

# Container Shipping: What are the Major Changes in 2024-2030?

Sample

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The container shipping market is entering a cyclical downturn driven by over-ordering of tonnage during the highly profitable period in 2021-2022. Essentially this is a standard cyclical development and should as such be seen as the market being back to normal after the pandemic disruptions. However the coming years will see the industry change due to a range of different factors.

One element will be the impact of the gradual decarbonization of the industry. The beginning of this impact is already being felt as the IMO2023 regulations began to place limits on fuel efficiency and 2024 will see the implementation of the ETS in EU which is in reality a tax on carbon emissions from shipping.

The second element is the abolition of the anti-trust exemptions for the carriers in the EU also known as CBER. This will change the carriers' ability to operate in alliances and vessel sharing agreements from April 2024 and will in itself cause a change in competitive dynamics including Asia-Europe trades. Industry stakeholders should start planning for a changing landscape of carrier alliances.

Digitalization will become more prevalent. The beginning introduction of live trackers on dry containers will increase the abilities to monitor the supply chain. Carriers are also aiming at having 100% electronic bills of lading by 2030 which will require changes from all stakeholders in the sector. Finally AI will likely be deployed to enhance the ability of the carriers to provide data-driven customer service support.

Finally we will see a continued push to consolidation in the industry, especially across regional smaller carriers operating in intra-Asia.