

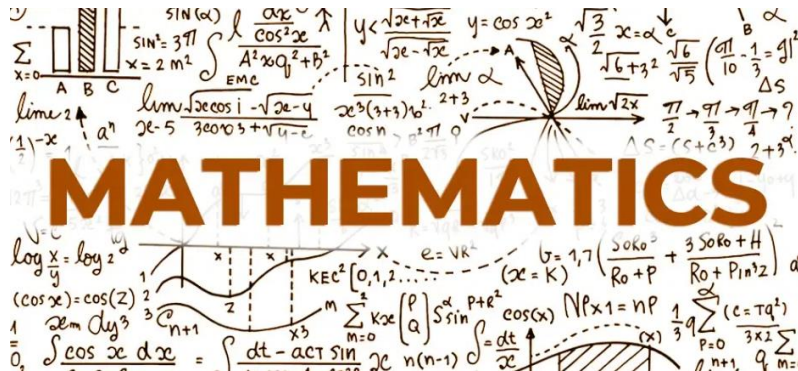


# Operations research: a connecting bridge

**M. Grazia Speranza**

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# Why Operations Research?



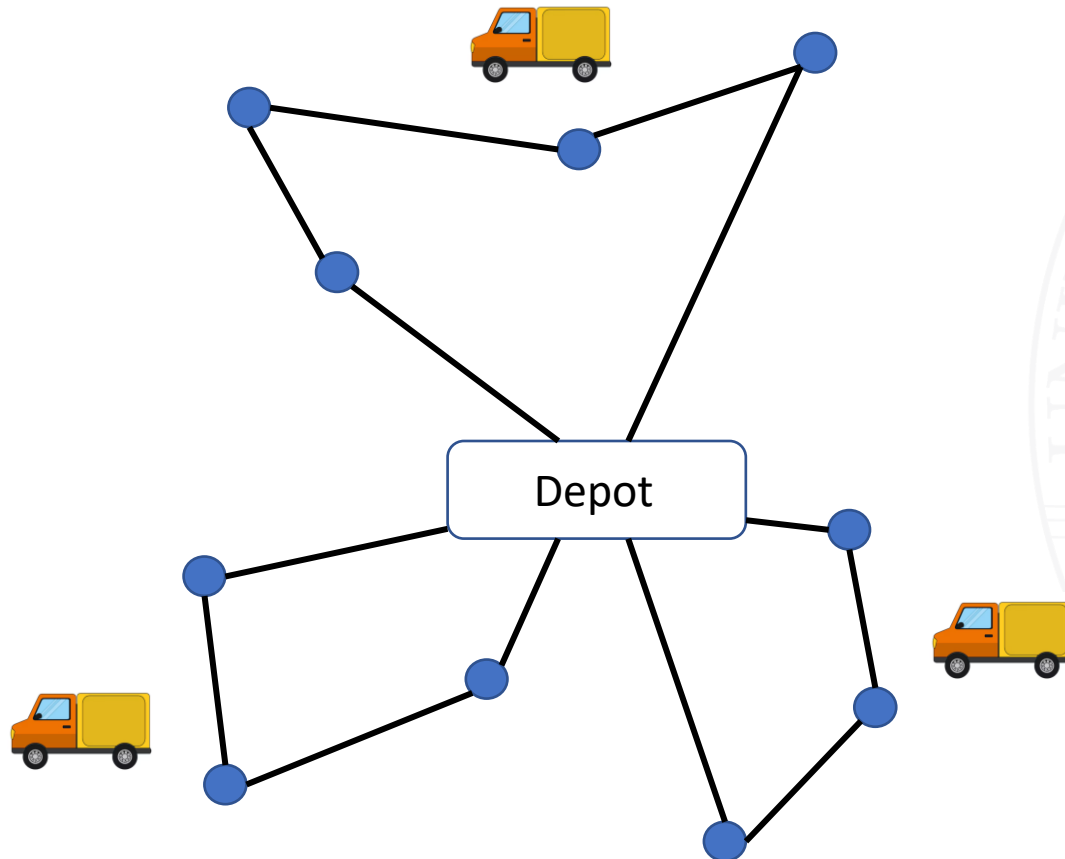
# Operations research and technology



# My papers



# Connecting decisions



Vehicle routing problems

# Connecting decisions

Vehicle routing problems

Decisions

Who?

