Cost Calculation

This model gives you the possibility to calculate the costs for a container vessel sailing different routes between Asia and the U.S. East Coast.

This option gives you the possibility to compare different route alternatives for a single voyage. It also allows you to run different sensitivity analysis for key variables.

Single Voyage Cost Comparison

Choose your preferred calculation method by clicking directly at one of the options presented above. This will take you to a sheet. The cells marked in red are the input cells. Choose your input values and the model will calculate itself. If you want results or run a sensitivity analysis, choose between the alternatives presented on the right side in the calculation sheet.

Further explanation to the model can be found in Appendix 3 in our research paper.

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Cost Calculation Model

This model gives you the possibility to calculate the costs for a container vessel sailing different routes between Asia and the U.S. East Coast.

Round-Trip Calculation

This option gives you the possibility to calculate a round-trip voyage. It also calculates the annual result for the chosen round-trip.

**Explanation to the model:**

Choose your preferred calculation method by clicking directly at one of the options presented above. This will take you to a calculation sheet. The cells marked in red are the input cells. Choose your input values and the model will calculate itself. If you want to export your results or run a sensitivity analysis, choose between the alternatives presented on the right side in the calculation sheet. The results will be presented in a new Excel book. Further explanation to the model can be found in Appendix 3 in our research paper.

Brevik and Melleby © 2014
## Cost comparison

| Fuel unit cost per metric ton | $600,50 |

### Route alternative 1

<table>
<thead>
<tr>
<th>Freight rate per FEU</th>
<th>$3 328,00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route</td>
<td>Hong Kong - New York (via Panama)</td>
</tr>
<tr>
<td>Ship category</td>
<td>PostPanamax</td>
</tr>
<tr>
<td>Name</td>
<td>MSC Paloma</td>
</tr>
<tr>
<td>Operating speed</td>
<td>23</td>
</tr>
<tr>
<td>Load factor</td>
<td>80 %</td>
</tr>
<tr>
<td>Sea margin</td>
<td>5 %</td>
</tr>
</tbody>
</table>

#### 1. Route information

| Route distance         | 11 207 |
| Days at sea            | 21,37 |
| Days in port           | 15,68 |
| Fuel consumption at sea tonnes/day | 278,70 |
| Fuel consumption at port tonnes/day | 13,94 |

#### 2. Ship information

| Ship size TEU          | 13 200 |
| TEUs carried           | 10 560 |
| Ship size DWT          | 165 500 |
| Design speed           | 25 |

#### 3. Voyage costs

| Fuel costs              | $3 707 879 |
| Cargo handling          | $7 594 235 |
| Canal fees              | $1 085 310 |
| Total voyage costs      | $12 387 424 |
| Gross revenue           | $17 571 840 |
| Voyage result           | $5 184 416 |
| Time-Charter Equivalent (TCE) | $139 918 |

#### 4. Operating costs

| Operating costs         | $433 819 |
| Total costs             | $12 821 244 |

| Cost per TEU            | $1 214 |

| Daily contribution to capital costs | $128 210 |
Route alt. 1

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Total cost $12,924,244
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<tr>
<td>13 200</td>
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<tr>
<td>10 560</td>
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Route alternative 4

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<table>
<thead>
<tr>
<th>13 200</th>
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<td>165 500</td>
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<table>
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<tr>
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<table>
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| 115 852 |
Fuel costs
Cargo handling
Canal fees
Operating costs
### Round-trip calculation

| Fuel unit cost per metric ton | $ | 600,50 |

**Fronthaul voyage:**

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<tbody>
<tr>
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</tr>
<tr>
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<tr>
<td>Name</td>
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<td>Load factor</td>
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<td>80 %</td>
</tr>
<tr>
<td>Sea margin</td>
<td></td>
<td>5 %</td>
</tr>
</tbody>
</table>

