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## FLORENCE SCHOOL OF REGULATION

# 1<sup>st</sup> European Maritime Transport Regulation Forum

## *Ports: How to Regulate Logistics Interfaces?*

Organized by

**the Florence School of Regulation (FSR), RSCAS, EUI**

and

**the Chair of Management of Network Industries (MIR), EPFL**

**Florence, 9 November 2012**

Villa La Fonte

Via delle Fontanelle, 10 – San Domenico di Fiesole

## OVERVIEW

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Ports play an important role between maritime, road and rail transportation. The regulation of port activities therefore affects all the transport modes. This Forum aims at exploring the current challenges in ports regulation and their implications on transport in general and on intermodal transport in particular.

Ports were historically thought of as locations where vessels could load and discharge cargo; they were not considered as a transportation provider but as an interface. Today's port is no longer an isolated node but instead is an integral part of the global logistics system or, as it is more commonly known, the global supply chain. The global supply chain is actually a network of individual supply chains that follow specific trade routes. Each component of the supply chain, including the ocean carriers, ports, terminals, and intermodal service providers, are equally responsible for the success of the transportation product being delivered. That transportation product must please the shipper or they will shift their business to another logistics system, i.e., route, and thus another port.

Ports have always been competitive with one another but now it is supply chains that compete for cargo and the economic development that accompanies port enterprises. Today's competitive pressures come from not only business interests but also from shifting world trading patterns, maritime security threats, environmental regulations, and public and community demands and concerns including health and congestion. This requires the efficient, secure, and cost-effective transport of the goods from seller to buyer. With all these issues and the risk of disruptions to supply chain flows from natural and human-related incidents, how are governments to help promote maritime practices at these logistic interfaces and maintain the competitive-driven efficiencies that private businesses bring to the transportation enterprise?

The Forum will give the opportunity to senior stakeholders to address these issues by discussing, inter alia, the following questions:

- > Who are currently the important actors in port regulation? And who should it be ideally?
- > How do port regulations affect maritime and intermodal transport?
- > How does the regulation of connecting transport modes (e.g. rail, road) affect the port activities?
- > What actions can regulators take to ease the connectivity between maritime and land transport? How should governments help to promote maritime practices?
- > Which are the challenges laying ahead?



## 08.30-12.30 – Morning session

- until 08.30 *Welcome coffee*
- 8.30-9.00 **Introduction to the forum**  
**Matthias Finger** | FSR-T and Management of Network Industries (EPFL)
- 9.00-9.30 **Ports: How to Regulate Logistics Interfaces?**  
**Thomas Wakeman** | Stevens Institute of Technology
- 9.30-10.00 **The View of the Organisation for Economic Co-operation and Development (OECD)**  
**Olaf Merk** | OECD
- 10.00-10.30 *Coffee break*
- 10.30-11.00 **The View of the British Port Association**  
**David Whitehead** | British Port Association
- 11.00-11.30 **The View of a Logistics Company**  
**Eric Pfaffmann** | Maritime Transports, DB Schenker
- 11.30-12.00 **The View of a Shipping Company**  
**Paul Kyprianou** | Grimaldi Group
- 12.00-12.30 Further discussion time
- 12.30-13.45 *Lunch break*

## 13.45-17.00 – Afternoon session

- 13.45-14.15 **The Role of Impact Assessment in EU Governance**  
**Lorenzo Vannacci** | IPTS - DG JRC - European Commission
- 14.15-14.45 Academic contribution  
**Thierry Vanellander** | University of Antwerp
- 14.45-15.15 Academic contribution  
**Thanos Pallis** | University of the Aegean
- 15.15-15.45 *Coffee break*
- 15.45-16.15 **The View of the World Association for Waterborne Transport Infrastructure (PIANC)**  
**Andrea Ferrante** | PIANC Italia
- 16.15-17.00 Discussion time and Closing remarks  
**Matthias Finger** | FSR-T and EPFL

