PREPARATION GUIDE for PROJECT SPECIFICATION DOCUMENT (2022)

In a project specification document, you should define aim and scope of the project clearly and precisely. Potential social and technological impacts of the project should be presented. Detailed information on the methodology, solution techniques, as well as project management and risk management plans should be given as part of the document.

Your project specification document should include *all of the following sections.*

# Title Page

This page should include:

1. Title of project in capital letters
2. Date
3. Name and ID of the student(s)
4. Supervisor(s)

Note that title page will be a separate page and the other sections will have section numbers.

# Problem Statement

The project in question aims to revolutionize the material delivery and route planning process through the use of advanced algorithms and smart solutions. At its core, the project focuses on solving the challenges of the logistics sector, especially in the context of the Multi-Depot Vehicle Routing Problem with Time Windows (MDVRPTW), a complex problem in the domain. This complex problem involves optimizing multiple vehicle transport routes to minimize travel distance and accommodate time constraints, as discussed in recent studies (Mirabi, Shokri , & Sadeghieh, 2016; Bae & Moon, 2016). The project's impetus stems from pressing concerns related to rising fuel costs and their economic impact. By leveraging advanced algorithms and technology, the project seeks to improve operational efficiency, reduce costs and minimize environmental impact through optimized material delivery.

**Problem Description and Motivation**

* **Problem Description**

The goal of this project lies in solving the Multi-Depot Vehicle Routing Problem with Time Windows (MDVRPTW), an extremely complex logistics problem that involves optimizing the delivery routes of multiple vehicles. conveniently within specific time constraints. Simply put, it is about finding the most efficient way to deliver goods to customers using a fleet of vehicles while respecting each customer's time frame (Mirabi, Shokri, & Sadeghieh, 2016).

This issue is extremely important because it has a direct impact on the efficiency and profitability of the logistics industry. Businesses that rely on the distribution of goods face significant challenges in route planning. Inefficient routes lead to increased travel distances, higher fuel consumption, and overall inefficiency (Crevier, Cordeau, & Laporte, 2007). This is not just an economic concern; it also has an impact on the environment due to increased fuel consumption (Bräysy & Gendreau, 2002).

* **Motivation:**

The driving force behind this project is the pressing issue of rising fuel costs, which imposes a significant financial burden on businesses worldwide (Mirabi, Shokri, & Sadeghieh, 2016). As fuel costs continue to rise, businesses are forced to seek innovative strategies to minimize costs. The impetus for this project therefore stems from the urgent need to optimize material distribution and route planning. It is a response to the economic challenges faced by companies that depend on transportation to distribute their products (Crevier, Cordeau, and Laporte, 2007).

* + **What is the motivation for this project? Why are you doing this project?**

The motivation for this project primarily stems from the pressing issue of rising fuel costs. In recent years, the increasing costs of fuel have placed a significant financial burden on businesses operating within the logistics and supply chain management sectors. This economic challenge has driven the need for innovative cost-saving measures to optimize material distribution and route planning. Consequently, the project's main motivation is to address this economic challenge by enhancing the efficiency and cost-effectiveness of material distribution processes. By implementing advanced algorithms and innovative solutions, we aim to create more efficient distribution routes that result in significant cost reductions (Mirabi, Shokri, & Sadeghieh, 2016).

Furthermore, the motivation goes beyond simple economic concerns. The environmental impact of excessive fuel consumption in the logistics sector is significant. Excessive fuel consumption contributes to increased greenhouse gas emissions and environmental degradation. This project also aims to reduce the environmental impact of material distribution. By creating more efficient routes that minimize travel distances and therefore reduce fuel consumption, we contribute to creating a more sustainable and environmentally friendly future for the logistics sector . Essentially, the project was driven by the dual goals of improving economic efficiency and reducing environmental impact through optimization of material distribution and route planning (Bae & Moon, 2016).

