

Vehicle Rotation Planning and Hyperassignments

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Combinatorial Optimization with Applications in
Transportation and Logistics

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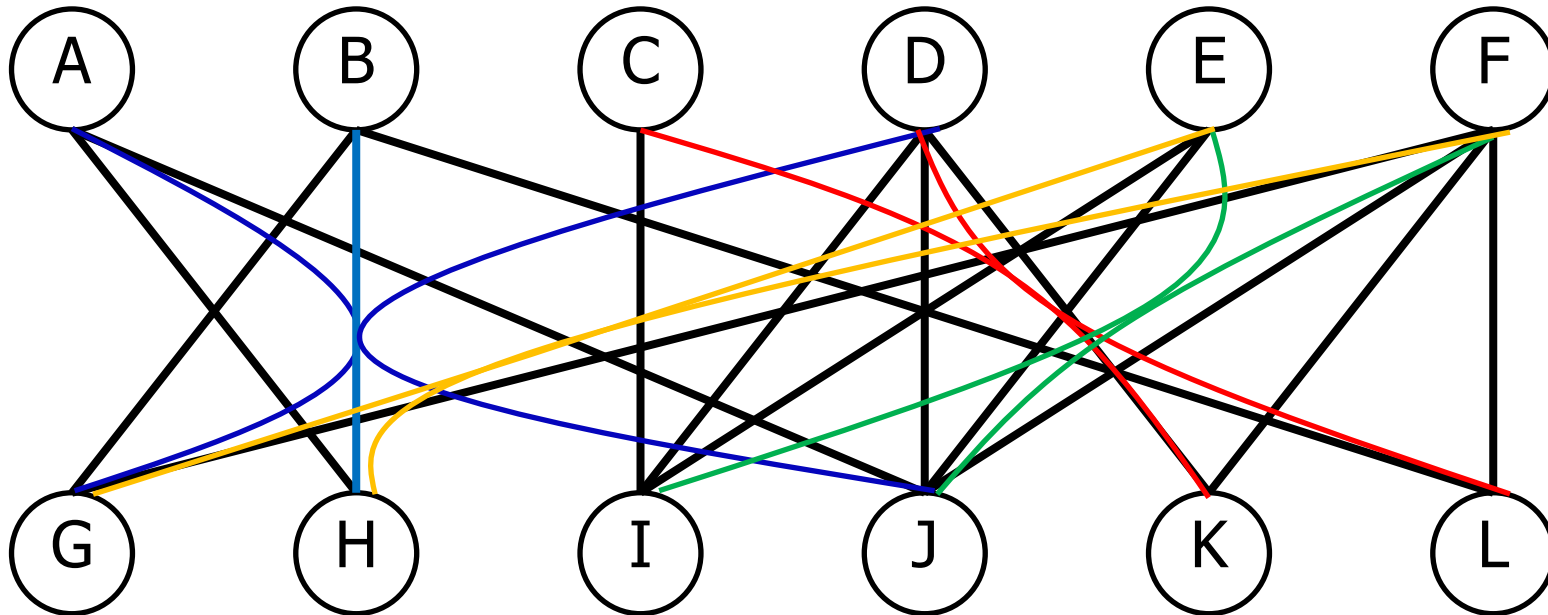
A Set Partitioning Example

What is the minimum **cost** of covering the letters A–L with a subset of the following sets s.t. no two sets intersect?

{A, B, D, G, H, J},	-100	{D, K},	0.81
{A, H},	0.24	{E, F, G, H},	0.71
{A, J},	0.43	{E, F, I, J},	0.62
{B, G},	0.13	{E, I},	0.04
{B, L},	0.02	{E, J},	0.06
{C, D, K, L},	0.02	{F, G},	0.14
{C, I},	0.19	{F, J},	0.53
{D, I},	0.05	{F, K},	0.08
{D, J},	0.11	{F, L}.	0.04

