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 CO$_2$ 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*