



Eidgenössische Technische Hochschule Zürich
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Lecture with Computer Exercises:
Modelling and Simulating Social Systems with MATLAB

Project Report

Modeling of a passenger ship evacuation

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1 Abstract

2 Individual contributions

The whole project was completed as a team. For sure we took into consideration all the personal backgrounds and knowledge. That is the reason why Raphael and Manuela focused on implenting the computer code. Whereas Andreas and Fabian concentrated on providing background information, compared the results with the reality and doing its verification.

3 Introduction and Motivations

3.1 Introduction

The evacuation of a passenger liner due to fire, sinking or other issues leads to several problems. A large amount of passengers try to safe their lives and get to a rescue boat. Narrow and branched floors, smoke, inflowing water, the absence of illumination, rude passengers and so forth can make the evacuation difficult and reduce the number of survivors. There are a lot of norms how to minimize the harm of such an evacuation. For example there are rules on the number of rescue boats dependent on the amount of passengers [3]. With dry runs the staff is prepared for the case of emergency et cetera. In real life ship corridor reproduction, the behavior of distressed people is studied. Another approach is to model such ship evacuations numerically on the computer. As an example the software maritimeEXODUS by a development team from the University of Greenwich is a PC based evacuation and pedestrian dynamics model that is capable of simulating individual people, behaviour and vessel details. The model includes aspects of people-people, people-structure and people-environment interaction. It is capable of simulating thousands of people in very large ship geometries and can incorporate interaction with fire hazard data such as smoke, heat and toxic gases and angle of heel [6]. Our approach is similarly to model a passenger ship with a common geometrical outline and ground view. In an optimization process we will thereafter look for an ideal ground view, rescue boat distribution and their size to minimize the time needed for evacuation. Finally we will make a statement on possible improvements.

3.2 Motivation

Even though modern ocean liners are considered to be safe, the latest occasions attested that there is still potential for evacuation and safety improvements [7]. Certainly we know that this science is very advanced and practised since the sinking of the Titanic. Nevertheless knowing that there are still bottlenecks on the ships we are very motivated to detect and eliminate them with our mathematical models.

3.3 Fundamental Questions

To find these bottlenecks we run a mathematical model of a ship structure with several decks and its passengers [5]. After we localised these places we are interested in the answers of the following questions:

How much time can be saved by varying the dependent variables mentioned below:

- How much people can be saved by changing the disposition of the specific room types?
- Where are the bottlenecks during the evacuation? How can they be avoided?

What is the influence of the rescue boats?

- Are small or bigger boats better?
- Where do they have to be positioned?

If we have time to spare we analyse the difference between uncontrolled and controlled passenger flow:

- Is the crew able to prevent chaos in the evacuation process?
- What is the best way to lead the passengers out of the ship?

In addition we are keen to know if our model is a good abstraction of the reality?

4 Description of the Model

4.1 General Model

We will base the modeling part on the work done by a group of former "MSSSM" students, by name Hans Hardmeier, Andrin Jenal, Beat Kueng and Felix Thaler. [2] In their work "Modeling Situations of Evacuation in a Multi-level Building" they

wrote a computer program in c with a MATLAB surface to rapidly simulate the evacuation of multi-level buildings.

Similar to the building we necessarily need an implementation of a common ship shape [5]. In order to make strong conclusions we want to keep the following variables independent:

- Number of passengers (4400 agents)
- Overall capacity of the rescue boats (4680 seats)
- Ship size and shape
- Area used by specific rooms (coaches for passengers, lounge area, corridors)

Our target is to decrease the evacuation time. Measurements will be made on the time to evacuate:

- 10%
- 50%
- 90%
- 99% of all passengers.

In order to optimize the evacuation time, we change the following dependent variables:

- Disposition of the specific room types (e.g. changing the geometry of the corridors without changing the total area used for corridors)
- Rescue boat size, number and position
- Control of the passenger flow by crew members (e.g. is there staff to lead the passengers and how are they doing it?)

5 Implementation

5.1 Code

As mentioned above our code is based on the work of a previous project. In order to answer our question we had to make several adjustments and adapt it to our simulation model. In this chapter we are going to explain the most significant changes. For the exact understanding of the original code and the process of optimization, please refer to the documentation of the previous project group, especially chapter five and nine[2] or our code in the Appendix.

5.1.1 Code adjustment - Exits

Reason:

The first change which was necessary was due to the fact that the exits in our simulation are not simply on the lowest floor.

