Technological, Innovation and Research MARITIME TRANSPORT '16

Selected papers from the 7th International Conference on Maritime Transport, Barcelona, Spain, 2016

The event was held in Barcelona Spain from June 27 to June 29, 2016. The MT'16 Conference is the last edition of a successful of congresses initiated in the year 2001 in its first edition, followed by further editions. This event is an opportunity to meet researchers, scientists, academics, professionals, entrepreneurs, and all people involved in shipping and also in maritime training from any country. In its 2016 edition, administrations, institutions and companies of maritime industry will find a forum to meet, to exchange and to discuss their own achievements. The event attracted participants from many part of the world with 100 papers were presented from academic and industry experts in all areas of the maritime transport. Following a double review process, the editors have chosen five papers to be included in this special issue of the European Transport Journal. The papers cover several areas and provide excellent insights to current industry issues.

The first paper deal with seaport networks from econometric perspectives, using global network data of Mozambique to assess the impact of service pricing on demand growth.

The second paper examine the casual factors that led to the disaster of Costa Concordia with 32 passengers died on ship collision on the rocks near Island Giglio. In the analysis, the authors applied the key elements of risk homeostasis of the operator.

The third paper examines the strategy to improve and develop nautical tourism in Croatia, taking into account all the factors involved in this activity, with reference to the environmental issues of marine pollution and economic impact of tourism with the best strategy to apply to the nautical tourism.

The fourth paper considers the investment in dry bulk tanker with shipowner strategy of choosing the best investment among different types of dry bulk tanker.

The fifth paper reports on port infrastructures in Sicily and analyzes demand and supply of maritime port services, addressing the relationship between investment and 'road-sea' modal balance in Sicily.

In the first paper, Barros, Mendes, J. Z., Mendes, D., Delgado presents an analysis of Mozambique seaports from 2001-2015 using the Anderson, De Palma, Thisse demand model of heterogeneous seaports that is estimated in two steps taking in account for price endogeneity. The models on Mozambique seaports is explained by the average price, the price of maritime transport services, the price of substitute imports and by the income in the port region. The price is endogenous in demand equation and the endogeneity is taken into account in the demand estimation. Elasticity's demand presents in a robustness test and is estimating also as Berry, Levisohn, and Parkers approach and comparing the results.

In the second paper Montes de Oca, Madariaga, Delgado, Garcia, analyses by Maritime Accidents report he causal factors that led to the catastrophe of the passenger´s vessel Costa Concordia individuating two main causes as the pressure of production and/or the pressure of technological advances. All that acting on the individual risk homeostasis of the operator and

induced maritime accidents (strong core, protector ring, positive and negative heuristics). The existence of the key elements were the captain and the first mate. They incised negatively on level of the safety, leading to the catastrophic event.

In the third paper Andrés, Madariaga, Delgado, Martínez, define the strategy to be followed to improve and develop nautical tourism in Croatia by protecting the environment and facilitating the economic development of the sites. Nautical tourism seaports as an open, dynamic and complex system rapidly evolving, requires continual monitoring and technological research to preserve their environment and ecosystems to increase the future tourism sector. Investments must be made in infrastructures accessibiliy to respond to the increasing demands and to prevention measures to fight against the pollution.

In the fourth paper Zamparelli, and Catalani argue that in maritime investment analysis the discrete choice model are generally applied and defined in the literature (Fan L. and Lou M. 2013, Frankel E.1992). The authors analyze ship investment based on shipowner choice behavioral model derived to dry bulk companies RP/SP survey (revealed preference and stated preference methodology Hensher D.H., Rose J.M. and Greene W.H. 2005) with MNL model, and also in financial Cost Benefit Analysis by an application on real case directly provided by companies. In terms of ship selection, the methodological approach used supports the assumption that shipowners decide on a new building or second-hand purchase evaluating the more preferable returns. For new orders, the preference increases with high internal rate of return (IRR) and net present value (NPV). For second-hand ships, the preference derives by a worthwhile purchase price and loan. Anyway, for each ship types, the preference increases with increasing time-charter rate.

In the fifth paper, Carlucci and Cirà examine the socio-economic situation of the Sicilian region, in particular the structure of the different types of transport. The authors analyze the variables that, according to the literature, are the main determinant of the transport demand. Using a panel data approach, they test if there is any correlation between the variables identified and the volume of goods traded in Sicily.

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Francesc Xavier Martínez de Osés,

Department of Nautical Science & Engineering

Universitat Politècnica de Catalunya - Barcelona TECH