#### 1. Route information

| Route distance       | 11 207 |
| Days at sea          | 19,66  |
| Days in port         | 6,54   |
| Fuel consumption at sea tonnes/day | 171,30 |
| Fuel consumption at port tonnes/day | 8,57 |

#### 2. Ship information

| Ship size TEU       | 5 117 |
| TEUs carried        | 4 094 |
| Ship size DWT       | 66 160 |
| Design speed        | 25    |

#### 3. Voyage costs

| Fuel costs          | $ | 2 056 112 |
| Cargo handling      | $ | 2 962 470 |
| Canal fees          | $ | 435 437  |
| **Total voyage costs** | $ | 5 454 019 |

| Gross revenue       | $ | 6 811 750 |
| Voyage result       | $ | 1 357 731 |
| **Time-Charter Equivalent (TCE)** | $ | 51 822 |

#### 4. Operating costs

| Operating costs     | $ | 235 249 |
| **Total costs**     | $ | 5 689 268 |

| Cost per TEU        | $ | 1 390   |

**Daily contribution to capital costs** | $ | 42 843 |
### Round-trip information:

<table>
<thead>
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<th>Total days per round-trip</th>
<th>Total annual round-trips</th>
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### Backhaul voyage:

<table>
<thead>
<tr>
<th>$</th>
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</tr>
</thead>
</table>

**New York - Hong Kong (via Panama)**

- Panamax
- Octavia
- 25

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1 530,00</td>
<td></td>
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</table>

<p>| | |</p>
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<th></th>
<th></th>
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<tbody>
<tr>
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</tbody>
</table>

| 40 %                     |                          |
| 5 %                      |                          |

### Total sailing distance

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td></td>
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</tbody>
</table>

### Total TEUs carried

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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<tbody>
<tr>
<td></td>
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</tbody>
</table>

### Total voyage costs:

| Fuel costs          | $11,207                  |
| Cargo handling      | $19,66                   |
| Canal fees          | $3,64                    |

<p>| | |</p>
<table>
<thead>
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<tr>
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</tbody>
</table>

### Gross revenue

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<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

**Voyage result**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Time-Charter Equivalent (TCE)</td>
<td>8,57</td>
</tr>
</tbody>
</table>

### Total operating costs:

| Operating costs | $5,117                  |

| Total costs     | $2,047                   |

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Cost per TEU

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Total contribution to capital costs

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- $2,041,226
- $1,496,384
- $419,062
- $3,956,673
- $1,565,802
- $2,390,871
- $-102,588
- $209,261
- $4,165,934
- $2,035
- $-111,567
<table>
<thead>
<tr>
<th>Single round-trip voyage</th>
<th>Annual round-trip calculation</th>
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<td>22 414</td>
<td>165 257</td>
</tr>
<tr>
<td>6 140</td>
<td>45 273</td>
</tr>
<tr>
<td>$ 4 097 339</td>
<td>$ 30 209 342</td>
</tr>
<tr>
<td>$ 4 458 854</td>
<td>$ 32 874 769</td>
</tr>
<tr>
<td>$ 854 499</td>
<td>$ 6 300 153</td>
</tr>
<tr>
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</tr>
<tr>
<td>$ 8 377 552</td>
<td>$ 61 767 009</td>
</tr>
<tr>
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<tr>
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<td>$ -20 869</td>
</tr>
<tr>
<td>$ 444 510</td>
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<tr>
<td>$ 9 855 202</td>
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<td>$ 1 605</td>
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<tr>
<td>$ -1 477 650</td>
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</table>

Export results
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<tr>
<th>Route</th>
<th>Fuel costs</th>
<th>Cargo handling</th>
<th>Canal fees</th>
<th>Operating costs</th>
</tr>
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**Note:** The values are in USD.
## Panamax Container Register

Created 01 April 2014 13:16

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<thead>
<tr>
<th>Category</th>
<th>Type</th>
<th>Name</th>
<th>Size</th>
<th>Unit</th>
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<th>GT</th>
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<tbody>
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<td>Intermodal</td>
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Port information

