



THE MARITIME ARBITRATION UNIVERSE IN NUMBERS: MORE ON THE STATISTICS

The statistics we have put together are our best estimates produced from the figures for maritime arbitrations both published and provided to us on request. They cannot completely capture all maritime arbitrations. These are the main points to bear in mind when looking at the statistics.

- It is not possible for us to provide comprehensive statistics for every jurisdiction as some arbitration institutions have not released their detailed figures for maritime arbitration in 2017 (including for example the SMA in New York). We also approached several arbitration institutions in the United States and China who did not provide figures to us. London's share of global maritime arbitrations would therefore be less were these figures included.
- The statistics do not include specialist maritime commodities arbitration such as GAFTA or FOSFA. If we had added these into the statistics the number of London maritime sector arbitrations would be higher.
- Certain institutions have combined maritime sector disputes into a broader category. The ICC, for example, include arbitrations for non-maritime arbitrations as the figure given is for 'transportation' generally. If we had more granular data, with the non-maritime arbitrations stripped out, it is likely that the London case totals would be higher.
- The data for each jurisdiction is a combination of data from different organisations (e.g. the number for maritime arbitrations in London is formed from statistics obtained from the LCIA, LMAA and ICC). As different organisations may have defined 'maritime' differently the combined statistics can only provide a broad brush picture.
- We have not been able to capture all ad hoc arbitrations. As such, the figures for marine arbitration in most jurisdictions will be underestimates.
- The LMAA do not publish a breakdown of LMAA cases seated outside London. They have told us that in any given year around 15-20 cases are seated in other jurisdictions (in Singapore or Hong Kong). To reflect this we have added ten additional cases to the totals for 2017 for both Singapore and Hong Kong.
- It is important to remember that some cases categorised as 'maritime' will represent broader commercial disputes involving companies within the shipping sector, rather than representing shipping law disputes.
- It is also important to keep in mind that the geographical venue of arbitration (location for hearings etc) and the legal seat will not always be the same.
- When approaching each arbitration institution, we requested that they provide figures for the number of maritime references and awards in each jurisdiction. However, where this information wasn't publicly available we have used the figures for number of appointments or "cases handled" depending on how the figures were presented to us. As such, some of the figures may overstate the number of arbitrations in some jurisdictions. The figures provided in the Bar Chart and Bubble Diagram therefore represent our best guess analysis based on the figures available.