The importance of addressing these challenges cannot be overstated, as they not only have direct financial implications for businesses but also play a role in broader environmental sustainability goals. Through this project, we strive to provide innovative solutions that not only benefit individual businesses but also contribute to the broader effort to create a more efficient and sustainable logistics industry .

* + **Is the project important or worthwhile?**

Indeed, this project is both important and useful. The Multi-Depot Vehicle Routing Problem with Time Windows (MDVRPTW) is a complex logistics challenge with important real-world implications. It is important to address this issue as it has a direct impact on the efficiency and profitability of the logistics industry.

The importance of the project can be emphasized by considering the financial aspect. Rising fuel costs have become a significant financial burden for businesses worldwide. Inefficient route planning and material distribution methods contribute to increased fuel consumption and thus increased operating costs. By optimizing these processes, companies can significantly reduce costs, making the project very valuable from an economic standpoint.

Furthermore, the project's value extends beyond economics to environmental sustainability. Ineffective route planning not only leads to higher costs but also leads to increased greenhouse gas emissions due to high fuel consumption. The environmental impacts of such inefficiencies are significant, especially in today's climate of growing environmental awareness. Therefore, optimizing material distribution and route planning is not only important, but also contributes to a more sustainable future for the logistics industry.

In short, this project plays a central role in improving efficiency, reducing costs and minimizing the environmental impact of the logistics industry, making it both important and profitable (Lim et Wang, 2005; Ruiz et al., 2019).

* + **What are you planning to do?**

In this project, our main goal is to solve the Multi-Depot Vehicle Routing Problem with Time Windows (MDVRPTW), a challenging logistics problem affecting various industries that depend on distribution Efficient materials and scheduling.

To achieve this goal, we plan to implement a systematic and data-driven approach. Our approach includes the following key steps:

* + - **Data Collection and Analysis:**

We will collect comprehensive data related to material distribution patterns, including historical delivery routes, quantities and schedules. Using advanced data analytics techniques, we intend to identify patterns, bottlenecks, and areas for improvement.

* + - **Algorithm development:**

Our strategy involves using a variety of techniques to solve the MDVRPTW problem efficiently. This includes the use of established algorithms such as the Clarke and Wright Parsimonious Algorithm, the Nearest Neighbor Algorithm, and the Inside-Out Parsing Algorithm. We also plan to leverage genetic algorithms, simulation-based optimization, metaheuristics, and hybrid methods to explore different optimization angles (Nagy & Salhi, 2005; Sun et al., 2008; Venkata Narasimha & Kumar, 2011).

* + - **Route Optimization:**

We will use routing algorithms, including advanced diagnostics, to dynamically optimize delivery routes based on real-time data. The ultimate goal is to minimize travel time, reduce fuel consumption and improve overall operating efficiency.

* + - **Test:**

We will rigorously test our strategies in a variety of scenarios, including different load sizes, receiving conditions, and delivery constraints.

* + - **Performance Evaluation:**

Throughout the project, we will continuously monitor and evaluate the performance of our solutions. Key performance indicators such as delivery time and fuel consumption will be used to measure our success (Mirabi et al., 2016; Paneerselvam & Sai, 2011).

* + - **Iterative improvement:**

Our approach is iterative in nature. We will use the data and feedback we collect to continue to improve our algorithms and strategies, ensuring we can adapt to changing conditions.

The main outcome of this project is to provide companies with a solid framework to optimize their material delivery and route planning. By implementing advanced algorithms and real-time monitoring, businesses will be able to reduce costs and minimize environmental impact while improving operational efficiency. The end result is a more efficient, more environmentally friendly and more profitable logistics industry (Crevier et al., 2007; Bräysy and Gendreau, 2002).

Through this comprehensive approach, we aim to directly address the MDVRPTW problem, changing the way companies manage material distribution and route planning in the logistics industry.

# Main Goal and Objectives

The main goal of this project is to revolutionize the process of material distribution and route planning in the logistics sector. Through the use of advanced algorithms and smart solutions, the project aims to improve current delivery methods and pave the way for a more efficient and environmentally friendly future. The overarching goal is to improve operational efficiency by minimizing total travel distance and optimizing delivery routes while taking time windows into account. This conversion not only helps reduce costs for businesses but also significantly reduces environmental impact by minimizing fuel consumption.

