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Costs in Freight Transport Chains

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Report

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Preface

In 1998, the Danish Transport Council performed the study 'Efficiency in Short Sea Shipping', which included an analysis of the cost structure and elements of the various transport chains. The study showed that maritime transport was more complex than the other modes of transport, and often with many links in the chain. The analysis also showed that there were often relatively high costs linked to other elements than the actual transport part, which, in some cases, contributed greatly to a deselection of transport chains which included maritime transport.

The core activity of the 'Costs in Freight Transport Chains' project has thus been to map the individual cost elements in a transport chain for a road transport solution and an intermodal maritime transport solution respectively, in order to describe and understand these better. Based on this, the individual cost elements of the two solutions have been described to analyse the competition between the two modes of transport with a view to strengthening the competitiveness of maritime transport. In other words, the project has identified the competitive situation of the individual modes of transport and performed a critical review of the cost elements and their distribution for the individual players.¹ This review has resulted in a number of recommendations for how intermodal maritime transport solutions can be developed further.

The project has been funded by the Danish Maritime Fund (80 per cent) and DTU Management Engineering (20 per cent). In this connection, thanks are extended to the Danish Maritime Fund for its financial support, which has made the completion of the project possible.

In connection with the project, a team of experts has also been set up composed of the following:

- Peter Wallbohm Olsen, Head of Transport Policy, Danmarks Rederiforening (Danish Shipping (the Danish Shipowners' Association))
- Ebbe Bisgaard, Unifeeder A/S
- (Michael Bech, DFDS)

Furthermore, Niels Tolstrup, Strategic Advising, has been attached to DTU Transport and has also been involved in the project in this connection. All the above have provided invaluable knowledge and input to the project.

The team of experts' assessments have been supplemented by competent input from the participants in the workshops held under the auspices of the new 'Short Sea Promotion Centre', as well as input from TØF's (the Danish Society for Transport Economics) Port Conference in November 2016 and ADP's Intermodal Conference in March 2017.

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¹ For example, shipowners, ports, stevedores, freight forwarders, haulage contractors, pilots, etc.

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