



DANISH MARITIME AUTHORITY



Facts about shipping 2011

The Danish Maritime Authority is an agency under the Ministry of Economic and Business Affairs which regulates almost every aspect of the shipping industry, with regulations on the ship and its crew as the core areas of responsibility. The Danish Maritime Authority thus governs:

- the construction, equipment and operation of Danish ships (including safety, terror prevention, precautionary measures for navigation, manning, working environment and environmental protection), and port State control of foreign ships in Danish ports,
- registration of ships,
- seafarers' education, employment and health, as well as social matters relating to shipping,
- shipping policy, maritime law as well as industrial policy, both nationally and internationally.

The regulatory responsibilities include both the merchant fleet and the fishing industry. However, the Danish Maritime Authority is not responsible for the industrial policy of fishing, which belongs under the Ministry of Food, Agriculture and Fisheries.

Additionally, the Danish Maritime Authority regulates safety of navigation in Danish waters, while the Ministry of Defence has several operational responsibilities like monitoring of ship traffic, pilotage services, search and rescue, icebreaking and maritime pollution prevention control.

This publication as well as further information on the Danish Maritime Authority is available from our homepage www.dma.dk.

If you have any questions or would like to comment on this publication, please contact the Danish Maritime Authority, Strategic Planning Division by e-mail: pls@dma.dk.

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Front page: "We are part of Maritime Denmark" painted by Emil Lykkegaard Hansen, Søren Assenholt, Martha Kramær, Jonas Ditlev Pihl and Sarah Præstrud.

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Explanation of symbols

- = Zero
- .. = Data not available
- ... = Data not yet available
- 0 = Less than 0.5 of unit employed
- 0.0 = Less than 0.05 of unit employed
- = Number cannot exist in that context
- * = provisional or preliminary figure
- = Break in the homogeneity of vertical series
- | = Break in the homogeneity of horizontal series

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The Blue Denmark

The Danish registered fleet

1.1 Main conditions for registration of ships flying the Danish flag

Nationality requirements and shipping

Who is allowed to register ships flying the Danish flag:

- 1) Danish citizens or Danish companies (limited liability companies, private limited companies, limited partnerships and partnerships).
- 2) EU/EEA citizens or companies that have a primary or a secondary establishment in Denmark to effectively administer, control and direct the ship from Denmark.
- 3) If a Danish company owns a direct or indirect capital share in the foreign company and thus has major influence in the foreign company and the foreign company has a representative in Denmark who can act on behalf of the company.

Bareboating to Danish flag:

- 4) Anyone who meets the requirements for having a ship registered under the Danish flag can also bareboat register a non-Danish ship to Danish flag.

Bareboating to foreign flag:

- 5) Danish ships can be bareboat registered to the following flag States:
EU/EEA countries, Bahamas, Barbados, Hong Kong, Isle of Man, Liberia and Russia as well as to Azerbaijan if the ship in question is a mobile offshore drilling unit (MODU).

Source: Danish Maritime Authority.

1.2 Number of ships in the registers, November 2010

	DIS	DAS	FTJ	Total
Passenger ships	25	149	38	212
Cargo ships, tonnage above 3 000	277	-	-	277
Cargo ships, tonnage between 500 and 3 000	115	3	-	118
Cargo ships, tonnage between 300 and 500	11	5	-	16
Cargo ships, tonnage below 300	72	777	380	1 229
Fishing vessels above 45 metres	-	35	-	35
Fishing vessels between 24 and 45 metres	-	81	-	81
Fishing vessels between 15 and 24 metres	-	233	-	233
Fishing vessels below 15 metres	-	1 239	2 261	3 500
Other ships	98	6 149	176	6 423
In total	598	8 671	2 855	12 124

Source: Danish Maritime Authority.

Note: DIS = Danish International Ship Register, DAS = Danish Register, and FTJ = Danish Fleet Register. In most cases, gross tonnage (GT) and EU length decide the grouping in the table of cargo ships and fishing vessels, respectively.

1.3 Tonnage in the registers, November 2010

	DIS	DAS	FTJ	Total
Passenger ships	329 395	103 484	400	433 280
Cargo ships, tonnage above 3 000	10 707 673	-	-	10 707 673
Cargo ships, tonnage between 500 and 3 000	201 280	5 091	-	206 371
Cargo ships, tonnage between 300 and 500	4 299	1 836	-	6 135
Cargo ships, tonnage below 300	7 454	18 476	2 258	28 189
Fishing vessels above 45 metres	-	61 226	-	61 226
Fishing vessels between 24 and 45 metres	-	26 691	-	26 691
Fishing vessels between 15 and 24 metres	-	19 893	-	19 893
Fishing vessels below 15 metres	-	18 670	4 061	22 730
Other ships	209 396	246 122	6 183	461 701
In total	11 459 498	501 489	12 902	11 973 889

Source: Danish Maritime Authority.

Note: In most cases, gross tonnage (GT) and EU length decide the grouping in the table of cargo ships and fishing vessels, respectively.

1.4 The Danish merchant fleet's share of world fleet total grouped by ship types

Per cent share	2008		2009	
	Num-ber	DWT	Num-ber	DWT
Oil tankers	0.8	0.7	1.2	1.0
Chemical tankers	1.2	0.7	0.8	0.4
Liquid gas tankers	0.2	0.5	0.1	0.4
Bulk carriers	0.1	0.2	0.1	0.2
Container ships	2.0	4.4	1.8	4.0
General cargo ships	0.7	0.4	0.6	0.4
Passenger/cargo ships	1.7	1.7	1.7	1.7
Total share of world fleet tonnage	0.8	1.0	0.9	1.0
Danish owned share of world fleet tonnage	2.2	2.5	2.2	2.6

Source: ISL (Institute of Shipping Economics and Logistics).

Note: Ships less than 300 GT are not included. The figures are not comparable to figures from earlier publications of "Facts about shipping" as the form of the source material has been altered.

1.5 Average age of ships in DIS and DAS, October 2010

Year	DIS	DAS	Total
Passenger ships	19	33	31
Cargo ships	16	55	40
Fishing vessels	..	34	34
Other ships	27	33	33
In total	18	35	34

Source: Danish Maritime Authority.

Note: Average age is calculated as a simple average. Ships less than 100 GT are not included.

1.6 The development of the DIS fleet

End of the year	2001	2002	2003	2004	2005	2006	2007	2008	2009
Number of ships	472	453	425	413	437	421	435	470	490
GT (1 000)	6 603	7 095	7 247	7 285	7 790	8 179	8 967	10 094	10 804
DWT (1 000)	8 090	8 800	8 840	8 700	9 412	9 843	10 338	12 005	13 018

Source: IHS Fairplay.

Note: The DWT figures are only for cargo carrying ships. The figures differ from those of the Danish Maritime Authority as IHS Fairplay does not include ships less than 100 GT.

1.7 Country of residence of shipping companies with ships registered in DIS 2008-2010

Domicile of shipping company (parent company)	Number of ships	GT	GT in pct.	DWT
July 2010				
Denmark	437	10 859 058	95.6	13 571 907
Sweden	16	267 184	2.4	450 099
Germany	9	112 218	1.0	28 152
Norway	7	25 142	0.2	5 909
Greece	1	14 406	0.1	16 950
Other countries	52	79 481	0.7	68 863
In total	522	11 357 489	100	14 141 880
July 2009				
Denmark	428	10 219 252	95.8	12 464 539
Sweden	6	216 595	2.0	387 609
Germany	9	112 068	1.1	29 930
Greece	4	38 238	0.4	50 235
Norway	6	25 011	0.2	5 909
Other countries	47	60 787	0.6	65 467
In total	500	10 671 951	100	13 003 689
July 2008				
Denmark	408	9 649 221	95.8	11 810 724
Sweden	6	216 595	2.2	387 609
Germany	9	112 068	1.1	29 930
Greece	4	38 238	0.4	50 235
Norway	4	18 895	0.2	5 409
Other countries	43	36 628	0.3	33 962
In total	474	10 071 645	100	12 317 869

Source: www.sea-web.com (IHS Fairplay).

Note: The figures differ from those of the Danish Maritime Authority as IHS Fairplay does not include ships less than 100 GT.

1.8 Number of registered ships grouped by recognised organisations, November 2010

	American Bureau of Shipping (ABS)	Bureau Veritas (BV)	Det Norske Veritas (DNV)	Germanischer Lloyd (GL)	Lloyds Register (LR)	Nippon Kaiji Kyokai (NKK)	Registro Italiano Navale (RINA)	Total
Tankers	19	11	72	10	44	-	-	156
- Total tonnage	492 088	257 649	1 579 986	82 674	1 552 121	-	-	4 mio
Cargo ships	62	52	34	20	83	2	1	254
- Total tonnage	5 356 865	148 441	267 262	44 760	1 027 272	44 286	1 887	6.9 mio
Passenger ships	1	28	18	-	12	-	-	59
- Total tonnage	22 382	126 064	172 021	-	85 942	-	-	406 410
Fishing vessels	-	4	16	-	3	-	-	23
- Total tonnage	-	2 732	23 913	-	2 574	-	-	29 219
Others	5	22	12	29	38	-	9	115
- Total tonnage	122 279	10 740	71 938	16 970	78 274	-	36 537	336 738
In total	87	117	152	59	180	2	10	607
- Total tonnage	5 993 614	545 626	2 115 120	144 404	2 746 182	44 286	38 424	11. 6 mio

Source: Danish Maritime Authority.

Note: The table includes ships registered under the Danish flag if they belong to a recognised organisation.

The Danish owned and Danish operated fleet

2.1 Danish owned ships grouped by flag State, July 2010

Country	Number of ships	GT	DWT
Denmark	536	11 083 349	13 715 365
<i>DIS</i>	437	10 859 058	13 571 907
<i>DAS</i>	88	215 777	140 020
Greenland	11	8 514	3 438
Singapore	125	5 789 678	8 444 770
Hong Kong	39	1 314 345	1 961 148
United Kingdom	114	1 530 774	1 829 833
USA	35	1 521 942	1 695 168
Panama	66	988 057	1 616 640
Malta	37	451 585	687 048
Isle of Man	43	358 918	472 685
France (FIS)	4	275 783	435 056
Marshall Islands	6	294 115	385 972
Norway (NIS)	11	194 408	309 864
Bahamas	17	156 808	212 666
Other flag States	329	1 353 150	1 383 742
In total	1 362	25 312 912	33 149 957

Source: www.sea-web.com (IHS Fairplay).

