

Crew Scheduling: Models and Algorithms

Stefano Gualandi

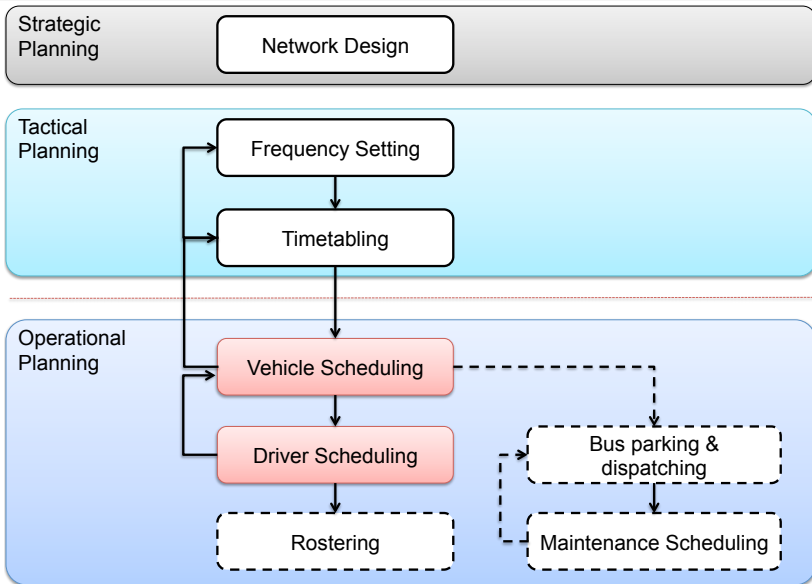
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- 1 Introduction
- 2 Urban Crew Scheduling
- 3 Regional Crew Scheduling
- 4 Resource Constraint Shortest Path

Overview of Planning Activities

(Desaulniers&Hickman2007)



Crew Scheduling

Definition (Relief times)

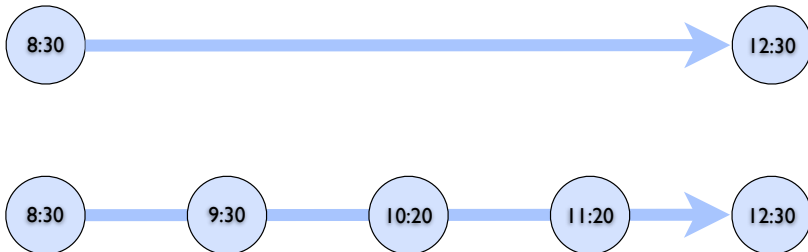
Each **vehicle duty** (herein called **block**) has a set of **relief times** where a driver substitution may occur.



Crew Scheduling

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Crew Scheduling

Definition (Piece of Work (PoW))

A **piece of work** p is a continuous driving period from $s(p)$ to $e(p)$.
A **piece of work** is feasible for a block k if both $s(p)$ and $e(p)$ are **relief times** of k .

Example: Given

- a block that starts at 8:30 and ends 12:30
- relief times at $\{8:30, 9:30, 10:20, 11:20, 12:30\}$
- constraint: a PoW lasts at least 01:00 and at most 02:00



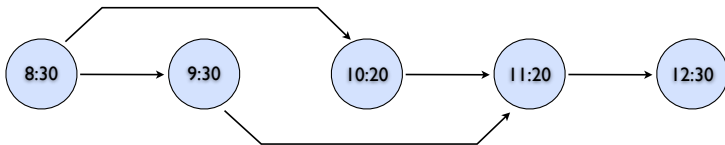
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- (each of these arcs is a valid piece of work)

