Editorial

Moving into its fifth year in 2003 and conforming to the significant changes in the research agenda it has itself helped to formulate, IJME has been retitled to *Maritime Economics & Logistics (MEL)*. At the same time, the Journal was adopted as an Official Journal of the International Association of Maritime Economists (IAME), which recently celebrated its 10th anniversary with the publication of the 'Handbook of Maritime Economics and Business'.

Over the past two decades, steadily and noticeably, 'maritime economics' has been shifting emphasis from a 'modal' approach to shipping or ports, towards an 'integrated' approach that looks at the optimisation of global supply networks, or what many would call 'maritime logistics'. At the same time, industrial concentration, both horizontal and vertical, necessitates the reassessment of maritime policies from the viewpoint of industrial economics. Finally, international economists are rediscovering the notion of 'economic distance', and international transport is becoming again a variable rather than a constant in the modelling of international trade. These developments in our discipline pose heightened demands for a more scholarly approach to the sector and MEL will be following suit, reporting as well as pushing the frontiers of knowledge in its mission to establish *Maritime Economics & Logistics* as a distinct and well-defined branch of both applied economics and international business.

Under this mission and within its effort to map the frontiers of MEL research, the Journal introduced a PhD Competition for the period 1999–2002. A total of 15 PhD theses were submitted to a 12-member Jury, all members of IJME's Editorial Board. Participating Universities were Cardiff University (4), Erasmus University Rotterdam (3), Norwegian School of Economics and Business Administration (1), University of Delft (1), University of California, Berkeley (1), New Jersey Institute of Technology (1), University of Nantes (1), University of Brussels (1), University of Stellenbosch (1), and University of Amsterdam (1).

Industrial sponsorship was eagerly forthcoming for the first three prizes, announced during the IAME Panama Conference: The first (Palgrave Macmillan) prize was awarded to the thesis '*Strategic Alliances in Liner Shipping: Efficiency versus Market Power*' by Pierre Cariou (University of Nantes). The second prize, offered by P&O Nedlloyd, went to Matthew Malchow (Berkeley) for his thesis '*An Analysis of Port Selection*'. The Cap

Gemini Ernst & Young prize (third) was won by Bernado Obando Rojas (Cardiff) for the thesis '*A Systems Thinking Analysis of the Erosion of the Maritime Skills Base in the UK*'. The fourth place was taken by the PhD of Elvira Haezendonck (University of Brussels) on '*Essays on Strategy Analysis for Seaports*', while the fifth place was jointly held by Albert Veenstra (Erasmus) '*Quantitative Analysis of Shipping Markets*' and John Mangan (Cardiff) '*A Triangulated Study of Decision Making in RoRo Port/Ferry Choice*'.

The second, MEL, PhD Competition, for which submissions are already arriving to the Editorial Office, will take place in 2005 covering the 3-year period 2002–2005. For details, interested PhD researchers can contact Dr. Ullrich Hautau at the Center for Maritime Economics and Logistics, Erasmus University Rotterdam.

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