Note: Ships less than 100 GT are not included.

2.2 Average age of the owner controlled merchant fleet

End of the year	2002	2003	2004	2005	2006	2007	2008	2009
Danish fleet	14	12	12	12	12	11	11	11
World fleet	21	21	21	21	21	21	22	21

Source: IHS Fairplay.

Note: The numbers include cargo carrying ships including other dry cargo carriers. Ships less than 1 000 GT are not included.

2.3 Danish operated ships grouped by flag State, excluding Greenland, July 2010

Country	Number of ships	GT	DWT
Denmark total	736	10 984 625	13 410 536
<i>Denmark DIS</i>	467	10 674 867	13 200 736
Singapore	147	6 235 614	9 304 997
Panama	140	3 617 934	6 009 751
Liberia	133	4 793 906	5 935 325
Hong Kong	92	2 620 138	3 907 367
Malta	82	1 152 872	1 801 801
Antigua & Barbuda	76	688 352	877 128
Bahamas	66	815 140	1 235 570
United Kingdom	64	1 858 977	2 212 304
Isle of Man	52	453 487	614 877
Marshall Islands	37	1 178 643	1 644 416
Other flag States	391	8 213 602	10 962 298
In total	2 016	42 613 290	58 006 370

Source: www.sea-web.com (IHS Fairplay).

Note: The figures differ from those of the Danish Maritime Authority as IHS Fairplay does not include ships less than 100 GT.

2.4 The development of the Danish owned merchant fleet

End of the year	2002	2003	2004	2005	2006	2007	2008	2009
Number of ships	576	574	530	648	683	754	807	828
GT (1 000)	12 326	12 347	12 739	14 666	16 581	20 490	23 450	24 499
DWT (1 000)	15 994	15 868	16 299	19 021	21 285	26 005	30 589	32 157

Source: IHS Fairplay.

Note: The numbers include cargo carrying ships including other dry cargo carriers. Ships less than 1 000 GT are not included.

2.5 Share of Danish owned ships in foreign registers, grouped by ship types

Beginning of the year		Tankers	Bulk carriers	Cargo ships	Con-tainer ships	Passen-ger ships	Total
2008	Number of ships	171	66	148	107	15	507
	Share (number)	69%	89%	67%	56%	43%	66%
	TDW 1 000*	7 195	2 705	1 232	5 307	..	16 415
	Share (TDW)**	71%	79%	81%	46%	..	62%
2009	Number of ships	113	70	145	135	14	514
	Share (number)	52%	91%	68%	62%	38 %	64%
	TDW 1 000*	7 385	2 683	1 082	6 928	..	18 904
	Share (TDW)**	66%	80%	79%	52%	..	62%

Source: ISL (Institute of Shipping Economics and Logistics).

Note: Ships less than 1 000 GT are not included. * Danish owned DWT in foreign registers. ** Danish owned DWT in foreign registers of total Danish owned ships.

Danish shipping companies

3.1 Largest Danish shipping companies irrespective of flag (owned tonnage), July 2010

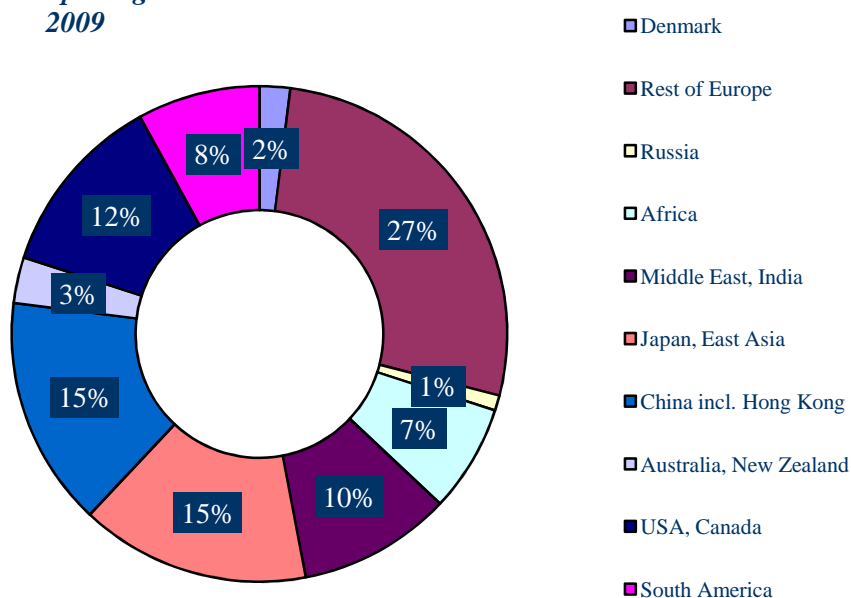
No.	Shipping company	Num-ber of ships	Share of total	GT	Share of total	DWT	Share of total
1	A.P. Moller-Maersk	363	27%	17 124 323	68%	21 071 795	64%
2	TORM	73	5%	2 607 704	10%	4 429 569	13%
3	NORDEN	27	2%	1 042 175	4%	1 865 740	6%
4	J. Lauritzen	56	4%	821 705	3%	1 330 082	4%
5	Investmentgroup Denmark	37	3%	706 940	3%	1 191 031	4%
6	DFDS	27	2%	679 149	3%	226 815	1%
7	CS & Partners	9	1%	367 842	1%	657 397	2%
8	Dannebrog Shipping Company	11	1%	198 819	1%	223 137	1%
9	Svitzer	353	26%	166 164	1%	115 536	0.3%
10	DIFKO (Nordic Tankers)	13	1%	159 227	1%	270 523	1%
	Other shipping companies	393	29%	1 438 814	6%	1 768 332	5%
	In total	1 362	100%	25 312 912	100%	33 149 957	100%

Source: www.sea-web.com (IHS Fairplay).

Note: Ships less than 100 GT are not included. The rank is determined by the total GT of the shipping company.

3.2 Danish shipping companies' foreign currency earnings by region

*Percent per region
2009*



Source: Danish Shipowners' Association.

Note: The grouping is based on reports from Danish shipping companies.

3.3 Danish shipping companies' annual contracts on newbuildings

Year	Number of ships	GT	Total order value (DKK millions)
2001	29	634 672	6 627
2002	21	894 740	8 079
2003	73	2 588 688	16 825
2004	109	5 016 512	36 994
2005	61	2 178 232	17 176
2006	149	3 555 356	34 987
2007	142	2 967 120	27 272
2008	140	4 876 264	40 611
2009	7	5 593	660
Jan.-Oct. 2010	22	274 916	5 942

Source: Danish Shipowners' Association.

3.4 Danish shipping companies' newbuilding programme grouped by year of delivery and expected flag State, August 2010

Flag State	2010		2011		2012		2013	
	Number of ships	DWT (1 000)	Number of ships	DWT (1 000)	Number of ships	DWT (1 000)	Number of ships	DWT (1 000)
Antigua & Barbuda	1	3	-	-	-	-	-	-
Australia	1	2	-	-	-	-	-	-
Bahamas	1	15	-	-	-	-	-	-
Denmark (DAS)	14	115	14	52	6	3	-	-
Denmark (DIS)	7	291	17	755	8	480	-	-
Gibraltar	5	64	1	13	-	-	-	-
Hong Kong, China	1	12	1	12	-	-	-	-
Liberia	2	95	-	-	-	-	-	-
Malta	3	20	6	96	2	13	-	-
The Netherlands	1	4	-	-	-	-	-	-
Panama	3	391	11	461	4	151	1	32
Singapore	13	447	40	2 574	16	1 598	4	302
United Kingdom	-	-	11	-	3	-	-	-
Unknown	-	-	2	66	1	33	1	2
In total	52	1 459	103	4 029	40	2 278	6	336

Source: www.sea-web.com (IHS Fairplay).

3.5 The shipping companies' ship investments for Danish flag

DKK mill.	Newbuildings	Secondhand	Total	Sale	Net investment
2001	5 960	782	6 742	998	5 744
2002	5 394	30	5 424	678	4 746
2003	6 174	652	6 826	1 977	4 849
2004	5 219	48	5 267	1 955	3 312
2005	5 056	2 251	7 307	3 463	3 844
2006	6 135	1 201	7 336	3 553	3 783
2007	4 856	1 216	6 072	2 364	3 708
2008	7 950	5 525	13 475	4 467	9 008
2009	8 082	1 344	9 426	798	8 628
Jan.-Oct. 2010	4 126	85	4 211	241	3 970

Source: Danish Shipowners' Association.

Seafarers

4.1 Distribution of Danes and foreigners signed on per 30 September on ships in DIS and DAS

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Officers										
Danes	86%	87%	89%	87%	85%	83%	81%	78%	72%	70%
Foreigners	14%	13%	11%	13%	15%	17%	19%	22%	28%	30%
Seamen										
Danes	54%	50%	53%	50%	48%	47%	56%	39%	36%	35%
Foreigners	46%	50%	47%	50%	52%	53%	54%	61%	64%	65%

Source: Danish Maritime Authority.

Note: The figures show unique musters over the year and include all kinds of crew members. Danes include Faroese. Since 2008, it is no longer a legal obligation to report staff on passenger ships, and therefore the figures for 2008 and 2009 are based on an estimate for these ship types.

4.2 Number of signed on per 30 September on ships in DIS and DAS, grouped by nationality

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Danes	5 729	5 316	5 565	5 230	5 183	5 289	5 483	4 924	4 904	4 878
Officers	2 944	2 845	2 912	2 825	2 728	2 782	2 814	2 969	2 998	2 996
Seamen	2 782	2 471	2 653	2 405	2 455	2 507	2 669	1 955	1 906	1 882
Remaining EU+EEA	303	241	241	239	1 088	1 038	917	957	1011	910
Officers	27	29	29	39	141	143	149	246	307	314
Seamen	276	212	212	200	947	895	768	711	704	596
Other nationalities	2 599	2 704	2 465	2 635	2 033	2 295	2 592	2 868	3 638	3 823
Officers	467	380	331	399	342	420	475	599	881	979
Seamen	2 132	2 324	2 134	2 236	1 691	1 875	2 117	2 269	2 757	2 844
In total	8 628	8 261	8 271	8 104	8 304	8 622	8 992	8 749	9 553¹⁾	9 611¹⁾
Officers	3 438	3 254	3 272	3 263	3 211	3 345	3 438	3 814	4 186	4 289
Seamen	5 190	5 007	4 999	4 841	5 093	5 277	5 554	4 935	5 367	5 322

Source: Danish Maritime Authority.

