

# Ship Route Corridor Prediction Based on Benefit Model

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## Introduction

Conditions:

- International event information
- Some parameters (ship performance, etc.)
- Trajectory data in the last few days
- Historical trajectory dataset

Problem:

- How to predict the destination of this voyage?

## Methods

Two premises:

- The states are relatively rational, and national decision-making with significant economic impact is prudent and based on certain rules.
- The economic cost and expected economic benefits of each mission are huge.

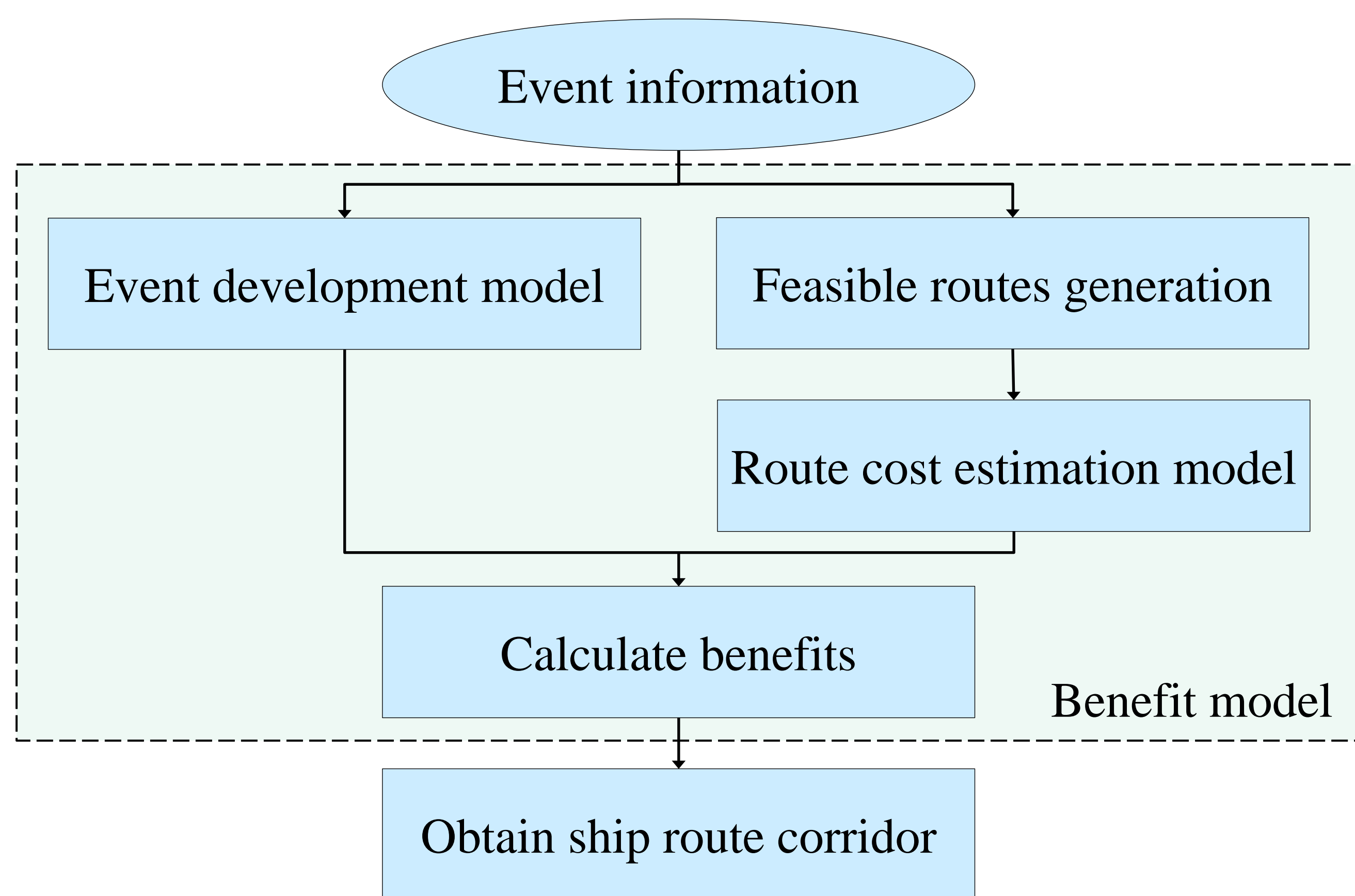


Fig. 1. Flow chart of ship route corridor prediction method

Event development model:

$$\dot{R}_{CA} = a_{CA} R_{CA} + b_{CA} R_{CB}$$

$$\dot{R}_{CB} = b_{CB} R_{CA} + a_{CB} R_{CB}$$

Route cost estimation model:

$$C_{float} = C_{fuel} + C_{pay} + C_{climate}$$

Fuel cost
Port and canal charge
Additional cost for weather effects

where

$$\begin{cases} C_{fuel} = P_H m_H + P_L m_L \\ m_H = (0.7355 D^{2/3} v^3 / 24 C_f) / 1000 \\ C_{climate} = k_m \cdot C_{dm} \cdot [1 - \tanh(R/R_{climate})] \end{cases}$$

## Results

Each feasible route:

Fig. 3. is frequency histogram using Monte Carlo method to estimate route cost in Fig. 2. for 500 times. The confidence interval with  $\alpha = 0.05$  for route cost is  $[73.95, 73.98] \cdot 10^4$  dollars.



Fig. 2. A feasible route

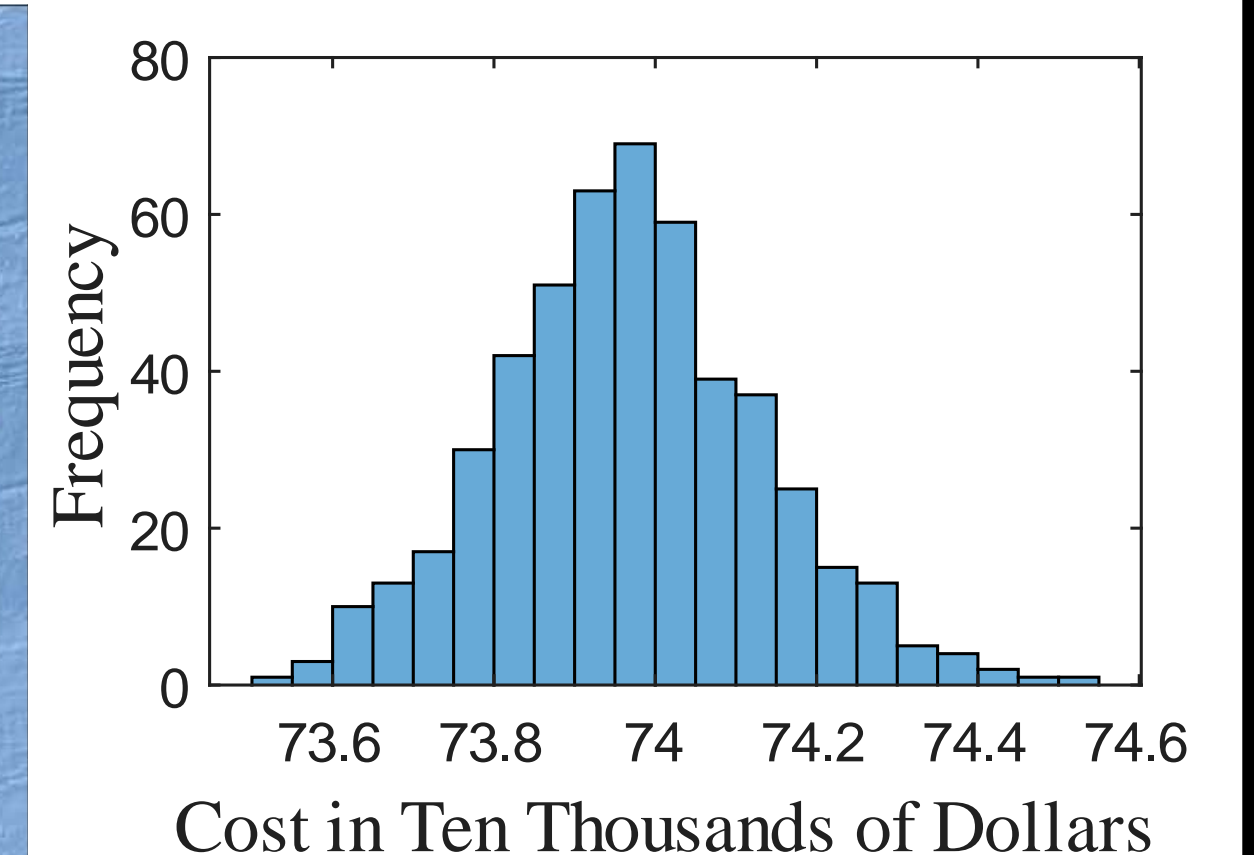


Fig. 3. Route cost

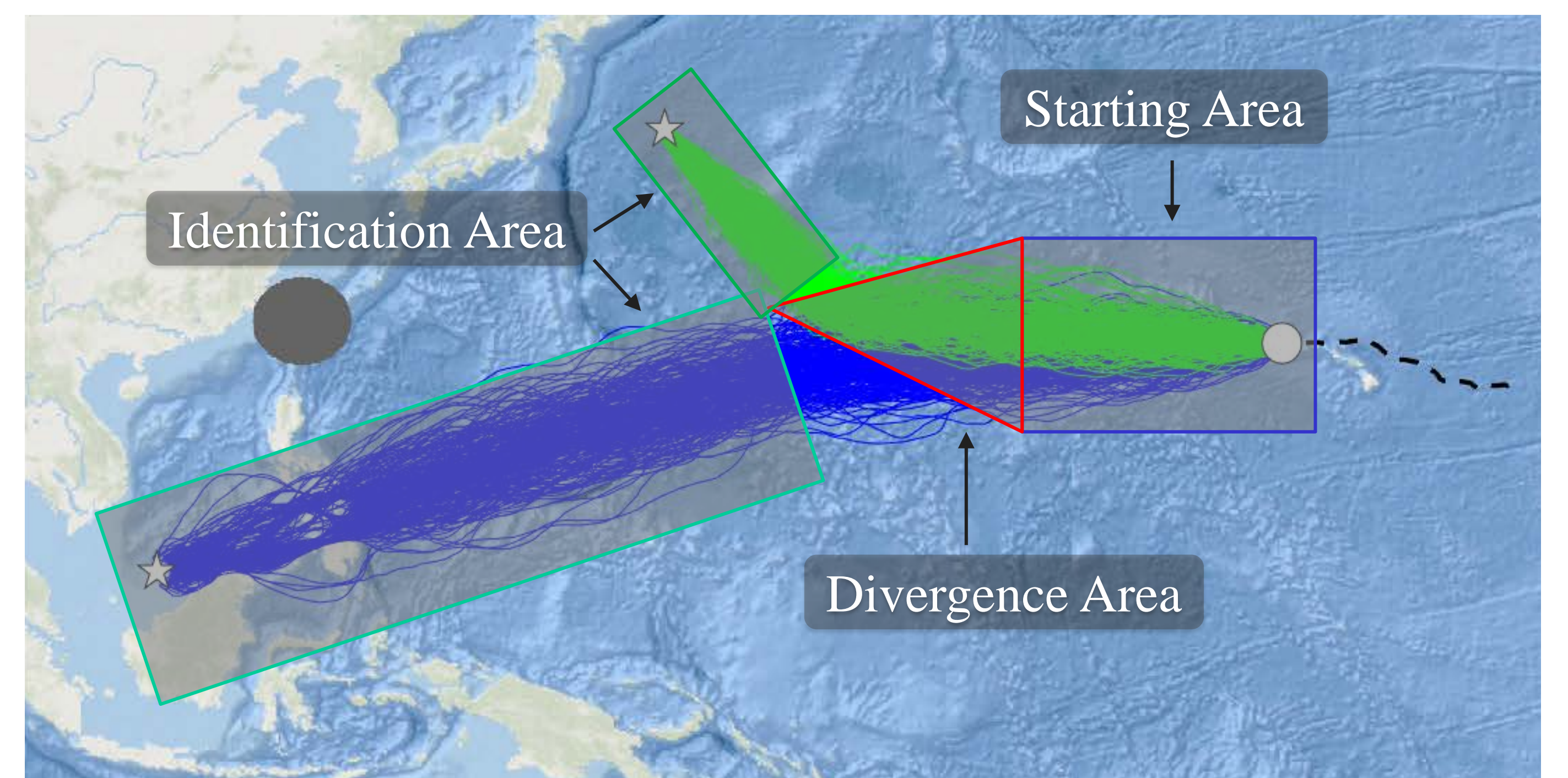


Fig. 4. Ship route corridor

Ship route corridor:

Filtering all feasible routes based on route cost and benefits, a cluster of feasible routes, named ship route corridor, can be obtained.

## Conclusions

Functions for this method:

- Possible locations of the ship can be predicted at any time.
- Destination can be predicted once the ship enters an identification area.

Compare with other methods:

- Less historical trajectory dataset
- Less dependence on trajectory data in the last few days
- Larger time span for prediction