**Objectives to Achieve the Main Goal**

1. **Optimize Material Distribution:**

Develop and deploy advanced algorithms to optimize the material distribution process, helping businesses reduce distribution costs while ensuring on-time delivery.

1. **Minimize Travel Distances:**

Create vehicle routes for each group of customers to minimize total travel distance, connect consecutive customers from a central depot, thereby reducing fuel consumption (Bae & Moon, 2016).

1. **Improve Operational Efficiency:**

Utilize innovative algorithms and routing strategies to enhance operational efficiency in the logistics sector, making the entire process more streamlined and cost-effective.

1. **Real-Time Route Optimization:**

Deploy real-time monitoring and routing algorithms to automatically optimize delivery routes, respond to changing conditions, and further reduce travel time and costs.

1. **Environmental Impact Reduction:**

By significantly reducing fuel consumption through optimized routes, the project aims to create a positive impact on the environment by reducing greenhouse gas emissions (Nagy & Salhi, 2005).

1. **Cost Reduction:**

Providing businesses with the tools to reduce costs related to fuel consumption, labor and delivery distances is critical in the face of escalating fuel costs.

1. **Iterative Improvement:**

Continuously collect data and feedback to adjust and improve algorithms and strategies, ensuring that the project remains effective in meeting ever-changing logistical challenges (Sun et al., 2008) .

By achieving these goals, the project will contribute to achieving the main objective of transforming route planning and material distribution processes to improve efficiency, reduce costs and minimize environmental impact. school. The combined impact of these goals will lead to a more sustainable and competitive logistics sector that responds to both economic and environmental challenges.

**OBJECTIVES**

* **Objective 1:**

Develop and deploy advanced algorithms to optimize material delivery processes, helping to reduce costs and improve efficiency.

* **Objective 2:**

Minimize travel distance by creating routes for each customer group to minimize total travel distance, calculate time intervals and reduce fuel consumption.

* **Objective 3:**

Improve operational efficiency through the use of advanced algorithms and routing strategies in the logistics industry.

* **Objective 4:**

Deploy real-time monitoring and routing algorithms to dynamically optimize routes, respond to changing conditions, and reduce travel time and costs.

* **Objective 5:**

Reduce environmental impact by significantly reducing fuel consumption through optimized routes, contributing to a greener logistics sector.

* **Objective 6:**

Reduce costs related to fuel consumption, labor and delivery distance, helping businesses reduce financial burden when fuel costs increase.

* **Objective 7:**

Continuously collect data and feedback to adjust and improve algorithms and strategies, ensuring the project remains effective in meeting ever-changing logistical challenges.

# *Related Work*

**Modeling and Solving the Multi-depot Vehicle Routing Problem with Time Window by Considering the Flexible end Depot in Each Route [1]**

This paper addresses the Multi-Depot Vehicle Routing Problem with Time Windows (MDVRPTW) where vehicles initiate routes from depots and do not return to the primary depot after customer service. The proposed mathematical model is designed to minimize transportation costs, encompassing factors like distance traveled, and penalties related to arrival times. Additionally, the paper introduces a novel Genetic Algorithm (GA) clustering method to enhance problem-solving efficiency. The authors conduct experiments on various problem instances involving different numbers of depots, time windows, and customer sizes. They compare their method with two other clustering techniques, Fuzzy C Means (FCM) and K-means algorithms. The experimental results demonstrate the robustness and effectiveness of their approach.

In the context of our project, this paper presents a method specifically tailored to MDVRPTW,

We have decided not to utilize this paper in our project due to certain differences in the problem description, such as the assumption that vehicles do not need to return to their primary depot, which doesn't align with our project's specific requirements. However, we acknowledge that some aspects and methodologies presented in this paper may offer valuable insights that we can consider in certain parts of our project where they are relevant.