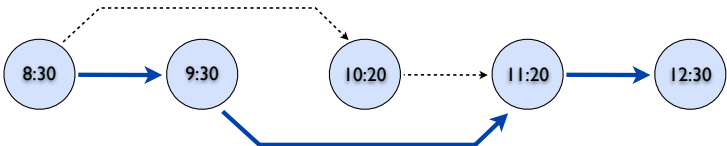
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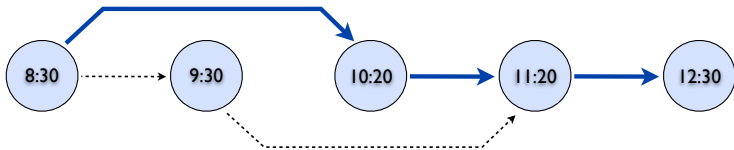
Crew Scheduling

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Crew Scheduling

Definition (Crew duty)

A **crew duty** consists of a set of pairs (p, k) where p is a **piece of work** associated to block k .

Definition (Crew Scheduling)

Given a Vehicle Schedule (i.e. a collection of vehicle duties), the **Crew Scheduling** problem consists of finding a set of **crew duties** to be assigned to drivers in order to guarantee the daily service.

Crew Scheduling: Urban and Regional



Crew Scheduling

- $\{1, \dots, r\}$ vehicle duties (blocks) indexed by k
- $T_k = \{t_1^k, \dots, t_{u_k}^k\}$ is the set of relief times for block k
- t_1^k and $t_{u_k}^k$ are the starting and ending time of the block k
- P_k set of pieces of work feasible for block k
- $\mathcal{D} = \{d_1, \dots, d_{|\mathcal{D}|}\}$ set of all feasible crew duties

Partition of blocks into pieces of work

For each block, we define the network $G_k = (N_k, A_k)$ where

- $N_k = T_k$ one node for each relief time
- $A_k = \{(s(p), e(p)) \mid p \in P_k\}$ an arc for each piece of work

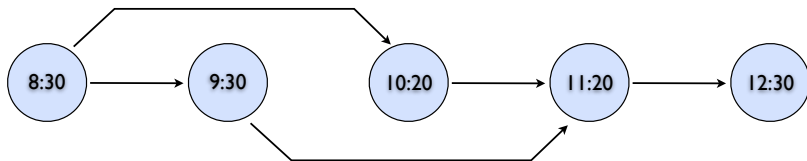
The problem of finding a partition of a block into pieces of work is:

$$\sum_{p \in P_k \mid s(p)=i} y_p^k - \sum_{p \in P_k \mid e(p)=i} y_p^k = \begin{cases} 1 & \text{if } i = t_1^k \\ 0 & \text{if } i = t_j^k, j = 2, \dots, u_k - 1 \\ -1 & \text{if } i = t_{u_k}^k \end{cases}$$
$$y_p^k \in \{0, 1\} \quad \forall p \in P_k$$

We can write in compact form:

$$E^k y^k = b^k, \quad y^k \in \{0, 1\}$$

Partition of blocks into pieces of work



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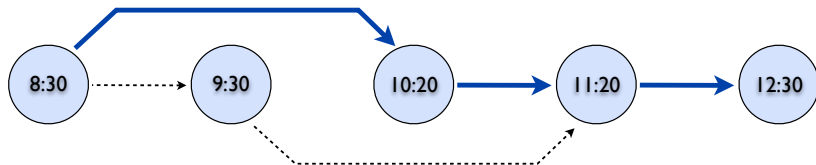
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Crew Scheduling: Basic Model

- Let λ be a $|\mathcal{D}|$ -vector of binary variables corresponding to the set of all feasible crew duties
- Let I_{pk} be the subset of all the crew duty indices corresponding in G to arcs incident to (p, k)

$$\min \quad \sum_{d \in \mathcal{D}} c_d \lambda_d \quad (1)$$

$$\text{s.t.} \quad E^k y^k = b^k \quad \forall k \in 1, \dots, r \quad (2)$$

$$\sum_{d \in I_{pk}} \lambda_d = y_p^k \quad \forall p \in P_k, k = 1, \dots, r \quad (3)$$

$$y^k \in \{0, 1\}^{m_k} \quad \forall k = 1, \dots, r \quad (4)$$

$$\lambda \in \{0, 1\}^{|\mathcal{D}|} \quad (5)$$

$$\lambda \in \mathcal{D}. \quad (6)$$

Crew Scheduling and Regional Transit

In [Regional Transit](#), Crew Scheduling is performed before of Vehicle Scheduling, and in practice the set of pieces of work is given (there are very few relief times).

