Resilience Assessment of Hyperconnected Parcel Logistic Networks Under Worst-Case Disruptions

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Joint work with

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Georgia Tech College of Engineering H. Milton Stewart School of Industrial and Systems Engineering



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 - Last year, 87 billion parcels were shipped and delivered.
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 - Network Design

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- Facets of parcel delivery industry:
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 - Customers spread out across wide geographical area
 - Moreover, logistics networks designed with only efficiency considerations
 - Not ideal as disruptions occur



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Disruptions



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 - Major traffic jams
 - Power outages
 - Pandemics

WATERLOO REGION

Cold weather and staffing issues from Omicron impact mail and parcel deliveries

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- Disruptions lead to:
 - Excess pressure on functional resources
 - Late parcel deliveries
 - Increased costs

Resilience Evaluation

• Simulation Models: Simulation of disruptive events in which the network components fail

- Random or localized failures
- Total or partial failures





Resilience Evaluation

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 - Random or localized failures
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- Analytical models: Estimate the vulnerability of the network through its structural properties
 - Centrality measures
 - Path lengths, edge-disjoint paths

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Stochastic disruptive events only - requires disruption data

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- Need to also develop a tool to assess resilience of the large-scale networks under such worst-case disruptive events
 - Intelligent fictitious adversary (Game-theory based)

Resilient Assessment of Parcel delivery Networks

- Aim: To devise a tool that assess the resilience of large-scale logistics networks under worst-case disruptions
 - Through operational costs faced by networks

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- We study a two-person Stackelberg game:
 - Network components are disrupted to cause most harm (fictitious adversary)
 - Best response to minimize the effects of disruptions (logistics company)

• Contributions:

- Bi-level mixed integer linear program (Network Interdiction Problem)
- Exact solution technique to assess the resilience
- Resilience analysis of networks

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- Bi-level mixed integer linear program (Network Interdiction Problem)
- Exact solution technique to assess the resilience
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• Agenda:

To leverage tools from optimization, network science, and game theory to assess the resilience of logistics networks under worst-case disruptions.

Related Work

Logistics & Transportation

[Ford & Fulkerson '58] [Anderson & Nash '87] [Hall et al. '07]

Game Theory

[Washburn & Wood '95] [Lim & Smith '07] [Israeli & Wood '02]

Linear & Discrete Optimization

[Nemhauser & Wolsey '99] [Bertsimas & Tsitsiklis. '97] [Farkas. '02]

- Leader: Interdict edges to maximize the commodity delivery costs between all OD pairs
- Follower: Minimize the commodity delivery costs after edge-interdiction

• Given:

• Directed Graph $\mathcal{G} = (\mathcal{H} \cup \mathcal{S} \cup \mathcal{T}, \mathcal{A})$

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- Directed Graph $\mathcal{G} = (\mathcal{H} \cup \mathcal{S} \cup \mathcal{T}, \mathcal{A})$
- $\bullet \ \mathcal{P} \subseteq \mathcal{S} \times \mathcal{T}: \mathsf{Set} \ \mathsf{of} \ \mathsf{Origin-Destination} \ \mathsf{pairs}$





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- $\bullet~\mathcal{A}:$ Set of directed transportation edges

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• Goal:

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• Decision Variables:

• $x_{i,j} \in \{0,1\}$: Arc (i,j) is interdicted .



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• Decision Variables:

- $x_{i,j} \in \{0,1\}$: Arc (i,j) is interdicted .
- $f_{i,j}^p \in \mathbb{R}_{\geq 0}$: Commodity flow on arc (i,j) for O-D pair p.



 $\mathcal{P}:\mathsf{Set}\xspace$ of O-D pairs

 \mathcal{H} : Set of hubs

 $\mathcal{A}:\mathsf{Set}$ of transportation arcs

 d_p : Commodity demand for O-D pair p

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subject to:

$$x_{i,j} \in \{0,1\},$$
 $\forall (i,j) \in \mathcal{A}$ Arc interdiction variables \mathcal{H} : Set of hubs \mathcal{A} : Set of transportation arcs d_p : Commodity demand
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subject to:

$$\sum_{(i,j)\in\mathcal{A}} x_{i,j} \le \beta$$

Interdiction budget

 $x_{i,j} \in \{0,1\},$ $\forall (i,j) \in \mathcal{A}$ Arc interdiction variables

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Total commodity delivery costs

subject to:

