

## Drewry Ship Operating Costs

The Review of Maritime Transport is an UNCTAD flagship publication, published annually since 1968 with 2018 marking the 50 year anniversary. Around 80 per cent of the volume of international trade in goods is carried by sea, and the percentage is even higher for most developing countries. The Review of Maritime Transport provides an analysis of structural and cyclical changes affecting seaborne trade, ports and shipping, as well as an extensive collection of statistical information.

The most comprehensive and richest study undertaken so far of the factors and conditions that will determine the scope and range of shipping and shipping activities in Arctic waters now and in the future. Furthermore, it is the first study comparing the three Arctic transportation corridors, covering a variety of interacting and interdependent factors such as: - geopolitics, military affairs, global warming, sea ice melting, international economic trends, resources, competing modes of transportation, environmental challenges, logistics, ocean law and regulations, corporate governance, jurisdictional matters and rights of indigenous peoples, arctic cruise tourism and marine insurance. Ship Operating Costs Annual Review and Forecast Annual Report

This series contains the decisions of the Court in

both the English and French texts.

Mobility is fundamental to economic and social activities such as commuting, manufacturing, or supplying energy. Each movement has an origin, a potential set of intermediate locations, a destination, and a nature which is linked with geographical attributes. Transport systems composed of infrastructures, modes and terminals are so embedded in the socio-economic life of individuals, institutions and corporations that they are often invisible to the consumer. This is paradoxical as the perceived invisibility of transportation is derived from its efficiency. Understanding how mobility is linked with geography is main the purpose of this book. The third edition of *The Geography of Transport Systems* has been revised and updated to provide an overview of the spatial aspects of transportation. This text provides greater discussion of security, energy, green logistics, as well as new and updated case studies, a revised content structure, and new figures. Each chapter covers a specific conceptual dimension including networks, modes, terminals, freight transportation, urban transportation and environmental impacts. A final chapter contains core methodologies linked with transport geography such as accessibility, spatial interactions, graph theory and Geographic Information Systems for transportation (GIS-T). This book provides a comprehensive and accessible introduction to the

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field, with a broad overview of its concepts, methods, and areas of application. The accompanying website for this text contains a useful additional material, including digital maps, PowerPoint slides, databases, and links to further reading and websites. The website can be accessed at:

<http://people.hofstra.edu/geotrans> This text is an essential resource for undergraduates studying transport geography, as well as those interest in economic and urban geography, transport planning and engineering.

This title was first published in 2000. This text focuses on one geographical and economical area - the Asia-Pacific region, on one type of decision makers - commercial shipowners, and on one type of business strategy - corporate level strategy, to show economic change and how organizations manage that change. This book discusses the challenges that shipowners face to take advantage of that growth. It also looks at the lack of information on strategic decision making that could assist the shipowners in taking advantage of the economic situation. The chapters cover the types of business strategies available and how to select the criteria for selecting one of those strategies.

The Round Table looks at how the European railway landscape is being reshaped. In doing so, it presents lessons which stand to benefit transport policy throughout Europe.

Written by a senior scholar and master mariner, *Sailors and Traders* is the first comprehensive account of the

maritime peoples of the Pacific. It focuses on the sailors who led the exploration and settlement of the islands and New Zealand and their seagoing descendants, providing along the way new material and unique observations on traditional and commercial seagoing against the background of major periods in Pacific history. The book begins by detailing the traditions of sailors, a group whose way of life sets them apart. Like all others who live and work at sea, Pacific mariners face the challenges of an often harsh environment, endure separation from their families for months at a time, revere their vessels, and share a singular attitude to risk and death. The period of prehistoric seafaring is discussed using archaeological data, interpretations from interisland exchanges, experimental voyaging, and recent DNA analysis. Sections on the arrival of foreign exploring ships centuries later concentrate on relations between visiting sailors and maritime communities. The more intrusive influx of commercial trading and whaling ships brought new technology, weapons, and differences in the ethics of trade. The successes and failures of Polynesian chiefs who entered trading with European-type ships are recounted as neglected aspects of Pacific history. As foreign-owned commercial ships expanded in the region so did colonialism, which was accompanied by an increase in the number of sailors from metropolitan countries and a decrease in the employment of Pacific islanders on foreign ships. Eventually small-scale island entrepreneurs expanded interisland shipping, and in 1978 the regional Pacific Forum Line was created by newly independent states. This was welcomed as a

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symbolic return to indigenous Pacific ocean linkages. The book's final sections detail the life of the modern Pacific seafarer. Most Pacific sailors in the global maritime labor market return home after many months at sea, bringing money, goods, a wider perspective of the world, and sometimes new diseases. Each of these impacts is analyzed, particularly in the case of Kiribati, a major supplier of labor to foreign ships.