## PARTICIPANTS

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<b>Marco Benedetti</b>	Engineer - Senior Officer, URSF- Italian Railways Regulatory Body, Italy marco.benedetti@mit.gov.it
<b>Angela Bergantino</b>	Professor, University of Bari, Italy – a.bergantino@dse.uniba.it
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<b>Ken Button</b>	Professor, George Mason University, USA – kbutton@gmu.edu
<b>Paolo Costa</b>	President, Venice Port Authority, Italy – apv.presidenza@port.venice.it
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<b>Maria Lekakou</b>	Associate Professor, University of the Aegean, Greece – mlek@aegean.gr
<b>Olaf Merk</b>	Administrator, OECD, France – olaf.merk@oecd.org
<b>Athanasios Pallis</b>	Assistant Professor, University of Aegean, Greece – apallis@aegean.gr
<b>Eric Pfaffmann</b>	Head of Maritime Transports, DB Schenker, Germany eric.pfaffmann@deutschebahn.com
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<b>Antonio Russo</b>	Jean Monnet Fellow, FSR, EUI, Italy – antonio.russo@eui.eu
<b>Ciro Russo</b>	Partner, Venice Shipping and Logistics, Italy – ciro.russo@vslspa.it
<b>Orazio Stella</b>	Managing Director, Maersk Line Italy Cluster, Italy – orazio.stella@maersk.com
<b>Alessio Tei</b>	University of Genoa, Italy – alessio.tei@cieli.unige.it
<b>Thierry Vanelslander</b>	Researcher and Lecturer at the Department of Transport and Regional Economics, University of Antwerp, Belgium – thierry.vanelslander@ua.ac.be
<b>Lorenzo Vannacci</b>	Scientific Support Officer, European Commission, DG Joint Research Centre, Belgium lorenzo.vannacci@ec.europa.eu
<b>Thomas Wakeman</b>	Deputy Director, Stevens Institute of Technology, USA – thomas.wakeman@stevens.edu
<b>Carolin Wangerin</b>	Network Access and Charges, Hamburg Port Authority, Germany carolin.wangerin@hpa.hamburg.de
<b>David Whitehead</b>	Director, British Port Association, UK – david.whitehead@britishports.org.uk

## BIO NOTES

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**Marco Benedetti**, civil engineering graduate, specialization course in “Industrial Management” and in “Railway Transport System”. Initially I had worked for some years in a study of planning, and since 1999 I work on the Ministry of Transport. At first I worked on planning and programming of transport, later I followed up some European Programs about the ITS application in the transport sector, and since 2005 I’m senior officer in the URSF, the Italian Railways Regulatory Body.

**Angela Stefania Bergantino**, MSc, PhD. She obtained her MSc in Economics at the University of York (UK). She worked as Research Fellow at Cardiff University and was visiting fellow at the University of Antwerp (Belgium). She has been visiting professor at the Institut d’Économie Industrielle - IDEI, Toulouse, (France). She is, since 2002, associate professor of Applied Economics at the University of Bari. She has qualified as Full Professor since December 2010. She is currently Secretary General of the Italian Association of Transport Economists (SIET). She has published widely in academic journals on transport, maritime and port economics and regulatory issues. She is in the editorial board of the International Journal of Transport Economics and acts as an external referee for a number of international academic journals. She directs national and international projects and has been active as a consultant for private and public organisations including Port Authorities, Shipping associations, Ministries (Transport; Finance; Treasury), Public Utilities Regulatory Authority (NARS).

**Ian Brand-Weiner** coordinates the activities of FSR-Transport, including the European Transport Regulation Fora. He joined the FSR-Transport team in November 2011. Prior to this, he worked for international organisations on matters of human well-being. Ian graduated in Public Policy and Human Development at Maastricht University.

