

# World merchant fleet

## Dimension - Transport

Associated Key Factor:

### Modal split

#### Data Source:

ISL Shipping statistics and Market Review - SSMR

Shipping Statistics and Market Review 2003 - SSMT. Journal of ISL

[http://www.isl.org/products\\_services/hop/enindex.htm](http://www.isl.org/products_services/hop/enindex.htm)

[www.isl.org/](http://www.isl.org/)

#### General Availability:

Reporting unit: Ships

Reporting level: Shippers / countries

Reporting period: monthly

Data available from 1996 to 2002

#### Availability by country:

2002 - 2002: Belgium

2002 - 2002: Bulgaria

2002 - 2002: Cyprus

2002 - 2002: Germany

2002 - 2002: Denmark

2002 - 2002: Estonia

2002 - 2002: Spain

2002 - 2002: Finland

2002 - 2002: France

2002 - 2002: Greece

2002 - 2002: Ireland

2002 - 2002: Italy

2002 - 2002: Lithuania

2002 - 2002: Latvia

2002 - 2002: Malta

2002 - 2002: Netherlands

2002 - 2002: Portugal

2002 - 2002: Romania

2002 - 2002: Sweden

2002 - 2002: Slovenia

2002 - 2002: United Kingdom

### The indicator:

World merchant fleet according to nature and size of ship.

### How is it measured?

Merchant and passenger ships of 300 gt and over, and passenger vessel of 1000 gt and over (cruise fleet). Ship characteristics of the world merchant fleet provided by Lloyd's Register/Fairplay and container fleet data is supplied by MDS-Transmodal.

### What are the disadvantages of the Indicator?

The indicator does not give any reference in which services the ship is used. Ships might well be flagged under a foreign flag and operate in international transport in European waters.

### What is the policy relevance of the indicator?

The world merchant fleet is important for flagging policies in order to stop current trends towards the outflagging of ships to flags of convenience

### The Indicator is relevant for the following pathways of the FORESIGHT FOR TRANSPORT exercise: