The world merchant fleet in 2015

Statistics from Equasis

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Annex I outlines how this aggregation has been accomplished. This Annex is regularly reviewed to include new ship types that were excluded in the previous versions of the Equasis Annual Statistics but which should now be included to better reflect the situation of the world merchant fleet.

PSC SHIP TYPES

PSC organisations use specific ship type categories that are different from the ones used by IHS Maritime & Trade. From 2011 onwards, these categories have been used in Chapter 5 (Port State Control) for ship types.

For ships that have never been inspected or when the ship type is not reported in the PSC data provided to Equasis, it is not possible to attribute a "PSC ship type" easily. In this situation, a "default PSC ship type" is used in substitution of a genuine PSC ship type.

This default PSC ship type is based on the ship type as provided by IHS Maritime & Trade. Annex III provides the aggregation used for this purpose. This Annex was established mainly through statistical analysis and direct comparisons between IHS Maritime & Trade ship types and PSC ship types. It cannot be directly compared to Annex I as the intention is not to create categories of ships but instead to attribute a PSC ship type to ships that were not inspected.

FLAG STATES

Flag States (under which ships are registered) are grouped in two categories, "targeted" and "non-targeted". Those in the "targeted" group are the flag States which appear on at least one of the targeted lists of the Paris Memorandum of Understanding (Paris MoU) [Black List], the Tokyo MoU [Black List] and the US Coast Guard (USCG) [safety targeting]. Indian Ocean MoU (IO MoU), Viña del Mar MoU (VDM MoU), Mediterranean MoU (Med MoU) and Caribbean MoU (CMoU) also provide their inspection results to Equasis, but they do not use a target list.

The lists are published annually and reflect the safety performance of ships registered to each flag State as measured by the number of port State inspections and detentions recorded over a three-year period.
It is possible for a flag State to be "targeted" in one regime but not in another. This can be because its safety performance varies from one regime to another, or, because few, or none, of its ships trade to ports covered by a particular PSC regime.

Further details are included in the list of the respective regimes' port State control Annual Reports. The list of targeted flag States, based on the 2015 annual reports of the Paris MoU, the Tokyo MoU and the US Coast Guard, can be found in Annex II.

SOURCE OF INFORMATION

Equasis is fed by 50 data providers which can be divided into six categories: core ship and company data, PSC regimes, classification societies, P&I clubs, associations or vetting programs and other international organisations. Almost all of these sources are used in this document to a greater or lesser extent.

As to PSC information, it should be noted that not all inspections within the Indian Ocean MoU are reported in Equasis. Only inspections from Australia, France (La Réunion Island), India, Iran, Mauritius, Oman, South Africa, Sri Lanka were considered in these statistics. In 2015, these eight countries represented over 90% of all inspections carried out within the Indian Ocean MoU.

The Mediterranean MoU is providing data to Equasis since 2014. Only those inspections reported by Med MoU to Equasis since 2014 have been integrated into this report.

The Caribbean MoU (CMoU) joined Equasis as a data-provider in early 2016 and made available inspection records dating from 2013 onwards.

large ship size category, by number and tonnage. Ships covered by non-IACS members or for which no class was recorded are mostly medium sized ships (Graph 24) in contrast with remaining ship size categories.

Graphs 30, 38, 46 and 54 show that the IACS members coverage is greater among the younger fleet and tends to diminish with age – from 83% of ships aged up to 5 years to 36% of the fleet over 25 years old.

Graph 62 shows only 23% of ships originated from Targeted Flag are being classified by IACS members, half in comparison with Non-Targeted Flag.

In Chapter 3.4, the safety performance of the Equasis fleet over 500 GT, as measured by detention rate, shows that 2.64% of inspections resulted in detention in 2015 (Table 71). Those ships classed by an IACS member were less likely to be detained in 2015 (2.03%) than those classed with non-IACS members or with no recorded class (6.91%).

For certain ship categories the number of inspections is too small to be statistically significant, thus explaining some of the reported 0% detention rate.