

Europe in transition?

When: 15 January 2026. Registration starts at 08:30. Programme ends at 17:00, followed by refreshments and dinner.

Where: Event and lunch at the Museum of World Culture, Södra vägen 54, Gothenburg. Refreshments and dinner at the Royal Bachelors' Club, Skyttegatan 1.

The entire world is in different stages and types of transition. The quest for electricity sky-rockets as we are electrifying and digitalising everything around us. The rapidly growing use of AI adds to electricity demand. The sourcing of energy is slowly shifting away from fossil fuels. Geopolitics changes trade patterns.

Where is Europe in this transition? Keeping up, behind, or in the lead? What is Europe transforming into? How fit to meet the future is the infrastructure, the energy systems and the manufacturing industries in Europe? What about the European shipbuilding and marine equipment industries?

Which are the impacts on seaborne trade to, from and within Europe? Will it remain attractive to base ship operations and to register ships in Europe? What about ownership and operation of port terminals?

Outlook from the crow's nest

The chair of the day, Riviera Maritime Media's Executive Director Edwin Lampert, and maritime-insight's MD Christopher Pålsson provide an introductory framework for the programme and the discussions.

Edwin Lampert, Executive Editor, Riviera Maritime Media - Chair
Christopher Pålsson, Managing Director, maritime-insight

Global economic outlook, trade & investment

Changing rules of the game for trade and investment has created uncertainty. Will regionalisation take over from globalisation, or will global trade find new ways? European economies need to significantly increase investments in infrastructure, energy systems, and defence. Will the economic growth be strong enough to enable all the investments?

Lena Sellgren, Chief Economist and Head of Research, Business Sweden.
Business Sweden helps Swedish companies grow global sales and international companies invest and expand in Sweden.

Energy transition

The appetite for fossil fuels may decline over time but it is not disappearing. From a shipping perspective, total volumes could be stagnant while distances change as trade finds new ways. A heavily disrupted world may have accidentally rewarded shipping in the short term, while created more unpredictable future, making investment in this industry a lot more difficult. The fleet is ageing rapidly, and the new ships cost a fortune. What does it all mean for shipping?

Jakub Walenkiewicz, Director, Maritime Markets & Trade, Strategic Business Development & Innovation, DNV.

The direction of the long-term development of oil consumption might be given, but the current consumption level is higher than ever. What are the implications for the tanker trade?

Dr. Mariniki Psifia, Head of Research, Latsco Marine Management Inc.
Latsco Shipping Limited operates a fleet of 35 vessels.

A part of the seaborne oil trade is carried by elderly, poorly maintained ships with unclear ownership – often falsely flagged, and with limited or no insurance coverage. How big is that part, how is it developing, and what can/should be done about it?

Michelle Wiese Bockmann, Senior Maritime Intelligence Analyst, Windward.

Competitiveness of Europe based shipping

About one fifth of all ships in the world are owned by Europe based shipping companies, and 17% are registered in a European ship register. What makes Europe attractive for shipping companies and their ships? Will this change, and if so, why?

TBN

European shipping companies have excelled on the global container shipping market for decades, but the others show strength. US' policies force operators to make bold strategic decisions. Multinational port operators' appetite for growth seems insatiable.

Frans Waals, Editor DynaLiners, Senior Shipping Consultant, Dynamar.

Regional general cargo shipping services are often crucial to many industries. Ship designs are a delicate balance between efficiency, environmental compliance and competitiveness. More ships are built in Asia. Future roro ships are different, in several ways, for good reasons.

Per Westling, Managing Director, Stena Roro

European (maritime) industry competitiveness

The government of India has introduced several support programs which together aim at positioning India among the top shipbuilding nations by 2047. Partnerships have been entered with South Korea, Japan, Italy and Scandinavia. What does this mean for the shipbuilding and shipping industries in Europe, Asia and elsewhere?

Annette Holte, Country Manager India, Kongsberg Maritime.

Basing a well-established, high-end industrial company with a strong global presence in Europe may have been an easy choice in the past. Which are the pros and cons in a forward-looking context?

Stephan Behrens, Head of Business Development, J.P. Sauer & Sohn Maschinenbau GmGH.

New ship investments to meet future demand

The main short- and long-term demand drivers of the shipping and shipbuilding markets. Five-year forecasts of new ship ordering on the back of the maritime-insight going concern scenario.

Christopher Pålsson, Managing Director, maritime-insight
Niklas Bengtsson, Director, maritime-insight

Closing remarks

Edwin Lampert, Executive Editor, Riviera Maritime Media

Refreshments and dinner at the Royal Bachelors' Club.