Note: The figures include all kinds of crew members.

1) Since 2008, it is no longer a legal obligation to report staff on passenger ships, and therefore the figures for 2008 and 2009 are based on an estimate for these ship types.

4.3 Number of graduates from the maritime training programmes

Number of graduates	2005	2006	2007	2008	2009	1 st half year 2010
Master	28	34	36	32	43	41
Marine engineer	152	227	207	182	197	131
Ship's officer	-	61	40	84	113	45
Senior officer	46	33	21	43	125	69
Junior officer	86	-	-	-	-	-
Single to dual	-	-	10	-	-	-
Ship's assistant (basic)	199	162	170	217	214	64
Ship's assistant (traditional)	24	25	45	40	45	14
Ship's assistant (professional)	78	58	82	58	100	59
Ship's mechanic (basic)	-	9	-	-	1	-
Ship's machinist	8	11	-	-	19	15
Maritime preliminary course	29	14	7	11	15	7
Skipper 1st class (fishing vessel)	45	58	33	45	58	42
Skipper 3rd class (fishing vessel)	36	61	34	45	41	44
Commercial fisherman – basic	46	28	26	21	21	-
Commercial fisherman – safety course	115	105	82	62	68	-
Adult education, officer	-	3	10	2	6	2
Workshop training	30	-	-	-	-	-
Electrical installation technician	35	-	-	-	-	-
HF-shipping	30	25	44	31	40	33
Others	5	7	12	23	27	7
In total	992	921	859	906	1133	563

Source: Danish Maritime Authority.

4.4 Intake of students on the maritime training programmes

Number of students	2005	2006	2007	2008	2009	2010
Master	55	61	86	66	78	59
Marine engineer – theory	345	279	324	274	356	634
Workshop training – Marine engineer	145	129	129	143	212	229
Ship's officer, 1st theoretical term	172	146	126	114	127	102
Ship's officer cadet (2nd theoretical term)	140	-	-	-	-	-
Navigators (senior officers)	68	78	113	135	110	116
Single to dual	88	-	1	-	-	-
Ship's assistant/mechanic, basic	31	-	-	-	-	-
Svendborg Seaman School	87	91	105	102	109	107
Training Ship GEORG STAGE	63	63	63	52	63	63
Training ship DANMARK	80	80	79	80	81	80
Ship's assistant/mechanic, Frederikshavn	35	49	63	52	44	33
Apprentice	69	46	59	25	66	63
Ships' machinist	-	-	14	11	14	30
Maritime preliminary course	-	-	-	-	20	30
Skipper education	85	129	139	111	147	191
Electrical installation technician	34	-	-	-	-	-
HF-Shipping	76	88	85	97	98	112
In total	1 573	1 239	1 386	1 262	1 525	1 849

Source: Danish Maritime Authority.

Safety, health and the environment

Detentions

5.1 Number of Danish registered ships detained by foreign port State authorities

	Paris MoU	Tokyo MoU	USCG*	Other MoU	In total
2002	20	-	1	..	21
2003	17	-	-	2	19
2004	4	3	3	5	15
2005	8	1	1	-	10
2006	12	-	2	9	23
2007	3	-	-	3	6
2008	5	2	-	2	9
2009	6	3	1	1	11
2010 (Oct.)	4	-	-	2	6

Source: Databases and annual reports from Paris MoU, Tokyo MoU, USCG, Black Sea MoU, Mediterranean MoU and Indian Ocean MoU.

Note: Other MoU include Black Sea MoU, Mediterranean MoU and Indian Ocean MoU. * From 2003, detentions by USCG include only safety detentions.

5.2 Detentions in Paris MoU and Tokyo MoU – rank on white lists

Flag State	Paris MOU					Tokyo MOU				
	2005	2006	2007	2008	2009	2005	2006	2007	2008	2009
China	12	4	3	4	2	2	2	1	1	1
Denmark	10	11	10	8	3	5	5	2	4	8
United Kingdom	3	1	5	3	5	4	4	5	3	5
Germany	6	6	6	5	7	7	7	9	12	4
The Netherlands	7	16	12	12	9	20	14	17	16	15
Isle of Man	4	10	9	11	11	25	24	23	19	26
Greece	24	25	18	13	13	10	13	16	20	13
Singapore	19	12	8	15	14	14	8	8	9	7
Hong Kong	21	19	19	14	15	3	3	3	2	2
Cyprus	31	26	24	25	22	23	25	24	24	23

Source: Annual Reports on Paris MoU 2005-2009. Annual Report on Tokyo MoU 2005-2009.

Accidents

5.3 Work related accidents reported to the Danish Maritime Authority

	2002	2003	2004	2005	2006	2007	2008	2009
Fatal accidents								
Fishing vessels	4	11	5	3	3	3	3	2
Passenger ships	-	-	-	-	-	-	-	-
Cargo ships	7	13	-	3	1	4	1	4
In total	11	24	5	6	4	7	4	6
Serious work related accidents								
Fishing vessels	53	46	30	27	25	15	14	17
Passenger ships	19	12	14	12	9	8	14	10
Cargo ships	58	60	37	28	48	58	39	42
In total	130	118	81	67	82	81	67	69
Serious work related accidents per 1 000 crew members*	9.6	9.1	9.0	7.9	7.0	6.3	5.4	5.0
Work related accidents								
Fishing vessels	139	111	88	71	51	64	37	41
Passenger ships	148	174	129	95	143	145	161	126
Cargo ships	180	162	162	152	137	186	161	195
In total	470	448	379	318	331	395	358	362
Not reportable work related accidents								
Fishing vessels	34	30	18	16	11	8	9	8
Passenger ships	126	126	89	104	95	93	105	86
Cargo ships	139	120	121	106	141	156	139	121
In total	299	277	228	226	247	257	253	215
Work related accidents in total	910	867	693	617	664	740	682	652

Source: Danish Maritime Authority. * Crew members in the fishing fleet: Danish Directorate of Fisheries.

Note: The figures include work related accidents registered by the Danish Maritime Authority up to and including the 1st half-year of 2010. Number of crew members is based on the number of seafarers signed on per 30 September and the number of fishermen in the fishing fleet per 31 December. If a work related accident or a serious work related accident is fatal, the accident is only registered as a fatal accident. Serious work related accidents include accidents resulting in compound fracture/fractured bone, loss of a limb or injuries on large parts of the body. Work related accidents are exclusive of serious work related accidents. Not reportable accidents include accidents with a period of absence of less than 1 day, which are reported to the Danish Maritime Authority. These kinds of accidents are not reportable, but when they are reported, the Danish Maritime Authority registers the accidents for statistical purposes.

Further statistics on accidents are available in the publication "Marine accidents" from the Danish Maritime Authority.

5.4 Marine accidents

	2001	2002	2003	2004	2005	2006	2007	2008	2009
Merchant ships	48	43	40	34	41	59	41	71	61
Loss of ships	2	1	4	1	-	2	-	1	-
Serious accidents	6	3	3	6	6	15*	6	12	7
Minor accidents	40	39	33	27	35	42	35	58	54
Fishing vessels	42	34	29	39	25	36	28	35	18
Loss of ships	17	20	6	10	7	6	8	4	7
Serious accidents	7	3	3	7	3	3	5	4	1
Minor accidents	18	11	20	22	15	27	15	27	10
In total	90	77	69	73	66	95	69	106	79

Source: Danish Maritime Authority.

Note: Figures on merchant ships include ships in the Danish registers including Greenland, while figures on fishing vessels are exclusive of Greenland. A loss of ship is a ship that has been exposed to an accident of such seriousness that the ship most likely will never sail again. A serious marine accident is defined as a marine accident that has caused so much damage to the ship that it must be categorised as not seaworthy or as an accident that has resulted in serious injury to a person. A minor accident is an accident that is not a serious accident and in which the ship is not lost.

* The relatively high increase in serious accidents in 2006 compared to previous years is due primarily to a modification of the Danish Maritime Authority's definition of serious marine accidents to match a "serious casualty" as defined by the International Maritime Organization. This definition comprises more types of accidents than the original Danish definition.

Further statistics on accidents are available from the publication "Marine accidents" from the Danish Maritime Authority.

5.5 Groundings and collisions in the Great Belt and the Sound

	2002	2003	2004	2005	2006	2007	2008	2009
Number of marine accidents								
The Sound	7	6	4	5	6	7	11	8
The Great Belt	3	6	9	12	2	3	6	2
Frequency of accidents per year (accidents per 10 000 passages)								
The Sound	1.9	1.6	1.0	1.4	1.7	2.0	3.4	2.5
The Great Belt	1.5	2.6	3.9	5.0	0.8	1.2	2.1	0.8
Frequency of accidents, average of 3 year (accidents per 10 000 passages)								
The Sound	..	2.2	1.5	1.3	1.4	1.7	2.4	2.6
The Great Belt	..	2.2	2.7	3.8	3.2	2.3	1.4	1.4

Source: Danish Maritime Authority and the Danish Maritime Safety Administration (information about passages).

Note: The Great Belt is defined as the sea area from and including Langelandsbæltet to and including Hatter Barn. The Sound is defined as the sea area from and including the line Falsterbo/Stevns to and including Svinbaadan/Nakkehoved. Further statistics on accidents are available from the publication "Marine accidents" from the Danish Maritime Authority.

Emissions

5.6 International sea transportations' emissions of different types of substances

2007	Million tonnes
Carbon dioxide (CO ₂)	870
Nitrogen (NO _x)	20
Sulphur dioxide (SO _x)	12
Carbon monoxide (CO)	2
Particulate matter (PM)	1.5
Non-methane volatile compound (NMVOC)	0.7
Methane (CH ₄)	0.08
Laughing gas (N ₂ O)	0.02

Source: IMO.

