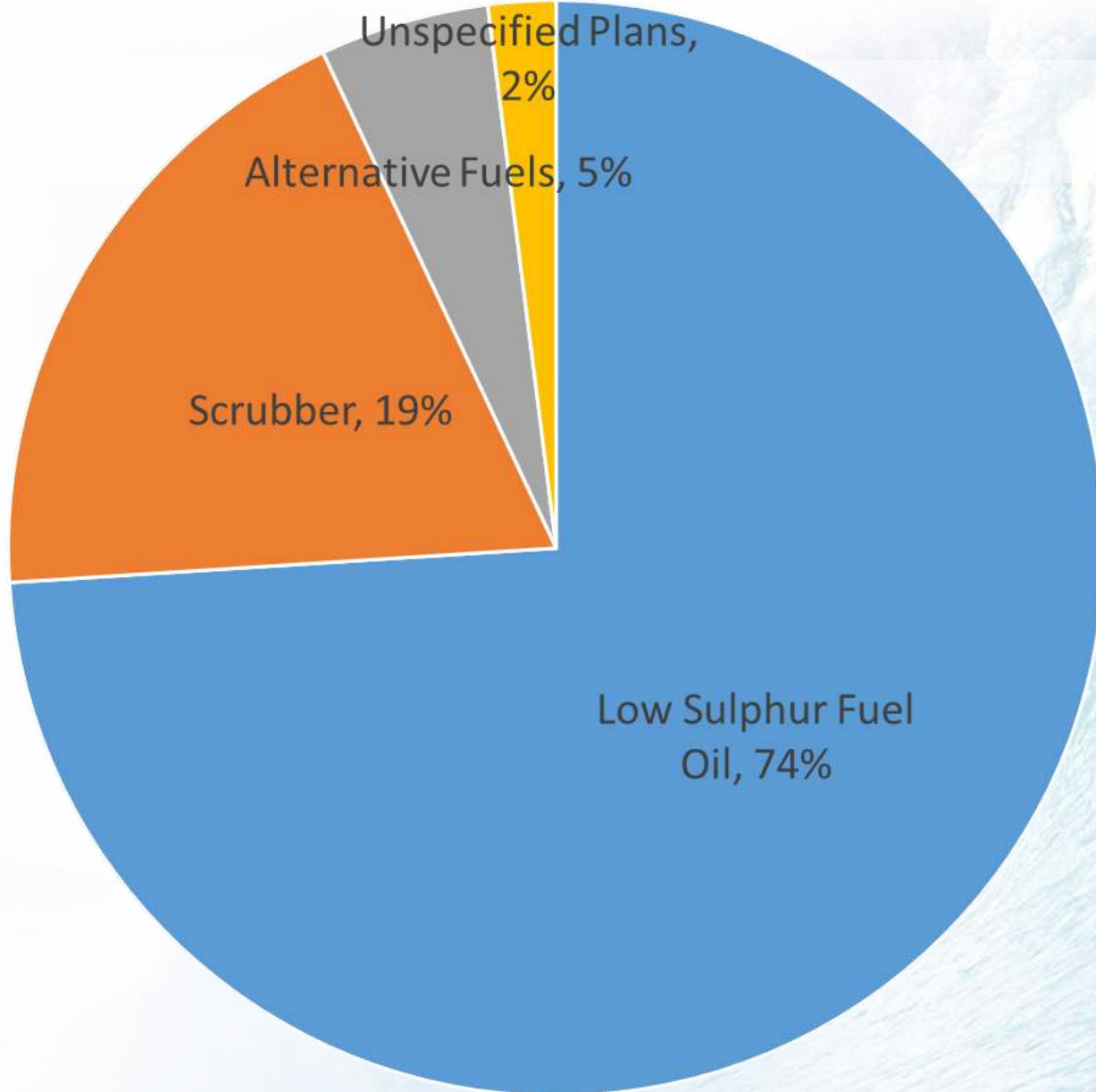


Summary of options and Impact on the region

Capt. Sukhjit Singh, MTCC Caribbean

Estimated Mix



- Low Sulphur Fuel Oil
- Scrubber
- Alternative Fuels
- Unspecified Plans

UNCTAD Liner Shipping Connectivity Index (LSCI)

The Liner Shipping Connectivity Index captures how well countries are connected to global shipping networks.

It is computed by the UNCTAD based on five components of the maritime transport sector:

- number of ships,
- their container-carrying capacity,
- maximum vessel size,
- number of services, and
- number of companies that deploy container ships in a country's ports.