Assumption:

In the case of an emergency all agents are keen to leave the ship as fast as possible. Therefore in our simulation all passengers above the exits floor are only enabled to move down and passengers lower than the exit floor move upstairs.

Function:

applyForcesAndMove.m

New variables:

To define the floor in which the exits are we introduced a new variable "floor_exit" in the config file.

Modifications:

Since we defined our exit, we are able to easily modify the by splitting the loop, in which we calculate the forces and moves of the agents, in two parts. First we loop over all floors higher than the exit floor in which the agents only are allowed to move down or take an exit. Secondly we do the same for all people in the floors lower than the exit floor where the passengers only can move up or take an exit.

Because of this modification it is not necessary to loop twice over all floors. Consequently our code remains fast and efficient. We also kept the simple concept of vectors out of booleans. Means for each agent there is one number set: If the agent reaches a staircase and therefore changes the floor he is a 1 otherwise he is a 0. The assumption also is a great simplification for the pictures since we do not have to mess with the problem of having overlapping stairs.

5.1.2 Code adjustment - Different exits

Reason:

Because the exits model rescueboats, which can only hold a limited number of agents, we were forced to find a way how to differ the exits from each other and to assign a specific number to every exit.

Function:

loadConfig.m

New variables:

- *Exit_count*, to define the number of exit.
- For each exit k: *exit_k_nr*, to define the number of agents it can hold.
- To store how many agents can exit in one specific exit, we introduced a matrix *exit_nr* matrix, where the number of agents that can exit is indicated for each pixel.

Modifications:

We had to make some changes in the decoding of the pictures. The aim was to change as little as possible to the original code. It was clear that we are going to need as many different colors as we have exits, to be able to distinguish them during the simulation. By defining every pixel which is red to value=0, blue value=0 and green value unequal to zero, we can define a lot of different colored exits by using green values from 256 to 256-*exit_count*.

We implemented the matrix *exit_nr* similar to the already existing one *img_exit*, in which we store a count to number the different exits. The number is defined by the green value of the pixel we are at.

```
%make a zeros matrix as big as img_exit
config.exit_nr=zeros(size(config.floor(config.floor_exit).img_exit));
% build the exit_nr matrix
config.exit_nr = config.exit_nr + e*( img_build(:, :, 1) == 0 & img_build(:, :, 2) ==
(256-e) & img_build(:, :, 3) == 0 ) ;
```

Figure 1: Implementation of the exit_nr matrix

5.1.3 Code adjustment - Closing exits during simulation

Reason:

To close an exit as soon as it let a specific number of agents in, we have to keep track of the number of agents that already used this exit.

Function:

loadConfig.m and applyForcesAndMove.m

New variables:

exit_left

Modifications:

For this purpose, we defined the matrix *exit_left*, in which we store the number of agents who can exit for every exit (defined by his number).

```

%make a zeros vector as long as exit_count
config.exit_left = zeros(1,config.exit_count);
%loop over all exits
for e=1:config.exit_count
%build the exit_nr matrix
config.exit_nr = config.exit_nr + e*( img_build(:, :, 1) == 0 & img_build(:, :, 2) ==
(256-e) & img_build(:, :, 3) == 0 ) ;
%build the exit_left matrix
config.exit_left(1,e) = config.(sprintf('exit_%d_nr', e)); save the number of agents the
exit can hold
end

```

Figure 2: Implementation of the exit_left matrix

In the loop where the forces are calculated and the agents moved, (in function `aplyForcesandMove.m`) we added a piece of code, which updates the `exit_left` matrix at every time-step.

First, we get the number of the current exit.

```

%save current exit nr
data.current_exit = data.exit_nr(round(newp(1)), round(newp(2)));

```

Figure 3: Implementation to get the current exit number

Then we update the `exit_left` matrix by counting down the number of agents allowed to exit by 1.

```

%update exit_left
data.exit_left(1,data.current_exit) = data.exit_left(1,data.exit_nr(round(newp(1)),
round(newp(2)))) - 1;

```

Figure 4: Implementation to update the exit_left

If the allowed number of agents exited the number is 0. Now we have to close the current exit, by changing it into a wall. Therefore we have to update the `img_wall` matrix.

```

%close exit if there is no more free space
if data.exit_left(1,data.current_exit) < 1
%change current exit to wall
data.floor(data.floor_exit).img_wall = data.floor(data.floor_exit).img_wall == 1 ...
— (data.exit_nr == (data.current_exit));
data.floor(data.floor_exit).img_exit = data.floor(data.floor_exit).img_exit == 1 ...
& (data.exit_nr == (data.current_exit));

```

Figure 5: Implementation to close filled boats

5.1.4 Code adjustment - Controlled evacuation

Reason:

With the goal of a faster evacuation, we tried to control the agents to go to specific exits.