The Danish Maritime Cluster

7.1 Key figures of the Blue Denmark, 2006

Industry	Production value (DKK millions)	Gross value added at factor cost (DKK millions)	Gross domestic product (DKK millions)	Number of employees	Direct exports (DKK millions)	Part of production caused by exports directly and indirectly (pct.)
Water transport	145 459	17 193	17 227	16 243	137 599	97
Maritime services	44 465	20 946	20 950	34 101	11 666	...
Shipbuilding	8 350	1 317	1 536	3 595	4 699	52
Maritime equipment	26 539	9 943	9 985	20 459	18 407	81
Offshore extraction	62 281	55 793	55 833	1 493	33 156	83
Fishing	3 969	1 992	2 015	3 681	2 670	93
The Blue Denmark in total	302 875	109 875	110 296	84 747	217 421	85
Denmark in total	2 876 057	1 379 449	1 381 275	2 824 702	689 664	36
The Blue Denmark of Denmark in total (pct.)	10.5%	8.0%	8.0%	3.0%	31.5%	...

Source: Statistics Denmark (the latest update of the national accounts).

Note: Figures are in current prices.

7.2 Direct and indirect production

DKK millions		2002	2003	2004	2005	2006
Water transport	Direct	89 722	93 231	103848	128 394	145 459
	+ Indirect	93 922	97 813	107 846	134 038	151 063
Maritime services	Direct	33 776	35 922	38 989	42 278	44 465
	+ Indirect	46 790	50 084	54 813	60 739	61 275
Shipbuilding	Direct	7 587	6 551	7 141	7 262	8 350
	+ Indirect	11 854	9 684	11 021	11 394	12 909
Maritime equipment	Direct	19 386	19 757	22 333	23 674	26 539
	+ Indirect	27 397	28 851	32 951	35 117	38 425
Offshore extraction	Direct	33 845	33 864	39 947	54 831	62 281
	+ Indirect	36 181	36 727	42 486	57 411	65 451
Fishing	Direct	..	..	..	3 762	3 969
	+ Indirect	..	..	..	6 009	5 938
The Blue Denmark in total	Direct	184 316	189 326	212 258	260 202	302 875
	+ Indirect	216 144	223 159	249 117	304 711	335 061
The Blue Denmark of Denmark in total (pct.)	Direct	7.9%	8.0%	8.6%	9.8%	10.5%
	+ Indirect	9.3%	9.3%	10.0%	11.3%	11.5%

Source: Statistics Denmark (the latest update of the national accounts).

Note: Figures are in current prices.

7.3 Direct and indirect employment

Persons		2002	2003	2004	2005	2006
Water transport	Direct	14 886	14 171	14 185	14 651	16 243
	+ Indirect	19 012	18 422	17 729	18 884	20 548
Maritime services	Direct	32 899	32 209	31 731	33 988	34 101
	+ Indirect	45 345	45 631	46 292	50 355	48 388
Shipbuilding	Direct	6 547	5 720	3 807	3 190	3 595
	+ Indirect	10 999	8 943	7 565	6 822	7 437
Maritime equipment	Direct	20 843	20 397	20 294	20 326	20 459
	+ Indirect	29 100	29 702	30 525	30 563	30 625
Offshore extraction	Direct	1 293	1 389	1 257	1 341	1 493
	+ Indirect	3 546	4 059	3 499	3 485	4 050
Fishing	Direct	..	..	..	3 992	3 681
	+ Indirect	..	..	..	5 377	4 824
The Blue Denmark in total	Direct	76 468	73 886	71 274	77 488	84 747
	+ Indirect	108 002	106 757	105 610	115 486	115 872
The Blue Denmark of Denmark in total (pct.)	Direct	2.7%	2.7%	2.6%	2.8%	3.0%
	+ Indirect	3.8%	3.8%	3.8%	4.1%	4.1%

Source: Statistics Denmark (the latest update of the national accounts).

7.4 Direct and indirect gross value added

DKK millions		2002	2003	2004	2005	2006
Water transport	Direct	14 951	16 475	23 170	29 436	17 193
	+ Indirect	16 981	18 754	25 156	32 193	19 894
Maritime services	Direct	18 174	19 425	20 224	19 529	20 946
	+ Indirect	23 987	25 980	27 373	27 559	28 463
Shipbuilding	Direct	1 874	2 337	1 197	1 103	1 317
	+ Indirect	3 802	3 765	2 918	2 797	3 218
Maritime equipment	Direct	8 980	8 230	9 115	9 435	9 943
	+ Indirect	12 735	12 469	13 945	14 297	15 127
Offshore extraction	Direct	29 506	29 107	35 099	49 498	55 793
	+ Indirect	30 525	30 359	36 192	50 552	57 084
Fishing	Direct	..	..	..	1 695	1 992
	+ Indirect	..	..	..	2 616	2 813
The Blue Denmark in total	Direct	73 485	75 574	88 805	110 696	109 875
	+ Indirect	88 030	91 327	105 584	130 014	126 599
The Blue Denmark of Denmark in total (pct.)	Direct	6.3%	6.3%	7.1%	8.5%	8.0%
	+ Indirect	7.4%	7.5%	8.3%	9.8%	9.0%

Note: Figures are in current prices.

Sea transport and economy in Danish waters

8.1 Balance of payments – the influence of sea transport

DKK billions	2005	2006	2007	2008	2009
Receipts (exports) – sea transport	128.8	158.3	172.1	191.1	138.9
- of this receipts from shipping	119	148	160.4	176.6	...
Expenditures (import) – sea transport	83.9	112.5	126.4	133.5	106.5
- of this expenditures from shipping	71.6	99.1	110.5	115.5	...
Net receipts – sea transport	44.9	45.8	45.7	58.2	32.4
- of this net receipts from shipping	47.6	48.9	49.9	61.6	...
Bunkering in foreign ports (expenditure)	14.5	24.1	26.9	38	...
Provisioning in foreign ports (expenditure)	0.8	1.2	1	0.9	...
Repairs in foreign ports (expenditure)	0.9	1.2	1.1	1	...
Operational leasing (expense)	6	7.5	6.2	7	...
The shipping industry's influence on the balance of payments – before goods, earnings, interests and returns	25.4	14.9	14.7	14.7	...
Total net receipts of the balance of payment's current accounts	67.1	48.6	25	38	...
Per cent of Denmark's total exports	14%	15%	16%	16%	14%

Source: Statistics Denmark and Danmarks Nationalbank. All figures are in current prices.

Note: The balance of payments records the value of the economic transactions made within a given period between the Danish balance of payments area and the rest of the world. From January 2005, the statistics on the balance of payments from Statistics Denmark have applied new methods and been based on new statistical sources.

8.2 Ship passages at VTS Great Belt

	2003	2004	2005	2006	2007	2008	2009
All ship types							
Number of passages	23 240	23 745	24 324	24 722	25 769	29 293	26 474
1 000 DWT	374 314	421 611	470 031	473 648	513 842	535 940	537 647
Average DWT per passage	16 235	17 832	19 446	19 158	19 940	18 296	20 308
- of this tankers							
Number of passages	5 509	5 876	6 076	6 247	6 865	8 301	8 246
1 000 DWT	210 077	262 554	296 157	287 850	322 405	331 780	342 947
Average DWT per passage	38 147	44 682	48 742	46 078	46 964	39 969	41 590

Source: Danish Maritime Safety Administration.

Note: VTS Great Belt registers all ship passages in the VTS area except ships below 50 gross register ton (GRT). Please note that the table includes ship passages – which means that a ship can pass more than once.

8.3 Ship passages in the Sound

	2003	2004	2005	2006	2007	2008	2009
All ship types							
Number of passages	38 902	39 466	35 745	36 187	35 433	32 174	31 574
1 000 DWT	237 110	255 524	268 481	288 213	254 070	239 791	255 794
Average DWT per passage	6 095	6 474	7 511	7 964	7 170	7 453	8 101
- of this tankers							
Number of passages	5 713	5 577	5 421	5 645	5 380	4 899	5 096
1 000 DWT	60 647	70 792	78 829	89 810	81 148	75 899	86 244
Average DWT per passage	10 615	12 693	14 541	15 909	15 083	15 493	16 924

Source: Danish Maritime Safety Administration.

Note: Information about the ship traffic in the Sound is registered as passage, understood as a line between the southern point of Amager – Drogden Fyr and Klagshamn in Sweden. Deadweight tonnage (DWT) is calculated by summing the passages registered with DWT. Passages without registered DWT are added to the average of passages with a given tonnage. The average DWT per passage is calculated from passages with a registered tonnage.

8.4 The 10 largest ports in Denmark recorded by cargo turnover

1 000 tonnes	2005	2006	2007	2008	2009
Fredericia Port	17 070	16 108	15 326	14 426	13 283
Aarhus Port	11 167	11 913	12 189	11 814	8 859
Statoil Port	7 781	7 573	7 256	7 700	7 741
Copenhagen Port	6 675	6 896	7 379	7 223	5 760
Enstedvaerket Port	5 241	5 755	6 438	6 148	5 588
Rodby Ferry Port	3 502	5 734	5 953	5 824	5 219
Esbjerg Port	4 290	4 442	4 480	4 429	3 777
Elsinore Port	3 783	4 138	4 476	3 746	3 720
Kalundborg Port	3 574	3 833	3 714	3 267	2 943
Aalborg Port	2 337	2 289	2 616	3 170	2 880

Source: Statistics Denmark.

8.5 Transport of goods by road vehicle, train, ship and aircraft, Denmark

Million tonnes	2003	2004	2005	2006	2007	2008	2009
National transport of goods by road vehicle	189.9	174.5	189.8	177.6	183.6	179.3	137.8
International transport of goods by road vehicle	15.7	17.0	16.6	15.4	14.3	14.4	11.5
Goods carried by train	7.7	7.9	7.5	7.3	6.9	7.2	6.1
Goods carried by cargo ship	70.9	67.7	65.2	70.5	71.5	69.9	60.4
Goods carried by ferry	18.8	19.9	21.0	22.2	22.6	21.6	18.5
Goods carried by aircraft	0.1	0.1	0.1	0.1	0.1	0.2	0.1

Source: Statistics Denmark.

Note: Goods transport by road vehicle includes transport by Danish road vehicles over 6 tonnes of gross vehicle weight. Goods transport by train includes transport on the Danish rail network. Statistics on sea transport are compiled on the basis of data reported by ports and shipping companies. Goods transport by aircraft covers loaded and unloaded goods at airports.

