



ABSTRACT'S BOOK

BRUXELLES - 13th APRIL 2023



sotto l'alto patrocinio
del Parlamento europeo



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ROUND TABLE 1

Ports and circular economy potential

Chair:

Fabrizio Vettosi - VSL Club S.p.A

Speakers:

Valter Sélen - ESPO (European Sea Ports Organisation)

Katalin Dobranszky - ECSA

Dario Bazargan - Assarmatori

Flavio Tonelli - Università degli Studi di Genova

Giancarlo Poddighe - UP Studios SRL



Fabrizio Vettosi

Born in Naples in 1964, he graduated in Economics & Finance at the “Università Federico II di Napoli” with the highest grade. A real expert on Corporate Finance, he’s been engaged in the Shipping Industry for the last 30 years and, throughout his career, he has established excellent relationships with most Italian ship-owners and some key international shipping players. Thanks to his long and recognized experience in shipping, he realized some of the most important operations on the Italian market as advisor, equity investor and in the structuring of complex financial operations of acquisition and development.



He started working in 1984 for BNL (Banca Nazionale del Lavoro)-Shipping desk, then he had important guide roles in other Italian Merchant and Investment Banks. In 2000 he joined Efibanca, the Investment Bank of Banco Popolare Group specialized in Shipping Finance, where he assumed the role of Head of Advisory – M&A Division in Milan. He was involved in several and important Private Equity Joint Ventures between Efibanca and the main Shipping and Maritime Logistics players.

In 2009 he founded Venice Shipping and Logistics S.p.A. (VSL), the first Italian player active in Shipping Finance and Investment sector, sponsored by 13 shareholders including Institutional Investors (Palladio, Tamburi, BCP), Family Office and Entrepreneurs. VSL has been hired as Business and Financial advisor of Shipowners, Operators and Banks in most of the restructuring and reorganization plans in the shipping and maritime sector in Italy. Furthermore, VSL supported PFH – Palladio Finanziaria Holding and F2i (Italian Funds for infrastructure) in Terminal and Port Infrastructure projects.

In June 2020 he founded VSL Club S.p.A., extension of experience and track record matured through VSL. VSL Club is the first Investors Club fully dedicated to Shipping, Maritime and Logistic industry, prevalently sponsored by Italian respectful Private and Family Office operators, aiming to invest in the above mentioned sectors by flexible instruments through the “Club formula”. In VSL Club he assumed the role of Managing Director.

He has been Board member of several Italian and foreign Shipping and Logistics Companies (Premuda Group, Moby, D’Amato, MarterNeri, Global Port Holding).

He is a Board member of CONFITARMA (Italian Ship owner Association), and Vice President of the Fiscal & Financial Commission. Member of the AHEG-SF (Ad-Hoc Expert Group of Shipping Finance) of ECSA (European Community Shipowner's Associations), board member of Rotary E-Club Italy South, member of Confindustria Technical Finance Group, member of Sea Economy Commission of ODCEC-Naples, member of the Crisis and Corporate Restructuring Commission of ODCEC-Milan, member of the Propellers Club of Genoa, Naples and Milan.

Valter Sélen



Valter Selén joined ESPO as senior policy advisor for sustainable development in June 2020, having previously worked with drafting the first report on emissions from shipping in the EU during his time in the European Commission (DG CLIMA).

Valter dedicates his career to EU climate policy and sustainable development, focusing his attention on the maritime sector. At ESPO, he is responsible for files related to sustainable development, cruise and ferry ports, as well as the social dialogue in ports. He is also the coordinator for the EcoPorts Network. Valter holds a double-degree Master in European Governance from the University of Utrecht, the Netherlands and Konstanz University, Germany, writing his thesis on how European business associations can best influence EU climate policy negotiations.

Question from the moderator:

How can shipping and ports work together to deliver the greening of shipping, and what funding is needed to make this possible?

Answer to question:

Three things are needed to deliver the greening of shipping:

- 1) Commitments to address shipping emissions that go beyond legislative requirements from shipping companies and ports, this includes using OPS before 2030, and OPS in ports that are not covered by AFIR,
- 2) Structured cooperation and coordination as soon as possible regarding how to address these emissions through specific alternative fuels and use of OPS at berth - including through, but not exclusively through, the dedicated coordination mechanism in FuelEU Maritime,
- 3) Dedicated earmarked funding from the EU level and EU Member States towards investments in alternative fuels infrastructure, including existing technologies such as onshore power supply. That should take place through the dedicated maritime call in the ETS Innovation Fund, a permanent and EU-wide tax exemption for OPS in the Energy Taxation Directive, and the re-examined CEF.

We believe that the agreed regulatory framework provides a good starting point for these points to become reality - what is needed now is pragmatic yet ambitious implementation of the requirements, striving towards working together as maritime stakeholders as much as possible.

Katalin Dobranszky

Katalin Dobránszky-Bartus is Senior Director - Innovation, Finance and Fiscal affairs at the European Community Shipowners' Associations (ECSA). In her position, she focuses on ship finance matters and works to raise awareness of the importance of ship finance with EU regulators.

