



**2019 World of Shipping Portugal. An International
Research Conference on Maritime Affairs**

21 - 22 November 2019, Hotel Riviera, Carcavelos, Portugal

Programme



2019 World of Shipping Portugal.
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Welcome to Portugal!

The evolutionary path under which the shipping industry has been going through is, without doubt, an amazing one. The discovery of steam engine and its application on the vessels of those times, has without doubt removed the existing uncertainty derived from having good winds or not. It allowed the establishment of scheduled routes, which could be announced to shippers wherever they were located. The liner shipping flourished and trade agreements between remote regions of the world were established thus pioneering the globalised environment in which we live today. At the same time, vessel specialisation occurred to meet the different characteristics of the different types of cargoes being traded, and numerous types of vessels ply the ocean carrying them; some liquid other dry, some in bulk other containerised. In fact, containerisation is one of the revolutionary innovations that changed the organisation in which the traditional liner shipping market operated. When Malcolm McLean shipped the first containers on board the converted tanker Ideal X in 1956, he was far from knowing the changes that such a box would bring to the world.

The liner shipping industry, which so far lived in an environment of its own, has been forced to open its doors and extend its operations inland creating an array of integrated transport systems that link the north and the south and the east and the west of the planet. Moreover, it has been forced to adopt new business strategies of which logistics plays a critical role. Driven by the desire to cut transport costs the industry has witnessed an increasing vessel size, already experienced in the tanker market, which also extends to the dry bulk segment. Today three market segments dominate the world, the tanker, the dry bulk, and the container shipping markets. While they have different modes of operations because of the inherent nature of the cargoes they carry, they all face the same future challenges.

The constraints imposed by i) the climate change obliging vessels to comply with the global fuel sulphur limit of 0.5% which will enter into force in 2020; ii) the IMO Ballast Water Management Convention, which has entered into force on September 8, 2017 as a mean to stop non-native species from invading local marine environments and causing serious ecological, economic and public health impact on the receiving environment; iii) the International Convention on the Control of Harmful Anti-fouling Systems in Ships aimed at protecting the marine environment and human health from adverse effects of anti-fouling systems on ships by phasing out the use of harmful organotin compounds; iv) the need to improve effectiveness and efficiency of operations from economical, regulatory and safety point of views, and the v) Petya cyberattack which shut down numerous Maersk operations are driving the industry into the adoption of innovative solutions and to invest on research and development.

Topics such as improved waterborne transport concepts, energy efficiency and emission control in waterborne transport concepts, optimisation of transport infrastructure including terminal, the port of the future, the autonomous and unmanned vessels, complex and value - added specialised vessels, and last but not the least digitalisation have been driving researchers from all over the world to find solutions for them. It is with this challenging background that the 2019 World of Shipping Portugal, an International Research Conference on Maritime Affairs main theme is "Leading the Shipping Industry into the Future". Moreover, the Conference wants to establish itself as a meeting point of reference bringing together the industry, leading academic scientists, researchers and research scholars to exchange and share their experiences and research results on all aspects of maritime transport to promote a better future for the industry.

Welcome to Portugal, the birthplace of the World Discoveries!

21 November 2019

Ana Casaca

Ana Cristina Ferreira Castela Paixão Casaca
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November 2019 (Morning) 0730 - 0900

CONFERENCE REGISTRATION

21 November 2019 (Morning) 0900 - 1030

OPENING CEREMONY

Ana Casaca

Chairman of the 2019 World of Shipping Portugal.
An International Research Conference on Maritime Affairs

Welcome Speech

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The role of the shipping (and of shipowners) in the years to come

António Oliveira

Transinsular, Portugal

From Cradle to Grave. Where is the Innovation Potential?

Amadeu Albuquerque

Mystic Cruises Portugal

Cybersecurity in the shipping industry. A shipowners' perspective

Amélia Loja

Chairman of the International Scientific Committee of the 2019 World of Shipping Portugal. International
Research Conference on Maritime Affairs

ISEL-IPL and IDMEC-IST

About the Importance of Research

21 November 2019 (Morning) 1030 - 1100

COFFEE-BREAK

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21 November 2019 (Morning) 1100 - 1300

OPENING CEREMONY - PLENARY SESSION

Álvaro Sardinha

APORMAR, Portugal

Challenges and Opportunities for Maritime Education and Training

Michele Acciaro

Kühne Logistics University (KLU), Germany

Ports of the Future. Fiction or Vision?