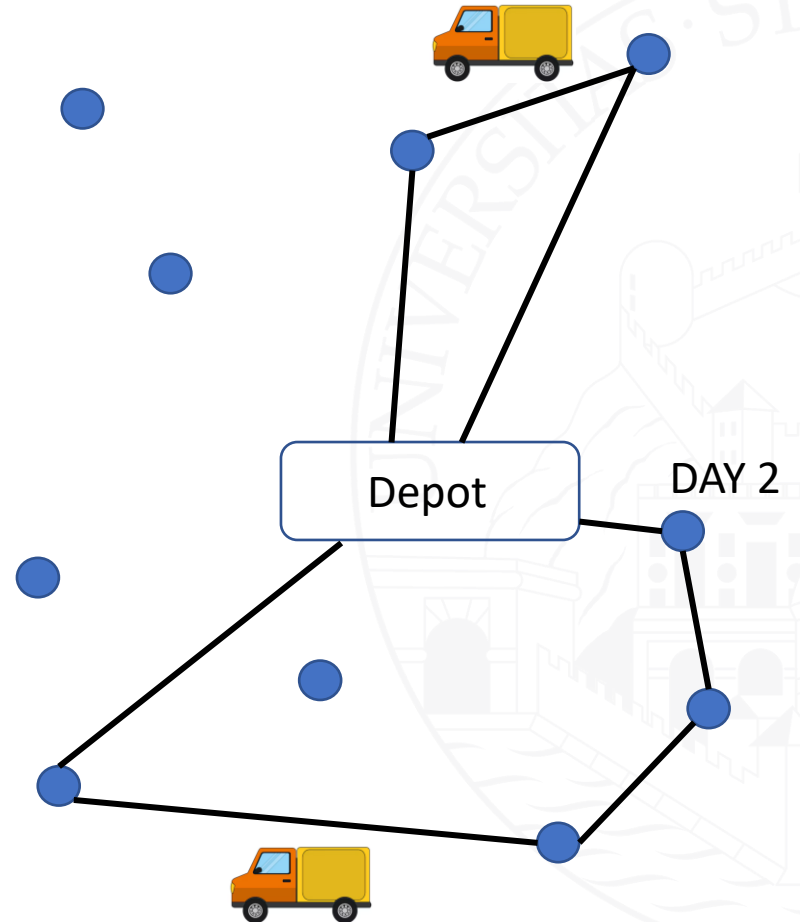
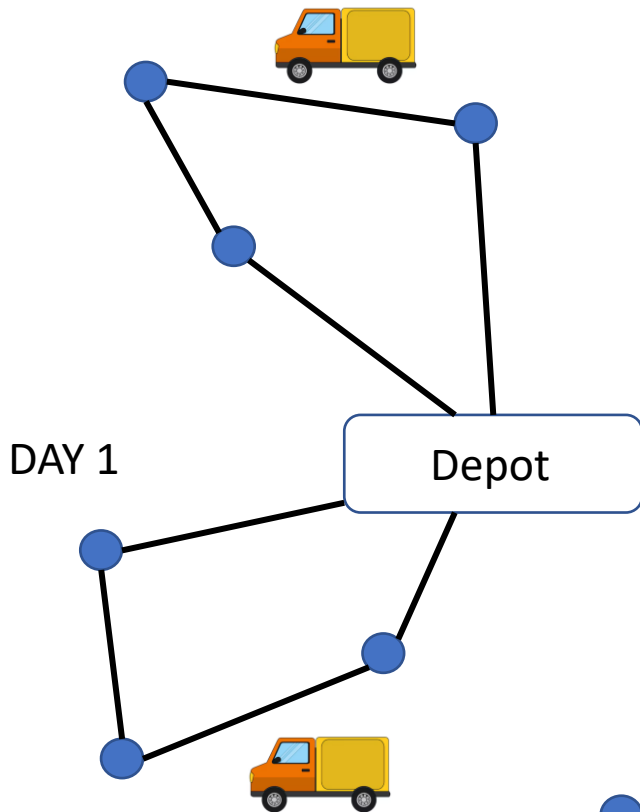
In which order?

+

When?

How much?

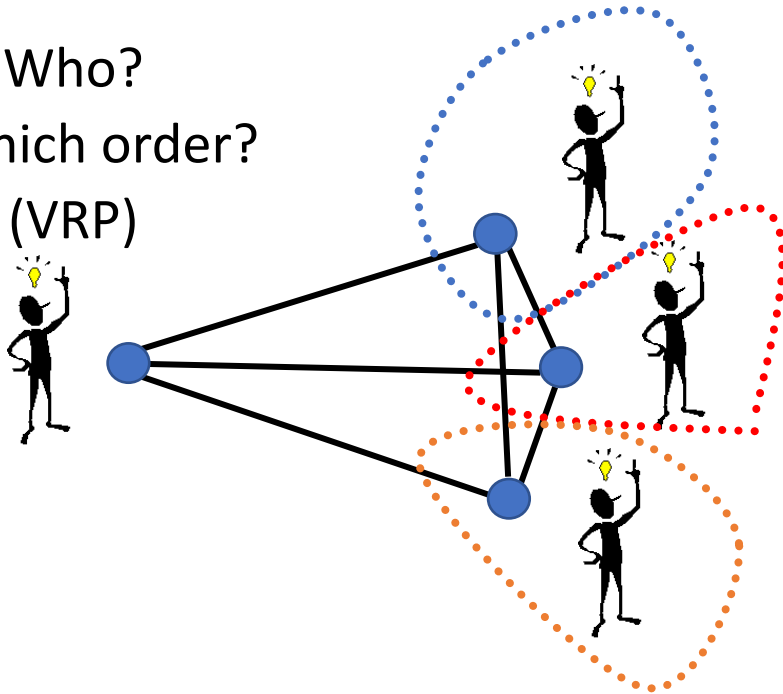
# Connecting decisions



Inventory routing problems

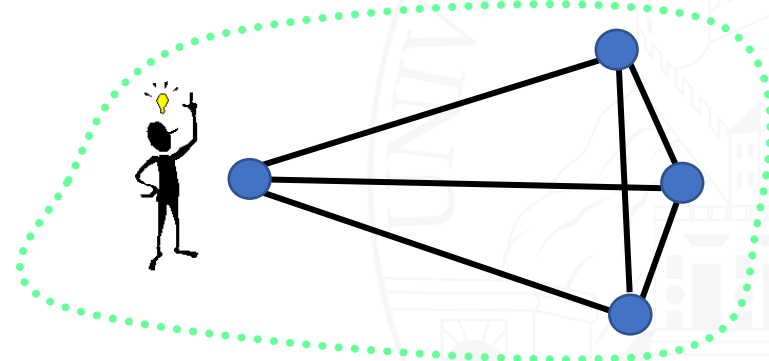
# Connecting decisions

Who?  
In which order?  
(VRP)



When?

