

**CORRIGENDUM
ON THE DISCREPANCY OF COLORING FINITE SETS**

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There is a reference which has been inadvertently omitted from the above paper which appeared in Vol. 13, No. 4, (1990), pages 825-827. The omission is corrected as follows:

“6. HAJELA, D., On Polynomials with Low Peak Signal to Power Ratios and Theorems of Kashin and Spencer, submitted to Advances in Applied Mathematics, 1989.”

**ON SEMI-HOMEOMORPHISMS,
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Corollary 5 is false because of an incorrect argument used in the proof of Proposition 1. A Mathematical Reviews reviewer pointed out the following counterexample to both of these results. Take \mathbb{R} (the reals) with the Sorgenfrey topology, let Y be \mathbb{R} with the topology given by the base $B = \{[w_1, w_2) : w_1, w_2 \in \mathbb{Q}, w_1 < w_2\}$ and let $f : X \rightarrow Y$ be the identity. Such an f is one-to-one, semi-open and continuous but not irresolute

Further, the following is a counterexample to Lemma 9 (and hence Corollary 10). Let $(\mathbb{R}, \mathcal{D})$ and $(\mathbb{R}, \mathcal{T})$ be spaces, where \mathcal{D} is the discrete topology and $\mathcal{T} = \{(a, +\infty) : a \in \mathbb{R}\} \cup \{\emptyset, \mathbb{R}\}$ and let $f : X \rightarrow Y$ be the identity. Clearly, f is not somewhat open.

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

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