



## 2021 Wet Cargo Vessel Trading Data

### International Maritime Risk Rating Agency's (IMRRA) Exclusive Market Insights & Trends

### from 23,905 Vessel Risk Rating Assessments

#### What Were the Most Traded Wet Cargo Vessels in 2021?



# IMRRA's Most Traded Vessels 2021



**Market Briefing:** Market intelligence for Charterers, Traders and Terminal Operators

**Summary:** Trend data from **23,905**, totaling 1,249,929,187 Metric Tonnes Vessels Offered for Charter and subsequently safety Risk Rated by IMRRA's Analysts in to a report. Appendix A\* for report methodology details.

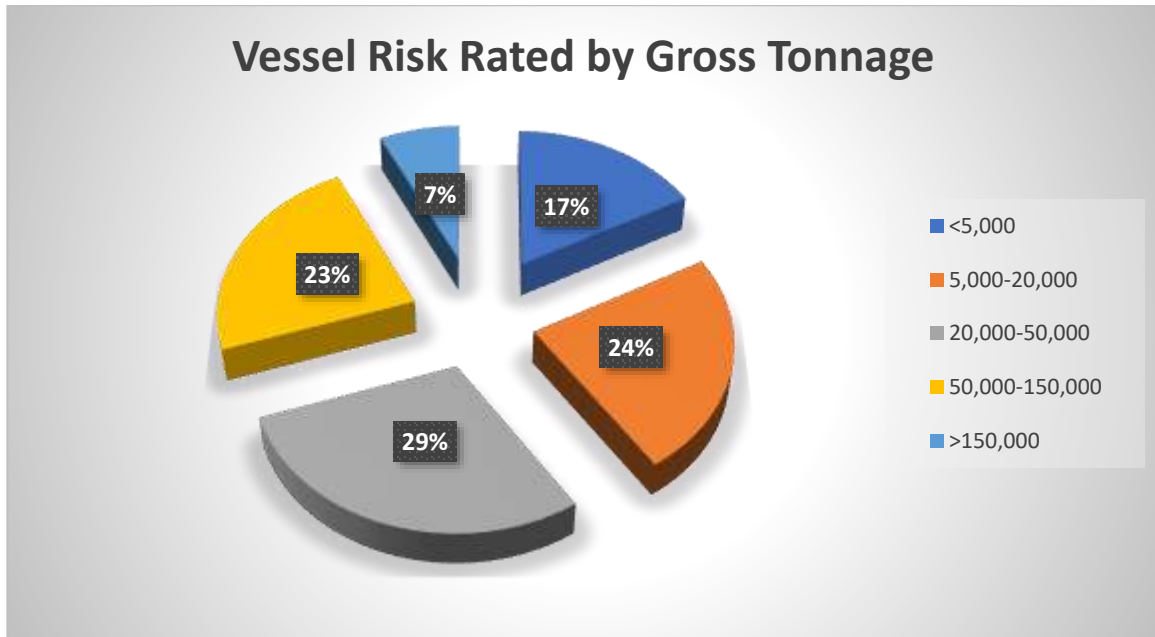
**Wet Cargo Vessel Data Highlights Include:**

- 2021 Risk Rated Vessels by Traded Tonnage
- Discover 2021 Risk Rated Vessels by Age & Type
- IMRRA's Top-3 Vessels Offered for Trade by Age and Tonnage during 2021
- 2021s Monthly Traded Vessels by Age & Age

**Key Data Briefing: 2021 Charterers Market Trends**

- 20,000-50,000MT: the popular traded liquid cargo vessel in 2021
- 10-15 years 20,000-50,000MT - most traded type vessel
- 6,975 risk rating reports assessed on vessels 20,000-50,000MT
- 9,134 total Risk ratings on 10-15 year old vessels
- 23.3% or 2,586 vessels were 10-15 years old, 20,000-50,000GT
- 4.4% of all risk assessed vessels are over 25 years old

