

IHS MARITIME & TRADE

Fleet Capacity Forecast

Market Intelligence Applications

The IHS Fleet Capacity Forecast is designed to be used by a company seeking to understand the future demand for a specific product. Using the quantitative forecast by fleet type and size a user can identify significant areas of potential market growth by fleet. For example, in the gas carrier fleet, the VLGC fleet specifically is expected to grow and this has direct implications for the engine demand. The forecast identifies the size of the active fleet and the number of new builds expected to come on line each year, providing a granular view of the market opportunity. This is supported by the analysis reports which help identify and explain how industry trends may impact the adoption of new engine technologies in the market. For example, the impact of infrastructure development (or lack thereof) on the likely take up of LNG fuel, and which fleets are more likely to take up this technology first due to the nature of their cargo. For example, Liner ships and Ro-Ro ships and Vehicle Carriers are identified as likely early adopters of the technology. The forecast can help deduce the number of ships that are likely to be influenced by potential changes as well as the risk to the business depending on different adoption rates. The average age of each fleet that is also included in the forecast is a critical piece of intelligence that helps determine the impact of technological developments, prevalence of newer economic designs and different engine types on the capacity and ship types in the target market.

The forecast can also be used to plan for different/substitute sizes within fleets in the short/medium term. The changes in the balance of the fleets give insight into changes in capacity, retirements and stock. For example, in recent years medium range (MR) large fleet product tankers have been much more popular than MR small fleet and the Supramax/Ultramax fleet have outnumbered the Handymax size in the Bulk Carriers fleet.

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However, the popularity of the MR large fleet in recent years is not forecast to continue at the same pace. The IHS Fleet Capacity Forecast quantifies this shift and details what is driving this i.e. trade changes which affect economies of scale pushing the rationale to use Panamax/LR1 size instead of MR – large vessels on these routes. The reduced fleets will not be ignored however; the forecast will follow every fleet type/size providing details of their capacity and ship count. This gives market intelligence teams insight into the size of smaller/increasingly niche markets and help make decisions about the extent they want to remain in those markets, make judgments about what competitors may do and make realistic sales forecasts.

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For more information

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