Having worked with a wide range of financial stakeholders for the last two decades and specialising in sustainable finance, Katalin uses her experience to help shipping stakeholders navigate sustainable finance. Katalin is trained as a risk manager and investment analyst as well as in law.

Katalin holds a PhD degree in sustainable finance and she is a member of WISTA Belgium.



Dario Bazargan

Dario Bazargan is a government relations professional with 15-year experience in Shipping and Shipbuilding at European and international level. Dario is currently Head of the Brussels office of ASSARMATORI, which represents leading national and international shipowners operating in Italy.

From 2017 to 2022 he worked as Director - International and Economic affairs for SEA Europe (European Shipyards and Marine Equipment Association), representing Europe's shipbuilding industry at OECD, in bilateral EU-China dialogues and in global industry fora with Asian shipbuilding partners, and as a member of the European Chamber of Commerce in China's Shipbuilding WG.

Prior to this, he worked for Cruise Lines International Association (CLIA) Europe, representing the global cruise industry at EU, IMO and HELCOM level, as well as for the European Community Shipowners' Association (ECSA).

Dario started his career in 2008 as trainee at the Italian Permanent Representation to the EU and the year after at the European Commission's DG TREN (currently DG MOVE) dealing with EU external maritime transport relations.

Dario holds a master's degree in EU Law (Kings College London, UK) and a master's degree in International Relations (University of Rome Sapienza, Italy).

Question from the moderator:

- 1) How is the new IMO CII metric impacting short-sea shipping operators and the "modal shift", and which role can on-shore power (cold ironing) in ports have to help mitigate the impact?
- 2) Fleet renewal (Italy's National Recovery and Resilience Plan, "PNRR"): in light of the Italian experience, what is the impact of the new EU Guidelines for Climate, Energy and Environmental protection State Aid (CEEAG), largely inspired by the Taxonomy Criteria, on current investment capacity?
- 3) On the assumption that the port, as also reiterated by Anglo-Saxon and European economic doctrine, is an essential infrastructure, how important is it for the entity administering it to ensure fair and non-discriminatory access to the ship-user? Both in terms of organizational efficiency of services rendered to the ship and in terms of cost.

He underlined that regulations, including international ones, must be not only "well-meant". They must be, above all, "well-made": they need to work in practice to effectively reach their desired goals while minimising unintended negative consequences. This is all the more the case for a "regulation-intensive" sector like shipping. As examples, I referred to the impacts of current #CII metric flaws and EU #Taxonomy spill-over ramifications from #Italy's perspective.

An "ambitiously pragmatic" attitude from regulators, holistic approach, mutual trust and industry-wide cooperation are more than ever needed to reach common goals and make the necessary energy transition of the sector happen!



Flavio Tonelli

Full Professor in Industrial Mechanical Plants, Digital Manufacturing, and Industrial Sustainability at the University of Genoa.
Member of the ANVUR National Evaluation Commission for University of Genoa.

Master's Degree in Electronic and System Engineering from the University of Genoa, and a PhD in Production Systems and Industrial Plants from the University of Parma.

Professor of Design and Management of Production Systems, Engineering for Industrial Sustainability, Production Quality & Sustainability, Operations and Production Management he has published 160 scientific papers, and his SCOPUS citations are 1734.

Currently involved in several relevant roles including being a member of the Board of Directors of the National Intelligent Factory Technology Cluster, VP of the same National Cluster, President and member of the Scientific Technical Committee of the Digital Innovation Hub Liguria, and the Representative of the Liguria Region for the Intelligent Factory domain through the Integrated and Technological Intelligent Systems District.

He has spent many years researching operations management, focusing on modeling, simulation, and optimization techniques. Since 2007 the main research area is Industrial Sustainability and Digital Manufacturing.

He has also developed important capabilities in ICT design and development for factory and supply chain operations, Industry 4.0, and Cyber Physical Manufacturing Systems.

He has developed algorithms and software for supply chain planning and execution for large corporations at national and European levels.

Some of his notable contributions to the field include the development of hybrid agent simulation framework and system dynamics for the interactive construction and assessment of complex industrial production system.



Giancarlo Poddighe

Officer of the Naval Engineers of the Italian Navy (1965) currently on leave, during his years of service he was assigned to research centers and served aboard surface units, with different types of engine apparatus, Diesel, Steam, TAG.

Assigned to the outfitting of new units, he also handled relations with foreign navies, carrying out assignments in Italy and abroad.

He has held positions of responsibility in the Italian industry, both in the plant engineering and major works sector and in the motor and automotive industry, dealing with plant and production diversification and decarbonization projects, with the transition to GNV engines.

Consultant to groups operating in the energy, plant engineering and services sectors.

Journalist registered with the National Board of Journalists since 1982, licensed to practice in other countries as well, has collaborated and collaborates with periodicals and newspapers in Italy and abroad; has held top positions in publishing companies and has been editor-in-chief of newspapers abroad.

He has published a series of essays on technological evolution up to the 2nd GM, on the preparation of the Navies for the 2nd GM, in particular the Regia Marina.

A member of international study centers, including the USNI, SISM, he collaborates with the Historical Office of the MMI, is a member of the Executive Committee of SEA CS (Giuseppe Bono Center), and is vice-president of CeSMar, Center for Maritime Strategy and Geopolitics Studies, which operates in agreement with the MMI.

