

Commercial Impact of Emission Regulations



Presentation to IMSF Copenhagen 19-21 May 2014 By Colin Cridland, Managing Director Analyst Team



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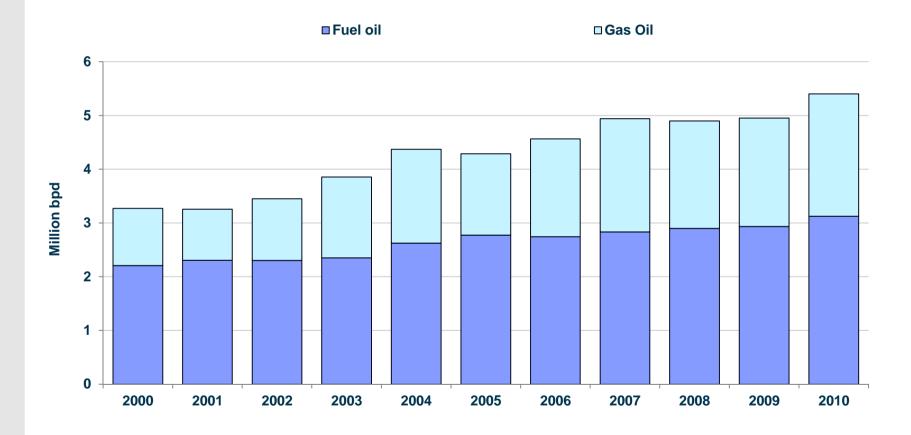


Today's Emission Control Areas (ECAs)





Marine Bunker Consumption

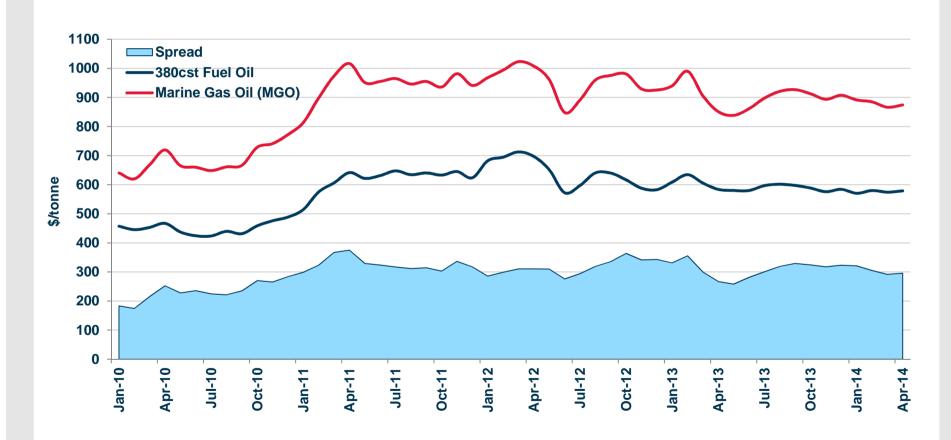


Data source: EIA

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Bunker Prices (Rotterdam)