Carla Vieira

WISTA-Portugal, Portugal

The Role of Women in Maritime Transport

Lázaro Delgado

SCMA, Portugal

Managing Change in the Shipping Industry. A Shipmanagement's Perspective

Filipe Martins

NAVEX, Portugal

The Shipping World in 2025. A Roadmap for the Shipping Agent

21 November 2019 (1300 – 1430)

LUNCH BREAK



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21 November 2019 (Afternoon) 1430 – 1610

	ROOM 1	ROOM 2
SESSION	INNOVATION IN SHIPPING	PORT MANAGEMENT
Session Chair		
1430 - 1455	Innovative perspectives for training of the new generation in the blue economy Lidia Slawinska <i>Escola Europeia - Intermodal Transport, Spain</i> Raquel Nunes <i>Escola Europeia - Intermodal Transport, Spain</i> Eduard Rodés <i>Escola Europeia - Intermodal Transport, Spain</i>	Container terminal productivity and its drivers. Output differentiation and energy variables Thomas Spengler <i>University of Las Palmas de Gran Canaria, Spain</i> Beatriz Tovar <i>University of Las Palmas de Gran Canaria, Spain</i> Gordon Wilmsmeier <i>Universidad de los Andes, Colombia & Hochschule Bremen, Germany</i>
1455 - 1520	Co-authorship networks in maritime economics Odetti Nestoridou <i>University of Piraeus, Greece</i> Andreas Andrikopoulos <i>University of Aegean, Greece</i> Andreas Merikas <i>University of Piraeus, Greece</i>	Comparative analysis of port governance and cooperation between actors in European port-cities Arnaud Serry <i>University Le Havre Normandie, France</i> Lilian Loubet <i>University Le Havre Normandie, France</i>
1520 - 1545	The effect of corporate social responsibility recognition on organisational commitment in an international freight forwarders Jiyoung Ko <i>Pusan National University, Korea</i> Hyunmi Jang <i>Pusan National University, Korea</i> Sang Youl Kim <i>Pusan National University, Korea</i>	Coevolution of port business ecosystem based on evolutionary game theory Wenjuan Li <i>Shanghai Maritime University, China</i> Thierry Vanelslander <i>University of Antwerp, Belgium</i> Wei Liu <i>Shanghai Maritime University, China</i> Xu Xu <i>Shanghai Dian Ji University, China</i>
1545 - 1610	Evaluating LNG bunkering automation technology Lawrence Henesey <i>Blekinge Institute of Technology, Sweden</i> Robert Philipp <i>Hochschule Wismar, Germany</i>	Value creation through corporate sustainability in the port sector: A structured literature analysis Michael Stein <i>Kühne Logistics University, Germany</i> Michael Acciaro <i>Kühne Logistics University, Germany</i>



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21 November 2019 (Afternoon) 1610 - 1640

COFFEE-BREAK

21 November 2019 (Afternoon) 1640 - 1755

	ROOM 1	ROOM 2
SESSION	SAFETY OF MARITIME OPERATIONS	PORT SUSTAINABILITY ASPECTS
Session Chair		
1640 - 1705	Safety culture for shipping companies. The starting point of safety strategies Georgios V. Lykos <i>National Technical University of Athens, Greece</i> Nikolaos P. Ventikos <i>National Technical University of Athens, Greece</i> Katerina Skourtanioti <i>VENLYS Maritime Specialisation Services, Greece</i> Alexandros Koimtzoglou <i>VENLYS Maritime Specialisation Services, Greece</i>	The potential of cold-ironing for the reduction of externalities from in-port shipping emissions: the case of Spain Thomas Spengler <i>University of Las Palmas de Gran Canaria, Spain</i> Beatriz Tovar <i>University of Las Palmas de Gran Canaria, Spain</i>
1705 - 1730	A machine learning approach for calculating leading maritime risk indicators Lutz Kretschmann <i>Fraunhofer Center for Maritime Logistics and Services CML, Germany</i>	Examining marine water quality management in South African seaports Simphiwe Mazibuko <i>Port of Durban, South Africa</i> Mihalios Chasomeris <i>University of KwaZulu-Natal, South Africa</i>
1730 - 1755	Study of ships' behaviour through AIS data analysis and determination of collision risk indexes among ships in the area of ship monitoring - Macapa - AP - Brazil Jose Pereira <i>University of the State of Amapá, Brazil</i> Claudia Souza <i>University of the State of Amapá, Brazil</i>	The impact of alternative environmentally differentiated fairway dues systems in Sweden Inge Vierth <i>Swedish Road and Transport Research Institute, Sweden</i> Magnus Johansson <i>Swedish Road and Transport Research Institute, Sweden</i>
1755	EXIT	EXIT



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22 November 2019 (Morning) 0900 - 1035

