# Logistic service scheduling

Name: Yiting Chen ID: 517021910169 Email: ytchen981@163.com Name: Yunlong Cheng ID: 517021910332 Email: aweftr@sjtu.edu.cn

June 22, 2019

#### Abstract

Reasonable scheduling of logistics service supply chain is essential. To minimize the total cost of the service, minimize the difference between the total service time and the customers; requirement and maximize the satisfaction, we established two scheduling models with fixed customer order decoupling point(CODP). One model ignores the relationship between the time window of supplier operation and the customer requirement and focus on the cost and satisfaction, while the other one considering the relationship. We convert the multiple-objective programming model into a LP problem and solve it with Cplex.

# catalog

1	Introduction				
2	Model building				
	2.1	Proble	em describing	3	
	2.2	Notat	ion	4	
	2.3	Assun	ption	5	
	2.4	Model	Building	6	
		2.4.1	The model without the Relationship between Time Windows of Supplier Operation and Customer Requirement	6	
		2.4.2	The model with the Relationship between Time Windows of Supplier Operation and Customer Requirement	7	
3	Pro	$\mathbf{blem} \ D$	Analysis and Algorithm Design	8	

4	Theoretical Analysis and Performante Evaluation			Team 2 <b>5</b>	
	4.1	Theor	etical Analysis		9
	4.2	Perfor	mance Evaluation		9
		4.2.1	Evaluation of the model without the Relationship between Time Window Supplier Operation and Customer Requirement		9
		4.2.2	Evaluation of the model with the Relationship between Time Windows Supplier Operation and Customer Requirement		10

### 1 Introduction

Nowadays logistics enterprises provide mass customization logistics services (MCLS) which allows customer to request customization service or mass service. To provide better service, the logistics service integrator need to reduce the cost, satisfy the customers' time requirement and keep functional logistic service providers satisfied. Our report focus on the schedule model in the two-echelon logistic service supply chain. This paper is organized as follows. In **section 2**, we introduce our schedule model regarding the problem. In **section 3**, we analyze the problem and the algorithm to solve the problem. In **section 4**, we analyze the time complexity of the algorithm and evaluate the performance of our model with the given data. The reference section and acknowledge section are given respectively at the end.

# 2 Model building

## 2.1 Problem describing

Assume there is a two-echelon logistics service supply chain(LSSC) with one logistics service integrator(LSI) and many functional logistic service providers(FLSP). The LSI may receive many orders from customers at a time. Each order consists of multiple service processes, which can be divided into two types, the customized service process and the mass service process. The service process of customers is conducted either being integrated into the mass service process or being operated independently as customized service. The LSI analyses the demand from customer and inquires the FLSPs of each service process about the time window for completing the service process. Then the LSI needs to schedule the orders and determine which process are conducted in mass mode and which are in customized mode. For example, there are three customers: Then the LSI would

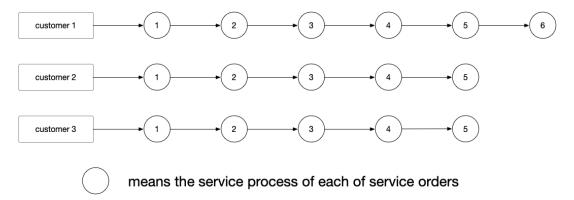


Figure 1: Example of customer requeset

determine the CODP and execute some of the processes in mass service and others in customized service. Our goal is schedule the processes and met the goals.

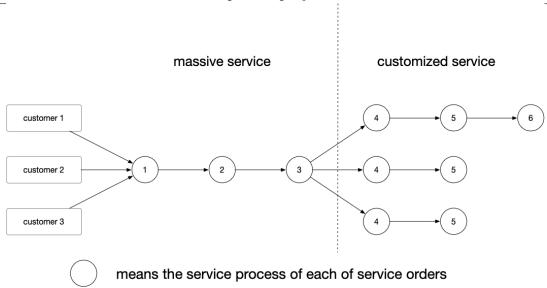


Figure 2: Demonstration of the actual service

## 2.2 Notation

The notation of the model are as follows:

Notation	Description
$T_i^{exp}$	The expect time for FLSP to complete $i$ th process in offering mass service
$T_i$	The actual time FLSP takes to complete $i$ th process in offering mass service
$T_i^{ext}$	The time LSI scheduled for $i$ th process in mass service
$T_{ij}^{exp}$	The expect time for FLSP to complete $i$ th process in customized mode for customer $j$
$T_{ij}$	The actual time FLSP takes to complete $i$ th process in customized mode for customer $j$
$T_{ij}^{ext}$	The time LSI scheduled for customer $j$ in $i$ th process
$\frac{T_{ij}^{ext}}{T_j^{exp}}$ $\frac{T_{i+1}^{+}}{T_{i+1}^{+}}$	The custmoer $j$ 's expected completion time
$T_{i+1}^+$	In mass processes, the upper limit of the time delay incurred in the (i 1)th service process which could be endured by the ith ser- vice process. It is determined by the rigid requirement caused by upstream and downstream operations of LSSC.
$T_{i+1}^-$	In mass processes, the upper limit of the time ahead of schedule incurred in the (i–1)th service process which could be endured by the ith service process, which is determined by the rigid requirement caused by upstream and downstream operations of LSSC.