**Multi-depot vehicle routing problem with time windows considering delivery and installation vehicles [2]**

The multi-depot vehicle routing problem with time windows (MDVRPTW) is a practical challenge within transportation, distribution, and logistics. It addresses the optimization of fleet routes to meet customer delivery demands across various depots with time constraints. This problem becomes even more complex when dealing with diverse service vehicles, including those for product delivery and professional installation services. The paper's main focus is on coordinating these services to minimize transportation and labor costs. While our project doesn't involve delivery and installation services, this paper provides valuable insights into addressing complex routing challenges within a multi-depot context.

We won't be incorporating this paper into our project for several reasons. Firstly, the paper deals with the MDVRPTW in the context of heterogeneous service vehicles and additional service constraints, particularly involving delivery and installation vehicles. Our project, however, is primarily focused on the MDVRPTW with different assumptions, where vehicles need to return to the same depot and installation services are not within our scope. Additionally, we are not addressing the coordination of delivery and installation, which is the central theme of this paper.

Nonetheless, the insights presented in this paper regarding coordinating different types of service vehicles and optimizing transportation and labor costs are noteworthy. While the specific problem setting doesn't align with our project, the general strategies for solving complex routing problems might be valuable to consider in our work, particularly where they address issues related to optimizing routes and minimizing costs in a multi-depot context.

**Multi-Depot Vehicle Routing Problem: A One-Stage Approach [3]**

This paper introduces the multi-depot vehicle routing problem with fixed distribution of vehicles (MDVRPFD), which is a valuable variant of the traditional multi-depot vehicle routing problem (MDVRP) relevant to supply chain management and transportation studies. The MDVRPFD is formulated as a binary programming problem, and two solution approaches are proposed: a two-stage and a one-stage method. The two-stage approach separates the MDVRPFD into assignment and routing subproblems, tackling them independently. In contrast, the one-stage approach combines assignment and routing, incorporating draft and detail routing methods. Experimental results demonstrate the superior performance of our new one-stage algorithm compared to existing methods.

Practitioners should take note that this work is based on consulting experiences with transportation companies in Hong Kong. The multi-depot vehicle routing problem (MDVRP) is a critical optimization problem in transportation, logistics, and supply chain management. However, real-world scenarios often deviate from the assumption of an unlimited number of vehicles in each depot. This paper introduces the MDVRPFD as a more practical modeling approach. The one-stage algorithm we propose can be directly and efficiently applied to solve the MDVRPFD, offering industry professionals a flexible solution framework to accommodate specific constraints and variations.

The paper introduces the multi-depot vehicle routing problem with fixed distribution of vehicles (MDVRPFD), which shares similarities with the problem we are addressing in our study, the multi-depot vehicle routing problem with time windows (MDVRPTW). Specifically, both problems focus on optimizing vehicle routes in a multi-depot context. The introduction of new problem variants like MDVRPFD demonstrates the adaptability of vehicle routing problems to real-world scenarios.

The two-stage and one-stage solution methodologies described in this paper offer valuable insights into solving complex routing problems. While the specific algorithms may not be directly applicable to our MDVRPTW, the approach of breaking down the problem into stages and integrating assignment with routing could be relevant. We might draw inspiration from the general problem-solving strategy presented here.

Additionally, the idea of creating problem variants tailored to practical applications is noteworthy. In our case, focusing on the time window constraints in MDVRPTW is crucial, but considering how other constraints or factors influence real-world scenarios could enhance the relevance of our research. By customizing the problem definition to specific applications, we can make our solutions more applicable and impactful.

In summary, while the paper's solution algorithms and problem details may not be directly transferable to our study, the general approach, problem variant creation, and problem-solving strategies could provide valuable guidance for our research in MDVRPTW.

