

Propositions attached to the thesis

Optimal Transportation Plans and Portfolios for Synchromodal Container Networks

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- I. The current price of emitting a ton of CO₂ does not have any influence on transportation operations.

Chapter 2

- II. Current practice of first-come, first-serve transportation planning is extremely bad for the cost-efficiency of intermodal network operation.

Chapter 4

- III. Taking into account the geographic layout of a synchromodal network is key for cost-efficient transportation planning; the geographic layout is however irrelevant for synchromodal portfolio design.

Chapter 3 and 6

- IV. The main benefit of a differentiated service portfolio comes from planning freedom and not from price differentiation.

Chapter 5 and 6

- V. Due to common practice of modeling costs per handling, businesses lose the benefits of an integrated business structure.

Chapter 2 and 3

- VI. It is crucial to make the chosen perspective of an optimisation problem explicit in order to make results relevant to other researchers and practice.

- VII. An overall optimisation model is of limited practical relevance if it ignores the interest of an individual stakeholder.

- VIII. Electric cars are a blessing for global climate, as they will fundamentally change society's view on energy usage, efficiency and utilisation.

- IX. An individual task cannot be completed without other people.

- X. Due to automation, distribution of welfare by labour is infeasible in the long term.

- XI. Formulae et verba docent, exempla trahunt [Formulas and words instruct, examples lead].

Interpretation of a Latin proverb