### Ship Operating Costs Annual Review and Forecast 2019/20

One of Drewry's flagship reports, Ship Operating Costs 2019/20 provides one of the most complete annual assessments of ship operating costs available in a single source. Operating cost assessments are provided for 46 representative ship types and sizes, spanning the container, dry bulk, oil, chemical, LNG, LPG, general cargo, reefer, ro-ro and car carrier sectors. For each of the 46 vessel types and sizes covered the report shows:

- Assessment of 2019 ship operating costs by main cost head (e.g. insurance) and sub-cost (e.g. hull and machinery insurance) for 10-year old vessels (or younger where appropriate)
- Operating costs by vessel age (newbuild, 5, 10, 15 and 20 years) broken down by main cost head
- Historical trend in annual ship operating costs for the period 2014 to 2018, broken down by main cost head
- Annual projections of total ship operating costs to 2024

The report also includes detailed data and analysis of cost trends and forecasts for each of the main cost heads of: manning; insurance; stores, spares & lubricants; repairs & maintenance and dry docking; and management & administration. It also provides in-depth explanation of operating cost variances by ship type and

age of vessel. A comprehensive, global study of this nature is a powerful tool, enabling you to benchmark specific ship operating costs with confidence and clarity. No other source of information provides such a depth and breadth of insight, allowing you to drill down into specific cost heads. Drewry Maritime Research's annual series of reports provide the type of data, in-depth analysis and objective comment you need to make well-informed business decisions. Independent in thought, they are valued and trusted by an elite client base of industry stakeholders and market players.

As competition between value chains on globalized markets is constantly getting fiercer, there is a growing trend to achieve closer collaboration and integration within these value chains and increasingly more complex supply networks. Additionally, in the wake of the thrilling possibilities of using information technology and its potential in boosting the performance of supply chains, researchers are increasingly looking for technology-enabled solutions for a better supply chain performance management. This volume, edited by Thorsten Blecker, Wolfgang Kersten and Christian Ringle, provides valuable insights into: - Maritime Logistics – Challenges and Opportunities - Leveraging Logistics Processes for Supply Chain Performance Management - Innovative Technology Solutions in Supply Chains - Knowledge Management in Logistics. This volume appeals to researchers and practitioners alike, who are interested in current contributions by international authors, providing theoretical, empirical and case-study oriented background and information on their research work.

This book provides practical solutions for addressing energy efficiency as a clause term within a charter party contract. For this, upon a reflection of the regulatory craft, it analyzes key concepts of case law, and discusses them together with commercial and economic principles. In this way, the book aims at offering a comprehensive, interdisciplinary view of the chartering process, together with a new approach for safeguarding energy efficiency investments. A special emphasis is given to the maritime industry. Here, the newly developed framework, based on game theory, has been successfully applied to demonstrate the importance of including a clause term in contract negotiation to achieve protection against both an uncertain market and an even more challenging shipping environment. The book not only fills a gap in the literature, covering a topic that has been largely neglected to date, yet it offers researchers and practitioners extensive information to change the chartering process radically.

This book is a major work that focuses exclusively on ship finance and includes contributions on the increasingly complex field of ship finance, which has over the last two decades become a key aspect in the world of shipping and ship owning. The book offers an enlightening mix of theoretical analysis and well-founded practical insights into the daily markets. Given that ship finance continues to develop

dynamically around the world, the book covers subjects ranging from the German KG market to Islamic Finance, from loans to legal aspects and from asset pricing to risk management.

Global Logistics Network Modelling and Policy provides guidelines on quality policy, covering investments, management and planning for port and hinterland infrastructure, roads, railways and inland waterway ports. The book first describes the authors' concept and formulation models, followed by a description and analysis of the applied data. As shipping companies fiercely compete in an effort to achieve greater efficiency and impact infrastructure policy and plan for the entire supply chain, they need tactics that drive quality transportation policy and new ways to model and simulate worldwide cargo movements, all while estimating demand and capacity of systems. This book provides quantitative tools for modeling, analysis, and simulation of worldwide, inter-modal cargo movement – helping forecast the impacts of logistics and related policies in each region of the world. It covers useful applications for every region of the world, allowing policymakers to tailor results for their own specific uses. Delivers sophisticated quantitative tools for modeling simulations, providing powerful analysis of global intermodal cargo movements Features examples of tools applied to logistical policy situations in every region of the world Serves as a



bridge between theory and practice in the field of freight transportation research Provides detailed, data-supported case studies and real-world examples for transportation modelers, planners and policymakers