8.6 Distribution of goods transported by cargo ship and ferry, Denmark

1 000 tonnes	2003	2004	2005	2006	2007	2008	2009
Goods carried by cargo ship							
National traffic	11 703	10 447	10 999	13 077	14 865	13 596	10 656
To Denmark	33 792	32 074	29 902	33 303	32 603	34 451	28 893
From Denmark	25 441	25 149	24 302	24 077	24 025	21 830	20 831
Goods carried by ferry							
National traffic	4 221	4 440	4 784	4 907	4 761	4 538	4 007
International traffic	14 545	15 469	16 186	17 244	17 852	17 016	14 525

Source: Statistics Denmark.

Note: The figures are compiled on the basis of data reported by ports and shipping companies.

8.7 Cruise arrivals, Denmark and Greenland

	2004	2005	2006	2007	2008	2009
Danish ports						
Number of cruise arrivals	354	354	335	348	366	374
Average number of passengers per arrival	525	638	690	739	801	799
Greenland ports						
Number of cruise arrivals	68	62	161	139	165	103
Average number of passengers per arrival	137	169	175	262	230	265

Source: Statistics Denmark and Statistics Greenland.

Note: The figures on arrivals in Greenland only include data for arrival at the first port. The figures for Denmark include all arrivals.

European and international shipping

Registered fleet of selected countries

9.1 Nationally registered fleet, end of the year, ships of not less than 100 GT

	Number of ships					1 000 DWT				
	2005	2006	2007	2008	2009	2005	2006	2007	2008	2009
China	2 510	2 545	2 574	2 641	2 758	31 998	33 958	35 910	39 001	44 176
Cyprus	903	870	855	854	846	30 329	29 980	29 623	31 079	30 937
Germany	553	534	535	605	586	13 422	13 138	14 929	17 827	17 447
Greece	1 259	1 228	1 223	1 258	1 269	52 329	54 649	60 420	62 871	67 553
Hong Kong	1 071	1 127	1 174	1 299	1 469	50 376	54 633	59 124	63 105	74 482
Isle of Man	302	300	276	276	285	13 364	13 701	13 320	13 941	16 067
The Netherlands	579	588	603	682	744	4 714	4 781	5 232	6 127	6 510
Norway	1 150	1 155	1 135	1 116	1 059	11 478	22 745	22 598	22 136	19 324
Singapore	1 201	1 269	1 307	1 404	1 464	48 727	50 316	54 294	58 679	59 969
United Kingdom	611	621	657	688	701	11 084	12 204	13 188	15 206	16 847
Denmark (DIS + DAS)	390	384	383	404	412	9 447	10 109	10 373	12 041	13 051

Source: IHS Fairplay.

Note: The numbers differ from those of the Danish Maritime Authority, and are furthermore not comparable to those of table 1.6 as fewer ships are included in this table. The figures show cargo carrying ships, i.e. the figures do not include the categories other dry cargo, fishing, offshore and miscellaneous. The figures of the United Kingdom are exclusive of Bermuda, Cayman Island, Isle of Man, Gibraltar, Channel Island, British Virgin Island, Anguilla, Turks and Caicos Island. The figures of the Netherlands are exclusive of the Netherlands Antilles. Norway is including NIS.

9.2 Selected flag States' share of world tonnage

End of the year	2006		2007		2008		2009	
Flag State	Ranking	GT in per cent	Ranking	GT in per cent	Ranking	GT in per cent	Ranking	GT in per cent
Panama	1	21.5	1	21.7	1	22.1	1	21.6
Liberia	2	9.5	2	9.9	2	9.9	2	10.3
Marshall Islands	4	4.5	5	4.6	4	5.1	3	5.6
Bahamas	3	5.7	3	5.6	3	5.6	4	5.5
Hong Kong	5	4.5	6	4.6	6	4.7	5	5.1
Singapore	6	4.5	4	4.7	5	4.8	6	4.7
Greece	7	4.4	7	4.6	7	4.4	7	4.4
Malta	8	3.4	8	3.6	8	3.8	8	4.0
China	9	3.3	9	3.2	9	3.2	9	3.4
Cyprus	10	2.6	10	2.4	10	2.4	11	2.9
United Kingdom	14	1.7	12	1.7	12	1.8	12	1.9
Germany	15	1.6	15	1.7	11	1.8	14	1.7
Norway incl. NIS	11	2.1	11	1.9	13	1.8	16	1.9
Denmark incl. DIS	19	1.2	18	1.2	18	1.2	20	1.2

Source: IHS Fairplay.

9.3 Selected countries' world tonnage in relation to owner nationality

End of the year	2006		2007		2008		2009	
Owner nationality	Ranking	GT in per cent	Ranking	GT in per cent	Ranking	GT in per cent	Ranking	GT in per cent
Japan	2	13.8	1	14.5	1	14.9	1	14.4
Greece	1	13.9	2	13.7	2	12.4	2	12.7
Germany	3	8.6	3	9.1	3	9.4	3	9.0
China	4	6.2	4	7.2	4	7.3	4	7.6
USA	5	5.4	5	4.7	5	4.8	5	4.5
United Kingdom	8	2.8	8	3.1	8	3.3	6	2.4
Norway	6	4.8	6	4.5	6	4.4	7	3.7
South Korea	9	2.9	7	3.1	7	3.6	8	3.3
Denmark incl. DIS	10	2.4	9	2.8	9	3.0	9	2.9
Hong Kong	7	3.8	10	2.8	10	2.6	10	2.5
Singapore	12	2.2	11	2.3	12	2.2	11	2.4
Chinese Taipei	11	2.3	12	2.3	11	2.4	12	2.2

Source: IHS Fairplay.

9.4 EU/EEA countries' and selected countries' merchant fleets

End of the year 2009	Flag State (tonnage > 100)		Owner nationality (tonnage > 1 000)	
	Number of ships	GT	Number of ships	GT
Belgium	77	4 105 169	162	7 142 331
Cyprus	846	19 842 475	318	5 589 357
Denmark	412	10 531 491	828	24 498 524
Finland	161	1 364 066	133	2 241 563
France	296	6 371 013	235	6 308 085
Germany	586	14 930 521	3 561	77 338 414
Greece	1 269	38 775 826	3 065	108 759 195
Italy	948	15 209 634	757	16 490 819
Latvia	22	207 391	98	1 019 481
Malta	1 534	34 759 902	15	47 937
The Netherlands	744	6 275 600	613	5 208 876
Norway	1 059	14 778 936	1 439	29 293 221
Poland	62	81 711	111	1 765 286
Spain	191	2 229 624	237	3 662 171
Sweden	330	3 927 768	336	6 930 997
United Kingdom	701	15 998 243	810	32 679 284
<i>Japan</i>	<i>3 701</i>	<i>13 727 895</i>	<i>3 642</i>	<i>122 685 989</i>
<i>China</i>	<i>2 758</i>	<i>28 636 377</i>	<i>3 253</i>	<i>64 278 510</i>
<i>Singapore</i>	<i>1 464</i>	<i>39 664 626</i>	<i>784</i>	<i>19 437 335</i>
<i>USA</i>	<i>538</i>	<i>9 364 084</i>	<i>968</i>	<i>34 891 143</i>

Source: IHS Fairplay.

Note: Denmark includes DIS and DAS, France includes FIS, Norway includes NIS and Spain includes CSR. The numbers differ from those of the Danish Maritime Authority. The table only includes selected EU/EEA countries that have an actual merchant fleet.

Owned and operated fleet of selected countries

10.1 Owner controlled fleet, end of the year, ships of not less than 1 000 GT

	Number of ships					1 000 DWT				
	2005	2006	2007	2008	2009	2005	2006	2007	2008	2009
China	2 594	2 833	2 954	3 135	3 253	64 016	69 149	82 859	91 060	102 755
Greece	2 973	3 032	3 055	2 994	3 065	161 661	169 770	173 903	168 795	185 420
Cyprus	94	220	248	346	318	2 089	6 158	6 935	7 833	7 999
Germany	2 747	2 909	3 177	3 466	3 561	74 993	84 846	94 559	104 841	103 740
Hong Kong	635	679	619	645	640	42 946	44 356	33 295	33 640	34 341
Japan	2 979	3 225	3 418	3 613	3 642	130 130	146 162	160 371	171 432	181 475
The Netherlands	541	553	549	577	613	5 748	6 056	5 008	5 932	6 738
Norway	1 304	1 411	1 385	1 518	1 439	42 930	46 956	44 061	47 234	38 036
Singapore	682	695	711	703	784	22 834	25 438	27 791	27 098	31 363
Sweden	323	327	346	346	336	6 337	6 330	6 847	7 248	6 892
United Kingdom	740	691	737	794	810	29 978	28 575	30 551	35 048	49 142
Denmark	643	679	749	807	828	18 990	21 266	25 983	30 589	32 157

Source: IHS Fairplay.

Note: The figures show cargo carrying ships, i.e. the figures do not include the categories other dry cargo, fishing, off-shore and miscellaneous.

10.2 Operator controlled fleet in 1 000 DWT, grouped by different ship types of not less than 100 GT

July 2010	Tankers	Bulk ships	Container ships	General cargo	Passenger ships	In total
China	27 068	81 156	19 632	10 492	219	138 568
Cyprus	2 285	2 940	490	1 218	8	6 940
Germany	8 105	20 324	24 287	7 063	160	59 939
Greece	54 400	67 749	895	1 813	402	125 259
Hong Kong	10 319	32 616	5 570	2 187	26	50 718
Isle of Man	154	-	94	36	5	290
Japan	53 158	119 365	16 614	12 635	430	202 201
The Netherlands	4 396	1 691	986	4 121	48	11 243
Norway	16 686	7 353	1 222	6 442	128	31 831
Singapore	52 175	19 123	5 649	2 912	18	79 877
Sweden	3 306	67	857	778	115	5 122
United Kingdom	35 393	20 889	829	1 852	408	59 371
Denmark	23 130	8 884	23 516	1 622	93	57 245

Source: www.sea-web.com (IHS Fairplay).

Note: The figures show cargo carrying ships, i.e. the figures do not include the categories other dry cargo, fishing, off-shore and miscellaneous.

