

Chapter 3: Case 1 - Busan Port with Storage

3.1 Overview

Parameter	Value
Case ID	case_1
Storage at Busan	Yes
Travel Time (one-way)	1.0 hour
Bunker Volume per Call	5,000 m3
Optimal Shuttle Size	2,500 m3

3.2 Cycle Time Calculation

3.2.1 Formula (Case 1)

For Case 1, the shuttle makes **multiple trips** from storage tank to vessel:

$\text{Trips_per_Call} = \text{ceil}(\text{Bunker_Volume} / \text{Shuttle_Size})$

$\text{Cycle_Duration} = \text{Shore_Loading} + \text{Travel_Out} + \text{Travel_Return} + \text{Setup} + \text{Pumping}$

where:

$\text{Shore_Loading} = \text{Shuttle_Size} / \text{Shore_Pump_Rate} = \text{Shuttle_Size} / 1500$

$\text{Travel_Out} = 1.0 \text{ hour}$

$\text{Travel_Return} = 1.0 \text{ hour}$

$\text{Setup} = 2.0 \text{ hours (1.0 inbound + 1.0 outbound)}$

$\text{Pumping} = \text{Shuttle_Size} / \text{Pump_Rate}$

3.2.2 Example: 2,500 m3 Shuttle (Optimal)

Step 1: Trips per Call

$\text{Trips_per_Call} = \text{ceil}(5000 / 2500) = 2 \text{ trips}$

Step 2: Cycle Duration

$\text{Shore_Loading} = 2500 / 1500 = 1.6667 \text{ hours}$

$\text{Travel_Out} = 1.0 \text{ hour}$

$\text{Travel_Return} = 1.0 \text{ hour}$

$\text{Setup} = 2.0 \text{ hours}$

$\text{Pumping} = 2500 / 1000 = 2.5 \text{ hours}$

$\text{Cycle_Duration} = 1.6667 + 1.0 + 1.0 + 2.0 + 2.5 = 8.1667 \text{ hours}$

CSV Verification: $\text{Cycle_Duration_hr} = 8.1667$ [PASS]

3.2.3 Example: 5,000 m3 Shuttle

Step 1: Trips per Call

$\text{Trips_per_Call} = \text{ceil}(5000 / 5000) = 1 \text{ trip}$

Step 2: Cycle Duration

$\text{Shore_Loading} = 5000 / 1500 = 3.3333 \text{ hours}$

$\text{Travel_Out} = 1.0 \text{ hour}$

$\text{Travel_Return} = 1.0 \text{ hour}$

$\text{Setup} = 2.0 \text{ hours}$

$\text{Pumping} = 5000 / 1000 = 5.0 \text{ hours}$

$\text{Cycle_Duration} = 3.3333 + 1.0 + 1.0 + 2.0 + 5.0 = 12.3333 \text{ hours}$

CSV Verification: $\text{Cycle_Duration_hr} = 12.3333$ [PASS]

3.3 Annual Capacity Calculation

3.3.1 Formula

$\text{Annual_Cycles_Max} = \text{Max_Annual_Hours} / \text{Cycle_Duration}$
 $= 8000 / \text{Cycle_Duration}$

$\text{Annual_Supply_m3} = \text{Annual_Cycles_Max} \times \text{Shuttle_Size}$

3.3.2 Verification Table

Shuttle (m3)	Cycle (hr)	Annual Cycles	Annual Supply (m3)	CSV Match
2,500	8.1667	979.59	2,448,980	[PASS]
5,000	12.3333	648.65	3,243,243	[PASS]

3.4 Cost Verification

3.4.1 Shuttle CAPEX

Formula:

$\text{Shuttle_CAPEX} = 61,500,000 \times (\text{Size} / 40,000)^{0.75}$

2,500 m3 Shuttle:

$\text{CAPEX} = 61,500,000 \times (2500 / 40000)^{0.75}$
 $= 61,500,000 \times (0.0625)^{0.75}$

$$= 61,500,000 \times 0.1263$$

$$= \$7,761,316$$

5,000 m3 Shuttle:

$$\text{CAPEX} = 61,500,000 \times (5000 / 40000)^{0.75}$$

$$= 61,500,000 \times (0.125)^{0.75}$$

$$= 61,500,000 \times 0.2122$$

$$= \$13,051,896$$

3.4.2 Annualized CAPEX

Formula:

$$\text{Annualized_CAPEX} = \text{CAPEX} / \text{Annuity_Factor} = \text{CAPEX} / 10.8355$$

Per Shuttle: | Shuttle (m3) | CAPEX | Annualized CAPEX/yr | |
 |-----|-----| | 2,500 | \$7,761,316 | \$716,345 | | 5,000 | \$13,051,896 |
 \$1,204,496 |

3.4.3 Bunkering Equipment CAPEX

Formula:

$$\text{Pump_Power_kW} = (\text{Pump_Rate} \times \text{Delta_P} \times 100) / (3600 \times \text{Efficiency})$$

$$= (1000 \times 4 \times 100) / (3600 \times 0.7)$$

$$= 400000 / 2520$$

$$= 158.73 \text{ kW}$$

$$\text{Pump_CAPEX} = \text{Power_kW} \times \$2000/\text{kW}$$

$$= 158.73 \times 2000$$

$$= \$317,460$$

3.5 Shuttle Size Comparison

3.5.1 Comparison Table (1000 m3/h Pump)

Metric	2,500 m3	5,000 m3	Difference
NPC Total	\$237.05M	\$264.24M	+\$27.19M (+11.5%)
LCOAmmonia	\$1.01/ton	\$1.12/ton	+\$0.11/ton (+10.9%)
Cycle Duration	8.17 hr	12.33 hr	+4.16 hr
Trips per Call	2	1	-1
Annual Cycles	979.59	648.65	-330.94
Time Utilization	100%	100%	-

3.5.2 Cost Breakdown Comparison

Cost Component	2,500 m3	5,000 m3
Annualized Shuttle CAPEX	\$107.84M	\$138.41M
Annualized Bunkering CAPEX	\$7.69M	\$7.55M
Shuttle Fixed OPEX	\$58.42M	\$74.99M
Bunkering Fixed OPEX	\$4.17M	\$4.09M
Shuttle Variable OPEX	\$46.43M	\$26.70M
Bunkering Variable OPEX	\$12.51M	\$12.51M
NPC Total	\$237.05M	\$264.24M

3.5.3 Why 2,500 m3 is Optimal

1. **Lower CAPEX per unit:** \$7.76M vs \$13.05M per shuttle
2. **Higher cycle frequency:** 979 cycles/year vs 649 cycles/year
3. **Better scalability:** Easier to add incremental capacity
4. **Fleet flexibility:** Multiple smaller shuttles provide redundancy

The higher variable OPEX from more trips (\$46.43M vs \$26.70M) is offset by significantly lower annualized CAPEX (\$107.84M vs \$138.41M).

3.6 Full Scenario Results

Shuttle (m3)	NPC (M)	$LCO/Cycle$ (hr)	Trips/Call	Utilization	
500	380.67	1.62	4.83	10	100%
1,000	274.80	1.17	5.67	5	100%
1,500	290.11	1.23	6.50	4	100%
2,000	281.70	1.20	7.33	3	100%
2,500	237.05	1.01	8.17	2	100%
3,000	282.25	1.20	9.00	2	100%
3,500	333.87	1.42	9.83	2	100%
4,000	384.48	1.63	10.67	2	100%
4,500	441.67	1.87	11.50	2	100%
5,000	264.24	1.12	12.33	1	100%
7,500	445.34	1.89	16.50	1	100%
10,000	660.58	2.80	20.67	1	100%

3.7 Verification Summary

Item	Expected	CSV Result	Status
Optimal Shuttle	2,500 m3	2,500 m3 (min NPC)	[PASS]
Cycle Time (2500)	8.1667 hr	8.1667 hr	[PASS]
Cycle Time (5000)	12.3333 hr	12.3333 hr	[PASS]
Annuity Factor	10.8355	10.8355	[PASS]
NPC (2500)	~\$237M	\$237.05M	[PASS]
LCO (2500)	~\$1.01/ton	\$1.01/ton	[PASS]