

29. International shipping

The International Shipping sector represents the energy used to refuel freight container ships in Bangladesh. As a country develops the mix and types of imports and exports will change.

The last decade

The use of shipping fuel in Bangladesh remained stagnant until 2005 when it quickly increased from 657 Barrels of Oil a day to a peak in 2007 of 5816 Barrels of Oil a day. It has since declined again, but remains a complex function of imports, exports and worldwide freight routes.

Assumptions of model

Links between GDP/capita and shipping fuel use was very variable between countries. An upper and lower bound was set on the relationship between increased GDP/capita and shipping fuel increase, and the shipping fuel demand interpolated based on the GDP/capita. The lever allows the user to explore scenarios ranging from transport hub to minimal GDP driven growth in shipping

Levels

Level 1

Level 1 growth is equivalent to Singapore 2001 GDP/capita and shipping. If the GDP/capita is half that of Singapore in 2001, the shipping fuel is estimated as half that used by Singapore in 2001.

Level 2

Level 2 growth is an interpolation between level 1 and Level 3.

Level 3

Level 3 growth is equivalent to South Korea 2005 GDP/capita and shipping (or Singapore 1994)

Level 4

Level 4 growth is equivalent to Japan 1987 GDP/capita and shipping

Interaction with other levers

Since GDP/capita is used to set the shipping fuel development, both the GDP and population levers have a strong effect on the results of this lever.

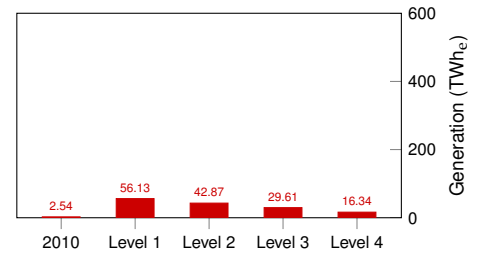


Figure 29.1: Projected in 2050,

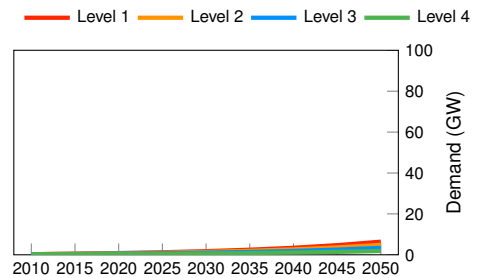


Figure 29.2: Development of capacity by scenario (for medium population and level 2 GDP)



Figure 29.3: A freight container ship