How much?



Vendor managed inventory  
and a more complex problem



# Connecting decisions

Instances: up to 50 customers, 6 days

Vehicle routing problems: **optimal** solution

Inventory routing problem: **heuristic** solution

**Savings with the same final inventory levels**

Average total cost: 10% (max 20%)

Average number of routes: 12% (max 50%)

# Mixed integer programming and finance

Capital  $C$

Assets  $1, \dots, j, \dots, n$

Decision variables  $x_j$

No risk function can  
be expressed in  
linear form directly  
through variables  $x_j$

# Mixed integer programming and finance

$$\min \sum_{i=1}^n \sum_{j=1}^n \sigma_{ij} x_i x_j$$

$$\sum_{j=1}^n r_j x_j \geq \mu_0$$

$$\sum_{j=1}^n x_j = 1$$

$$x_j \geq 0 \quad j = 1, \dots, n$$

Markowitz's model

Harry Markowitz was the recipient of the 1990 Nobel Prize in Economic Sciences (with Merton Miller and William Sharpe "for their pioneering work in the theory of financial economics")

# Mixed integer programming and finance

A new modelling approach

$T$  scenarios with probabilities  $p_t$

Discretization

$$R_j \rightarrow r_{jt}$$

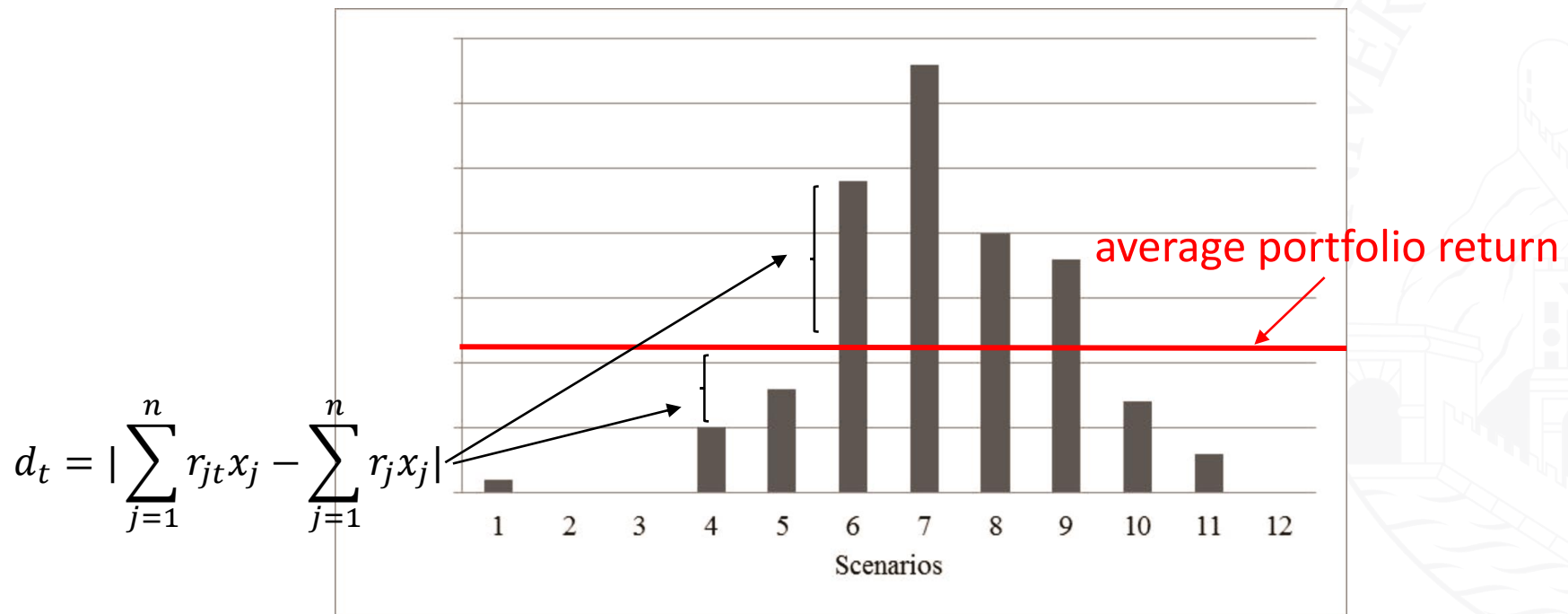
$$r_j = \sum_{t=1}^T r_{jt} p_t$$

$$y_t = \sum_{j=1}^n r_{jt} x_j$$

$$R_x \rightarrow \sum_{j=1}^n r_{jt} x_j$$

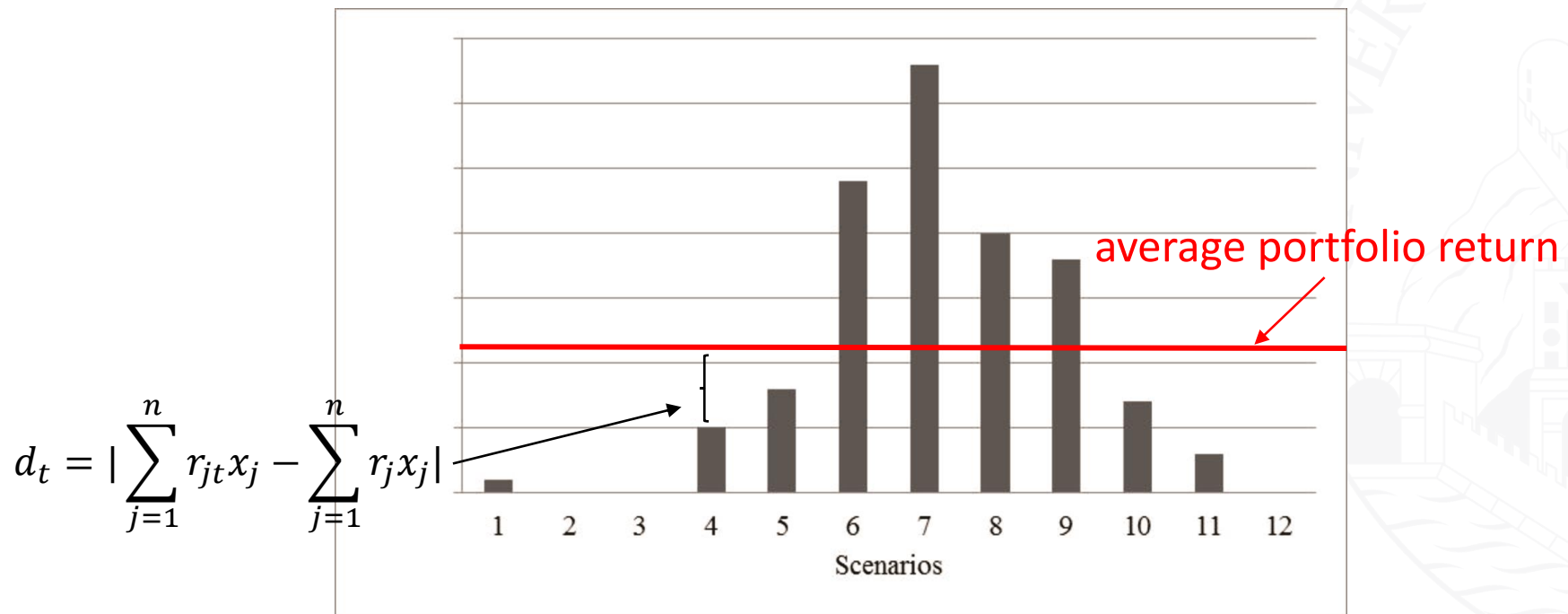
$$E[R_x] = \sum_{t=1}^T p_t y_t = \sum_{j=1}^n r_j x_j$$

# Mixed integer programming and finance



Mean Absolute Deviation

# Mixed integer programming and finance



Downside Mean Absolute Deviation

# Mixed integer programming and finance

$$\min \frac{1}{T} \sum_{t=1}^T d_t$$

$$d_t + \sum_{j=1}^n a_{jt} x_j \geq 0 \quad t = 1, \dots, T$$

$$\sum_{j=1}^n r_j x_j \geq \mu_0$$

$$\sum_{j=1}^n x_j = 1$$

$$x_j \geq 0 \quad j = 1, \dots, n$$

$$d_t \geq 0 \quad t = 1, \dots, T$$

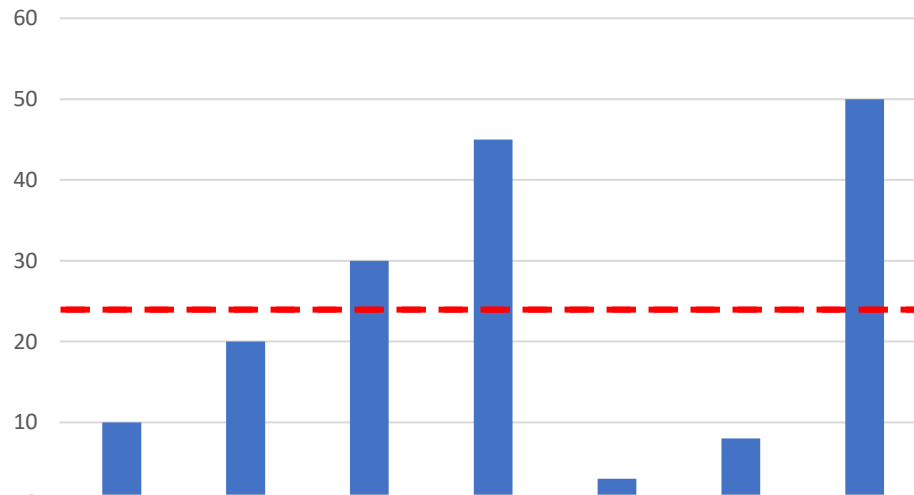
Downside Mean Absolute Deviation  
=  $\frac{1}{2}$  Mean Absolute Deviation

