

Global Shipbuilding Supply and Demand Outlook

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OECD Work Shop in Paris



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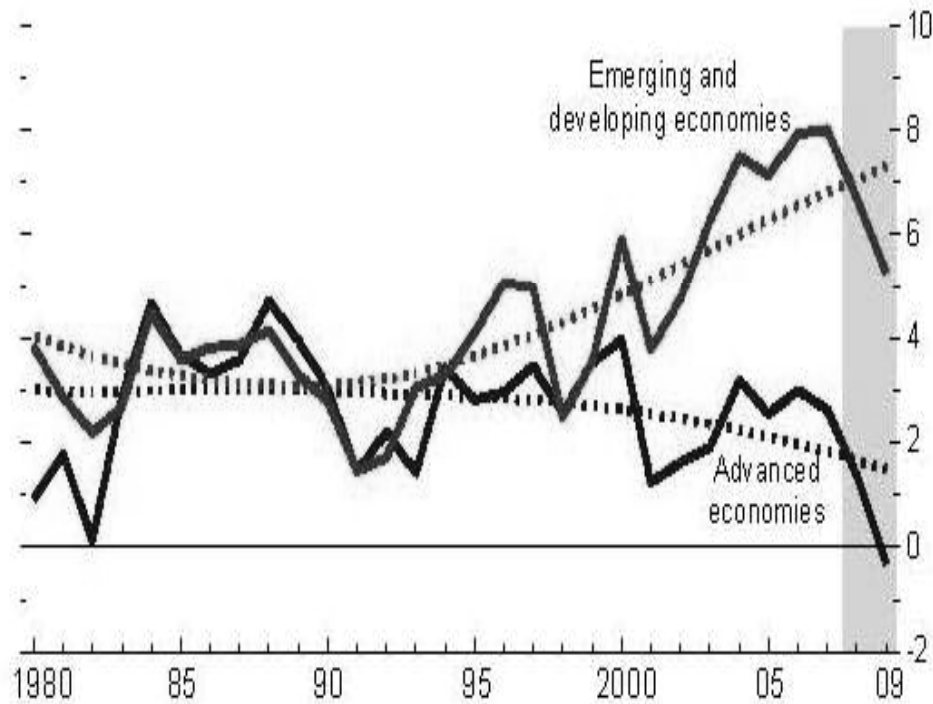
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VI. For sure – The future is uncertain!

I. World Economic Outlook IMF Nov.2008 Update

(Percent change)



Source: IMF staff estimates.

	2006	2007	Projections	
			2008	2009
U.S.	2.8	2.0	1.4	-0.7
EU	3.3	3.1	1.5	-0.2
Japan	2.4	2.1	0.5	-0.2
Advanced economies	3.0	2.6	1.4	-0.3
China	11.6	11.9	9.7	8.5
India	9.8	9.3	7.8	6.3
Brazil	3.8	5.4	5.2	3.0
Russia	7.4	8.1	6.8	3.5
Emerging & developing c.	7.9	8.0	6.6	5.1
World	5.1	5.0	3.7	2.2

II. World Trade Volume Outlook IMF Nov.2008 Update

(Percent change)

