STABILITY ANALYSIS OF LINEAR NEUTRAL SYSTEMS WITH MULTIPLE TIME DELAYS

KEYUE ZHANG

Received 25 August 2004 and in revised form 25 October 2004

This paper studies the asymptotic stability of linear neutral systems with multiple time delays. Using the characteristic equation of the system, new delay-independent stability criteria are derived in terms of the spectral radius of modulus matrices. Numerical examples are given to demonstrate the validity of our new criteria.

1. Introduction

Mathematical models with time delays are often encountered in various engineering systems due to measurement and computational delays, transmission and transport lags. Since the existence of time delays is frequently the source of instability, an important theme in neutral delay-differential systems is the stability of response characteristics.

Different methods have been presented to deal with the stability problem of neutral systems with time delays in the literature. A number of stability criteria based on the characteristic equation approach, involving the determination of eigenvalues, measures and norms of matrices, or matrix conditions in terms of Hurwitz matrices, have been presented by Hale et al. [4], Li [9], Hu et al. [6], and Cao and He [1, 2]. Some stability criteria (delay-independent or delay-dependent) are given in terms of the Lyapunov function and matrix inequalities (see, e.g., Lien et al. [10], Fridman [3], and Niculescu [11]). Based on the linear matrix inequality (LMI) approach, robust stability conditions have been developed to make the criteria less conservative, see, for example, Park [12].

Recently, the study of stability has been extended to neutral systems with multiple time delays. By making use of the characteristic equation of the system, Hui and Hu [7] derived a delay-independent stability criterion in terms of the matrix measure and spectral norm of the matrix. In order to reduce the conservatism in the criterion of Hui and Hu [7], Won and Park [13] proposed a new delay-independent criterion in terms of the spectral radius of modulus matrices. However, we have found that a technical error, as shown in the next section, exists in the proof of the criterion of Won and Park [13].

This paper deals with the asymptotic stability of linear neutral systems with multiple time delays. Using the characteristic equation of the system, new delay-independent stability criteria are derived. Scalar inequalities involving the spectral radius and modulus

176 Stability criteria of linear neu	itral systems
--------------------------------------	---------------

$\mathbb{R}^n(\mathbb{C}^n)$	<i>n</i> -dimensional real (complex) space
$\mathbb{R}^{n imes n} \left(\mathbb{C}^{n imes n} ight)$	Set of all real (complex) $n \times n$ matrices
Ι	Unit matrix
$\lambda_j(A)$	<i>j</i> th eigenvalue of matrix <i>A</i>
$\lambda_{\max}(A)$	Maximum eigenvalue of matrix A
A^T	Transpose of matrix A
A^*	Conjugate transpose of matrix A
det(A)	Determinant of matrix A
$\operatorname{Re}(s)$	Real part of complex number s
$\rho(A)$	Spectral radius of matrix A
<i>s</i>	Modulus of complex number s
A	Modulus matrix of matrix <i>A</i> ; $ A = [a_{ij}]$ with $A = [a_{ij}]$
$A \leq B$	$a_{ij} \leq b_{ij}$ with $A = [a_{ij}]$ and $B = [b_{ij}]$
$\ A\ $	Spectral norm of matrix A; $ A = \sqrt{\lambda_{\max}(A^*A)}$
$\mu(A)$	Matrix measure of matrix A; $\mu(A) = \frac{1}{2}\lambda_{\max}(A + A^*)$

Table 2.1

matrices constitute the mathematical foundations of our approach. Numerical examples are given to demonstrate the validity of our new criteria and to compare them with the existing ones.

2. System description and previous results

Throughout this paper, the conventions in Table 2.1 are used.