- Let P be the set of piece of work
- Let \mathcal{D} be the set of every possible crew duty
- The cost of a duty j is denoted by c_j
- $b_{ij} = \begin{cases} 1 & \text{if the piece of work } i \text{ appears in duty } j \\ 0 & \text{otherwise} \end{cases}$

Crew Scheduling and Regional Transit

$$\min \sum_{j \in \mathcal{D}} c_j \lambda_j \quad (7)$$

$$\text{s.t.} \quad \sum_{j \in \mathcal{D}} b_{ij} \lambda_j = 1 \quad \forall i \in P \rightarrow \text{partition of PoW} \quad (8)$$

$$\lambda_j \in \{0, 1\} \quad \forall j \in \mathcal{D} \rightarrow \text{every possible duty} \quad (9)$$

A set partitioning problem

Crew Scheduling: Set Partitioning Formulation

$$\min \sum_{j \in \mathcal{D}} c_j \lambda_j \quad (10)$$

$$\text{s.t.} \quad \sum_{j \in \mathcal{D}} b_{ij} \lambda_j = 1 \quad \forall i \in P \rightarrow \text{partition of PoW} \quad (11)$$

$$\lambda_j \geq 0 \quad \forall j \in \mathcal{D} \rightarrow \text{every possible duty} \quad (12)$$

First step: to solve the continuous relaxation

QUESTION: Is it easy to solve the LP?

ISSUE: the size of \mathcal{D} is exponential in $|P|!$

Column Generation

$$(LP) \quad \min \{cx \mid Ax \geq b, x \in \mathbb{R}^n\}$$

- **Column Generation** is efficient for solving **very large linear programs as (LP-MP)**
- Since most of the variables will be **non-basic** and assume a value of zero in the optimal solution, **only a subset of variables need to be considered**
- Column generation leverages this idea to generate only the variables which have **the potential** to **improve the objective function**, that is, to find **variables with negative reduced cost**

Dealing with Finitely Many Columns

The main idea is to start with a subset of columns $\bar{\mathcal{D}} \subset \mathcal{D}$ such that a feasible solution to the following problem exists:

$$z_{RMP} = \min \sum_{j \in \bar{\mathcal{D}}} c_j \lambda_j \quad (13)$$

$$\text{s.t.} \quad \sum_{j \in \bar{\mathcal{D}}} b_{ij} \lambda_j \geq 1 \quad \forall i \in P \quad (14)$$

$$\lambda_j \geq 0 \quad \forall j \in \bar{\mathcal{D}} \quad (15)$$

Using the Duality Theory of Linear Programming we can generate as set of **improving** columns. . .

Column Generation: A Dual Perspective

Consider the LP relaxation of the “master” problem and its dual:

$$\begin{aligned} (P) \quad & \min \sum_{j \in \bar{D}} c_j \lambda_j \\ & \text{s.t.} \sum_{j \in \bar{D}} b_{ij} \lambda_j \geq 1, \quad \forall i \in P, \\ & \lambda_j \geq 0, \quad \forall j \in \bar{D}. \end{aligned}$$

$$\begin{aligned} (D) \quad & \max \sum_{i \in P} \pi_i \\ & \text{s.t.} \sum_{i \in P} b_{ij} \pi_i \leq c_j, \quad \forall j \in \bar{D}, \\ & \pi_i \geq 0, \quad \forall i \in P. \end{aligned}$$

Using the Duality Theory of Linear Programming we can generate a set of **improving** columns. . . **by separating inequalities on the dual of the master problem!**

Pricing Subproblem (Separation on the Master Dual)

The question is:

Does a column (duty) in $\mathcal{D} \setminus \bar{\mathcal{D}}$ that could improve the current optimal solution of the linear relaxation exist?

