

Determination of the Vehicle Relocation Triggering Threshold in Electric Car-Sharing System

Guangyu Cao, Lei Wang, Yong Jin, Jie Yu, Wanjing Ma, Qi Liu, Aiping He and Tao Fu

Abstract The electric car-sharing system is an arising and promising urban transportation mode. Vehicle unbalance usually occurs in multi-station electric car-sharing systems. Threshold triggering method is the most practicable approach for vehicle relocation, while determination of thresholds is the key problem. This paper presents a method for the thresholds determination. First, a prototype of two-stage method is proposed to illustrate the function of upper and lower thresholds. Subsequently, an optimization-based model is derived to determine the thresholds under the objective of minimizing the out-of-service rate and number of moving vehicles. Order data of EVCARD system in Shanghai, China was employed to test the method. The results indicate that the proposed calculative method lead to relative better service rate and less moving times.

Keywords Car sharing · Electric vehicle · Vehicle relocation · Threshold determination · EVCARD

1 Introduction

Car-sharing system has been regarded as an emerging promising transportation mode, which contains a fleet of vehicles and several stations that allows members to access and return immediately and pay for their occupation hourly [1]. Technically, car-sharing system requires high quality of information accessibility and high efficiency of payment, while the popularity of mobile communication makes it possible for users to access information freely and instantly. Economically, con-

G. Cao · Y. Jin · J. Yu · A. He
Shanghai International Automobile City Group Co., Ltd., 904A, No.888,
South Moyu Road, Anting Town, Jiading District, Shanghai 201805, China

L. Wang (✉) · W. Ma · Q. Liu · T. Fu
College of Transportation Engineering, Tongji University, 4800 Cao'an Road,
Shanghai 201804, China
e-mail: wangleicuai@gmail.com

temporary people are becoming more inclined to share cars instead of owning a car due to the low frequency of usage of a car and the low costs of electric vehicle (EV) [2]. Researches also suggest that car-sharing system has advantages on improving mobility, lowering emission, reducing traffic congestion, and saving parking space.

During the past decade, car-sharing mode has been widely practiced in Europe, North America, Japan, and Singapore [3–6]. Since the recent 5 years, as a result of a combination of the Internet revolution, the sharing economy boom, the awareness of resource and energy consumption, and the consciousness of carbon emission and pollution, car-sharing mode have obtained more and more attention as a new component in urban transportation structures. In China, the clear energy vehicle encouragement policy stimulates the electric vehicle sharing mode as a frontier to popularize the electric vehicle, which makes the electric car-sharing system as an arising market in urban transportation in China [7].

Multi-station car-sharing systems in large scale usually allow users to pickup and return vehicles at different stations, which will bring convenience to costumers and improve the service quality, however, accompanied with unbalance of vehicles location [8]. Hence, vehicle relocation is quite necessary to satisfy users' demand, keep the vehicle supply in balance, make full use of facilities, and maximize the profits. With the unprecedented expansion of car-sharing services, especially EV-sharing services in China, the vehicle relocation theory and techniques become even more urgent. Taking the EVCARD—an EV-sharing system operated by Shanghai automobile city—as an example, the system was established and tested in 2013–2014, and started to operate in 2015. The system owned 56 stations and 120 vehicles in April 2015, and more than 200 stations and 500 vehicles by December 2015. System unbalance problem appeared more and more serious and the vehicle relocation method is pivotal to support the system for sustainable operation and development.

Another fact is that car relocation is not as easy as bicycle or container relocation. Conventionally, bicycles or containers can be conveyed in large scale. However, car-sharing stations are generally scattered in intensive urban area, which disallow large freight truck to deliver [9]. Car towing and staff driving are two typical measures, where towing refers to the pulling of one car by another, and staff driving refers to relocating a car by a pair of staffs with a working car, but both of them have restricted relocation capability.

These facts have made the car relocation problem attractive to many researchers. According to the basic thinking, the vehicle relocation methods can be divided into three categories: demand prediction-based method, dynamic optimization method, and threshold method [10–12].

- Demand prediction-based method. It refers to acquiring the demand patterns and deploying vehicles as predicted demand. In practice, the demand patterns are not quite obvious and stable, and the users' demands are somehow stochastic, which makes demand prediction not reliable enough [13].