 $\max_{x} \left\{ \right.$

	$\sum_{(i,j)\in\mathcal{A}} x_{i,j} \leq eta$					
	$f_{i,j}^p \ge 0,$	$orall (i,j) \in \mathcal{A}, orall p \in \mathcal{P}$	Commodity flow variables			
	$x_{i,j} \in \{0,1\},$	$orall (i,j) \in \mathcal{A}$	Arc interdiction variables			
$\mathcal P$: Set of O-D pairs	\mathcal{H} : Set of hubs	$\mathcal{A}:$ Set of transportation arcs	d_p : Commodity demand for O-D pair p			
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$$\begin{split} & \max_{x} \left\{ \min_{f} \left(c_{i,j} + M \cdot x_{i,j} \right) f_{i,j}^{p} \right\} & \text{Total commodity delivery costs} \\ & \text{subject to:} \qquad \sum_{j \in \mathcal{T} \cup \mathcal{H} \mid (s,j) \in \mathcal{A}} f_{s,j}^{p} = d_{p}, & \forall p = (s,t) \in \mathcal{P} \\ & \sum_{i \in S \cup \mathcal{H} \mid (i,t) \in \mathcal{A}} f_{i,t}^{p} = d_{p}, & \forall p = (s,t) \in \mathcal{P} & \text{Commodity flow balance} \\ & \sum_{j \in \mathcal{T} \cup \mathcal{H} \mid (i,j) \in \mathcal{A}} f_{i,j}^{p} = \sum_{j \in S \cup \mathcal{H} \mid (j,i) \in \mathcal{A}} f_{j,i}^{p}, & \forall p \in \mathcal{P}, \forall i \in \mathcal{H} \\ & \sum_{(i,j) \in \mathcal{A}} x_{i,j} \leq \beta & \text{Interdiction budget} \\ & f_{i,j}^{p} \geq 0, & \forall (i,j) \in \mathcal{A}, \forall p \in \mathcal{P} & \text{Commodity flow variables} \\ & x_{i,j} \in \{0,1\}, & \forall (i,j) \in \mathcal{A} & \text{Arc interdiction variables} \\ & \mathcal{P} : \text{Set of O-D pairs} & \mathcal{H} : \text{Set of hubs} & \mathcal{A} : \text{Set of transportation arcs} & d_{p} : \text{Commodity demand} \\ & \text{for O-D pair p} & \text{Commodity demand} \\ & \text{for O-D pair p} & \text{Commodity demand} \\ & \text{For the function for O-D pair p} & \text{Commodity demand} \\ & \text{For the function for O-D pair p} & \text{Commodity demand} \\ & \text{For the function for O-D pair p} & \text{Commodity demand} \\ & \text{Constant for O-D pair p} & \text{Commodity demand} \\ & \text{For the function for O-D pair p} & \text{Commodity demand} \\ & \text{For the function for O-D pair p} & \text{Commodity demand} \\ & \text{For the function for O-D pair p} & \text{Commodity demand} \\ & \text{Commodity for the function for O-D pair p} & \text{Commodity demand} \\ & \text{Commodity for O-D pair p} & \text{Commodity demand} \\ & \text{Commodity for the function for O-D pair p} & \text{Commodity demand} \\ & \text{Commodity for the function for O-D pair p} & \text{Commodity for the function for O-D pair p} \\ & \text{Commodity for the function for O-D pair p} & \text{Commodity for the function for O-D pair p} \\ & \text{Commodity for the function for O-D pair p} & \text{Commodity for the function for O-D pair p} \\ & \text{Commodity for O-D pair p} & \text{Commodity for O-D pair p} & \text{Commodity for O-D pair p} \\ & \text{Commodity for O-D pair p} & \text{Commodity for O-D pair p} & \text{Commodity for O-D pair p} \\ & \text{Commodity for O-D pair p} & \text{Commodity for O-D pair p} & \text{Commodity for O-D pair p} \\ & \text{Commodity for$$

$$\begin{split} \max_{x} \left\{ \min_{f} \left(c_{i,j} + M \cdot x_{i,j} \right) f_{i,j}^{p} \right\} & \text{Total commodity delivery costs} \\ \text{subject to:} & \sum_{j \in \mathcal{T} \cup \mathcal{H} \mid (s,j) \in \mathcal{A}} f_{s,j}^{p} = d_{p}, & \forall p = (s,t) \in \mathcal{P} \\ & \sum_{i \in \mathcal{S} \cup \mathcal{H} \mid (i,t) \in \mathcal{A}} f_{i,t}^{p} = d_{p}, & \forall p = (s,t) \in \mathcal{P} \\ & \sum_{i \in \mathcal{S} \cup \mathcal{H} \mid (i,j) \in \mathcal{A}} f_{i,j}^{p} = \sum_{j \in \mathcal{S} \cup \mathcal{H} \mid (j,i) \in \mathcal{A}} f_{j,i}^{p}, & \forall p \in \mathcal{P}, \forall i \in \mathcal{H} \\ & \sum_{i \in \mathcal{I} \cup \mathcal{H} \mid (i,j) \in \mathcal{A}} f_{i,j}^{p} \leq \beta & \text{Interdiction budget} \\ & f_{i,j}^{p} \geq 0, & \forall (i,j) \in \mathcal{A}, \forall p \in \mathcal{P} \\ & x_{i,j} \in \{0,1\}, & \forall (i,j) \in \mathcal{A} & \text{Arc interdiction variables} \\ \mathcal{P} : \text{Set of O-D pairs} & \mathcal{H} : \text{Set of hubs} & \mathcal{A} : \text{Set of transportation arcs} & d_{p} : \text{Commodity demand} \\ & \text{for O-D pair } p \\ \text{Subtract General Text} & \text{Subsets Under Worts-Case Discustors} \\ \end{array}$$

