

**TABLE 5 : AVERAGE AGE ANALYSIS OF EXISTING SHIPS OWNED BY GREEK PARENT COMPANIES
(SHIPS GREATER THAN 1,000 GT. IN SERVICE AND CURRENTLY ON ORDER, ANALYSIS ON 02/03/20)**

| | OIL TANKERS | CHEMICAL + PRODUCTS | LIQUID GAS | COMBINATION CARRIERS | ORE + BULK | PURE CONTAINER | CARGO | PASSENGER | OTHERS | TOTAL |
|------------------|------------------------|--------------------------------|-----------------------|---------------------------------|-----------------------|---------------------------|--------------|------------------|---------------|--------------|
| AVERAGE AGE(NO.) | 9.6 | 12.1 | 7.5 | 0 | 10.3 | 14.7 | 24.1 | 28.6 | 20.5 | 11.7 |
| AVERAGE AGE(GRT) | 9.2 | 11.7 | 4.5 | 0 | 9.8 | 12.7 | 20.4 | 28.1 | 12.7 | 9.9 |
| AVERAGE AGE(DWT) | 9.2 | 11.7 | 4.9 | 0 | 9.8 | 12.8 | 19.1 | 28.8 | 18 | 9.8 |

NOTE :

The average of each fleet is computed and presented not only in terms of ship numbers but also in terms of tonnages (GRT & DWT). This is done to provide a measure of ageing bias that might exist in the larger size vessels (eg, when average age in terms of tonnage is larger than the average age in terms of ship numbers), or conversely to detect ageing in the smaller size vessels within the fleet(eg, average age in terms of tonnage smaller than the average age based on ship numbers).