Shipping companies, international

11.1 The world's 10 largest container shipping companies, according to operated fleet in TEU, August 2010

Shipping company	Domicile of shipping company	Operated fleet		Newbuilding programme	
		Number of ships	1 000 TEU	Number of ships	1 000 TEU
Maersk Line	Denmark	425	1 681 252	51	365 852
Mediterranean Shipping Co SA	Switzerland	351	1 566 717	32	423 186
CMA CGM	France	240	1 021 344	24	194 224
Hapag-Lloyd AG	Germany	134	574 135	6	51 600
APL Ltd	USA	134	564 830	18	167 200
Evergreen Marine Corp	China (Taipei)	143	543 875	10	80 000
Hanjin Shipping Co. Ltd	South Korea	109	538 503	12	128 022
COSCON	China	132	512 144	39	322 036
China Shipping Container Lines	China	119	459 176	16	142 480
Mitsui OSK Lines Ltd	Japan	94	394 962	13	76 172
Other shipping companies	-	9 281	8 532 216	757	1 833 173
In total		11 162	16 389 154	978	3 783 945

Source: www.sea-web.com IHS Fairplay.

11.2 Completion of ships grouped by largest country of build, production in million GT

Country of build	2003	2004	2005	2006	2007	2008	2009
South Korea	13.7	14.8	17.7	18.7	20.6	26.4	28.8
Japan	12.7	14.5	16.4	18.2	17.5	18.7	19.0
China	3.8	4.7	6.5	7.7	10.6	14.0	22.0
Germany	0.9	1.0	1.2	1.3	1.4	1.4	0.8
Denmark	0.4	0.3	0.5	0.5	0.9	0.6	0.4
Italy	0.7	0.6	0.4	0.5	0.7	0.7	0.6
Croatia	0.4	0.8	0.5	0.6	0.7	0.6	0.4
Chinese Taipei	0.7	0.7	0.6	0.7	0.7	0.6	0.5
Poland	0.4	0.6	0.8	0.8	0.6	0.7	0.4
Turkey	0.1	0.2	0.2	0.3	0.6	0.7	0.5
Total world production	36.1	40.2	47.0	52.1	57.3	67.7	77.1

Source: IHS Fairplay.

11.3 The world's largest newbuilding programmes grouped by domicile of shipping company, August 2010

Domicile of shipping company	Number of ships	DWT	Pct. of existing owned fleet*
China	556	49 687 339	48%
Japan	541	45 730 008	37%
Greece	487	43 909 293	24%
Germany	685	33 204 027	32%
South Korea	185	19 659 530	44%
Chinese Taipei	137	14 840 811	50%
Turkey	225	11 774 930	70%
Singapore	285	9 418 998	30%
Hong Kong	129	9 368 867	27%
Denmark	201	8 101 692	25%
Norway	210	4 802 116	13%

Source: www.sea-web.com (IHS Fairplay).

*Source for existing owned fleet: IHS Fairplay.

Sea transport economy

12.1 The 10 largest ports in EU/EEA, grouped by goods handled, containers handled and passengers embarked and disembarked, 2008

Goods		Container		Passengers	
Port	Mill. tonnes	Port	1 000 TEU	Port	Number (1 000)
Rotterdam	384	Rotterdam	10 631	Dover	14 006
Antwerpen	171	Hamburg	9 767	Paloukia Salaminas	13 063
Hamburg	119	Antwerpen	8 379	Perama	13 063
Marseille	93	Bremen & Bremerhaven	5 451	Piraeus	11 079
Le Havre	76	Valencia	3 606	Calais	11 002
Amsterdam	74	Alegciras	3 298	Helsingør Elsinore	10 912
Grimsby & Im- mingham	65	Gioia Tauro	3 165	Helsingborg	10 911
Algeciras	62	Felixstowe	3 131	Messina	10 380
London	53	Barcelona	2 565	Reggio Di Calabria	10 116
Bergen	52	Le Havre	2 512	Helsinki	8 976

Source: Eurostat.

Note: Numbers include inwards and outwards transport.

12.2 The 10 largest ports in the world, 2008, grouped by total cargo traffic

Port	Country	Cargo (mill. tons)	Containers (1 000 TEU)
Shanghai	China	511	27 981
Singapore	Singapore	516	29 918
Rotterdam	The Netherlands	421	10 784
Ningbo	China	364	11 220
Guangzhou	China	347	11 000
Tianjin	China	365	8 500
Qingdao	China	278	10 320
Qinhungdao	China	275	-
Hong Kong	China	259	24 494
Busan	Korea	242	13 446

Source: ISL (Institute of Shipping Economics and Logistics).

Note: Figures for cargo tons are presented in metric tons (MT) except for Singapore which is in freight tons (FT).

12.3 Goods transport by ship grouped by geographical areas in selected EU/EEA countries, 2008

Pct. of total goods transported	National	Intra EU/EEA	Extra EU/EEA	Unknown
Belgium	3%	27%	65%	0%
Cyprus	1%	19%	20%	60%
Denmark	19%	53%	24%	4%
Estonia	1%	62%	36%	1%
Finland	6%	69%	25%	0%
France	7%	30%	61%	3%
Greece	31%	26%	43%	0%
The Netherlands	0%	29%	71%	0%
Ireland	2%	72%	25%	0%
Italy	18%	16%	64%	2%
Latvia	0%	76%	23%	1%
Lithuania	0%	50%	48%	1%
Poland	1%	63%	35%	1%
Portugal	13%	30%	57%	0%
Spain	11%	19%	69%	0%
United Kingdom	17%	44%	36%	3%
Sweden	8%	69%	21%	2%
Germany	1%	41%	57%	0%

Source: Eurostat.

12.4 Shipping net revenues in the balance of payments

DKK millions	2001	2002	2003	2004	2005	2006	2007
Belgium	..	4 855	1 601	6 894	7 108	10 383	23 813
Denmark	10 473	10 127	12 896	19 489	44 875	45 590	45 705
Finland	-8 610	-6 597	-6 847	-7 409	-10 188	-11 555	-12 394
France	-5 058	-4 729	-5 219	-20 459	-23 545	-20 487	-26 482
Greece	30 663	29 712	38 241	58 887	61 985	61 593	76 412
The Netherlands	-1 065	1 592	8 910	10 895	18 755	969	8 457
Italy	-9 808	-11 404	-13 582	-18 249	-17 776	-21 980	-23 759
Japan	-24 632	-19 947	-17 298	-20 651	-3 008	-4 258	-14 926
Norway	31 412	27 253	22 590	27 617	24 464	24 745	28 034
Poland	3 610	3 759	3 987	162	690	333	-713
Portugal	-5 133	-4 406	-3 809	-4 785	-5 277	-4 692	-4 672
Spain	-11 987	-12 121	-12 033	-12 560	-14 036	-15 308	-17 752
United Kingdom	-8 327	-11 908	-2 583	11 733	19 595	10 354	10 739
Sweden	6 106	5 414	6 478	6 277	15 483	14 826	4 346
Turkey	..	..	-7 025	-9 565	-12 385	-13 286	-21 194
Germany	4 284	1 048	6 069	16 992	20 568	6 803	25 719
USA	-129 699	-117 611	-131 395	-155 883	-187 953	-194 306	-169 449
\$ rate*	832	788	659	599	600	595	545

Source: "OECD Statistics on International Goods in Services 1999-2007" (2009).

* National Bank of Denmark. All figures are in current prices.

Note: Data are presented according to the "Balance of Payments Manual" of the International Monetary Fund. Exchange rates are annual average rates.

12.5 World economic indicators – GDP

	Annual GDP growth	2002	2003	2004	2005	2006	2007	2008	2009
	GDP share of the world								
Denmark	Growth (%)	0.5	0.4	2.3	2.4	3.3	1.6	- 1.1	- 5.1
	Share (%)	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Greece	Growth (%)	3.4	5.6	4.9	2.9	4.5	4.0	2.9	- 2.0
	Share (%)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Italy	Growth (%)	0.5	0.0	1.5	0.7	2.0	1.6	-1.0	- 5.0
	Share (%)	3.3	3.1	3.0	2.9	2.8	2.7	2.6	2.5
Norway	Growth (%)	1.5	1.0	3.9	2.7	2.3	3.1	2.0	- 1.5
	Share (%)	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
United Kingdom	Growth (%)	2.1	2.8	2.8	2.1	2.8	2.6	0.7	- 4.9
	Share (%)	3.6	3.5	3.5	3.4	3.3	3.2	3.6	3.1
Germany	Growth (%)	0.0	-0.2	1.2	0.8	3.0	2.5	1.3	- 5.0
	Share (%)	5.0	4.8	4.6	4.5	4.4	4.3	4.2	4.0
Russia	Growth (%)	4.7	7.3	7.2	6.4	7.7	8.1	5.6	- 7.9
	Share (%)	2.8	2.9	3.0	3.0	3.1	3.2	3.3	3.0
Brazil	Growth (%)	2.7	1.1	5.7	3.2	4.0	5.7	5.1	- 0.2
	Share (%)	2.9	2.9	2.9	2.8	2.8	2.8	2.9	2.9
India	Growth (%)	4.6	6.9	7.9	9.2	9.8	9.4	7.3	5.7
	Share (%)	3.8	4.0	4.0	4.2	4.4	4.6	4.8	5.1
China	Growth (%)	9.1	10.0	10.1	10.4	11.6	13.0	9.0	8.7
	Share (%)	8.1	8.6	9.0	9.5	10.1	10.8	11.4	12.5
Singapore	Growth (%)	4.1	3.8	9.3	7.3	8.4	7.8	1.1	- 2.0
	Share (%)	0.3	0.3	0.3	0.3	0.3	0.4	0.4	0.3
Korea, South	Growth (%)	7.2	2.8	4.6	4.0	5.2	5.1	2.2	0.2
	Share (%)	1.9	1.9	1.8	1.8	1.8	1.8	1.9	1.9
Japan	Growth (%)	0.3	1.4	2.7	1.9	2.0	2.3	-0.7	- 5.2
	Share (%)	7.4	7.2	7.1	6.9	6.8	6.6	6.4	6.0

	Annual GDP growth	2002	2003	2004	2005	2006	2007	2008	2009
	GDP share of the world								
USA	Growth (%)	1.6	2.5	3.6	2.9	2.8	2.0	1.1	- 2.4
	Share (%)	22.9	22.7	22.5	22.2	21.7	21.2	20.7	20.5
Advanced economies	Growth (%)	1.6	1.9	3.2	2.6	3.0	2.7	0.8	- 3.2
	Share (%)	61.7	60.8	59.8	58.9	57.7	56.5	55.3	53.9
European Union	Growth (%)	1.4	1.5	2.6	2.2	3.4	3.1	1.1	- 4.1
	Share (%)	24.9	24.4	23.9	23.4	23.0	22.6	22.1	31.3
World	Growth (%)	2.8	3.6	4.9	4.5	5.1	5.1	3.1	- 0.6

Source: International Monetary Fond (IMF).

