* Introduction
  + Containerized freight and globalization
  + Strategic Alliances among carriers
  + Questions about competition
* History and Literature Review
  + Shipping Conferences
    - Began at the dawn of steam liner shipping
    - Deemed monopolistic cartels by Alfred Marshal and criticized by Vladimir Lenin as a prime example of the tendency to concentrate capital
    - Globalization caused a re-evaluation of the conference model
      * US Ocean Shipping Reform Act of 1998
        + Eliminated the ability of conferences to collude on prices
      * EU Block Exemption ended 2008
  + Strategic Alliances
    - Largely seen as a replacement for the conferences
    - Analyzed extensively in management literature
    - game-theoretic analysis
    - very little empirical testing of competition
    - very little studies with a regulatory focus
  + Regulations
    - EU Consortia Block exemption (CBER) ended in 2024
      * EU cited that alliances (‘consortia’) no longer provided lower prices and/or better services for transport users
        + Little evidence was provided for this other than general trends of increasing prices and degraded services.
        + The CBER seems to have had little effect on carriers behavior anyway. The EU staff paper states:

“no carrier has identified the CBER, or more generally the scope of the applicable antitrust exemption, as a factor for the decision to enter into a consortium or for the allocation of capacity between independent and joint services”

* Open questions:
  + Do Alliances have an impact on quality of services?
    - Frequency of service
      * Alliances claim that they provide higher service frequencies (Evangelista and Morvillo 1999)
    - Lane options
      * For exports, do shippers have access to more foreign ports due to Alliances?
  + Do Alliances have an impact on price?
    - Lane-month average prices may reveal some, but we do not observe variance within lane based on alliance membership or utilization
    - Detailed data exists on output and excess capacity
  + Do Alliances help carriers operate more efficiently?
    - Excess capacity as a function of alliance utilization (and/or other alliance metrics)
* Models/Theory
  + Frequency of Service
  + Price
  + Output and/or excess capacity
* Data
  + Sources
    - PIERS
    - Drewery
    - Alliance membership
  + Data issues?
    - Missing TEU data, etc
  + Summary Tables
* Results
* Discussion
* Conclusion