

Heuristics and algorithms in logistics planning for road transport.

The Author] - Integrated Supply Chain Optimization Model Using Mixed Integer Linear Programming

Preliminary test									
Preliminary test									
95% Confidence interval of the difference									
	Std. deviation	Std. error	Mean	Lower	Upper	t	df	Significance	
Preliminary test	4.0667	0.0778	0.0593	-0.1294	0.2480	-2.571	8	0.03	
Heuristic solution									

Description: -

-Heuristics and algorithms in logistics planning for road transport.

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Tags: #A #ship

RELAY NETWORK DESIGN IN FREIGHT TRANSPORTATION SYSTEMS

To this end, we present an extensive experimental study of the most prominent speed-up techniques on different types of inputs. The attributes of such fleet sizing problems are numerous, but the most common research discriminators seem to be the use of homogeneous vs heterogeneous vehicle fleets, cyclic vs acyclic demands, known vs unknown demands, consideration of loaded vehicles vs loaded and empty vehicles and direct shipping vs multi-stop deliveries.

Advanced Heuristics in Transportation and Logistics

Multi-item dynamic production—distribution planning in process industries with divergent finishing stages.

A heuristic approach applied to the fleet sizing problem for military ground vehicles

The associated PercTime results were less than about 3. The problem calls for 21,164 distinct requirement loads occurring over 180 days in the distribution schedule, which is similar to real-world MVFSPs at the US Transportation Command.

Truck

As part of the he developed techniques to predict end-of-day freight demand in a large freight network.

A heuristic approach applied to the fleet sizing problem for military ground vehicles

For the road transport network, the experimental results demonstrate that the proposed incremental search approach considerably outperforms the original approach method, which recomputed the shortest path from scratch each time without utilization of the previous search results.

Truck

In the shortest path problem, every network type requires different algorithms to compute one or more than one shortest path. The heuristic yields positioning errors of about 59% on average, but as much as about 159%, of optimal for the problems tested.

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