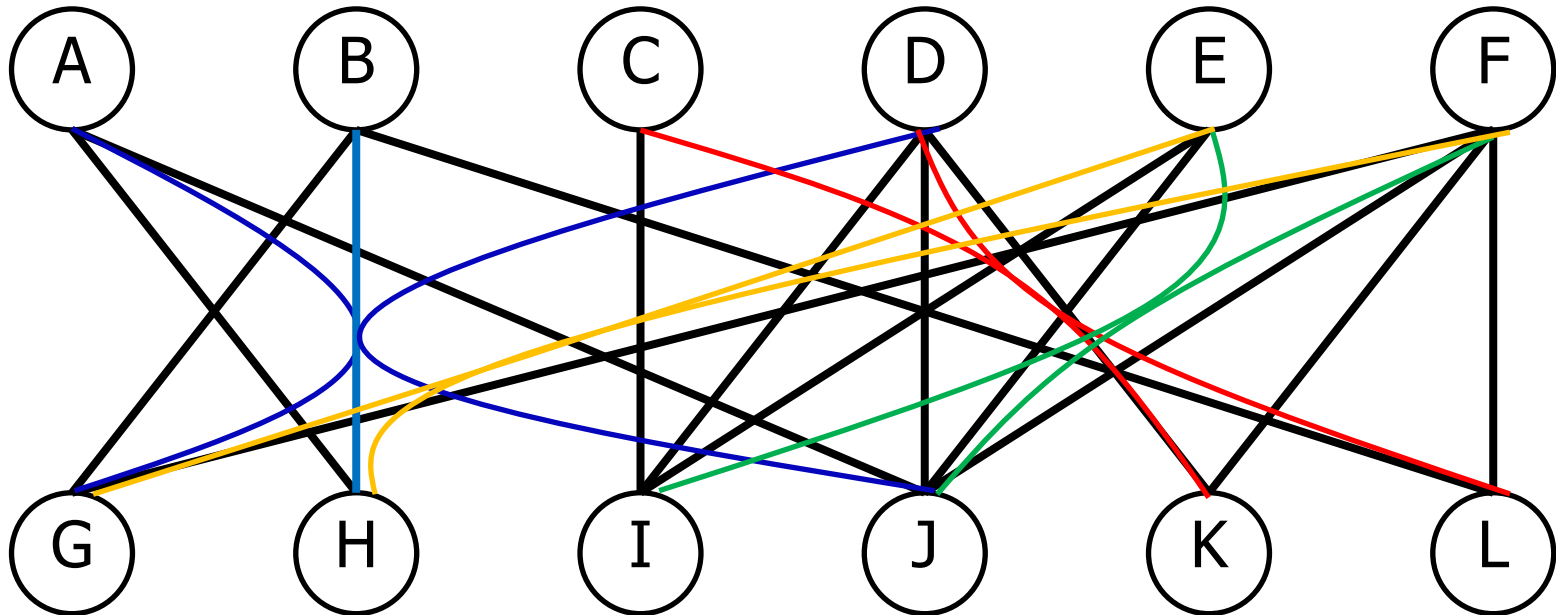
A Set Partitioning Example

$\{A, B, D, G, H, J\}$, $\{A, H\}$, $\{A, J\}$, $\{B, G\}$, $\{B, L\}$, $\{C, D, K, L\}$,
 $\{C, I\}$, $\{D, I\}$, $\{D, J\}$, $\{D, K\}$, $\{E, F, G, H\}$, $\{E, F, I, J\}$, $\{E, I\}$,
 $\{E, J\}$, $\{F, G\}$, $\{F, J\}$, $\{F, K\}$, $\{F, L\}$.



A Set Partitioning Example

$\{A, B, D, G, H, J\}$, $\{A, H\}$, $\{A, J\}$, $\{B, G\}$, $\{B, L\}$, $\{C, D, K, L\}$,
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 $\{E, J\}$, $\{F, G\}$, $\{F, J\}$, $\{F, K\}$, $\{F, L\}$. All hyperedges that do not
intersect $\{A, B, D, G, H, J\}$:



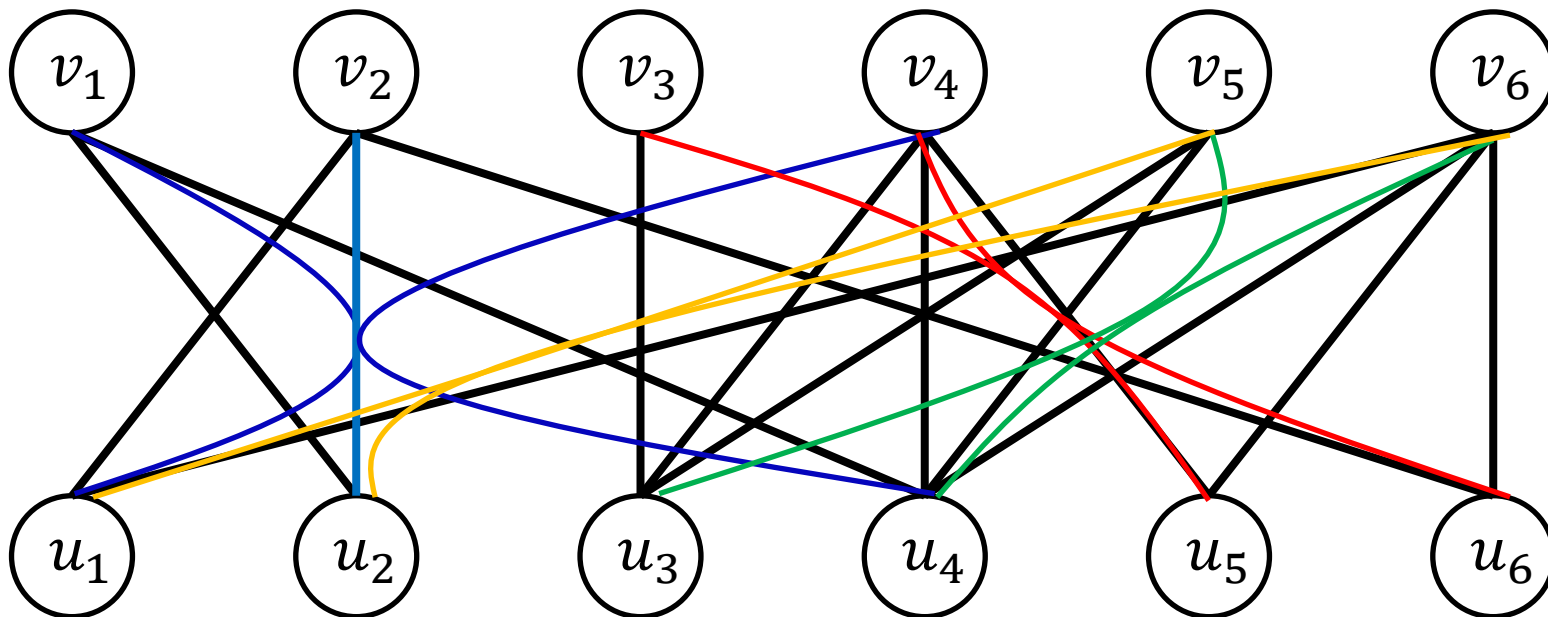
Hall's Theorem implies that there is no solution of cost < 0 .