**Kenneth Button** BA (East Anglia), MA (Leeds), PhD (Loughborough), Academician of the Academy of Social Sciences, Fellow of the Institution of Highways and Transportation, Fellow of the Chartered Institute of Logistics and Transport. He is recipient of the Transportation Research Forum Distinguished Researcher Award and the Distinguished Scholarship Award, Transportation and Public Utilities Group, American Economics Association. He is University Professor at George Mason University. He is University Professor based in the School of Public Policy, George Mason University. He has also been also Professor in Civil Engineering at the University of Porto and Visiting Professor in Applied Economics at the University of Bologna. From 1994 to 1996 he was Conseiller in the Advisory Unit to the Secretary General of the Organisation for Economic Cooperation and Development, Paris whilst on leave from being concurrently Professor of Applied Economics and Transport at Loughborough University, UK and VSB Visiting Professor of Transport and the Environment at the Tinbergen Institute, Amsterdam. He was the Special Advisor to the UK House of Common Transport Committee from 1993 to 1994. He has held visiting post at the University of British Columbia and the University of California at Berkeley. He has published, or has in press, some 100 books, over 400 papers in academic journals and edited books, and forecasting software. Publications concerning maritime issues including works on shipping costs, liner pricing, stability of conference markets, port security, maritime congestion, port financing, and European shipping policy. He is currently President of the Transportation Research Forum.

**Paolo Costa** is president of the Venice Port Authority, member of the Advisory Board of the International Transport Forum (OECD), and since 2012 Advisor of Italian Deputy Minister for Infrastructure and Transport. In his previous assignments Mr Costa was strongly involved in politics and academia. He was the president of Northern Adriatic Ports’ Association – NAPA (2011); member of the High Level Group on Multilateral quota – International Transport Forum/ OECD (2010); Chairman of the expert group “TEN-T and connections outside the EU”, and member of the expert group “TEN-T Funding and Financial Perspectives” created by the European Commission in the framework of Trans European Transport Network TEN-T policy review (2009 – 2010); Chairman of the Transport and Tourism Committee, European Parliament (2003-2009); Mayor of Venice (2000-2005); Italian Minister for Public Works (Prodi Government I) (1996-1998). In his academic career Mr Costa held following positions: full professor of Economics, Economic Planning, Regional Economic, Ca’ Foscari University of Venice, (1995-2003); Member and Vice-chairman of the Council of the United Nations University of Tokyo (1995-2000); Rector of Ca’ Foscari University of Venice (1992-1996); Vice-chairman of the Italian Conference of University Rectors (1994-1996); Full professor of Urban and Regional Economics (IUAV, Venice 1980-1992); Professor of territorial planning and organization (Padova University, 1972-75).

**Claudio Ferrari**, Ph.D., is associate professor of Applied Economics at the University of Genoa, Italy, and member of the scientific board of the Italian Centre of Excellence for Integrated Logistics. Its scientific research is focused on transport economics, transport planning and regional economics, namely with regards to ports and transport infrastructures. He is author of several contributions published in academic journals and books. He is member of the International Association of Maritime Economists (IAME) and the World Conference Transport Research Society (WCTRS). Member of the editorial advisory board of the International Journal of Transport Economics. During his career he has been involved in many academic research programs and consultancy studies on the transport sector commissioned by organizations such as the European Commission, the Genoa Port Authority, and several private companies and government departments in Italy.

**Matthias Finger** is the Director of the FSR-Transport area and full Professor at the Ecole Polytechnique Fédérale de Lausanne (EPFL). Along his career he worked on the transformation of network industries and the liberalisation of these. He holds a PhD in Political Science and Education from the University of Geneva.

**Martin Holterman** studies the financing of the railway industry at the Florence School of Regulation. He holds undergraduate degrees in economics and in law, as well as a PhD in institutional economics from the University of Twente in the Netherlands. He joined the FSR-Transport area in June 2011.