Average rates and range of rates for combined (20ft - 40ft) containers (Handling rates per TEU):

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<th>Port</th>
<th>Handling fee original valuta</th>
<th>Range</th>
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<tr>
<td>New York</td>
<td>$414,00</td>
<td>$330-550</td>
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<td>Shanghai</td>
<td>¥681,00</td>
<td>465 - 1403</td>
</tr>
<tr>
<td>Hong Kong</td>
<td>2 347,00 $</td>
<td>1 700 - 2500</td>
</tr>
<tr>
<td>Guangzhou</td>
<td>¥741,00</td>
<td>465 - 1427</td>
</tr>
<tr>
<td>Shenzhen</td>
<td>¥1 120,00</td>
<td>465 - 1850</td>
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Source: European Commission, 2009

Port administration fees:

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<th>Los Angeles</th>
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<tbody>
<tr>
<td>Harbor and light dues</td>
<td>$6 797</td>
<td>$6 797</td>
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<tr>
<td>Pilotage charge</td>
<td>$4 770</td>
<td>$3 457</td>
</tr>
<tr>
<td>Towage charges</td>
<td>$7 868</td>
<td>$3 300</td>
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<tr>
<td>Mooring/unmooring charges</td>
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<td>-</td>
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<tr>
<td>Ancillary charges</td>
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<td>Total port charges (2005)</td>
<td>$19 435</td>
<td>$13 554</td>
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<td>Port charges 2014**</td>
<td>$23 227</td>
<td>$16 198</td>
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*Port charges for Guangzhou are based on the regional average due to lack of information
**Estimated port charges for 2014 are based on an annual growth rate of 2%

Source: Marine Department, 2006

Port container handling:

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<th>Port</th>
<th>Average berth productivity per hour</th>
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<td>Shanghai</td>
<td>86 TEUs</td>
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<tr>
<td>Hong Kong</td>
<td>68 TEUs</td>
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<tr>
<td>Guangzhou</td>
<td>73 TEUs</td>
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<td>Shenzhen</td>
<td>75 TEUs</td>
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Source: Journal of Commerce, 2013
## Exchange rates

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<tr>
<td>1</td>
<td>$ 414,00</td>
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<tr>
<td>0,162877</td>
<td>$ 110,92</td>
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<tr>
<td>0,128795</td>
<td>$ 302,28</td>
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<tr>
<td>0,162877</td>
<td>$ 120,69</td>
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<td>0,162877</td>
<td>$ 182,42</td>
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## Shanghai, Hong Kong, Shenzhen, Guangzhou

<table>
<thead>
<tr>
<th>Port</th>
<th>Shanghai</th>
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<th>Shenzhen</th>
<th>Guangzhou</th>
<th>Global average</th>
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<tr>
<td>$</td>
<td>4 585</td>
<td>2 073</td>
<td>4 676</td>
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<tr>
<td>$</td>
<td>5 635</td>
<td>1 752</td>
<td>3 293</td>
<td>-</td>
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<tr>
<td>$</td>
<td>6 733</td>
<td>1 933</td>
<td>2 659</td>
<td>-</td>
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<tr>
<td>$</td>
<td>66</td>
<td>147</td>
<td>604</td>
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<td>-</td>
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<tr>
<td>$</td>
<td>405</td>
<td>13</td>
<td>178</td>
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</table>

<p>| $             | 17 424   | 5 918     | 11 410   | 11 930    | 16 678         |
| $             | 20 823   | 7 072     | 13 636   | 14 257    | 19 932         |</p>
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<th>Regional average (China)</th>
<th>*</th>
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<td>$</td>
<td>11,930</td>
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<td>14,257</td>
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Transit information

1. Panama Canal

Cargo fees:

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<tbody>
<tr>
<td>Tolls per TEU capacity</td>
<td>$ 74,00</td>
</tr>
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<td>Tolls per container with cargo</td>
<td>$ 8,00</td>
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<td>Tolls ballast</td>
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Other fees:

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<td>Tug hire</td>
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<td>Line handling</td>
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</tr>
<tr>
<td>Locomotive and wires</td>
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<tr>
<td>Security fee</td>
<td>$ 1 000,00</td>
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<tr>
<td>Inspection fee</td>
<td>$ 120,00</td>
</tr>
<tr>
<td>PCSOPEP fee</td>
<td>$ 525,00</td>
</tr>
<tr>
<td>Bank fees (over canal exp)</td>
<td>$ 445,00</td>
</tr>
<tr>
<td>Fumigation fee</td>
<td>$ 350,00</td>
</tr>
<tr>
<td>Launch service</td>
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</tr>
<tr>
<td>Agency fee</td>
<td>$ 850,00</td>
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<tr>
<td>Incidentally</td>
<td>$ 350,00</td>
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</table>

Total fees | $ 24 030,00

Average waiting time before transit 18 hours

Source: ACP, 2013a

2. Suez Canal

Cargo fees:

<table>
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<th>TEU-capacity</th>
<th>Typical SCNT*</th>
<th>Canal transit fees</th>
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<td>3 000</td>
<td>30 659</td>
<td>$ 221 403</td>
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<tr>
<td>4 000</td>
<td>41 625</td>
<td>$ 271 939</td>
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<tr>
<td>6 000</td>
<td>63 557</td>
<td>$ 373 589</td>
</tr>
<tr>
<td>8 000</td>
<td>85 489</td>
<td>$ 455 770</td>
</tr>
<tr>
<td>10 000</td>
<td>107 421</td>
<td>$ 536 782</td>
</tr>
<tr>
<td>13 000</td>
<td>140 319</td>
<td>$ 654 455</td>
</tr>
<tr>
<td>18 000</td>
<td>-</td>
<td>$ 851 798</td>
</tr>
</tbody>
</table>

*Suez Canal Net Tonnage = 10,966 x TEU-capacity - 2238,7 (R-square = 0.9861)

**Based on an average decline in cost per TEU-average from 8 000 to 10 000 TEU and 10 000

Source: Notteboom & Rodrigue, 2011a

Other fees:
<table>
<thead>
<tr>
<th>Max size (TEU)</th>
<th>ULCV 18000</th>
<th>Post-Panamax 13200</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tugs (1):</td>
<td>15 509,55</td>
<td>15 509,55</td>
</tr>
<tr>
<td>Mooring:</td>
<td>2 098,75</td>
<td>2 098,75</td>
</tr>
<tr>
<td>Pilotage:</td>
<td>395,50</td>
<td>395,50</td>
</tr>
<tr>
<td>Disbursements:</td>
<td>14 753,20</td>
<td>12 940,95</td>
</tr>
<tr>
<td>Total Fees</td>
<td>32 757,00</td>
<td>30 944,75</td>
</tr>
</tbody>
</table>

*Rates based on largest ship in each class

Average waiting time before transit 5 hours

*Source: SCA, 2014a*

### 3. Intermodal

Average cost per TEU $ 2 500,00

*Source: Morrison, 2012*
<table>
<thead>
<tr>
<th>Net tonnage fee</th>
<th>Fee on-deck containers</th>
<th>Per TEU average</th>
</tr>
</thead>
<tbody>
<tr>
<td>$205 002</td>
<td>$16 400</td>
<td>$73.80</td>
</tr>
<tr>
<td>$251 796</td>
<td>$20 144</td>
<td>$67.98</td>
</tr>
<tr>
<td>$339 627</td>
<td>$33 963</td>
<td>$62.26</td>
</tr>
<tr>
<td>$414 336</td>
<td>$41 434</td>
<td>$56.97</td>
</tr>
<tr>
<td>$483 588</td>
<td>$53 195</td>
<td>$53.68</td>
</tr>
<tr>
<td>$584 335</td>
<td>$70 120</td>
<td>$50.34</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>$47.32</td>
</tr>
</tbody>
</table>

