

Propositions accompanying the dissertation

**Accommodating Cold Logistics Chains In Seaport Clusters**

1. If increasing competition within a port's container handling sector is necessary, then getting competitors to cooperate effectively is even more so (Ch. 3, this dissertation).
2. While the first wave of containerization was driven by globalization of production and arbitrage of wage differentials, the growth of the reefer container market should be understood as a result of global income convergence and globalized consumption of goods of which the production is limited by geographical factors (Ch. 4, this dissertation).
3. To implement port policy for reefer transportation and cold chain logistics, port authorities need to develop more facilitating and entrepreneurial roles. The fact that most major ports worldwide do so shows that the classic 'landlord' model of port governance is too limited to account for new port authority roles and capabilities (Ch. 6, this dissertation).
4. A modal shift of reefer containers requires a mental shift of supply chain decision makers (Ch. 7, this dissertation).
5. A more qualitative social science approach in transportation and logistics research deepens understanding of decision making and behavior, but also broadens the scope of the field by pointing out new dynamics and issues (Ch. 8, this dissertation).
6. There is no such thing as a sustainable supply chain yet.
7. While the initial motive for the construction of the Panama Canal was of a military nature, its obsolescence for military purposes within a decade of its opening does not negate its economic usefulness.
8. Developing financial literacy is one of the most important lacunae in primary, secondary, and tertiary education.
9. Academic research becomes more interesting when research learns from practice.
10. A real understanding of history means that we face nothing new under the sun (James Mattis, 2004).
11. Never let the truth get in the way of a good story.