

CONSEIL
COUNCIL
GROUPE DE TRAVAIL SUR LA CONSTRUCTION NAVALE
WORKING PARTY ON SHIPBUILDING

Sous-groupe sur l'offre et la demande
Sub-Group on Supply and Demand

STATISTIQUES SUR LA PRODUCTION, LES COMMANDES ET LES EXPORTATIONS DE NAVIRES EN 2002
STATISTICS ON SHIP PRODUCTION, EXPORTS AND ORDERS IN 2002

Les délégués trouveront ci-joint, pour information, les réponses au questionnaire sur la production, les commandes et les exportations de navires en 2002 [C/WP6/SG(2003)2]. Les réponses qui n'ont pas encore été envoyées au Secrétariat seront diffusées dans un addendum dès leur réception.

Delegates will find attached, for information, replies to the questionnaire on ship production, exports and orders in 2002 [C/WP6/SG(2003)2]. The replies not yet sent to the Secretariat will be circulated as an addendum as soon as they are received.

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DENMARK**I. STATE OF THE ORDERBOOK**

STATE AT THE END OF 2002

| | No. | gt | % | cgt(a) | % |
|--|-----------------------|-------------|---------------------|--------|------------------|
| I. Tonnage building | | | | | |
| II. Tonnage yet to lay down (1) | | | | | |
| III. Total tonnage on orderbook | 16 | 29 967 | 100 | 80 138 | 100 |
| of which for export (2) | N/A | | | | |
| IV. Types of ships on orderbook (breakdown of III) | | | | | |
| 1) Crude oil tankers (single hull) (3) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (4) | | | 0.0 | | 0.0 |
| 3) Product and chemical carriers | | | 0.0 | | 0.0 |
| 4) Bulk carriers (excl. combined carriers) | | | 0.0 | | 0.0 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | | | 0.0 | | 0.0 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | 1 | 6 297 | 21.0 | 7 556 | 9.4 |
| 9) Ro-Ro vessels | | | 0.0 | | 0.0 |
| 10) Car carriers | | | 0.0 | | 0.0 |
| 11) LPG carriers (5) | | | 0.0 | | 0.0 |
| 12) LNG carriers (5) | | | 0.0 | | 0.0 |
| 13) Ferries | | | 0.0 | | 0.0 |
| 14) Passenger ships | | | 0.0 | | 0.0 |
| 15) Fishing vessels | 12 | 18 470 | 62.0 | 58 882 | 73.5 |
| 16) Other non-cargo vessels | 3 | 5 200 | 17.0 | 13 700 | 17.1 |
| TOTAL (=III) | 16 | 29 967 | 100 | 80 138 | 100 |
| V. Value of orderbook | National currency* | US Dollar** | Exchange rate*** | % | *Million DKK |
| Total | 2 200 | | | 100 | **Million Dollar |
| of which for export(2) | N/A | | | | ***DKK/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Firm contracts only, options not included.

(2) Tonnage to be delivered to foreign countries/flags.

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

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

(5) Volume in cubic metres: LPG:.....; LNG:.....

DENMARK**II. SHIPS COMPLETED**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|------------------|
| I. Ships launched | | | 100 | | 100 |
| of which for export (1) | | | | | |
| II. Ships completed | 15 | 431 322 | 100 | 315 935 | 100 |
| of which for export (1) | N/A | | | | |
| III. Types of ships completed (breakdown of II) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (3) | | | 0.0 | | 0.0 |
| 3) Product and chemical carriers | | | 0.0 | | 0.0 |
| 4) Bulk carriers (excl. combined carriers) | | | 0.0 | | 0.0 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | | | 0.0 | | 0.0 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | 5 | 417 962 | 96.9 | 271 675 | 86.0 |
| 9) Ro-Ro vessels | | | 0.0 | | 0.0 |
| 10) Car carriers | | | 0.0 | | 0.0 |
| 11) LPG carriers (4) | | | 0.0 | | 0.0 |
| 12) LNG carriers (4) | | | 0.0 | | 0.0 |
| 13) Ferries | 1 | 440 | 0.1 | 1 320 | 0.4 |
| 14) Passenger ships | | | 0.0 | | 0.0 |
| 15) Fishing vessels | 4 | 4 900 | 1.1 | 16 700 | 5.3 |
| 16) Other non-cargo vessels | 5 | 8 020 | 2.0 | 26 240 | 8.3 |
| TOTAL (=II) | 15 | 431 322 | 100 | 315 935 | 100 |
| IV. Value of ships completed | National currency* | US Dollar** | Exchange rate*** | % | *Million DKK |
| Total | 4 600 | | | 100 | **Million Dollar |
| of which for export(1) | N/A | | | | ***DKK/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG:.....; LNG:.....

DENMARK**III. NEW ORDERS**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|--------|----------------------------------|
| I. Orders placed, Total | 8 | 6 770 | 100 | 24 382 | 100 |
| of which for export (1) | N/A | | | | |
| II. Types of ships ordered (breakdown of I) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (3) | | | 0.0 | | 0.0 |
| 3) Product and chemical carriers | | | 0.0 | | 0.0 |
| 4) Bulk carriers (excl. combined carriers) | | | 0.0 | | 0.0 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | | | 0.0 | | 0.0 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | | | 0.0 | | 0.0 |
| 9) Ro-Ro vessels | | | 0.0 | | 0.0 |
| 10) Car carriers | | | 0.0 | | 0.0 |
| 11) LPG carriers (4) | | | 0.0 | | 0.0 |
| 12) LNG carriers (4) | | | 0.0 | | 0.0 |
| 13) Ferries | | | 0.0 | | 0.0 |
| 14) Passenger ships | | | 0.0 | | 0.0 |
| 15) Fishing vessels | 7 | 6 470 | 95.6 | 22 882 | 93.8 |
| 16) Other non-cargo vessels | 1 | 300 | 4.4 | 1 500 | 6.2 |
| TOTAL (=I) | 8 | 6 770 | 100 | 24 382 | 100 |
| III. Value of ships ordered | National currency* | US Dollar** | Exchange rate*** | % | |
| Total | 620 | | | 100 | *Million DKK **Million Dollar |
| of which for export(1) | N/A | | | | ***DKK/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG:.....; LNG:.....

DENMARK**IV. SPECIFICATION IN COMPENSATED TONNAGE**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|-----|-------------------|-----|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 1) Crude oil tankers (dwt) (single hull) (1) | | | | | | | |
| 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) (2) | | | | | | | |
| 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 & 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 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

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

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

DENMARK**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|-----|-------------------|-----|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 4) Bulk carriers (excluding combined carriers) (dwt) | | | | | | | |
| 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 | (3) | | | | | | |
| 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 | (4) | | | | | | |
| 7) Reefers (dwt) | | | | | | | |
| under 4 000 | 2.05 | | | | | | |
| 4 000 - 10 000 | 1.50 | | | | | | |
| 10 000 and over | 1.25 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(3) Same coefficient as for "bulk carriers".

(4) Same coefficient as for "Combined carriers".

DENMARK**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|--|-------------|-----------------------|-------|-------------------|---------|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 8) Full container ships and high speed liners (dwt) | | | | | | | |
| under 4 000 | (5) | | | | | | |
| 4 000 - 10 000 | 1.20 | 1 | 7 556 | | | | |
| 10 000 - 20 000 | 0.90 | | | | | | |
| 20 000 - 30 000 | 0.80 | | | | | | |
| 30 000 - 50 000 | 0.75 | | | | | | |
| 50 000 and over | 0.65 | | | 5 | 271 675 | | |
| 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 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(5) Same coefficient as for "general cargo ships".

DENMARK**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|--------|-------------------|--------|-----------------|--------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 12) LNG carriers (dwt) | | | | | | | |
| under 10 000 | (6) | | | | | | |
| 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 | 1 320 | | |
| 1 000 - 3 000 | 2.25 | | | | | | |
| 3 000 - 10 000 | 1.65 | | | | | | |
| 10 000 - 20 000 | 1.15 | | | | | | |
| 20 000 and over | 0.90 | | | | | | |
| 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 | 5 | 13 888 | 3 | 8 000 | 5 | 13 888 |
| 1 000 - 3 000 | 3.00 | 7 | 44 994 | 1 | 8 700 | 2 | 8 994 |
| 3 000 and over | 2.00 | | | | | | |
| 16) Other non-cargo vessels (gt) | | | | | | | |
| under 1 000 | 5.00 | 1 | 1 500 | 1 | 1 600 | 1 | 1 500 |
| 1 000 - 3 000 | 3.20 | 1 | 6 400 | 4 | 24 640 | | |
| 3 000 - 10 000 | 2.00 | 1 | 5 800 | | | | |
| 10 000 and over | 1.50 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(6) Same coefficient as for "LPG carriers".

FINLAND**I. STATE OF THE ORDERBOOK**

STATE AT THE END OF 2002

| | No. | gt | % | cgt(a) | % |
|--|-----------------------|-------------|---------------------|------------|-------------------|
| I. Tonnage building | 3 | 310 100 | 67.8 | 387 625 | 71.3 |
| II. Tonnage yet to lay down (1) | 3 | 147 600 | 32.2 | 155 970 | 28.7 |
| III. Total tonnage on orderbook | 6 | 457 700 | 100 | 543 595 | 100 |
| of which for export (2) | 5 | 424 700 | 92.8 | 490 795 | 90.3 |
| IV. Types of ships on orderbook (breakdown of III) | | | | | |
| 1) Crude oil tankers (single hull) (3) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (4) | | | 0.0 | | 0.0 |
| 3) Product and chemical carriers | | | 0.0 | | 0.0 |
| 4) Bulk carriers (excl. combined carriers) | | | 0.0 | | 0.0 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | | | 0.0 | | 0.0 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | | | 0.0 | | 0.0 |
| 9) Ro-Ro vessels | | | 0.0 | | 0.0 |
| 10) Car carriers | | | 0.0 | | 0.0 |
| 11) LPG carriers (5) | | | 0.0 | | 0.0 |
| 12) LNG carriers (5) | | | 0.0 | | 0.0 |
| 13) Ferries | 2 | 114 600 | 25.0 | 103 170 | 19.0 |
| 14) Passenger ships | 4 | 343 100 | 75.0 | 440 425 | 81.0 |
| 15) Fishing vessels | | | 0.0 | | 0.0 |
| 16) Other non-cargo vessels | | | 0.0 | | 0.0 |
| TOTAL (=III) | 6 | 457 700 | 100 | 543 595 | 100 |
| V. Value of orderbook | National currency* | US Dollar** | Exchange rate*** | % | * Million Euro |
| Total | 1 875 | 1 738 | 1.0789 | 100 | ** Million Dollar |
| of which for export(2) | 1 720 | 1 594 | | 91.7 | *** Euro/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Firm contracts only, options not included.

(2) Tonnage to be delivered to foreign countries/flags.

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

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

(5) Volume in cubic metres: LPG:.....; LNG:.....

FINLAND**II. SHIPS COMPLETED**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|-------------------|
| I. Ships launched | 5 | 257 000 | 100 | 322 350 | 100 |
| of which for export (1) | 5 | 257 000 | 100.0 | 322 350 | 100.0 |
| II. Ships completed | 6 | 297 000 | 100 | 358 350 | 100 |
| of which for export (1) | 6 | 297 000 | 100.0 | 358 350 | 100.0 |
| III. Types of ships completed (breakdown of II) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (3) | | | 0.0 | | 0.0 |
| 3) Product and chemical carriers | | | 0.0 | | 0.0 |
| 4) Bulk carriers (excl. combined carriers) | | | 0.0 | | 0.0 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | | | 0.0 | | 0.0 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | | | 0.0 | | 0.0 |
| 9) Ro-Ro vessels | | | 0.0 | | 0.0 |
| 10) Car carriers | | | 0.0 | | 0.0 |
| 11) LPG carriers (4) | | | 0.0 | | 0.0 |
| 12) LNG carriers (4) | | | 0.0 | | 0.0 |
| 13) Ferries | 4 | 72 800 | 24.5 | 78 100 | 21.8 |
| 14) Passenger ships | 2 | 224 200 | 75.5 | 280 250 | 78.2 |
| 15) Fishing vessels | | | 0.0 | | 0.0 |
| 16) Other non-cargo vessels | | | 0.0 | | 0.0 |
| TOTAL (=II) | 6 | 297 000 | 100 | 358 350 | 100 |
| IV. Value of ships completed | National currency* | US Dollar** | Exchange rate*** | % | * Million Euro |
| Total | 1 171 | 1 085 | 1.0789 | 100 | ** Million Dollar |
| of which for export(1) | 1 171 | | | 100.0 | *** Euro/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG:.....; LNG:.....

FINLAND**III. NEW ORDERS**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|------------|
| I. Orders placed, Total | 3 | 147 600 | 100 | 155 970 | 100 |
| of which for export (1) | 2 | 114 600 | 77.6 | 103 170 | 66.1 |
| II. Types of ships ordered (breakdown of I) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (3) | | | 0.0 | | 0.0 |
| 3) Product and chemical carriers | | | 0.0 | | 0.0 |
| 4) Bulk carriers (excl. combined carriers) | | | 0.0 | | 0.0 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | | | 0.0 | | 0.0 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | | | 0.0 | | 0.0 |
| 9) Ro-Ro vessels | | | 0.0 | | 0.0 |
| 10) Car carriers | | | 0.0 | | 0.0 |
| 11) LPG carriers (4) | | | 0.0 | | 0.0 |
| 12) LNG carriers (4) | | | 0.0 | | 0.0 |
| 13) Ferries | 2 | 114 600 | 77.6 | 103 170 | 66.1 |
| 14) Passenger ships | 1 | 33 000 | 22.4 | 52 800 | 33.9 |
| 15) Fishing vessels | | | 0.0 | | 0.0 |
| 16) Other non-cargo vessels | | | 0.0 | | 0.0 |
| TOTAL (=I) | 3 | 147 600 | 100 | 155 970 | 100 |
| III. Value of ships ordered | National currency* | US Dollar** | Exchange rate*** | % | |
| Total | 605 | 560 | 1.0789 | 100 | |
| of which for export(1) | 450 | 417 | | 74.4 | |

* Million Euro

** Million Dollar

*** Euro/Dollar

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG:.....; LNG:.....

FINLAND**IV. SPECIFICATION IN COMPENSATED TONNAGE**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|-----|-------------------|-----|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 1) Crude oil tankers (dwt) (single hull) (1) | | | | | | | |
| 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) (2) | | | | | | | |
| 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 & 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 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

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

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

FINLAND**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|-----|-------------------|-----|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 4) Bulk carriers (excluding combined carriers) (dwt) | | | | | | | |
| 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 | (3) | | | | | | |
| 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 | (4) | | | | | | |
| 7) Reefers (dwt) | | | | | | | |
| under 4 000 | 2.05 | | | | | | |
| 4 000 - 10 000 | 1.50 | | | | | | |
| 10 000 and over | 1.25 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(3) Same coefficient as for "bulk carriers".

(4) Same coefficient as for "Combined carriers".

FINLAND**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|-----|-------------------|-----|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 8) Full container ships and high speed liners (dwt) | | | | | | | |
| under 4 000 | (5) | | | | | | |
| 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 | | | | | | |
| 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 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(5) Same coefficient as for "general cargo ships".

FINLAND**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|---------|-------------------|---------|-----------------|---------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 12) LNG carriers (dwt) | | | | | | | |
| under 10 000 | (6) | | | | | | |
| 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 | | | 1 | 14 500 | | |
| 3 000 - 10 000 | 1.65 | | | | | | |
| 10 000 - 20 000 | 1.15 | | | 2 | 27 600 | | |
| 20 000 and over | 0.90 | 2 | 103 170 | 1 | 36 000 | 2 | 103 170 |
| 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 | 1 | 52 800 | | | 1 | 52 800 |
| 40 000 - 60 000 | 1.40 | | | | | | |
| 60 000 and over | 1.25 | 3 | 387 625 | 2 | 280 250 | | |
| 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 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(6) Same coefficient as for "LPG carriers".

FRANCE**I. L'ETAT DU CARNET DE COMMANDES**

A LA FIN DE 2002

| | Nbr. | tb | % | tbc(a) | % |
|--|--------------------|-------------|--------------|------------|--------------------------------------|
| I. Tonnage en construction | 14 | 374 187 | 76.0 | 487 064 | 75.4 |
| II. Tonnage à mettre en chantier (1) | 11 | 118 455 | 24.0 | 159 095 | 24.6 |
| III. Tonnage total en carnet | 25 | 492 642 | 100 | 646 159 | 100 |
| dont pour exportation (2) | 7 | 427 327 | 86.7 | 552 334 | 85.5 |
| IV. Types de navires selon carnet (décomposition de III) | | | | | |
| 1) Pétroliers (simple coque) (3) | | | 0.0 | | 0.0 |
| 2) Pétroliers (double coque) (4) | | | 0.0 | | 0.0 |
| 3) Transporteurs de produits pétroliers et chimiques | | | 0.0 | | 0.0 |
| 4) Transporteurs de vrac (transporteurs combinés exclus) | | | 0.0 | | 0.0 |
| 5) Transporteurs combinés | | | 0.0 | | 0.0 |
| 6) Cargos généraux | | | 0.0 | | 0.0 |
| 7) Navires réfrigérés | | | 0.0 | | 0.0 |
| 8) Navires conteneurs et lignes rapides | | | 0.0 | | 0.0 |
| 9) Navires rouliers | | | 0.0 | | 0.0 |
| 10) Navires transporteurs d'automobiles | | | 0.0 | | 0.0 |
| 11) Transporteurs de gaz de pétrole liquide (5) | | | 0.0 | | 0.0 |
| 12) Transporteurs de gaz naturel liquéfié (5) | 1 | 49 700 | 10.1 | 49 700 | 7.7 |
| 13) Transporteurs de voitures | | | 0.0 | | 0.0 |
| 14) Paquebots | 5 | 427 127 | 86.7 | 551 534 | 85.4 |
| 15) Navires de pêche | 11 | 2 170 | 0.4 | 8 680 | 1.3 |
| 16) Autres navires non cargos | 8 | 13 645 | 2.8 | 36 245 | 5.6 |
| TOTAL (=III) | 25 | 492 642 | 100 | 646 159 | 100 |
| V. Valeur du carnet | Monnaie nationale* | Dollar EU** | Ech. taux*** | % | |
| Total | 2 260 | | | 100 | * Million Euros ** Million Dollar |
| dont pour exportation (2) | 1 890 | | | 83.6 | *** Euros/Dollar |

Note: Nbr. est le nombre de navires de 100 tb et plus, navires militaires exclus.

(a) Voir Table IV: "La spécification en tonnage compensé".

(1) Commandes fermes seulement, options exclues.

(2) Tonnage destiné à être délivré à des pays/pavillons étrangers.

(3) Y compris les pétroliers à doubles fonds ou parois.

(4) Navires remplissant les conditions de l'OMI pour les pétroliers à double coque.