**Based on an average decline in cost per TEU-average from 8 000 to 10 000 TEU and 10 000 to 13 000 TEU of approximately 6 %**

to 13 000 TEU of approximately 6 %


<table>
<thead>
<tr>
<th>Panamax</th>
</tr>
</thead>
<tbody>
<tr>
<td>5200</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>3 252,50</td>
</tr>
<tr>
<td>389,50</td>
</tr>
<tr>
<td>7 706,95</td>
</tr>
<tr>
<td>11 348,95</td>
</tr>
</tbody>
</table>
### Fuel consumption

**Main characteristics:**

<table>
<thead>
<tr>
<th>Size</th>
<th>2000-3000</th>
<th>3000-4000</th>
<th>4000-5000</th>
<th>5000-6000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mean size TEU</td>
<td>2530</td>
<td>3432</td>
<td>4385</td>
<td>5491</td>
</tr>
<tr>
<td>Mean design speed</td>
<td>21,2</td>
<td>22,4</td>
<td>23,9</td>
<td>24,5</td>
</tr>
<tr>
<td>Mean design speed rounded</td>
<td>21</td>
<td>22</td>
<td>24</td>
<td>25</td>
</tr>
<tr>
<td>Fuel consumption in tonnes per day</td>
<td>80</td>
<td>102</td>
<td>142</td>
<td>199</td>
</tr>
</tbody>
</table>

**Estimations on fuel consumption at sea for various speed:**

<table>
<thead>
<tr>
<th>Speed (knots)</th>
<th>2000-3000</th>
<th>3000-4000</th>
<th>4000-5000</th>
<th>5000-6000</th>
</tr>
</thead>
<tbody>
<tr>
<td>18</td>
<td>47,0</td>
<td>54,9</td>
<td>52,8</td>
<td>57,9</td>
</tr>
<tr>
<td>19</td>
<td>56,1</td>
<td>65,6</td>
<td>63,1</td>
<td>69,3</td>
</tr>
<tr>
<td>20</td>
<td>66,5</td>
<td>77,7</td>
<td>74,7</td>
<td>82,0</td>
</tr>
<tr>
<td>21</td>
<td><strong>78,1</strong></td>
<td>91,3</td>
<td>87,8</td>
<td>96,4</td>
</tr>
<tr>
<td>22</td>
<td>-</td>
<td><strong>106,4</strong></td>
<td>102,4</td>
<td>112,3</td>
</tr>
<tr>
<td>23</td>
<td>-</td>
<td>-</td>
<td>118,5</td>
<td>130,1</td>
</tr>
<tr>
<td>24</td>
<td>-</td>
<td>-</td>
<td><strong>136,4</strong></td>
<td>149,7</td>
</tr>
<tr>
<td>25</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td><strong>171,3</strong></td>
</tr>
</tbody>
</table>

