



Institute of  
Shipping Economics  
and Logistics

# SHIPPING STATISTICS AND MARKET REVIEW 2026

Vol. 70 – No. 03

## Analytical Focus

- World Merchant Fleet
- World Tanker Market
- **World Bulk Carrier Market**
- World Container Shipping
- World General Cargo and Ro-Ro Shipping
- World Passenger and Cruise Shipping
- World Shipbuilding and Shipbuilders
- Major Shipping Nations
- World Seaborne Trade and World Port Traffic

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## Volume 70 - 2026

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# Shipping Statistics and Market Review

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**Abbreviations**

ARA	Antwerp/Rotterdam/Amsterdam range
b/d	Barrels per day
BHP	Brake horsepower
CESA	Community of European Shipbuilders
cgt	Compensated gross tonnage
cif	Cost, insurance, freight
CIS	Commonwealth of Independent States
COD	Country of Domicile
CPE	Centrally-planned Economies
CPI	Consumer price index
cST	Centi Stokes
cu.m	Cubic metres (also m <sup>3</sup> )
DB	Double bottom
DC	Developing Countries
DH	Double hull
DIS	Danish International Ship Register
DME	Developed market economies
DS	Double sides
dwt	Deadweight tons
d/y	Day/year
ECB	European Central Bank
EMEs	Emerging Market Economies
EU	European Union
FY	Fiscal year
FAO	Food and Agriculture Organization of the United Nations
fio	Free in and out
fob	Free on board
FT	Freight tons
ft	Foot
GATT	General Agreement on Tariffs and Trade
gt	Gross tonnage
HP	Horsepower
HT	Harbour ton
ibf	Intermediate bunker fuel
IEA	International Energy Agency
IMF	International Monetary Fund
IMO	International Maritime Organization
in.	Inch
ITF	International Transport Workers Federation
km	Kilometre
loa	Length overall
lbs	Pounds
LDT	Light displacement tons
LDC	Less Developed Countries
LNG	Liquefied Natural Gas
LPG	Liquefied Petroleum Gas
LT	Long ton
m	Metre
mbd	Million barrel per day
mdo	Marine diesel oil
MED	Mediterranean
MfA	Marine fishing area
mill	Million
M/T	Motor tanker
MT	Metric tons
mtd	per ton fob delivered
mtH	Month
mtw	Per ton ex wharf
n.a.	Not available
NDRF	National Defence Reserve Fleet
n.e.c.	Not elsewhere classified

neg.	Negligible
NIS	Norwegian International Ship Register
no	Number
NODC	Non-oil Producing Developing Countries
nrt	Net register tonnage
nt	Net tonnage
NWE,NW	Northwest Europe
o.a.	Over all
OBO	Ore/bulk/oil carrier
OECD	Organization for Economic Cooperation and Development
O/O	Ore/oil carrier
OPEC	Organization of Petroleum Exporting Countries
OR	Ordinary Register
P/C	Products carrier
Pr/OBO	Product/ore-bulk-oil carrier
r	Revised
Ro/ro	Roll-on/roll-off
RT	Revenue ton
SAR	Special administration region
SBT	Ship segregated ballast tanks
SDR	Special drawing rights
SSMR	ISL Shipping Statistics and Market Review
ST	Short ton
t	Ton/tonne
TB	Tug/barge
TEU	Twenty feet equivalent unit
TKB	Tanker barge
T/S	Tanker/steam
T/T	Tanker/turbine
ULCC	Ultra large crude carrier
USAC	United States Atlantic Coast
USD	US Dollar
VLCC	Very large crude carrier
VLOC	Very large ore carrier
WS	Worldscale
WTO	World Trade Organization
YR, YRS	Year, Years

**Symbols**

...	Data not available
-	Nil
0/0.0	Less than half of unit employed
1995-2004	From 1995 to 2004 inclusive
2002/03	Crop year, fiscal year etc., beginning in 2002 and terminating in 2003

Billions means a thousand million  
Detailed items in tables do not necessarily add to totals  
because of rounding

