scheduled time of delivery of orderbook | | | | | | | | |
|---|---|----|-----|------|----|-----|----------|----|-----|
| | 2004 | | | 2005 | | | 2006 (4) | | |
| | No. | gt | cgt | No. | gt | cgt | No. | gt | cgt |
| 1. Crude oil tankers (single hull) (1) | | | | | | | | | |
| 2. Crude oil tankers (double hull) (2) | | | | | | | | | |
| 3. Product and chemical carriers | | | | | | | | | |
| 4. Bulk carriers (excl. combined carriers) | | | | | | | | | |
| 5. Combined carriers | | | | | | | | | |
| 6. General cargo ships | | | | | | | | | |
| 7. Reefers | | | | | | | | | |
| 8. Full container ships & Hi-speed liners | | | | | | | | | |
| 9. Ro-Ro vessels | | | | | | | | | |
| 10. Car carriers | | | | | | | | | |
| 11. LPG carriers (3) | | | | | | | | | |
| 12. LNG carriers (3) | | | | | | | | | |
| 13. Ferries | | | | | | | | | |
| 14. Passenger ships | | | | | | | | | |
| 15. Fishing vessels | | | | | | | | | |
| 16. Other non-cargo vessels | | | | | | | | | |
| TOTAL | | | | | | | | | |

Notes to Table II: State of the Orderbook:

Note: No. is number of ships.

- (1) Inclusive of tankers with double bottoms or sides.
- (2) Ships fulfilling IMO requirements for double hulled tankers.
- (3) Volume in cubic meters: LPG:, LNG:
- (4) Orders for delivery after 2006 should be included in the column "TOTAL".
- (5) To be delivered to foreign countries/flags.

III. SHIPS COMPLETED

PERIOD: JANUARY -- DECEMBER 2003

COUNTRY: _____

| TYPE (100 gt and over) | Number | gt | cgt |
|--|--------|----|-----|
| 1. Crude oil tankers (single hull) (1) | | | |
| 2. Crude oil tankers (double hull) (2) | | | |
| 3. Product and chemical carriers | | | |
| 4. Bulk carriers (excl. combined carriers) | | | |
| 5. Combined carriers | | | |
| 6. General cargo ships | | | |
| 7. Reefers | | | |
| 8. Full container ships & Hi-speed liners | | | |
| 9. Ro-Ro vessels | | | |
| 10. Car carriers | | | |
| 11. LPG carriers (3) | | | |
| 12. LNG carriers (3) | | | |
| 13. Ferries | | | |
| 14. Passenger ships | | | |
| 15. Fishing vessels | | | |
| 16. Other non-cargo vessels | | | |
| TOTAL | | | |

- (1) Inclusive of tankers with double bottoms or sides.
(2) Ships fulfilling IMO requirements for double hulled tankers.
(3) Volume in cubic meters: LPG:, LNG:

ANNEX

**COEFFICIENTS FOR ALL TYPES OF VESSELS TO BE APPLIED
AS FROM 1 JANUARY 1994**

| Types of ships | Coefficient |
|---|--------------------|
| 1. Crude oil tankers (dwt) | |
| (single hull tankers only) | |
| under 4 000 | 1.70 |
| 4 000 - 10 000 | 1.15 |
| 10 000 - 30 000 | 0.75 |
| 30 000 - 50 000 | 0.60 |
| 50 000 - 80 000 | 0.50 |
| 80 000 - 160 000 | 0.40 |
| 160 000 - 250 000 | 0.30 |
| 250 000 and over | 0.25 |
| 2. Crude oil tankers (dwt) | |
| (double hull tankers only) | |
| under 4 000 | 1.85 |
| 4 000 - 10 000 | 1.30 |
| 10 000 - 30 000 | 0.85 |
| 30 000 - 50 000 | 0.70 |
| 50 000 - 80 000 | 0.55 |
| 80 000 - 160 000 | 0.45 |
| 160 000 - 250 000 | 0.35 |
| 250 000 and over | 0.30 |
| 3. Product and chemical carriers (dwt) | |
| under 4 000 | 2.30 |
| 4 000 - 10 000 | 1.60 |
| 10 000 - 30 000 | 1.05 |
| 30 000 - 50 000 | 0.80 |
| 50 000 - 80 000 | 0.60 |
| 80 000 and over | 0.55 |

