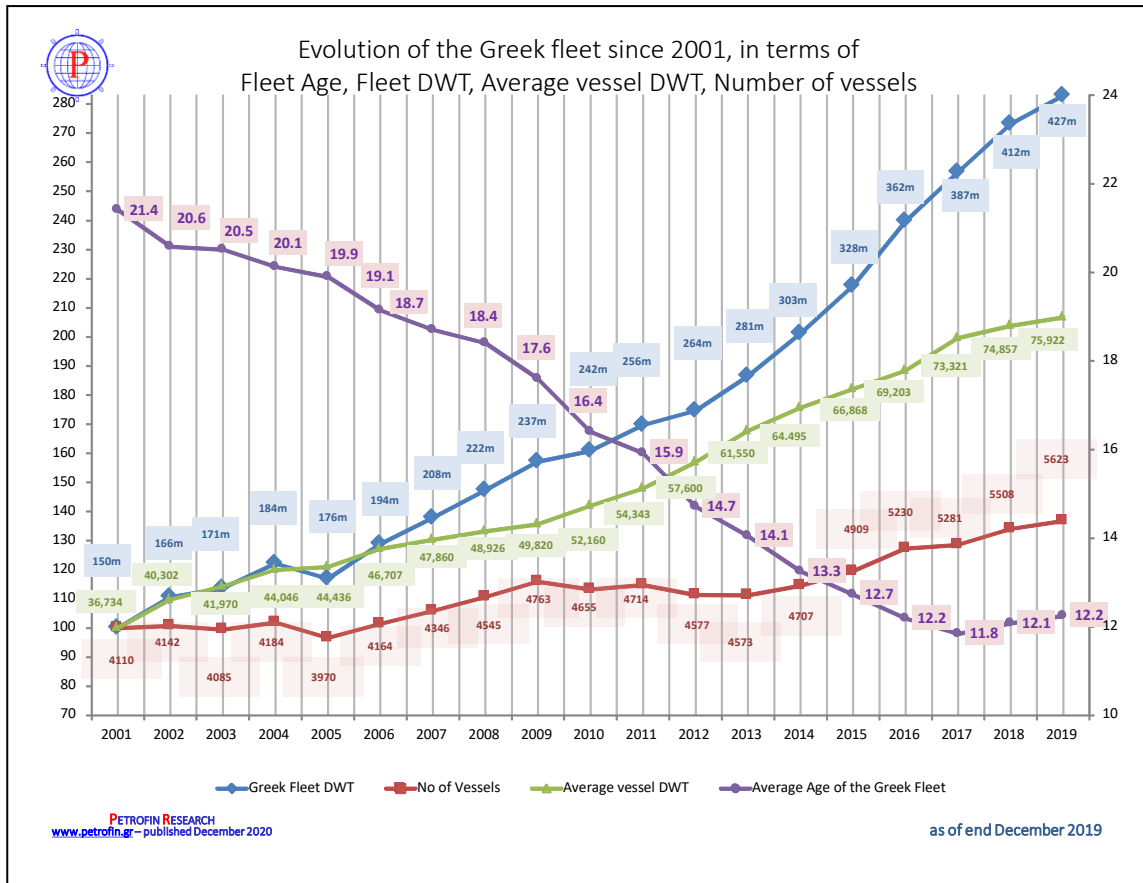


Greek Shipping Growth Slows Down

By
 Ted Petropoulos
 Head
 Petrofin Research ©
 January 2021

Due to the pandemic, the results of our end 2019 research on Greek shipping have just been published (see www.petrofin.gr). In Graph 1 below, you can see the development of Greek shipping, using four key parameters from 2001 to 2019.

Graph 1



Focusing on Greek shipping’s performance for the year 2019, we can see a) that the number of Greek owned vessels rose from 5,508 to 5,623, which is at a slower pace than in previous years, b) the Greek owned fleet, in terms of dwt, rose from 412m to 427m, c) the average vessel size also rose from 74,857 dwt to 75,922 dwt and d) the average age of the fleet rose, for the second year, from 12.1 in 2018, to 12.2 in 2019.

The slowdown in the growth and the slight increase of the age may be attributed to the following factors: 1) relatively fewer vessels being delivered in 2019, while the whole fleet is aging during the year, 2) an emphasis by Greek owners towards purchasing second hand vessels, as opposed to placing newbuilding orders (Graph 2) and 3) a slowdown in scrapping from 30.7m dwt in 2018 to 17.6m dwt in 2019.

Greek Shipping Growth Slows Down

By
 Ted Petropoulos
 Head
 Petrofin Research ©
 January 2021

Graph 2



GREEK ORDERBOOK AND DELIVERIES – 2005 TO 2019



PETROFIN RESEARCH © - published December 2020

The growth of the Greek fleet can also be compared to that of the other leading fleets. Notably (see Table below), Greece remains in the top position but slightly down in overall share from 2018. The same applies to the top 8 countries which also experience falls in their share with the exception of China and Singapore which show an increase.