Consider the following linear neutral system with multiple time delays:

$$\dot{x}(t) = Ax(t) + \sum_{j=1}^{m} \left[B_j x(t - \tau_j) + C_j \dot{x}(t - \tau_j) \right],$$
(2.1)

where $x(t) \in \mathbb{C}^{n \times 1}$ is the state vector, the constant parameters $\tau_j \ge 0$ with $\tau = \max\{\tau_j, j = 1, 2, ..., m\}$ represent the delay arguments, A, B_j , and $C_j \in \mathbb{C}^{n \times n}$ (j = 1, 2, ..., m), and the system matrix A is assumed to be a Hurwitz matrix, that is, all the eigenvalues of A have negative real parts.

For simplicity, the following notations defined in Won and Park [13] are employed:

$$B(s) = \sum_{j=1}^{m} B_j \exp(-s\tau_j), \qquad C(s) = \sum_{j=1}^{m} C_j \exp(-s\tau_j),$$

$$B_m = \sum_{j=1}^{m} |B_j|, \qquad C_m = \sum_{j=1}^{m} |C_j|, \qquad C_{Am} = \sum_{j=1}^{m} |C_jA|, \qquad c = \sum_{j=1}^{m} ||C_j||.$$
(2.2)

The characteristic equation of the neutral system (2.1) is described by

$$P(s) = \det[sI - A - B(s) - sC(s)] = 0.$$
(2.3)

Here P(s) denotes the characteristic function. The following three lemmas are cited and will be used in the proof of our main results.

LEMMA 2.1 (Hale and Verduyn Lunel [5]). If $a_D = \sup \{ \operatorname{Re}(s) : P(s) = 0 \}$ and $a_D < 0$, then the neutral system (2.1) is asymptotically stable.

LEMMA 2.2 (Lancaster and Tismenetsky [8]). Let $R \in \mathbb{C}^{n \times n}$. If $\rho(R) < 1$, then $(I - R)^{-1}$ exists, det $(I \pm R) \neq 0$ and

$$(I-R)^{-1} = I + R + R^2 + \cdots .$$
(2.4)

LEMMA 2.3 (Lancaster and Tismenetsky [8]). Let *R*, *T*, and $V \in \mathbb{C}^{n \times n}$. If $|R| \le V$, then

- (a) $|RT| \le |R| |T| \le V |T|$,
- (b) $|R+T| \le |R| + |T| \le V + |T|$,
- (c) $\rho(R) \le \rho(|R|) \le \rho(V)$,
- (d) $\rho(RT) \le \rho(|R||T|) \le \rho(V|T|),$
- (e) $\rho(R+T) \le \rho(|R+T|) \le \rho(|R|+|T|) \le \rho(V+|T|).$

Based on the characteristic equation (2.3), Hui and Hu [7] presented the following theorem.

THEOREM 2.4 (Hui and Hu [7]). The neutral delay-differential system (2.1) is asymptotically stable if c < 1 and

$$\mu(A) + \sum_{j=1}^{m} ||B_j|| + \frac{1}{1-c} \left[\sum_{j=1}^{m} ||C_j A|| + \sum_{j,k=1}^{m} ||C_j B_k|| \right] < 0.$$
(2.5)

Obviously, the condition $\mu(A) < 0$ is necessary to satisfy sufficient condition (2.5) and is a strict restriction for application. To reduce the conservatism, Won and Park [13] derived the following theorem in terms of the spectral radius of the matrix which is the combination of the modulus matrices.

THEOREM 2.5 (Won and Park [13]). The neutral delay-differential system (2.1) is asymptotically stable if c < 1 and

$$\rho \left[F_m \left(B_m + \frac{C_{Am} + C_m B_m}{1 - c} \right) \right] < 1, \tag{2.6}$$

where F_m denotes a matrix formed by taking the maximum magnitude of each element of $F(s) = (sI - A)^{-1}$ for Re(s) > 0.