From Port of MIAMI (USMIA) to		
Port of Port of Spain (TTPOS)	\$1100 (weekly)	1456 nm
Port of Hong Kong (HKHKG)	\$457 (weekly)	10435 nm VIA
	\$829 (every four days)	Panama Canal

ECONOMY	LSCI Rank
Antigua and Barbuda	158
Bahamas	57
Barbados	143
Belize	116
China, Hong Kong SAR	4
Cuba	124
Dominica	151
Dominican Republic	45
Grenada	148
Guyana	131
Haiti	107
Jamaica	58
Panama	30
Saint Kitts and Nevis	156
Saint Lucia	152
Saint Vincent and the Grenadines	153
Singapore	2
Suriname	136
Trinidad and Tobago	85
United Kingdom	9
United States of America	8

Bunker Adjustment Factor / Bunker Recovery Charge / Marine Fuel Recovery



MAERSK

Fuel price x Trade factor = BAF

The BAF tariff is designed to recover fuel related costs, and it will be charged separately from the basic ocean freight as the fuel cost is a very significant and volatile part of shipping costs.

The fuel price is calculated as the average fuel price in key bunkering ports around the world, whereas the trade factor reflects the average fuel consumption on a given trade as a result of variables like transit time, fuel efficiency and trade imbalance.



MEDITERRANEAN SHIPPING COMPANY

BRC
Bunker Recovery Charge

=

Fuel Price per Ton

(currently based on the monthly average of the HSFO 380 CST index for each specific trade/service; from Q4 2019, low-sulphur fuel oil 0.5% may apply, in order to be ready for 2020)

x

Trade Factor

(coefficient = fuel consumption per round trip ÷ TEUs carried round trip)



Hapag-Lloyd

MFR
[per TEU]

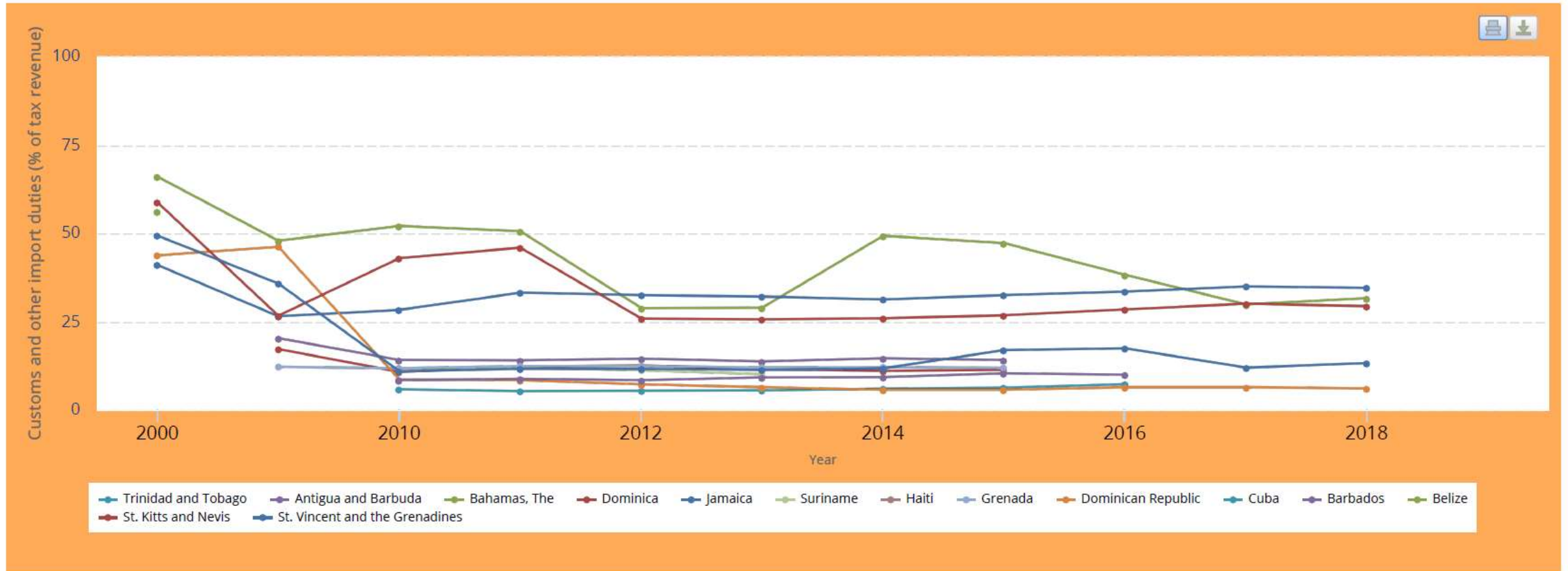
=

Fuel price
[per TO]

x

Fuel consumption [TO]
Carried TEU

Customs and other import duties (%age of Tax Revenue)



Source: World Development Indicators
 Series : Customs and other import duties (% of tax revenue)
 Created on: 06/24/2019

Sulphur 2020 implications - extending beyond seas.



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