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Corrigendum to "The dynamic berth allocation problem for a container port"

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Stratos Papadimitriou Department of Maritime Studies, University of Piraeus 80 Karaoli & Dimitriou Str., GR185 32 Piraeus, Greece It has been brought to our attention that the definition of variable x_{ijk} in the berth allocation problems [PS] and [PD] is ambiguous, whereas it does not lose generality. As shown in Lemma 1, ships (say *n* ships) allocated to a particular berth in the optimal solution to [PS] (and [PD] as well) are served not as the first *n* ships but as the last *n* ships at that berth. This results in the simple transformation of the service order or service position, *k*, such that a ship served as the first ship at that berth actually occupies the (T - n + 1) th position (or it is served as the *n* th last ship). A more general form of the transformation is that a ship served as the *k* th ship occupies the k' = (T - n + k) th position or the ship is served as the (T - k'+1) th last ship, where *k'* is a new index of the service order. For easy understanding, consider the example where T = 5 and n = 4, a ship served as the 1st ship occupies the 2nd service position (or it is served the 4th last ship). Therefore, by viewing *k'* as *k* the definition of x_{ijk} should be as follows:

 x_{ijk} =1 if ship *j* is served as the (T - k + 1) th last ship at berth *i*, =0 otherwise.

In conjunction with the above amendment for x_{ijk} in [PS] ([PD] as well), the following amendment should be made for y_{ijk} in [PD]:

 y_{ijk} : idle time of berth *i* between the departure of the (T - k + 2) th last ship and the arrival of the (T - k + 1) th last ship when ship *j* is served as the (T - k + 1) th last ship.