The numerical example given in Won and Park [13] showed that the condition in Theorem 2.5 is less conservative than that in Theorem 2.4. Unfortunately, there exists a technical error in the proof of Theorem 2.5 (Won and Park [13, Theorem 1]). In fact, it

is easy to see that, in general, the inequality

$$\rho(|R||T|) \le \rho(||R|||T|)$$
(2.7)

does not hold for given matrices R and T. Thus, in general, the following inequality

$$\rho[F_m(B_m + |I + C(s) + C^2(s) + \dots |(|C(s)A| + |C(s)B(s)|))] \leq \rho[F_m(B_m + ||I + C(s) + C^2(s) + \dots ||(|C(s)A| + |C(s)B(s)|))]$$
(2.8)

does not hold. Therefore, additional prerequisites might be required for the proof of Theorem 2.5.

3. Main results

We define

$$C_{Bm1} = \sum_{j=1}^{m} \sum_{k\geq j}^{m} |C_j B_k + C_k B_j (1 - \delta_{jk})|, \qquad C_{Bm2} = \sum_{j,k=1}^{m} |C_j B_k|, \qquad (3.1)$$

where δ_{ik} is the Dirac δ -function.

THEOREM 3.1. The neutral delay-differential system (2.1) is asymptotically stable if $\rho(C_m) < 1$ and

$$\rho[F_m(B_m + (I - C_m)^{-1}(C_{Am} + C_{Bm1}))] < 1.$$
(3.2)

Proof. For $\operatorname{Re}(s) \ge 0$, in view of

$$|C(s)| = \left|\sum_{j=1}^{m} C_j \exp(-s\tau_j)\right| \le \sum_{j=1}^{m} |C_j \exp(-s\tau_j)| \le \sum_{j=1}^{m} |C_j| = C_m,$$
(3.3)

it follows from Lemma 2.2 that $(I - C(s))^{-1}$ exists and det $[I - C(s)] \neq 0$.

According to Lemma 2.1, system (2.1) is asymptotically stable if

$$\det\left[sI - A - B(s) - sC(s)\right] \neq 0, \quad \text{for } \operatorname{Re}(s) \ge 0. \tag{3.4}$$

Since det $[I - C(s)] \neq 0$, (3.4) is equivalent to

det
$$[sI - (I - C(s))^{-1}(A + B(s))] \neq 0$$
, for $\text{Re}(s) \ge 0$. (3.5)

Employing the well-known relation $(I - C(s))^{-1} = I + (I - C(s))^{-1}C(s)$, we have

$$det [sI - (I - C(s))^{-1} (A + B(s))] = det [sI - (I - (I - C(s))^{-1}C(s)) (A + B(s))] = det [sI - A - B(s) - (I - C(s))^{-1} (C(s)A + C(s)B(s))] = det(sI - A) det [I - F(s)(B(s) + (I - C(s))^{-1} (C(s)A + C(s)B(s)))],$$
(3.6)

where $F(s) = (sI - A)^{-1}$. Since *A* is a Hurwitz matrix, det $(sI - A) \neq 0$ for Re $(s) \ge 0$. It follows from (3.4), (3.5), (3.6), and Lemma 2.2 that (2.1) is asymptotically stable if

$$\rho[F(s)(B(s) + (I - C(s))^{-1}(C(s)A + C(s)B(s)))] < 1, \text{ for } \operatorname{Re}(s) \ge 0.$$
(3.7)

According to Lemma 2.3, for $\text{Re}(s) \ge 0$, the following relations can be easily obtained:

$$|B(s)| = \left|\sum_{j=1}^{m} B_j \exp(-s\tau_j)\right| \le \sum_{j=1}^{m} |B_j \exp(-s\tau_j)| \le \sum_{j=1}^{m} |B_j| = B_m,$$
(3.8)

$$|C(s)A| = \left| \sum_{j=1}^{m} C_{j}A\exp(-s\tau_{j}) \right| \leq \sum_{j=1}^{m} |C_{j}A\exp(-s\tau_{j})| \leq \sum_{j=1}^{m} |C_{j}A| = C_{Am}, \quad (3.9)$$