Fixed transaction costs  
Limited number of assets  
Transaction lots

# Connecting Min sum and Min max

The most used objective function is the **sum** or **average** of an individual measure  
(in a minimization problem, min the average over all 'agents')

The **average** criterion does not take into account the **variability**

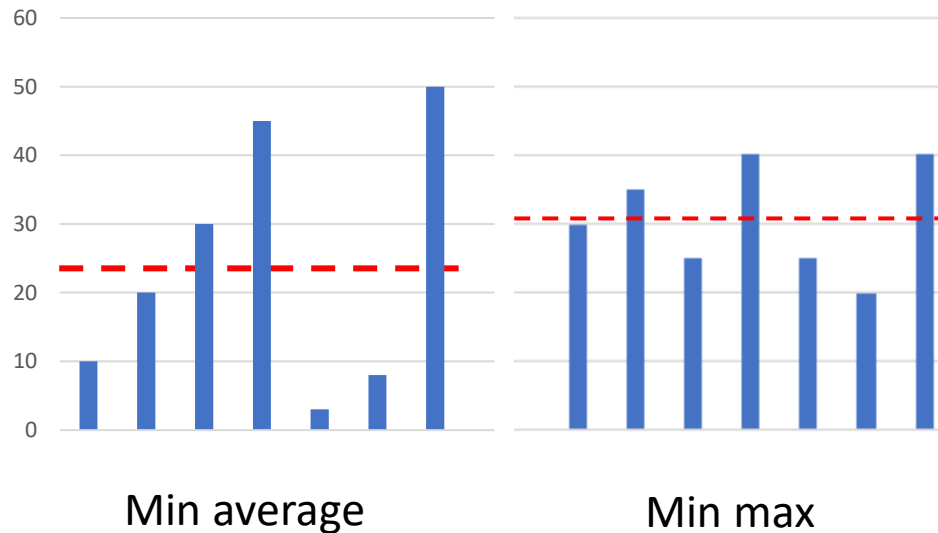




# Connecting Min sum and Min max

The alternative is to minimize the **max** value of the individual measure

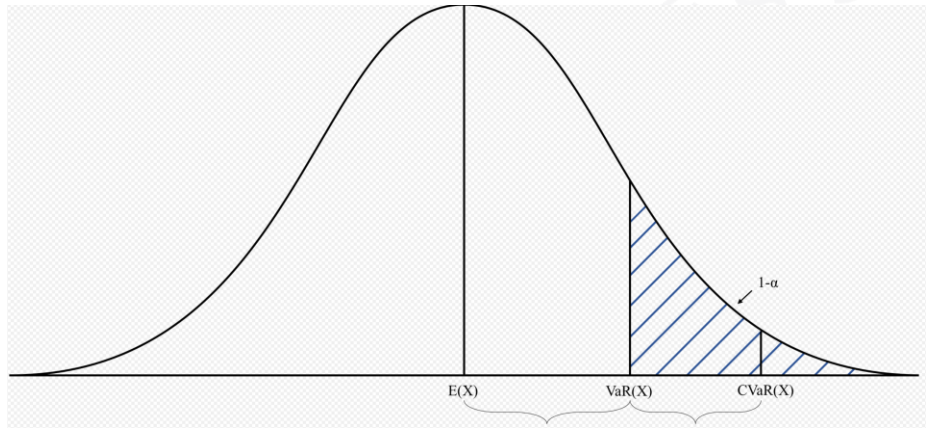
The **Min max** protects the worst case only



# Connecting Min sum and Min max

The Conditional Value-at-Risk (CVaR): the average loss, given a confidence level

It is defined for random variables with continuous distribution



$$CVaR(X) = E(X|X \geq VaR_{\alpha}(X))$$

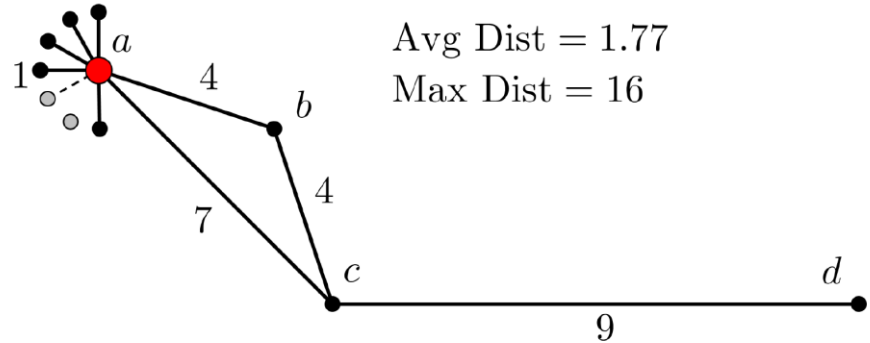
The concept can be adapted to a non-stochastic discrete case:

Minimize the average over a given percentage of the worst 'agents'