Does a column (row of the dual) exist such that ...?

$$\exists j \in \mathcal{D} \setminus \bar{\mathcal{D}} : \sum_{i \in P} b_{ij} \pi_i > c_j$$

Pricing Subproblem (Separation on the Master Dual)

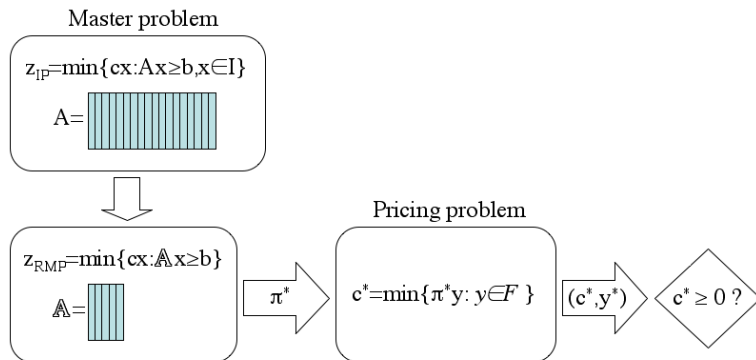
Given the vector of optimal dual multipliers $\bar{\pi}$ for (RMP), we look for a column (duty) such that:

$$\begin{aligned} c^* = \min \quad & c_j - \sum_{i \in P} \bar{\pi}_i y_i \\ \text{s.t.} \quad & y \in F \\ & y_i \in \{0, 1\}. \end{aligned}$$

If $c^* < 0$, the vector of variables y is the incidence vector of an “*improving*” column. It corresponds to a variable with **negative reduced cost** in the (restricted) master problem.

What is F in Crew Scheduling problems?

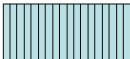
Column Generation: Algorithmic Perspective



Column Generation: Algorithmic Perspective

Master problem

$$z_{IP} = \min \{ cx : Ax \geq b, x \in I \}$$

$$A =$$


Pricing problem

$$z_{RMP} = \min \{ cx : Ax \geq b \}$$

$$A =$$



 π^*

$$c^* = \min \{ \pi^* y : y \in F \}$$

 (c^*, y^*)
 $c^* \geq 0 ?$

no

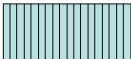
$LB(c^*), y^* \rightarrow a_p =$




Column Generation: Algorithmic Perspective


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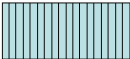
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

Column Generation: Algorithmic Perspective

Master problem


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$$A =$$


$$z_{RIP} = \min \{ cx : \bar{A}x \geq b, x \in I \}$$

$$\bar{A} =$$


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$$\bar{A} =$$


π^*

Pricing problem

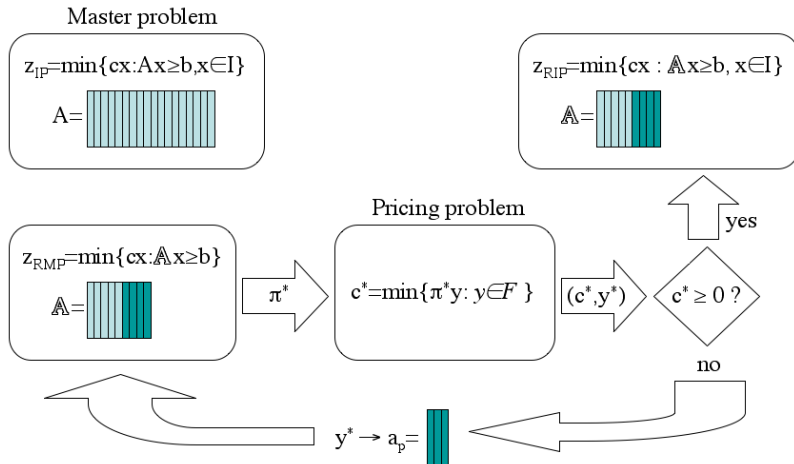
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(c^*, y^*)