$$|C(s)B(s)| = \left| \sum_{j=1}^{m} \sum_{k=1}^{m} C_{j}B_{k}\exp(-s(\tau_{j}+\tau_{k})) \right|$$

$$= \left| \sum_{j=1}^{m} C_{j}B_{j}\exp(-s\tau_{j}) + \sum_{j=1}^{m} \sum_{k>j}^{m} (C_{j}B_{k}+C_{k}B_{j})\exp(-s(\tau_{j}+\tau_{k})) \right|$$

$$= \sum_{j=1}^{m} |C_{j}B_{j}\exp(-s\tau_{j})| + \sum_{j=1}^{m} \sum_{k>j}^{m} |(C_{j}B_{k}+C_{k}B_{j})\exp(-s(\tau_{j}+\tau_{k}))|$$

$$\leq \sum_{j=1}^{m} \sum_{k\geq j}^{m} |C_{j}B_{k}+C_{k}B_{j}(1-\delta_{jk})| = C_{Bm1}.$$

Moreover, using (3.3) and Lemmas 2.2 and 2.3, we have for $\text{Re}(s) \ge 0$,

$$|(I - C(s))^{-1}| = |I + C(s) + C^{2}(s) + \cdots |$$

$$\leq I + |C(s)| + |C^{2}(s)| + \cdots$$

$$\leq I + C_{m} + C_{m}^{2} + \cdots$$

$$= (I - C_{m})^{-1}.$$
(3.11)

Now, using Lemma 2.3, together with (3.3), (3.8), (3.9), (3.10), and (3.11), we can obtain for $\text{Re}(s) \ge 0$,

$$\rho[F(s)(B(s) + (I - C(s))^{-1}(C(s)A + C(s)B(s)))]$$

$$\leq \rho[|F(s)|(|B(s)| + |(I - C(s))^{-1}(C(s)A + C(s)B(s))|)]$$

$$\leq \rho[|F(s)|(|B(s)| + |(I - C(s))^{-1}|(|C(s)A| + |C(s)B(s)|))]$$

$$\leq \rho[F_m(B_m + (I - C_m)^{-1}(C_{Am} + C_{Bm1}))].$$
(3.12)

Therefore, condition (3.2) implies that (3.7) holds. The proof is completed. \Box COROLLARY 3.2. The neutral delay-differential system (2.1) is asymptotically stable if $\rho(C_m) < 1$ and

$$\rho[F_m(B_m + (I - C_m)^{-1}(C_{Am} + C_{Bm2}))] < 1.$$
(3.13)

180 Stability criteria of linear neutral systems

Proof. Taking notice of

$$C_{Bm1} = \sum_{j=1}^{m} \sum_{k\geq j}^{m} |C_{j}B_{k} + C_{k}B_{j}(1-\delta_{jk})|$$

$$\leq \sum_{j=1}^{m} \sum_{k\geq j}^{m} |C_{j}B_{k}| + |C_{k}B_{j}(1-\delta_{jk})| = \sum_{j,k=1}^{m} |C_{j}B_{k}| = C_{Bm2},$$
(3.14)

we have from Lemma 2.3(a)

$$\rho[F_m(B_m + (I - C_m)^{-1}(C_{Am} + C_{Bm1}))] \le \rho[F_m(B_m + (I - C_m)^{-1}(C_{Am} + C_{Bm2}))] < 1.$$
(3.15)

The result follows from Theorem 3.1. This proves the corollary.

Moreover, taking notice of

$$C_{Bm2} = \sum_{j,k=1}^{m} |C_j B_k| \le \sum_{j=1}^{m} \sum_{k=1}^{m} |C_j| |B_k| = \sum_{j=1}^{m} |C_j| \sum_{k=1}^{m} |B_k| = \sum_{j=1}^{m} |C_j| B_m = C_m B_m,$$
(3.16)

we obtain the following corollary.