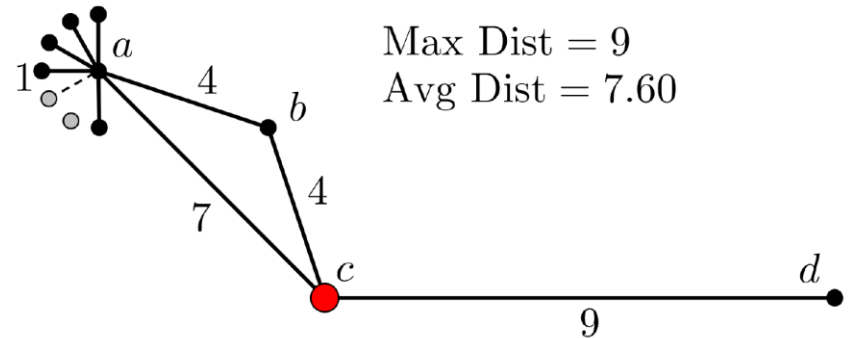
# Connecting Min sum and Min max

30 customers

Min the **average distance**:  
Location **a** is selected

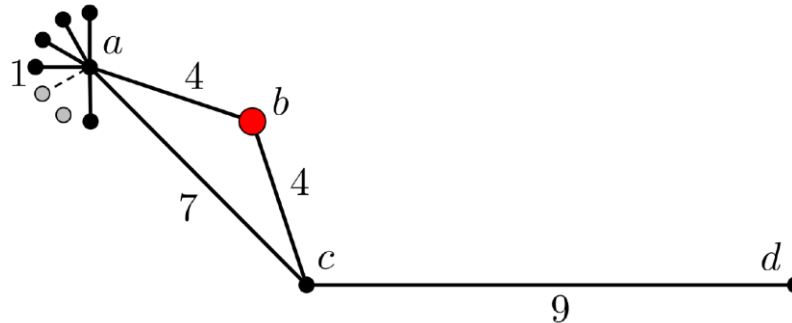


Min the **maximum distance**:  
Location **c** is selected



# Connecting Min sum and Min max

Minimize the **average distance for the 10% worst customers**  
Location **b** is selected



# Connecting Min sum and Min max

In a minimization problem, for any  $\alpha$ , the Worst Conditional Average (WCA) is the largest average over a percentage  $\alpha$  of 'agents'

$$\begin{array}{ll} \min & c^\top x \\ \text{subject to} & Ax = b \\ & x_B \in \mathbb{Z}_+^{|B|} \\ & x_N \geq 0 \end{array}$$

Min **average**

$$\begin{array}{ll} \min & [\alpha S]u + \sum_{\ell=1}^S v_\ell \\ \text{subject to} & [\alpha S](u + v_\ell) \geq (c^\ell)^\top x \quad \ell = 1, \dots, S \\ & Ax = b \\ & v_\ell \geq 0 \quad \ell = 1, \dots, S \\ & x_B \in \mathbb{Z}_+^{|B|}, x_N \geq 0 \end{array}$$

Number  
of  
'agents'



Min **WCA**( $\alpha$ )

# Data and decisions

## The value of information and the role of time

Everything is known  
and all decisions are  
taken together



Deterministic models

Off-line models

Nothing is known and  
decisions are taken  
one at a time



On-line models

# Data and decisions

Competitive ratio of an on-line algorithm  $H$  (minimization problem)