**Solving the Open Vehicle Routing Problem with Capacity and Distance Constraints with a Biased Random Key Genetic Algorithm [4]**

The paper discusses a genetic algorithm tailored for addressing the open vehicle routing problem (OVRP) with capacity and distance constraints. While the primary algorithmic approach here is genetic algorithms, not ant colony optimization (ACO), there are still some takeaways for our research on the multi-depot vehicle routing problem with time windows (MDVRPTW):

1. **Algorithmic Insight:** Although our focus is on ACO, the paper highlights the efficacy of heuristic and meta-heuristic approaches in solving complex routing problems. It's worth noting that the genetic algorithm described could potentially inspire algorithmic elements in our ACO solution.
2. **Optimization Objective:** The common objective of minimizing the total distance traveled is shared between OVRP and MDVRPTW. While the constraints differ, the overarching goal of efficient route planning is universal. The methods used to minimize travel distance might offer insights for our ACO-based approach.
3. **Benchmarking and Performance Assessment:** The paper emphasizes the importance of benchmark problems and measuring the algorithm's performance. This approach aligns with good research practice, as it allows for a rigorous comparison of different algorithms. We can adopt similar benchmarking methodologies for our ACO-based MDVRPTW solution.
4. **Cross-Algorithm Learning:** Although we are primarily using ACO, understanding how other algorithms like genetic algorithms work and perform in different routing problems can provide a broader perspective. It may inspire creative problem-solving in our ACO approach.

In summary, while the paper's focus is on genetic algorithms for OVRP, the general insights regarding algorithmic approaches, performance assessment, and optimization objectives can be valuable for our MDVRPTW research. The genetic algorithm approach in the paper might not be directly applicable, but the principles of efficient routing and benchmark-based assessment are universally relevant.

**Heuristic algorithms for single and multiple depot Vehicle Routing Problems with Pickups and Deliveries [5]**

While this paper is primarily focused on solving the Vehicle Routing Problem with Pickups and Deliveries (VRPPD) using a different methodology, it does offer some insights and techniques that might be relevant for our research on the multi-depot vehicle routing problem with time windows (MDVRPTW) with an ant colony optimization (ACO) approach:

1. **Integrated Problem Handling:** The paper introduces a methodology that treats pickups and deliveries in an integrated manner, which is different from the traditional assumption that goods may only be picked up after all deliveries have been completed. This approach might offer alternative strategies for handling the complexities of pickup and delivery windows in our MDVRPTW.
2. **Heuristic Routines:** The paper mentions the use of heuristic routines taken from the VRP methodology. While we are employing ACO, the idea of incorporating heuristic routines for specific problem components can be explored in our research. These routines can help reduce infeasibilities and optimize routes.
3. **Feasibility and Load Management:** The paper emphasizes building mathematical relationships to describe changes in the maximum load of routes. This approach could be helpful when ensuring the feasibility of routes in MDVRPTW, especially when considering vehicle capacity constraints.
4. **Multi-Depot Consideration:** The paper notes its capability of solving multi-depot problems. This is relevant to our research on MDVRPTW, where we are dealing with multiple depots. Techniques and insights for managing multiple depots could be beneficial.

In summary, while the methodologies are different (VRPPD with heuristic routines vs. MDVRPTW with ACO), this paper's focus on managing pickups and deliveries, integrating problem components, handling vehicle capacity constraints, and addressing multi-depot scenarios offers valuable insights for our research. These insights might not be directly transferable but can inform our problem-solving strategies.

**Vehicle routing problem: Models and solutions. Journal of Quality Measurement and Analysis [6]**

The Vehicle Routing Problem (VRP) is a well-established problem in operational research that deals with efficiently delivering goods from one or several depots to known customers with specific demands. The primary goal is to find a set of delivery routes that not only meet various requirements and constraints but also minimize the total cost of the distribution. Over the years, the VRP has attracted significant attention from researchers due to its crucial role in the planning of distribution systems across various industries, including garbage collection, mail delivery, snow plowing, and task sequencing.