Italian maritime, which includes multiple septs that must be considered in system, are worth according to recent studies 26% of GDP (enprme number) if we consider in this the sea-related aspects of tourism and coastal activities.

In this "new world order" concerning energy, energy transition and different flows of goods, the sea becomes a conditioning factor, and Italy will count in Europe and count in the new scheme or new world order, TO THE EXTENT IT COUNTS AND WILL COUNT ON THE SEA.

Now Italy does not count enough and we must quickly, as quickly as ever, equip ourselves with the proper tools.

Two challenges concern Italy today, the PNRR as a productive investment and a bet for growth in the immediate future (and not tips and bonuses) and a national energy plan that defines the energy balance, as sources and stability (of supply and cost); the achievement of the national goals is conditioned by the ability of the South to grow in certain infrastructural and strategic sectors, and among these fully includes energy.

Clear choices, first and foremost political/strategic, are needed to strengthen certain sectors in the South and attract companies interested in certain strategic sectors there, or to encourage new production establishments, and efficient logistics and multimodality are to be considered among the incentives.



ROUND TABLE 2

The Importance of airport hubs and air cargos

Chair:

Enrico Vergani: Partner presso BonelliErede

Speakers:

Alessandro Albertini – Anama

Paolo Dallanoce - SEA

Paolo Maderna - Alsea

Giovanni Costantini - Consulente per Gesfa



Enrico Vergani

Team Leader of the Shipping, Transport & Logistics Focus Team at BonelliErede and member of the International Arbitration Focus Team.

He joined BonelliErede in 2019.

From 1994 to 2019, he was a founding partner of Studio Legale Garbarino Vergani in Genoa.

He previously worked at a major Italian law firm and worked at Richards Butler in London in the Charterparties, Bills of Lading and Marine Insurance departments.

He is an arbitrator at the International Chamber of Commerce in Paris in both domestic and international cases. He is a member of numerous committees including Propeller Club, Port of Genoa, Port of Naples, Executive of the Italian Maritime Law Association and the new Board of Directors of Maritime Stations.

He is a contributor to several legal publications on Maritime Law and author for several specialized publications.



Questions from the moderator:

- 1) The air route is emerging as the "main leg" of a new combined transport. What relationship with door-to-door transport with the sea leg as the main player? Competition, separate track, complementarity?
- 2) The supply chain in air freight involves a number of different professional figures; how to coordinate them in a competitive and efficient supply chain? What are the challenges and what are the prospects for vertical aggregations?

Alessandro Albertini

Alessandro Albertini was born in Turin, Italy in 1970. He graduated from the American School in Milan in 1987 and has a degree in Management and Leadership from Anglia Ruskin University.

He has decades of experience in the logistics industry, having worked for some of the leading companies in the sector such as Luigi Serra Srl, Merzario, UTI Italy, Francesco Parisi and Ventana Serra; he is currently with UPS SCS Italy.

Since 2020, he has been president of Anama - National Association of Air Cargo Agents, serves as vice president of Fedespediti - National Federation of International Forwarding Companies, and is a member of the board of Confetra - Italian General Confederation of Transport and Logistics.



Questions from the moderator:

1) Why is air cargo important and should be invested in its development?

Air freight in Italy is worth less than 2 percent in volume of our country's non-EU exports but accounts for more than 25 percent in value.

This means that about a quarter of Italy's non-EU exports use air transport to reach their target markets.

For a country like Italy that owes more than 30 percent of its GDP to exports here the importance of air freight is demonstrated.

Volumes sometimes make policy makers but also insiders themselves pay little attention to this mode, preferring to talk about sea or land.

It is necessary to keep in mind the values transported and on this the air route is a mode that is not second to the others.

I would add that the air route is mainly used by the higher value-added goods, which represent the excellence of made in Italy.

2) What are Anama's proposals for developing the Italian airport system?

In a joint effort, all but one of the associations active in the air cargo sector have presented a single document sharing and summarizing all their observations and proposals.

I emphasize this aspect, which is not trivial, since we presented ourselves as a system in the relations with the institutions and not in random order, perhaps saying one the opposite of the other.

We believe that this step facilitates the work of the policymaker who in these days is reviewing the draft National Airport Plan.

Regarding our proposals, I will mention the main ones:

1. Better coordination between the administrations involved in the customs moment

2. The full use of data exchange platforms. In Malpensa we are implementing the one implemented some time ago.

The hope is that, after its full use at the airport Milan, it will then also be used by the other airports with cargo vocation

3. The implementation of systems for detecting and measuring the quality delivered by the airport with a view to continuous improvement of performance

4. Implementation of airport infrastructure starting with safe parking spaces for drivers

Paolo Maderna

Questions from the moderator:

How important is having an effective and efficient international airport for an area such as Lombardy?

Lombardy is the first industrial region in Europe according to the European Union's NUTS2 classification (The nomenclature of statistical territorial statistical units, identifies the distribution of the territory of the Union European Union for statistical purposes).

With an added value in 2019 of 80.4 billion Euro and ranks ahead of the German states of Baden-Württemberg and Bavaria.