$$R_H = \inf \{r \mid H(I)/O(I) \leq r \text{ for all instances } I\}$$

← optimum if all is known in advance

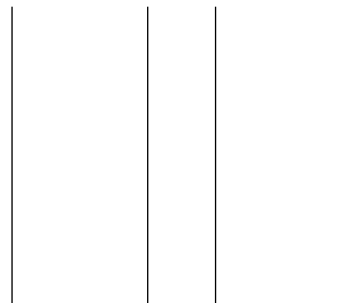
Optimality of an on-line algorithm  $H$

$$R_H \leq R_A \text{ for any algorithm } A$$

# Data and decisions

Scheduling on two parallel machines  
or  
Partition

On-line problem

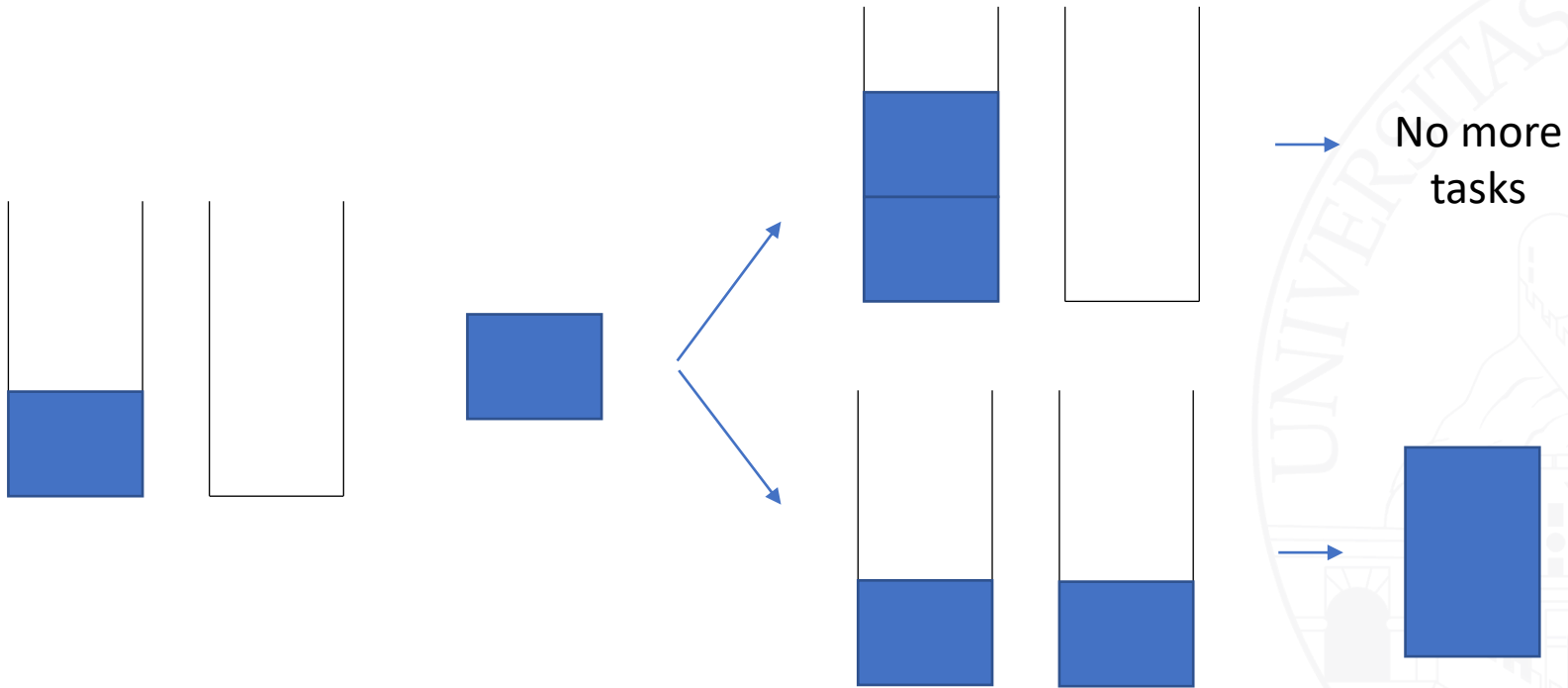


Tasks arrive one by one  
and each task must be  
immediately assigned to a  
machine

Input: two machines, tasks  
Output: assignment of tasks to machines  
Objective: minimization of the makespan



# Data and decisions



No on-line algorithm  
can do better than  $\frac{3}{2}$

$$R \geq \frac{3}{2}$$

H: assign incoming  
task to the machine  
with smallest load

$$R_H \leq \frac{3}{2} \quad \text{optimal}$$

# Data and decisions

The total sum of the tasks is known in advance

$$R_{H2} = \frac{4}{3}$$

A buffer of length  $k$  is available to maintain  $k$  tasks  
( $k=1$  is sufficient)

$$R_{H1} = \frac{4}{3}$$

Semi-online problems

# Optimization and traffic science



# Optimization and traffic science

Long paths for some drivers



Minimum total travel time

User-equilibrium

vs

System-optimum



Selfish behaviour  
(Nash equilibrium,  
no one can switch to a better path)