(5) Volume en mètre cubes: GPL:.....; GNL: 74 130

FRANCE**II. NAVIRES ACHEVES**

ANNEE: 2002

| | Nbr. | tb | % | tbc(a) | % |
|--|--------------------|----------------|--------------|----------------|--------------------------------------|
| I. Navires lancés | 17 | 319 771 | 100 | 426 683 | 100 |
| dont pour exportation (1) | 6 | 310 704 | 97.2 | 399 118 | 93.5 |
| II. Navires achevés | 14 | 246 424 | 100 | 330 627 | 100 |
| dont pour exportation (1) | 5 | 241 157 | 97.9 | 312 162 | 94.4 |
| III. Types achevés (décomposition de II) | | | | | |
| 1) Pétroliers (simple coque) (2) | | | 0.0 | | 0.0 |
| 2) Pétroliers (double coque) (3) | | | 0.0 | | 0.0 |
| 3) Transporteurs de produits pétroliers et chimiques | | | 0.0 | | 0.0 |
| 4) Transporteurs de vrac (transporteurs combinés exclus) | | | 0.0 | | 0.0 |
| 5) Transporteurs combinés | | | 0.0 | | 0.0 |
| 6) Cargos généraux | | | 0.0 | | 0.0 |
| 7) Navires réfrigérés | | | 0.0 | | 0.0 |
| 8) Navires conteneurs et lignes rapides | | | 0.0 | | 0.0 |
| 9) Navires rouliers | | | 0.0 | | 0.0 |
| 10) Navires transporteurs d'automobiles | | | 0.0 | | 0.0 |
| 11) Transporteurs de gaz de pétrole liquide (4) | | | 0.0 | | 0.0 |
| 12) Transporteurs de gaz naturel liquéfié (4) | | | 0.0 | | 0.0 |
| 13) Transporteurs de voitures | | | 0.0 | | 0.0 |
| 14) Paquebots | 3 | 240 457 | 97.6 | 309 362 | 93.6 |
| 15) Navires de pêche | 6 | 4 685 | 1.9 | 14 855 | 4.5 |
| 16) Autres navires non cargos | 5 | 1 282 | 0.5 | 6 410 | 1.9 |
| TOTAL (=II) | 14 | 246 424 | 100 | 330 627 | 100 |
| VI. Valeur des navires achevés | Monnaie nationale* | Dollar EU** | Ech. taux*** | % | |
| Total | 1 000 | | | 100 | * Million Euros ** Million Dollar |
| of which for export(1) | 960 | | | 96.0 | *** Euros/Dollar |

Note: Nbr. est le nombre de navires de 100 tb et plus, navires militaires exclus.

(a) Voir Table IV: "La spécification en tonnage compensé".

(1) Tonnage destiné à être délivré à des pays/pavillons étrangers.

(2) Y compris les pétroliers à doubles fonds ou parois.

(3) Navires remplissant les conditions de l'OMI pour les pétroliers à double coque.

(4) Volume en mètre cubes: GPL:.....; GNL:.....

FRANCE**III. NOUVELLES COMMANDES**

ANNEE: 2002

| | Nbr. | tb | % | tbc(a) | % |
|--|--------------------|-------------|--------------|--------|------|
| I. Commandes passées, Total | 19 | 61 915 | 100 | 86 525 | 100 |
| dont pour exportation (1) | 2 | 200 | 0.3 | 800 | 0.9 |
| II. Types commandés (décomposition de I) | | | | | |
| 1) Pétroliers (simple coque) (2) | | | 0.0 | | 0.0 |
| 2) Pétroliers (double coque) (3) | | | 0.0 | | 0.0 |
| 3) Transporteurs de produits pétroliers et chimiques | | | 0.0 | | 0.0 |
| 4) Transporteurs de vrac (transporteurs combinés exclus) | | | 0.0 | | 0.0 |
| 5) Transporteurs combinés | | | 0.0 | | 0.0 |
| 6) Cargos généraux | | | 0.0 | | 0.0 |
| 7) Navires réfrigérés | | | 0.0 | | 0.0 |
| 8) Navires conteneurs et lignes rapides | | | 0.0 | | 0.0 |
| 9) Navires rouliers | | | 0.0 | | 0.0 |
| 10) Navires transporteurs d'automobiles | | | 0.0 | | 0.0 |
| 11) Transporteurs de gaz de pétrole liquide (4) | | | 0.0 | | 0.0 |
| 12) Transporteurs de gaz naturel liquéfié (4) | 1 | 49 700 | 80.3 | 49 700 | 57.4 |
| 13) Transporteurs de voitures | | | 0.0 | | 0.0 |
| 14) Paquebots | | | 0.0 | | 0.0 |
| 15) Navires de pêche | 11 | 2 170 | 3.5 | 8 680 | 10.0 |
| 16) Autres navires non cargos | 7 | 10 045 | 16.2 | 28 145 | 32.5 |
| TOTAL (=I) | 19 | 61 915 | 100 | 86 525 | 100 |
| III. Valeur des commandes | Monnaie nationale* | Dollar EU** | Ech. taux*** | % | |
| Total | 300 | | | 100 | |
| dont pour exportation (1) | 3 | | | 1.0 | |

* Million Euros

** Million Dollar

*** Euros/Dollar

Note: Nbr. est le nombre de navires de 100 tb et plus, navires militaires exclus.

(a) Voir Table IV: "La spécification en tonnage compensé".

(1) Tonnage destiné à être délivré à des pays/pavillons étrangers.

(2) Y compris les pétroliers à doubles fonds ou parois.

(3) Navires remplissant les conditions de l'OMI pour les pétroliers à double coque.

(4) Volume en mètre cubes: GPL:.....; GNL: 74 130

FRANCE**IV. SPECIFICATION EN TONNAGE COMPENSE**

ANNEE: 2002

| Types des navires | coefficient | Carnet fin de 2002 | | Achevés en 2002 | | Commandés en 2002 | |
|---|-------------|--------------------|-----|-----------------|-----|-------------------|-----|
| | | Nbr. | tbc | Nbr. | tbc | Nbr. | tbc |
| 1) Pétroliers (tpl) (simple coque) (1) | | | | | | | |
| sous 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 et plus | 0.25 | | | | | | |
| 2) Pétroliers (tpl) (double coque) (2) | | | | | | | |
| sous 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 et plus | 0.30 | | | | | | |
| 3) Transporteurs de produits pétroliers et chimiques (tpl) | | | | | | | |
| sous 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 et plus | 0.55 | | | | | | |

Note: Nbr. est le nombre de navires de 100 tb et plus, navires militaires exclus.

(1) Y compris les pétroliers à doubles fonds ou parois.

(2) Navires remplissant les conditions de l'OMI pour les pétroliers à double coque.

FRANCE**IV. SPECIFICATION EN TONNAGE COMPENSE (suite)**

ANNEE: 2002

| Types des navires | coefficient | Carnet fin de 2002 | | Achevés en 2002 | | Commandés en 2002 | |
|---|-------------|--------------------|-----|-----------------|-----|-------------------|-----|
| | | Nbr. | tbc | Nbr. | tbc | Nbr. | tbc |
| 4) Transporteurs de vrac (transporteurs combinés exclus) | | | | | | | |
| sous 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 et plus | 0.30 | | | | | | |
| 5) Transporteurs combinés (tpl) | | | | | | | |
| sous 10 000 | (3) | | | | | | |
| 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 et plus | 0.40 | | | | | | |
| 6) Cargos généraux (tpl) | | | | | | | |
| sous 4 000 | 1.85 | | | | | | |
| 4 000 - 10 000 | 1.35 | | | | | | |
| 10 000 - 20 000 | 1.00 | | | | | | |
| 20 000 - 30 000 | 0.85 | | | | | | |
| 30 000 et plus | (4) | | | | | | |
| 7) Reefers (tpl) | | | | | | | |
| sous 4 000 | 2.05 | | | | | | |
| 4 000 - 10 000 | 1.50 | | | | | | |
| 10 000 et plus | 1.25 | | | | | | |

Note: Nbr. est le nombre de navires de 100 tb et plus, navires militaires exclus.

(3) Le même coefficient que pour les "transporteurs de vrac".

(4) Le même coefficient que pour les "transporteurs combinés".

FRANCE**IV. SPECIFICATION EN TONNAGE COMPENSE (suite)**

ANNEE: 2002

| Types des navires | coefficient | Carnet fin de 2002 | | Achevés en 2002 | | Commandés en 2002 | |
|---|-------------|--------------------|-----|-----------------|-----|-------------------|-----|
| | | Nbr. | tbc | Nbr. | tbc | Nbr. | tbc |
| 8) Navires conteneurs et lignes rapides (tpl) | | | | | | | |
| sous 4 000 | (5) | | | | | | |
| 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 et plus | 0.65 | | | | | | |
| 9) Navires rouliers (tpl) | | | | | | | |
| sous 4 000 | 1.50 | | | | | | |
| 4 000 - 10 000 | 1.05 | | | | | | |
| 10 000 - 20 000 | 0.80 | | | | | | |
| 20 000 - 30 000 | 0.70 | | | | | | |
| 30 000 et plus | 0.65 | | | | | | |
| 10) Navires transporteurs d'automobiles (tpl) | | | | | | | |
| sous 4 000 | 1.10 | | | | | | |
| 4 000 - 10 000 | 0.75 | | | | | | |
| 10 000 - 20 000 | 0.65 | | | | | | |
| 20 000 - 30 000 | 0.55 | | | | | | |
| 30 000 et plus | 0.45 | | | | | | |
| 11) Transporteurs de gaz de pétrole liquide (tpl) | | | | | | | |
| sous 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 et plus | 0.70 | | | | | | |

Note: Nbr. est le nombre de navires de 100 tb et plus, navires militaires exclus.

(5) Le même coefficient que pour les "cargos généraux".

FRANCE**IV. SPECIFICATION EN TONNAGE COMPENSE (suite)**

ANNEE: 2002

| Types des navires | coefficient | Carnet fin de 2002 | | Achevés en 2002 | | Commandés en 2002 | |
|--|-------------|--------------------|---------|-----------------|---------|-------------------|--------|
| | | Nbr. | tbc | Nbr. | tbc | Nbr. | tbc |
| 12) Transporteurs de gaz naturel liquéfié (tpl) | | | | | | | |
| sous 10 000 | (6) | | | | | | |
| 10 000 - 20 000 | 1.25 | | | | | | |
| 20 000 - 30 000 | 1.15 | | | | | | |
| 30 000 - 50 000 | 1.00 | 1 | 49 700 | | | 1 | 49 700 |
| 50 000 et plus | 0.75 | | | | | | |
| 13) Transporteurs de voitures (tb) | | | | | | | |
| sous 1 000 | 3.00 | | | | | | |
| 1 000 - 3 000 | 2.25 | | | | | | |
| 3 000 - 10 000 | 1.65 | | | | | | |
| 10 000 - 20 000 | 1.15 | | | | | | |
| 20 000 et plus | 0.90 | | | | | | |
| 14) Paquebots (tb) | | | | | | | |
| sous 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 | 2 | 164 500 | 1 | 82 040 | | |
| 60 000 et plus | 1.25 | 3 | 387 034 | 2 | 227 322 | | |
| 15) Navires de pêche (tb) | | | | | | | |
| sous 1 000 | 4.00 | 11 | 8 680 | 3 | 3 200 | 11 | 8 680 |
| 1 000 - 3 000 | 3.00 | | | 3 | 11 655 | | |
| 3 000 et plus | 2.00 | | | | | | |
| 16) Autres navires non cargos (tb) | | | | | | | |
| sous 1 000 | 5.00 | 5 | 9 725 | 5 | 6 410 | 5 | 8 225 |
| 1 000 - 3 000 | 3.20 | 1 | 8 320 | | | 1 | 8 320 |
| 3 000 - 10 000 | 2.00 | 2 | 18 200 | | | 1 | 11 600 |
| 10 000 et plus | 1.50 | | | | | | |

Note: Nbr. est le nombre de navires de 100 tb et plus, navires militaires exclus.

(5) Le même coefficient que pour les "transporteurs de gaz de pétrole liquide".

GERMANY**I. STATE OF THE ORDERBOOK**

STATE AT THE END OF 2002

| | No. | gt | % | cgt(a) | % |
|--|-----------------------|-------------|---------------------|------------|-------------------|
| I. Tonnage building | 48 | 854 895 | 44.2 | 917 530 | 48.0 |
| II. Tonnage yet to lay down (1) | 71 | 1 080 119 | 55.8 | 994 242 | 52.0 |
| III. Total tonnage on orderbook | 119 | 1 935 014 | 100 | 1 911 772 | 100 |
| of which for export (2) | 71 | 1 465 763 | 75.7 | 1 443 044 | 75.5 |
| IV. Types of ships on orderbook (breakdown of III) | | | | | |
| 1) Crude oil tankers (single hull) (3) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (4) | 3 | 64 059 | 3.3 | 44 841 | 2.3 |
| 3) Product and chemical carriers | 4 | 43 880 | 2.3 | 47 439 | 2.5 |
| 4) Bulk carriers (excl. combined carriers) | | | 0.0 | | 0.0 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | 3 | 23 100 | 1.2 | 31 185 | 1.6 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | 60 | 1 096 300 | 56.7 | 914 790 | 47.9 |
| 9) Ro-Ro vessels | 10 | 256 940 | 13.3 | 212 552 | 11.1 |
| 10) Car carriers | | | 0.0 | | 0.0 |
| 11) LPG carriers (5) | | | 0.0 | | 0.0 |
| 12) LNG carriers (5) | | | 0.0 | | 0.0 |
| 13) Ferries | 2 | 73 500 | 3.8 | 66 150 | 3.5 |
| 14) Passenger ships | 20 | 341 340 | 17.6 | 513 110 | 26.8 |
| 15) Fishing vessels | | | 0.0 | | 0.0 |
| 16) Other non-cargo vessels | 17 | 35 895 | 1.9 | 81 705 | 4.3 |
| TOTAL (=III) | 119 | 1 935 014 | 100 | 1 911 772 | 100 |
| V. Value of orderbook | National currency* | US Dollar** | Exchange rate*** | % | * Million Euro |
| Total | 5 511 | | | 100 | ** Million Dollar |
| of which for export(2) | 4 414 | | | 80.1 | *** Euro/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Firm contracts only, options not included.

(2) Tonnage to be delivered to foreign countries/flags.

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

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

(5) Volume in cubic metres:

GERMANY**II. SHIPS COMPLETED**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|-------------------------------------|
| I. Ships launched | 67 | 1 249 787 | 100 | 1 168 469 | 100 |
| of which for export (1) | 34 | 797 880 | 63.8 | 790 982 | 67.7 |
| II. Ships completed | 68 | 1 282 634 | 100 | 1 229 024 | 100 |
| of which for export (1) | 37 | 847 997 | 66.1 | 863 406 | 70.3 |
| III. Types of ships completed (breakdown of II) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (3) | 2 | 43 698 | 3.4 | 30 589 | 2.5 |
| 3) Product and chemical carriers | | | 0.0 | | 0.0 |
| 4) Bulk carriers (excl. combined carriers) | | | 0.0 | | 0.0 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | | | 0.0 | | 0.0 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | 42 | 747 183 | 58.3 | 606 061 | 49.3 |
| 9) Ro-Ro vessels | 4 | 99 408 | 7.8 | 92 969 | 7.6 |
| 10) Car carriers | | | 0.0 | | 0.0 |
| 11) LPG carriers (4) | 1 | 3 600 | 0.3 | 5 760 | 0.5 |
| 12) LNG carriers (4) | | | 0.0 | | 0.0 |
| 13) Ferries | 5 | 119 300 | 9.3 | 109 935 | 8.9 |
| 14) Passenger ships | 9 | 268 405 | 20.9 | 378 510 | 30.8 |
| 15) Fishing vessels | | | 0.0 | | 0.0 |
| 16) Other non-cargo vessels | 5 | 1 040 | 0.1 | 5 200 | 0.4 |
| TOTAL (=II) | 68 | 1 282 634 | 100 | 1 229 024 | 100 |
| IV. Value of ships completed | National currency* | US Dollar** | Exchange rate*** | % | |
| Total | 3 416 | | | 100 | * Million Euro ** Million Dollar |
| of which for export(1) | 2 657 | | | 77.8 | *** Euro/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG: 3 000

GERMANY**III. NEW ORDERS**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|-------------------------------------|
| I. Orders placed, Total | 50 | 813 290 | 100 | 742 170 | 100 |
| of which for export (1) | 29 | 559 990 | 68.9 | 484 506 | 65.3 |
| II. Types of ships ordered (breakdown of I) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (3) | | | 0.0 | | 0.0 |
| 3) Product and chemical carriers | 3 | 33 580 | 4.1 | 36 624 | 4.9 |
| 4) Bulk carriers (excl. combined carriers) | | | 0.0 | | 0.0 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | | | 0.0 | | 0.0 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | 32 | 626 100 | 77.0 | 529 890 | 71.4 |
| 9) Ro-Ro vessels | 3 | 77 270 | 9.5 | 61 816 | 8.3 |
| 10) Car carriers | | | 0.0 | | 0.0 |
| 11) LPG carriers (4) | | | 0.0 | | 0.0 |
| 12) LNG carriers (4) | | | 0.0 | | 0.0 |
| 13) Ferries | 1 | 40 000 | 4.9 | 36 000 | 4.9 |
| 14) Passenger ships | 4 | 15 620 | 1.9 | 32 920 | 4.4 |
| 15) Fishing vessels | | | 0.0 | | 0.0 |
| 16) Other non-cargo vessels | 7 | 20 720 | 2.5 | 44 920 | 6.1 |
| TOTAL (=I) | 50 | 813 290 | 100 | 742 170 | 100 |
| III. Value of ships ordered | National currency* | US Dollar** | Exchange rate*** | % | |
| Total | 1 681 | | | 100 | * Million Euro ** Million Dollar |
| of which for export(1) | 1 137 | | | 67.7 | *** Euro/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters:

GERMANY**IV. SPECIFICATION IN COMPENSATED TONNAGE**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|--------|-------------------|--------|-----------------|--------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 1) Crude oil tankers (dwt) (single hull) (1) | | | | | | | |
| 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) (2) | | | | | | | |
| under 4 000 | 1.85 | | | | | | |
| 4 000 - 10 000 | 1.30 | | | | | | |
| 10 000 - 30 000 | 0.85 | | | | | | |
| 30 000 - 50 000 | 0.70 | 3 | 44 841 | 2 | 30 589 | | |
| 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 & chemical carriers (dwt) | | | | | | | |
| under 4 000 | 2.30 | | | | | | |
| 4 000 - 10 000 | 1.60 | 2 | 19 520 | | | 2 | 19 520 |
| 10 000 - 30 000 | 1.05 | 1 | 10 815 | | | | |
| 30 000 - 50 000 | 0.80 | 1 | 17 104 | | | 1 | 17 104 |
| 50 000 - 80 000 | 0.60 | | | | | | |
| 80 000 and over | 0.55 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

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

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

GERMANY**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|--------|-------------------|-----|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 4) Bulk carriers (excluding combined carriers) (dwt) | | | | | | | |
| 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 | (3) | | | | | | |
| 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 | 3 | 31 185 | | | | |
| 10 000 - 20 000 | 1.00 | | | | | | |
| 20 000 - 30 000 | 0.85 | | | | | | |
| 30 000 and over | (4) | | | | | | |
| 7) Reefers (dwt) | | | | | | | |
| under 4 000 | 2.05 | | | | | | |
| 4 000 - 10 000 | 1.50 | | | | | | |
| 10 000 and over | 1.25 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(3) Same coefficient as for "bulk carriers".