It has been since 2015 that the ranking of the 10 most industrialized regions of Europe remains almost stable and the top 5 positions have not changed, with Lombardy leading the way.

Its growth in recent years has been higher than the European average, and 2022 also confirmed the trend.

It is evident how an area among the most industrialized in Europe needs first-class infrastructure connections and links.

In your opinion, is air cargo transport perceived as a strategic sector?

Until a few years ago, I have to be honest: no. Freight and air cargo in particular, were not particularly considered sectors: it is not glamorous.

The pandemic, just as it has disrupted our lives, has also changed the perception of air cargo.

The hope is that this awareness of the strategic nature of the sector must not dissipate.

We need the industry to push this issue as well; from this point of view, the pandemic has offered a new stimulus: our hope is that it will not be lost.



Paolo Dallanoce

Paolo is current Head of Cargo Management at SEA Milan Airports.

Previous work experience:

2020 SEA Milan Airports - Operations Clients Manager

2011-2019 SEA Milan Airports - Airlines Facilities Manager

2007-2010 SEA HANDLING - Commercial & Business Development Manager

2005-2006 SEA HANDLING - Head of Linate Handling

2004 SEA Milan Airports - Head of Linate Airport Coordination

1998 - 2003 SEA Milan Airports - Malpensa Baggage Handling System Manager

1993 - 1997 SEA Milan Airports - Linate Operations planning and analysis Manager

1990 - 1992 Nuova Samim (ENI Group) - Planning & Control professional



Questions from the moderator:

- 1) What are the main reasons behind the sharp growth of air cargo in Malpensa in 2021?
- 2) What has been the impact of the development of e-commerce operators on air cargo traffic in Malpensa?

Cargo is the only air transport segment that was not affected by the pandemic crisis.

Actually, in 2021, air cargo worldwide saw an increase of freight volumes compared to 2019.

- 1) The heavy reduction of passenger flights and of their cargo capacity was more than compensated by the freight concentration on all-cargo flights and the introduction of 'Freighter flights'
- 2) The development of e-commerce favored the express couriers (network of great e-commerce platforms and direct flight of express couriers)
- 3) During the pandemic years (2020 and 2021), due to Ports congestion and high shipping rates, air cargo faced an enlargement of the range of products transported
- 4) Ports congestion and the increase of shipment freight charges favored the modal shift towards air cargo

Giovanni Costantini

Since 1997 I have been involved in Cargo business inside SEA Milan Airports Company. I started my career within the subsidiary, "Malpensa Logistica Europa" (of which I was Commercial/Operational Director and Managing Director) and then I moved to the Management Company of Milan Malpensa and Linate airports.

From 2011 to 2021 I covered the role of Cargo Senior Manager with the responsibility of developing the air cargo business, designing and managing the infrastructures and coordinating cargo operational activities. In 2021, after leaving SEA due to retirement, I started my collaboration with GESFA with the aim of developing Cargo business at Taranto Grottaglie Airport.



Questions from the moderator:

- 1) Considering the changes that the air cargo business has undergone with the COVID pandemic, do you think that new spaces can be opened for "regional" airports to support e-commerce traffic and to develop specific air freight flows that are not served today optimally from current Air Cargo services?
- 2) The central-southern Mediterranean area, and in particular the south of Italy, despite having significant economic potential, see a scarce presence of airports with significant Cargo traffic and offer very little transport capacity on "all Cargo" flights. Can the initiative you are developing at Taranto Grottaglie airport help fill this gap?

ROUND TABLE 3

Alternative solutions for environmental impact

Chair:

Oliviero Baccelli - Director of MEMIT
Master in Economics and Management of Transport, Infrastructure
and Supply Chain at Bocconi University, Milan.

Speakers:

Michele Acciaro - Strategy and Innovation Department
Marco Campomenosi - MEPs - European Parliament
Giampiero Strisciuglio - Mercitalia Logistics
Maurizio Cociancich – Adriafer
Carlo Secchi - Bocconi University and European TEN-T Coordinator,
European Commission
Giuseppe Rizzi – Fermerci



Oliviero Baccelli

Oliviero Baccelli (born in 1971), Transport Economist, he earned an MSc in Maritime Economics and Logistics (distinction) at Erasmus University and Rotterdam School of Management and a degree in Economics at Bocconi University.

He is the Director of the MEMIT Master program in Transport, Logistics and Infrastructure and he is responsible for the transport area at GREEN at Bocconi University. He teaches in four courses related to Transport Economics.

He is Senior Advisor at PTSCLAS, a consultancy and advisory firm based in Milan, Rome and Trieste.

He is the author of several scientific articles and books, and he is frequently involved in presentations at various seminars, workshops and events.

In 2015 he was nominated by the Italian Presidency of the Council Ministers as independent member of the board of directors of TELT - Tunnel Euralpin Lyon Turin.

In 2017 and in 2020 he was nominated by the Mayor of Milan as member of the board of directors of ATM, which is a Public Limited Company owned by the Milan Municipality managing the public transport system in Milan metropolitan area and also the Copenhagen metro.

He is also member of the board of SIET (Società Italiana Economisti dei Trasporti).

He has an extensive experience in research, consultancy and teaching since 1997 and he has a more than twenty-year experience in project coordination. He carries out his consultancy and research activity mainly in the field of the market scenario, economic assessments of transport projects and feasibility studies; with sectorial analyses of maritime, railway, intermodal and air transport; and with analyses of infrastructural funding with specific experiences in port sector at national and international level.



Michele Acciaro



Michele Acciaro is an associate professor in the Department of Strategy and Innovation at Copenhagen Business School, Denmark.

His research interests are sustainability and innovation, with a focus on shipping and ports, alternative fuels, and European transport policies.

Until December 2021, he was associate professor in the Department of Operations and Technologies and director of the Hapag-Lloyd Center for Global Shipping and Logistics (CSGL) at Kühne Logistics University (KLU) in Hamburg, Germany.

Prior to his appointment at KLU, Michele held the position of Senior Researcher - Green Shipping at Det Norske Veritas AS (DNV) Research and Innovation Department in Høvik, Norway.

From 2004 to 2010, he was deputy director and researcher at the Center for Maritime Economics and Logistics (MEL)/Erasmus SmartPort at Erasmus University Rotterdam.

Michele has a bachelor's and master's degree (with honors) in statistics and economics from the University 'La Sapienza' in Rome, a master's degree in economics from Erasmus University Rotterdam (with a focus on maritime economics and logistics, for which he received the NOL/APL award), and a PhD in logistics from Erasmus University Rotterdam.

Michele received the Young Researcher Best Paper Prize at the International Association of Maritime Economists (IAME) Annual Conference in Cyprus in 2005 and the Best Reviewer Prize at the 2018 IAME in Mombasa.

She is a member of the European Sustainable Shipping Forum among other positions.

Questions from the moderator:

- 1) Energy and Ecological Transition: What are the implications for infrastructure planning (particularly to and from ports) of the European policies currently under consideration, which include greenhouse gas emission reduction targets in addition to environmental protection to address climate and ecological crises?
- 2) Infrastructure and Degrowth: What role will infrastructure play in the future in the face of the increasingly binding imperatives of sustainable development? Are sustainable development frameworks appropriate in the context of industrialized countries, or is it perhaps necessary to consider degrowth-inspired scenarios, and if so, what role does transportation and infrastructure have to play?
- 3) Infrastructure and sustainable maritime transport: in the next decade the maritime sector will undergo one of the most radical technological transitions of the last century, what implications does this technological transition have for global logistics, the environment and international trade?

Marco Campomenosi



Marco Campomenosi, born in 1975, was born and grew up in Genoa, where he graduated in law. Always passionate about politics, while still very young he joined the League in the early 1990s.

After an initial experience as a legislative adviser at the Presidency of the Council of the Liguria Region, he moved to Brussels in 2004, where he served as parliamentary assistant to then-European MP Matteo Salvini.

In 2009, following a period of work in the private sector, he was recalled to Brussels to serve as a Lega delegation officer with the political group Europe of Democracy (EFD). The Union's internal market, international trade and transport were the main subjects of his work in the European Parliament.

Starting in 2015, thanks to his intense experience, he was assigned the role of Staff Coordinator of the Lega Delegation, as well as that of Deputy Secretary General of the political group Europe of Nations and Freedom (ENL), of which the Lega was part until the end of the past legislature, and for which he was responsible for organizing all legislative activity.

In 2019, he was a candidate for the League in the European elections, obtaining the seat of MEP in the Northwest Italy constituency, and subsequently assuming the role of the League's head of delegation within the Identity and Democracy (I.D.) political group.

He is currently a full member in the Transport and Tourism Commission, and a substitute member in the International Trade and Internal Market Commissions. He is also a full member in the delegations for bilateral relations with Iraq and Iran; and substitute member in the delegations for bilateral relations with Mercosur countries and Japan.

Giampiero Strisciuglio



CEO and General Manager of Mercitalia Logistics,

Gianpiero Strisciuglio, 48, an engineer, has been Managing Director and General Manager of Mercitalia Logistics, the Sector Parent Company of Ferrovie dello Stato's Logistics Hub, since April 2022.

With Ferrovie since 2002, Strisciuglio was Commercial and Network Operations Director at RFI and High Speed Director at Trenitalia, before taking on the role of Director of Strategy, Industrial Planning, Innovation&Sustainability at Mercitalia.

Other positions include:

- Chairman of the Supervisory Board of TX Logistik; Chairman and CEO of AFA Autostrada Ferroviaria Alpina Torino;
- Member of the Board of Directors of Mercitalia Shunting & Terminal and Alpe Adria;
- Member of the Board of Directors of FERMERCI.

Maurizio Cociancich

An expert in Supply Chain Management and geoeconomics, Maurizio Cociancich, a 45-year-old from Trieste, has 20 years of experience between the public and private sectors.

After receiving his PhD in geopolitics, geoeconomics and geostrategy from the University of Trieste in 2008, he is involved in consulting on logistics innovation projects and in the coordination of the Master in Global Supply Chain Management and Logistics at the IUAV University of Venice.

Over the years he has participated in a variety of research projects in the field of transnational transportation and value chains, as well as writing and editing numerous national and international publications.

In 2013 he founded ELEVANTE – Supply Chain Innovators, a company specializing in optimizing supply chain management and logistics processes.