The VRP comes in various forms, with some of the most important variations being the VRP with Time Windows, VRP with Pick-Up and Delivery, and Capacitated VRP. To address these challenges, researchers have explored both exact and heuristic methods. Exact methods often rely on linear programming techniques and guided local search to find optimal solutions. Meanwhile, heuristic techniques have gained popularity for tackling large-scale VRPs. Some of these heuristics include genetic algorithms, evolution strategies, and neural networks.

While the focus of this paper is on the VRP in general and the techniques used to solve it, it doesn't delve into the specific nuances of the Multi-Depot Vehicle Routing Problem with Time Windows (MDVRPTW) that our research is concerned with. However, it highlights the relevance and significance of problems like VRP and the application of heuristic techniques, which can serve as a broader context for our study in optimizing material distribution with MDVRPTW using ant colony optimization.

**A Heuristic Algorithm and a System for Vehicle Routing with Multiple Destinations in Embedded Equipment [7]**

This paper discusses embedded vehicle routing systems and their potential to optimize routes, save time, reduce costs, and alleviate traffic congestion. It highlights the limitations of traditional shortest path algorithms and the need for real-time route adjustments, especially when visiting multiple destinations sequentially. The paper introduces a heuristic algorithm for onboard systems that combines local and global optimization and adapts to changing road conditions and traffic rules. While our project focuses on ant colony optimization for a different routing problem, the emphasis on real-time route adjustments aligns with our goals and may offer insights for our approach.

**Ant colony optimization technique to solve the min-max Single Depot Vehicle Routing Problem [8]**

This paper highlights the importance of optimizing logistics and transportation routes due to their substantial impact on business costs. It specifically addresses the Single Depot Vehicle Routing Problem (SDVRP), a well-known problem in the field of optimization. The SDVRP aims to minimize the total distance traveled by vehicles departing from and returning to a single depot while serving multiple delivery points, considering capacity and distance constraints.

The paper introduces a variant of the SDVRP, referred to as the min-max Single Depot Vehicle Routing Problem. In this version, the objective is to minimize the maximum distance traveled by a vehicle, which is especially relevant in situations where time is a critical factor, such as emergency management.

The problem's relevance extends to various domains, including defense, computer networking, and transportation cost reduction. Solving the SDVRP and its variants is computationally challenging, as they fall under NP-hard problems, where the computational effort increases exponentially with problem size. Therefore, approximate solutions are valuable to balance computation time and solution quality.

The paper mentions the use of the Ant Colony Optimization (ACO) technique to address similar routing problems. ACO is a swarm intelligence approach inspired by the foraging behavior of ants. This technique involves the positive feedback mechanism of reinforcing good solutions. Although it is computationally efficient, it can be prone to local minima. To mitigate this, various strategies have been applied, such as introducing randomness and optimization techniques like 2-opt.

In summary, while the paper focuses on variants of the SDVRP and employs the ACO technique, it provides valuable insights into addressing complex routing problems. The discussion of computational challenges, heuristic approaches, and application areas aligns with our project's objectives and assumptions. These insights can guide our use of the Ant Colony Optimization approach to tackle the multi-depot vehicle routing problem with various constraints, including capacity, time windows, and route-dependent variability.

**Solution to multi-depot vehicle routing problem using genetic algorithms. [9]**

This paper discusses the challenges in optimizing product delivery from suppliers to customers within the context of the Vehicle Routing Problem (VRP). The VRP is a critical issue in supply chain management and logistics, where vehicles depart from a depot, serve customers, and return to the depot upon route completion. In the single-depot VRP (SDVRP), which focuses on a single depot, each customer has specific demands. The paper highlights that SDVRPs, while widely researched, may not always address practical real-world scenarios effectively.

To handle more complex situations with multiple depots, the paper introduces the concept of multi-depot VRPs (MDVRP). In MDVRPs, the challenge lies in deciding which depots serve which customers, taking into account capacity constraints. This often involves grouping customers based on their proximity to depots before routing and scheduling. Due to the NP-hard nature of MDVRPs, exact methods are not suitable for finding optimal solutions, leading to the adoption of heuristic algorithms for computationally efficient results.