	report of project2 Tea
$T_{(i+1)j}^+$	In customized processes, for the jth customer order, the upper limit of the time delay incurred in the (i 1)th service process which could be endured by the ith service process, which is determined by the rigid requirement caused by upstream and downstream operations of LSSC.
$T_{(i+1)j}^-$	In customized processes, for the jth customer order, the upper limit of the time ahead of schedule incurred in the (i 1)th service process which could be endured by the ith service process, which is determined by the rigid requirement caused by upstream and downstream operations of LSSC.
$C_i$	The normal cost per unit time of $i$ th process in offering mass service
$C_i^{ext}$	The extra cost per unit time of $i$ th process in offering mass service
$C_{ij}$	The normal cost per unit time of $i$ th process in offering customized service for customer $j$
$C_{ij}^{ext}$	The extra cost per unit time of $i$ th process in offering customized service for customer $j$
$P_i$	The penalty per unit time of $i$ th process in mass service if order is finished ahead of the expected time
$P_{ij}$	The penalty per unit time of $i$ th process in customized service for customer $j$ if order is finished ahead of the expected time
$U_i$	The lower limit of the satisfaction degree of the $i$ th mass process.
$U_{ij}$	The lower limit of the satisfaction degree of the ith customized process of the jth customer order.
$\overline{Z_1}$	The total cost
$\overline{Z_2}$	The satisfaction
$Z_3$	The closeness degree of the actual order completion time and its customer requirement.
$\overline{k}$	Before $k$ th process the service is mass and after it will be customized
$\overline{Y}$	The total number of orders
$\overline{Y_j}$	The number of orders from $j$ th customer
$\overline{c}$	The cost coefficient
β	The requirement coefficient
$\overline{I_j}$	The number of processes in $j$ th customer's order
$J_0$	The number of customers

Table 1: notation of the model

# 2.3 Assumption

According to the description we have following assumptions:

- 1. Each scheduling task aims at only one set of customer orders and no new orders are added
- 2. In terms of time scheduling, additional service costs are incurred.
- 3. The normal service time refers to the usual time needed in completing a task using FLSP capability. When the work is done in the expect time, the satisfaction of the FLSPs is the highest.
- 4. We assume that logistics service capacities in each process are adequate and thus there is not any capacities constraint.

### 2.4 Model Building

# 2.4.1 The model without the Relationship between Time Windows of Supplier Operation and Customer Requirement

In the problem, the object is to reduce the cost  $Z_1$  and increase the satisfaction  $Z_2$ . We calculate the cost  $Z_1$  as follows:

$$Z_1 = f_1 + f_2 + f_3 \tag{1}$$

where

$$f_1 = \sum_{i=1}^{i=k-1} (T_i C_i + |T_i^{ext}| C_i^{ext}) \times Y$$
 (2)

$$f_2 = \sum_{i=k}^{I_j} \sum_{i=1}^{J_0} (T_{ij}C_{ij} + |T_{ij}^{ext}|C_{ij}^{ext}) \times Y_j$$
(3)

$$f_3 = \sum_{i=1}^{i=k-1} |(T_i^{exp} - T_i - T_i^{ext})| P_i \times Y + \sum_{i=k}^{I_j} \sum_{j=1}^{J_0} |(T_{ij}^{exp} - T_{ij} - T_{ij}^{ext})| P_{ij} \times Y_j$$
 (4)

 $f_1$  is the cost of mass service and  $f_2$  is the cost of customized service.  $f_3$  is the penalty. We define the satisfaction  $Z_2$  via the relationship between the expected time and the actual time and the relationship between the cost of normal service and the total cost[1]:

$$Z_{2} = \left(\sum_{i=1}^{i=k-1} \left(1 - \left|\frac{T_{i}^{exp} - T_{i}}{T_{i}^{exp}}\right|\right) \left(\frac{T_{i}C_{i}}{T_{i}C_{i} + T_{i}^{ext}C_{i}^{ext}}\right) + \sum_{i=k}^{I_{j}} \sum_{j=1}^{J_{0}} \left(1 - \left|\frac{T_{ij}^{exp} - T_{ij}}{T_{ij}^{exp}}\right|\right) \left(\frac{T_{ij}C_{ij}}{T_{ij}C_{ij} + T_{ij}^{ext}C_{ij}^{ext}}\right)\right) \times \left(k - 1 + \sum_{j=1}^{J_{0}} \left(I_{j} - (k-1)\right)\right)^{-1}$$