- Dynamic optimization method. These methods have been subsequently introduced to acknowledge the stochastic changing of demand, which are complicated on dynamic stochastic solving [14].
- Threshold method. It is a triggering mechanism to decide whether vehicles should move in or move out in a station, and is clearly available for operator to practice [15].

In practice of EVCard, we have found that the threshold method appropriate and adoptable, because of the very random demand and its request on simplex method. For the threshold method, paper [15] presents a three-phase method which employs station thresholds as the triggering values and regards threshold as a necessary step of their procedure. Paper [16–18] also involve the threshold as a condition of car relocation. However, to the best of our knowledge, these researches generally set the thresholds as known, or decide the thresholds empirically, and there are seldom researches that gives detail on how to determine the threshold of each station.

In this paper, the authors propose a method to determine the vehicle relocation triggering threshold, which is the key parameters in the mechanism to decide when the station should move in or move out vehicles (in Sect. 2). Section 3 presents the threshold determination method: first the state transition model is constructed to describe the dynamic process of the pickup and return phenomenon of a station, then based on the state variables transition, a vehicle moving number minimization model is developed to find out the optimum value of the thresholds. In Sect. 4, the order data and the station data of EVCard in April 2015 were adopted as a calculation example to demonstrate the process of the method.

2 Basic Thinking on Threshold Method

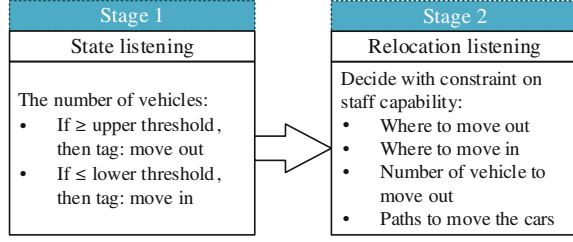
In this part, a basic two-stage prototype of threshold method is proposed to address the car relocation problem. In this prototype, we focus on the determination of the threshold, which is the main idea of this paper.

2.1 Stages of Threshold Relocation Method

When should vehicles be moved into or out of a station? Typically, when there is no available car in the station (which means users cannot get a vehicle from the station or cannot access the service), vehicles should be located in; when there is no available parking space in the station (which means users cannot return a vehicle to the station or the service quality is bad), vehicles should be move out from the station.

So the number of vehicles in the station should be controlled by car relocation as much as possible to avoid the condition out of service. For a general station, the first

Fig. 1 The two-stage threshold based relocation method



stage is to monitor the number of vehicles in the station and decide the occasion to move in or move out; the second stage is to match proper pairs of stations where one is to move out cars and the other is to move in cars, i.e., where the overflowing cars should be relocate to. This two-stage method is shown in Fig. 1.

- **Stage 1:** state listening. The system listens to the change of the number of vehicles (the state variable) in each station. If the number of vehicles of a station accumulated above an upper threshold, tag the station as which need moving out cars (overflowing); if the number of vehicles of a station decreased below a lower threshold, tag the station as which need moving in cars (lacking).
- **Stage 2:** relocation listening. The system listens to the relocation tag of each station and decides the optimum solution of path to move vehicles from overflowing stations to lacking stations.

To this two-stage method, it should be noted that the two stages are relatively independent, i.e., the state listening decides when it should work and the relocation listening decide how it will work. In such case, relocating staff capability restricts the relocation processing in stage 2, but the stage 1 should tell whether each station should move cars in or out in advance, no matter whether the relocation would be successful. Another concern is that the upper and lower thresholds are pre-decided in order to make the monitoring mechanism work, so the method to determine the upper and lower thresholds of each station is necessary.

2.2 Thinking on Threshold Determination

Define the pickup and return counter as an accumulator which plus 1 if user returns one vehicle and minus 1 if user pickup one vehicle. If the initial number of the counter equals the number of vehicles in the station at the initial moment, the counter indicates the change of the number of vehicles in this station.