COROLLARY 3.3. The neutral delay-differential system (2.1) is asymptotically stable if $\rho(C_m) < 1$ and

$$\rho [F_m (B_m + (I - C_m)^{-1} (C_{Am} + C_m B_m))] < 1.$$
(3.17)

4. Illustrative examples

Example 4.1. Consider the linear neutral system with multiple time delays

$$\dot{x}(t) = Ax(t) + B_1 x(t - \tau_1) + C_1 \dot{x}(t - \tau_1) + B_2 x(t - \tau_2) + C_2 \dot{x}(t - \tau_2),$$
(4.1)

where $\tau_1 > 0$ and $\tau_2 > 0$ are constants,

$$A = \begin{bmatrix} -3 & -2 \\ 1 & 0 \end{bmatrix}, \qquad B_1 = \alpha \begin{bmatrix} 0.2 & 0.1 \\ -0.1 & 0.2 \end{bmatrix}, \qquad C_1 = \begin{bmatrix} 0.05 & 0.1 \\ 0 & 0.1 \end{bmatrix}, \qquad (4.2)$$
$$B_2 = \alpha \begin{bmatrix} 0.4 & -0.3 \\ -0.1 & -0.05 \end{bmatrix}, \qquad C_2 = \begin{bmatrix} 0 & 0.1 \\ 0.05 & 0 \end{bmatrix},$$

and α is a nonzero constant.

Since the system matrix A is Hurwitz, the stability bounds can be calculated in terms of α by using our new criteria. The rational function matrix F(s) is (Won and Park [13])

$$F(s) = \frac{1}{s^2 + 3s + 2} \begin{bmatrix} s & -2\\ 1 & s + 3 \end{bmatrix}.$$
(4.3)

The modulus matrices are easily computed as

$$F_{m} = \begin{bmatrix} 0.3333 & 1\\ 0.5 & 1.5 \end{bmatrix}, \quad B_{m} = |\alpha| \begin{bmatrix} 0.6 & 0.4\\ 0.2 & 0.25 \end{bmatrix}, \quad C_{m} = \begin{bmatrix} 0.05 & 0.2\\ 0.05 & 0.1 \end{bmatrix},$$
$$C_{Am} = \begin{bmatrix} 0.15 & 0.1\\ 0.25 & 0.1 \end{bmatrix}, \quad C_{Bm1} = |\alpha| \begin{bmatrix} 0.01 & 0.03\\ 0.03 & 0.035 \end{bmatrix}, \quad C_{Bm2} = |\alpha| \begin{bmatrix} 0.03 & 0.07\\ 0.05 & 0.045 \end{bmatrix}.$$
(4.4)

Then, the stability bounds can be obtained as

Theorem 3.1 :
$$|\alpha| < 0.3595$$
,
Corollary 3.2 : $|\alpha| < 0.3364$, (4.5)
Corollary 3.3 : $|\alpha| < 0.3318$.

As pointed out by Won and Park [13], the stability criteria derived by Hui and Hu [7] are not available because the matrix measure $\mu(A) = 0.0811 > 0$.

Example 4.2. Consider the linear neutral system (4.1) with

$$A = \begin{bmatrix} -2 & 1 \\ -1 & -1 \end{bmatrix}, \qquad B_1 = \alpha \begin{bmatrix} 0.275 & -0.1125 \\ -0.35 & 0.325 \end{bmatrix}, \qquad C_1 = \begin{bmatrix} 0.1 & 0.05 \\ 0 & 0.1 \end{bmatrix},$$
$$B_2 = \alpha \begin{bmatrix} 0.4 & -0.3 \\ -0.1 & -0.05 \end{bmatrix}, \qquad C_2 = \begin{bmatrix} 0 & 0.1 \\ 0.1 & 0.05 \end{bmatrix}.$$
(4.6)

