

**For immediate reporting**

**FIVE YEAR RENEWAL OF BLOCK EXEMPTION ORDER  
FOR LINER SHIPPING AGREEMENTS**

1. The Minister for Trade and Industry has renewed the Competition (Block Exemption for Liner Shipping Agreements) Order (LSA BEO) for five years from 1 January 2025 until 31 December 2029.
2. The LSA BEO exempts liner shipping agreements (LSAs) from the prohibition against anti-competitive agreements under section 34 of the Competition Act 2004 (Refer to Annex for background). The LSA BEO will continue to apply to vessel sharing agreements for liner shipping services and price discussion agreements for feeder services. Renewal of the former will improve the connectivity and competitiveness of Singapore's port while renewal of the latter will support the presence of feeders in Singapore, which in turn attracts and anchors main lines to Singapore.
3. Reflecting current industry practice, the LSA BEO will be updated to cover cooperation among liners for the transport of goods between ports, but not including the inland carriage of goods.
4. The renewal follows the recommendation by the Competition and Consumer Commission of Singapore (CCCS) which noted that LSAs will generate net economic benefit for Singapore, for example, by anchoring Singapore as a leading transshipment hub.
5. More information on the LSA BEO and CCCS's recommendation can be found on CCCS's website at [www.cccs.gov.sg](http://www.cccs.gov.sg).

**Annex: Background on Block Exemption Order for Liner Shipping Agreements**

**MINISTRY OF TRADE AND INDUSTRY  
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## **Background on Block Exemption Order for Liner Shipping Agreements**

1. The Competition (Block Exemption for Liner Shipping Agreements) Order (LSA BEO) exempts certain types of liner shipping agreements from Section 34 of the Competition Act 2004, which prohibits agreements, decisions and concerted practices that have the object or effect of preventing, restricting or distorting competition in Singapore.
2. Liner shipping agreements are agreements between two or more vessel-operating carriers which provide liner shipping services, i.e. the transport of goods on a regular basis between ports in accordance with timetables and sailing dates advertised in advance.
3. The liner shipping agreements covered under the LSA BEO are vessel sharing agreements for liner shipping services and price discussion agreements for feeder services.
  - a) Vessel sharing agreements for liner shipping services: Operational agreements between two or more liners on the provision of liner shipping services (e.g., coordination or joint operation of vessel services, and exchange or charter of vessel space).
  - b) Price discussion agreements for feeder services: Commercial arrangements between two or more liners on the provision of liner shipping services (e.g., prices and remuneration terms offered to third parties). Only price discussion agreements for the provision of feeder services are exempted under the LSA BEO. Feeder services are liner shipping services provided to main lines (who own the containers transferred on the feeder vessel), where the objective of such a service is to consolidate or redistribute goods to and from the main line customers.
4. Only parties to liner shipping agreements with an aggregate market share of above 50% are required to file their agreements to CCCS. More information can be found at CCCS' [website](#).