**Paul Kyprianou** has studied economics at L.U.I.S.S. University (Rome) and holds a Master's degree in Shipping Trade & Finance (City University - London). He has covered various managerial positions within the Grimaldi Group and he is currently the External Relations Manager. He is a Board Member of various companies of the Grimaldi Group among which Scandinavian Auto Logistics, Grimaldi Belgium, Antwerp Euroterminal and Minoan Lines. He has been Chairman of the European RoRo Carriers' Action Group, special committee of ECSA (European Community Shipowners' Associations) from 2003 to 2009. From 2005 to 2010 he was also Managing Director of Grimaldi & Louis Dreyfus Lines, a joint venture between the Grimaldi Group and Louis Dreyfus Armateurs.

**Olaf Merk** is heading the Port-Cities Programme of the Organisation for Economic Cooperation and Development (OECD), based in Paris. In this capacity, he is responsible for a series of case studies on port-cities (including on Rotterdam, Hamburg and Le Havre) and a network of port-cities. At the OECD, where he began to work in 2005, he directed several Territorial Reviews, including on Toronto, Copenhagen, Randstad-Holland, Switzerland and the Netherlands. He collaborated on a dozen other OECD publications, with contributions on various subjects such as regional economic development, metropolitan governance, fiscal federalism, urban finance, public-private partnerships and urban infrastructure. Prior to the OECD, he worked at the Netherlands Ministry of Finance, where his last position was Acting Head of the Division for Financing Sub-national governments. Olaf Merk has a master's degree in Political Science from the University of Amsterdam.

**Thanos Pallis**, Jean Monnet Professor in European Port Policy at the Department of Shipping, Trade and Transport, University of the Aegean, Greece, and Adjunct Professor at Dalhousie University, Canada. A contributor to OECD, UNCTAD, IAPH, AIVP and ESPO discussions on ports, he is the co-director of the PortEconomics web-initiative. Thanos has served the General Secretary for Ports & Port Policy, Ministry of Development, Competitiveness and Shipping, Greece and was Fulbright scholar at the Centre for Energy, Marine Transportation and Public Policy, Columbia University, New York. He is the author of several port studies, including the book European Port Policy: The search for a long-term strategy.

**Eric Pfaffmann** was appointed Vice President Sales of Maritime Intermodal Transport in 2009 and is responsible for sales and planning of the European port-hinterland container transports on Rail in the industry sector Intermodal of DB Schenker Rail. Dr. Pfaffmann joined Deutsche Bahn AG in 1999 and has longstanding experience in the rail cargo business. Prior to his present position, Dr. Pfaffmann was head of maritime port hinterland transports on rail for Germany and Switzerland. In addition, he was responsible for the European Intermodal offer management within DB Schenker Rail. Dr. Pfaffmann holds a doctoral degree in economics of Hohenheim University, Stuttgart, and a diploma in business administration of Johann Wolfgang Goethe University, Frankfurt am Main.

**Andrea Rosa** is an independent researcher and consultant specialising in road and rail transport of freight and passengers. His work on logistics and ports has focused on "dry ports" as extensions of seaports in their hinterland. He is a EUI alumnus following a period as research fellow at the FSR.

**Antonio Russo** is a Jean Monnet Fellow at the FSR-Transport area. His research focuses mainly on the economics of urban transportation. He holds a PhD in Economics from the Toulouse School of Economics.

**Ciro Russo** is one of the founders of VSL, a private equity company specialized in Shipping, where he is involved both on the advisory and investment side. Before establishing VSL, he worked for Efibanca (part of Banco Popolare) for almost nine years (from February 2001), focusing on Private Equity and M&A advisory. In that position he had the opportunity to work on a wide array of Shipping Private Equity projects. He graduated in Economics from the Università Luigi Bocconi di Milano with the highest grade.

**Orazio Stella** is graduated in Law at the Catholic University in Milan and achieved MBA in Strathclyde University in Glasgow. Orazio Stella has joined Maersk in 2006 as Human Resources Director for the Eastern Mediterranean and Europe. In 2008 he was appointed Managing Director for South East Mediterranean countries, based in Cairo, Egypt. Now he is the Managing Director for Italy Cluster.