	ROOM 1	ROOM 2
SESSION	MARKET ISSUES 1	MARKET ISSUES 2
Session Chair		
0900 - 0925	Construction of a global sentiment measure in shipping Theodoros Gavrilidis <i>National Technical University of Athens & Deree-The American College of Greece, Greece</i> Andreas Merikas <i>University of Piraeus, and GMS, Greece</i> Anna Merika <i>Deree-The American College of Greece, Greece</i> Christos Sigalas <i>Deree-The American College of Greece, Greece</i>	The cruise seasonal factor in the East Coast of the Atlantic Ocean and the Baltic Sea Jerónimo Esteve-Pérez <i>Universidad Politécnica de Cartagena, Spain</i> Antonio García-Sánchez <i>Universidad Politécnica de Cartagena, Spain</i> Jose Enrique Gutiérrez-Romero <i>Universidad Politécnica de Cartagena, Spain</i>
0925 - 0950	Financial performance of shipping firms that increase LNG carriers and the support of eco-innovation Kian-Guan Lim <i>Singapore Management University, Singapore</i> Michelle Lim <i>Singapore Management University, Singapore</i>	Containership sizes and port efficiency: Effects on laytime efficiency of the mega-ships race Carlos País-Montes <i>University of A Coruña, Spain</i> David Guerrero <i>IFSTTAR, France</i>
0950 - 1015	Simulation model for a vessel platooning transport system Loghman NanwayBoukani <i>University of Antwerp, Belgium</i> Thierry Vanelslander <i>University of Antwerp, Belgium</i> Edwin van Hassel <i>University of Antwerp, Belgium</i> Eleni Moschouli <i>University of Antwerp, Belgium</i>	An optimization model for truck arrival management - focus on a terminal appointment system Sara Belaqqiz <i>ENSEM, Morocco</i> Fatima Bouyahia <i>ENSA, Morocco</i> Saâd Lissane Elhaq <i>ENSEM, Morocco</i> Jaouad Boukachour <i>IUT Le Havre, France</i>
1015 - 1035	The ship repair and maintenance industry. A supply chain management perspective Ana Cristina Paixão Casaca <i>Independent Researcher, Portugal</i> Júlio Manuelito <i>Sadoship Repair Lda, Portugal</i>	Strategy implementation in shipping companies in Kenya Eric L. Katana <i>Kenya Ports Authority, Kenya</i> William K. Ruto <i>Kenya Ports Authority, Kenya</i>



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22 November 2019 (Morning) 1035 - 1105

COFFEE-BREAK

22 November 2019 (Morning) 1105 - 1300

SESSION	SEARCH AND RESCUE OPERATIONS
Session Chair	Ana Casaca
1105 - 1130	Search and rescue operations in the context of migration by sea: the role of the shipping industry in the central Mediterranean crisis Giacomo Ricca <i>Kühne Logistics University, Germany</i> Vasileios Kosmas <i>Kühne Logistics University, Germany</i> Michele Acciaro <i>Kühne Logistics University, Germany</i>
SESSION	DIGITALISATION IN SHIPPING
Session Chair	Ana Casaca
1130 - 1210	Digital Ship Certificates in Portugal Cláudia Lauro <i>DGRM - Direcção-Geral de Recursos Naturais, Segurança e Serviços Marítimos (Directorate General for Marine Resources, Safety and Maritime Services)</i>
1210- 1235	The blockchain revolution: main effects of the innovation process Giorgio Bavassano <i>University of Genoa, Italy</i> Claudio Ferrari <i>University of Genoa, Italy</i> Alessio Tei <i>Newcastle University, United Kingdom</i>
1235 - 1300	Spanish initiative for smart digital ports Jesús Murgoitio Larrauri <i>Parque Científico y Tecnológico de Bizkaia, Spain</i> Iñaki Fraile De Moya Bergé, Spain Joshué Manuel Pérez Rastelli <i>Parque Científico y Tecnológico de Bizkaia, Spain</i> Dionisio Del Pozo Rojo <i>Parque Científico y Tecnológico de Bizkaia, Spain</i>

22 November 2019 (1300 – 1430)

LUNCH - BREAK

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22 November 2019 (Afternoon) 1430 - 1625