Assumption:

We realised that the biggest problem-zones are the stairs. So, in order to get the agents as fast as possible away from the stairs, once they changed the floor, we decided to split the agents in two groups. One group only reaches one half of the exits and the other group for the others.

Function:

init_agents.m, addDesiredForce.m, initEscapeRoutes_even.m, initEscapeRoutes_odd.m, addDesiredForce.m, initialize.m, initAgents.m, loadConfig.m

New variables:

- *numbr*, each agents gets a number (0 or 1, selected randomly)
- *control_exit*, in the config file you can decide whether or not you want to have controlled exits during your simulation

Modifications:

Essentially, we had to modify the calculation of the force dragging a specific agent to the nearest exit. Therefore we wrote two new functions to init the escape routes.

- *initEscapeRoutes_even.m*, this function only considers the exits which are identified by an even number.

```

temp1=double(mod(data.exit_nr,2)); %matrix in which every number which is even
turns to zero, odd turns to one
temp2=logical((data.floor(i).img_exit)-(temp1));
boundary_data(temp2)=-1; %boundary_data considers only the exits with even num-
bers -- > -1

```

Figure 6: Implementation to init escape routes for even numbers

→ initEscapeRoutes_m, this function only considers the exits which are identified by an odd number

```

temp=logical(mod(data.exit_nr,2)); %matrix in which every number which is even
turns to zero, odd turns to one
boundary_data(temp)=-1; %boundary_data considers only the exits with odd num-
bers

```

Figure 7: Implementation to init escape routes for odd numbers

This as a basis we got two different directions to the next exit.

```

→[data.floor(i).img_dir_x_odd, data.floor(i).img_dir_y_odd]
→[data.floor(i).img_dir_x_even, data.floor(i).img_dir_y_even]

```

Figure 8: Functions used to get the forces which drag the agents to the nearest exit

The agents are splitted in even-agents and odd-agents defined by the randomly added number (0 or 1).

```

%even agents
if numbr==0;
%get direction towards nearest exit
ex = lerp2(data.floor(fi).img_dir_x_even, p(1), p(2));
ey = lerp2(data.floor(fi).img_dir_y_even, p(1), p(2));
e = [ex ey];
%get force
Fi = m * (v0*e - v)/data.tau;
% add force
data.floor(fi).agents(ai).f = data.floor(fi).agents(ai).f + Fi;
end

```

Figure 9: Implementation to randomly split agents to even and odd

5.2 Ship Decks

6 Simulation Results and Discussion

6.1 Expected Results

- Even though modern ships are quite optimized in regard to evacuation time, they are always a compromise between safety and luxury. Therefore we are convinced to find a superior adjustment of the decks geometries to increase the survival rate.
- Since the rescue boats can not be averaged but are rather concentrated over one or two decks, we consider the staircases as the bottlenecks.
- In alining this variables we are persuaded of a reduction of the overall evacuation time.
- We suppose that smaller and evenly spread rescue boats combined with a higher quantity will scale the evacuation time down. Certainly there is going to be an optimum in size which we are willing to find.
- By controlling the rescue we assume to detect a huge decrease in evacuation time. Further we have the hypothesis that disorder can be minimized. The crew who is familiar with the decks and the emergency exits is able to guide the passengers in minimum time to the rescue boats.

- There are many parameters we do not model in our simulation. For example fire and smoke, the tilt of the ship or handicapped and petrified passengers are disregarded. By leaving out this details we get a very simplified model. However, by starting the optimization process by data of a nowadays passenger liner [5] we hope to see some real evacuation dynamics in this system and therefore make conclusion on the fundamental questions.

6.2 Simulation Results

6.2.1 Standard ship

As listed above we were interested in the time in which a certain percentage of all agents was evacuated:

percentage of agents.	10%	50%	90%	99%
evacuation time	69s	272s	468s	614s

Table 1: Standard simulation: Needed time to evacuate a certain percentage of all agents.