Data source: Clarksons



Marine Bunkers Switch





Estimated Minimum Cost of Fuel Switch*

* Excludes any increase in bunker demand and price distortion effects

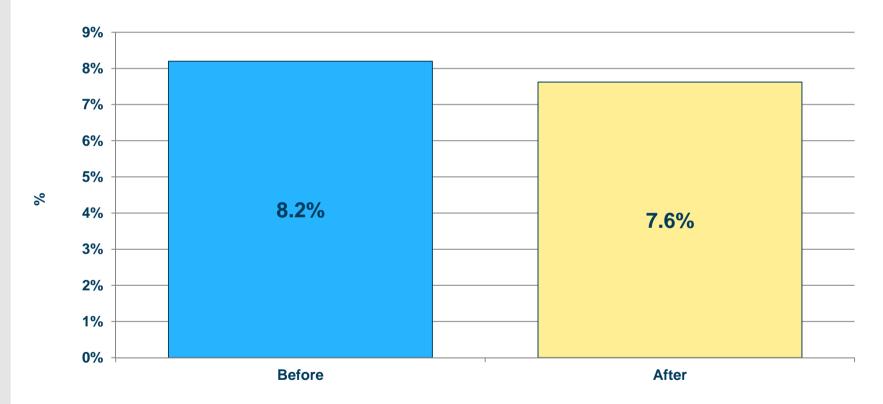


Data source: EIA/Clarksons



Shipping Share in World SOx Emissions

World SOX Emissions = 86.3 million tonnes in 2010



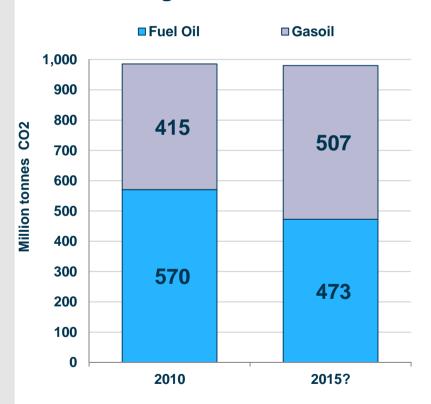
Data source: EIA/DECC/EC

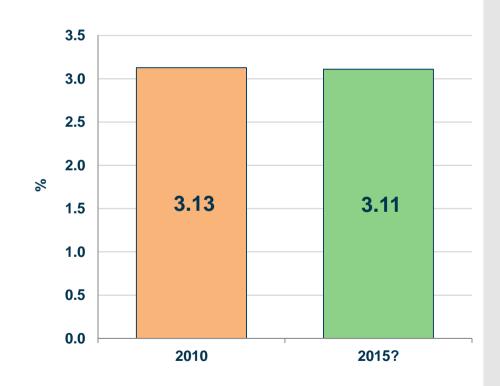


CO₂ Emissions from Marine Bunkers

Switching from Fuel Oil to Gasoil

Shipping Share in World CO₂ Emissions





Data source: EIA



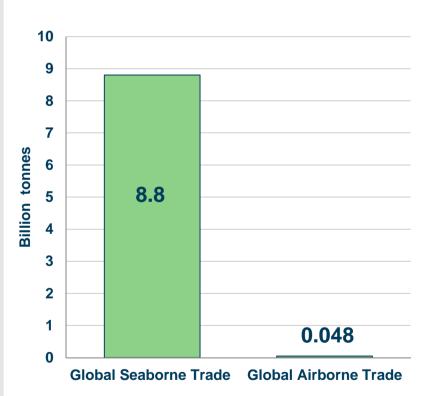
Emissions Health Warning!

- Particulates in Diesel much higher than Fuel Oil
- Diesel requires more energy and thus pollution to manufacture
- Increased imports of MGO into EU will require steep rise in bunker consumption (+0.5 million tonnes)
- MGO refined product not waste product as RFO
- Higher use of MGO will require modifications and increase engine wear



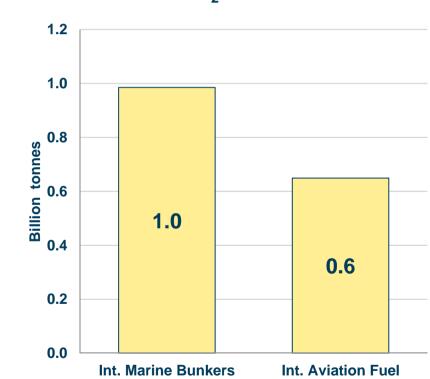
Trade vs. Emissions

Global Trade



Data source: IEA/BBC/Clarksons

CO₂ Emissions

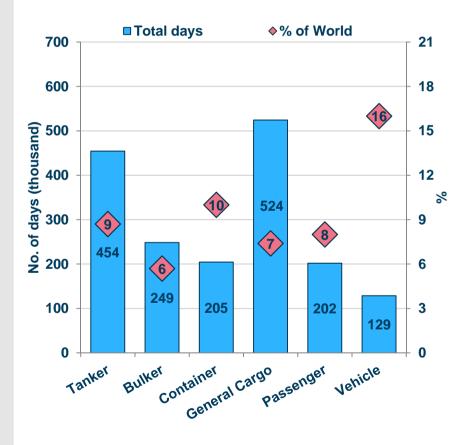


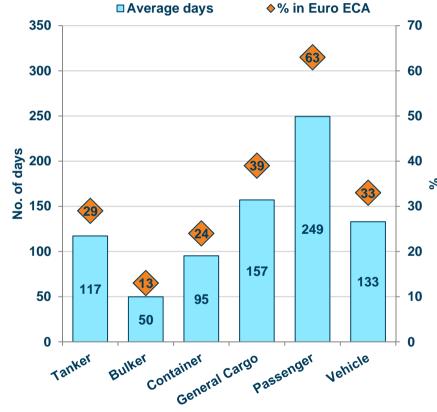


Where Are Vessels Trading?



Vessel Time in Euro ECAs





Data source: Clarksons/Orbcomm/Astrapaging



VLCCs





Capesize Bulkers





Ultra Large Containerships





Where Are All the Old Ships?