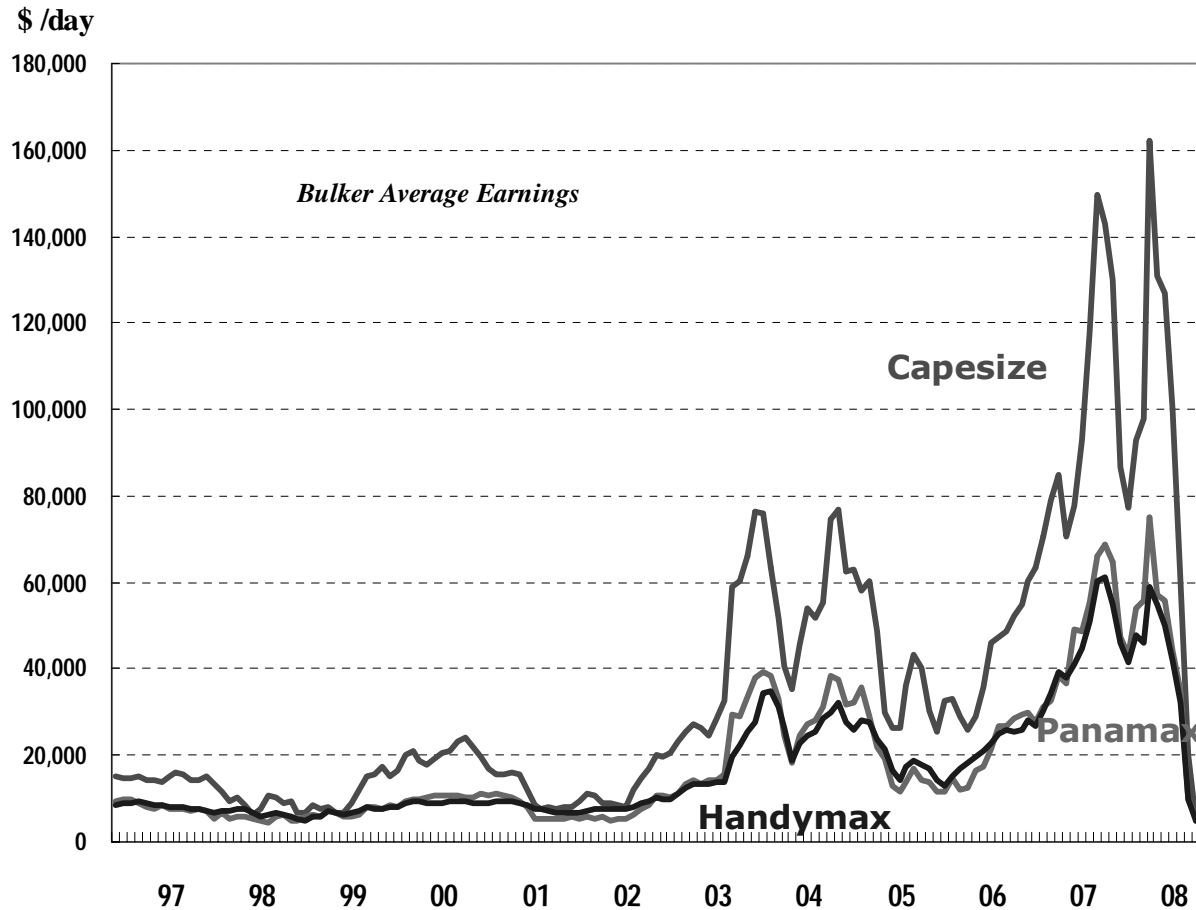
	2006	2007	Projections	
			2008	2009
World Trade	9.4	7.2	4.6	2.1
Imports				
Advanced E.	7.5	4.5	1.8	-0.1
Emerging C.	14.9	14.4	10.9	5.2
Exports				
Advanced E.	8.4	5.9	4.1	1.2
Emerging C.	11.2	9.6	5.6	5.3



***Global trade is forecast to slow down significantly.
By contrast, the shipping fleet volume is expected to grow further beyond actual fleet requirement in the coming couple of years.
Especially for liner (container) business, they will face a severer market.***