In July 2020 he is named to lead Adriafer, the spearhead of rail services in the Port of Trieste.

His appointment as CEO of the company, which was founded by the Western Adriatic Sea Port System Authority (MAO) in 2002 and is growing at a dizzying pace, coincided with the opening of a Research and Development Office and governance focused on innovation and efficiency.

In 2022, it created Adriafer Rail Services, a wholly owned subsidiary of Adriafer that was born out of a desire to expand the range of services available to logistics and rail operators, increasing their competitiveness, both in terms of integration and efficiency.

Questions from the moderator:

- 1) In order to achieve a total reduction in pollutant emissions, port and backport logistics will also undergo efficiency and greening of operations.
- 2) We have heard about "Green Shunting": what is it and what are the initiatives put in place in the Trieste port system?
- 3) Trieste as a modal shift success story in the port node: what is the reason for this outstanding performance that positions the Trieste port of call as the Italian leader in road-rail modal shift?

Carlo Secchi

Professor Carlo Secchi was born in Italy on February 4, 1944.

On March 12, 2014, he was appointed European Coordinator for the TEN-T Atlantic Corridor. universities, Italian public institutions (including CNR – National Research Council) and the European Union.

Secchi previously served as TEN-T coordinator between July 2009 and December 2013; overseeing the implementation of Priority Project 3 and Priority Project 19 (railways) between France, Spain and Portugal.

Secchi also chaired the expert group on TEN-T financing that contributed to the TEN-T review and the launch of the Connecting Europe Facility.



Current duties

Professor Emeritus of European Economic Policy at the Bocconi University of Milan

Board member of Mediaset and Chairman of the Supervisory Board of Pirelli

Vice president, Institute for International Policy Studies (ISPI), Milan

Member of the Board of Directors of the 'Alcide de Gasperi' Foundation

Member of the Research Ethics and Integrity Committee, CNR, Rome

Questions from the moderator:

1)-the main new elements for the panel topic of the new TEN-T Regulation being approved by the Parliament and the Council;

2)-the main critical issues that emerged from the war of aggression against Ukraine regarding interoperability especially for rail freight transport to the EU.

Giuseppe Rizzi

Director General of Fermerci Association
External Relations Manager of the Mercintreno Forum.

- Law graduate with Administrative profile.
- Specialized in communication and management of institutional relations.
- Specialized and experienced in law and management of public services.
- Specialized in labor market reform, Biagi Law et seq.

Has held the following positions in the past:

Secretary General of FISE UNIPORT from 2021 to 2022.

Secretary General of FerCargo from 2010 to 2021

Secretary General of FerCargo Training in 2021

Secretary General of FerCargo Terminal from 2020 to 2021

Secretary General of FerCargo Rolling Stock from 2018 to 2021

Secretary General of FerCargo Maneuver from 2016 to 2021

Head of institutional relations of SBB Cargo Italy from 2008 to 2010..

Questions from the moderator:

- 1) What is the situation of rail freight transport in Italy as of 2022?
- 2) What are critical issues in the sector and hypotheses for development?



ROUND TABLE 4

Digitization as an effective mean to achieve European Green Deal

Chair:

Stefano Negrini - Founder & Principal of ReLOG3P

Speakers:

Arianna Norcini Pala - RAM spa

Alessandro Pitto – FEDESPEDI

Barbara Bonciani - Municipality of Livorno

Pino Spadafora - RINA

Lamia Kerdjoudj-Belkaid - Feport

Maria Pia Repetto - Università degli Studi di Genova

Clinton Liu - MCG UK

Wim Stubbe - Aartlink



Stefano Negrini

Founder & Principal of ReLOG3P, Stefano is a wide, strategic, visionary and bold mindset professional, with 30 years of experience in within the industrial fields, of which over 25 in the Port and Logistic sector.

He has collected a solid track record and strong talent in engineering, technology, business processes and operation, improving efficiency, quality and cost control through the spearheading and deployment of Lean Management and “Ethic & Responsible Research & Innovation” culture and practices, as well as risk-based, data driven decision making.

He has direct and wide international experience, from ground up, directing major infrastructures projects from ideation to design, construction, installation, commissioning, operation and servicing.

From 2012 onwards he has been increasing his focus on digitization and data science, with particular attention to the application and opportunities that may unlock potentials and allow Ports and, in general, the Supply Chain to provide its contribution in the achieving of the UN Sustainable Development Goals throughout leaner processes, Data Science means, machine learning and blockchain.

He is a strong believer in integrity, people, safety, sustainability, business agility, values-based innovation.



Arianna Norcini Pala

Head of unit "European and National Programmes" at RAM Spa

Master's degree in Economics and Management at Libera Università degli Studi San Pio V, Rome.

Head of the European and National Programmes unit at RAM Logistica Infrastrutture e Trasporti Spa.

Expert in the evaluation and monitoring of european and national funding and investment and financing programmes in the fields of transport, logistics and digitalization.

Project manager for several activities in the field of transport and logistics in the framework of the Trans European Transport Network and of the Interreg Programme.

Member of the Commission set up in 2016 by the Italian High Council of Public Works for the elaboration of "Linee Guida per la redazione dei piani regolatori di sistema portuale" in the framework of the reform of law n.84/1994 in the field of ports.

