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Transactional banking is what keeps the ships moving

Andrew Karantzis

Chief Sales Officer, ISX Financial

THE OLD WAY

Banks are a necessary evil

Cut-off times, weekend closures and payments that take days. Yet every ship still needs to get paid.



80%+

of world goods trade, by volume,
moves by sea

Source: UNCTAD, seaborne trade statistics

Before a cargo moves, money moves

Hire, bunkers, port calls, crew: every voyage is paid for many times over, across currencies and borders, often within hours.

Every voyage is a chain of payments

01

Hire and freight

Owners, charterers and brokers settling across borders

02

Bunkers

Large, time-critical payments before fuel is delivered

03

Port and agency

Disbursements funded in advance, often in local currency

04

Crew wages

Monthly allotments to families in dozens of countries

05

Cash to master

Provisions, stores and local suppliers at each call

06

Repairs and cover

Yards, spares, P&I calls and class fees

One late link, and the ship waits.

Where the money gets stuck

1

Corridors move faster than banks

A reroute changes the ports, the agents and the currencies overnight. The banking set-up often stays where it was.

2

FX hides inside USD invoices

A reroute costing \$200,000 on paper can reach \$220,000 or more once local-currency costs are converted.

3

Compliance can freeze funds

Sanctions screening, correspondent de-risking and manual repairs can hold a payment for days.

Ship happens

When the ship stops, the money can't.

ISXX[®]



Ship finance buys
the vessel.

Transactional banking
keeps it moving.

**Instant.
Always on.
Global.**

And it is already here.

ISXX[®]

What to expect from a payments partner



Speed

Payments that land in hours, not days



Reach

Multi-currency accounts and new corridors opened fast



Clarity

FX costs visible per port call, not buried in invoices



Control

Compliance built in, so screening is fast and predictable

Multi-currency accounts, FX and payments. An EMI authorised by the Central Bank of Cyprus and regulated by the FCA in the UK.



Three questions to ask your bank this week

1

How fast can you open a payment corridor to a new port?

2

What is FX really costing us on each port call?

3

How long does a screened payment sit before it is released?



Keep the money moving.
The ships will follow.