$$(5)$$

As for restraints:

$$T_{i+1}^{-} \le T_i^{exp} - T_i - T_i^{ext} \le T_{i+1}^{+} \quad , i \le k-1$$
 (6)

$$T_{(i+1)j}^{-} \le T_{ij}^{exp} - T_{ij} - T_{ij}^{ext} \le T_{(i+1)j}^{+} \quad , i > k$$
 (7)

$$(1 - |\frac{T_i^{exp} - T_i}{T_i^{exp}}|)(\frac{T_i C_i}{T_i C_i + |T_i^{ext}| C_i^{ext}}) \ge U_i$$
(8)

$$(1 - |\frac{T_{ij}^{exp} - T_{ij}}{T_{ij}^{exp}}|)(\frac{T_{ij}C_{ij}}{T_{ij}C_{ij} + T_{ij}^{ext}C_{ij}^{ext}}) \ge U_{ij}$$
(9)

Because  $Z_2 \in \{0,1\}$ . Simplify the multiobjective programming model, We get:

$$\min \quad K_1 Z_1 + K_2 Z_1^{min} (1 - Z_2) \tag{10}$$

s.t. 
$$T_{i+1}^- \le T_i^{exp} - T_i - T_i^{ext} \le T_{i+1}^+$$
,  $i \le k-1$  (11)

s.t. 
$$T_{i+1}^- \le T_i^{exp} - T_i - T_i^{ext} \le T_{i+1}^+$$
,  $i \le k - 1$  (11)  
 $T_{(i+1)j}^- \le T_{ij}^{exp} - T_{ij} - T_{ij}^{ext} \le T_{(i+1)j}^+$ ,  $i \ge k$  (12)

$$(1 - |\frac{T_i^{exp} - T_i}{T_i^{exp}}|)(\frac{T_i C_i}{T_i C_i + |T_i^{ext}| C_i^{ext}}) \ge U_i$$
(13)

$$(1 - |\frac{T_{ij}^{exp} - T_{ij}}{T_{ii}^{exp}}|)(\frac{T_{ij}C_{ij}}{T_{ij}C_{ij} + |T_{ii}^{ext}|C_{ii}^{ext}}) \ge U_{ij}$$
(14)

(15)

 $K_1$  and  $K_2$  represents the weight of  $Z_1$  and  $Z_2$ .

#### 2.4.2 The model with the Relationship between Time Windows of Supplier Operation and Customer Requirement

Considering the relationship between time windows of supplier operation and customer requirement, we introduce a new variable  $Z_3$  to describe the closeness of the actual order completion time and its customer requirement.

$$Z_3 = \sum_{j=1}^{J_0} \left| \frac{T_j^{exp} - T_j}{T_j^{exp}} \right| \times \frac{Y_j}{Y}$$
 (16)

where

$$T_{j} = \sum_{i=1}^{I_{j}} (T_{i} + T_{i}^{ext} + T_{ij} + T_{ij}^{ext})$$
(17)

 $T_j$  is the actual time to complete customer j's order.

Hence, there are three objects. To simplify the multiobjective programming model, we restrain  $Z_1$ to

$$Z_1 \le Z_1^{min} \times (1+c) \tag{18}$$

where c is the cost coefficient and

$$Z_1^{min} = \sum_{i=1}^{i=k-1} T_i C_i \times Y + \sum_{i=k}^{I_j} \sum_{j=1}^{J_0} (T_{ij} C_{ij}) \times Y_j$$
 (19)

Considering the requirement of the customer we also add a constraint of the time required by customers:  $T_j \leq T_j^{exp}(1+\beta)$ . Then we got:

$$\min \quad K_3 Z_3 + K_2 (1 - Z_2) \tag{20}$$

s.t. 
$$T_j \le T_j^{exp}(1+\beta)$$
 (21)

$$T_{i+1}^- \le T_i^{exp} - T_i - T_i^{ext} \le T_{i+1}^+ \quad , i \le k-1$$
 (22)

$$T_{(i+1)j}^- \le T_{ij}^{exp} - T_{ij} - T_{ij}^{ext} \le T_{(i+1)j}^+ \quad , i \ge k$$
 (23)

$$(1 - \left| \frac{T_i^{exp} - T_i}{T_i^{exp}} \right|) \left( \frac{T_i C_i}{T_i C_i + T_i^{ext} C_i^{ext}} \right) \ge U_i$$

$$(24)$$

$$(1 - |\frac{T_{ij}^{exp} - T_{ij}}{T_{ij}^{exp}}|)(\frac{T_{ij}C_{ij}}{T_{ij}C_{ij} + T_{ij}^{ext}C_{ij}^{ext}}) \ge U_{ij}$$
(25)