In the period 2015-2018 she worked for the implementation of the Italian National plan for Ports and Logistics for the aspects related to the digitalization of the logistic chain, the implementation of inland waterway initiatives, selection of innovative financing mechanisms for ports and for new forms of cooperation with Cassa Depositi e Prestiti and the European Investment Bank.

Lecturer in EU policies and financing programmes for logistics and transport.



Alessandro Pitto



Alessandro Pitto è stato eletto 17° Presidente di Fedespedi (Federazione nazionale delle Imprese di Spedizioni internazionali) nel giugno 2022.

Nato a Genova nel 1970, si è laureato con lode in Economia e Commercio presso l'Università di Genova.

È socio e amministratore delegato di Casasco & Nardi, S.p.A., storica casa di spedizioni marittime e aeree fondata nel 1935.

È impegnato in ambito associativo da oltre vent'anni: Presidente dell'Associazione Territoriale Spediporto per due mandati fino al 2022, è stato Vicepresidente di Fedespedi dal 2019 al 2022 con delega a IT & Digital Innovation.

All'attività imprenditoriale ha sempre affiancato l'interesse per lo studio dell'economia aziendale e ha ricevuto per alcuni anni l'incarico di Professore a contratto presso il dipartimento di Economia dell'Università di Genova.

Ha al suo attivo diverse pubblicazioni su riviste nazionali ed internazionali nell'ambito della logistica e dei trasporti.

Questions from the moderator:

- 1) As freight forwarders, do you think the Fit for 55 package is an effective solution to achieve the goal of zero-emission logistics? What do you feel are the CBAM's focus points?
- 2) How is Fedespedi supporting member forwarding companies in facing the challenge of the green transition?

1) Based on 2015 figures, today freight emits more than 40% of all transport CO₂; its share is growing slightly.

If current policies remain in place between now and 2050: freight transport activity will grow 2.6-fold (measured in ton-km); freight CO₂ emissions will grow by 22%.

This is the reason why we believe that the Fit for 55 Package is a strong point of value in the European legislation: indeed, with this measure, the European Union aims to become the first climate-neutral continent by 2050 and aims to make current climate and energy legislation fit for a more stringent 2030 emissions reduction target of 55 percent net, compared to 1990 levels.

Among the measures in the Fit for 55 package, CBAM (Carbon Border Adjustment Mechanism) is of high relevance to forwarding companies that also provide customs advice and services for their customers. As you know, CBAM is a system of "environmental duties" that the European Union will apply to non-EU imports of some categories of products (cement, iron, steel, aluminum, fertilizer and electricity) with the aim of avoiding environmental dumping through "carbon leakage" practices, the relocation of production to countries that do not meet European standards on pollutant emissions.

2) In Fedespedi, the sustainability issue was delegated to our youth representation, Fedespedi Giovani which has started for 2023 a collaboration with the Green Transition Hub – a research center of LIUC University – Cattaneo – aimed at carrying out a research project for the identification of Environmental Sustainability Indicators (KPI) in the freight forwarding sector.

The accurate measurement and reporting of GHG emissions (according to ISO 14083**) from freight movement and logistics operations could accelerate the reduction of negative environmental impacts of transport and should therefore be made a priority.

Measuring emissions from transport and logistics operations supports companies in making

better-informed freight transportation decisions, thereby improving the carbon performance and cost-efficiency of their supply chains.

Barbara Bonciani

Barbara Bonciani (Phd) is Adjunct Lecturer of Sociology of development at the University of Pisa and Research Associate at the National research council -IRCRES (Research Institute o Sustainable economic growht) and IRISS (Institute for Research on Innovation and Services for Development). She also works as researcher at the Port Network Authority of the North Tyrrhenian Sea, Research Office.

Her teaching and research interests are focused in port-city relations, maritime traffics, shipping market analysis and forecasting ports, green ports, shipping sustainability, social responsibility and social issues related to port policies.

She is a member of the Board of director and the Scientific Committee of RETE (The international scientific association for the collaboration between port and city) and she is also member of the Scientific and Technical Committee on the frontiers of logistic 5.0 at the Dubai Future Foundation.

From june 2019 she is city Councilor for port, port-city integration, university-research-innovation, cooperation and peace and international relations at the Municipality of Livorno.

She has been Marie Curie Fellow at the University of Newcastle Upon Tyne (UK) and Robert Schuman trainee at the European Parliament, DG Research. She collaborated as an expert with the European Commission (DEAR Project) and with the European Parliament - ACP Joint Assembly, Committee of economic development, finance and trade and the ASEP 10th(Asia-Europe Summit).



Pino Spadafora

Global Marine Commercial – Senior Director
RINA Services S.p.A.



Pino Spadafora currently serves in the marine sector as RINA's Global Commercial Senior Director and has been living and working in Northern Europe for 17 years to continually enhance the profile of the group throughout the region.

His current responsibilities encompass group strategy and external corporate development, both commercially and technically.

In terms of group strategy, he is specifically responsible for the rollout across business streams into a global plan and ensuring consistency with the company's vision and mission. Working closely with RINA's CEO and individual business streams, his role is to identify potential partners with whom to collaborate to grow and build the business.