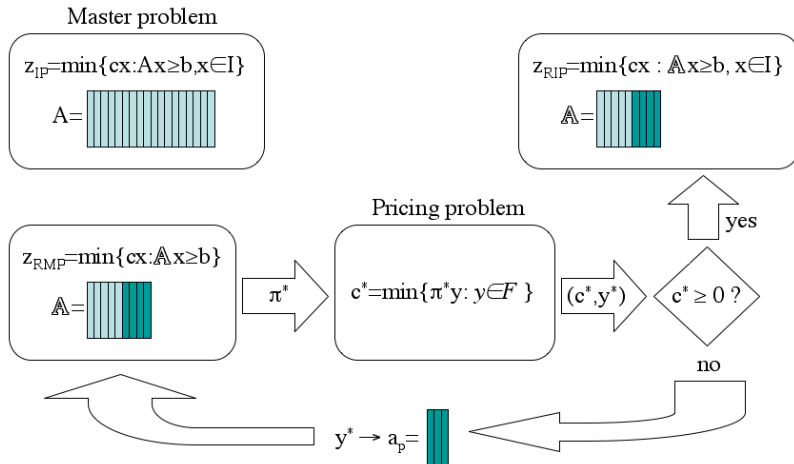
yes

$c^* \geq 0 ?$

Column Generation: Algorithmic Perspective



Column Generation: Algorithmic Perspective



What is F in Crew Scheduling problems?

Column or Variable Generation

The problem of putting together a set of **pieces of work** into a **single duty**, that is a column or variable of problem (LP-MP), is formalized as a

Resource Constrained Shortest Path Problem

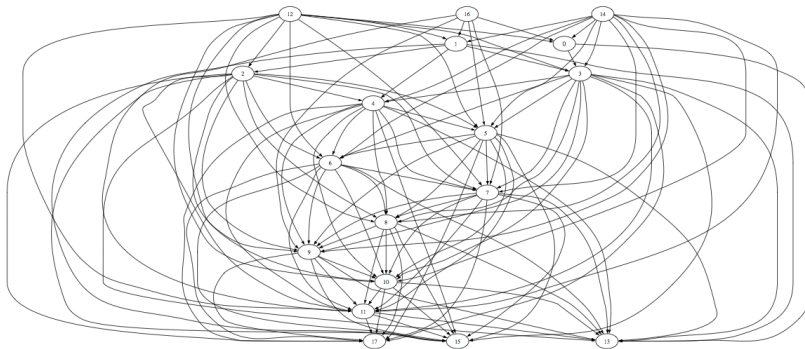
Example 12 pieces of work, 3 depots

ID	Da	A	Inizio	Fine
0	NETTPO	RMANAG	04:30	06:20
1	NETTPO	RMLAUREN	04:40	06:20
2	RMLAUREN	NETTPO	06:20	08:15
3	APRILI	LATINA	07:25	08:05
4	ANZICO	NETTPO	13:00	13:40
5	NETTPO	ANZIO	14:00	14:25
6	ANZIO	NETTPO	14:30	14:50
7	NETTPO	ANZIO	14:50	15:20
8	ANZIO	NETTPO	15:30	16:00
9	NETTPO	ANZIO	16:00	16:20
10	ANZIO	NETTPO	16:30	16:55
11	NETTPO	ANZIO	17:30	18:00

Resource Constraint Shortest Path

Let $G = (N, A)$ be the **compatibility graph**, weighted, directed, and acyclic:

- $N = P \cup \{\{s^h, t^h\} | h \in D\}$ a node for each PoW, and a pair of nodes for each depot
- A has an arc for each pair (i, j) of compatible PoW, and (s^h, i) (pull-out) and (i, t^h) (pull-in) $\forall h \in D$ and $i \in P$