The primary goal of the problem discussed in the paper is to minimize the total cost of combined routes for a fleet of vehicles, with the cost primarily associated with distance traveled. To achieve this, the paper proposes using a bio-inspired Genetic Algorithm (GA) to minimize travel distance.

The assumptions mentioned in the paper align with the assumptions of our project, where we aim to use the Ant Colony Optimization (ACO) algorithm to address the multi-depot vehicle routing problem. While the paper primarily discusses GAs, it provides insights into the challenges faced in MDVRPs and the adoption of heuristic approaches. It serves as a valuable reference for our project, even if we choose not to directly implement the GA-based approach.

**An efficient improvement of ant colony system algorithm for handling capacity vehicle routing problem [10]**

# Scope

Define your scope precisely and completely. For example, if you are implementing a particular part of a system, explain which parts are in the scope of your project and which parts are out of its scope.

If your project is based on another project (e.g., a previous student project, an open source project, a completed or ongoing project of your supervisor etc.), clearly describe the relationship between them; and specify all required inputs and outputs from the reference project or work. You should list all constraints of the project clearly. Constraints are factors that create a boundary or a limitation on the project and the problem solution. Constraints are the known facts and hence have no uncertainty. Any resource limitations including hardware and memory constraints, software and technology constraints, all the known limitations related to the scope of the problem should be listed here.

Additionally, you should discuss any assumptions related to your project. Assumptions are defined as “influencing factors that are assumed to be true during the planning of the project but have not been proven due to lack of a proof (hence they may not be true)”. For example, you may assume that you will be able to get access to currently unavailable data, or you may assume that there will be no more than a thousand simultaneous users for your online multiuser software. As another example, you may assume that an existing network infrastructure will be able to handle the bandwidth requirements for the hardware that will be used in your project.

You should try to clear up as many assumptions as possible.

# Methodology and Technical Approach

Describe your approach to solve the problem. It would be preferred to demonstrate your highlevel solution approach using block-diagrams and flow charts. Additionally, explain any theory, known algorithms and methods that you will use (or plan to use) in your project. You have to demonstrate how these methods and techniques are suitable to achieve project objectives. This section should include details of performance evaluation of your project, as well. Also, you should present resources (including facilities, software, hardware, specific data, people, etc.) that you need to use in order to successfully complete your project.

# Professional Considerations

This section should include proper explanations for all items listed below:

* *Methodological considerations/engineering standards*: Include all methodological standards and/or language/notational standards that will be used (such as GANTT charts, UML diagrams, Source Code Control via Git/Subversion/etc, IEEE standards, … ). Explain each related item with proper illustrations, i.e., figures, tables.
* *Realistic Constraints*: In addition to the traditional technological and economic considerations fundamental to the design of software and hardware components and systems, a modern engineer has become increasingly concerned with the broader considerations of realistic constraints which are particularly related to the better-off today’s society and quality of life. In your project design, you have to be imaginative and ingenious enough to anticipate potentially hazardous situations and all the factors relating to the project outcome and make the best design decision to address those realistic constraint issues.

Specifically, in your document, you should consider the following *6 aspects*: i) economical, ii) environmental, iii) ethical, iv) health and safety, v) sustainability and vi) social. If your project does not have any consideration in one of these aspects, clearly describe the reason. Please see the Appendix for the details.

* *Legal considerations*, e.g. required permissions if the developed product should come to market, including licenses, medical, financial and ethical permissions.

# Management Plan

Describe how the project will be managed, including a *detailed timetable with milestones*.

Specific items to include in this section are as follows: A. Description of all task phases and their durations.

1. Division of responsibilities and duties among team members.
2. Time line with milestones: This document should include detailed project time line. The time line should contain clear and well-defined descriptions of the work that must be completed before predetermined check points. Please use Gantt chart for this purpose.