(4) Same coefficient as for "Combined carriers".

GERMANY**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|--|-------------|-----------------------|---------|-------------------|---------|-----------------|---------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 8) Full container ships and high speed liners (dwt) | | | | | | | |
| under 4 000 | (5) | | | | | | |
| 4 000 - 10 000 | 1.20 | 14 | 124 320 | 9 | 68 227 | 10 | 93 360 |
| 10 000 - 20 000 | 0.90 | 19 | 252 720 | 10 | 105 052 | 6 | 128 880 |
| 20 000 - 30 000 | 0.80 | 3 | 61 200 | 3 | 41 200 | 3 | 61 200 |
| 30 000 - 50 000 | 0.75 | 24 | 476 550 | 20 | 391 582 | 13 | 246 450 |
| 50 000 and over | 0.65 | | | | | | |
| 9) Ro-Ro vessels (dwt) | | | | | | | |
| under 4 000 | 1.50 | 1 | 15 000 | | | | |
| 4 000 - 10 000 | 1.05 | | | 2 | 55 584 | | |
| 10 000 - 20 000 | 0.80 | 9 | 197 552 | 2 | 37 385 | 3 | 61 816 |
| 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 | | | 1 | 5 760 | | |
| 10 000 - 20 000 | 1.15 | | | | | | |
| 20 000 - 30 000 | 0.90 | | | | | | |
| 30 000 - 50 000 | 0.80 | | | | | | |
| 50 000 and over | 0.70 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(5) Same coefficient as for "general cargo ships".

GERMANY**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|----------------------------------|-------------|-----------------------|---------|-------------------|---------|-----------------|--------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 12) LNG carriers (dwt) | | | | | | | |
| under 10 000 | (6) | | | | | | |
| 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 | | | 1 | 4 275 | | |
| 3 000 - 10 000 | 1.65 | | | | | | |
| 10 000 - 20 000 | 1.15 | | | | | | |
| 20 000 and over | 0.90 | 2 | 66 150 | 4 | 105 660 | 1 | 36 000 |
| 14) Passenger ships (gt) | | | | | | | |
| under 1 000 | 6.00 | 7 | 10 620 | 1 | 660 | 3 | 2 520 |
| 1 000 - 3 000 | 4.00 | 5 | 44 000 | 3 | 24 800 | | |
| 3 000 - 10 000 | 3.00 | 3 | 51 510 | | | | |
| 10 000 - 20 000 | 2.00 | 1 | 30 400 | 1 | 29 432 | 1 | 30 400 |
| 20 000 - 40 000 | 1.60 | | | 1 | 36 800 | | |
| 40 000 - 60 000 | 1.40 | 1 | 59 080 | 1 | 59 205 | | |
| 60 000 and over | 1.25 | 3 | 317 500 | 2 | 227 613 | | |
| 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 | 11 | 12 325 | 5 | 5 200 | 3 | 1 600 |
| 1 000 - 3 000 | 3.20 | 1 | 6 720 | | | 1 | 6 720 |
| 3 000 - 10 000 | 2.00 | 5 | 62 660 | | | 3 | 36 600 |
| 10 000 and over | 1.50 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(6) Same coefficient as for "LPG carriers".

ITALY**I. STATE OF THE ORDERBOOK**

STATE AT THE END OF 2002

| | No. | gt | % | cgt(a) | % |
|--|-----------------------|-------------|---------------------|------------|-------------------|
| I. Tonnage building | 57 | 1 951 324 | 64.8 | 2 138 676 | 60.5 |
| II. Tonnage yet to lay down (1) | 126 | 1 059 868 | 35.2 | 1 398 566 | 39.5 |
| III. Total tonnage on orderbook | 183 | 3 011 192 | 100 | 3 537 242 | 100 |
| of which for export (2) | 18 | 850 626 | 28.2 | 1 095 545 | 31.0 |
| IV. Types of ships on orderbook (breakdown of III) | | | | | |
| 1) Crude oil tankers (single hull) (3) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (4) | | | 0.0 | | 0.0 |
| 3) Product and chemical carriers | 38 | 373 469 | 12.4 | 451 484 | 12.8 |
| 4) Bulk carriers (excl. combined carriers) | | | 0.0 | | 0.0 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | 1 | 580 | 0.0 | 1 073 | 0.0 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | | | 0.0 | | 0.0 |
| 9) Ro-Ro vessels | 12 | 310 600 | 10.3 | 276 900 | 7.8 |
| 10) Car carriers | 4 | 226 640 | 7.5 | 128 700 | 3.6 |
| 11) LPG carriers (5) | 3 | 36 400 | 1.2 | 38 400 | 1.1 |
| 12) LNG carriers (5) | 8 | 33 200 | 1.1 | 47 030 | 1.3 |
| 13) Ferries | 32 | 696 300 | 23.1 | 690 250 | 19.5 |
| 14) Passenger ships | 25 | 1 234 076 | 41.0 | 1 688 900 | 47.7 |
| 15) Fishing vessels | | | 0.0 | | 0.0 |
| 16) Other non-cargo vessels | 60 | 99 927 | 3.3 | 214 505 | 6.1 |
| TOTAL (=III) | 183 | 3 011 192 | 100 | 3 537 242 | 100 |
| V. Value of orderbook | National currency* | US Dollar** | Exchange rate*** | % | * Million Euro |
| Total | 12 809 | | | 100 | ** Million Dollar |
| of which for export(2) | 3 628 | | | 28.3 | *** Euro/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Firm contracts only, options not included.

(2) Tonnage to be delivered to foreign countries/flags.

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

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

(5) Volume in cubic metres: LPG: 65 700; LNG: 32 200

ITALY**II. SHIPS COMPLETED**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|-------------------|
| I. Ships launched | 15 | 417 135 | 100 | 452 518 | 100 |
| of which for export (1) | 1 | 109 400 | 26.2 | 136 750 | 30.2 |
| II. Ships completed | 19 | 596 498 | 100 | 643 622 | 100 |
| of which for export (1) | 5 | 382 500 | 64.1 | 449 250 | 69.8 |
| III. Types of ships completed (breakdown of II) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (3) | | | 0.0 | | 0.0 |
| 3) Product and chemical carriers | 4 | 20 140 | 3.4 | 29 557 | 4.6 |
| 4) Bulk carriers (excl. combined carriers) | | | 0.0 | | 0.0 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | | | 0.0 | | 0.0 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | | | 0.0 | | 0.0 |
| 9) Ro-Ro vessels | 2 | 50 000 | 8.4 | 45 000 | 7.0 |
| 10) Car carriers | 1 | 56 660 | 9.5 | 32 175 | 5.0 |
| 11) LPG carriers (4) | | | 0.0 | | 0.0 |
| 12) LNG carriers (4) | | | 0.0 | | 0.0 |
| 13) Ferries | 4 | 167 500 | 28.1 | 150 750 | 23.4 |
| 14) Passenger ships | 4 | 300 150 | 50.3 | 375 900 | 58.4 |
| 15) Fishing vessels | | | 0.0 | | 0.0 |
| 16) Other non-cargo vessels | 4 | 2 048 | 0.3 | 10 240 | 1.6 |
| TOTAL (=II) | 19 | 596 498 | 100 | 643 622 | 100 |
| IV. Value of ships completed | National currency* | US Dollar** | Exchange rate*** | % | * Million Euro |
| Total | 1 631 | | | 100 | ** Million Dollar |
| of which for export(1) | 1 205 | | | 73.9 | *** Euro/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG:.....; LNG:.....

ITALY**III. NEW ORDERS**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|-------------------|
| I. Orders placed, Total | | | 100 | | 100 |
| of which for export (1) | | | | | |
| II. Types of ships ordered (breakdown of I) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | | | |
| 2) Crude oil tankers (double hull) (3) | | | | | |
| 3) Product and chemical carriers | | | | | |
| 4) Bulk carriers (excl. combined carriers) | | | | | |
| 5) Combined carriers | | | | | |
| 6) General cargo ships | | | | | |
| 7) Reefers | | | | | |
| 8) Full container ships and high speed liners | | | | | |
| 9) Ro-Ro vessels | | | | | |
| 10) Car carriers | | | | | |
| 11) LPG carriers (4) | | | | | |
| 12) LNG carriers (4) | | | | | |
| 13) Ferries | | | | | |
| 14) Passenger ships | | | | | |
| 15) Fishing vessels | | | | | |
| 16) Other non-cargo vessels | | | | | |
| TOTAL (=I) | | | 100 | | 100 |
| III. Value of ships ordered | National currency* | US Dollar** | Exchange rate*** | % | * Million Euro |
| Total | | | | 100 | ** Million Dollar |
| of which for export(1) | | | | | *** Euro/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG:.....; LNG:.....

ITALY**IV. SPECIFICATION IN COMPENSATED TONNAGE**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|---------|-------------------|--------|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 1) Crude oil tankers (dwt) (single hull) (1) | | | | | | | |
| 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) (2) | | | | | | | |
| 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 & chemical carriers (dwt) | | | | | | | |
| under 4 000 | 2.30 | 2 | 9 837 | 1 | 6 877 | | |
| 4 000 - 10 000 | 1.60 | 14 | 121 220 | 2 | 15 680 | | |
| 10 000 - 30 000 | 1.05 | 16 | 221 217 | 1 | 7 000 | | |
| 30 000 - 50 000 | 0.80 | 6 | 99 300 | | | | |
| 50 000 - 80 000 | 0.60 | | | | | | |
| 80 000 and over | 0.55 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

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

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

ITALY**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|-------|-------------------|-----|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 4) Bulk carriers (excluding combined carriers) (dwt) | | | | | | | |
| 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 | (3) | | | | | | |
| 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 | 1 | 1 073 | | | | |
| 4 000 - 10 000 | 1.35 | | | | | | |
| 10 000 - 20 000 | 1.00 | | | | | | |
| 20 000 - 30 000 | 0.85 | | | | | | |
| 30 000 and over | (4) | | | | | | |
| 7) Reefers (dwt) | | | | | | | |
| under 4 000 | 2.05 | | | | | | |
| 4 000 - 10 000 | 1.50 | | | | | | |
| 10 000 and over | 1.25 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(3) Same coefficient as for "bulk carriers".

(4) Same coefficient as for "Combined carriers".

ITALY**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|--|-------------|-----------------------|---------|-------------------|--------|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 8) Full container ships and high speed liners (dwt) | | | | | | | |
| under 4 000 | (5) | | | | | | |
| 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 | | | | | | |
| 9) Ro-Ro vessels (dwt) | | | | | | | |
| under 4 000 | 1.50 | 2 | 12 500 | | | | |
| 4 000 - 10 000 | 1.05 | 6 | 198 000 | 2 | 45 000 | | |
| 10 000 - 20 000 | 0.80 | 4 | 66 400 | | | | |
| 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 | 4 | 128 700 | 1 | 32 175 | | |
| 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 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(5) Same coefficient as for "general cargo ships".

ITALY**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|-----------|-------------------|---------|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 12) LNG carriers (dwt) | | | | | | | |
| under 10 000 | (6) | | | | | | |
| 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 | 4 | 22 140 | | | | |
| 3 000 - 10 000 | 1.65 | 6 | 106 000 | | | | |
| 10 000 - 20 000 | 1.15 | 6 | 117 970 | | | | |
| 20 000 and over | 0.90 | 16 | 444 140 | 4 | 150 750 | | |
| 14) Passenger ships (gt) | | | | | | | |
| under 1 000 | 6.00 | | | 1 | 900 | | |
| 1 000 - 3 000 | 4.00 | 3 | 35 200 | | | | |
| 3 000 - 10 000 | 3.00 | 6 | 86 550 | | | | |
| 10 000 - 20 000 | 2.00 | 3 | 87 400 | | | | |
| 20 000 - 40 000 | 1.60 | 2 | 80 000 | | | | |
| 40 000 - 60 000 | 1.40 | 3 | 198 000 | | | | |
| 60 000 and over | 1.25 | 9 | 1 202 650 | 3 | 375 000 | | |
| 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 | 43 | 69 990 | 9 | 10 240 | | |
| 1 000 - 3 000 | 3.20 | 8 | 42 015 | | | | |
| 3 000 - 10 000 | 2.00 | 5 | 33 200 | | | | |
| 10 000 and over | 1.50 | 4 | 69 300 | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(6) Same coefficient as for "LPG carriers".

SPAIN**I. STATE OF THE ORDERBOOK**

STATE AT THE END OF 2002

| | No. | gt | % | cgt(a) | % |
|--|-----------------------|-------------|---------------------|------------|-------------------|
| I. Tonnage building | 51 | 643 676 | 83.5 | 617 490 | 79.0 |
| II. Tonnage yet to lay down (1) | 27 | 126 776 | 16.5 | 164 548 | 21.0 |
| III. Total tonnage on orderbook | 78 | 770 452 | 100 | 782 038 | 100 |
| of which for export (2) | 38 | 498 574 | 64.7 | 501 930 | 64.2 |
| IV. Types of ships on orderbook (breakdown of III) | | | | | |
| 1) Crude oil tankers (single hull) (3) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (4) | | | 0.0 | | 0.0 |
| 3) Product and chemical carriers | 6 | 75 243 | 9.8 | 74 567 | 9.5 |
| 4) Bulk carriers (excl. combined carriers) | | | 0.0 | | 0.0 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | 1 | 3 990 | 0.5 | 5 386 | 0.7 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | | | 0.0 | | 0.0 |
| 9) Ro-Ro vessels | 1 | 16 868 | 2.2 | 17 520 | 2.2 |
| 10) Car carriers | 2 | 30 448 | 4.0 | 33 492 | 4.3 |
| 11) LPG carriers (5) | 1 | 7 666 | 1.0 | 12 266 | 1.6 |
| 12) LNG carriers (5) | 5 | 467 250 | 60.6 | 350 440 | 44.8 |
| 13) Ferries | 4 | 82 739 | 10.7 | 80 341 | 10.3 |
| 14) Passenger ships | | | 0.0 | | 0.0 |
| 15) Fishing vessels | 19 | 15 764 | 2.0 | 48 360 | 6.2 |
| 16) Other non-cargo vessels | 39 | 70 666 | 9.2 | 159 666 | 20.4 |
| TOTAL (=III) | 78 | 770 452 | 100 | 782 038 | 100 |
| V. Value of orderbook | National currency* | US Dollar** | Exchange rate*** | % | * Million Euro |
| Total | 2 879 | | | 100 | ** Million Dollar |
| of which for export(2) | 1 902 | | | 66.1 | *** Euro/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Firm contracts only, options not included.

(2) Tonnage to be delivered to foreign countries/flags.

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

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

(5) Volume in cubic metres: LPG:7 000 ; LNG: 690 000

SPAIN**II. SHIPS COMPLETED**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|-------------------|
| I. Ships launched | 57 | 418 625 | 100 | 430 792 | 100 |
| of which for export (1) | 25 | 247 436 | 59.1 | 237 011 | 55.2 |
| II. Ships completed | 52 | 206 264 | 100 | 301 229 | 100 |
| of which for export (1) | 22 | 101 703 | 49.3 | 156 191 | 51.9 |
| III. Types of ships completed (breakdown of II) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (3) | | | 0.0 | | 0.0 |
| 3) Product and chemical carriers | 5 | 62 957 | 30.5 | 63 243 | 21.0 |
| 4) Bulk carriers (excl. combined carriers) | | | 0.0 | | 0.0 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | | | 0.0 | | 0.0 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | | | 0.0 | | 0.0 |
| 9) Ro-Ro vessels | 1 | 15 224 | 7.4 | 15 985 | 5.3 |
| 10) Car carriers | 2 | 28 941 | 14.0 | 31 835 | 10.6 |
| 11) LPG carriers (4) | | | 0.0 | | 0.0 |
| 12) LNG carriers (4) | | | 0.0 | | 0.0 |
| 13) Ferries | 2 | 27 878 | 13.5 | 27 389 | 9.1 |
| 14) Passenger ships | | | 0.0 | | 0.0 |
| 15) Fishing vessels | 20 | 14 419 | 7.0 | 49 623 | 16.5 |
| 16) Other non-cargo vessels | 22 | 56 845 | 27.6 | 113 154 | 37.6 |
| TOTAL (=II) | 52 | 206 264 | 100 | 301 229 | 100 |
| IV. Value of ships completed | National currency* | US Dollar** | Exchange rate*** | % | * Million Euro |
| Total | 934 | | | 100 | ** Million Dollar |
| of which for export(1) | 566 | | | 60.6 | *** Euro/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG:.....; LNG:.....

SPAIN**III. NEW ORDERS**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|-------------------------------------|
| I. Orders placed, Total | 48 | 178 366 | 100 | 264 004 | 100 |
| of which for export (1) | 25 | 140 813 | 78.9 | 194 374 | 73.6 |
| II. Types of ships ordered (breakdown of I) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (3) | | | 0.0 | | 0.0 |
| 3) Product and chemical carriers | 3 | 26 358 | 14.8 | 29 269 | 11.1 |
| 4) Bulk carriers (excl. combined carriers) | | | 0.0 | | 0.0 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | | | 0.0 | | 0.0 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | | | 0.0 | | 0.0 |
| 9) Ro-Ro vessels | | | 0.0 | | 0.0 |
| 10) Car carriers | 1 | 15 224 | 8.5 | 16 746 | 6.3 |
| 11) LPG carriers (4) | | | 0.0 | | 0.0 |
| 12) LNG carriers (4) | | | 0.0 | | 0.0 |
| 13) Ferries | 3 | 79 023 | 44.3 | 74 210 | 28.1 |
| 14) Passenger ships | | | 0.0 | | 0.0 |
| 15) Fishing vessels | 11 | 10 244 | 5.7 | 29 936 | 11.3 |
| 16) Other non-cargo vessels | 30 | 47 517 | 26.6 | 113 843 | 43.1 |
| TOTAL (=I) | 48 | 178 366 | 100 | 264 004 | 100 |
| III. Value of ships ordered | National currency* | US Dollar** | Exchange rate*** | % | |
| Total | 938 | | | 100 | * Million Euro ** Million Dollar |
| of which for export(1) | 729 | | | 77.7 | *** Euro/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG:.....; LNG:.....