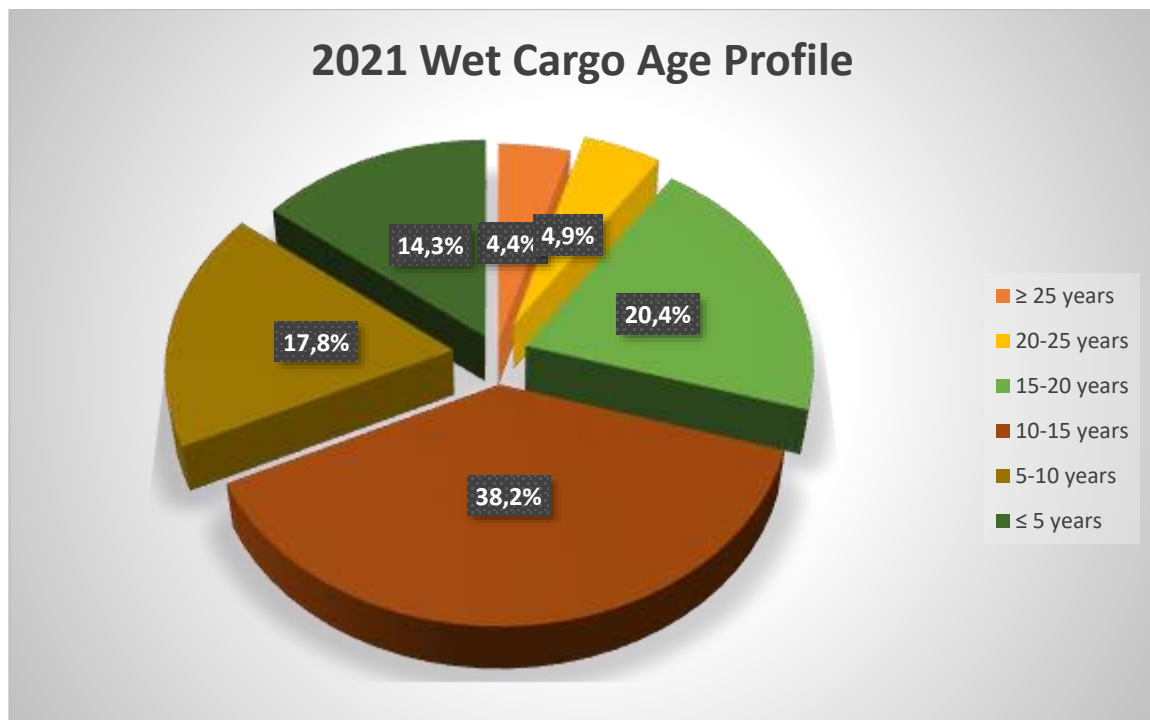
**1. IMRRA's 2021 Wet Cargo Risk Rated Vessels by Tonnage**



GT	<5,000	5,000-20,000	20,000-50,000	50,000-150,000	>150,000	Total
Number of Vessels	4,072	5,636	<b>6,975</b>	5,522	1,700	<b>23,905</b>

The most actively traded sector or 'sweet spot' for chartering are Handysize and Handymax/Supramax vessels, 20-50k gross tonnes. These vessels' are very common due their ability to enter smaller ports with restricted ability to manoeuvre.

**2. IMRRA's 2021 Overall Risk Assessed Vessels by Age**



**2.1 Table: Vessel Age Range, Number of Vessels and Fleet Percentage Risk Rated by IMRRA**

Vessel Age Range	Number of Vessels	Percentage of Fleet Risk Rated
≥ 25 years	1,048	4.4%
20-25 years	1,163	4.9%
15-20 years	4,887	20.4%
<b>10-15 years</b>	<b>9,134</b>	<b>38.2%</b>
5-10 years	4,255	17.8%
≤ 5 years	3,418	14.3%

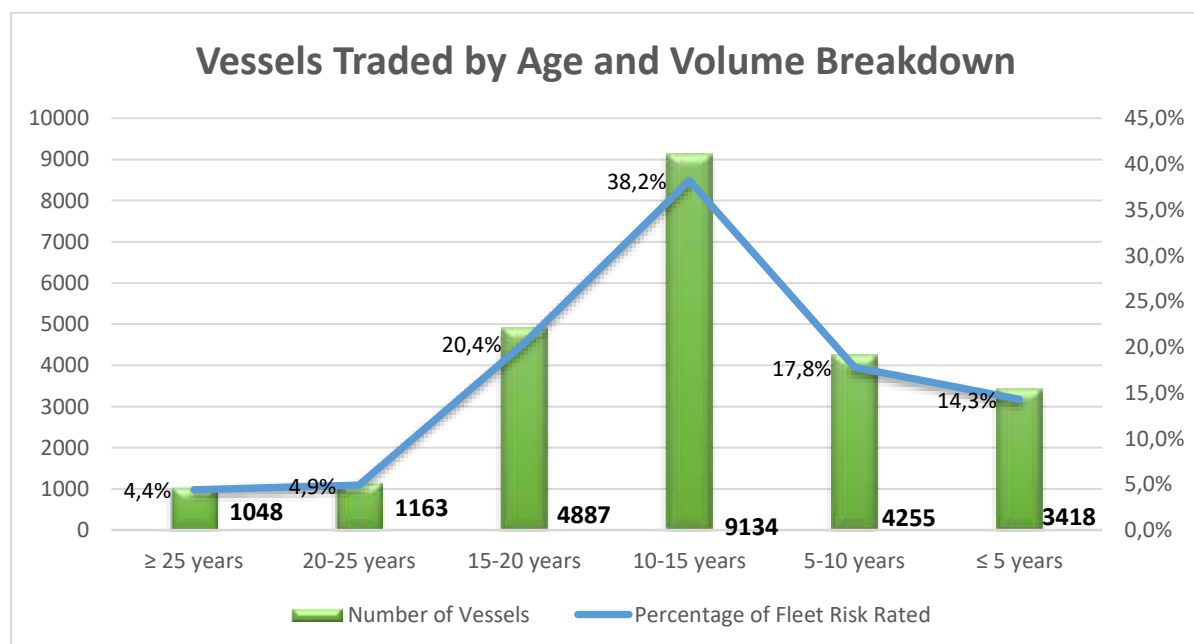
4.4% Of all risk assessed vessels are over 25 years old, proving age is no barrier for vessels if well maintained. But older vessels are mainly confined to the smaller <5,000 MT Sector, as you can read from the table below.