*Source: Notteboom & Carriou, 2009*
<table>
<thead>
<tr>
<th>6000-7000</th>
<th>7000-8000</th>
<th>8000-9000</th>
<th>9000-10000</th>
<th>10000+</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>6505</td>
<td>7372</td>
<td>8293</td>
<td>9307</td>
<td>11660</td>
<td>4332</td>
</tr>
<tr>
<td>25,3</td>
<td>25,1</td>
<td>24,9</td>
<td>25,1</td>
<td>23,6</td>
<td>23,04</td>
</tr>
<tr>
<td>25</td>
<td>25</td>
<td>25</td>
<td>25</td>
<td>25</td>
<td>23</td>
</tr>
<tr>
<td>229</td>
<td>233</td>
<td>255</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>6000-7000</th>
<th>7000-8000</th>
<th>8000-9000</th>
<th>9000-10000</th>
<th>10000+</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>68,8</td>
<td>77,8</td>
<td>87,9</td>
<td>98,8</td>
<td>124,1</td>
<td>66,0</td>
</tr>
<tr>
<td>82,2</td>
<td>93,0</td>
<td>105,1</td>
<td>118,1</td>
<td>148,4</td>
<td>78,9</td>
</tr>
<tr>
<td>97,4</td>
<td>110,1</td>
<td>124,5</td>
<td>139,8</td>
<td>175,7</td>
<td>93,5</td>
</tr>
<tr>
<td>114,4</td>
<td>129,4</td>
<td>146,2</td>
<td>164,2</td>
<td>206,4</td>
<td>109,8</td>
</tr>
<tr>
<td>133,4</td>
<td>150,8</td>
<td>170,5</td>
<td>191,5</td>
<td>240,7</td>
<td>128,0</td>
</tr>
<tr>
<td>154,5</td>
<td>174,7</td>
<td>197,5</td>
<td>221,8</td>
<td>278,7</td>
<td>148,3</td>
</tr>
<tr>
<td>177,8</td>
<td>201,0</td>
<td>227,2</td>
<td>255,2</td>
<td>320,7</td>
<td>-</td>
</tr>
<tr>
<td>203,4</td>
<td>230,0</td>
<td>260,0</td>
<td>292,0</td>
<td>367,0</td>
<td>-</td>
</tr>
</tbody>
</table>
### Operating costs

#### Daily average operating costs:

<table>
<thead>
<tr>
<th>Size</th>
<th>500-700 TEU</th>
<th>1000-2000 TEU</th>
<th>2000-3000 TEU</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manning</td>
<td>$ 2 173,00</td>
<td>$ 2 173,00</td>
<td>$ 2 411,00</td>
</tr>
<tr>
<td>Insurance</td>
<td>$ 290,00</td>
<td>$ 378,00</td>
<td>$ 422,00</td>
</tr>
<tr>
<td>Stores, Spares &amp; Lubricating Oils</td>
<td>$ 803,00</td>
<td>$ 1 249,00</td>
<td>$ 1 712,00</td>
</tr>
<tr>
<td>Repairs and Maintenance</td>
<td>$ 778,00</td>
<td>$ 948,00</td>
<td>$ 1 099,00</td>
</tr>
<tr>
<td>Management &amp; Administration</td>
<td>$ 351,00</td>
<td>$ 433,00</td>
<td>$ 518,00</td>
</tr>
<tr>
<td><strong>Total daily operating costs</strong></td>
<td><strong>$ 4 395,00</strong></td>
<td><strong>$ 5 181,00</strong></td>
<td><strong>$ 6 162,00</strong></td>
</tr>
</tbody>
</table>

*Source: Drewry, 2013*
<table>
<thead>
<tr>
<th>3000-4000 TEU</th>
<th>5000-6000 TEU</th>
<th>8000-9000 TEU</th>
<th>10000-12000 TEU</th>
</tr>
</thead>
<tbody>
<tr>
<td>$ 2 803,00</td>
<td>$ 2 984,00</td>
<td>$ 3 164,00</td>
<td>$ 3 381,00</td>
</tr>
<tr>
<td>$ 630,00</td>
<td>$ 767,00</td>
<td>$ 1 159,00</td>
<td>$ 1 447,00</td>
</tr>
<tr>
<td>$ 2 666,00</td>
<td>$ 3 203,00</td>
<td>$ 3 323,00</td>
<td>$ 4 384,00</td>
</tr>
<tr>
<td>$ 1 227,00</td>
<td>$ 1 433,00</td>
<td>$ 1 559,00</td>
<td>$ 1 734,00</td>
</tr>
<tr>
<td>$ 534,00</td>
<td>$ 592,00</td>
<td>$ 723,00</td>
<td>$ 762,00</td>
</tr>
<tr>
<td>$ 7 860,00</td>
<td>$ 8 979,00</td>
<td>$ 9 928,00</td>
<td>$ 11 708,00</td>
</tr>
</tbody>
</table>