Congestion

*Price of anarchy*

# Optimization and traffic science

Min total travel time  
on paths of limited inconvenience

$$t_{ij}^{FF} \left[ 1 + 0.15 \left( \frac{x_{ij}}{u_{ij}} \right)^4 \right]$$

Travel time on arc (i,j) with flow  $x_{ij}$

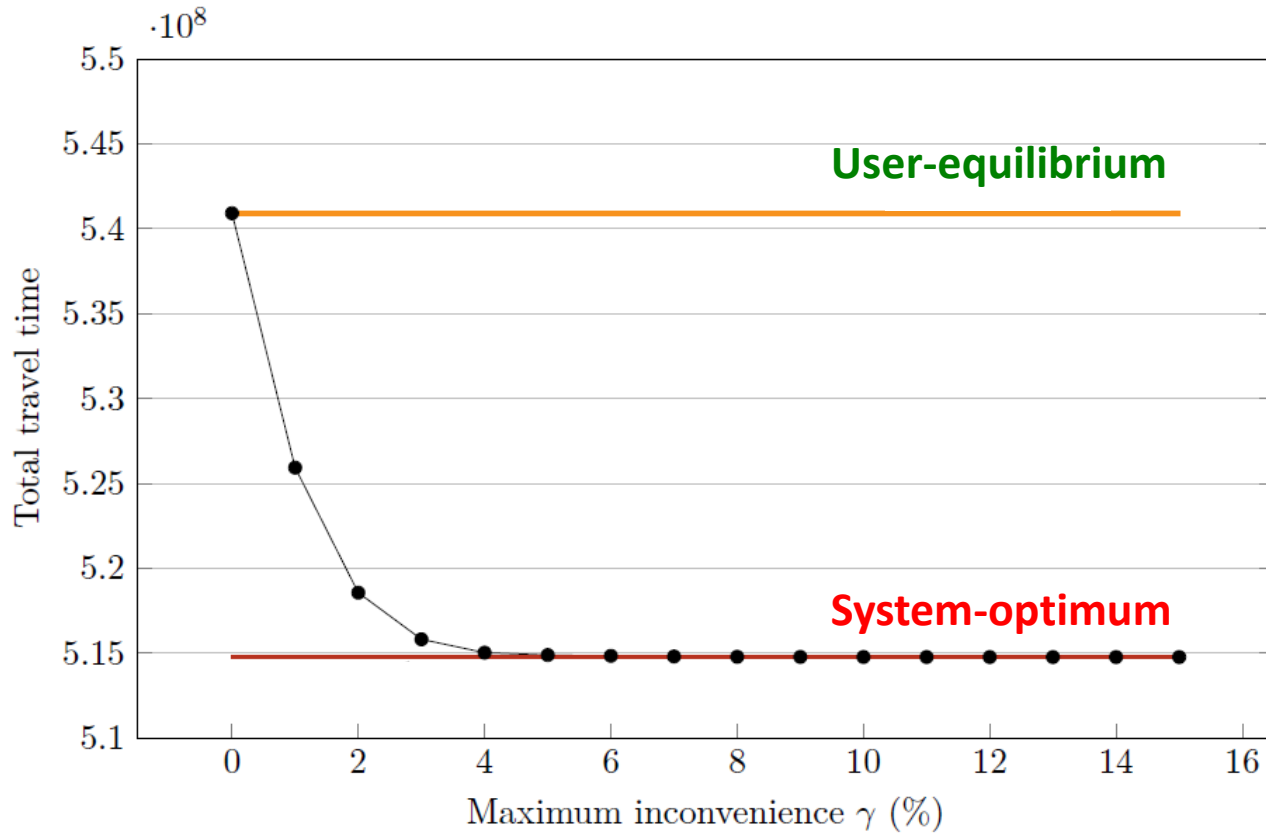


Non-linear optimization problem  
(with an exponential number of paths)



Piecewise linear approximation  
(heuristic generation of paths)

# Optimization and traffic science



# General solver and ad hoc heuristics

Problem



Ad hoc heuristic



MILP



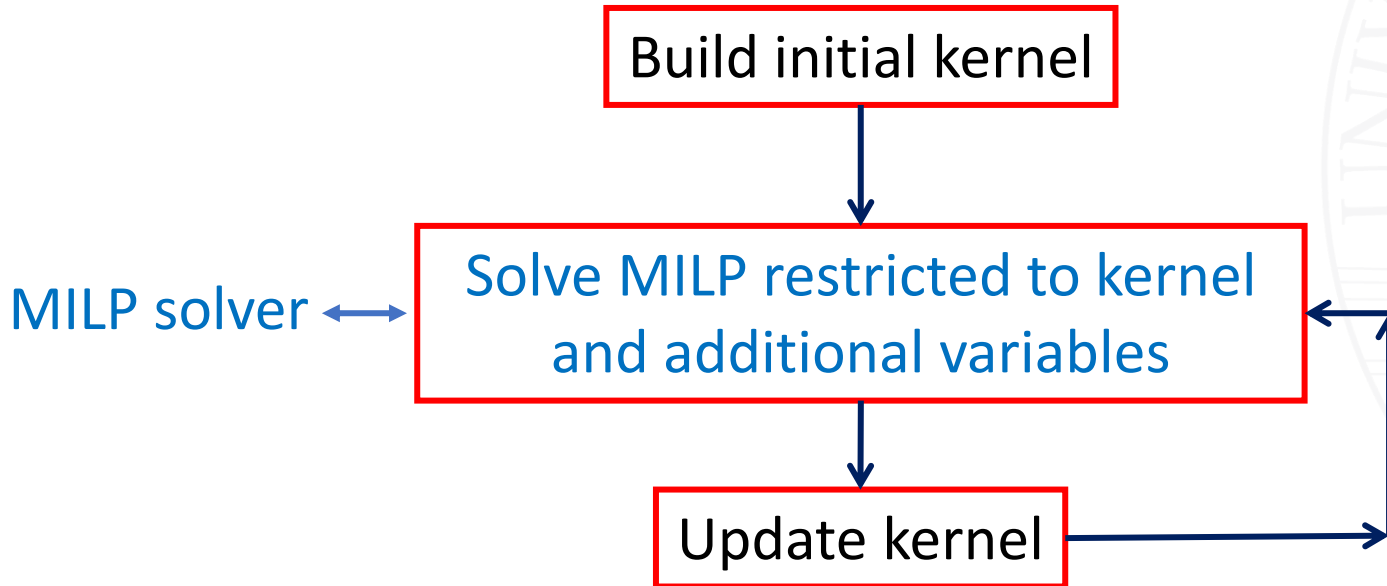
Solver

Heuristics for classes of problems?

Heuristics that use a solver?

# General solver and ad hoc heuristics

## Kernel search





# General solver and ad hoc heuristics

Multi-dimensional knapsack

Portfolio optimization

Index tracking

Capacitated facility location

Bi-objective enhanced index tracking

Single source facility location

Mixed integer linear program

# Thanks

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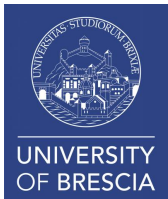
Valentina Morandi

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...



*Thank  
you*



M.Grazia Speranza