**3. Vessel Age and Tonnage Breakdown – All Ages & Tonnage**

Vessel Age Years	<5,000	5,000-20,000	20,000-50,000	50,000-150,000	>150,000	Total
≥ 25	772	171	51	47	7	1,048
20-25	412	352	200	120	79	1,163
15-20	542	930	2,000	1,129	286	4,887
10-15	1,426	2,451	<b>2,586</b>	2,136	535	<b>9,134</b>
5-10	531	1,006	1,392	928	398	4,255
≤ 5	389	726	746	1162	395	3,418
<b>Total</b>	<b>4,072</b>	<b>5,636</b>	<b>6,975</b>	<b>5,522</b>	<b>1,700</b>	<b>23,905</b>

**Summary:** Most traded vessels with the highest chartering activity is 10-15 years, 20,000-50,000.

**3.1 2021 Vessels Offered for Fixtures & Trade by Age:**



### 3.2 IMRRA's 2021 Top-3 Vessels Offered for Trade by Age and Tonnage:

The top-3 vessel activity includes all vessels in the **10-15 years** age group.

Rank	Metric Tonnes	Vessels Risk Rated MRRA	Percent
1	20,000-50,000	2,586	28.3%
2	5,000-20,000	2,451	26.8%
3	50,000-150,000	2,136	23.4%

### 4. 2021s Monthly Trend of Traded Vessels by Tonnage & Age

Month	Tonnage Metric Tonnes	Vessel Age
Jan	20,000-50,000	10-15 years
Feb	20,000-50,000	10-15 years
Mar	5,000-20,000	10-15 years
Apr	20,000-50,000	10-15 years
May	20,000-50,000	10-15 years
Jun	20,000-50,000	10-15 years
Jul	20,000-50,000	10-15 years
Aug	20,000-50,000	10-15 years
Sep	50,000-150,000	10-15 years
Oct	5,000-20,000	10-15 years
Nov	50,000-150,000	10-15 years
Dec	5,000-20,000	10-15 years

**Summary:** For seven months (Jan, Feb, Apr, May, Jun, Jul, and Aug) the #1 traded vessel was 20,000-50,000 Metric Tonnes, aged 10-15 years - double other vessel age & tonnage vessel types

#### **Conclusion:**

*"Usually, when ships are 20 years old they become harder to trade as they are less likely to meet all the safety and environmental requirements placed on the industry."* - source **Bloomberg**.

Liquid vessels with the age 10-15 years old are the most actively traded sector in 2021. Some of the companies, for ex., IOC (Indian Oil Corporation) and BPCL (Bharat Petroleum Corporation) have set a 10-year age limit for qualifying ships because, by the time the five-year contract ends, the ships will be 15-years old, reaching the threshold prescribed by most of the crude-oil loading terminals worldwide.

According to UK tanker broker Gibson, depending on the segment, between 20% to 30% of the tanker fleet is over 15 years old and will be approaching their natural retirement age over the next few years.

Moreover, Gibson data shows, that since December last year, tanker newbuild prices have appreciated by around 15% to 25% depending on the sector.

A free 12-months trial (no financial details taken) is available at [www.marinerating.com](http://www.marinerating.com).

If you have any questions regarding the data in this document, you are welcome to contact me directly for more information.

Regards,

Wayne Hurley  
Head of Business Development

e: [Wayne.Hurley@marinerating.com](mailto:Wayne.Hurley@marinerating.com)  
d: +44(0) 20 7900 2841  
m: +44(0) 7824 367535

[www.marinerating.com](http://www.marinerating.com)

15 Stratton Street | London | W1J 8LQ | UK

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## **Appendix A:**


**1. IMRRA's Vessel Safety Risk Rating Reports:** Provide comprehensive business intelligence for Charterers, Ports & Terminals and other marine professionals on a vessels operating performance.


### **2. IMRRA's Vessel Risk Assessment Methodology:**

1. Static Risk Factors are vessel criteria that do not significantly vary over time and are associated with longer-term vessel safety performance.
2. Dynamic Risk Factors arise from safety risk events, their frequency, and severity.
3. Verified Risk Factors come from the results of physical vessel inspections, which are recommended to be incorporated into the vessel risk assessment. Verified high standards of vessel management and operation improve the vessels safety risk rating.

### **3. Traffic Light Risk Ratings Explained**

 **Red:** >51% Risk Rating -  
Immediate action to control the vessel hazard. High risk for severe incidents/casualties.

 **Amber:** 36-50% Risk Rating  
A planned approach to vessel risk management, apply temporary risk management as required.

 **Green:** <35% Risk Rating  
Acceptable risk – no further action is recommended due to high standard of vessel operation.  
Green risk rated vessels are less likely to harm your company's reputation.

For more information regarding IMRRA's vessel risk rating reports visit [www.marinerating.com](http://www.marinerating.com)