SPAIN**IV. SPECIFICATION IN COMPENSATED TONNAGE**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|--------|-------------------|--------|-----------------|--------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 1) Crude oil tankers (dwt) (single hull) (1) | | | | | | | |
| 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) (2) | | | | | | | |
| 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 & chemical carriers (dwt) | | | | | | | |
| under 4 000 | 2.30 | | | | | | |
| 4 000 - 10 000 | 1.60 | 1 | 4 634 | 2 | 9 264 | 1 | 4 634 |
| 10 000 - 30 000 | 1.05 | 4 | 50 585 | 2 | 34 631 | 2 | 24 635 |
| 30 000 - 50 000 | 0.80 | 1 | 19 348 | 1 | 19 348 | | |
| 50 000 - 80 000 | 0.60 | | | | | | |
| 80 000 and over | 0.55 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

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

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

SPAIN**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|-------|-------------------|-----|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 4) Bulk carriers (excluding combined carriers) (dwt) | | | | | | | |
| 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 | (3) | | | | | | |
| 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 | 1 | 5 386 | | | | |
| 10 000 - 20 000 | 1.00 | | | | | | |
| 20 000 - 30 000 | 0.85 | | | | | | |
| 30 000 and over | (4) | | | | | | |
| 7) Reefers (dwt) | | | | | | | |
| under 4 000 | 2.05 | | | | | | |
| 4 000 - 10 000 | 1.50 | | | | | | |
| 10 000 and over | 1.25 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(3) Same coefficient as for "bulk carriers".

(4) Same coefficient as for "Combined carriers".

SPAIN**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|--|-------------|-----------------------|--------|-------------------|--------|-----------------|--------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 8) Full container ships and high speed liners (dwt) | | | | | | | |
| under 4 000 | (5) | | | | | | |
| 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 | | | | | | |
| 9) Ro-Ro vessels (dwt) | | | | | | | |
| under 4 000 | 1.50 | | | | | | |
| 4 000 - 10 000 | 1.05 | 1 | 17 520 | 1 | 15 985 | | |
| 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 | 2 | 33 492 | 2 | 31 835 | 1 | 16 746 |
| 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 | 1 | 12 266 | | | | |
| 10 000 - 20 000 | 1.15 | | | | | | |
| 20 000 - 30 000 | 0.90 | | | | | | |
| 30 000 - 50 000 | 0.80 | | | | | | |
| 50 000 and over | 0.70 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(5) Same coefficient as for "general cargo ships".

SPAIN**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|---------|-------------------|--------|-----------------|--------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 12) LNG carriers (dwt) | | | | | | | |
| under 10 000 | (6) | | | | | | |
| 10 000 - 20 000 | 1.25 | | | | | | |
| 20 000 - 30 000 | 1.15 | | | | | | |
| 30 000 - 50 000 | 1.00 | | | | | | |
| 50 000 and over | 0.75 | 5 | 350 440 | | | | |
| 13) Ferries (gt) | | | | | | | |
| under 1 000 | 3.00 | | | | | | |
| 1 000 - 3 000 | 2.25 | | | | | | |
| 3 000 - 10 000 | 1.65 | 1 | 6 131 | 1 | 5 057 | | |
| 10 000 - 20 000 | 1.15 | 1 | 14 210 | | | 1 | 14 210 |
| 20 000 and over | 0.90 | 2 | 60 000 | 1 | 22 332 | 2 | 60 000 |
| 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 | 13 | 19 972 | | | 8 | 12 516 |
| 1 000 - 3 000 | 3.00 | 5 | 20 538 | 5 | 24 159 | 2 | 9 570 |
| 3 000 and over | 2.00 | 1 | 7 850 | 15 | 25 464 | 1 | 7 850 |
| 16) Other non-cargo vessels (gt) | | | | | | | |
| under 1 000 | 5.00 | 29 | 53 505 | 16 | 24 715 | 23 | 43 720 |
| 1 000 - 3 000 | 3.20 | 3 | 13 760 | 1 | 4 013 | 3 | 13 760 |
| 3 000 - 10 000 | 2.00 | 4 | 35 616 | 3 | 33 812 | 2 | 18 616 |
| 10 000 and over | 1.50 | 3 | 56 785 | 2 | 50 614 | 2 | 37 474 |

Note: No. is number of ships of 100 gt and over; warships excluded.

(6) Same coefficient as for "LPG carriers".

POLAND**I. STATE OF THE ORDERBOOK**

STATE AT THE END OF 2002

| | No. | gt | % | cgt(a) | % |
|--|-----------------------|-------------|---------------------|------------|-------------------|
| I. Tonnage building | 13 | 393 587 | 22.6 | 294 013 | 23.9 |
| II. Tonnage yet to lay down (1) | 38 | 1 350 658 | 77.4 | 938 116 | 76.1 |
| III. Total tonnage on orderbook | 51 | 1 744 245 | 100 | 1 232 029 | 100 |
| of which for export (2) | 51 | 1 744 245 | 100.0 | 1 232 029 | 100.0 |
| IV. Types of ships on orderbook (breakdown of III) | | | | | |
| 1) Crude oil tankers (single hull) (3) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (4) | | | 0.0 | | 0.0 |
| 3) Product and chemical carriers | 6 | 180 510 | 10.3 | 144 405 | 11.7 |
| 4) Bulk carriers (excl. combined carriers) | 2 | 12 280 | 0.7 | 13 508 | 1.1 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | 5 | 147 773 | 8.5 | 115 253 | 9.4 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | 28 | 1 070 302 | 61.4 | 753 062 | 61.1 |
| 9) Ro-Ro vessels | | | 0.0 | | 0.0 |
| 10) Car carriers | 4 | 230 800 | 13.2 | 126 940 | 10.3 |
| 11) LPG carriers (5) | 2 | 99 100 | 5.7 | 69 370 | 5.6 |
| 12) LNG carriers (5) | | | 0.0 | | 0.0 |
| 13) Ferries | 3 | 1 960 | 0.1 | 4 928 | 0.4 |
| 14) Passenger ships | | | 0.0 | | 0.0 |
| 15) Fishing vessels | 1 | 1 520 | 0.1 | 4 560 | 0.4 |
| 16) Other non-cargo vessels | | | 0.0 | | 0.0 |
| TOTAL (=III) | 51 | 1 744 245 | 100 | 1 232 029 | 100 |
| V. Value of orderbook | National currency* | US Dollar** | Exchange rate*** | % | * Million PLN |
| Total | 7 080 | 1 843.8 | 3.84 | 100 | ** Million Dollar |
| of which for export(2) | 7 080 | 1 843.8 | | 100.0 | *** PLN/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Firm contracts only, options not included.

(2) Tonnage to be delivered to foreign countries/flags.

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

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

(5) Volume in cubic metres: LPG: 157 000; LNG:.....

POLAND**II. SHIPS COMPLETED**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|-------------------|
| I. Ships launched | 20 | 495 839 | 100 | 392 707 | 100 |
| of which for export (1) | 20 | 495 839 | 100.0 | 392 707 | 100.0 |
| II. Ships completed | 30 | 589 605 | 100 | 497 562 | 100 |
| of which for export (1) | 30 | 589 605 | 100.0 | 497 562 | 100.0 |
| III. Types of ships completed (breakdown of II) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (3) | | | 0.0 | | 0.0 |
| 3) Product and chemical carriers | 2 | 17 226 | 2.9 | 27 562 | 5.5 |
| 4) Bulk carriers (excl. combined carriers) | | | 0.0 | | 0.0 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | 3 | 69 033 | 11.7 | 60 919 | 12.2 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | 12 | 354 476 | 60.1 | 264 512 | 53.2 |
| 9) Ro-Ro vessels | 2 | 35 050 | 5.9 | 36 800 | 7.4 |
| 10) Car carriers | 2 | 97 420 | 16.5 | 63 324 | 12.7 |
| 11) LPG carriers (4) | | | 0.0 | | 0.0 |
| 12) LNG carriers (4) | | | 0.0 | | 0.0 |
| 13) Ferries | 4 | 10 100 | 1.7 | 18 525 | 3.7 |
| 14) Passenger ships | | | 0.0 | | 0.0 |
| 15) Fishing vessels | | | 0.0 | | 0.0 |
| 16) Other non-cargo vessels | 5 | 6 300 | 1.1 | 25 920 | 5.2 |
| TOTAL (=II) | 30 | 589 605 | 100 | 497 562 | 100 |
| IV. Value of ships completed | National currency* | US Dollar** | Exchange rate*** | % | * Million PLN |
| Total | 2 743 | 714.3 | 3.84 | 100 | ** Million Dollar |
| of which for export(1) | 2 743 | 714.3 | | 100.0 | *** PLN/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG:.....; LNG:.....

POLAND**III. NEW ORDERS**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|------------------------------------|
| I. Orders placed, Total | 27 | 760 890 | 100 | 554 285 | 100 |
| of which for export (1) | 27 | 760 890 | 100.0 | 554 285 | 100.0 |
| II. Types of ships ordered (breakdown of I) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (3) | | | 0.0 | | 0.0 |
| 3) Product and chemical carriers | 6 | 180 510 | 23.7 | 144 408 | 26.1 |
| 4) Bulk carriers (excl. combined carriers) | | | 0.0 | | 0.0 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | | | 0.0 | | 0.0 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | 11 | 311 050 | 40.9 | 236 649 | 42.7 |
| 9) Ro-Ro vessels | 2 | 35 050 | 4.6 | 36 800 | 6.6 |
| 10) Car carriers | 4 | 230 800 | 30.3 | 126 940 | 22.9 |
| 11) LPG carriers (4) | | | 0.0 | | 0.0 |
| 12) LNG carriers (4) | | | 0.0 | | 0.0 |
| 13) Ferries | 3 | 1 960 | 0.3 | 4 928 | 0.9 |
| 14) Passenger ships | | | 0.0 | | 0.0 |
| 15) Fishing vessels | 1 | 1 520 | 0.2 | 4 560 | 0.8 |
| 16) Other non-cargo vessels | | | 0.0 | | 0.0 |
| TOTAL (=I) | 27 | 760 890 | 100 | 554 285 | 100 |
| III. Value of ships ordered | National currency* | US Dollar** | Exchange rate*** | % | |
| Total | 4 405 | 1 147.1 | 3.84 | 100 | * Million PLN ** Million Dollar |
| of which for export(1) | 4 405 | 1 147.1 | | 100.0 | *** PLN/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG:.....; LNG:.....

POLAND**IV. SPECIFICATION IN COMPENSATED TONNAGE**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|---------|-------------------|--------|-----------------|---------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 1) Crude oil tankers (dwt) (single hull) (1) | | | | | | | |
| 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) (2) | | | | | | | |
| 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 & chemical carriers (dwt) | | | | | | | |
| under 4 000 | 2.30 | | | | | | |
| 4 000 - 10 000 | 1.60 | | | 2 | 27 562 | | |
| 10 000 - 30 000 | 1.05 | | | | | | |
| 30 000 - 50 000 | 0.80 | 6 | 144 408 | | | 6 | 144 408 |
| 50 000 - 80 000 | 0.60 | | | | | | |
| 80 000 and over | 0.55 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

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

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

POLAND**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|--------|-------------------|--------|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 4) Bulk carriers (excluding combined carriers) (dwt) | | | | | | | |
| under 4 000 | 1.60 | | | | | | |
| 4 000 - 10 000 | 1.10 | 2 | 13 508 | | | | |
| 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 | (3) | | | | | | |
| 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 | 1 | 17 693 | 2 | 36 575 | | |
| 20 000 - 30 000 | 0.85 | | | | | | |
| 30 000 and over | (4) | 4 | 97 560 | 1 | 24 344 | | |
| 7) Reefers (dwt) | | | | | | | |
| under 4 000 | 2.05 | | | | | | |
| 4 000 - 10 000 | 1.50 | | | | | | |
| 10 000 and over | 1.25 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(3) Same coefficient as for "bulk carriers".

(4) Same coefficient as for "Combined carriers".

POLAND**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|--|-------------|-----------------------|---------|-------------------|---------|-----------------|---------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 8) Full container ships and high speed liners (dwt) | | | | | | | |
| under 4 000 | (5) | | | | | | |
| 4 000 - 10 000 | 1.20 | | | | | | |
| 10 000 - 20 000 | 0.90 | | | 1 | 12 671 | | |
| 20 000 - 30 000 | 0.80 | 2 | 26 880 | 2 | 26 880 | 4 | 53 760 |
| 30 000 - 50 000 | 0.75 | 16 | 392 402 | 8 | 191 574 | 7 | 182 889 |
| 50 000 and over | 0.65 | 10 | 333 780 | 1 | 33 387 | | |
| 9) Ro-Ro vessels (dwt) | | | | | | | |
| under 4 000 | 1.50 | | | | | | |
| 4 000 - 10 000 | 1.05 | | | 2 | 36 800 | 2 | 36 800 |
| 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 | | | 2 | 63 324 | | |
| 20 000 - 30 000 | 0.55 | 4 | 126 940 | | | 4 | 126 940 |
| 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 | 2 | 69 370 | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(5) Same coefficient as for "general cargo ships".

POLAND**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|-------|-------------------|--------|-----------------|-------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 12) LNG carriers (dwt) | | | | | | | |
| under 10 000 | (6) | | | | | | |
| 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 | 2 | 2 070 | | | 2 | 2 070 |
| 1 000 - 3 000 | 2.25 | 1 | 2 858 | 2 | 6 975 | 1 | 2 858 |
| 3 000 - 10 000 | 1.65 | | | 2 | 11 550 | | |
| 10 000 - 20 000 | 1.15 | | | | | | |
| 20 000 and over | 0.90 | | | | | | |
| 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 | 1 | 4 560 | | | 1 | 4 560 |
| 3 000 and over | 2.00 | | | | | | |
| 16) Other non-cargo vessels (gt) | | | | | | | |
| under 1 000 | 5.00 | | | 4 | 16 000 | | |
| 1 000 - 3 000 | 3.20 | | | 1 | 9 920 | | |
| 3 000 - 10 000 | 2.00 | | | | | | |
| 10 000 and over | 1.50 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(6) Same coefficient as for "LPG carriers".

CANADA**I. STATE OF THE ORDERBOOK**

STATE AT THE END OF 2002

| | No. | gt | % | cgt(a) | % |
|--|-----------------------|-------------|---------------------|------------|------------|
| I. Tonnage building | 2 | 3 440 | 51.0 | 11 890 | 51.5 |
| II. Tonnage yet to lay down (1) | 2 | 3 300 | 49.0 | 11 190 | 48.5 |
| III. Total tonnage on orderbook | 4 | 6 740 | 100 | 23 080 | 100 |
| of which for export (2) | 2 | 840 | 12.5 | 4 200 | 18.2 |
| IV. Types of ships on orderbook (breakdown of III) | | | | | |
| 1) Crude oil tankers (single hull) (3) | | | | | |
| 2) Crude oil tankers (double hull) (4) | | | | | |
| 3) Product and chemical carriers | | | | | |
| 4) Bulk carriers (excl. combined carriers) | | | | | |
| 5) Combined carriers | | | | | |
| 6) General cargo ships | | | | | |
| 7) Reefers | | | | | |
| 8) Full container ships and high speed liners | | | | | |
| 9) Ro-Ro vessels | | | | | |
| 10) Car carriers | | | | | |
| 11) LPG carriers (5) | | | | | |
| 12) LNG carriers (5) | | | | | |
| 13) Ferries | | | | | |
| 14) Passenger ships | | | | | |
| 15) Fishing vessels | | | | | |
| 16) Other non-cargo vessels | 4 | 6 740 | 100.0 | 23 080 | 100.0 |
| TOTAL (=III) | 4 | 6 740 | 100 | 23 080 | 100 |
| V. Value of orderbook | National currency* | US Dollar** | Exchange rate*** | % | |
| Total | | | | 100 | |
| of which for export(2) | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Firm contracts only, options not included.

(2) Tonnage to be delivered to foreign countries/flags.

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

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

(5) Volume in cubic metres: LPG:.....; LNG:.....

CANADA**II. SHIPS COMPLETED**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|------------|
| I. Ships launched | | | 100 | | 100 |
| of which for export (1) | | | | | |
| II. Ships completed | 6 | 6 598 | 100 | 24 460 | 100 |
| of which for export (1) | 3 | 1 128 | 17.1 | 5 640 | 23.1 |
| III. Types of ships completed (breakdown of II) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | | | |
| 2) Crude oil tankers (double hull) (3) | | | | | |
| 3) Product and chemical carriers | | | | | |
| 4) Bulk carriers (excl. combined carriers) | | | | | |
| 5) Combined carriers | | | | | |
| 6) General cargo ships | | | | | |
| 7) Reefers | | | | | |
| 8) Full container ships and high speed liners | | | | | |
| 9) Ro-Ro vessels | | | | | |
| 10) Car carriers | | | | | |
| 11) LPG carriers (4) | | | | | |
| 12) LNG carriers (4) | | | | | |
| 13) Ferries | | | | | |
| 14) Passenger ships | 1 | 470 | 7.1 | 2 820 | 11.5 |
| 15) Fishing vessels | | | | | |
| 16) Other non-cargo vessels | 5 | 6 128 | 92.9 | 21 640 | 88.5 |
| TOTAL (=II) | 6 | 6 598 | 100 | 24 460 | 100 |
| IV. Value of ships completed | National currency* | US Dollar** | Exchange rate*** | % | |
| Total | | | | 100 | |
| of which for export(1) | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG:.....; LNG:.....

CANADA**III. NEW ORDERS**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|--------|-------|
| I. Orders placed, Total | 2 | 5 900 | 100 | 18 880 | 100 |
| of which for export (1) | 0 | 0 | 0.0 | 0 | 0.0 |
| II. Types of ships ordered (breakdown of I) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | | | |
| 2) Crude oil tankers (double hull) (3) | | | | | |
| 3) Product and chemical carriers | | | | | |
| 4) Bulk carriers (excl. combined carriers) | | | | | |
| 5) Combined carriers | | | | | |
| 6) General cargo ships | | | | | |
| 7) Reefers | | | | | |
| 8) Full container ships and high speed liners | | | | | |
| 9) Ro-Ro vessels | | | | | |
| 10) Car carriers | | | | | |
| 11) LPG carriers (4) | | | | | |
| 12) LNG carriers (4) | | | | | |
| 13) Ferries | | | | | |
| 14) Passenger ships | | | | | |
| 15) Fishing vessels | | | | | |
| 16) Other non-cargo vessels | 2 | 5 900 | 100.0 | 18 880 | 100.0 |
| TOTAL (=I) | 2 | 5 900 | 100 | 18 880 | 100 |
| III. Value of ships ordered | National currency* | US Dollar** | Exchange rate*** | % | |
| Total | | | | 100 | |
| of which for export(1) | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG:.....; LNG:.....