Further our standard ship simulation showed the following performance:

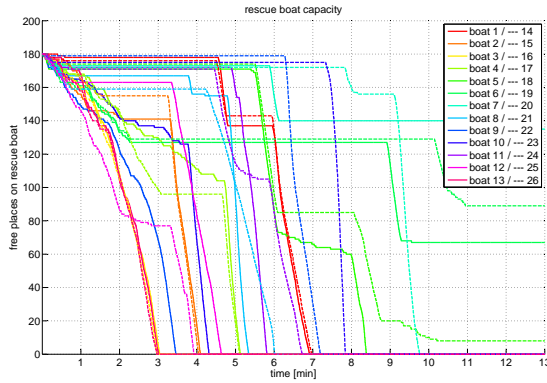


Figure 10: Standard simulation: Boat capacities during simulation

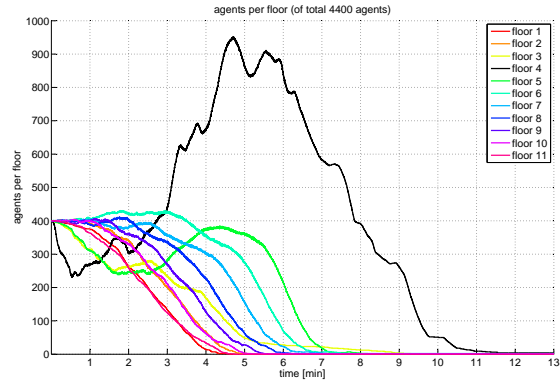


Figure 11: Standard simulation: Number of agents per floor

6.2.2 Modified room disposition

As we expected the standard simulation revealed that hold-up problems occur because of the staircases. As the flow everywhere else was quite dynamic we abstained from adjusting the room disposition but instead we inserted an additional staircase. This simulation yielded the following results:

percentage of agents.	10%	50%	90%	99%
evacuation time	72s	259s	461s	595s

Table 2: Added stairs simulation: Needed time to evacuate a certain percentage of all agents.

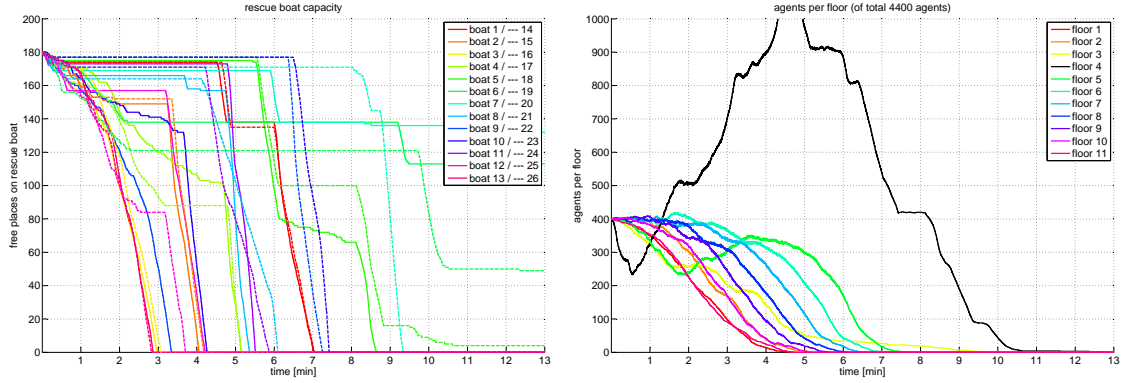


Figure 12: Added stairs simulation: Boat capacities during simulation

Figure 13: Added stairs simulation: Number of agents per floor

6.2.3 Modified rescueboat size

6.2.4 Controlled outputs

6.2.5 Crew command

6.3 Comparison

6.3.1 Standard - Modified room disposition

The Analysis of the simulation results showed that there is a huge potential in saving evacuation time. By adding just one additional staircase we were able to reduce the

percentage of agents.	10%	50%	90%	99%
evacuation time	71s	257s	419s	571s

Table 3: Varied boatsize simulation: Needed time to evacuate a certain percentage of all agents.

overall evacuation time by almost 20s. Further 50% of all agents entered the exits approximately 13s earlier compared to the stanard model. In contrast to that the rescueboat capacity utilisation remains basically the same. Another point which was actually not important for our research is that you get a much higher agent densitiy on the exit floor.

6.3.2 Standard - Modified rescueboat size

6.3.3 Standard - Controlles outputs

6.3.4 Standard - Crew command

6.4 Discussion

7 Summary and Outlook

7.1 Summary

7.2 Outlook

8 References

References

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9 Appendix