► For further explanation (e.g. Glossary)  
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## ISL Monthly Container Port Traffic Indices 2016 - 2026

ISL's Monthly Container Port Traffic Index is based on monthly container traffic of the world's top container ports. In total, the ports reflected in the index handled approx. 645.6 mill TEU in 2025, equalling around 80 per cent of world container traffic. The monthly TEU volumes per port are available since 2000. The different regions are represented by the following ports:

### Japan, S. Korea,

**Taiwan:** Kobe, Nagoya, Osaka, Tokyo, Yokohama, Busan, Incheon, Kwangyang, Kaohsiung, Keelung, Taichung

**China:** Guangzhou, Hong Kong, Ningbo, Qingdao, Shanghai, Shenzhen, Tianjin, Xiamen

**Other Asia:** Bandar Abbas, Ashdod, Haifa, Beirut, Salalah, Dammam, Jeddah, Jebel Ali, Chennai, Nhava Sheva, Manila, Singapore, Colombo, Bangkok, Laem Chabang, Port Klang

**North-America Pacific:** Long Beach, Los Angeles, Oakland, Seaport Alliance (Seattle, Tacoma), Prince Rupert, Vancouver

**North-America Atlantic:** Baltimore, Charleston, Houston, Montreal, New York/ New Jersey, Port of Virginia, Savannah

**North Europe:** Antwerp, Bremen / Bremerhaven, Dublin, Gdansk, Hamburg, Helsinki, Klaipeda, Kotka, Le Havre, Lissabon, Rotterdam, Sines, St Petersburg, Tallinn, Zeebrugge

**Mediterranean:** Alexandria (Egypt), Ambarli (, Ashdod, Algeciras-La Linea, Barcelona, Beirut, Casablanca, Genoa, Gioia Tauro, Haifa, Marseilles, Mersin, Napoli, Salerno, Port Said, Valencia

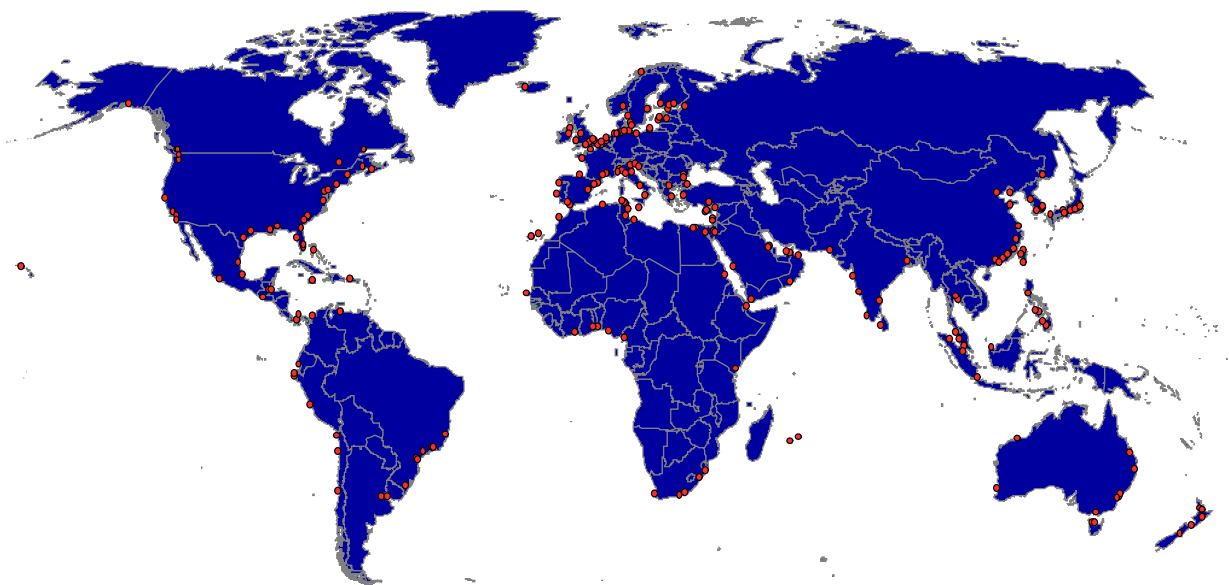
**Other Regions:** **Africa:** Pointe Noir (Congo), Tanger (Morocco), Capetown, Durban, Ngqura (South Africa). **South and Central America:** Buenos Aires (Argentina), Itajai, Paranagua, Rio Grande do Sul, Santos (Brazil), San Antonio (Chile), Cartagena (Colombia), Lazaro Cardenas, Manzanillo, Veracruz (Mexico), Balboa, Manzanillo (Panama), Callao (Peru), Montevideo (Uruguay). **Oceania:** Brisbane, Freemantle, Melbourne, Sydney (Australia), Auckland, Tauranga (New Zealand)