CANADA**IV. SPECIFICATION IN COMPENSATED TONNAGE**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|-----|-------------------|-----|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 1) Crude oil tankers (dwt) (single hull) (1) | | | | | | | |
| 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) (2) | | | | | | | |
| 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 & 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 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

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

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

CANADA**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|-----|-------------------|-----|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 4) Bulk carriers (excluding combined carriers) (dwt) | | | | | | | |
| 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 | (3) | | | | | | |
| 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 | (4) | | | | | | |
| 7) Reefers (dwt) | | | | | | | |
| under 4 000 | 2.05 | | | | | | |
| 4 000 - 10 000 | 1.50 | | | | | | |
| 10 000 and over | 1.25 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(3) Same coefficient as for "bulk carriers".

(4) Same coefficient as for "Combined carriers".

CANADA**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|--|-------------|-----------------------|-----|-------------------|-----|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 8) Full container ships and high speed liners (dwt) | | | | | | | |
| under 4 000 | (5) | | | | | | |
| 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 | | | | | | |
| 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 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(5) Same coefficient as for "general cargo ships".

CANADA**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|----------------------------------|-------------|-----------------------|-----|-------------------|-----|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 12) LNG carriers (dwt) | | | | | | | |
| under 10 000 | (6) | | | | | | |
| 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 | | | | | | |
| 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 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(6) Same coefficient as for "LPG carriers".

JAPAN**I. STATE OF THE ORDERBOOK**

STATE AT THE END OF 2002

| | No. | gt | % | cgt(a) | % |
|--|-----------------------|-------------|---------------------|------------|------------------------------------|
| I. Tonnage building | 239 | 9 067 328 | 55.3 | 5 142 697 | 56.6 |
| II. Tonnage yet to lay down (1) | 170 | 7 340 951 | 44.7 | 3 944 428 | 43.4 |
| III. Total tonnage on orderbook | 409 | 16 408 279 | 100 | 9 087 125 | 100 |
| of which for export (2) | 375 | 15 736 025 | 95.9 | 8 608 283 | 94.7 |
| IV. Types of ships on orderbook (breakdown of III) | | | | | |
| 1) Crude oil tankers (single hull) (3) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (4) | 58 | 4 757 760 | 29.0 | 1 775 174 | 19.5 |
| 3) Product and chemical carriers | 97 | 1 855 911 | 11.3 | 1 570 192 | 17.3 |
| 4) Bulk carriers (excl. combined carriers) | 141 | 5 576 522 | 34.0 | 2 578 397 | 28.4 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | 13 | 79 629 | 0.5 | 95 699 | 1.1 |
| 7) Reefers | 1 | 4 650 | 0.0 | 6 975 | 0.1 |
| 8) Full container ships and high speed liners | 35 | 1 664 100 | 10.1 | 1 162 940 | 12.8 |
| 9) Ro-Ro vessels | 4 | 50 555 | 0.3 | 54 459 | 0.6 |
| 10) Car carriers | 12 | 647 700 | 3.9 | 422 940 | 4.7 |
| 11) LPG carriers (5) | 13 | 438 100 | 2.7 | 368 540 | 4.1 |
| 12) LNG carriers (5) | 13 | 1 313 046 | 8.0 | 988 874 | 10.9 |
| 13) Ferries | 2 | 6 618 | 0.0 | 11 349 | 0.1 |
| 14) Passenger ships | 3 | 5 643 | 0.0 | 20 069 | 0.2 |
| 15) Fishing vessels | 3 | 1 636 | 0.0 | 6 544 | 0.1 |
| 16) Other non-cargo vessels | 14 | 6 409 | 0.0 | 24 973 | 0.3 |
| TOTAL (=III) | 409 | 16 408 279 | 100 | 9 087 125 | 100 |
| V. Value of orderbook | National currency* | US Dollar** | Exchange rate*** | % | |
| Total | 1 517 657 | 12 714 | 119.37 | 100 | * Million Yen ** Million Dollar |
| of which for export(2) | 1 416 471 | 11 866 | 119.37 | 93.3 | *** Yen/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Firm contracts only, options not included.

(2) Tonnage to be delivered to foreign countries/flags.

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

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

(5) Volume in cubic metres: LPG: 735 900; LNG: 1 680 900

JAPAN**II. SHIPS COMPLETED**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|-------------------|
| I. Ships launched | 391 | 11 648 109 | 100 | 6 755 538 | 100 |
| of which for export (1) | 307 | 11 166 260 | 95.9 | 6 268 271 | 92.8 |
| II. Ships completed | 401 | 12 201 926 | 100 | 6 886 745 | 100 |
| of which for export (1) | 313 | 11 809 712 | 96.8 | 6 463 671 | 93.9 |
| III. Types of ships completed (breakdown of II) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (3) | 51 | 3 461 613 | 28.4 | 1 296 049 | 18.8 |
| 3) Product and chemical carriers | 60 | 683 271 | 5.6 | 657 738 | 9.6 |
| 4) Bulk carriers (excl. combined carriers) | 153 | 5 207 849 | 42.7 | 2 662 441 | 38.7 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | 14 | 49 512 | 0.4 | 69 930 | 1.0 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | 42 | 1 528 250 | 12.5 | 1 088 735 | 15.8 |
| 9) Ro-Ro vessels | 10 | 104 934 | 0.9 | 112 365 | 1.6 |
| 10) Car carriers | 6 | 335 000 | 2.7 | 221 971 | 3.2 |
| 11) LPG carriers (4) | 17 | 211 208 | 1.7 | 223 174 | 3.2 |
| 12) LNG carriers (4) | 5 | 513 000 | 4.2 | 384 750 | 5.6 |
| 13) Ferries | 4 | 82 856 | 0.7 | 75 108 | 1.1 |
| 14) Passenger ships | 1 | 199 | 0.0 | 1 194 | 0.0 |
| 15) Fishing vessels | 7 | 3 830 | 0.0 | 15 320 | 0.2 |
| 16) Other non-cargo vessels | 31 | 20 404 | 0.2 | 77 970 | 1.1 |
| TOTAL (=II) | 401 | 12 201 926 | 100 | 6 886 745 | 100 |
| IV. Value of ships completed | National currency* | US Dollar** | Exchange rate*** | % | * Million Yen |
| Total | 1 094 561 | 9 169 | 119.37 | 100 | ** Million Dollar |
| of which for export(1) | 1 010 463 | 8 465 | 119.37 | 92.3 | *** Yen/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG: 324 900; LNG: 675 000

JAPAN**III. NEW ORDERS**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|-------------------|
| I. Orders placed, Total | 362 | 10 687 664 | 100 | 6 069 706 | 100 |
| of which for export (1) | 286 | 10 025 907 | 93.8 | 5 508 828 | 90.8 |
| II. Types of ships ordered (breakdown of I) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (3) | 41 | 2 604 554 | 24.4 | 989 542 | 16.3 |
| 3) Product and chemical carriers | 98 | 1 449 371 | 13.6 | 1 314 167 | 21.7 |
| 4) Bulk carriers (excl. combined carriers) | 123 | 4 666 260 | 43.7 | 2 174 086 | 35.8 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | 15 | 85 193 | 0.8 | 103 279 | 1.7 |
| 7) Reefers | 1 | 4 650 | 0.0 | 6 975 | 0.1 |
| 8) Full container ships and high speed liners | 10 | 446 400 | 4.2 | 305 410 | 5.0 |
| 9) Ro-Ro vessels | 10 | 106 695 | 1.0 | 115 589 | 1.9 |
| 10) Car carriers | 9 | 476 700 | 4.5 | 311 790 | 5.1 |
| 11) LPG carriers (4) | 10 | 159 399 | 1.5 | 154 348 | 2.5 |
| 12) LNG carriers (4) | 6 | 659 500 | 6.2 | 494 625 | 8.1 |
| 13) Ferries | 2 | 6 618 | 0.1 | 11 349 | 0.2 |
| 14) Passenger ships | 3 | 5 643 | 0.1 | 20 069 | 0.3 |
| 15) Fishing vessels | 6 | 3 450 | 0.0 | 13 800 | 0.2 |
| 16) Other non-cargo vessels | 28 | 13 231 | 0.1 | 54 677 | 0.9 |
| TOTAL (=I) | 362 | 10 687 664 | 100 | 6 069 706 | 100 |
| III. Value of ships ordered | National currency* | US Dollar** | Exchange rate*** | % | * Million Yen |
| Total | 992 479 | 8 314 | 119.37 | 100 | ** Million Dollar |
| of which for export(1) | 875 544 | 7 335 | 119.37 | 88.2 | *** Yen/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG: 252 200; LNG: 844 200

JAPAN**IV. SPECIFICATION IN COMPENSATED TONNAGE**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|---------|-------------------|---------|-----------------|---------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 1) Crude oil tankers (dwt) (single hull) (1) | | | | | | | |
| 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) (2) | | | | | | | |
| under 4 000 | 1.85 | 4 | 10 841 | 14 | 35 147 | 11 | 31 551 |
| 4 000 - 10 000 | 1.30 | 1 | 7 800 | | | 1 | 7 800 |
| 10 000 - 30 000 | 0.85 | | | | | | |
| 30 000 - 50 000 | 0.70 | | | | | | |
| 50 000 - 80 000 | 0.55 | 1 | 21 615 | 4 | 107 250 | 1 | 21 615 |
| 80 000 - 160 000 | 0.45 | 36 | 968 808 | 19 | 536 627 | 19 | 497 746 |
| 160 000 - 250 000 | 0.35 | | | | | | |
| 250 000 and over | 0.30 | 16 | 766 110 | 13 | 616 440 | 9 | 430 830 |
| 3) Product & chemical carriers (dwt) | | | | | | | |
| under 4 000 | 2.30 | 4 | 27 324 | 7 | 27 205 | 6 | 33 447 |
| 4 000 - 10 000 | 1.60 | 19 | 155 123 | 24 | 169 276 | 34 | 254 543 |
| 10 000 - 30 000 | 1.05 | 22 | 248 410 | 15 | 156 017 | 22 | 253 187 |
| 30 000 - 50 000 | 0.80 | 44 | 943 440 | 11 | 241 840 | 28 | 607 800 |
| 50 000 - 80 000 | 0.60 | 7 | 164 820 | | | 7 | 164 820 |
| 80 000 and over | 0.55 | 1 | 31 075 | 2 | 63 030 | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

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

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

JAPAN**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|-----------|-------------------|-----------|-----------------|---------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 4) Bulk carriers (excluding combined carriers) (dwt) | | | | | | | |
| under 4 000 | 1.60 | | | 1 | 1 920 | | |
| 4 000 - 10 000 | 1.10 | 1 | 5 489 | 1 | 6 017 | 1 | 5 489 |
| 10 000 - 30 000 | 0.70 | 19 | 227 640 | 22 | 249 781 | 22 | 263 340 |
| 30 000 - 50 000 | 0.60 | 62 | 1 001 652 | 64 | 1 075 664 | 53 | 833 292 |
| 50 000 - 80 000 | 0.50 | 31 | 579 606 | 51 | 961 189 | 23 | 434 025 |
| 80 000 - 160 000 | 0.40 | 6 | 154 800 | 5 | 116 440 | 5 | 117 920 |
| 160 000 and over | 0.30 | 22 | 609 210 | 9 | 251 430 | 19 | 520 020 |
| 5) Combined carriers (dwt) | | | | | | | |
| under 10 000 | (3) | | | | | | |
| 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 | 3 | 10 599 | 8 | 20 097 | 4 | 10 848 |
| 4 000 - 10 000 | 1.35 | 5 | 43 200 | 5 | 43 133 | 6 | 50 531 |
| 10 000 - 20 000 | 1.00 | 5 | 41 900 | 1 | 6 700 | 5 | 41 900 |
| 20 000 - 30 000 | 0.85 | | | | | | |
| 30 000 and over | (4) | | | | | | |
| 7) Reefers (dwt) | | | | | | | |
| under 4 000 | 2.05 | | | | | | |
| 4 000 - 10 000 | 1.50 | 1 | 6 975 | | | 1 | 6 975 |
| 10 000 and over | 1.25 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(3) Same coefficient as for "bulk carriers".

(4) Same coefficient as for "Combined carriers".

JAPAN**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|--|-------------|-----------------------|---------|-------------------|---------|-----------------|---------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 8) Full container ships and high speed liners (dwt) | | | | | | | |
| under 4 000 | (5) | | | | | | |
| 4 000 - 10 000 | 1.20 | | | 3 | 33 600 | | |
| 10 000 - 20 000 | 0.90 | 5 | 72 540 | 15 | 182 385 | 4 | 54 900 |
| 20 000 - 30 000 | 0.80 | 2 | 44 240 | 6 | 110 400 | 6 | 250 510 |
| 30 000 - 50 000 | 0.75 | 13 | 396 225 | 3 | 64 575 | | |
| 50 000 and over | 0.65 | 15 | 649 935 | 15 | 697 775 | | |
| 9) Ro-Ro vessels (dwt) | | | | | | | |
| under 4 000 | 1.50 | 1 | 4 583 | 2 | 7 275 | 3 | 11 858 |
| 4 000 - 10 000 | 1.05 | 3 | 49 876 | 8 | 105 090 | 7 | 103 731 |
| 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 | 1 | 4 730 | | | 1 | 4 730 |
| 4 000 - 10 000 | 0.75 | 11 | 418 210 | 1 | 31 650 | | |
| 10 000 - 20 000 | 0.65 | | | 5 | 190 321 | 8 | 307 060 |
| 20 000 - 30 000 | 0.55 | | | | | | |
| 30 000 and over | 0.45 | | | | | | |
| 11) LPG carriers (dwt) | | | | | | | |
| under 4 000 | 2.05 | | | 5 | 14 858 | 3 | 7 788 |
| 4 000 - 10 000 | 1.60 | 2 | 24 640 | 8 | 78 816 | 4 | 44 160 |
| 10 000 - 20 000 | 1.15 | 1 | 18 860 | 1 | 18 860 | | |
| 20 000 - 30 000 | 0.90 | | | 3 | 110 640 | | |
| 30 000 - 50 000 | 0.80 | 10 | 325 040 | | | 3 | 102 400 |
| 50 000 and over | 0.70 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(5) Same coefficient as for "general cargo ships".

JAPAN**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|---------|-------------------|---------|-----------------|---------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 12) LNG carriers (dwt) | | | | | | | |
| under 10 000 | (6) | 1 | 6 449 | | | | |
| 10 000 - 20 000 | 1.25 | | | | | | |
| 20 000 - 30 000 | 1.15 | | | | | | |
| 30 000 - 50 000 | 1.00 | | | | | | |
| 50 000 and over | 0.75 | 12 | 982 425 | 5 | 384 750 | 6 | 494 625 |
| 13) Ferries (gt) | | | | | | | |
| under 1 000 | 3.00 | 1 | 954 | 1 | 768 | 1 | 954 |
| 1 000 - 3 000 | 2.25 | | | | | | |
| 3 000 - 10 000 | 1.65 | 1 | 10 395 | 3 | 74 340 | 1 | 10 395 |
| 10 000 - 20 000 | 1.15 | | | | | | |
| 20 000 and over | 0.90 | | | | | | |
| 14) Passenger ships (gt) | | | | | | | |
| under 1 000 | 6.00 | 2 | 16 505 | | | 2 | 16 505 |
| 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 | 2 308 | 1 | 2 308 |
| 1 000 - 3 000 | 3.00 | | | | | | |
| 3 000 and over | 2.00 | | | | | | |
| 16) Other non-cargo vessels (gt) | | | | | | | |
| under 1 000 | 5.00 | 6 | 18 013 | 10 | 21 920 | 9 | 27 038 |
| 1 000 - 3 000 | 3.20 | | | 2 | 7 184 | 2 | 7 184 |
| 3 000 - 10 000 | 2.00 | | | 1 | 13 952 | | |
| 10 000 and over | 1.50 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(6) Same coefficient as for "LPG carriers".

KOREA**I. STATE OF THE ORDERBOOK**

STATE AT THE END OF 2002

| | No. | gt | % | cgt(a) | % |
|--|-----------------------|-------------|---------------------|------------|------------------------------------|
| I. Tonnage building | | | | | |
| II. Tonnage yet to lay down (1) | | | | | |
| III. Total tonnage on orderbook | 492 | 29 604 964 | 100 | 16 331 652 | 100 |
| of which for export (2) | 492 | 29 604 964 | 100.0 | 16 331 652 | 100.0 |
| IV. Types of ships on orderbook (breakdown of III) | | | | | |
| 1) Crude oil tankers (single hull) (3) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (4) | 143 | 12 291 810 | 41.5 | 4 765 784 | 29.2 |
| 3) Product and chemical carriers | 153 | 4 718 695 | 15.9 | 3 377 318 | 20.7 |
| 4) Bulk carriers (excl. combined carriers) | 24 | 1 626 911 | 5.5 | 552 433 | 3.4 |
| 5) Combined carriers | 2 | 128 000 | 0.4 | 64 000 | 0.4 |
| 6) General cargo ships | | | 0.0 | | 0.0 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | 124 | 7 050 948 | 23.8 | 4 741 572 | 29.0 |
| 9) Ro-Ro vessels | | | 0.0 | | 0.0 |
| 10) Car carriers | 4 | 216 000 | 0.7 | 118 800 | 0.7 |
| 11) LPG carriers (5) | 6 | 190 800 | 0.6 | 154 020 | 0.9 |
| 12) LNG carriers (5) | 33 | 3 282 900 | 11.1 | 2 462 175 | 15.1 |
| 13) Ferries | 2 | 88 000 | 0.3 | 79 200 | 0.5 |
| 14) Passenger ships | | | 0.0 | | 0.0 |
| 15) Fishing vessels | | | 0.0 | | 0.0 |
| 16) Other non-cargo vessels | 1 | 10 900 | 0.0 | 16 350 | 0.1 |
| TOTAL (=III) | 492 | 29 604 964 | 100 | 16 331 652 | 100 |
| V. Value of orderbook | National currency* | US Dollar** | Exchange rate*** | % | |
| Total | 31 072 465 | 24 826 | 1251.62 | 100 | * Million Won ** Million Dollar |
| of which for export(2) | 31 072 465 | 24 826 | 1251.62 | 100.0 | *** Won/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Firm contracts only, options not included.

(2) Tonnage to be delivered to foreign countries/flags.