Figure 2 shows the pickup and return counter at two example stations in EVCard system. Figure 2a suggests that the returned cars are more than the pickup cars that would fill the station, which lead to the condition that user cannot return car to this station anymore if cars were not moved out. Figure 2b suggests that the pickup

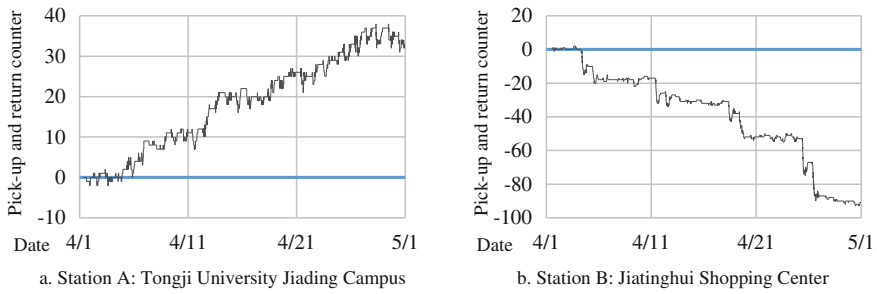


Fig. 2 The pickup and return counter at two example stations

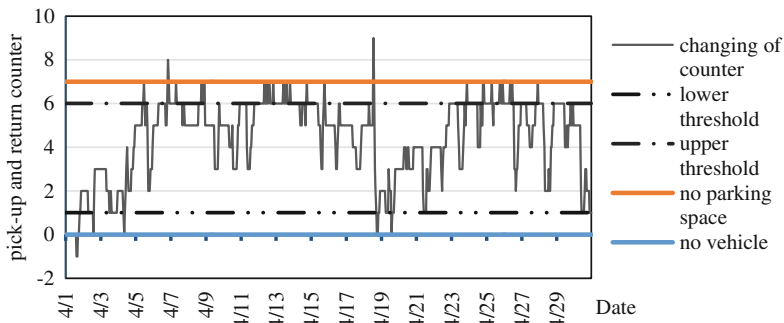


Fig. 3 Thresholds to control the pickup and return counter changing within a proper range

demands are more than the returned cars, which make the station unavailable for following demands if cars were not moved in.

The aim of setting the upper and lower thresholds is to maintain the pickup and return counter within a proper range that can satisfy the pickup and return requests (as shown in Fig. 3).

Considering that the threshold determination is the precondition before the car relocation, and the staff capability only restricts the stage 2 as well as the thresholds in stage 1 only offer the if-or-not signal for stage 2, in threshold determination, suppose that all the move in or out operations can be satisfied in each station.

For each station, there are two basic principles to decide the thresholds

- Service unavailable rate—lower. This implies that the system should satisfy the users' demands as much as possible.
- Number of moving cars—lower. This implies that the operator wants to lower its costs on relocating cars.

3 Threshold Determination Method

Generally, the pickup or return requests happen stochastically with time, so that the pickup and return counter (or the number of vehicles in the station) would dynamically and randomly change with time (as illustrated in Figs. 2 and 3). The upper and lower thresholds are unknown but fixed decision variables. The solving method for the thresholds would be quite particular to conventional optimization method.

To solve the variables of thresholds, the first step is to establish the state transition equations for describing the feature of the change with time in a station. Subsequently, the optimization objectives can be inferred from the state transition equations, as well as the constraints.

3.1 Vehicle Counter State Transition Equations

Set the pickup and return counter (or the number of vehicles in the station) as the state variable, to monitor the change of the state of the station, and the state transition equation of the variable can be given as formula (1) and its supplementary formulae (2)–(6), where symbols are defined in Table 1.

$$X_t = X_{t-1} + r_t - d_t + \delta_t. \quad (1)$$

Table 1 Definition of the symbols in the vehicle counter state transition equations

Symbol	Definition
t	The t th time segment, $t = 0, 1, \dots, T$, and 0 is the initial time segment
T	The number of total time valid segments
X_t	The pickup and return counter in time t
r_t	The number of cars that are returned to the station and available in time t
d_t	The number of cars that are picked up at the station in time t
δ_t	The number of cars actually moved in or out in time t
δ'_t	The number of cars that need to be moved in or out in time t
s_t	The tag on whether there are cars moved in or out in time t
u_t	The tag on whether the pickup or return requests are satisfied in time t
t_{in}	Average moving time on moving cars into the station
t_{out}	Average responding time on moving cars out from the station
N	The maximum number of the parking space in the station
S_{\max}	Upper threshold to respond cars moving out
S_{\min}	Lower threshold to respond cars moving in