Bi-level program

s.t:

$$\begin{split} & \underset{x}{\text{Bi-level program}} \\ & \underset{x}{\max} \left\{ \ \min_{f} \Big\{ \sum_{p \in \mathcal{P}} \sum_{(i,j) \in \mathcal{A}} (c_{i,j} + M \cdot x_{i,j}) f_{i,j}^{p} \Big\} \right\} \end{split}$$

s.t:

$$\sum_{j \in \mathcal{T} \cup \mathcal{H} \mid (s,j) \in \mathcal{A}} f_{s,j}^p = d_p \qquad \qquad \forall p \in \mathcal{P}$$

$$\sum_{i \in \mathcal{S} \cup \mathcal{H} \mid (i,t) \in \mathcal{A}} f_{i,t}^p = d_p \qquad \qquad \forall p \in \mathcal{P}$$

$$\sum_{\substack{j \in \mathcal{T} \cup \mathcal{H} \mid (s,j) \in \mathcal{A} \\ f_{i,j}^p \ge 0}} f_{s,j}^p = \sum_{i \in \mathcal{S} \cup \mathcal{H} \mid (i,t) \in \mathcal{A}} f_{i,t}^p \qquad \forall p \in \mathcal{P}, \forall i \in \mathcal{H}$$

$$f_{i,j}^p \ge 0 \qquad \forall p \in \mathcal{P}, \forall (i,j) \in \mathcal{A}$$

$$x_{i,j} \in \{0,1\} \qquad \forall (i,j) \in \mathcal{A}$$

Bi-level program		Single-level mixed inte	ger program
$\max_{x} \left\{ \min_{f} \left\{ \sum_{p \in \mathcal{P}} \sum_{(i,j) \in \mathcal{A}} (c_{i,j} + M \cdot x_{i,j}) f_{i,j}^{p} \right\} \right\}$	Dual of the inner problem $$	$\max_{x,\pi} \sum_{p \in \mathcal{P}} (\pi_s^p - \pi_t^p)$	
s.e. $\sum_{j \in \mathcal{T} \cup \mathcal{H} \mid (s,j) \in \mathcal{A}} f_{s,j}^p = d_p$	$\forall p \in \mathcal{P}$	s.t: $\pi_i^p - \pi_i^p < c_{i,i} + M \cdot x_{i,i}$	$\forall p \in \mathcal{P},$
$\sum_{i \in \mathcal{S} \cup \mathcal{H} \mid (i,t) \in \mathcal{A}} f_{i,t}^p = d_p$	$\forall p \in \mathcal{P}$	$\sum_{i,j=1}^{n} x_{i,j} \leq \beta$	$orall (i,j) \in \mathcal{A}$
$\sum_{j \in \mathcal{T} \cup \mathcal{H} \mid (s,j) \in \mathcal{A}} f_{s,j}^p = \sum_{i \in \mathcal{S} \cup \mathcal{H} \mid (i,t) \in \mathcal{A}} f_{i,t}^p$	$\forall p \in \mathcal{P}, \forall i \in \mathcal{H}$	$(i,j) \in \mathcal{A}$ $x_{i,j} \in \{0,1\}$	$\forall (i,j) \in \mathcal{A}$
$egin{array}{l} f_{i,j}^p \geq 0 \ \sum x_{i,j} \leq eta \end{array}$	$orall p \in \mathcal{P}, orall (i,j) \in \mathcal{A}$		
$ \substack{(i,j)\in\mathcal{A}\\ x_{i,j}\in\{0,1\}}$	$orall (i,j) \in \mathcal{A}$		