Piracy

13.1 Number of committed or attempted acts of piracy or armed robbery against ships

	2005	2006	2007	2008	2009	2 nd quarter 2010
Attacks internationally	266	240	282	306	406	212
Committed acts of piracy or armed robbery	197	173	206	206	210	113
Attempted acts of piracy or armed robbery	69	67	76	100	196	99
Attacks on Danish registered ships	1	1	4	3	3	1

Source: International Maritime Organization (IMO).

Note: The figures include attacks or attempted attacks reported to the IMO.

13.2 Geographical distribution of acts of piracy and armed robbery against ships

Number of acts	South China Sea	Indian Ocean	South America and Caribbean	West Africa	Malacca Strait	East Africa	North Atlantic Sea and North Sea	Persian Gulf and Arabian Sea	North Pacific	Mediterranean Sea	Caspian Sea	In total
Piracy												
2007	13	11	3	12	10	33	1	11	-	-	-	94
2008	25	1	2	6	2	117	-	1	-	-	-	154
2009	25	-	8	13	-	204	-	-	-	-	-	250
2nd quarter 2010	20	12	-	3	-	82	-	10	-	-	-	127
- of this hijackings/taking of hostages												
2007	4	1	1	1	-	10	-	-	-	-	-	17
2008	6	-	-	1	-	44	-	-	-	-	-	51
2009	4	1	-	3	-	48	-	-	-	-	-	56
2nd quarter 2010	...	...	...	...	...	...	...	...	...	...	...	...
Armed robbery												
2007	54	29	22	48	2	27	1	2	-	3	-	188
2008	47	25	17	44	-	17	-	-	-	2	-	152
2009	46	27	28	33	-	18	-	2	1	-	1	156
2nd quarter 2010	40	13	14	16	-	2	-	-	-	-	-	85
In total												
2007	67	40	25	60	12	60	2	13	-	3	-	282
2008	72	26	19	50	2	134	-	1	-	2	-	306
2009	71	27	36	46	-	222	-	2	1	-	1	406
2nd quarter 2010	60	25	14	19	-	84	-	10	-	-	-	212

Source: International Maritime Organization (IMO).

Note: The figures include attacks or attempted attacks reported to the IMO.

The Danish Maritime Authority in numbers

Survey of ships

14.1 Number of surveys carried out by the Danish Maritime Authority in 2009

	Passenger ships	Cargo ships	Fishing ves- sels	Others	In total
Initial of new/rebuilt	-	97	21	11	129
Initial on ships trans- ferred to Danish registers	1	49	11	6	67
Periodical	176	214	124	66	580
Mandatory control	66	138	106	23	333
Unannounced control	22	32	312	4	370
Campaign	-	37	-	2	39
PSC and EU survey	73	642	-	-	715
ISM	136	54	-	-	190
IV – Danish	4	18	9	13	44
IV – foreign	1	3	1	41	46
Class control	1	4	-	-	5
Waste control	-	151	-	-	151
Maritime security	39	49	-	-	88
In total	519	1 488	584	166	2 757

Source: Danish Maritime Authority.

Note: IV = services rendered for a fee.

Number of certificates issued by the Danish Maritime Authority

15.1 Number of certificates issued

	2007	2008	2009
Certificates of competency, total	4 070	6 222	6 349
Officers	2 447	4 039	4 142
Of these certificates of recognition	864	1 801	1 714
Seamen	15	11	16
Radio	1 359	1 851	1 935
Others ¹⁾	3 321	3 907	2 400
Discharge books, total	1 560	1 552	1 435
Yachtsmen, total	12 355	12 868	11 443
Certificates of proficiency	3 672	3 322	3 201
Speedboat license	8 683	9 546	8 242

Source: Danish Maritime Authority.

1) Others include all extra qualification certificates.

15.2 The fees of the Danish Maritime Authority in 2010

Category of fees	Fee
Yacht Master examination 1st grade	600 DKK
Yacht Master examination 3rd grade	350 DKK
Certificate of recognition	500 DKK
Discharge book	155 DKK
Certificate of proficiency in yatching and power boat examinations	40 DKK
Radio telephone, written examination SRC (Short Range Certificate)	525 DKK
Copy of certificate	85 DKK
Ship Station License (newly established, change of ownership, change of name)	750 DKK
Mandatory survey on cargo ships and passenger ships	800 DKK per hour
Services rendered for a fee	850 DKK per hour
Bunker certificate	1 300 DKK
AFS certificate (Anti-Fouling System)	1 300 DKK

Source: Danish Maritime Authority.

Employees in the Danish Maritime Authority

16.1 Number of employees in the Danish Maritime Authority

End of the year	2002	2003	2004	2005	2006	2007	2008	2009	2nd quarter 2010
Head of division	15	14	16	15	14	15	15	15	15
Ship surveyor	68	63	55	56	57	59	60	63	62
Academic staff/Head of section	43	41	44	50	56	61	55	56	55
Secretarial staff/students	67	62	61	56	56	61	54	57	56
Technical administrative staff	12	12	11	10	10	10	12	12	11
Nursing staff	-	-	-	-	-	9	9	8	10
Others	25	22	25	21	21	12	10	9	10
In total	230	214	212	208	214	227	215	220	219

Source: Danish Maritime Authority.

16.2 Age profile of employees in the Danish Maritime Authority

2nd quarter 2010	< 30 years	30-39 years	40-49 years	50-59 years	> 59 years
Share	4.5%	22%	31%	23.5%	19%

Average age is 46 years

Source: State Employer's Authority.

Appropriations

17.1 The appropriation of the Danish Maritime Authority

The Budget of the finance year 2010 (DKK mil-lions)	2010	2011	2012	2013
Net appropriation for expenditure	134.5	131.6	128.6	126.0
Expenditures	164.5	159.9	155.1	152.5
Revenues	26.0	26.0	26.0	26.0
Full-time equivalents	211	207	203	199

Source: Ministry of Finance.

Facts about Denmark and the EU

Facts about Denmark

18.1 Geography

Denmark (excl. Greenland and the Faroe Islands) covers an area of 43 098 km² and has a coastline of 7 314 km. In Denmark, there are 407 islands specified by name.

Source: Statistics Denmark.

18.2 Population

1 January	Jutland	The islands excl. the capital	The capital	In total
1990	2 378 348	2 139 424	617 637	5 135 409
2000	2 463 182	2 212 855	653 983	5 330 020
2008	2 528 129	2 275 444	672 218	5 475 791
2009	2 543 568	2 284 486	683 397	5 511 451
2010	2 549 041	2 306 723	678 873	5 534 637
*2020	2 623 126	2 317 554	747 596	5 688 276
*2030	2 706 039	2 348 801	799 193	5 854 033
*2040	2 761 083	2 375 826	826 946	5 963 855

Source: Statistics Denmark.

Note: "The capital" shows the population of Copenhagen, Frederiksberg, Dragoer and Taarnby municipalities.

*Forecast.

18.3 Population, the Faroe Islands and Greenland

1 January	Faroe Islands	Greenland
2000	45 751	56 124
2005	48 379	56 969
2008	48 425	56 648
2009	48 778	56 462
2010	48 778	56 194

Source: Statistics Denmark.

18.4 Danish Parliament: Mandates at recent elections

	1998	2001	2005	2007	2010*
Social Democrats	63	52	47	45	45
Social Liberals	7	9	17	9	9
Conservatives	16	16	18	18	17
Centre Democrats	8	-	-	-	-
Socialist People's Party	13	12	11	23	23
The Christian Democratic Party	4	4	-	-	-
Danish People's Party	13	22	24	25	24
Liberals	42	56	52	46	47
Progress Party	4	-	-	-	-
Unity List – Red-Green Alliance	5	4	6	4	4
Liberal Alliance	-	-	-	5	3
Outside the parties	-	-	-	-	3
Faroe Islands	2	2	2	2	2
Greenland	2	2	2	2	2

Source: Statistics Denmark and * The Danish Parliament (May 2010).

Note: Liberal Alliance was until August 2008 known as New Alliance.

18.5 Macroeconomic key figures for Denmark

Current prices	2000	2006	2007	2008	2009
Consumer price index (2000 = 100)	100	112	114	118	119
Gross domestic product, GDP (DKK billions)	1 294	1 632	1 691	1 737	1 662
GDP per inhabitant (DKK 1 000)*	242	300	309	316	300
Balance of payments, surplus on current accounts (DKK billions)	18,2	48,6	25,0	35,2	65,5

Source: Statistics Denmark.

Note: As from 2005, the statistics on the balance of payments from Statistics Denmark have applied new methods and been based on new statistical sources. * In the calculation of GDP per inhabitant, a calculated average of the population in the concerned year is used.

Facts about the EU/EEA

19.1 Geography, population and economy

2009	Area in km ² (1 000)	Number of inhabitants (1 000)	GDP per inhabitant*	Inflation rate
EU-27		499 723	100	1.0
Austria	84	8 355	123	0.4
Belgium	31	10 750	115	0.0
Bulgaria	111	7 606	..	2.5
The Czech Republic	79	10 467	81	0.6
Cyprus	6	796	98	0.2
Denmark	43	5 511	117	1.1
Estonia	45	1 340	62	0.2
Finland	338	5 326	110	1.6
France	643	64 350	107	0.1
Germany	357	82 002	116	0.2
Greece	132	11 260	94	1.3
Hungary	93	10 030	63	4.0
Iceland	0,1	319	119	16.3
Ireland	70	4 450	131	- 1.7
Italy	301	60 045	102	0.8
Latvia	65	2 261	48	3.3
Lichtenstein	0,2	35	..	..
Lithuania	65	3 349	53	4.2
Luxembourg	3	493	268	0.0
Malta	0.3	413	78	1.8
The Netherlands	42	16 485	130	1.0
Norway	324	4 799	177	2.3
Poland	313	38 135	..	4.0
Portugal	92	10 627	78	- 0.9

2009	Area in km² (1 000)	Number of inhabitants (1 000)	GDP per inhabitant*	Inflation rate
Rumania	238	21 498	..	5.6
Slovakia	49	5 412	72	0.9
Slovenia	20	2 032	86	0.9
Spain	506	45 828	104	- 0.2
Sweden	441	9 256	120	1.9
Switzerland	41	7 701	144	- 0.7
United Kingdom	243	61 634	117	2.2

Source: Eurostat.