Define:

$$X'_t = X_{t-1} + r_t - d_t; \quad (2)$$

$$\delta'_t = \begin{cases} S_{\max} - X'_t, & X'_t \geq S_{\max} \\ 0, & S_{\min} < X'_t < S_{\max} \\ S_{\min} - X'_t, & X'_t \leq S_{\min} \end{cases}; \quad (3)$$

$$\delta_t = \begin{cases} \delta'_{t-t_{out}}, & X'_t \geq S_{\max} \\ 0, & S_{\min} < X'_t < S_{\max} \\ \delta'_{t-t_{in}}, & X'_t \leq S_{\min} \end{cases}; \quad (4)$$

$$s_t = \begin{cases} -1, & X'_t \geq S_{\max} \\ 0, & S_{\min} < X'_t < S_{\max} \\ 1, & X'_t \leq S_{\min} \end{cases}; \quad (5)$$

$$u_t = \begin{cases} -1, & X_t \geq N \\ 0, & 0 < X_t < N \\ 1, & X_t \leq 0 \end{cases}. \quad (6)$$

Formula (1) implies that the number of vehicles in the station in time t equals the number of vehicles time $t - 1$ plus the number of cars that are returned to the station in time t minus the number of cars that are picked up at the station in time t then plus the number of vehicles that are actually moved into or out of the station. It should be noted that the number of cars that need to be moved in or out in time t is judged by the state variable with the thresholds (given by formula (3)), but because of the responding delay for moving cars, the actual moved number of cars at time t is given by formula (4). s_t and u_t are the detecting variables to summarize the number of moved cars and the service quality.

3.2 Thresholds Determination

Optimization techniques are employed in the thresholds determination. The final result of this model is to output the upper and lower thresholds of a station, so the decision variables are S_{\max} and S_{\min} . In the state transition equations, S_{\max} and S_{\min} are not explicit in equation but as the condition of the piecewise functions, which brings peculiarity to this model. S_{\max} and S_{\min} are implicated in detecting variables s_t and u_t , which describe the performance of the model from two opposite direction.

Note that the principles to determine the thresholds include the moving costs and the service quality. If operator wanted to keep the relocation costs lower that may lead to more bad services, while if operator wanted to improve the service quality that may increase the relocation times. Giving the number of moved vehicle σ as

$$\sigma = \sum_{t=0}^T s_t \delta_t, \quad (7)$$

where $\sigma \in [0, +\infty)$ and σ is an integer. To make it compatible with the other objective, normalize σ as

$$\sigma' = \sigma / \max_{\forall S_{\max}, \forall S_{\min}} \sigma. \quad (8)$$

To describe the service quality, give the ratio of out-of-service time to the total time ρ as

$$\rho = \frac{1}{T} \sum_{t=0}^T |u_t|, \quad (9)$$

and $\rho \in [0, 1]$. To balance both sides of consideration, set weight ω_1 and ω_2 . if $\omega_1 > \omega_2$, the model is more likely to take the costs in account, otherwise to consider service quality more.

$$\min y = \omega_1 \sigma' + \omega_2 \rho; \quad (10)$$

and for both weights there is

$$\omega_1 + \omega_2 = 1. \quad (11)$$

Constraints of this model are given as follows:

Subject to

- (1) S_{\max} and S_{\min} are integers.
- (2) Lower threshold should be lower than the upper threshold

$$S_{\min} < S_{\max}. \quad (12)$$

- (3) Upper threshold should not be higher than the number of parking space

$$S_{\max} \leq N. \quad (13)$$

- (4) Lower threshold should not be lower than 0

$$S_{\min} \geq 0. \quad (14)$$

- (5) Give the initial condition of the pickup and return counter

$$X_0 = X. \quad (15)$$

where X is the initial number of vehicles in the station at the beginning of the study time segments. X can be 0 if initial number of vehicles is unknown.

To solve this model, the major obstacle lies on the hidden variables in state transition equations. The decision variables S_{\max} and S_{\min} are implicit in the piecewise conditions and not explicit in optimization objectives. This feature makes the objective function nonlinear and hard to formularize. Since the decision variables S_{\max} and S_{\min} are integers and finite, and other variables are determinable through S_{\max} and S_{\min} , enumeration would be feasible to determine the most proper solution.