Since the system matrix A is Hurwitz, F_m can be obtained for some s on imaginary axis by the maximum modulus theorem. The modulus matrices are computed as

$$F_{m} = \frac{1}{3} \begin{bmatrix} 1.1961 & 1 \\ 1 & 2 \end{bmatrix}, \quad B_{m} = |\alpha| \begin{bmatrix} 0.675 & 0.4125 \\ 0.45 & 0.375 \end{bmatrix}, \quad C_{m} = \begin{bmatrix} 0.1 & 0.15 \\ 0.1 & 0.15 \end{bmatrix},$$
$$C_{Am} = \begin{bmatrix} 0.35 & 0.15 \\ 0.35 & 0.15 \end{bmatrix}, \quad C_{Bm1} = |\alpha| \begin{bmatrix} 0.02 & 0.01 \\ 0.07 & 0.065 \end{bmatrix}, \quad C_{Bm2} = |\alpha| \begin{bmatrix} 0.09 & 0.075 \\ 0.09 & 0.075 \end{bmatrix}.$$
(4.7)

Then, the stability bounds can be obtained as

Theorem 3.1 :
$$|\alpha| < 0.5107$$
,
Corollary 3.2 : $|\alpha| < 0.4658$, (4.8)
Corollary 3.3 : $|\alpha| < 0.4432$.

182 Stability criteria of linear neutral systems

Moreover, taking notice of

$$\sum_{j=1}^{2} ||B_j|| = 1.0578 |\alpha|, \qquad c = \sum_{j=1}^{2} ||C_j|| = 0.2562,$$

$$\sum_{j=1}^{2} ||C_jA|| = 0.5389, \qquad \sum_{j,k=1}^{2} ||C_jB_k|| = 0.1917 |\alpha|,$$
(4.9)

we obtain

$$\mu(A) + \sum_{j=1}^{2} ||B_j|| + \frac{1}{1-c} \left[\sum_{j=1}^{m} ||C_j A|| + \sum_{j,k=1}^{m} ||C_j B_k|| \right] = -0.2755 + 1.3156 |\alpha|.$$
(4.10)

Thus, the criterion presented by Hui and Hu [7] gives $|\alpha| < 0.2094$. In this example, we can see that our results are less conservative than that given in the previous work.

5. Conclusions

In this paper, we have studied the stability of linear neutral systems with multiple time delays. Using the characteristic function, delay-independent stability criteria have been derived in terms of scalar inequalities involving the spectral radius of modulus matrices. A misleading statement in Won and Park [13] has been pointed out. Numerical examples are given to show that the new stability criteria are less conservative and more powerful compared to those in the literature.

Acknowledgments

This work is partly supported by the research grant from Emei School, Southwest Jiaotong University. The author is indebted to Professor Dengqing Cao for beneficial discussions on this work.

References

- [1] D. Q. Cao and P. He, *Stability criteria of linear neutral systems with a single delay*, Appl. Math. Comput. **148** (2004), no. 1, 135–143.
- [2] _____, Sufficient conditions for stability of linear neutral systems with a single delay, Appl. Math. Lett. 17 (2004), no. 2, 139–144.
- [3] E. Fridman, *New Lyapunov-Krasovskii functionals for stability of linear retarded and neutral type systems*, Systems Control Lett. **43** (2001), no. 4, 309–319.
- [4] J. K. Hale, E. F. Infante, and F.-S. P. Tsen, Stability in linear delay equations, J. Math. Anal. Appl. 105 (1985), no. 2, 533–555.
- [5] J. K. Hale and S. M. Verduyn Lunel, *Introduction to Functional-Differential Equations*, Applied Mathematical Sciences, vol. 99, Springer, New York, 1993.
- [6] G.-D. Hu, G.-D. Hu, and B. Cahlon, Algebraic criteria for stability of linear neutral systems with a single delay, J. Comput. Appl. Math. 135 (2001), no. 1, 125–133.
- [7] G.-D. Hui and G.-D. Hu, Simple criteria for stability of neutral systems with multiple delays, Internat. J. Systems Sci. 28 (1997), no. 12, 1325–1328.
- [8] P. Lancaster and M. Tismenetsky, *The Theory of Matrices*, Computer Science and Applied Mathematics, Academic Press, Florida, 1985.