Note: * GDP per inhabitant is expressed in purchasing power standard (PPS) and in current prices. It is expressed in relation to the European Union (EU-27), meaning that countries with figures above 100 have a higher GDP per inhabitant than EU-27 – and vice versa.

Dictionary

Term	Abbreviation in full	Explanation
ABS	American Bureau of Shipping	Classification society.
Aframax		Tanker vessel. Size 80,000 - 120,000 dwt. The term AFRA is based on the Average Freight Rate Assessment tanker rate system.
AIS	Automatic Identification System	AIS is a civilian automatic information system which makes it possible to exchange data between ships, and between ships and land-based stations.
Bareboat charter		A shipping company charters out or charters a ship without crew typically for a longer period of time.
Bulk carrier		A ship especially arranged for the transportation of goods in bulk (dry cargo).
Bunkers		Term for ships' fuel, typically oil.
BV	Bureau Veritas	Classification society.
Capesize		Dry bulk carrier. Size: 80,000-200,000 dwt. The capsize vessels are forced to voyage around the capes as they too large to transit the Suez Canal.
Categories of ships	A ship's official number consists of a letter and a serial number for the ship. The letter in the official number corresponds to the category of ships.	<ul style="list-style-type: none"> A. Classed passenger ships B. Unclassed passenger ships C. Classed steamships D. Classed motor ships E. Classed sailing vessels with auxiliary engine F. Classed sailing vessels G. Unclassed steamships H. Unclassed motor ships J. Unclassed sailing vessels with auxiliary

		<p>engine</p> <p>K. Unclassed sailing vessels</p> <p>L. Offshore drilling rigs and ships</p> <p>M. Lighters and other equipment without means of propulsion</p> <p>S. School camp ships, etc.</p> <p>V. Traditional ships</p> <p>X. Ships with a GT over 20 (and a GRT below 20 tonnes)</p>
Classification society		A society that develops standards for the construction and equipment of ships, carries out surveys to ensure that these standards are observed and issues certificates that the owner can use as proof that his ship has been accepted for registration with a classification society.
Cross trades		Transport of goods between foreign ports.
CSG	Consultative Shipping Group	CSG is composed of maritime administrations from a range of EU countries, Norway, Japan, Singapore, Canada and Korea, which together monitor the maritime policy in the USA and react together to discrimination or restrictive initiatives.
Cotton Club		The maritime attachés in Washington of the CSG countries meet regularly under the name Cotton Club. The Cotton Club is the direct mouthpiece in Washington. It is not a real institution – the policy is always determined in CSG and in the capitals.
DAS	Danish Ship Register	In DAS, for example domestic passenger ships, fishing vessels, stone dredgers and leisure ships of a GT of 20 or higher are registered. Ships of a GT of 5 or higher, but

		below 20, can be registered in DAS on request of the owner.
DIS	Danish International Ship Register	In DIS, ships of a GT of 20 or higher are admitted. Warships, fishing vessels, stone dredgers and leisure ships cannot be admitted in DIS. Ships registered in DIS are not allowed to transport passengers between Danish ports, unless for headways between off-shore installations.
DMA	Danish Maritime Authority	
DNV	Det Norske Veritas	Classification society.
DOC	Document of Compliance	A certificate licensed to shipping companies which meet the demands of the ISM Code. The certificate states who is technically responsible for the ship.
Dry bulk		Freight consisting of dry cargo, such as grain and coal.
DWT		Deadweight tonnage. Indicates the ship's cargo carrying capacity, i.e. the maximum loading and fuel when fully equipped and loaded to the summer freeboard mark.
FT	Freight ton	A unit of volume or weight used for quoting freight rates in which 40 cu.ft. or 2,240 lbs. are taken as the equivalent of one ton.
FTJ	"Fartøjsfortegnelsen", the Danish Fleet Register	In FTJ, all Danish commercial vessels are registered if their GT is less than 20 and the ship is not requested for admission in DAS.
GL	Germanischer Lloyd	Classification society.
GMDSS	Global Maritime Distress and Safety System	The international radio system for use in connection with distress and safety messages.
GRT	Gross register tonnage	A ship's tonnage determined in accordance

		with the previous international ship measurement rules (the 1947 Convention). The main result of the measurement can be expressed as the tonnage of all enclosed spaces in the ship with the exception of double-bottom tanks and, on certain conditions, spaces in the ship's upper tweendeck and above its upper deck. A register tonne equals 100 cubic feet \cong 2.83 m ³
GT	Gross tonnage	A ship's total tonnage determined in accordance with the international convention on the measurement of ships of 1969 in force. The gross tonnage is an expression of the volume of all enclosed spaces in the ship. Gross tonnage cannot be compared to gross register tonnage.
Handymax		Dry bulk carrier. Size: 35,000-60,000 dwt. These smaller ships usually have self-loading capacity and are popular for full efficiency and flexibility.
Handysize		Dry bulk carrier or tanker. Size: 15,000 - 35,000 dwt. Handysize is the most common size of bulk carrier. Their small size allows them to enter smaller ports and compared to larger bulk carriers, handysizes carry a wider variety of cargo types. In most cases handysizes are fitted with cranes - which means that they can load and discharge cargoes at ports which lack cranes or other cargo handling systems. There is no widely accepted size sector below 15,000 tons.
HSC	High speed craft	
ILO	International Labour Organiza-	UN's labour organisation.


	tion	
IMO	International Maritime Organization	UN's maritime organisation.
ISM	International Safety Management Code	International management code for safe operation of ships and for pollution prevention.
ISPS	International Ship and Port Facility Security Code	Protocol aimed at securing ships and docking areas that service international shipping traffic from terrorism
LNG	Liquefied natural gas	Ship type belonging to the category 'gas tankers'.
LR	Lloyds Register	Classification society.
MAIG	Maritime Administration Implementation Group	Flag State cooperation to promote quality shipping. Consists of Denmark, Belgium, Finland, Germany, the Netherlands, Norway, Sweden and the UK.
Marine accidents		Accidents where the ship is damaged.
MAS	Maritime Assistance Service	Independent service placed at SOK that receives reports from ships about incidents at sea and their consequences and against this background monitors the situation of special selected ships. MAS is also the contact point in maritime salvage operations for the exchange of information between ships and coast State authorities.
Medicine chest		Standard collection of medicine and medical equipment on board all ships. Used by the person who treats illnesses on board in connection with acute illness.
MEPC	Marine Environment Protection Committee	IMO Committee.
MMSI	Maritime Mobile Service Identity	A nine digit call number, where the first three digits are a code of the country (219

		and 220 identify Danish vessels). MMSI is assigned by the DMA and is used for identification of the ship in different forms of radio equipment and AIS equipment.
MODU	Mobil Offshore Drilling Unit	
MoU	Memorandum of Understanding	Association of countries in relation to port State control.
MSC	Maritime Safety Committee	IMO Committee.
MT	Metric tons	A unit of mass equal to 1,000 kg (2,205 lb) or approximately the mass of one cubic metre of water at four degrees Celsius.
Nautical mile		Unit of distance used at sea – equals 1,852 m.
NKK	Nippon Kaiji Kyokai	Classification society.
Notices from the Danish Maritime Authority		Publication in which the technical regulations issued by the DMA are promulgated (see ‘Technical regulation’).
NRT		Net register tonnage.
NT		Net tonnage.
OECD	Organisation for Economic Co-operation and Development	
Panamax		Dry bulk carrier. Size: 60,000-80,000 dwt. The Panamax vessels represent the largest measurements allowed in length, beam and draught for passage through the Panama Canal in loaded condition.
VLBC	Very Large Bulk Carrier	Dry bulk carrier with size of more than 200,000 dwt.
VLCC	Very Large Crude Carrier	Tanker with size of 200,000 – 319,000 dwt.
Work related accident		An accident where a crew member on a ship dies or is being hurt, in a marine accident, during work on board or in spare time on

		board. Work related accidents are registered under the year the accident happens.
PSC	Port State Control	Control of foreign countries' ships calling at the port State's ports.
PSSA	Particularly Sensitive Sea Areas	Selected sea areas especially protected against the effects of pollution, traffic, etc.
RIB	Rigid hull inflatable boat	High-speed rubber dinghy for passengers.
RINA		Classification society.
Ships Inspection Council		Advisory body where the Danish Maritime Authority has a chance of discussing various subjects and measures with the industry.
SMS	Safety Management System	Safety management system in connection with the ISM Code.
SOK	Admiral Danish Fleet	The overall responsible body for military security and safety at sea, including pollution control at sea.
SOLAS	Safety of Life at Sea	International Convention.
STCW	Standards of Training, Certification and Watchkeeping for seafarers.	International Convention.
STS	Ship-to-ship	Transfer of, for example, oil from one ship to another.
Suezmax		Dry bulk carrier or tanker. Size 120,000 - 200,000 dwt. The suezmax vessels represent the largest measurements allowed in length, beam and draught for passage through the Suez Canal in loaded condition.
TEU	Twenty feet equivalent unit	Measure for number of containers converted to units with a length of 20 feet.
Time charter		A shipping company charters out or charters a ship completely equipped with a crew for

		a period that has been agreed upon.
Tramp trade		Transport of goods on individual voyages on ships in free trade that are hired for carriage from the port of shipping to the port of receipt.
Trip charter		A shipping company hires out or hires a ship completely equipped with a crew for individual voyages.
ULCC	Ultra Large Crude Carrier	Tanker with minimum size of 320,000 dwt.
USCG	United States Coast Guard	
Vessel		No difference has been defined between a ship and a vessel, but, according to ship survey technology, a vessel is a ship with a gross tonnage of less than 20.
VTS	Vessel Traffic Service	Vessel Traffic Service Great Belt is a radar-system guarding the area 12 nautical miles north and south of the Great Belt bridge line.
WMU	World Maritime University	The international maritime university in Malmoe, Sweden.
WTO	World Trade Organization	





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