4 Results and Discussions

To demonstrate the threshold determination method, two typical stations given in Fig. 2—station A: Tongji University Jiading Campus and station B: Jiatinghui Shopping Center—are taken as examples. The orders of EVCard in April, 2015, including information about the pickup time, return time, pickup station, and return station are involved as the input data. Upper thresholds and lower thresholds of both stations are as the outputs. In this demonstration, we set $\omega_1 = \omega_2 = 0.5$ to take the relocation costs and service quality as the same importance. The state transition of the pickup and return counter graphs and the calculation results are shown in Fig. 4.

An interesting discovery from the results should be drawn that the station with more returning vehicles could get lower upper threshold and the station with more

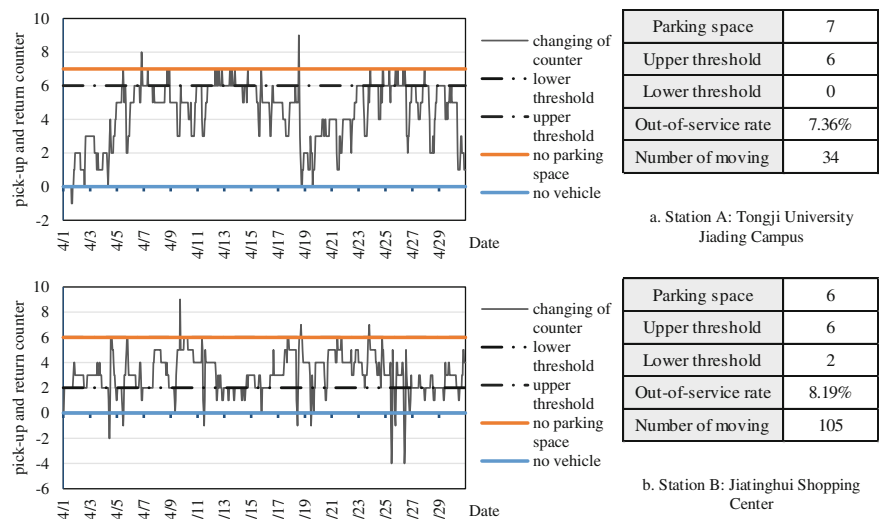


Fig. 4 The pickup and return counter graphs and the calculation results

Table 2 A comparison between the calculative method and the qualitative principle

	Station A		Station B	
	Calculative	Qualitative	Calculative	Qualitative
Parking space	7	7	6	6
Upper threshold	6	6	6	5
Lower threshold	0	1	2	1
Out-of-service rate (%)	7.36	10.56	8.19	12.78
Number of moving	34	36	105	104

pickup vehicles could get higher lower threshold. That is to say, when station has more return requests (as phenomenon of station A), the upper threshold should be lower to detect and respond to the returning overflowing vehicles, and the parking space should be enough for returning cars, but the lower threshold can be 0 because the returning cars will fulfill the pickup requests without additional cars moving in. Station B presents a phenomenon of more pickup requests than return, so that higher lower threshold will keep the station available on pickup cars, and returning cars may be more likely to be picked up, so less chance would the counter meet the maximum parking space and the overflowing cars be moved out.

To the most circumstances, we want this threshold determination solution to be more proper than other determination strategy. A qualitative determination principle is to ensure that there is at least one vehicle at the station and at least one parking space, so that the service on pickup requests and return requests can be both guaranteed. A comparison between the results by determination solution and the qualitative principle among both stations are drawn in Table 2. With better or similar number of moving, the calculative method achieves lower out-of-service rate or better service quality.

Considering that the pattern of the demand of the system and the feature of the requests of pickup and return at each station may not stable and can be influenced by some unknown or uncertain factors change, the thresholds should not be fixed. In practice, the thresholds need to be updated every time cycle, e.g., a week or a month, in order to make the vehicle relocation more reasonable and optimal.

5 Conclusions

Since the threshold determination is a critical problem in the threshold method for vehicle relocation method in electric car-sharing systems, and previous researches did not sufficiently focus on the determination of the thresholds, this paper presents an approach on determining the upper and lower thresholds. Upper threshold and lower threshold are respectively triggering conditions on vehicles moving in and out. First, a prototype of two-stage method was proposed to establish a mechanism, including state listening and relocation listening, in which the thresholds are pivotal

to drive both stages. Consequently, an optimization model was introduced to find out proper values of upper and lower thresholds. In this model, we established the state transition equations to describe the changing features of car number in a station, and involved both relocation costs and service quality into the optimization objective, in order to resolve the best values of the thresholds.

