

“What if?”

...India becomes trade growth driver #1?

...Asian EMEs outgrow the EU?

...US' protectionist moves fail?

...the wars do not end soon?

When: 16 January 2025. Registration starts at 08:45. 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 annual real GDP development in Emerging and Developing Asia has averaged 6.9% since the beginning of this millennium. The home to almost half the world's population, but only 28% of global GDP is generated there. The Chinese economy is already one of the largest in the world. The growth pace of the other Asian EMEs, with India at the helm, could make their GDP bigger than the EU's within 15 years from now. How will that impact the future demand for shipping services? Will the Transatlantic trade increase, or will raised US-EU trade barriers erode those potential trade opportunities? Where are the threats and opportunities in this complex world development?

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

Economic growth drivers and barriers

How will the new US presidency impact the growth outlook for the major economies? Which trade implications should we prepare for? What about the Asia EMEs, and India in particular?

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.

Voyage to peak oil demand

How will the energy transition to 2050 impact the trade with oil, coal and gas? How far away is peak oil demand?

Catrine Vestereng, Senior VP & Global Business Director Tankers, DNV.
Board member Norwegian Chinese Chamber of Commerce.

Biofuels are widely seen as a necessary part of the fuel mix in the decarbonisation of shipping. What about the availability? Which other hurdles need to be overcome?

Frederikke Munk Soerensen, Principal Climate Manager, MAN Energy Solutions. More 2/3 of the installed engine power is an MAN design.

Which changes in the seaborne oil trade have there been the past year and what caused them? What can we expect in the near future? Which drivers are at play?

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

What can Europe learn from the rapidly developing Asian EMEs? Should we adapt and keep up, or should we go our own way? What do we need to do better?

Björn Stignor, CEO, Furetank. Prior to joining Furetank, Björn worked in leading functions for maritime companies based in Singapore.

Short and deep-sea liner trade opportunities

Much, but not all, of the cargo that can be in a box is containerised. There are containerisation opportunities in both short and deep-sea trades. There are often good reasons why general cargo or roro ship services are preferred. Which opportunities are within reach in the evolution of East-West, North-South & Transatlantic trade volumes?

Göran Eriksson, CEO, Port of Gothenburg. Previously 12 years heading businesses in India and the U.A.E.

Ways to improve operational excellence to make the cargo flow and to hedge supply chain costs.

Kai Miller, Global Sea Logistics Energy & Emissions Trade Manager, Kuehne + Nagel. K+N is a global leader in sea logistics with 81,000 employees.
TBN, Shipping company

Building the future

Chinese shipbuilders have gained market share at a rapid pace in recent years. South Korean builders have been fully engaged in the construction of gas tankers, large crude oil tankers, and large container carriers.

Hanwha Ocean, formerly Daewoo, is one of the big three builders in South Korea. What to focus on as China eats into most shipping segments and builders in other Asia are trying to carve out niches?

Claire Wright, Head of Hanwha Ocean Europe, Hanwha Ocean. Previously responsible for acquisition and divestment in the LNG, and new ship/technology spaces for an oil major.

Which other shipping demand drivers are at play? How does fleet supply match the expected near future demand? Which impact to expect on new ship ordering in the next five years?

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

Ukrainian ports under attack

In early 2024, Erik Froste spent four months in Ukraine assessing the maritime security situation. Erik provided expert support to the European Union Advisory Mission Ukraine. Here is his personal report.

Erik Froste, CEO, Ferry Division, Swedish Transport Administration, on behalf of the Swedish Civil Contingencies Agency

Closing remarks

Edwin Lampert, Executive Editor, Riviera Maritime Media

Refreshments and dinner at the Royal Bachelors' Club.