



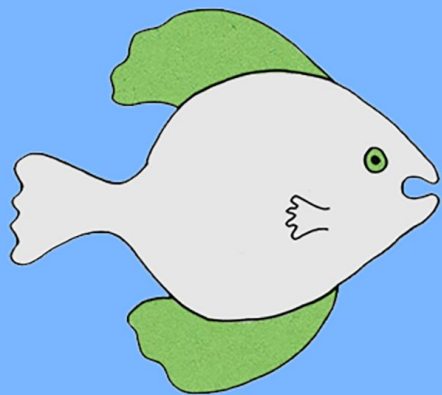
# Outside the box

## Rethinking container shipping

Maaïke Goslinga

*de  
Correspondent*

90%



MORNING, BOYS.  
HOW'S THE WATER?

WHAT THE HELL  
IS WATER?



# CONTAINER BEGRIP

*de* Correspondent



# 1. The global giants behind container shipping

*de Correspondent*

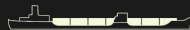






**1956**

Ideal X



160 m 58 TEU

**1969**

Encounter Bay



227 m 1.578 TEU

**1996**

Regina Maersk



318 m 6.418 TEU

**2006**

Emma Maersk



397 m 11.000 TEU

**2014**

CSCL Globe



400 m 19.100 TEU

**2021**

Ever Ace



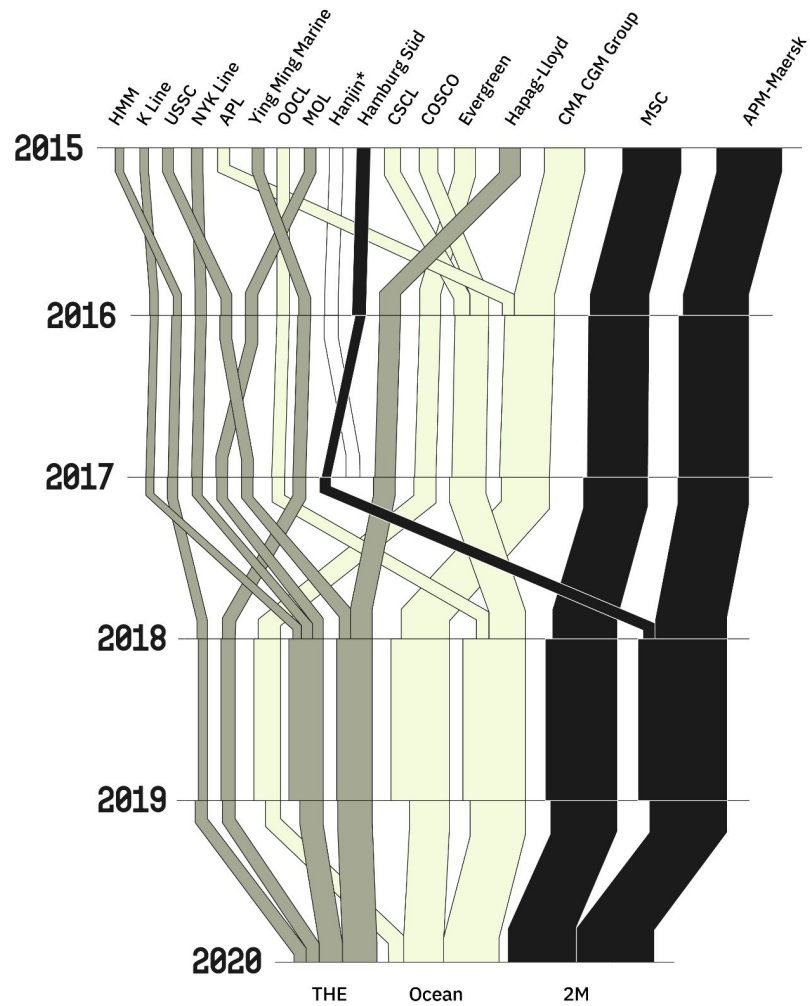
400 m 23.992 TEU

**2023**

MSC Irina



400 m 24.346 TEU



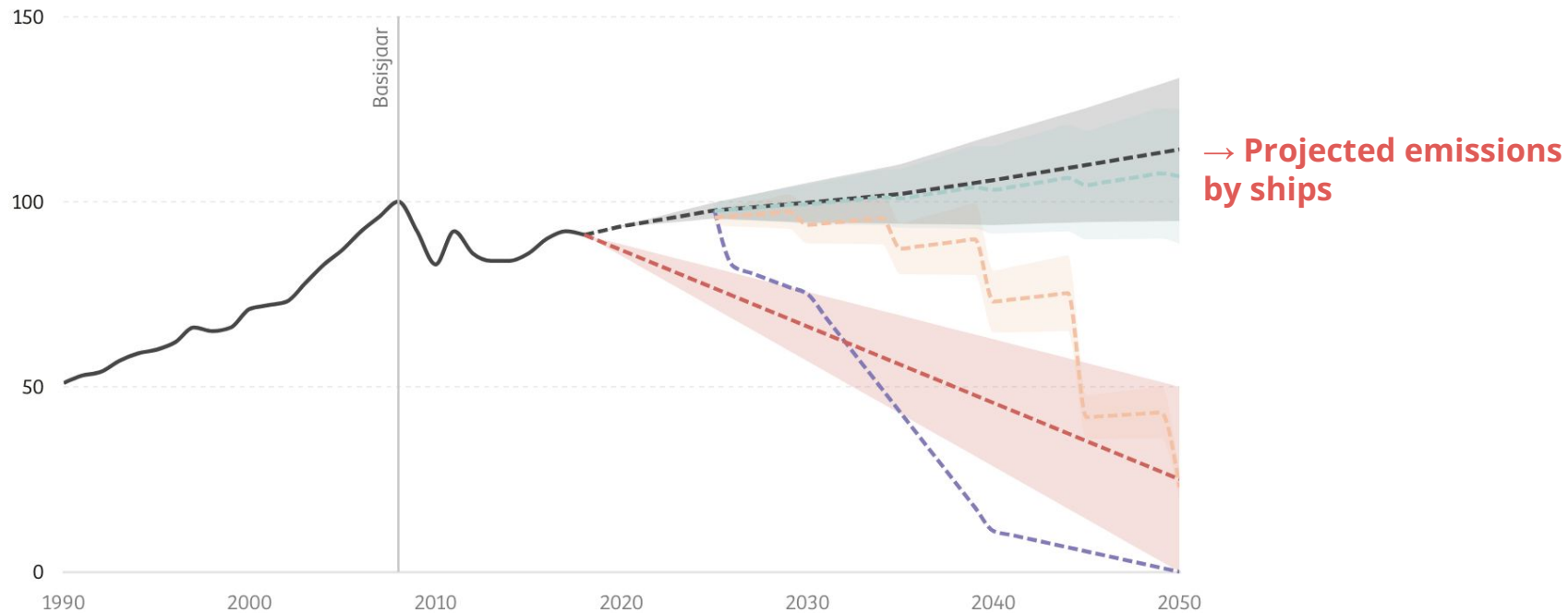
**Governments and ports became  
reliant on alliances for global  
economic integration**

