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Chapter 1 : Introduction - Maritime Economics & Logistics

*Maritime Economics: Management and Marketing [Alan Branch] on calendrierdelascience.com *FREE* shipping on qualifying offers. Now in its second edition Maritime Economics > provides a valuable introduction to the organisation and workings of the global shipping industry.*

November 3, - Port operations are a necessary tool to enable maritime trade between trading partners. Hence, port operations can be defined as all policies, reforms and regulations that influence the infrastructure and operations of port facilities including shipping services. Maritime transport has been growing annually by around 3%. Although there are many shipping companies in the maritime industry, most of them are small with insignificant market shares. Even though the largest shipping companies are located in developed economies their fleets are by large registered in developing countries. International maritime transport costs tend to be on average between two to three times as high as custom duties of importing countries. Still it is the cheapest way of transporting large amounts of goods compared to other transport methods. For example, the rental rate for a 20 foot container was as low as USD 0. The price of shipping a container depends largely on the route and the current economic situation. However, besides costs, available services to traders and ships as well as service quality concerning speed, reliability, frequencies, safety and security are of increasing significance in the context of globalized production processes and just in time deliveries. Big differences exist between countries regarding the quality and costs of the port and shipping services available to their importers and exporters e. But also the existing infrastructure and connectivity are of major importance for traders to bring their goods to its destination. The increasing globalization of trade and high complexity of port operations requires the application of a sophisticated ICT system. In recent years the size of ships has doubled and has added to the difficulty in managing port operations and demanded an even larger logistical effort. The trend towards just-in-time manufacture requires a permanent improvement of the information flow and integration of the transport business in the production process. Measures taken to increase security, such as the International Ship and Port Facility ISPS code, had a significant impact on trade and port operations. As part of the SOLAS Safety of Life at Sea initiative, it is a comprehensive set of measures to enhance the security for the port and the ships in the harbor. The SOLAS program requires countries to permanently assess their prevailing security situation that corresponds to a certain set of security measures to be taken by ships, ports and port authorities. A major challenge poses piracy in some regions in the world. Although there is a general agreement about the threats pirates and terrorists pose to international trade, multiple stakeholders pursue different interests. This framework provides guidelines and standards to harmonize national customs operations, enhance cooperation among them and establish partnerships between customs and business. UNCTAD has long experience in providing technical assistance in the commercial aspects of shipping and port management. This includes port pricing and maritime transport policies and practices. The goal is to improve competitiveness, in particular of developing economies, and ultimately promoting and facilitating world trade.

Chapter 2 : Logistics and Transport Management - Rotterdam University of Applied Sciences

Now in its second edition Maritime Economics provides a valuable introduction to the organisation and workings of the global shipping industry. The author outlines the economic theory as well as many of the operational practicalities involved.

Chapter 3 : MSc Maritime Economics and Logistics, Erasmus University Rotterdam

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