Pino has acquired a wealth of experience in fleet management principles, classification services, advisory services, project management, key account management and customer service, including customer retention and satisfaction.

He also has excellent knowledge and technical experience of all aspects of the marine industry, including environmental and regulatory matters.

Questions from the moderator:

- 1) Is data the new oil? How can ship operators make sure they can collect relevant information and put them at use to contribute to the achievement of the ambitious goals set by the EU?
- 2) The implementation of electronic logbooks onboard leads the way towards the reduction of paper burden onboard for the sake of improved reliability and availability of fleet data reporting. What are the benefits of electronic record keeping?

Lamia Kerdjoudj-Belkaid

Ms. Lamia KERDJOU DJ is the Secretary General of FEPORT, the Federation of European Private Port Companies and Terminals since March 2014.

She holds an Executive MBA from ESSEC and Mannheim Business Schools as well as Master Degrees in Shipping, Transport and Logistics as well as in English Literature and Applied Psychology.

She has a professional experience of more than 27 years during which she held different positions within the maritime and logistics sector.

Among others, she has been for more than seven year the Public Affairs manager of the French Shipowners' Organization.

Between 2009 - 2012, she has also been appointed as a senior expert and advisor in the framework of several European projects financed by different Directorates of the European Commission.

She has also worked for private companies and corporations (among others Capmarine, Budd SA, CATRAM, EGIS) and has been in charge of consulting and business development assignments for large multinational companies.

She is since 15 years a lecturer in Business schools in France and Germany in the field of stakeholders' management and multilateral negotiations.



Maria Pia Repetto

Maria Pia Repetto is Professor of structural engineering at University of Genova, Italy, and Chair of the International Science Advisory Committee of the WindEEE Laboratory, University of Western Ontario, Canada.

She is member of the Innovation Ecosystem RAISE “Robotics and AI for Socio-economic Empowerment”, Spoke 4 “Smart and sustainable Ports”, financed by PNRR and P.I for UniGe of the European Project ERIES “Engineering Research Infrastructures for European Synergies”.

Maria Pia received the Raymond C. Reese Research Prize 2014 from American Society of Civil Engineer and the IAWQ Junior Award 2011 from International Association for Wind Engineering.



Project 1 - Fleets of autonomous and semi-autonomous robots (terrestrial, marine, and aerial) in port environment

Project 2 - Social robots and smart devices for ports and marinas

Project 3 - HPC/DCC for port data acquisition, processing and distribution

Project 4 - Robot- and AI-based inspection and predictive maintenance of port resources and infrastructures

Project 5 - Robotic systems and AI tools for safety and risk assessment & management

Project 6 - AI Devices and applications for nowcast and forecast of metocean conditions

Project 7 - AI- and ML-based detection systems for cyber and physical security of port areas

Project 8 - AI tools and technologies for greening ports

Project 9 - Innovative demand-responsive energy system for port environment

Project 10 - Automated systems and AI tools for optimal management of port traffic flows

Project 11- Digital twins and advanced simulators of port activities

Project 12 - Enhanced automation for seamless operations in ship & port shared environment

Key actions

- cascade funding - financial support for third parties
- creation of port labs
- Pilot actions in operational port areas

Clinton Liu



CEO & Founder @Modular Clinton Global (MCG)
PIGC (Physical Internet Greater China) Team Lead
FCILT (Chartered Fellow Institute of Logistics and Transport) UK & Canada
UN/CEFACT SupplyChainTMT(Track,Monitor&Trace)&Pandemic Crisis Recovery Expert
U.S. Technical Advisory Group (TAG) ISO TC 104/SC 4/WG 2 Freight Container Expert
Standardization Council of Canada (SCC) Blockchain and electronic DLT MC/ISO/TC 307 WG 6 Expert

MCG is London/Montreal-based company focusing on blockchain-enabled supply chain traceability and carbon visibility solutions in the emerging Physical Internet Era.

In 2021, MCG Canada collaborated with AWS and UBC to develop the supply chain traceability system by demonstrating how distributors could review information from a dashboard and decide to act if a vaccine batch begins to exceed its temperature requirement (ref.1).

In 2022, MCG UK STOKEN initiative has been funded by Innovate UK as fast start innovation in net-zero transition across global shipping industry(ref.2)., and MCG UK completed the Net-Zero II accelerator at Cambridge Institute for Sustainability Leadership(CISL) successfully;

In 2023, MCG UK has been financially supported by Innovate UK KTN for the AKT2I by collaborating with Cranfield University and MCG executives won the full scholarship from Green Future Investments Fund on the Ready for Net-Zero Programme starting from Feb 6th, 2023.

Wim Stubbe

Born in Brugge, Wim Stubbe has a master's degree in Law and a postgraduate degree in Media-management.

Overall, Wim Stubbe has been active in the sphere of renewable energy, circular economy and blue industry.

Till 2021, Wim worked at the port of Oostende, involved in logistic port operations, the development of offshore renewable energy and EU project implementation (low carbon port management, hybrid shipping, the use of AI in ports, a.o.). Today, Wim is working as a project leader of an EU projects on circular economy and governance and port decarbonisation.





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