**Alessio Tei**, Phd on Logistics, Transport, and Territory at the Italian Centre of Excellence for Integrated Logistics, Genoa. Currently he's working at the Department of Economics of the University of Genoa. During his Phd he was a visitor researcher at the Department of Transport and Regional Economics of University of Antwerp. His scientific research is mainly focused on transport economics and on the effects of transport on environment. During the Phd he was enrolled in some consultancy works on port efficiency and on transport planning. He is author of some contributions published in academic journals and books, and he is member of the International Association of Maritime Economists (IAME). Now he's working on a research about the impact of concession policy on port efficiency.

**Thierry Vanelslander** (°1975) graduated as a doctor in Applied Economics at the University of Antwerp in 2005. He currently is holder of the BNP Paribas Fortis chair on transport, logistics and ports. Until halfway 2009, he was director of the Research Centre on Commodity Flows hosted by the Department of Transport and Regional Economics, to which he still is a promotor now. In his academic career, he took off as a researcher at the University of Antwerp for several research projects in the field of transport and regional economics. He is currently course co-ordinator for the courses Bachelor Proof, Industry Location, Advanced Transport Economics and Maritime Technology. He is also involved in the Marie Curie and Asia Link training programmes at the Department. His research focuses on business economics in the port and maritime sector, and in land and air transport and logistics. His Ph.D dealt with co-operation and competition in sea-port container handling.

**Lorenzo Vannacci** has been involved in the Transport sector since 2000 after getting his degree in Environmental engineer at University of Florence. Currently he is Scientific Officer in transport related projects at the Institute for Prospective Technological Studies (IPTS), one of the seven scientific institutes of the European Commission's Joint Research Centre (JRC). Before joining IPTS he worked as a transport professional at Regione Toscana government both in Transport and Energy unit, Municipality of Pistoia and Florence. He participated at the Twinning Project (France-Italy-Israel) Strengthening the capacity of the Ministry of Transport in Israel. Twelve years of professional experience in transportation environmental aspect, transport modelling (macro and micro), public transport, accessibility studies and public transport operators management.

**Thomas Wakeman**, Professor, is the Deputy Director of the Center for Maritime Systems and Research Professor in the Department of Civil, Environmental, and Ocean Engineering at Stevens Institute of Technology, Hoboken, New Jersey. Previously, he was with the Port Authority of New York and New Jersey, Port Commerce Department for nearly 13 years, and with the United States Army Corps of Engineers, San Francisco and Sacramento Districts, for more than 22 years. Dr. Wakeman has extensive experience in transportation, navigation, port development, and marine environmental issues. His numerous publications include 2 books, co-editor, and more than 90 technical papers.

**Carolin Wangerin**: Hamburg Port Railway is a department of Hamburg Port Authority (HPA). HPA is a commercially oriented institution under public law that manages all duties related to the area of the port of Hamburg. As a public infrastructure manager the railway infrastructure of Hamburg Port Railway is open to any rail operator without discrimination. Our rail infrastructure links the terminals and other private sidings to the German and European railway network. With a rate of 34% on container handling, Hamburg is the most important "rail port" in Europe. My Job is to regulate the Conditions of Network access and Charges. Our network statement contains in detail the general rules, deadlines, procedures and criteria concerning the charging and capacity allocation schemes.

**David Whitehead** joined the ports industry in 1990 following commercial roles in publishing and the food industry. He joined as Director of Policy of the British Ports Federation, becoming Director of the newly formed British Ports Association in 1993. His roles have included board membership of the EcoPorts Foundation specialising in environmental research and good practice schemes for use throughout the EU; board membership of Freight by water and Chair of its Short Sea Committee and membership of the government's (BIS) Ports Advisory Group. His current roles include membership of the Industrial Advisory Panel to the Marine Geography Department, Cardiff University and of the Greenwich Forum. He is a founder member of the European Sea Ports Organisation (ESPO) and was the first Chairman of its Environment Committee. He was elected Chairman of ESPO on two occasions, holding office from 2001 – 2004. He was awarded an OBE in the 2011 New Year's Honours List for services to the ports industry.