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Contributors

Russell W. Bent (“Scenario-Based Planning for Partially Dynamic Vehicle Routing with Stochastic Customers”) is a Ph.D. candidate in the Computer Science Department of Brown University and is partly supported by an NDSEG fellowship from the ASEE. This paper is part of his Ph.D. dissertation exploring methods of incorporating stochastic information into online versions of classic combinatorial optimization problems.

Fernando Bernstein (“A General Equilibrium Model for Industries with Price and Service Competition”) is an Associate Professor in the Operations Management area of the Fuqua School of Business at Duke University. This work is part of a series of associated publications analyzing the behavior and efficient management of decentralized supply chains, employing a variety of game-theoretical models.

Ebru K. Bish (“Optimal Investment Strategies for Flexible Resources, Considering Pricing and Correlated Demands”) is an Assistant Professor in the Department of Industrial and Systems Engineering at Virginia Polytechnic Institute and State University. Her research interests are in operations management and logistics. Specific research focuses on management and investment under uncertainty, considering resource flexibility and pricing. This paper is part of a larger body of research, supported by the National Science Foundation, that aims to understand the structure of the firm’s optimal investment portfolio under resource flexibility.

Robert F. Bordley (“Multiattribute Preference Analysis with Performance Targets”) is a Technical Director at General Motors’s Corporate Strategy and Adjunct Professor at the University of Michigan and Oakland University. Much of his work makes decision analysis techniques more palatable to nonspecialists. This paper was inspired by the fact that many GM executives prefer to make decisions by setting performance requirements, instead of by optimizing value measures. He also does research in risk analysis, probability assessment, economic analysis, and forecasting.

Xin Chen (“Coordinating Inventory Control and Pricing Strategies with Random Demand and Fixed Ordering Cost: The Finite Horizon Case”) is an Assistant Professor at the Department of Mechanical and Industrial Engineering at the University of Illinois Urbana-Champaign. His research interests include supply chain management, inventory management, optimal control, and optimization. This work was part of his Ph.D. dissertation under the supervision of David Simchi-Levi at the Operations Research Center at the Massachusetts Institute of Technology.

Carlos F. Daganzo (“On the Stability of Supply Chains”) is a Professor of Civil and Environmental Engineering at the University of California, Berkeley. He has contributed to the fields of econometrics, queuing theory, networks, logistics, and traffic flow. This paper uses methods from traffic flow theory to unveil new properties of supply chains.

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Horst W. Hamacher (“Design of Zone Tariff Systems in Public Transportation”) is head of the research group on optimization in the Department of Mathematics of

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Kokin Lam (“Optimal Cyclic Multi-Hoist Scheduling: A Mixed Integer Programming Approach”) is a Principal Lecturer in the Division of Commerce at the City University of Hong Kong. This paper is one of several in a line of research on hoist scheduling pursued by Professor Lam and several international collaborators, which has been funded by CERG grants from the Hong Kong Research Grants Council. Professor Lam’s current research interests include simulation modeling, logistics, and operations management.

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Özalp Özer (“Inventory Control with Limited Capacity and Advance Demand Information”) is an Assistant Professor of Management Science and Engineering at Stanford University. He received his Ph.D. from Columbia University. This paper is part of his research agenda examining how best to use demand information in managing production and inventory systems. This joint work is based on a chapter of Wei Wei’s dissertation written under his supervision. Federgruen and Zipkin’s article that appeared in *Mathematics of Operations Research* (1986) motivated the present paper.

Marcus Porembski (“Cutting Planes for Low-Rank-Like Concave Minimization Problems”) is the Managing Director in the Department of Mathematics, University of Marburg, Germany, and HSH Nordbank, Kiel, Germany. He received his Ph.D. in mathematics in 1996 and his Ph.D. in economics and business administration in 1999 at the University of Marburg, Germany. His research activities are directed towards mathematical optimization and mathematical finance. The paper is part of a series of papers concerning cutting planes in global optimization.

Anita Schöbel (“Design of Zone Tariff Systems in Public Transportation”) is a Professor of Optimization at the University of Göttingen. Her research interests are discrete and continuous optimization applied to location theory and to problems in public transportation. In the latter area she successfully worked with public transportation companies, leading several projects in delay management, tariff planning, and network design.

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