Transport costs’ share in the total production costs of manufacturers is in general limited and varies across goods. Initial estimates place the share of transport costs in product prices well below five percent for most goods. It reaches higher level for products like wood or oil, which are generally not carried in containers, for which the share increases up to 15% and 25% respectively\(^1\). According to the European Central Bank, looking at the 3% annualised inflation rate for industrial goods in April 2022, about one sixth (half a point) was due to supply chain bottlenecks.

The Commission has been closely monitoring the container shipping industry. The Commission has exchanged regularly with regulators, competition authorities and market participants (e.g. freight forwarders, shippers, port operators, and carriers) to understand the circumstances in the sector, and identify any scope for intervention that can facilitate return to normal operations. The Commission also sent in December 2021 a letter to carriers to collect information on the market changes that have occurred since the start of the COVID crisis. At this stage, the Commission has not identified the existence of anti-competitive collusion. The Commission stands ready to consider necessary measures should it receive any clear and substantiated indication of anti-competitive behaviour under Article 101 or 102 of the Treaty on the Functioning of the European Union.

The Consortia Block Exemption Regulation will expire in April 2024. Before it expires, the Commission will evaluate its impact and relevance in order to assess whether it should be prolonged.

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