Cost savings port of spain

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This paper aims to contribute to a potential solution by providing insights into the external costs associated with berthed vessels in four ports in Spain: Las Palmas de Gran Canaria, Palma de Mallorca, Pasaia and Tenerife. Local as well as global external costs will be presented.

External cost derived from the emissions of CO 2, NO x, SO x, and PM from berthed ships in the Spanish port system during 2016 are estimated providing a Spain-wide empirical evidence into where the highest externalities exist and where, on a port by port level, the introduction of cold ironing could yield the highest potential on reducing said ...

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Calculating externalities in transport: how intermodality significantly reduces external costs. 778 million euros. This is the estimated amount of savings in negative externalities that the use of rail transport and short sea shipping (SSS) in Port of Barcelona in 2020 has implied for society and environment.

Two definitions of undesirable outputs are used: total local external costs and local external costs per capita. In both versions of the model, we find evidence of high levels of environmental inefficiency in Spanish ports, with over half of the ports found to be inefficient.

A long run multioutput cost function for the infrastructure services of Spanish ports is estimated using 286 observations on 26 ports during 11 years. Cargo specific marginal costs and the degree of economies of scale and scope are calculated up to a port level. Results show that liquid bulk and non-containerised general cargo present the lowest and largest marginal cost, respectively. Increasing returns to scale are present in general and for each and every port. A scope analysis indicates that port specialisation is not appropriate from the viewpoint of infrastructure.

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778 million euros. This is the estimated amount of savings in negative externalities that the use of rail transport and short sea shipping (SSS) in Port of Barcelona in 2020 has implied for society and environment. With these intermodal services, approximately 330,000 trucks have been withdrawn from the road, with the consequent reduction in environmental impact and other costs that this represents. A 97% reduction in external transport costs. We explain the methodology used with the advice of MCRIT, a specialized consultancy.

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Web: https://www.kary.com.pl/contact-us/
Email: energystorage2000@gmail.com
WhatsApp: 8613816583346