Lives in Peril demonstrates how and why seafarers are a vulnerable group of workers. It argues they are made so by the organisation and structure of their employment; the prioritisation of profit over safety by the actors that engage and control their labour; the limits of enforcement of the regulatory framework that is in place to protect them; and by their weakness as collective actors in relation to capital. The consequences of this vulnerability are seen in data on their occupationally-related morbidity and mortality - evidence that probably only represents a partial picture of the actual extent of the physical, mental and emotional harm resulting from work at sea. This volume's central argument is that this situation is likely to remain broadly unchanged as long as global maritime governance and regulation remains in thrall to the neo-liberal economic and political arguments that drive globalisation, and fails to enforce regulatory standards more robustly. Now in its eighth edition, this classic text is a first point of reference for anyone looking to obtain an understanding of chartering and shipbroking practice. It provides hands-on, commercially-focused explanations of chartering business and invaluable

advice on how the shipping market operates across a broad range of topics. The authors also deal expertly with the legal, financial, operational and managerial aspects of chartering, offering numerous case studies which clearly link theory to practice. This new edition has been fully revised and updated to reflect the current trends in chartering practice, legal developments and standard forms of charterparties. New to this edition: Enriched with practical examples covering crucial aspects of chartering and shipbroking business, such as voyage estimations, freight conversions and tanker calculations. New material on day-to-day laytime principles, including "Laytime Definitions for Charterparties 2013", associated commentary and relevant examples. Shipping Marketing as a modern tool of improving chartering and shipbroking business. Expanded coverage of the economic background of chartering, including markets, vessels, cargoes, trades and fixtures. Freight rates for all vessel types from 1980 to 2015. Updated review of well-known standard charterparty documents (including NYPE 2015), together with clauses and wordings commonly applying to various charter types. Analytical glossary containing typical terms and abbreviations used in chartering negotiations. This book is an essential guide for practitioners in private practice and in-house for shipowners and cargo houses, as well as those

studying shipbroking and chartering.

This annotated international bibliography of over 3000 entries on the business and economic aspects of shipping places an emphasis on commercial as opposed to operations factors. It covers a period from the early 1970s to 1994, but also includes seminal works published prior to 1970.

Though the cases in Cases in Competitive Strategy may be informative when studied on their own, they are designed to be read and analyzed in combination with the companion volume, Competitive Strategy. The conceptual materials and the cases are designed to reinforce each other, showing the connection between the theory and the practice of competitive strategy formulation.

Contemporary practice and scientific innovation consider the logistics aspects of shipping or maritime and seaport operations as one of the most important areas for development of competitive advantages in business and for study and research. This book covers issues having a significant impact on the industry.

This timely book discusses the recent developments in maritime logistics, an important specialized area for the global economy. It includes issues such as the recent economic crisis, port competition and development, and provides insights and trends relating to these issues.

Consisting of renowned researchers worldwide, the primary objective of the book identifies some of the new problems and challenges faced and innovative solutions to address these problems.

Now in its second edition Maritime Economics provides a

valuable introduction to the organisation and workings of the global shipping industry. The author outlines the economic theory as well as many of the operational practicalities involved. Extensively revised for the new edition, the book has many clear illustrations and tables. Topics covered include: \* an overview of international trade \* Maritime Law \* economic organisation and principles \* financing ships and shipping companies \* market research and forecasting.

There were not many textbooks on shipping available for the students in the early 1990s. Therefore it was decided to write Shipping in 1996. One year earlier, Niko Wijnolst had published Design Innovation in Shipping, based on work at the Delft University of Technology. The two books together offered a comprehensive insight and overview into the dynamics of global shipping and maritime innovation.

Although the core of the books held its value, it was decided to make an update of the two books and merge them into one new textbook, Shipping Innovation, destined for a broad specter of maritime students and professionals. Some substantial new parts were added, as well as some new contributions by other writers. This textbook offers a one-stop-shopping experience to those students and professionals who wish to get acquainted with the multifaceted aspects of global shipping and its everlasting innovation dynamics. Some of the new contributions are the mission-based design process of a Panamax containership and a ro-ro vessel; sustainable shipping and innovation; and an innovation case-study on the revolutionary design of a ballast-free ship.

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