Greek Shipping Growth Slows Down

By
Ted Petropoulos
Head
Petrofin Research ©
January 2021

Table 1

Nationalities owning over 1% of World Fleet	2019	Previous ranks	2018	2017	2016	2015	2014
Greece	17.79%	Greece	18.16%	16.72%	16.36%	16.05%	15.41%
Japan	11.47%	Japan	12.30%	12.12%	12.78%	13.19%	13.46%
China	10.51%	China	10.07%	8.95%	8.87%	8.74%	9.47%
Singapore	6.19%	Germany	5.89%	6.06%	6.65%	7.13%	7.56%
Hong Kong (China)	5.00%	Singapore	5.70%	5.65%	5.32%	4.97%	4.75%
Germany	4.92%	China, Hong Kong SAR	5.38%	5.07%	4.88%	4.63%	4.15%
Republic of Korea	3.91%	Korea, Republic of	4.25%	4.38%	4.40%	4.60%	4.60%
Norway	3.11%	United States	3.79%	3.63%	3.36%	3.45%	3.35%
United States	2.97%	United Kingdom	2.75%	2.80%	2.88%	2.85%	2.73%
Bermuda	2.97%	Bermuda	2.98%	2.60%	2.70%	2.43%	2.24%
Taiwan Province of China	2.60%	Norway	3.27%	2.80%	2.69%	2.69%	2.55%
United Kingdom	2.48%	China, Taiwan Province of	2.77%	2.54%	2.58%	2.51%	2.87%
Denmark	2.19%	France	–	2.36%	2.35%	1.99%	1.68%
Monaco	2.15%	Denmark	2.16%	1.97%	2.14%	2.12%	2.33%
Belgium	1.54%	Turkey	1.50%	1.50%	1.56%	1.61%	1.71%
Turkey	1.41%	Italy	1.09%	1.12%	1.27%	1.33%	1.44%
India	1.27%	Belgium	1.30%	1.27%	1.23%	1.21%	0.85%
Switzerland	1.26%	India	1.37%	1.23%	1.21%	1.23%	1.30%
Russian Federation	1.16%	Switzerland	1.36%	1.28%	1.14%	1.04%	1.05%
Indonesia	1.14%	Russian Federation	1.22%	1.19%	1.01%	1.06%	1.11%
		Iran	–	1.02%			
		Indonesia	1.12%	1.02%			
		Monaco	2.16%				
		Malaysia	1.07%				
		Netherlands	1.00%	Source: UNCTAD - Review of Maritime Transport - 2019	Petrofin Research © published December 2020		

Greek Shipping Growth Slows Down

By
Ted Petropoulos
Head
Petrofin Research ©
January 2021

The number of Greek shipping companies in operation rose by one, from 588 in 2018, to 589 in 2019. However, within these numbers, we can detect a continuous decline in the very small segment of 1 – 2 owned vessels fleets from 218 to 204 but a rise in the segment of 3 – 4 owned vessels fleets from 112 to 129.

In the larger segments, of note is that in the largest category of 25+ vessel fleets the total numbers grew from 49 to 51 fleets, the most modern 0 – 9 years old, vessels within this category showed a dwt decline from 168,136m dwt to 141,754m dwt, as the number of vessels leaving this category is larger than the numbers entering it via newbuilding and / or very young vessels, purchased in the market.

The number of 1m ton owners are now 81 up from 77 in 2018 and the top 50 Greek companies now own 73.47% of the Greek fleet up from 71.28% in 2018.

In 2019, on the whole, Greek owners found newbuilding prices high, compared to market prospects and preferred to focus on second hand purchases. However, even such purchases were fewer than 2018, as the markets displayed volatility and lack of direction across most sectors.

Capital market activity was low and bank finance was tight and relatively expensive, except for the top names. For these owners determined to buy in 2019, Chinese leasing was the best source of finance still, though with selective client criteria.

What was witnessed in 2019 was not a weakening of Greek resolve to grow but a ‘wait and see’ attitude, looking for better opportunities in the future.

The increasing regulatory and bank emphasis on fuel emissions also acted as a dampener, as Greek owners were unsure what the new regulations would be and the treatment of older vessels. In addition, it is believed that the current main engine technology may well have reached its highest level of efficiency and reduced emissions and that new and costlier technologies would need to be developed, over the next decade.

As such, Greek owners displayed a reluctance to invest in old technology for newbuildings and we expect this trend to gather pace.

The sudden Covid-19 pandemic hit shipping hard in 2020 and we intend to publish our 2020 report in the spring, to see its effects on Greek shipping.