4. *Bulk carriers (dwt)*

(excluding combined carriers)

| | |
|------------------|------|
| under 4 000 | 1.60 |
| 4 000 - 10 000 | 1.10 |
| 10 000 - 30 000 | 0.70 |
| 30 000 - 50 000 | 0.60 |
| 50 000 - 80 000 | 0.50 |
| 80 000 - 160 000 | 0.40 |
| 160 000 and over | 0.30 |

5. *Combined carriers (dwt)*

| | |
|---------------------------|------|
| under 10 000 ¹ | |
| 10 000 - 30 000 | 0.90 |
| 30 000 - 50 000 | 0.75 |
| 50 000 - 80 000 | 0.60 |
| 80 000 - 160 000 | 0.50 |
| 160 000 and over | 0.40 |

6. *General cargo ships (dwt)*

| | |
|------------------------------|------|
| under 4 000 | 1.85 |
| 4 000 - 10 000 | 1.35 |
| 10 000 - 20 000 | 1.00 |
| 20 000 - 30 000 | 0.85 |
| 30 000 and over ² | |

7. *Reefers (dwt)*

| | |
|-----------------|------|
| under 4 000 | 2.05 |
| 4 000 - 10 000 | 1.50 |
| 10 000 and over | 1.25 |

8. *Full container ship**and high speed liners (dwt)*

| | |
|--------------------------|------|
| under 4 000 ³ | |
| 4 000 - 10 000 | 1.20 |
| 10 000 - 20 000 | 0.90 |
| 20 000 - 30 000 | 0.80 |
| 30 000 - 50 000 | 0.75 |
| 50 000 and over | 0.65 |

¹ Apply same coefficient as for "Bulk carriers".

² Apply same coefficient as for "Combined carriers".

³ Apply same coefficient as for "General cargo ships".

9. *Ro-Ro vessels (dwt)*

| | |
|-----------------|------|
| under 4 000 | 1.50 |
| 4 000 - 10 000 | 1.05 |
| 10 000 - 20 000 | 0.80 |
| 20 000 - 30 000 | 0.70 |
| 30 000 and over | 0.65 |

10. *Car carriers (dwt)*

| | |
|-----------------|------|
| under 4 000 | 1.10 |
| 4 000 - 10 000 | 0.75 |
| 10 000 - 20 000 | 0.65 |
| 20 000 - 30 000 | 0.55 |
| 30 000 and over | 0.45 |

11. *LPG carriers (dwt)*

| | |
|-----------------|------|
| under 4 000 | 2.05 |
| 4 000 - 10 000 | 1.60 |
| 10 000 - 20 000 | 1.15 |
| 20 000 - 30 000 | 0.90 |
| 30 000 - 50 000 | 0.80 |
| 50 000 and over | 0.70 |

12. *LNG carriers (dwt)*

| | |
|---------------------------|------|
| under 10 000 ⁴ | |
| 10 000 - 20 000 | 1.25 |
| 20 000 - 30 000 | 1.15 |
| 30 000 - 50 000 | 1.00 |
| 50 000 and over | 0.75 |

13. *Ferries (gt)*

| | |
|-----------------|------|
| under 1 000 | 3.00 |
| 1 000 - 3 000 | 2.25 |
| 3 000 - 10 000 | 1.65 |
| 10 000 - 20 000 | 1.15 |
| 20 000 and over | 0.90 |

⁴ Apply same coefficient as for "LPG carriers".

14. *Passenger ships (gt)*

| | |
|-----------------|------|
| under 1 000 | 6.00 |
| 1 000 - 3 000 | 4.00 |
| 3 000 - 10 000 | 3.00 |
| 10 000 - 20 000 | 2.00 |
| 20 000 - 40 000 | 1.60 |
| 40 000 - 60 000 | 1.40 |
| 60 000 and over | 1.25 |

15. *Fishing vessels (gt)*

| | |
|----------------|------|
| under 1 000 | 4.00 |
| 1 000 - 3 000 | 3.00 |
| 3 000 and over | 2.00 |

16. *Other non-cargo vessels (gt)*

| | |
|-----------------|------|
| under 1 000 | 5.00 |
| 1 000 - 3 000 | 3.20 |
| 3 000 - 10 000 | 2.00 |
| 10 000 and over | 1.50 |