Urban Truck Routing and Scheduling

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Abstract:

Nowadays, smart logistics play an increasing important role in improving operational efficiency and enhancing the consumer experience. This article is aimed to develop a

Summarize the objectives of the paper

Summarize the results and conclusion

State the basic principles underlying any new theoretical or experimental methods that are developed in the paper

# Introduction

State the precise subject of the paper immediately

As people and enterprises come under more pressure in a fast moving and highly connected world, smart logistics play an increasingly important role in improving operational efficiency and enhancing the consumer experience. Reducing costs and increasing logistics efficiency is critical. With the improvement of computational performance, this kind of NP-Hard problem can be better solved by technology developed with optimization algorithms. Our goal is to provide consumers with simpler and faster logistics.

The rest of this article is organized as follows. Section 2 reviewed the literature with regard to the application of simulation on vehicle routing problem. Section 3 defined the problem to be solved and put up a mathematic model with regard to it. In section 4, we describe how we the Anylogic model and display the results. Finally, we draw a conclusion and give out some future research we may do in section 5.

# Literature Review

AnyLogic simulation environment can be used in different application problems, e.g., epidemic spread modelling, industrial development, complex system design evaluation, computer performance evaluation, military systems, transportation systems, supply chain management and business process evaluation. (Merkuryeva & Bolshakovs, 2010)

# Problem Statement

A distribution center of JD is associated to city A. This center provides distribution services to over a thousand customers of this city needing bulk commodities daily. It is assumed that there is no constraint on how many trucks can be used every day. It is also assumed that JD’s comprehensive costs cannot be reduced. Each customer have a time window for receiving goods but it is a soft constraint, which means that track may arrival before than the time window. If vehicle arrives early, a waiting cost of 24 yuan per hour should be counted. Later arrival is not allowable. Each truck can serve multiply customers but each customer could only be served by one truck at one time. Besides, the capacity of truck should be taken into consideration when it serve multiply customers. The task is determining the quantity of truck to be used and designing their routing and scheduling plans. The final target is to optimize the total cost, which include fixed cost of using a truck, transportation cost and waiting cost if the truck arrive before the earliest time of that customer.

## Input Data

**Table 1**

Customer Sample Data

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Node ID** | **Longitude** | **Latitude** | **Package Weight**  **(tons)** | **Package Volume**  **(cubic meters)** | **Earliest Time** | **Latest Time** |
| 1 | 116.242043 | 40.072630 | 0.20760 | 0.3666 | 09:00 | 12:00 |
| 2 | 116.403595 | 39.872945 | 0.05863 | 0.1687 | 13:30 | 14:00 |
| 3 | 116.186289 | 40.016361 | 0.03645 | 0.0745 | 13:00 | 15:00 |
| 4 | 116.508011 | 39.826296 | 0.02595 | 0.0542 | 09:00 | 10:00 |
| 5 | 116.130997 | 39.825921 | 0.0198 | 0.1117 | 11:00 | 13:30 |
| … | … | … | … | … | … | … |
| 50 | 116.214509 | 40.122890 | 0.01697 | 0.0260 | 11:00 | 12:00 |

The distribution center was located at (116.571614, 39.792844). This distribution center is responsible for 1000 customers nearby. However, computing 1000 customer is really complicated. In order to simplify our model and reduce the computing time, we only pick up the first 50 customers for analyzing. The data needed include the customer’s longitude, latitude, package weight, package volume, and time window for receiving the cargo. Part of these data are displayed in Table 1.

**Table 2**

Tuck Capacity Sample Data

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Type** | **Max Volume**  **(cubic meters)** | **Max Weight**  **(tons)** | **Driving Range**  **(kilometers)** | **Unit Trans Cost**  **(Yuan per kilo.)** | **Fixed Cost**  **(Yuan)** |
| TRUCK | 16 | 2.5 | 120 | 14 | 300 |

Each truck will leave from the distribution center after 8:00 AM and must return before 12:00 PM. There are two types of vehicle available. Type 1, named “IVECO”, could carry 2 tons of cargo while its volume is no more than 12 cubic meters. It can driving up to 100 kilometers. Its transport cost and fixed cost are 12 yuan per kilometer and 200 yuan per day. Type 2 named “TRUCK”. TRUCK is more powerful that IVECO, but also more expensive. Its capacity of volume, weight and driving range are 16 cubic meters, 2.5 tons and 120 kilometers, respectively. Its transport cost and fixed cost are 14 yuan per kilometer and 300 yuan per day. Both of these two kind of vehicle are chargeable. But we do not take charging into consideration in this article. It is notable that we only use the type 2 vehicle “TRUCK” and its quantity is unlimited. The capacity information is shown in Table 2.