- [9] L. M. Li, Stability of linear neutral delay-differential systems, Bull. Austral. Math. Soc. 38 (1988), no. 3, 339–344.
- [10] C.-H. Lien, K.-W. Yu, and J.-G. Hsieh, Stability conditions for a class of neutral systems with multiple time delays, J. Math. Anal. Appl. 245 (2000), no. 1, 20–27.
- [11] S.-I. Niculescu, On delay-dependent stability under model transformations of some neutral linear systems, Internat. J. Control 74 (2001), no. 6, 609–617.
- [12] J.-H. Park, A new delay-dependent criterion for neutral systems with multiple delays, J. Comput. Appl. Math. 136 (2001), no. 1-2, 177–184.
- [13] S. Won and J.-H. Park, A note on the stability analysis of neutral systems with multiple timedelays, Internat. J. Systems Sci. 32 (2001), no. 4, 409–412.

Keyue Zhang: Department of Applied Mathematics and Mechanics, Southwest Jiaotong University, Emei Campus, Emeishan, Sichuan 614202, China

E-mail address: keyuezhang@yahoo.com.cn

Special Issue on Decision Support for Intermodal Transport

Call for Papers

Intermodal transport refers to the movement of goods in a single loading unit which uses successive various modes of transport (road, rail, water) without handling the goods during mode transfers. Intermodal transport has become an important policy issue, mainly because it is considered to be one of the means to lower the congestion caused by single-mode road transport and to be more environmentally friendly than the single-mode road transport. Both considerations have been followed by an increase in attention toward intermodal freight transportation research.

Various intermodal freight transport decision problems are in demand of mathematical models of supporting them. As the intermodal transport system is more complex than a single-mode system, this fact offers interesting and challenging opportunities to modelers in applied mathematics. This special issue aims to fill in some gaps in the research agenda of decision-making in intermodal transport.

The mathematical models may be of the optimization type or of the evaluation type to gain an insight in intermodal operations. The mathematical models aim to support decisions on the strategic, tactical, and operational levels. The decision-makers belong to the various players in the intermodal transport world, namely, drayage operators, terminal operators, network operators, or intermodal operators.

Topics of relevance to this type of decision-making both in time horizon as in terms of operators are:

- Intermodal terminal design
- Infrastructure network configuration
- Location of terminals
- Cooperation between drayage companies
- Allocation of shippers/receivers to a terminal
- Pricing strategies
- Capacity levels of equipment and labour
- Operational routines and lay-out structure
- Redistribution of load units, railcars, barges, and so forth
- Scheduling of trips or jobs
- Allocation of capacity to jobs
- Loading orders
- Selection of routing and service

Before submission authors should carefully read over the journal's Author Guidelines, which are located at http://www .hindawi.com/journals/jamds/guidelines.html. Prospective authors should submit an electronic copy of their complete manuscript through the journal Manuscript Tracking System at http://mts.hindawi.com/, according to the following timetable:

Manuscript Due	June 1, 2009
First Round of Reviews	September 1, 2009
Publication Date	December 1, 2009

Lead Guest Editor

Gerrit K. Janssens, Transportation Research Institute (IMOB), Hasselt University, Agoralaan, Building D, 3590 Diepenbeek (Hasselt), Belgium; Gerrit.Janssens@uhasselt.be

Guest Editor

Cathy Macharis, Department of Mathematics, Operational Research, Statistics and Information for Systems (MOSI), Transport and Logistics Research Group, Management School, Vrije Universiteit Brussel, Pleinlaan 2, 1050 Brussel, Belgium; Cathy.Macharis@vub.ac.be

Hindawi Publishing Corporation http://www.hindawi.com