The pickup and return counter graphs are employed to demonstrate the results of the model, and the out-of-service rate and number of moving are evaluation indexes to present the relocation efficiency under the decision of the thresholds. The results showed that the method is capable to determine proper values of thresholds, and the calculative optimal method can be more reasonable than qualitative principles.

Although threshold method makes electric vehicle relocation problem in car-sharing system more practicable, there is still wide space to be discovered for researchers in electric vehicle fleet control and management especially vehicle relocation problems. Actually the threshold method involves deterministic parameters namely thresholds to cope with plentiful uncertainty in demand and system changing. In the future, with the introduction of stochastic method, fleet management, and car relocation in such systems, will become more intelligent, effective, and efficient.

Acknowledgments This work was supported by the Science and Technology Commission of Shanghai Municipality in project “Research and Application on the Key Technology of Connective Electric Vehicle Sharing System Fleet Management”.

References

1. Katzev R (2003) Car sharing: a new approach to urban transportation problems. *Anal Soc Issues Public Policy* 3:65–86
2. Kley F, Lerch C, Dallinger D (2011) New business models for electric cars—a holistic approach. *Energy Policy* 39:3392–3403
3. Barth M, Shaheen S, Fukuda T, Fukuda A (2006) Carsharing and station cars in Asia: overview of Japan and Singapore. *Transp Res Rec J Transp Res Board* 106–115
4. Musso A, Corazza MV, Tozzi M (2012) Car sharing in Rome: a case study to support sustainable mobility. *Proc Soc Behav Sci* 48:3482–3491
5. Shaheen S, Cohen A, Roberts J (2006) Carsharing in North America: market growth, current developments, and future potential. *Transp Res Rec J Transp Res Board* 116–124
6. Shaheen S, Sperling D, Wagner C (2001) Carsharing in Europe and North American: past, present, and future. University of California Transportation Center
7. Zheng J, Mehndiratta S, Guo JY, Liu Z (2012) Strategic policies and demonstration program of electric vehicle in China. *Transp Policy* 19:17–25
8. Febbraro A, Sacco N, Saeednia M (2012) One-way carsharing: solving the relocation problem. *Transp Res Rec J Transp Res Board* 113–120
9. Bianchessi AG, Ongini C, Alli G, Panigati E, Savaresi S (2013) Vehicle-sharing: technological infrastructure, vehicles, and user-side devices-Technological review. In: 16th international IEEE conference on intelligent transportation systems-(ITSC), 2013. IEEE, pp 1599–1604
10. Boyacı B, Zografos KG, Geroliminis N (2015) An optimization framework for the development of efficient one-way car-sharing systems. *Eur J Oper Res* 240:718–733

11. Cepolina E, Farina A (2012) Urban car sharing: an overview of relocation strategies. *WIT Trans Built Environ* 128:419–431
12. Cepolina E, Farina A, Pratelli A (2014) Car-sharing relocation strategies: a state of the art. *Public Mobility Syst* 3:109
13. Fan W, Machemehl R, Lowmes N (2008) Carsharing: dynamic decision-making problem for vehicle allocation. *Transp Res Rec J Transp Res Board* 97–104
14. Wang H, Cheu R, Lee D-H (2010) Dynamic relocating vehicle resources using a microscopic traffic simulation model for carsharing services. In: 2010 third international joint conference on Computational Science and Optimization (CSO). IEEE, pp 108–111
15. Kek AG, Cheu RL, Meng Q, Fung CH (2009) A decision support system for vehicle relocation operations in carsharing systems. *Transp Res Part E Logistics Transp Rev* 45:149–158
16. Alfian G, Rhee J, Yoon B (2014) A relocation simulation model for one-way carsharing service. In: 2014 IEEE international conference on Industrial Technology (ICIT). IEEE, pp 718–723
17. Barth M, Todd M (1999) Simulation model performance analysis of a multiple station shared vehicle system. *Transp Res Part C Emerg Technol* 7:237–259
18. Kek A, Cheu R, Chor M (2006) Relocation simulation model for multiple-station shared-use vehicle systems. *Transp Res Rec J Transp Res Board* 81–88