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

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

(5) Volume in cubic metres: LPG: 327 000; LNG: 4 613 000

KOREA**II. SHIPS COMPLETED**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|-------------------|
| I. Ships launched | | | 100 | | 100 |
| of which for export (1) | | | | | |
| II. Ships completed | 208 | 12 771 078 | 100 | 6 499 210 | 100 |
| of which for export (1) | 207 | 12 755 178 | 99.9 | 6 480 925 | 99.7 |
| III. Types of ships completed (breakdown of II) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (3) | 64 | 6 579 660 | 51.5 | 2 320 759 | 35.7 |
| 3) Product and chemical carriers | 33 | 881 610 | 6.9 | 685 588 | 10.5 |
| 4) Bulk carriers (excl. combined carriers) | 19 | 903 888 | 7.1 | 362 126 | 5.6 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | | | 0.0 | | 0.0 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | 75 | 3 696 430 | 28.9 | 2 512 466 | 38.7 |
| 9) Ro-Ro vessels | | | 0.0 | | 0.0 |
| 10) Car carriers | | | 0.0 | | 0.0 |
| 11) LPG carriers (4) | 3 | 63 800 | 0.5 | 62 870 | 1.0 |
| 12) LNG carriers (4) | 5 | 511 300 | 4.0 | 383 475 | 5.9 |
| 13) Ferries | 4 | 64 740 | 0.5 | 67 451 | 1.0 |
| 14) Passenger ships | | | 0.0 | | 0.0 |
| 15) Fishing vessels | | | 0.0 | | 0.0 |
| 16) Other non-cargo vessels | 5 | 69 650 | 0.5 | 104 475 | 1.6 |
| TOTAL (=II) | 208 | 12 771 078 | 100 | 6 499 210 | 100 |
| IV. Value of ships completed | National currency* | US Dollar** | Exchange rate*** | % | * Million Won |
| Total | 11 733 088 | 9 374 | 1251.62 | 100 | ** Million Dollar |
| of which for export(1) | 11 691 784 | 9 341 | 1251.62 | 99.6 | *** Won/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG: 92 500; LNG: 692 500

KOREA**III. NEW ORDERS**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|------------------------------------|
| I. Orders placed, Total | 227 | 12 402 051 | 100 | 7 033 772 | 100 |
| of which for export (1) | 227 | 12 402 051 | 100.0 | 7 033 772 | 100.0 |
| II. Types of ships ordered (breakdown of I) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (3) | 50 | 3 663 850 | 29.5 | 1 558 951 | 22.2 |
| 3) Product and chemical carriers | 76 | 2 483 390 | 20.0 | 1 732 403 | 24.6 |
| 4) Bulk carriers (excl. combined carriers) | 19 | 1 418 811 | 11.4 | 465 443 | 6.6 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | | | 0.0 | | 0.0 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | 71 | 4 067 200 | 32.8 | 2 718 855 | 38.7 |
| 9) Ro-Ro vessels | | 0 | 0.0 | | 0.0 |
| 10) Car carriers | 3 | 162 000 | 1.3 | 89 100 | 1.3 |
| 11) LPG carriers (4) | 2 | 34 800 | 0.3 | 40 020 | 0.6 |
| 12) LNG carriers (4) | 6 | 572 000 | 4.6 | 429 000 | 6.1 |
| 13) Ferries | | 0 | 0.0 | | 0.0 |
| 14) Passenger ships | | | 0.0 | | 0.0 |
| 15) Fishing vessels | | | 0.0 | | 0.0 |
| 16) Other non-cargo vessels | | 0 | 0.0 | | 0.0 |
| TOTAL (=I) | 227 | 12 402 051 | 100 | 7 033 772 | 100 |
| III. Value of ships ordered | National currency* | US Dollar** | Exchange rate*** | % | |
| Total | 12 155 804 | 9 712 | 1251.62 | 100 | * Million Won ** Million Dollar |
| of which for export(1) | 12 155 804 | 9 712 | 1251.62 | 100.0 | *** Won/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG: 46 000; LNG: 863 000

KOREA**IV. SPECIFICATION IN COMPENSATED TONNAGE**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|-----------|-------------------|-----------|-----------------|-----------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 1) Crude oil tankers (dwt) (single hull) (1) | | | | | | | |
| 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) (2) | | | | | | | |
| 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 | 9 | 189 552 | 8 | 179 520 | 6 | 132 539 |
| 80 000 - 160 000 | 0.45 | 96 | 2 877 017 | 22 | 658 935 | 38 | 1 174 352 |
| 160 000 - 250 000 | 0.35 | 8 | 231 525 | 11 | 319 309 | 2 | 56 700 |
| 250 000 and over | 0.30 | 30 | 1 467 690 | 23 | 1 162 995 | 4 | 195 360 |
| 3) Product & chemical carriers (dwt) | | | | | | | |
| under 4 000 | 2.30 | | | | | | |
| 4 000 - 10 000 | 1.60 | | | | | | |
| 10 000 - 30 000 | 1.05 | | | 2 | 36 960 | | |
| 30 000 - 50 000 | 0.80 | 107 | 2 252 604 | 29 | 585 928 | 44 | 980 776 |
| 50 000 - 80 000 | 0.60 | 40 | 937 164 | | | 31 | 720 552 |
| 80 000 and over | 0.55 | 6 | 187 550 | 2 | 62 700 | 1 | 31 075 |

Note: No. is number of ships of 100 gt and over; warships excluded.

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

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

KOREA**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|---------|-------------------|---------|-----------------|---------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 4) Bulk carriers (excluding combined carriers) (dwt) | | | | | | | |
| under 4 000 | 1.60 | | | | | | |
| 4 000 - 10 000 | 1.10 | | | | | | |
| 10 000 - 30 000 | 0.70 | | | 4 | 49 812 | | |
| 30 000 - 50 000 | 0.60 | | | | | | |
| 50 000 - 80 000 | 0.50 | 9 | 160 900 | 9 | 156 240 | 5 | 99 500 |
| 80 000 - 160 000 | 0.40 | | | | | | |
| 160 000 and over | 0.30 | 15 | 391 533 | 6 | 156 074 | 14 | 365 943 |
| 5) Combined carriers (dwt) | | | | | | | |
| under 10 000 | (3) | | | | | | |
| 10 000 - 30 000 | 0.90 | | | | | | |
| 30 000 - 50 000 | 0.75 | | | | | | |
| 50 000 - 80 000 | 0.60 | | | | | | |
| 80 000 - 160 000 | 0.50 | 2 | 64 000 | | | | |
| 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 | (4) | | | | | | |
| 7) Reefers (dwt) | | | | | | | |
| under 4 000 | 2.05 | | | | | | |
| 4 000 - 10 000 | 1.50 | | | | | | |
| 10 000 and over | 1.25 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(3) Same coefficient as for "bulk carriers".

(4) Same coefficient as for "Combined carriers".

KOREA**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|-----------|-------------------|-----------|-----------------|-----------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 8) Full container ships and high speed liners (dwt) | | | | | | | |
| under 4 000 | (5) | | | | | | |
| 4 000 - 10 000 | 1.20 | 6 | 53 040 | 4 | 36 780 | 4 | 36 240 |
| 10 000 - 20 000 | 0.90 | | | 4 | 56 880 | | |
| 20 000 - 30 000 | 0.80 | 11 | 225 520 | | | 11 | 225 520 |
| 30 000 - 50 000 | 0.75 | 24 | 688 959 | 21 | 578 468 | 4 | 122 100 |
| 50 000 and over | 0.65 | 83 | 3 774 053 | 46 | 1 840 339 | 52 | 2 334 995 |
| 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 | 4 | 118 800 | | | 3 | 89 100 |
| 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 | 2 | 40 020 | 2 | 38 870 | 2 | 40 020 |
| 20 000 - 30 000 | 0.90 | 1 | 21 600 | | | | |
| 30 000 - 50 000 | 0.80 | | | 1 | 24 000 | | |
| 50 000 and over | 0.70 | 3 | 92 400 | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(5) Same coefficient as for "general cargo ships".

KOREA**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|----------------------------------|-------------|-----------------------|-----------|-------------------|---------|-----------------|---------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 12) LNG carriers (dwt) | | | | | | | |
| under 10 000 | (6) | | | | | | |
| 10 000 - 20 000 | 1.25 | | | | | | |
| 20 000 - 30 000 | 1.15 | | | | | | |
| 30 000 - 50 000 | 1.00 | | | | | | |
| 50 000 and over | 0.75 | 33 | 2 462 175 | 5 | 383 475 | 6 | 429 000 |
| 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 | | | 3 | 42 251 | | |
| 20 000 and over | 0.90 | 2 | 79 200 | 1 | 25 200 | | |
| 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 | 1 | 16 350 | 5 | 104 475 | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(6) Same coefficient as for "LPG carriers".

TURKEY**I. STATE OF THE ORDERBOOK**

STATE AT THE END OF 2002

| | No. | gt | % | cgt(a) | % |
|--|-----------------------|-------------|---------------------|------------|------------|
| I. Tonnage building | 43 | 110 776 | 60.1 | 174 067 | 60.0 |
| II. Tonnage yet to lay down (1) | 30 | 73 500 | 39.9 | 116 045 | 40.0 |
| III. Total tonnage on orderbook | 73 | 184 276 | 100 | 290 112 | 100 |
| of which for export (2) | 28 | 81 749 | 44.4 | 163 847 | 56.5 |
| IV. Types of ships on orderbook (breakdown of III) | | | | | |
| 1) Crude oil tankers (single hull) (3) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (4) | 8 | 27 567 | 15.0 | 40 998 | 14.1 |
| 3) Product and chemical carriers | 28 | 114 367 | 62.1 | 201 750 | 69.5 |
| 4) Bulk carriers (excl. combined carriers) | 1 | 3 300 | 1.8 | 5 280 | 1.8 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | 1 | 8 333 | 4.5 | 8 333 | 2.9 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | 4 | 15 333 | 8.3 | 14 652 | 5.1 |
| 9) Ro-Ro vessels | 1 | 4 967 | 2.7 | 4 200 | 1.4 |
| 10) Car carriers | | | 0.0 | | 0.0 |
| 11) LPG carriers (5) | | | 0.0 | | 0.0 |
| 12) LNG carriers (5) | | | 0.0 | | 0.0 |
| 13) Ferries | | | 0.0 | | 0.0 |
| 14) Passenger ships | | | 0.0 | | 0.0 |
| 15) Fishing vessels | 4 | 7 649 | 4.2 | 5 099 | 1.8 |
| 16) Other non-cargo vessels | 26 | 2 760 | 1.5 | 9 800 | 3.4 |
| TOTAL (=III) | 73 | 184 276 | 100 | 290 112 | 100 |
| V. Value of orderbook | National currency* | US Dollar** | Exchange rate*** | % | |
| Total | | | | 100 | |
| of which for export(2) | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Firm contracts only, options not included.

(2) Tonnage to be delivered to foreign countries/flags.

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

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

(5) Volume in cubic metres: LPG:.....; LNG:.....

TURKEY**II. SHIPS COMPLETED**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|---------|------------|
| I. Ships launched | | | 100 | | 100 |
| of which for export (1) | | | | | |
| II. Ships completed | 34 | 92 849 | 100 | 128 094 | 100 |
| of which for export (1) | 14 | 54 180 | 58.4 | 51 010 | 39.8 |
| III. Types of ships completed (breakdown of II) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (3) | 1 | 4 450 | 4.8 | 2 958 | 2.3 |
| 3) Product and chemical carriers | 7 | 35 438 | 38.2 | 56 701 | 44.3 |
| 4) Bulk carriers (excl. combined carriers) | 2 | 12 000 | 12.9 | 8 400 | 6.6 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | 3 | 15 000 | 16.2 | 20 250 | 15.8 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | 4 | 23 400 | 25.2 | 28 080 | 21.9 |
| 9) Ro-Ro vessels | | | 0.0 | | 0.0 |
| 10) Car carriers | | | 0.0 | | 0.0 |
| 11) LPG carriers (4) | | | 0.0 | | 0.0 |
| 12) LNG carriers (4) | | | 0.0 | | 0.0 |
| 13) Ferries | | | 0.0 | | 0.0 |
| 14) Passenger ships | | | 0.0 | | 0.0 |
| 15) Fishing vessels | 4 | 1 100 | 1.2 | 4 400 | 3.4 |
| 16) Other non-cargo vessels | 13 | 1 461 | 1.6 | 7 305 | 5.7 |
| TOTAL (=II) | 34 | 92 849 | 100 | 128 094 | 100 |
| IV. Value of ships completed | National currency* | US Dollar** | Exchange rate*** | % | |
| Total | | | | | |
| of which for export(1) | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG:.....; LNG:.....

TURKEY**III. NEW ORDERS**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|---------|------------|
| I. Orders placed, Total | 16 | 80 147 | 100 | 137 796 | 100 |
| of which for export (1) | 8 | 23 830 | 29.7 | 45 135 | 32.8 |
| II. Types of ships ordered (breakdown of I) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (3) | 4 | 15 067 | 18.8 | 27 873 | 20.2 |
| 3) Product and chemical carriers | 7 | 58 450 | 72.9 | 93 520 | 67.9 |
| 4) Bulk carriers (excl. combined carriers) | 2 | 5 080 | 6.3 | 8 128 | 5.9 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | | | 0.0 | | 0.0 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | | | 0.0 | | 0.0 |
| 9) Ro-Ro vessels | | | 0.0 | | 0.0 |
| 10) Car carriers | | | 0.0 | | 0.0 |
| 11) LPG carriers (4) | | | 0.0 | | 0.0 |
| 12) LNG carriers (4) | | | 0.0 | | 0.0 |
| 13) Ferries | | | 0.0 | | 0.0 |
| 14) Passenger ships | | | 0.0 | | 0.0 |
| 15) Fishing vessels | 1 | 1 350 | 1.7 | 5 400 | 3.9 |
| 16) Other non-cargo vessels | 2 | 200 | 0.2 | 2 875 | 2.1 |
| TOTAL (=I) | 16 | 80 147 | 100 | 137 796 | 100 |
| III. Value of ships ordered | National currency* | US Dollar** | Exchange rate*** | % | |
| Total | | | | | |
| of which for export(1) | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG:.....; LNG:.....

TURKEY**IV. SPECIFICATION IN COMPENSATED TONNAGE**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|---------|-------------------|--------|-----------------|--------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 1) Crude oil tankers (dwt) (single hull) (1) | | | | | | | |
| 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) (2) | | | | | | | |
| under 4 000 | 1.85 | 9 | 48 655 | | | 6 | 40 207 |
| 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 & chemical carriers (dwt) | | | | | | | |
| under 4 000 | 2.30 | | | | | | |
| 4 000 - 10 000 | 1.60 | 27 | 207 153 | 3 | 20 021 | 4 | 64 107 |
| 10 000 - 30 000 | 1.05 | | | | | | |
| 30 000 - 50 000 | 0.80 | | | | | | |
| 50 000 - 80 000 | 0.60 | | | | | | |
| 80 000 and over | 0.55 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

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

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

TURKEY**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|--------|-------------------|-------|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 4) Bulk carriers (excluding combined carriers) (dwt) | | | | | | | |
| under 4 000 | 1.60 | 2 | 18 640 | 2 | 8 400 | | |
| 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 | (3) | | | | | | |
| 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 | (4) | | | | | | |
| 7) Reefers (dwt) | | | | | | | |
| under 4 000 | 2.05 | | | | | | |
| 4 000 - 10 000 | 1.50 | | | | | | |
| 10 000 and over | 1.25 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(3) Same coefficient as for "bulk carriers".

(4) Same coefficient as for "Combined carriers".

TURKEY**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|--------|-------------------|--------|-----------------|-------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 8) Full container ships and high speed liners (dwt) | | | | | | | |
| under 4 000 | (5) | | | | | | |
| 4 000 - 10 000 | 1.20 | 4 | 29 840 | 4 | 28 080 | | |
| 10 000 - 20 000 | 0.90 | | | | | 1 | 7 500 |
| 20 000 - 30 000 | 0.80 | | | | | | |
| 30 000 - 50 000 | 0.75 | | | | | | |
| 50 000 and over | 0.65 | | | | | | |
| 9) Ro-Ro vessels (dwt) | | | | | | | |
| under 4 000 | 1.50 | 2 | 1 275 | | | | |
| 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 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(5) Same coefficient as for "general cargo ships".

TURKEY**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|----------------------------------|-------------|-----------------------|--------|-------------------|-------|-----------------|-------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 12) LNG carriers (dwt) | | | | | | | |
| under 10 000 | (6) | | | | | | |
| 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 | | | | | | |
| 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 | 3 000 | 4 | 4 400 | 3 | 1 200 |
| 1 000 - 3 000 | 3.00 | | | | | | |
| 3 000 and over | 2.00 | | | | | | |
| 16) Other non-cargo vessels (gt) | | | | | | | |
| under 1 000 | 5.00 | 27 | 16 300 | 13 | 1 461 | 8 | 2 875 |
| 1 000 - 3 000 | 3.20 | | | | | | |
| 3 000 - 10 000 | 2.00 | | | | | | |
| 10 000 and over | 1.50 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(6) Same coefficient as for "LPG carriers".

PEOPLE'S REPUBLIC OF CHINA**I. STATE OF THE ORDERBOOK**

STATE AT THE END OF 2002

| | No. | gt | % | cgt(a) | % |
|--|-----------------------|-------------|---------------------|------------|-------------------|
| I. Tonnage building | 273 | 4 155 928 | 49.0 | 2 939 925 | 50.0 |
| II. Tonnage yet to lay down (1) | 0 | 0 | 0.0 | 0 | 0.0 |
| III. Total tonnage on orderbook | 572 | 8 504 699 | 100 | 5 855 201 | 100 |
| of which for export (2) | 349 | 6 556 549 | 77.1 | 4 341 722 | 74.2 |
| IV. Types of ships on orderbook (breakdown of III) | | | | | |
| 1) Crude oil tankers (single hull) (3) | | | | | |
| 2) Crude oil tankers (double hull) (4) | 15 | 1 092 237 | 13.0 | 390 120 | 6.7 |
| 3) Product and chemical carriers | 73 | 1 698 146 | 20.0 | 1 289 734 | 22.0 |
| 4) Bulk carriers (excl. combined carriers) | 164 | 3 246 104 | 38.0 | 1 701 146 | 29.1 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | 42 | 533 819 | 6.0 | 475 928 | 8.1 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | 84 | 1 563 055 | 18.0 | 1 249 576 | 21.3 |
| 9) Ro-Ro vessels | 3 | 20 424 | 0.0 | 22 805 | 0.4 |
| 10) Car carriers | | | 0.0 | | 0.0 |
| 11) LPG carriers (5) | 4 | 33 956 | 0.0 | 44 836 | 0.8 |
| 12) LNG carriers (5) | | | 0.0 | | 0.0 |
| 13) Ferries | 9 | 70 347 | 1.0 | 82 421 | 1.4 |
| 14) Passenger ships | 9 | 16 073 | 0.0 | 66 312 | 1.1 |
| 15) Fishing vessels | 79 | 17 962 | 0.0 | 67 048 | 1.1 |
| 16) Other non-cargo vessels | 90 | 212 576 | 2.0 | 465 273 | 7.9 |
| TOTAL (=III) | 572 | 8 504 699 | 100 | 5 855 201 | 100 |
| V. Value of orderbook | National currency* | US Dollar** | Exchange rate*** | % | * Million Yuan |
| Total | 60 006 | 7 255.9 | 8.27 | 100 | ** Million Dollar |
| of which for export(2) | 46 425 | 5 613.7 | 8.27 | 77.0 | ***Yuan/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Firm contracts only, options not included.

(2) Tonnage to be delivered to foreign countries/flags.

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

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

(5) Volume in cubic metres: LPG:.....; LNG:.....