(Source: ISL Port Data Base 2026)

## The ISL Port Data Base

*the most comprehensive data base in port traffic*

The ISL Port Data Base contains structured, comparable data on shipping, cargo and container traffic for more than 400 leading world ports since 1980. The data is constantly updated and completed, including today about 200 items per port and per year. This unique data base is made possible by our network partners throughout the world providing the broad information for our yearly ISL Port Data Base Survey.



### Basis of calculation:

Our basis for customised extracts from the Port Data Base is as follows: € 60 - basic fee, plus € 0.60 per item.

The basic fee includes the setting up of a suited layout the addition of the necessary explanatory remarks and footnotes as well as the transmission of the data by E-Mail or by fax. By subscribing to a specified analysis on a yearly basis, you will save the basic fee and get an additional 20 per cent off the other costs starting the second year. Apart from customised database extracts, we provide standardised port profiles and rankings. Please contact us for contractual information.

### Contact and Enquiries:

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Phone +49/4 21/2 20 96-33

eMail portbase@isl.org

Web <http://www.isl.org>

**Fleet and New Construction Data**

**Country of registration and country of control**

Country of registration indicates the country of the port of registry of a country (flag). The country of control is defined as the “Real Nationality”, i.e. the home country of the interests behind the primary reference company. None of the information regarding ownership is intended to confirm or otherwise the legal status of the companies or the ships associated with them

**Denmark** includes Faeroes, Greenland.

**France** includes French Polynesia, Guadeloupe, Martinique, Mayotte, New Caledonia, Réunion, Saint-Pierre-et-Miquelon, Wallis and Futuna Islands.

**Netherlands** includes Netherlands Antilles, Curacao, Aruba.

**Portugal** includes Madeira.

**Spain** includes Canary Islands.

**UK** includes Isle of Man, Falkland Island, Turks and Caicos, St. Helens, Jersey.

**US** includes Puerto Rico.

**Broken-up Tonnage**

includes ships sold for breaking. Figures on broken-up tonnage are not revised if vessels reported for breaking are trading again.

**Merchant Ship Type Structures**

Based on „An International Classification of Ships by Type“ (ICST (1994)

Definition of terms used in merchant ship structures type classification.

**Tanker:** Single-deck vessel constructed and arranged for the carriage of liquid cargoes in tanks integral to the hull and include crude oil or non-hazardous (IMO code) refined products.

**Chemical tanker:** Vessel constructed and arranged for carrying hazardous (IMO code) cargoes in special tanks.

**Liquid gas tanker:** Vessel constructed and arranged for the carriage of liquefied gases either in integral tanks or independent tanks under pressure or refrigerated.

**Dry Bulk:** Dry cargo vessel. One deck, machinery aft with topside tanks capable of carrying a variety of self-trimming cargoes.

**Ore Carrier (Bulk Carrier):** Dry cargo vessel, one deck, strengthening for ore cargoes.

**Ore/Bulk/Oil Carrier (OBO):** Bulk carrier arranged for the carriage of either bulk dry cargoes or liquid cargoes in the same cargo spaces but not simultaneously.