Bi-level program		Single-level mixed inte	ger program
$\max_{x} \left\{ \min_{f} \left\{ \sum_{p \in \mathcal{P}} \sum_{(i,j) \in \mathcal{A}} (c_{i,j} + M \cdot x_{i,j}) f_{i,j}^{p} \right\} \right\}$ s.t:	Dual of the inner problem	$\max_{x,\pi} \sum_{p \in \mathcal{P}} (\pi_s^p - \pi_t^p)$	
$\sum_{j \in \mathcal{T} \cup \mathcal{H} (s,j) \in \mathcal{A}} f_{s,j}^p = d_p$	$\forall p \in \mathcal{P}$	s.t: $\pi_i^p - \pi_i^p \le c_{i,j} + M \cdot x_{i,j}$	$\forall p \in \mathcal{P},$
$\sum_{i \in \mathcal{S} \cup \mathcal{H} \mid (i,t) \in \mathcal{A}} f_{i,t}^p = d_p$	$\forall p \in \mathcal{P}$	$\sum_{(i,j) \in A} x_{i,j} \leq \beta$	$orall (i,j) \in \mathcal{A}$
$\sum_{j \in \mathcal{T} \cup \mathcal{H} \mid (s,j) \in \mathcal{A}} f_{s,j}^p = \sum_{i \in \mathcal{S} \cup \mathcal{H} \mid (i,t) \in \mathcal{A}} f_{i,t}^p$	$\forall p \in \mathcal{P}, \forall i \in \mathcal{H}$	$(i,j)\in\mathcal{A}$ $x_{i,j}\in\{0,1\}$	$\forall (i,j) \in \mathcal{A}$
$\sum_{i,j}^{p} \geq 0$ $\sum_{i,j} x_{i,j} \leq eta$	$orall p \in \mathcal{P}, orall (i,j) \in \mathcal{A}$		
$(i,j)\in\mathcal{A}$ $x_{i,j}\in\{0,1\}$	$\forall (i,j) \in \mathcal{A}$	Large # variables: Problem requ	size reduction uired





Shortest Path Length: 3 # Edge interdictions: 0

• Examples:



• Examples:



• Examples:



- Which edge(s) to interdict depends upon the resource availability at adversary
- Problem size reduction: Not generating arc variables that won't be interdicted
 - Search tree to find out such arcs

Case Study

- Major Parcel Delivery Company in China
 - Several millions of parcels handled every week
 - Implementation Scale: Central China
- Potential locations for logistics hub construction
 - Logistics significance: Major cities, highway intersections, and existing city-based inbound/outbound hubs
- Regulations set by Chinese government
 - 11-hour driving limit per day
 - Allowable transportation edges: 5.5 hours of travel time
- Topology-optimized networks designed through minimizing
 - single shortest path Lean network
 - k-shortest paths
 - k-shortest edge-disjoint path

Method	
Pre-processing + Gurobi	
Gurobi	

Method	# Hubs	$ \mathcal{A} $
	60	1005
Pre-processing +	70	1074
Gurobi	80	1344
	90	1429
Gurobi	60	1005
	70	1074
	80	1344
	90	1429

Method	# Hubs	$ \mathcal{A} $	$ \mathcal{A}' $
	60	1005	586
Pre-processing +	70	1074	656
Gurobi	80	1344	767
	90	1429	817
	60	1005	-
Curchi	70	1074	-
Gurobi	80	1344	-
	90	1429	-

Method	# Hubs	$ \mathcal{A} $	$ \mathcal{A}' $	# Variables
	60	1005	586	3137
Pre-processing + Gurobi	70	1074	656	3227
	80	1344	767	3312
	90	1429	817	3403
Gurobi	60	1005	-	18207
	70	1074	-	18641
	80	1344	-	21290
	90	1429	-	23388

Method	# Hubs	$ \mathcal{A} $	$ \mathcal{A}' $	# Variables	# Constraints	
	60	1005	586	3137	4288	
Pre-processing +	70	1074	656	3227	4571	
Gurobi	80	1344	767	3312	4836	
	90	1429	817	3403	5912	
	60	1005	-	18207	150,976	
Gurobi	70	1074	-	18641	163,420	
	80	1344	-	21290	212,830	
	90	1429	-	23388	261,777	

Method	# Hubs	$ \mathcal{A} $	$ \mathcal{A}' $	# Variables	# Constraints	Total Time (sec)	Optimality Gap (%)
	60	1005	586	3137	4288	54	0
Pre-processing +	70	1074	656	3227	4571	59	0
Gurobi	80	1344	767	3312	4836	62	0
	90	1429	817	3403	5912	82	0
	60	1005	-	18207	150,976	time limit	504.5
Gurobi	70	1074	-	18641	163,420	time limit	831.4
	80	1344	-	21290	212,830	time limit	1392.5
	90	1429	-	23388	261,777	time limit	1965.2









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- Dualization procedure and search tree strategy to reduce the problem size drastically
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Thank you!

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