**Table 3**

Distance Sample Data

|  |  |  |  |
| --- | --- | --- | --- |
| **From Node** | **To Node** | **Distance**  **(kilometers)** | **Transport Time**  **(minutes)** |
| 0 | 1 | 63536 | 77 |
| 0 | 2 | 27489 | 33 |
| 0 | 3 | 62041 | 75 |
| 0 | 4 | 13365 | 17 |
| 0 | 5 | 45570 | 55 |
| … | … | … | … |

In order to calculate the transportation cost, we need to know the distance between distribution center and customer, customer and customer. Besides, we need the transport time to determine if the arrival time is in the time window. Part of the sample data are shown in Table 3.

## Constrains

1. All customers should be served exactly once by one truck.
2. Capacity limitation: the whole weight and volume could not exceed the capacity of trucks.
3. Time window: package should be delivered within the specified time window. (Soft Constrains)
4. Each truck should return before sustainable mileage reaches 0.
5. Demand of customers must be satisfied.

## Assumptions

1. The trucks begin at the distribution center and need to return to the distribution center once the goods have been delivered.
2. There is an infinite number of trucks available.
3. The unloading time for each customer is constant at 0.5h.
4. The coefficient of waiting cost described is 24 yuan/h. Later arrival is not allowable.

# Mathematical modeling

**Table 4**

Parameters

|  |  |  |
| --- | --- | --- |
| Constant variable | Description | Value |
| Cf | Per-unit TRUCK fixed cost (yuan) | 300 |
| Ct | Per-unit travel cost for TRUCK (yuan/per kilometer) | 14 |
| Cw | Per-unit waiting cost (yuan/per hour) | 24 |
| Vmax | Vehicle volume capacity (m3) | 16 |
| Vj | Unloading volume at node j (m3) | Table 1 |
| Wmax | Vehicle load capacity (t) | 2.5 |
| Wj | Unloading weight at node j (t) | Table 1 |
| Dmax | Maximum driving range for vehicle B (kilometer) | 120 |
| Dij | Distance between node i and node j | Table 3 |
| Ts | Unloading time (hour) | 0.5 |
| Tiearly | Earliest arrive time of customer i | Table 1 |
| Tilast | Latest arrive time of customer i | Table 1 |
| Tij | Travel time between node i and node j | Table 3 |
| Tdepart | Earliest departing time of vehicle k | 8:00 |
| Tback | Latest backing time of vehicle k | 24:00 |

This problem is a classic capacity vehicle routing problem with time window (CVRPTW). This instance pf the CVRPTW consists of a set of customers C, a distribution center O. CO denotes the set of nodes with the distribution center O. There are K trucks for transportation and the upper bound of K is equal to 50. A binary variableis used for indicating whether the kth truck visits customer j after visiting customer i.

The maximum volume and weigh of truck k is defined in Vmax and Wmax, respectively. Vj and Wj represents the volume and weight of goods needed by customer j, respectively.Similar to the load capacity, Dmax is the maximum driving range andrepresents the driving capacity remain. It is notable that the value of should keep positive. Besides, Tij represents the traveling time from node i to node j and Ts is the unloading time in each customer. The start time of unloading for customer i is saved in. For each customer i, a range [Tiearly, Tilast] is defined representing the time windows. The value ofshould smaller than or equal to Tilast. The parameters mentioned above are shown in Table 4.

Then, this problem can be modeled as follows:

Minimize 



 i ≠ j



Subject to   (1)

  (2)

 ,,i ≠ j ≠ m (3)

 , (4)

  (5)

  (6)

 ,, (7)

  (8)

  (9)

 ,,, i ≠ j (10)

The problem is a minimization problem with an objective function consisting of three parts: travel cost, fixed cost and waiting cost. Equation (1) ensures that each truck get started form distribution center O. Equation (2) and (3) force that all customers should be served exactly once by one truck. The timing constraints are covered by Eq. (4) – (6). Equation (7) ensures that each truck should return before sustainable mileage reaches 0. Equation (8) and (9) are the capacity constraints. The last equation (10) forces the value of the decision variable  to be either zero or one.

# Simulation modeling

# Results

5.1 model validation

# Conclusion