Editorial of special issue on ocean transportation logistics: making global supply chain effective

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Published online: 30 August 2017
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Maritime logistics plays an important role in enabling global supply chain networks. The research of maritime logistics has expanded its scope, from terminal operations and vessel routing, to strategic-level problems such as competition and collaboration issues. This special issue of the *Flexible Services and Manufacturing (FSM)* Journal aims to address problems related to maritime logistics from various perspectives.

The idea of editing this special issue was initiated with the planning of The 5th International Conference on Logistics and Maritime Systems (LOGMS 2015). The conference, sponsored by the Theme-based Research Scheme of Hong Kong RGC (T32-620/11), was held in The Hong Kong University of Science and Technology, 27–29 August 2015. We promoted this special issue to the conference participants,

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and at the same time, we opened the submission to all researchers interested in maritime logistics. We received 30 submissions in total. After rigorous reviews, 11 papers were accepted. These papers cover a broad range of maritime logistics, which can be classified into three areas.

There are five papers studying container terminal operations, a conventional area with new issues to be addressed. Yu et al. (2017) study a quay crane scheduling problem which considers the tidal impact. Petering et al. (2017) study a problem of container storage location assignment at a transshipment Terminal. Two other papers consider the benefit of in-advance booking or making appointments, Gracia et al. (2017) aiming to reduce the terminal gate congestion, and Covic (2017) investigating how to facilitate the container re-marshalling operations. While the above consider problems for a single terminal, Heilig et al. (2017), study a problem of truck routing involving terminals and nearby inland facility sites.

Besides terminal operations, vessel routing is another important area of maritime logistics. There are two papers falling into this area. Thun et al. (2017) study liner network design problem with complex services structures, and Tirado and Hvattum (2017) investigate the problem of determining vessel departure time at a port in a given route.

The last area is about problems beyond the conventional scope of maritime logistics. There are two papers addressing supply chain management involving ocean transportation, Andersen et al. (2017) focusing on the distribution of wood pallets, and Fan et al. (2017) proposing a general supply chain model. Revenue management, which has been well adopted in airlines, is less explored in the industry of maritime logistics. This special issue has one paper in this area, van Riessen et al. (2017), studying the pricing problem for different cargo classes. Finally, Yu et al. (2017) study the port-to-port competition in one region by game-theoretic analysis.

This special issue is the outcome from the joint hard work of the authors, reviewers, and the editorial team. We would like to thank all people involved in the process, as well as Hong Kong RGC Theme-based Research Scheme (T32-620/11) for the support to LOGMS 2015 and this special issue.

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