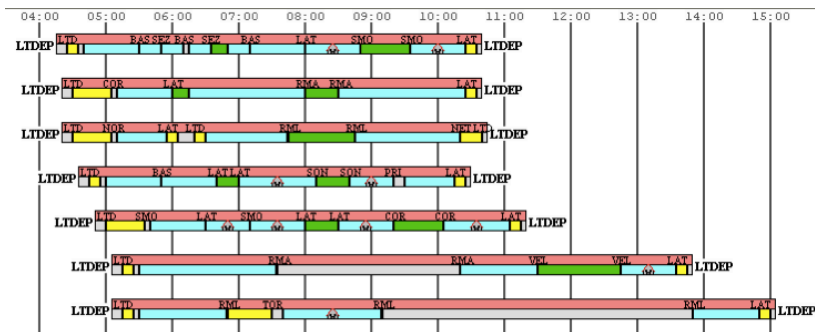


Resource Constraint Shortest Path

- $N = P \cup \{\{s^h, t^h\} | h \in D\}$
- A has an arc for each pair (i, j) of compatible PoW, and (s^h, i) (pull-out) and (i, t^h) (pull-in) $\forall h \in D$ and $i \in P$
- each arc (i, j) has associated a set of resources r_{ij}^k , for each $k \in K$, e.g. **working time**, driving time, and break time (other resources may be used to model working regulation)

	NEDEP	ANZICO	12:35	12:55	VAV
4	ANZICO	NETTPO	13:00	13:40	PG
5	NETTPO	ANZIO	14:00	14:25	PG
6	ANZIO	NETTPO	14:30	14:50	PG
7	NETTPO	ANZIO	14:50	15:20	PG
8	ANZIO	NETTPO	15:30	16:00	PG
9	NETTPO	ANZIO	16:00	16:20	PG
10	ANZIO	NETTPO	16:30	16:55	PG
11	NETTPO	ANZIO	17:30	18:00	PG
	ANZIO	NEDEP	18:00	18:10	VAV
			durata:	5:35	

Example of Crew Schedule (Resources)



Resources:

- 1 spread time (red)
- 2 driving time (light blue), corresponds to PoW
- 3 *out-of-service* time (yellow)
- 4 long break (grey)
- 5 breaks (green), very important how they are located

Duty Generation: Pricing Problem

- Duties (or shifts) with max duration between 4h30 (270m) and 6h30 (390m), with a maximum driving time of 5h30 (330m).
- For each interval of 4h30m (270 minutes), inside a duty, there must be at least a break of 15 minutes and at least a break of 30 minutes.
- The cost of each duty is determined by the minutes out of service.

We lay on every arc $(i, j) \in A$ the values:

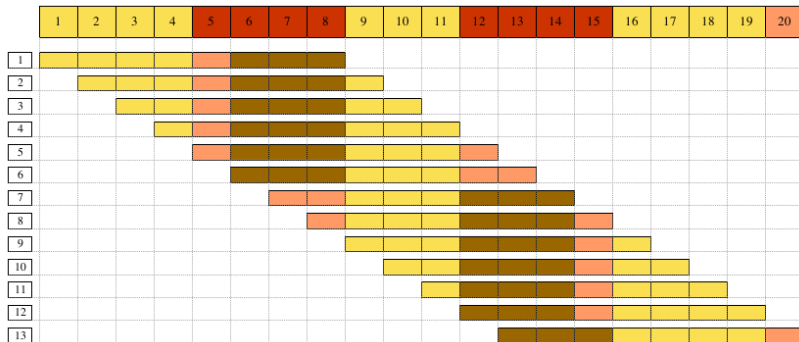
- PG : driving minutes
- FS : minutes of out of service
- PD : minutes of break at the depot
- T1 : number of breaks of type 1 (30 minutes)
- T2 : number of breaks of type 2 (15 minutes)