**General Cargo:** Single or multi-deck general dry cargo vessel with facilities for loading/ discharging cargo.

**Specialised Carrier (Special Ship):** Dry cargo vessel specially designed for the carriage of particular cargoes, incl. open hatch carriers and reefer fish carriers.

**Reefer:** Specialised dry cargo vessel with 80 % or more insulated cargo space.

**RoRo Cargo/RoRo Passenger:** Vessel arranged for Roll-on Roll-off loading / discharging of vehicles (road and/or rail) as cargo and / or passenger conveyances.

**Container Ship (Fully Cellular Container Ships):** Vessel fitted throughout with fixed or portable cell guides for the carriage of containers above and below the weather deck.

**Passenger:** Vessel which carries more than 12 fare paying passengers whether berthed or unberthed (ferries).

**Clarkson Research Services Limited Disclaimer**

“The statistical and graphical Data contained under the heading is drawn from the Clarkson Research Services Limited (“CRSL”) database and other sources. CRSL has advised that: (i) some Data in CRSL’s database is derived from estimates or subjective judgments; and (ii) the Data in the databases of other marine data collection agencies may differ from the Data in CRSL’s database; and (iii) whilst CRSL has taken reasonable care in the compilation of the statistical and graphical Data and believes it to be accurate and correct, data compilation is subject to limited audit and validation procedures and may accordingly contain errors; and (iv) CRSL, its agents, officers and employees do not accept liability for any loss suffered in consequence of reliance on such Data or in any other manner; and (v) the provision of such Data does not obviate any need to make appropriate further enquiries; and (vi) the provision of such Data is not an endorsement of any commercial policies and/or any conclusions by CRSL”.

**Basic Ship Type Structure and ISL Ship Type Aggregates**

MERCHANT SHIP		STRUCTURES	ISL SHIP TYPES	
			Special Fleet Report	Broken-up tonnage etc.
LIQUID	Oil tankers	- Crude oil tankers - Crude/products tankers - Products tankers	Oil tankers " "	Tankers " "
	Oil / Chemical tankers	- Oil chemical tankers - Chemical tankers - Other tankers	Oil / Chemical tankers " "	Tankers "
	Liquid gas tankers	- LNG carriers - LPG carriers - Other liquid gas carriers	Liquid gas tankers " "	Tankers " "
DRY BULK	Bulk carriers	- bulk carriers	Bulk carriers	Bulk carriers
		- other bulk carriers incl. ore carriers	Other bulk carriers	"
		- Ore/bulk/oil carriers	"	"
		- Ore/oil carriers - Bulk/oil carriers	" "	" "
OHTER DRY CARGO	General cargo ships	<i>of which</i> - Conventional Cargo ships - Special ships - Pure car carriers - Reefer ships - RoRo cargo ships	General cargo ships, <i>of which</i> Conventional Cargo ships Special ships Pure car carriers Reefer ships RoRo cargo ships	General cargo ships, <i>of which</i> Conventional Cargo ships (a) (a) (a)
	Container ships	- Fully cellular container ships	Fully cellular container ships	Fully cellular container ships
	Passenger and passenger cargo ships (b)	<i>of which</i> - Passenger ships - Cargo/RoRo passenger ships	Passenger and cargo passenger ships, <i>of which</i> Passenger ships Cargo/RoRo passenger ships	Passenger ships " "

(a) Included in General Cargo Ships.

(b) Including ships (berthed and unberthed) for passenger transport and passenger carrying vessels like general cargo passenger ships, ro-ro passenger ships (ferries).

► For further explanation (e.g. Trade and Traffic Statistics) please visit: [www.isl.org/infoline](http://www.isl.org/infoline)

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The ISL - Institute of Shipping Economics and Logistics was founded in Bremen in 1954. By combining tradition and modern science, ISL has positioned itself as one of Europe's leading institutions for research, consulting and know-how transfer in maritime logistics.

On behalf of our project partners from the public and private sector, both on national and international level, we ensure that innovative ideas become solutions with practical applicability. At our offices in Bremen and Bremerhaven, we handle projects from all over the world in interdisciplinary teams.

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