PEOPLE'S REPUBLIC OF CHINA**II. SHIPS COMPLETED**

YEAR: 2001

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|-------------------|
| I. Ships launched | | | 100 | | 100 |
| of which for export (1) | | | | | |
| II. Ships completed | 613 | 2 836 100 | 100 | 2 408 716 | 100 |
| of which for export (1) | 129 | 2 263 397 | 80.0 | 1 669 893 | 69.0 |
| III. Types of ships completed (breakdown of II) | | | | | |
| 1) Crude oil tankers (single hull) (2) | 7 | 4 659 | 0.2 | 7 920 | 0.3 |
| 2) Crude oil tankers (double hull) (3) | 5 | 492 720 | 17.4 | 157 114 | 6.5 |
| 3) Product and chemical carriers | 23 | 415 954 | 14.7 | 346 009 | 14.4 |
| 4) Bulk carriers (excl. combined carriers) | 112 | 886 663 | 31.3 | 549 922 | 22.8 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | 23 | 325 282 | 11.5 | 285 378 | 11.8 |
| 7) Reefers | 1 | 223 | 0.0 | 457 | 0.0 |
| 8) Full container ships and high speed liners | 48 | 357 713 | 12.6 | 348 334 | 14.5 |
| 9) Ro-Ro vessels | 9 | 67 228 | 2.4 | 61 908 | 2.6 |
| 10) Car carriers | | | 0.0 | | 0.0 |
| 11) LPG carriers (4) | 4 | 34 177 | 1.2 | 54 683 | 2.3 |
| 12) LNG carriers (4) | | | 0.0 | | 0.0 |
| 13) Ferries | 7 | 11 807 | 0.4 | 25 250 | 1.0 |
| 14) Passenger ships | 7 | 6 503 | 0.2 | 24 886 | 1.0 |
| 15) Fishing vessels | 278 | 43 530 | 1.5 | 135 842 | 5.6 |
| 16) Other non-cargo vessels | 89 | 189 641 | 6.7 | 411 012 | 17.1 |
| TOTAL (=II) | 613 | 2 836 100 | 100 | 2 408 716 | 100 |
| IV. Value of ships completed | National currency* | US Dollar** | Exchange rate*** | % | * Million Yuan |
| Total | 20 011 | 2 419.7 | 8.27 | 100 | ** Million Dollar |
| of which for export(1) | 15 722 | 1 901.1 | 8.27 | 79 | ***Yuan/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG:.....; LNG:.....

PEOPLE'S REPUBLIC OF CHINA**III. NEW ORDERS**

YEAR: 2001

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|-------------------|
| I. Orders placed, Total | 368 | 4 007 547 | 100 | 2 808 486 | 100 |
| of which for export (1) | 188 | 3 458 753 | 86.0 | 2 211 595 | 79.0 |
| II. Types of ships ordered (breakdown of I) | | | | | |
| 1) Crude oil tankers (single hull) (2) | 7 | 4 659 | 0.1 | 7 920 | 0.3 |
| 2) Crude oil tankers (double hull) (3) | 8 | 243 737 | 6.1 | 99 795 | 3.6 |
| 3) Product and chemical carriers | 48 | 1 241 113 | 31.0 | 887 232 | 31.6 |
| 4) Bulk carriers (excl. combined carriers) | 142 | 1 976 445 | 49.3 | 1 045 287 | 37.2 |
| 5) Combined carriers | | | 0.0 | 0 | 0.0 |
| 6) General cargo ships | 16 | 109 000 | 2.7 | 105 520 | 3.8 |
| 7) Reefers | 0 | 0 | 0.0 | 0 | 0.0 |
| 8) Full container ships and high speed liners | 37 | 280 003 | 7.0 | 271 144 | 9.7 |
| 9) Ro-Ro vessels | 5 | 10 220 | 0.3 | 13 552 | 0.5 |
| 10) Car carriers | | | 0.0 | | 0.0 |
| 11) LPG carriers (4) | | | 0.0 | | 0.0 |
| 12) LNG carriers (4) | | | 0.0 | | 0.0 |
| 13) Ferries | 5 | 5 194 | 0.1 | 13 145 | 0.5 |
| 14) Passenger ships | 8 | 9 884 | 0.2 | 42 896 | 1.5 |
| 15) Fishing vessels | 29 | 10 022 | 0.3 | 38 258 | 1.4 |
| 16) Other non-cargo vessels | 63 | 117 270 | 2.9 | 283 737 | 10.1 |
| TOTAL (=I) | 368 | 4 007 547 | 100 | 2 808 486 | 100 |
| III. Value of ships ordered | National currency* | US Dollar** | Exchange rate*** | % | * Million Yuan |
| Total | 30 527 | 3 691.3 | 8.27 | 100 | ** Million Dollar |
| of which for export(1) | 22 595 | 2 732.1 | 8.27 | 74.0 | ***Yuan/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG:.....; LNG:.....

PEOPLE'S REPUBLIC OF CHINA**IV. SPECIFICATION IN COMPENSATED TONNAGE**

YEAR: 2001

| Types of ships | coefficient | Orderbook end of 2001 | | Completed in 2001 | | Ordered in 2001 | |
|---|-------------|-----------------------|---------|-------------------|---------|-----------------|---------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 1) Crude oil tankers (dwt) (single hull) (1) | | | | | | | |
| under 4 000 | 1.70 | | | 7 | 7 920 | 7 | 7 920 |
| 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) (2) | | | | | | | |
| under 4 000 | 1.85 | 4 | 4 832 | 1 | 1 591 | 4 | 4 832 |
| 4 000 - 10 000 | 1.30 | 1 | 4 063 | | | 1 | 4 063 |
| 10 000 - 30 000 | 0.85 | | | | | | |
| 30 000 - 50 000 | 0.70 | | | | | | |
| 50 000 - 80 000 | 0.55 | 2 | 42 900 | 1 | 17 523 | 2 | 42 900 |
| 80 000 - 160 000 | 0.45 | 3 | 107 325 | | | | |
| 160 000 - 250 000 | 0.35 | | | | | | |
| 250 000 and over | 0.30 | 5 | 231 000 | 3 | 138 000 | 1 | 48 000 |
| 3) Product & chemical carriers (dwt) | | | | | | | |
| under 4 000 | 2.30 | 4 | 9 526 | 6 | 16 963 | 3 | 7 687 |
| 4 000 - 10 000 | 1.60 | 10 | 65 733 | 1 | 6 800 | 6 | 31 493 |
| 10 000 - 30 000 | 1.05 | 14 | 182 196 | 4 | 56 104 | 10 | 131 657 |
| 30 000 - 50 000 | 0.80 | 31 | 648 513 | 11 | 234 078 | 14 | 301 402 |
| 50 000 - 80 000 | 0.60 | 8 | 191 376 | | | 10 | 254 669 |
| 80 000 and over | 0.55 | 6 | 192 390 | 1 | 32 065 | 5 | 160 325 |

Note: No. is number of ships of 100 gt and over; warships excluded.

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

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

PEOPLE'S REPUBLIC OF CHINA**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2001

| Types of ships | coefficient | Orderbook end of 2001 | | Completed in 2001 | | Ordered in 2001 | |
|---|-------------|-----------------------|---------|-------------------|---------|-----------------|---------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 4) Bulk carriers (excluding combined carriers) (dwt) | | | | | | | |
| under 4 000 | 1.60 | 38 | 46 418 | 79 | 93 078 | 74 | 75 347 |
| 4 000 - 10 000 | 1.10 | 29 | 144 426 | 1 | 4 800 | 10 | 56 531 |
| 10 000 - 30 000 | 0.70 | 24 | 224 095 | 10 | 81 254 | 11 | 97 065 |
| 30 000 - 50 000 | 0.60 | 13 | 176 265 | 9 | 136 223 | 8 | 112 174 |
| 50 000 - 80 000 | 0.50 | 53 | 920 943 | 12 | 210 818 | 35 | 596 170 |
| 80 000 - 160 000 | 0.40 | | | 1 | 23 750 | | |
| 160 000 and over | 0.30 | 7 | 189 000 | | | 4 | 108 000 |
| 5) Combined carriers (dwt) | | | | | | | |
| under 10 000 | (3) | | | | | | |
| 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 | 16 | 25 919 | 8 | 16 400 | 11 | 19 407 |
| 4 000 - 10 000 | 1.35 | 6 | 44 312 | 4 | 24 795 | 1 | 6 426 |
| 10 000 - 20 000 | 1.00 | 3 | 36 535 | | | | |
| 20 000 - 30 000 | 0.85 | 13 | 266 263 | 8 | 175 483 | 4 | 79 688 |
| 30 000 and over | (4) | 4 | 102 900 | 3 | 68 700 | | |
| 7) Reefers (dwt) | | | | | | | |
| under 4 000 | 2.05 | | | 1 | 457 | | |
| 4 000 - 10 000 | 1.50 | | | | | | |
| 10 000 and over | 1.25 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(3) Same coefficient as for "bulk carriers".

(4) Same coefficient as for "Combined carriers".

PEOPLE'S REPUBLIC OF CHINA**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2001

| Types of ships | coefficient | Orderbook end of 2001 | | Completed in 2001 | | Ordered in 2001 | |
|--|-------------|-----------------------|---------|-------------------|--------|-----------------|---------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 8) Full container ships and high speed liners (dwt) | | | | | | | |
| under 4 000 | (5) | 6 | 21 720 | 24 | 60 239 | 8 | 21 636 |
| 4 000 - 10 000 | 1.20 | 22 | 141 521 | 13 | 83 336 | 8 | 46 790 |
| 10 000 - 20 000 | 0.90 | 32 | 341 921 | 7 | 90 184 | 19 | 173 383 |
| 20 000 - 30 000 | 0.80 | 10 | 176 534 | 2 | 72 000 | 2 | 29 334 |
| 30 000 - 50 000 | 0.75 | 6 | 199 200 | | | | |
| 50 000 and over | 0.65 | 8 | 368 680 | 1 | 42 575 | | |
| 9) Ro-Ro vessels (dwt) | | | | | | | |
| under 4 000 | 1.50 | 1 | 4 533 | 5 | 10 208 | 4 | 9 402 |
| 4 000 - 10 000 | 1.05 | 2 | 18 272 | 1 | 14 123 | 1 | 4 150 |
| 10 000 - 20 000 | 0.80 | | | 3 | 37 578 | | |
| 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 | 2 | 20 576 | 4 | 54 683 | | |
| 4 000 - 10 000 | 1.60 | 2 | 24 260 | | | | |
| 10 000 - 20 000 | 1.15 | | | | | | |
| 20 000 - 30 000 | 0.90 | | | | | | |
| 30 000 - 50 000 | 0.80 | | | | | | |
| 50 000 and over | 0.70 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(5) Same coefficient as for "general cargo ships".

PEOPLE'S REPUBLIC OF CHINA**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2001

| Types of ships | coefficient | Orderbook end of 2001 | | Completed in 2001 | | Ordered in 2001 | |
|---|-------------|-----------------------|---------|-------------------|---------|-----------------|--------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 12) LNG carriers (dwt) | | | | | | | |
| under 10 000 | (6) | | | | | | |
| 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 | 2 | 4 740 | 3 | 4 308 | 3 | 5 835 |
| 1 000 - 3 000 | 2.25 | 5 | 26 318 | 3 | 14 342 | 2 | 7 310 |
| 3 000 - 10 000 | 1.65 | | | 1 | 6 600 | | |
| 10 000 - 20 000 | 1.15 | | | | | | |
| 20 000 and over | 0.90 | 2 | 51 363 | | | | |
| 14) Passenger ships (gt) | | | | | | | |
| under 1 000 | 6.00 | 4 | 6 060 | 5 | 8 754 | 5 | 10 080 |
| 1 000 - 3 000 | 4.00 | 5 | 60 252 | 1 | 4 000 | 3 | 32 816 |
| 3 000 - 10 000 | 3.00 | | | 1 | 12 132 | | |
| 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 | 78 | 62 248 | 276 | 93 904 | 28 | 32 768 |
| 1 000 - 3 000 | 3.00 | | | 1 | 5 490 | 1 | 5 490 |
| 3 000 and over | 2.00 | 1 | 4 800 | 1 | 36 448 | | |
| 16) Other non-cargo vessels (gt) | | | | | | | |
| under 1 000 | 5.00 | 52 | 121 035 | 60 | 90 362 | 40 | 90 890 |
| 1 000 - 3 000 | 3.20 | 17 | 83 718 | 12 | 68 042 | 13 | 67 485 |
| 3 000 - 10 000 | 2.00 | 14 | 68 838 | 11 | 108 598 | 6 | 33 430 |
| 10 000 and over | 1.50 | 7 | 191 682 | 6 | 144 011 | 4 | 91 932 |

Note: No. is number of ships of 100 gt and over; warships excluded.

(6) Same coefficient as for "LPG carriers".

CROATIA**I. STATE OF THE ORDERBOOK**

STATE AT THE END OF 2002

| | No. | gt | % | cgt(a) | % |
|--|-----------------------|-------------|---------------------|------------|-------------------|
| I. Tonnage building | 21 | 673 072 | 53.4 | 471 395 | 54.8 |
| II. Tonnage yet to lay down (1) | 18 | 588 067 | 46.6 | 388 233 | 45.2 |
| III. Total tonnage on orderbook | 39 | 1 261 139 | 100 | 859 628 | 100 |
| of which for export (2) | 38 | 1 260 640 | 99.96 | 858 131 | 99.83 |
| IV. Types of ships on orderbook (breakdown of III) | | | | | |
| 1) Crude oil tankers (single hull) (3) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (4) | 4 | 305 052 | 24.2 | 120 701 | 14.0 |
| 3) Product and chemical carriers | 30 | 801 850 | 63.6 | 638 910 | 74.3 |
| 4) Bulk carriers (excl. combined carriers) | 1 | 28 200 | 2.2 | 16 920 | 2.0 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | | | 0.0 | | |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | | | 0.0 | | 0.0 |
| 9) Ro-Ro vessels | | | 0.0 | | 0.0 |
| 10) Car carriers | 3 | 125 538 | 10.0 | 81 600 | 9.5 |
| 11) LPG carriers (5) | | | 0.0 | | 0.0 |
| 12) LNG carriers (5) | | | 0.0 | | 0.0 |
| 13) Ferries | 1 | 499 | 0.0 | 1 497 | 0.2 |
| 14) Passenger ships | | | 0.0 | | 0.0 |
| 15) Fishing vessels | | | 0.0 | | 0.0 |
| 16) Other non-cargo vessels | | | 0.0 | | 0.0 |
| TOTAL (=III) | 39* | 1 261 139 | 100 | 859 628 | 100 |
| V. Value of orderbook | National currency* | US Dollar** | Exchange rate*** | % | * Million HRK |
| Total | 8 408 | 1 167.7 | 7.2 | 100 | ** Million Dollar |
| of which for export(2) | 8 380 | 1 163.8 | 7.2 | 99.7 | *** HRK/Dollar |

*** 8 ships are not included because of their technical characteristic**

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Firm contracts only, options not included.

(2) Tonnage to be delivered to foreign countries/flags.

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

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

(5) Volume in cubic metres: LPG:.....; LNG:.....

CROATIA**II. SHIPS COMPLETED**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|-------------------|
| I. Ships launched | 8 | 224 396 | 100 | 172 020 | 100 |
| of which for export (1) | 8 | 224 396 | 100.0 | 172 020 | 100.0 |
| II. Ships completed | 17 | 417 041 | 100 | 317 307 | 100 |
| of which for export (1) | 14 | 355 120 | 85.2 | 266 170 | 83.9 |
| III. Types of ships completed (breakdown of II) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (3) | | | 0.0 | | 0.0 |
| 3) Product and chemical carriers | 9 | 235 779 | 56.5 | 192 852 | 60.8 |
| 4) Bulk carriers (excl. combined carriers) | 2 | 60 098 | 14.4 | 36 059 | 11.4 |
| 5) Combined carriers | 1 | 6 391 | 1.5 | 7 030 | 2.2 |
| 6) General cargo ships | | | 0.0 | | 0.0 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | | | 0.0 | | 0.0 |
| 9) Ro-Ro vessels | | | 0.0 | | 0.0 |
| 10) Car carriers | 3 | 110 609 | 26.5 | 71 896 | 22.7 |
| 11) LPG carriers (4) | | | 0.0 | | 0.0 |
| 12) LNG carriers (4) | | | 0.0 | | 0.0 |
| 13) Ferries | | | 0.0 | | 0.0 |
| 14) Passenger ships | | | 0.0 | | 0.0 |
| 15) Fishing vessels | | | 0.0 | | 0.0 |
| 16) Other non-cargo vessels | 2 | 4 164 | 1.0 | 9 471 | 3.0 |
| TOTAL (=II) | 17 | 417 041 | 100 | 317 308 | 100 |
| IV. Value of ships completed | National currency* | US Dollar** | Exchange rate*** | % | * Million HRK |
| Total | 3 034 | 421.4 | 7.2 | 100 | ** Million Dollar |
| of which for export(1) | 2 537 | 352.3 | 7.2 | 83.6 | *** HRK/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG:.....; LNG:.....

CROATIA**III. NEW ORDERS**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|------------------------------------|
| I. Orders placed, Total | 6 | 117 099 | 100 | 99 977 | 100 |
| of which for export (1) | 5 | 116 600 | 99.6 | 98 480 | 98.5 |
| II. Types of ships ordered (breakdown of I) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (3) | | | 0.0 | | 0.0 |
| 3) Product and chemical carriers | 5 | 116 600 | 99.6 | 98 480 | 98.5 |
| 4) Bulk carriers (excl. combined carriers) | | | 0.0 | | 0.0 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | | | 0.0 | | 0.0 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | | | 0.0 | | 0.0 |
| 9) Ro-Ro vessels | | | 0.0 | | 0.0 |
| 10) Car carriers | | | 0.0 | | 0.0 |
| 11) LPG carriers (4) | | | 0.0 | | 0.0 |
| 12) LNG carriers (4) | | | 0.0 | | 0.0 |
| 13) Ferries | 1 | 499 | 0.4 | 1 497 | 1.5 |
| 14) Passenger ships | | | 0.0 | | 0.0 |
| 15) Fishing vessels | | | 0.0 | | 0.0 |
| 16) Other non-cargo vessels | | | 0.0 | | 0.0 |
| TOTAL (=I) | 6 | 117 099 | 100 | 99 977 | 100 |
| III. Value of ships ordered | National currency* | US Dollar** | Exchange rate*** | % | |
| Total | 1 063 | 147.65 | 7.2 | 100 | * Million HRK ** Million Dollar |
| of which for export(1) | 1 035 | 143.76 | 7.2 | 97.4 | *** HRK/Dollar |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG:.....; LNG:.....