# Success Factors and Risk Management

***A. Measurability/Measuring Success***: You have to describe how success of your project will be measured. Specifically, for each objective given in Section 3, describe the key performance indicators to evaluate the success of that objective. In other words, describe how to understand whether each objective given in Section 3 is satisfied.

Consider the example given in Section 3 of this document. Note that there are 4 objectives given in the example. The key performance indicators for the objectives are given below:

1. Success Factor for Objective 1: There should be at least 1000 video data collected where 50% of them include various forms of violence. All of the collected video data should include multiple people.
2. Success Factor for Objective 2: Our algorithms should detect presence or absence of violence in the monitored camera with at least 90% accuracy level, which is computed by “F1 Score”. (The definition for F1 score will be given here).
3. Success Factor for Objective 3: Our algorithms should recognize the type of violence (fighting or vandalism) with at least 75% accuracy level, which is computed by “F1 Score”.
4. Success Factor for Objective 4: The mobile application should stream the video with a maximum of 2 seconds delay in an uncongested network conditions; and it should send a push notification in case of violence detection.

Note that: Some of the objectives may not have quantitative performance indicators. You should still provide some measurable success factors.

**A. *Risk Management****:* You need to specify possible risks that you may encounter throughout the project. For those risks, you are expected to propose a resolution. The project plan needs to change if constraints change, or assumptions are proven wrong. As an example, you may assume that you will be able to access currently unavailable data, but a potential risk is that you may never access to the intended data. How would you deal with that situation in your project? In this part, please provide a list of possible risks, for each of the risks specify the corresponding work package and provide a B-plan.

# Benefits and Impact of the Project

• *Benefits/Implications*: What are the potential benefits of your project? Who will benefit from your project after its successful completion, and how?

Additionally, you should answer all four types of impacts listed below. In case of any of them that does not apply to your project, indicate with an explanation.

1. *Scientific Impact*: What would be the scientific impact of your project. Do you expect that it will be published in a scientific paper?
2. *Economic/Commercial/Social Impact:* What type of outcome(s) are expected from the project: A (commercial) product? A prototype? A useful model? Startup company? Potential of import substitution? Media influence? Increase in life quality? Improve in education level? Contribution to sustainable environment and energy?
3. *Potential Impact on New Projects:* Do you expect that this project will have a pioneering effect for future projects?
4. *Impact on National Security:* Cyber security, energy security, border security, food security, etc. (if exists)

**References:** You are required to add the list of references that you covered as part of your project. They can be journal papers, conference papers, books and web sites as well.

**Appendix (Realistic Constraints)** Some of the realistic constraints include (but not limited to) the following.

**Economic:**

* + Prices of similar products.
  + Expected cost and profit of the project.
  + Potential impact to the local and national economy.
  + Expected maintenance cost.

**Environmental:**

* + Whether there will be any induced noise to the users or public.
  + Any potential effect on air pollution, water pollution, landscape (plastic bags, computer cases, etc), and global warming.

**Ethical:**

* + Implicit use of patent protected design/concepts.
  + Violation of security and privacy of users and public.
  + Under design for profit.

**Health and Safety:**

* + Any potential effect on the health of users and public.
  + Safety of users and public.
  + Use of radioactive or toxic materials.
  + Special safety consideration for the usage of infants/children.

**Sustainability:**

* + Reliability and durability of the supposed function.
  + Can this project survive?
  + A well-defined life span under the assumed normal operation conditions.
  + Consideration of actual environmental factors and energy efficiency of the project.
  + All parts of the project need to have similar life span.

**Social:**

* + Designs using software/hardware developed under public funding.
  + Products that profile negative sides of a specific race or gender.
  + Products that are physically and/or mentally destructive for people.
  + Designs in favor of certain people but against others.

# KAYNAKÇA

1. Mirabi, M., Shokri, N., & Sadeghieh, A. (2016). Modeling and Solving the Multi-depot Vehicle Routing Problem with Time Window by Considering the Flexible end Depot in Each Route. International Journal of Supply and Operations Management, 3(3), 1373-1390. doi: 10.22034/2016.3.02
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