SESSION	PORT TERMINALS EFFICIENCY: THE NEW RELEVANT FACTORS 4.0
Session Chair	Maria Jesus Freire Seoane, <i>Universidade A Coruña, Spain</i>
1440- 1505	The role of simulation in the ports and maritime industry: practical experiences and outlook for the new generation of ports 4.0 Ignacio de la Peña Zarzuelo <i>Universidad Politécnica de Madrid, Spain</i> Maria Jesus Freire Seoane <i>Universidade A Coruña, Spain</i> Beatriz López Bermúdez <i>Universidade A Coruña, Spain</i> Carlos Pais Montes <i>Universidade A Coruña, Spain</i>
1505 - 1530	The technical efficiency of European terminals: The fourth generation Maria Jesus Freire Seoane <i>Universidade A Coruña, Spain</i> Beatriz López Bermúdez <i>Universidade A Coruña, Spain</i> Carlos Pais Montes <i>Universidade A Coruña, Spain</i> Ignacio de la Peña Zarzuelo <i>Universidad Politécnica de Madrid, Spain</i>
1530 - 1555	Port-city development: A first approach Maria Jesus Freire Seoane <i>Universidade A Coruña, Spain</i> Beatriz López Bermúdez <i>Universidade A Coruña, Spain</i> Carlos Pais Montes <i>Universidade A Coruña, Spain</i>
1555 - 1625	Competition at Gibraltar Strait: Evolution of foreland efficiency in Algeciras and Tanger-Med Andres Jose Aragon Martinez <i>University of A Coruña, Spain</i> Carlos Pais Montes <i>Universidade A Coruña, Spain</i> Beatriz López Bermúdez <i>Universidade A Coruña, Spain</i> Maria Jesus Freire Seoane <i>Universidade A Coruña, Spain</i>



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21 November 2019 (Afternoon) 1625 - 1700

COFFEE-BREAK

22 November (Afternoon) 1700 - 1730

1700	CLOSING CERIMONY
	SUMMING UP
	Presentation of the best conference papers will be considered for publication in a SI of the Journal of Shipping and Trade
	Presentation of the 2021 World of Shipping Portugal. An International Research Conference on Maritime Affairs 28-29 January 2021, Hotel Riviera, Carcavelos, Portugal
1730	EXIT



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About Ana Cristina F. C. Paixão Casaca

For Ana Cristina F. C. Paixão Casaca shipping is a passion. May be this is due to fact that she was born and grew in this environment. She recalls the codfish fishing boats in Aveiro, the old Fogo and Gerês tanker vessels in Cabo Ruivo, the cargo and passenger vessels that traded to the Azores and Madeira loading and unloading cows at Cais da Rocha in Alcantara. She has seen Mar da Palha, in the Port of Lisbon, full of cargo vessels at the time when containerisation was still at its infancy, and unaware of the changes that a box would cause in the movement of goods. For all these reasons, shipping runs in her veins.

Ana Cristina Casaca holds a Ph.D. in International Transport/Logistics and has a deep knowledge of maritime transport / maritime economics. She earned her PhD degree from the University of Wales – Cardiff in 2003 and her Thesis focused on the “Competitiveness of Short Sea Shipping in Multimodal Logistics Supply Chains”. Her academic background is supported by her nautical career in the shipping industry. In 1985, she earned her elementary nautical studies degree at Escola Náutica Infante D. Henrique (ENIDH) in Paço D’Arcos, Portugal. She was a deck officer in Portuguese shipping companies and some years later taught at the Instituto de Tecnologias Náuticas, Portugal. In 1995, she earned her Bachelor Degree in Management and Maritime Technologies at ENIDH, and two years later, in 1997, she obtained her M.Sc. Degree in International Logistics at the Institute of Marine Studies, University of Plymouth, United Kingdom. In July 1998, she obtained her professional accreditation from the Institute of Chartered Shipbrokers, London, after having sat for 7 exams on shipping related subjects.

Between 1998 and 2007, she published several articles of a professional nature in some Portuguese magazines, but her interest in research would lead her to publish several research papers in well-known international maritime related journals, namely ‘Maritime Policy and Management’, ‘Marine Policy’, ‘International Journal of Physical Distribution and Logistics Management’ among others. Within this scope, in 2017, she was Guest Editorial of ‘International Journal of Shipping and Transport Logistics’ with a special issue on ‘Short Sea Shipping in a Globalized World’. Also within the scope of research, she organised in cooperation with Cargo Edições and chaired the 2010 Annual Conference of the International Association of Maritime Economists and the 2012 International Research Conference on Short Sea Shipping. Recently, in cooperation with Leo Tadeu Robles, she translated into Portuguese the third edition of the “Maritime Economics” book written by Martin Stopford.

Currently, she is developing and implementing the ‘World of Shipping Portugal’ initiative (of which she is the Founder and Owner). She is an external expert for the European Commission, a work that has been doing since 2003, Associate Editor of Maritime Business Review and a peer reviewer for well-known international Journals. She is member of the Institute of Chartered Shipbrokers (ICS), of the International Maritime Economists Association (IAME) and of the Women’s International Shipping and Trading Association Portugal (WISTA Portugal).

