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## Editorial

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**Biographical notes:** Ana Cristina Paixão Casaca received her MSc in International Logistics from Institute of Marine Studies of the University of Plymouth in 1997 and her PhD in International Transport Logistics from University of Wales-Cardiff in 2003. She has been publishing articles in professional magazines, and research papers in such journals as *Maritime Policy and Management*, *Maritime Economics and Logistics*, *Marine Policy*, *International Journal of Logistics: Research and Applications*, *Journal of International Logistics and Trade*, *International Journal of Physical Distribution and Logistics Management*, and *International Journal of Transport Management*. Currently, she is the Technical Director of ESPRIM – Centro de Acostagens, Amarrações e Serviços Marítimos, Lda. In addition, she has been invited by the European Commission to review transport related project and evaluate transport related proposals. She is also a Guest Lecturer of the Netherlands Maritime University.

Luís Filipe Duarte established *Cargo Edições* in Lisbon, Portugal in 1991. Today, *Cargo Edições* magazine is seen as reference of the transport (including shipping and ports) sector in Portugal. Recently, he has published *FROTA* which is a bi-monthly magazine about road transport. He has also been publishing *Cargo Edições* daily newsletter for five years. In addition, he has been responsible for organising national seminars and workshops along the country and international conferences, namely the 2005 International Port Training Conference which took place in Setúbal and the 2010 Annual Conference of the International Association of Maritime Economists.

Y.H. Venus Lun is a Lecturer with research interest in shipping logistics at the Department of Logistics and Maritime Studies, The Hong Kong Polytechnic University. Her recent research papers appear in various journals such as *Expert Systems with Applications*, *International Journal of Production Economics*, *International Journal Production Research*, *Resources, Conservation and Recycling*, *Transport Reviews*, and others. In addition, she has published five books.

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The International Association of Maritime Economists (IAME) Annual Conference 2010 took place on 7–9 July 2010, in Lisbon, Portugal. IAME was formally created in June 1992 at a conference held at Erasmus University Rotterdam. Today, IAME is an international forum for the exchange of research and information among those interested in maritime and maritime-related issues. IAME conferences are organised every year in a different country to provide an opportunity to share knowledge related to the shipping and transport logistics. IAME conferences cover such areas as shipping and port economics, shipping and port finance, maritime and port policies, and last but not the least logistics.

One of the outcomes of the IAME 2010 is to publish this special issue in *International Journal of Shipping and Transport Logistics*. This special issue of *International Journal of Shipping and Transport Logistics* is devoted to publishing the latest results on applied research in the contexts of shipping and port management. We are very grateful for positive responses we have received from the authored who submitted papers and marvellous supported provided by a referees in the reviewing process. A number of submissions to IAME 2010 were evaluated. After the first round revision, seven papers went through another review and finally selected to be published in this special issue.

The collection of papers in this special issue addressed the following key issues in the context of shipping and transport logistics:

- 1 In the shipping industry, a consensus view of the way of tax treatment has resulted in the widely adopted form of the tonnage tax. Marlow and Mitroussi (2011) examine the shipping fiscal policies in respect of widely accepted perspectives and set objectives. The study focuses on the United Kingdom (UK) registry, and investigates the impact of the introduction of the UK tonnage tax. The results suggest that the tonnage tax seems to be connected more with the ‘flagging out’ of foreign owned tonnage than with the ‘flagging in’ of nationally owned vessels. The findings also provide implications for the competitiveness of national ship registries and for policy making.
- 2 From the perspective of liner shipping operations, Acciaro (2011) proposes a service differentiation model based on advance booking and explains in what cases two different classes of booking may be profitable. The paper introduces the topic, presents a review of the literature on pricing in liner shipping, and provides explanation of how carriers may effectively price discriminate. Next, it presents a simple model that accounts for advance booking and two classes of services. Conclusions of this study are also drawn.
- 3 To build on two separate but linked streams of research in short sea shipping, Bendall and Brooks (2011) review the short sea research conducted in

North America over the past several years to compare with the studies from Australia. The study examines the lessons from these studies by answering four research questions, and drawing conclusions about the role of the regulatory environment in promoting or deterring the development of land transport – competitive short sea services. The study focuses on what governments need to consider if they seek to induce switching from land modes, like truck or rail, to coastal shipping in order to revitalise the domestic industry or improve GHG-efficiency in the transport sector or both.

- 4 Maritime operations connect supply chain networks internationally, regionally, and locally. On the other hand, maritime operations have the potential capability to generate significant disruptive effects in the global supply chain. Gurning et al. (2011) explain the categories of risks which may arise from natural disasters, strikes, interruptions of maritime services including terrorists, economic disruptions, infrastructure and inland accessibility, all of which may create disruptions in supply chains. Through an empirical study in Australia and Indonesia, the authors identify factors affecting maritime disruptions in wheat supply chains in these countries are identified. The findings also shed light on various effective strategies that mitigate the maritime disruption risks.
- 5 Ports are logistics players in supply chains and their activities and performance affect the other supply chain members. Researches to investigate how the performance of a firm operates through a specific port is affected by that port's characteristics is rather limited. Panayides and Polyviou (2011) address whether logistics-related attributes and services provided by a port enhance the business and supply chain performance of shipping firms. The paper begins with an introduction and discussion on the literature of performance measures in port operations. It also presents a conceptual model to associate ports' logistics attributes or services to the shipping firms' performance.
- 6 To address the quay crane scheduling problem in maritime container terminals, Monaco and Sammarra (2011) investigate rail-mounted cranes with the assumption that they are not allowed to span all over the vessel and that they can work only in predefined time windows. The study also takes into account one-way constraints on the crane movements. The study presents a mixed integer mathematical model and a heuristic algorithm to get feasible solutions to the problem. Some computational experiences have also been reported in this study.
- 7 With particular attention to institutional and organisational reform and the evolution and impact of the liner shipping service network in defining the role of a port within a regional port system, the case of Montevideo is discussed. Wilmsmeier et al. (2011) provide an analysis on port development in the context of emerging economies and specifically addresses port development in Uruguay in an environment of trilateral interport competition. It is revealed that the current attractiveness of Montevideo as a transshipment port is partly driven by existing cabotage regulations and strategies of shipping companies. Future development depends on the ability to further develop value added and logistics services. The findings of this study are relevant in relation to the discussion of Montevideo's development potentials as a hub on South America's East Coast.

We would like to close the discussion of this special issue by thanking all IAME 2010 participants for helping to make the conference an insightful and rewarding event. Finally, we would like to heatedly thank to all contributors for their excellent work during the time this special issue finally became a reality.

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