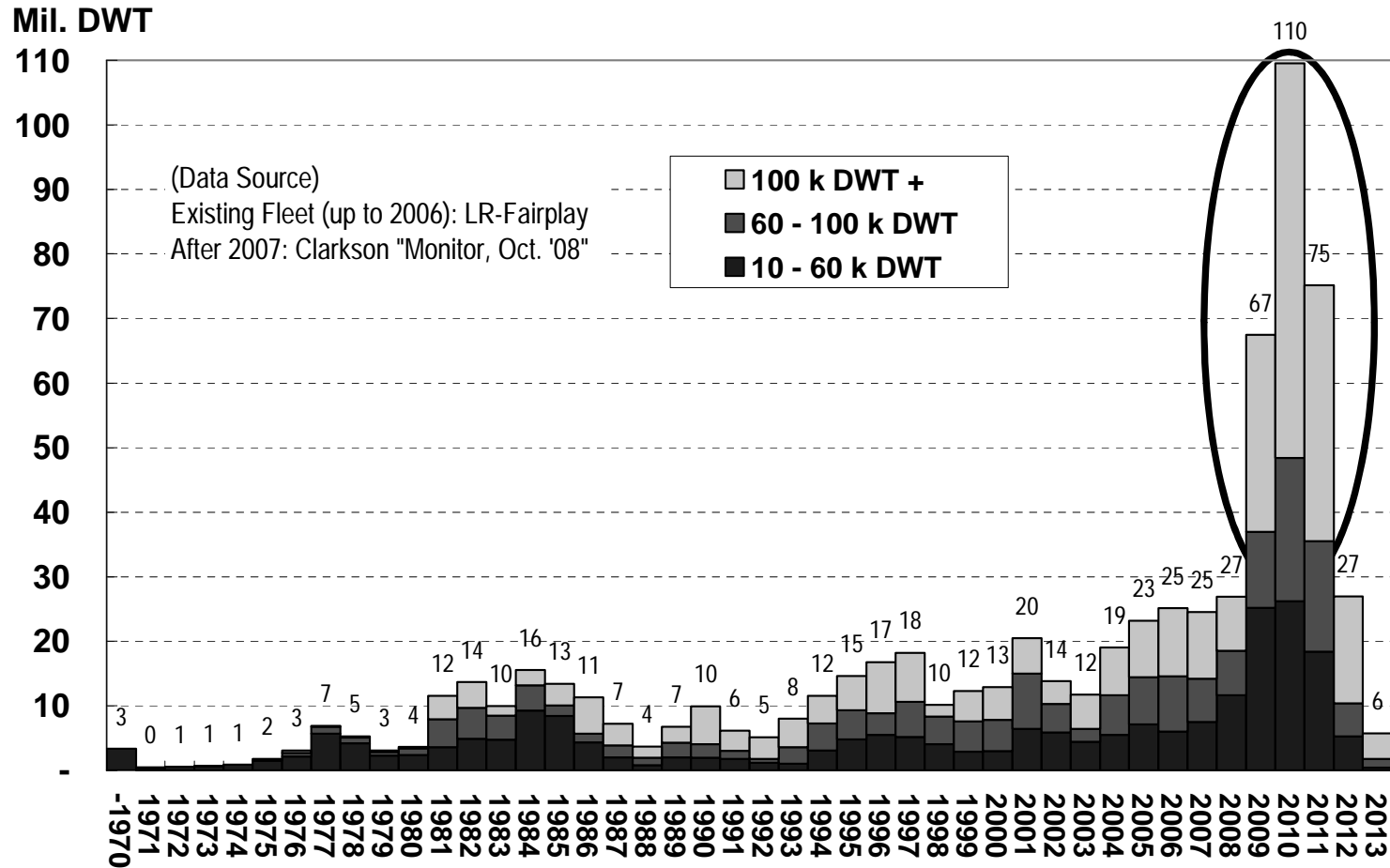
III. Freight Rate Development - Bulker

Source : Clarkson



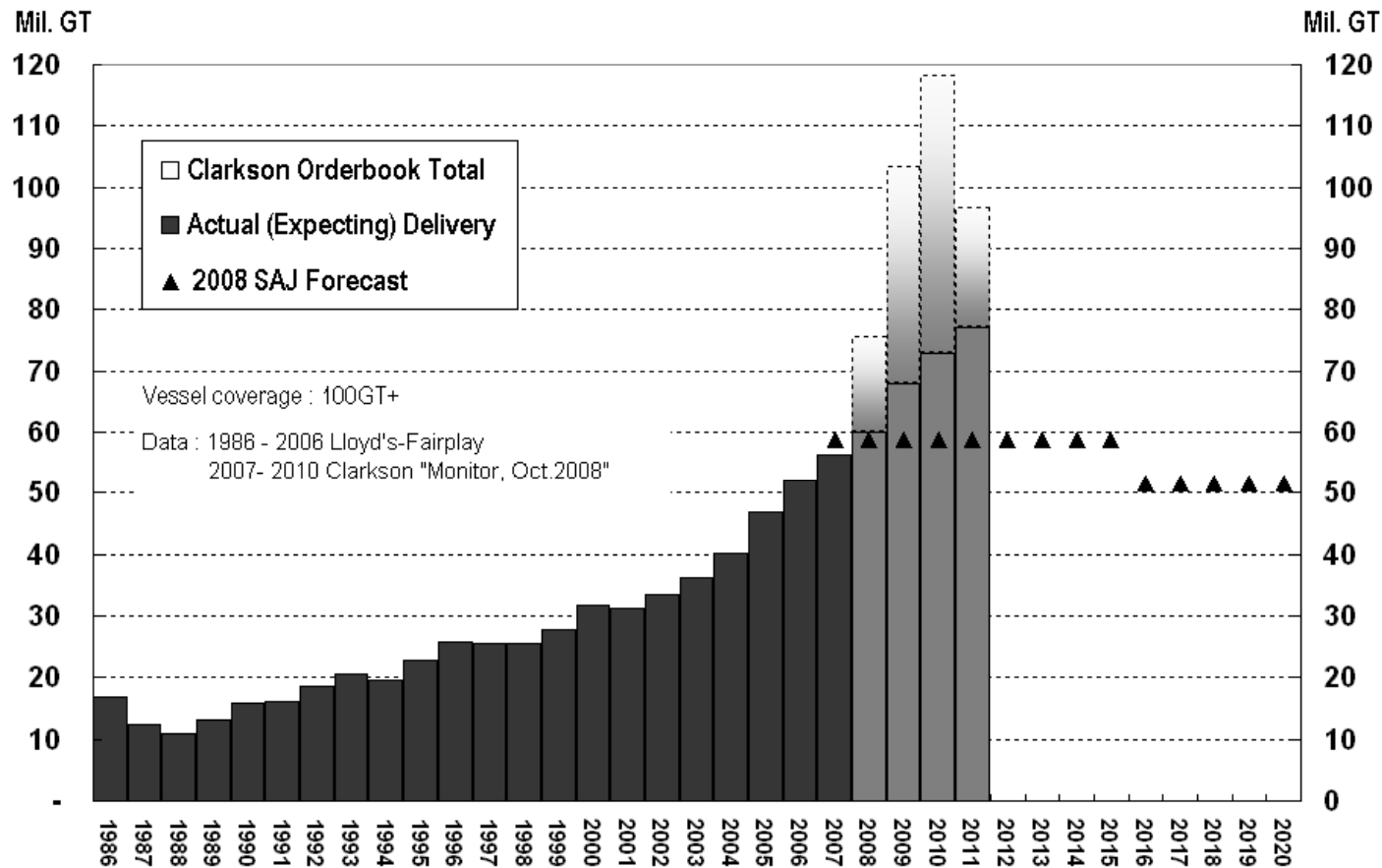
Considering the massive scheduled newbuilding delivery plus stagnated demand, no freight rates recovery to a satisfactory level is likely in the near future.

IV. Existing Fleet and Orderbook - Bulker



A large number of newly built bulkers are to join the existing fleet, even though some scheduled deliveries are delayed and some are cancelled.

V. Scheduled Delivery vs SAJ 2008 Forecast



Thanks to buoyant shipping market, shipyards worldwide received lots of new orders. Therefore, some yards have aggressive expansion plans. Now, the situation has changed. Actual deliveries in future will be much less than original schedule, but will be more than real fleet demand.

VI. For sure – The future is uncertain!



Thank you