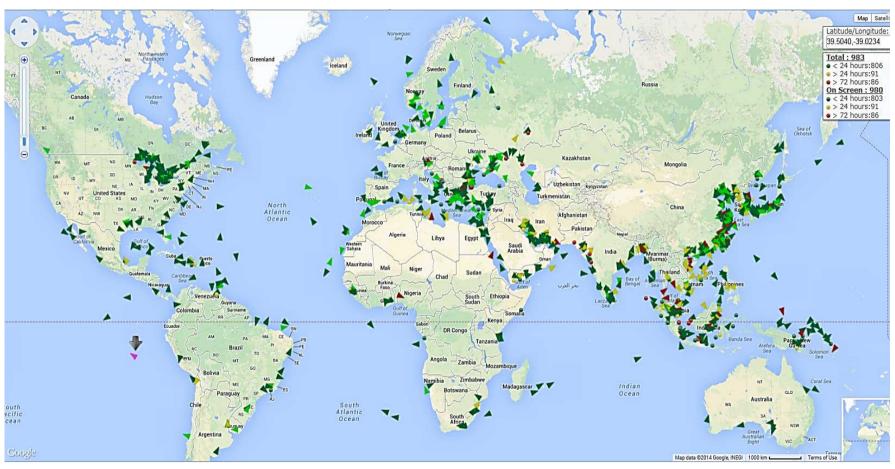
Tankers Over 25yrs



Data source: Clarksons/Orbcomm/Astrapaging



Bulkers Over 25yrs



Data source: Clarksons/Orbcomm/Astrapaging

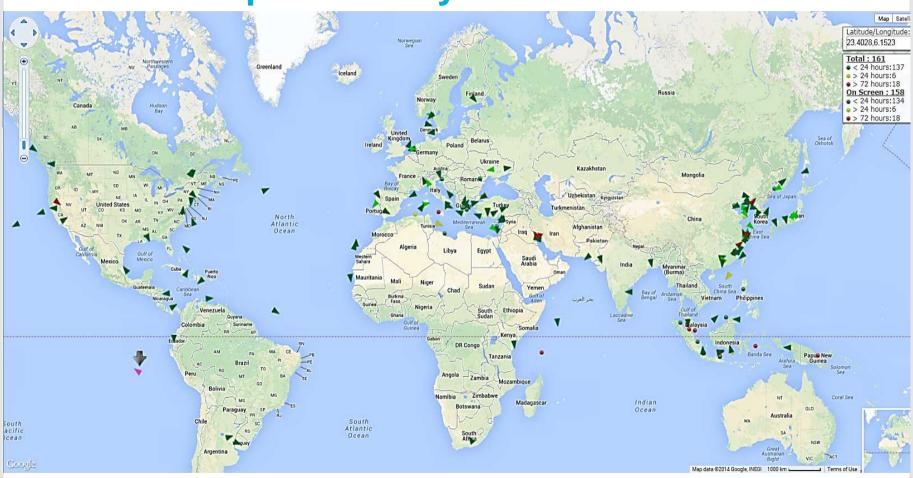


General Cargo Over 25yrs



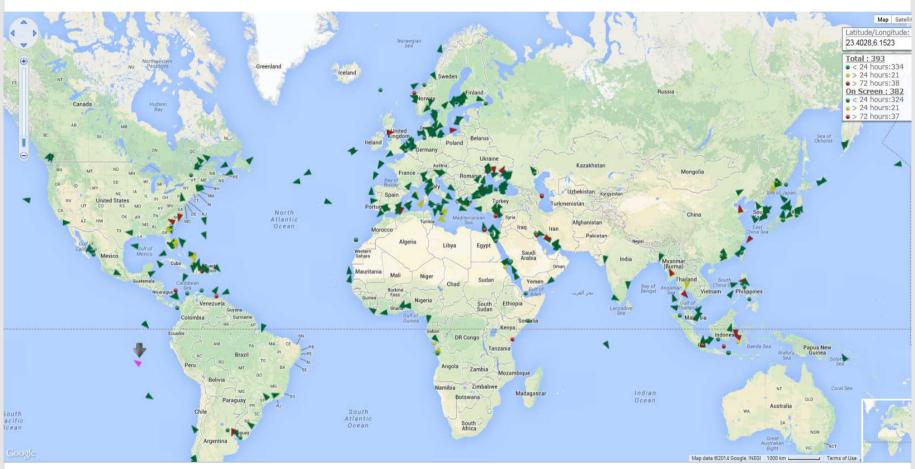


Containerships Over 25yrs





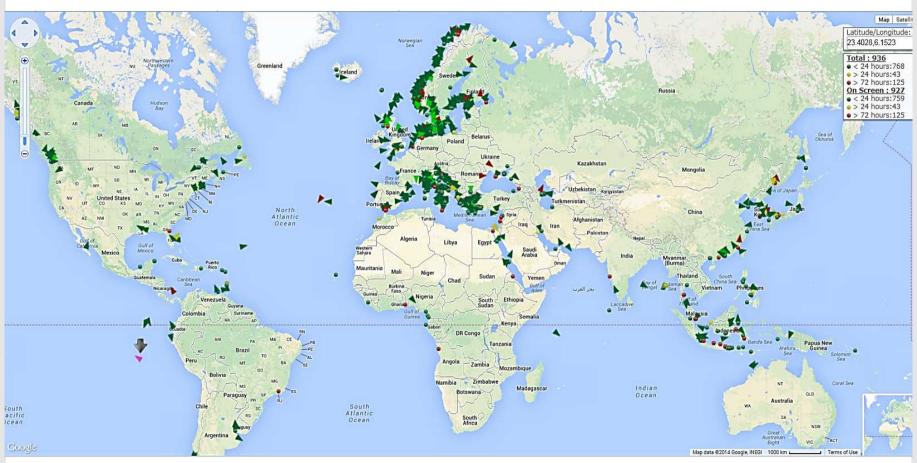
Vehicle Carriers Over 25yrs



Data source: Clarksons/Orbcomm/Astrapaging



Passenger Ships Over 25yrs





Thank You