CROATIA**IV. SPECIFICATION IN COMPENSATED TONNAGE**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|---------|-------------------|---------|-----------------|--------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 1) Crude oil tankers (dwt) (single hull) (1) | | | | | | | |
| 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) (2) | | | | | | | |
| 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 | 2 | 62 700 | | | | |
| 160 000 - 250 000 | 0.35 | 2 | 58 002 | | | | |
| 250 000 and over | 0.30 | | | | | | |
| 3) Product & chemical carriers (dwt) | | | | | | | |
| under 4 000 | 2.30 | | | | | | |
| 4 000 - 10 000 | 1.60 | 2 | 20 800 | | | 1 | 10 400 |
| 10 000 - 30 000 | 1.05 | 3 | 54 900 | 1 | 17 760 | 4 | 88 080 |
| 30 000 - 50 000 | 0.80 | 23 | 505 680 | 8 | 175 092 | | |
| 50 000 - 80 000 | 0.60 | | | | | | |
| 80 000 and over | 0.55 | 2 | 57 530 | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

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

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

CROATIA**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|--------|-------------------|--------|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 4) Bulk carriers (excluding combined carriers) (dwt) | | | | | | | |
| under 4 000 | 1.60 | | | | | | |
| 4 000 - 10 000 | 1.10 | | | | | | |
| 10 000 - 30 000 | 0.70 | | | | | | |
| 30 000 - 50 000 | 0.60 | 1 | 16 920 | | | | |
| 50 000 - 80 000 | 0.50 | | | 2 | 36 058 | | |
| 80 000 - 160 000 | 0.40 | | | | | | |
| 160 000 and over | 0.30 | | | | | | |
| 5) Combined carriers (dwt) | | | | | | | |
| under 10 000 | (3) | | | | | | |
| 10 000 - 30 000 | 0.90 | | | 1 | 7 030 | | |
| 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 | (4) | | | | | | |
| 7) Reefers (dwt) | | | | | | | |
| under 4 000 | 2.05 | | | | | | |
| 4 000 - 10 000 | 1.50 | | | | | | |
| 10 000 and over | 1.25 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(3) Same coefficient as for "bulk carriers".

(4) Same coefficient as for "Combined carriers".

CROATIA**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|--|-------------|-----------------------|--------|-------------------|--------|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 8) Full container ships and high speed liners (dwt) | | | | | | | |
| under 4 000 | (5) | | | | | | |
| 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 | | | | | | |
| 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 | 3 | 81 600 | 3 | 71 896 | | |
| 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 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(5) Same coefficient as for "general cargo ships".

CROATIA**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|----------------------------------|-------------|-----------------------|-------|-------------------|-------|-----------------|-------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 12) LNG carriers (dwt) | | | | | | | |
| under 10 000 | (6) | | | | | | |
| 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 | 1 497 | | | 1 | 1 497 |
| 1 000 - 3 000 | 2.25 | | | | | | |
| 3 000 - 10 000 | 1.65 | | | | | | |
| 10 000 - 20 000 | 1.15 | | | | | | |
| 20 000 and over | 0.90 | | | | | | |
| 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 | 1 905 | | |
| 1 000 - 3 000 | 3.20 | | | | | | |
| 3 000 - 10 000 | 2.00 | | | 1 | 7 566 | | |
| 10 000 and over | 1.50 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(6) Same coefficient as for "LPG carriers".

ROMANIA**I. STATE OF THE ORDERBOOK**

STATE AT THE END OF 2002

| | No. | gt | % | cgt(a) | % |
|--|-----------------------|-------------|---------------------|------------|------------|
| I. Tonnage building | | | 0.0 | | 0.0 |
| II. Tonnage yet to lay down (1) | 14 | 100 747 | 100.0 | 149 880 | 100.0 |
| III. Total tonnage on orderbook | 14 | 100 747 | 100 | 149 880 | 100 |
| of which for export (2) | 14 | 100 747 | 100.0 | 149 880 | 100.0 |
| IV. Types of ships on orderbook (breakdown of III) | | | | | |
| 1) Crude oil tankers (single hull) (3) | 5 | 25 600 | 25.4 | 46 000 | 30.7 |
| 2) Crude oil tankers (double hull) (4) | | | 0.0 | | 0.0 |
| 3) Product and chemical carriers | 2 | 17 600 | 17.5 | 24 640 | 16.4 |
| 4) Bulk carriers (excl. combined carriers) | | | 0.0 | | 0.0 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | 1 | 2 842 | 2.8 | 7 060 | 4.7 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | 6 | 54 705 | 54.3 | 72 180 | 48.2 |
| 9) Ro-Ro vessels | | | 0.0 | | 0.0 |
| 10) Car carriers | | | 0.0 | | 0.0 |
| 11) LPG carriers (5) | | | 0.0 | | 0.0 |
| 12) LNG carriers (5) | | | 0.0 | | 0.0 |
| 13) Ferries | | | 0.0 | | 0.0 |
| 14) Passenger ships | | | 0.0 | | 0.0 |
| 15) Fishing vessels | | | 0.0 | | 0.0 |
| 16) Other non-cargo vessels | | | 0.0 | | 0.0 |
| TOTAL (=III) | 14 | 100 747 | 100 | 149 880 | 100 |
| V. Value of orderbook | National currency* | US Dollar** | Exchange rate*** | % | |
| Total | | | | 100 | |
| of which for export(2) | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Firm contracts only, options not included.

(2) Tonnage to be delivered to foreign countries/flags.

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

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

(5) Volume in cubic metres: LPG:.....; LNG:.....

ROMANIA**II. SHIPS COMPLETED**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|------------|
| I. Ships launched | | | 100 | | 100 |
| of which for export (1) | | | | | |
| II. Ships completed | 12 | 108 179 | 100 | 148 587 | 100 |
| of which for export (1) | 12 | 108 179 | 100.0 | 148 587 | 100.0 |
| III. Types of ships completed (breakdown of II) | | | | | |
| 1) Crude oil tankers (single hull) (2) | 2 | 29 372 | 27.2 | 32 000 | 21.5 |
| 2) Crude oil tankers (double hull) (3) | | | 0.0 | | 0.0 |
| 3) Product and chemical carriers | | | 0.0 | | 0.0 |
| 4) Bulk carriers (excl. combined carriers) | | | 0.0 | | 0.0 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | 2 | 8 878 | 8.2 | 18 805 | 12.7 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | 7 | 61 929 | 57.2 | 73 782 | 49.7 |
| 9) Ro-Ro vessels | | | 0.0 | | 0.0 |
| 10) Car carriers | | | 0.0 | | 0.0 |
| 11) LPG carriers (4) | | | 0.0 | | 0.0 |
| 12) LNG carriers (4) | | | 0.0 | | 0.0 |
| 13) Ferries | | | 0.0 | | 0.0 |
| 14) Passenger ships | 1 | 8 000 | 7.4 | 24 000 | 16.2 |
| 15) Fishing vessels | | | 0.0 | | 0.0 |
| 16) Other non-cargo vessels | | | 0.0 | | 0.0 |
| TOTAL (=II) | 12 | 108 179 | 100 | 148 587 | 100 |
| IV. Value of ships completed | National currency* | US Dollar** | Exchange rate*** | % | |
| Total | | | | 100 | |
| of which for export(1) | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG:.....; LNG:.....

ROMANIA**III. NEW ORDERS**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|------------|
| I. Orders placed, Total | 4 | 31 722 | 100 | 42 470 | 100 |
| of which for export (1) | 4 | 31 722 | 100.0 | 42 470 | 100.0 |
| II. Types of ships ordered (breakdown of I) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (3) | | | 0.0 | | 0.0 |
| 3) Product and chemical carriers | 1 | 8 800 | 27.7 | 12 320 | 29.0 |
| 4) Bulk carriers (excl. combined carriers) | | | 0.0 | | 0.0 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | | | 0.0 | | 0.0 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | 3 | 22 922 | 72.3 | 30 150 | 71.0 |
| 9) Ro-Ro vessels | | | 0.0 | | 0.0 |
| 10) Car carriers | | | 0.0 | | 0.0 |
| 11) LPG carriers (4) | | | 0.0 | | 0.0 |
| 12) LNG carriers (4) | | | 0.0 | | 0.0 |
| 13) Ferries | | | 0.0 | | 0.0 |
| 14) Passenger ships | | | 0.0 | | 0.0 |
| 15) Fishing vessels | | | 0.0 | | 0.0 |
| 16) Other non-cargo vessels | | | 0.0 | | 0.0 |
| TOTAL (=I) | 4 | 31 722 | 100 | 42 470 | 100 |
| III. Value of ships ordered | National currency* | US Dollar** | Exchange rate*** | % | |
| Total | | | | 100 | |
| of which for export(1) | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG:.....; LNG:.....

ROMANIA**IV. SPECIFICATION IN COMPENSATED TONNAGE**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|--------|-------------------|--------|-----------------|--------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 1) Crude oil tankers (dwt) (single hull) (1) | | | | | | | |
| under 4 000 | 1.70 | | | | | | |
| 4 000 - 10 000 | 1.15 | 5 | 46 000 | 1 | 9 200 | | |
| 10 000 - 30 000 | 0.75 | | | | | | |
| 30 000 - 50 000 | 0.60 | | | 1 | 22 800 | | |
| 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) (2) | | | | | | | |
| 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 & chemical carriers (dwt) | | | | | | | |
| under 4 000 | 2.30 | | | | | | |
| 4 000 - 10 000 | 1.60 | 2 | 24 640 | | | 1 | 12 320 |
| 10 000 - 30 000 | 1.05 | | | | | | |
| 30 000 - 50 000 | 0.80 | | | | | | |
| 50 000 - 80 000 | 0.60 | | | | | | |
| 80 000 and over | 0.55 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

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

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

IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|-------|-------------------|--------|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 4) Bulk carriers (excluding combined carriers) (dwt) | | | | | | | |
| 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 | (3) | | | | | | |
| 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 | 1 | 7 060 | 1 | 7 060 | | |
| 4 000 - 10 000 | 1.35 | | | 1 | 11 745 | | |
| 10 000 - 20 000 | 1.00 | | | | | | |
| 20 000 - 30 000 | 0.85 | | | | | | |
| 30 000 and over | (4) | | | | | | |
| 7) Reefers (dwt) | | | | | | | |
| under 4 000 | 2.05 | | | | | | |
| 4 000 - 10 000 | 1.50 | | | | | | |
| 10 000 and over | 1.25 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(3) Same coefficient as for "bulk carriers".

(4) Same coefficient as for "Combined carriers".

ROMANIA**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|--------|-------------------|--------|-----------------|--------|
| | | No. | cgt | No. | cgt | No. | cgt |
| 8) Full container ships and high speed liners (dwt) | | | | | | | |
| under 4 000 | (5) | | | | | | |
| 4 000 - 10 000 | 1.20 | 4 | 45 360 | | | 1 | 11 340 |
| 10 000 - 20 000 | 0.90 | 2 | 26 820 | 7 | 73 782 | 2 | 18 810 |
| 20 000 - 30 000 | 0.80 | | | | | | |
| 30 000 - 50 000 | 0.75 | | | | | | |
| 50 000 and over | 0.65 | | | | | | |
| 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 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(5) Same coefficient as for "general cargo ships".

ROMANIA**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|----------------------------------|-------------|-----------------------|-----|-------------------|--------|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 12) LNG carriers (dwt) | | | | | | | |
| under 10 000 | (6) | | | | | | |
| 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 | | | | | | |
| 14) Passenger ships (gt) | | | | | | | |
| under 1 000 | 6.00 | | | | | | |
| 1 000 - 3 000 | 4.00 | | | | | | |
| 3 000 - 10 000 | 3.00 | | | 1 | 24 000 | | |
| 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 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(6) Same coefficient as for "LPG carriers".

CHINESE TAIPEI**I. STATE OF THE ORDERBOOK**

STATE AT THE END OF 2002

| | No. | gt | % | cgt(a) | % |
|--|-----------------------|-------------|---------------------|------------|------------|
| I. Tonnage building | | | | | |
| II. Tonnage yet to lay down (1) | | | | | |
| III. Total tonnage on orderbook | 20 | 990 000 | 100 | 528 700 | 100 |
| of which for export (2) | 19 | 978 500 | 98.8 | 520 650 | 98.5 |
| IV. Types of ships on orderbook (breakdown of III) | | | | | |
| 1) Crude oil tankers (single hull) (3) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (4) | | | 0.0 | | 0.0 |
| 3) Product and chemical carriers | | | 0.0 | | 0.0 |
| 4) Bulk carriers (excl. combined carriers) | 10 | 631 000 | 63.7 | 272 250 | 51.5 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | | | 0.0 | | 0.0 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | 10 | 359 000 | 36.3 | 256 450 | 48.5 |
| 9) Ro-Ro vessels | | | 0.0 | | 0.0 |
| 10) Car carriers | | | 0.0 | | 0.0 |
| 11) LPG carriers (5) | | | 0.0 | | 0.0 |
| 12) LNG carriers (5) | | | 0.0 | | 0.0 |
| 13) Ferries | | | 0.0 | | 0.0 |
| 14) Passenger ships | | | 0.0 | | 0.0 |
| 15) Fishing vessels | | | 0.0 | | 0.0 |
| 16) Other non-cargo vessels | | | 0.0 | | 0.0 |
| TOTAL (=III) | 20 | 990 000 | 100 | 528 700 | 100 |
| V. Value of orderbook | National currency* | US Dollar** | Exchange rate*** | % | |
| Total | | | | 100 | |
| of which for export(2) | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Firm contracts only, options not included.

(2) Tonnage to be delivered to foreign countries/flags.

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

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

(5) Volume in cubic metres: LPG:.....; LNG:.....

CHINESE TAIPEI**II. SHIPS COMPLETED**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|------------|
| I. Ships launched | | | 100 | | 100 |
| of which for export (1) | | | | | |
| II. Ships completed | 15 | 652 300 | 100 | 375 658 | 100 |
| of which for export (1) | 15 | 652 300 | 100.0 | 375 658 | 100.0 |
| III. Types of ships completed (breakdown of II) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (3) | | | 0.0 | | 0.0 |
| 3) Product and chemical carriers | | | 0.0 | | 0.0 |
| 4) Bulk carriers (excl. combined carriers) | 4 | 359 300 | 55.1 | 142 258 | 37.9 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | | | 0.0 | | 0.0 |
| 7) Reefers | 2 | 27 400 | 4.2 | 34 200 | 9.1 |
| 8) Full container ships and high speed liners | 9 | 265 600 | 40.7 | 199 200 | 53.0 |
| 9) Ro-Ro vessels | | | 0.0 | | 0.0 |
| 10) Car carriers | | | 0.0 | | 0.0 |
| 11) LPG carriers (4) | | | 0.0 | | 0.0 |
| 12) LNG carriers (4) | | | 0.0 | | 0.0 |
| 13) Ferries | | | 0.0 | | 0.0 |
| 14) Passenger ships | | | 0.0 | | 0.0 |
| 15) Fishing vessels | | | 0.0 | | 0.0 |
| 16) Other non-cargo vessels | | | 0.0 | | 0.0 |
| TOTAL (=II) | 15 | 652 300 | 100 | 375 658 | 100 |
| IV. Value of ships completed | National currency* | US Dollar** | Exchange rate*** | % | |
| Total | | | | 100 | |
| of which for export(1) | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG:.....; LNG:.....

CHINESE TAIPEI**III. NEW ORDERS**

YEAR: 2002

| | No. | gt | % | cgt(a) | % |
|---|-----------------------|-------------|---------------------|------------|------------|
| I. Orders placed, Total | 11 | 667 900 | 100 | 319 010 | 100 |
| of which for export (1) | 10 | 656 400 | 98.3 | 310 960 | 97.5 |
| II. Types of ships ordered (breakdown of I) | | | | | |
| 1) Crude oil tankers (single hull) (2) | | | 0.0 | | 0.0 |
| 2) Crude oil tankers (double hull) (3) | | | 0.0 | | 0.0 |
| 3) Product and chemical carriers | | | 0.0 | | 0.0 |
| 4) Bulk carriers (excl. combined carriers) | 9 | 539 900 | 80.8 | 235 810 | 73.9 |
| 5) Combined carriers | | | 0.0 | | 0.0 |
| 6) General cargo ships | | | 0.0 | | 0.0 |
| 7) Reefers | | | 0.0 | | 0.0 |
| 8) Full container ships and high speed liners | 2 | 128 000 | 19.2 | 83 200 | 26.1 |
| 9) Ro-Ro vessels | | | 0.0 | | 0.0 |
| 10) Car carriers | | | 0.0 | | 0.0 |
| 11) LPG carriers (4) | | | 0.0 | | 0.0 |
| 12) LNG carriers (4) | | | 0.0 | | 0.0 |
| 13) Ferries | | | 0.0 | | 0.0 |
| 14) Passenger ships | | | 0.0 | | 0.0 |
| 15) Fishing vessels | | | 0.0 | | 0.0 |
| 16) Other non-cargo vessels | | | 0.0 | | 0.0 |
| TOTAL (=I) | 11 | 667 900 | 100 | 319 010 | 100 |
| III. Value of ships ordered | National currency* | US Dollar** | Exchange rate*** | % | |
| Total | | | | 100 | |
| of which for export(1) | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(a) See Table IV: "Specification in compensated tonnage".

(1) Tonnage to be delivered to foreign countries/flags.

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

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

(4) Volume in cubic meters: LPG:.....; LNG:.....

CHINESE TAIPEI**IV. SPECIFICATION IN COMPENSATED TONNAGE**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|-----|-------------------|-----|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 1) Crude oil tankers (dwt) (single hull) (1) | | | | | | | |
| 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) (2) | | | | | | | |
| 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 & 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 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

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

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

CHINESE TAIPEI**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|---|-------------|-----------------------|-----|-------------------|-----|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 4) Bulk carriers (excluding combined carriers) (dwt) | | | | | | | |
| 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 | (3) | | | | | | |
| 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 | (4) | | | | | | |
| 7) Reefers (dwt) | | | | | | | |
| under 4 000 | 2.05 | | | | | | |
| 4 000 - 10 000 | 1.50 | | | | | | |
| 10 000 and over | 1.25 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(3) Same coefficient as for "bulk carriers".

(4) Same coefficient as for "Combined carriers".

CHINESE TAIPEI**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|--|-------------|-----------------------|-----|-------------------|-----|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 8) Full container ships and high speed liners (dwt) | | | | | | | |
| under 4 000 | (5) | | | | | | |
| 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 | | | | | | |
| 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 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(5) Same coefficient as for "general cargo ships".

CHINESE TAIPEI**IV. SPECIFICATION IN COMPENSATED TONNAGE (cont'd)**

YEAR: 2002

| Types of ships | coefficient | Orderbook end of 2002 | | Completed in 2002 | | Ordered in 2002 | |
|----------------------------------|-------------|-----------------------|-----|-------------------|-----|-----------------|-----|
| | | No. | cgt | No. | cgt | No. | cgt |
| 12) LNG carriers (dwt) | | | | | | | |
| under 10 000 | (6) | | | | | | |
| 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 | | | | | | |
| 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 | | | | | | |

Note: No. is number of ships of 100 gt and over; warships excluded.

(6) Same coefficient as for "LPG carriers".