Pricing Problem MIP Model

$$\begin{aligned}
 \min \quad & \left(1 + \frac{1}{500} \sum_{ij \in A} t_{ij}^{FS} x_{ij} \right) - \sum_{i \in P} \bar{\pi}_i y_i \\
 \text{s.t.} \quad & \sum_{ij \in A} x_{ij} = y_i, \sum_{ji \in A} x_{ij} = y_i, \quad \forall i \in N \setminus \{s, t\}, \\
 & \sum_{ij \in A} x_{ij} + \sum_{ji \in A} x_{ij} = b_i, \quad \forall i \in \{s, t\}, \\
 & \sum_{ij \in A} t_{ij}^{PG} x_{ij} + \sum_{i \in P} t_i^{PG} y_i \leq t^{MAX-PG}, \\
 & \sum_{ij \in A} (t_{ij}^{PG} + t_{ij}^{FS} + t_{ij}^{PD}) x_{ij} + \sum_{i \in P} t_i^{PG} y_i \geq t^{MIN}, \\
 & \sum_{ij \in A} (t_{ij}^{PG} + t_{ij}^{FS} + t_{ij}^{PD}) x_{ij} + \sum_{i \in P} t_i^{PG} y_i \leq t^{MAX}, \\
 & + \text{Vincolo delle Sequenze,} \\
 & x_{ij} \in \{0, 1\}, \quad \forall (i, j) \in A, \quad y_i \in \{0, 1\}, \forall i \in P.
 \end{aligned}$$

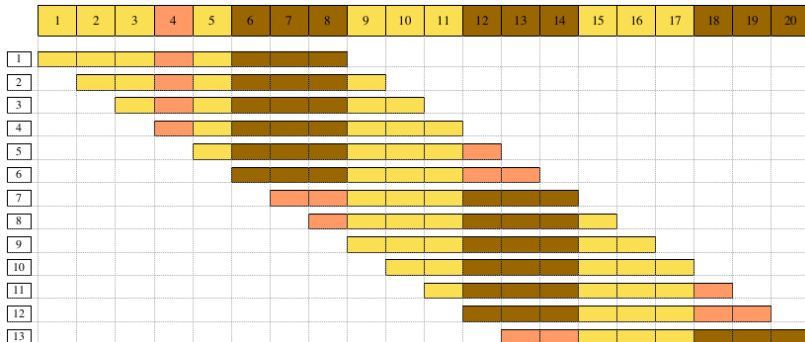
Sequence Constraint: Example

Let's assume to have a duty with 20 units of time, and two types of breaks, one that lasts one unit and one 3 units of time. Every 8 units we want at least one break of each type.



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Shortest Path with Resource Constraints

Most of CG applications:

- master problem is a (possibly generalized) set partitioning or set covering problem with side constraints (variables are associated with vehicle routes or crew schedules).
- these route and schedule variables are generated by one or several subproblems, each of them corresponding to a **shortest path problem with resource constraints (SPPRC)** or one of its variants.
- because SPPRC does not possess the integrality property the column generation approach can derive tighter bounds than those obtained from the linear relaxation of arc-based formulations.
- there exist efficient algorithms at least for some important variants of the SPPRC.

With respect to the classical shortest path problem, the SPPRC is complicated by a description of feasible paths:

- ① feasibility w.r.t. resources and
- ② feasibility w.r.t. path-structural constraints.

Moreover, non-linear cost functions can alone also complicate the classical shortest path problem to the point of not being anymore polynomially solvable.

Consider SPPRC on a simple (no-multiple arcs) digraph $D = (V, A)$:

- the requirements of allowing only **elementary paths** makes the problem NP-hard
- with no-elementary paths and without other path-structural constraints the problem is solvable in pseudo-polynomial time

(Note in acyclic graphs paths are elementary in any case.)

Solution algorithms are labeling algorithms, that is, dynamic programming algorithms with paths encoded by labels (aka, records).

[S. Irnich, G. Desaulniers, 2005]