**Smaller and medium-sized  
ports could not compete**

**Why do we need bigger and more ships? And what are the consequences?**

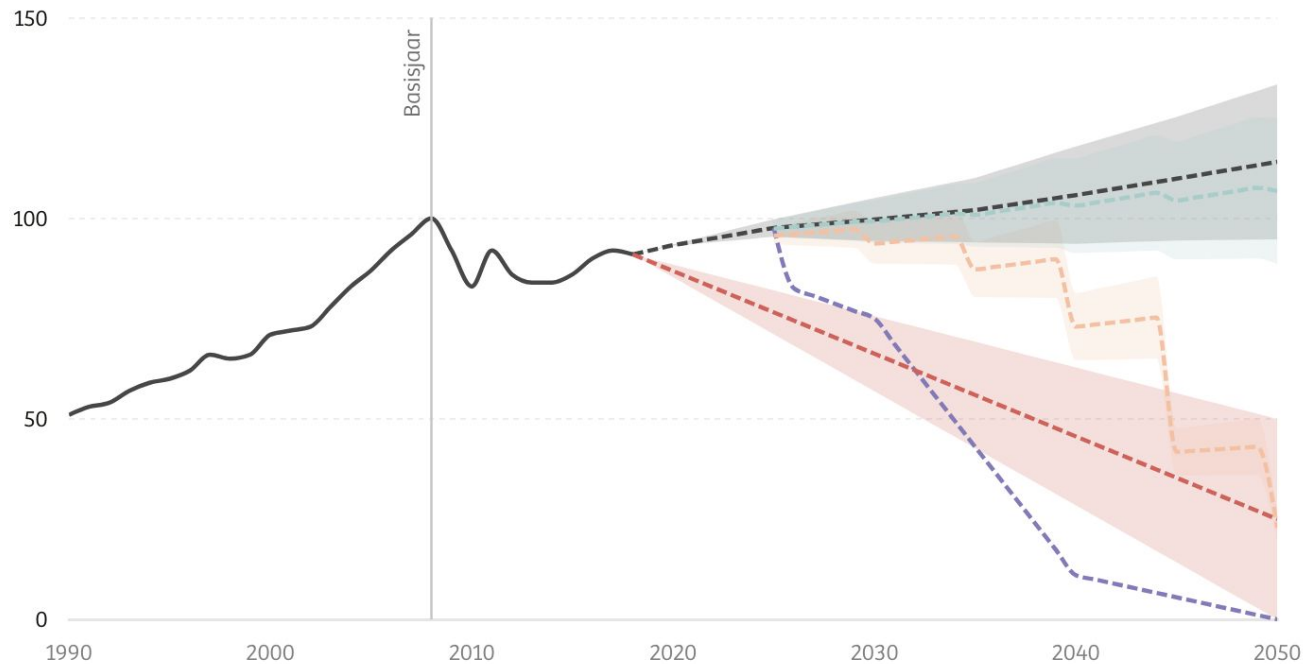
## 2. Big ships, big footprint

*de*  
*Correspondent*



**But... isn't shipping the most efficient means of transport?**





→ Projected emissions by ships

→ IMO goals

→ How shipping should contribute to be aligned with the PA

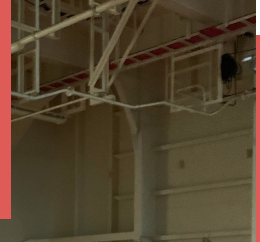
**1. The industry has had a seat  
at the table**

**1. The industry has had a seat at the table**

**2. 'Flags of convenience' allow for lax regulations**

# 3. The invisible workforce

*de  
Correspondent*



**Seafarers can hardly get off  
board**

**'We are all very, very busy. We are drowning in computer work, paperwork, deck work; everything is running.'**

**- Seafarer from Philippines**

**Seafarers are at the mercy of a  
system difficult to navigate**



**Who pays the price for our  
cheap transport?**

*de  
Correspondent*

# Thank you!

Maaïke Goslinga / [maaïke@decorrespondent.nl](mailto:maaïke@decorrespondent.nl)

*de  
Correspondent*