$$Z_1 \le Z_{1min} \tag{26}$$

convert it into LP:

$$\min \quad K_3 Z_3 + K_2 (1 - Z_2) \tag{27}$$

s.t. 
$$T_j \le T_j^{exp}(1+\beta)$$
 (28)

$$T_{i+1}^{-} \le T_i^{exp} - T_i - T_i^{ext} \le T_{i+1}^{+}, i \le k-1$$
 (29)

$$T_{(i+1)j}^- \le T_{ij}^{exp} - T_{ij} - T_{ij}^{ext} \le T_{(i+1)j}^+ \quad , i \ge k$$
 (30)

$$(1 - \left| \frac{T_i^{exp} - T_i}{T_i^{exp}} \right|)^{-1} \left( 1 + \frac{T_i^{ext} C_i^{ext}}{T_i C_i} \right) \le U_i^{-1}$$
(31)

$$Z_1 \le Z_{1min} \tag{33}$$

 $K_2$  and  $K_3$  represents the weight of  $Z_2$  and  $Z_3$ 

# 3 Problem Analysis and Algorithm Design

Our defined problem is a multiple-objective programming problem. We simplify the problem with linear weight method and get the synthesized objective function. Our single-objective model could be converted into LP. Hence the defined problem should be in P and we could use various algorithms to solve the problem. Using Ellipsoid Method the time complexity would be  $O(n^6L^2)$  where n is the dimension of variables and L is the length of input. If we solve the problem using Interior-Point Method the time complexity would be  $O(n^{3.5}L^2)$ .

For example, Barrier Method[2]:

### **Algorithm 1:** Barrier Method

- 1 given strictly feasible
- 2 while True do
- 3 Centering step. Compute by minimizing, subject to, starting at.
- 4 Update.
- 5 Stopping criterion. quit if.
- 6 increase.

In this project we use Cplex to solve the LP problem.

## 4 Theoretical Analysis and Performance Evaluation

### 4.1 Theoretical Analysis

The time complexity is determined by the method we use to solve the LP problem. If we use simplex method, the time complexity is  $O(2^n)$ . If we use Ellipsoid Method the time complexity would be  $O(n^6L^2)$ . If we use Interior-Point Method, the time complexity would be  $O(n^{3.5}L^2)$ . We use Cplex to solve the LP problem.

### 4.2 Performance Evaluation

# 4.2.1 Evaluation of the model without the Relationship between Time Windows of Supplier Operation and Customer Requirement

For service time distribution, we generate the actual service time via a random function. The data we used are listed as follows:

Table 2: actual service time generated by a random function For the processes which are ahead of CODP:

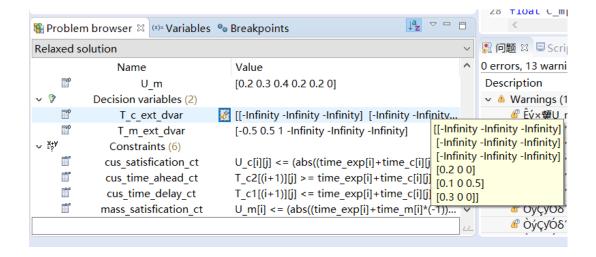
i	
1	10
2	10.5
3	6

And for the process which are behind of CODP:

i∖j	1	2	3
4	4.3	4.5	5.0
5	9.9	10.5	9.5
6	16.5	17.5	17.2

What's more, we need many missing data for the mass services. So we generate them by ourselves. Please click data-algorithm1.dat to see the data and model-algorithm.mod to see the model.

Implement our model and run it in CPLEX, we have the following results:



As can see from the picture above, we schedule the time for the mass services and customized services properly.

# 4.2.2 Evaluation of the model with the Relationship between Time Windows of Supplier Operation and Customer Requirement

In this model we have a coefficient c. Change the c and we can get different results which means that if we realax the constraint for  $Z_1$  a little, we can have some different optimal schedule.

As for the data and cplex implementation for this model, please click data-algorithm2.dat to see the data and model-with-relation-algorithm.mod to see the cplex implementation.

For different c, we can draw a diagram to see which c can have the optimal result

## Acknowledgement

First of all we would like to express my gratitude to all those who helped us during the writing of this report. We have been working for several days and finally we finished our report. During the period, TA Fan and Peng answered those questions that bothered us. It's our honor and pleasure to attend professor Gao's algorithm class. It's a meaningful experience for us, and we learned a lot.

## References

- [1] Liu WH, Yang Y, Li X, Xu HT, Xie D. A time scheduling model of logistics service supply chain with mass customized logistics service. Discrete Dynamics in Nature and Society. 2012;2012:18 pages.482978
- [2] Stephen Boyd, Lieven Vandenberghe. Convex Optimization [M]