



Maritime and Inland Waterways Transportation

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Message from the Guest Editors

With the deep internationalization of container transportation and continuous growth of port trade, ports are busier than ever, and the competition has become increasingly fierce. Berths and quay cranes are essential resources in container terminals, and making appropriate scheduling plans for berth and quay operation is imperative to enhance the effectiveness of container terminals. In addition, due to the growing maritime and inland traffic, the locks suffer from increasing stress when transferring vessels; some even become the bottleneck of navigation. Examples of this include the locks at Three Gorges Dam (TGD) and the Upper Mississippi River (UMR), where costly delay of vessels occurs frequently.

This Special Issue aims to solicit high-quality, state-of-the-art research involving theoretical or technical innovation in the optimization of waterways transportation. Topics of interest include (but are not limited to):

- Maritime and inland waterways, shipping network optimization.
- Berth allocation, quay crane assignment, serial-lock scheduling problem, co-scheduling.
- Sailing speed optimization, ship routing.





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