- The Hypergraph Assignment Problem
- Random Hyperassignments
- Complexity Results
- Partitioned Hypergraphs
- Polyhedral Results
- A Local Search Heuristic
- Regular ICE Rotations
- Vehicle Rotation Planning
- Coarse-to-Fine Method

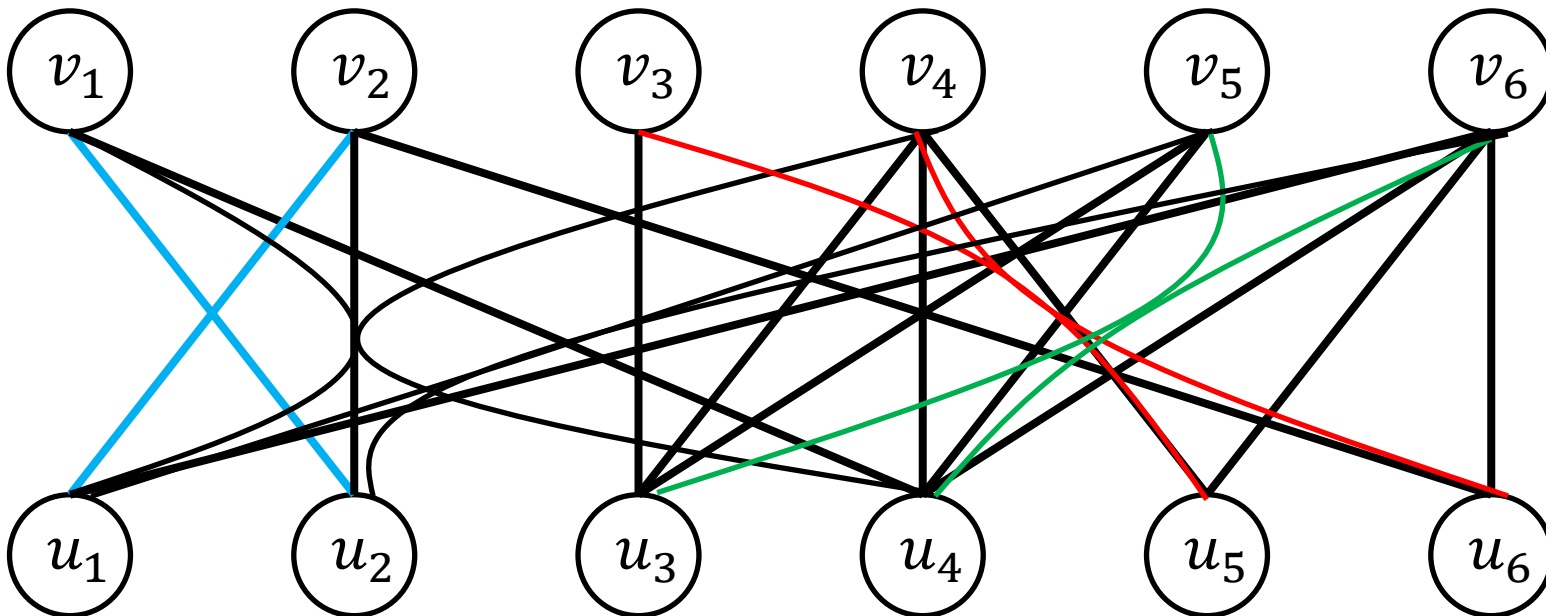
A hypergraph G is called bipartite if

- its vertex set can be written as the disjoint union of two vertex sets U and V with the same size $|U| = |V|$, and
- every hyperedge $e \in E$ has the same number $|e \cap U| = |e \cap V|$ of vertices in U and V .

We then represent G as a triple $G = (U, V, E)$.



A hyperassignment is a subset H of E such that there is exactly one incident hyperedge for every vertex.



Definition (Hyperassignment Problem)

Input: A bipartite hypergraph $G = (U, V, E)$ with edge costs $c_e \in \mathbb{R}$.

Output: A minimum cost hyperassignment H^* in G , i.e., a hyperassignment H^* s.t.

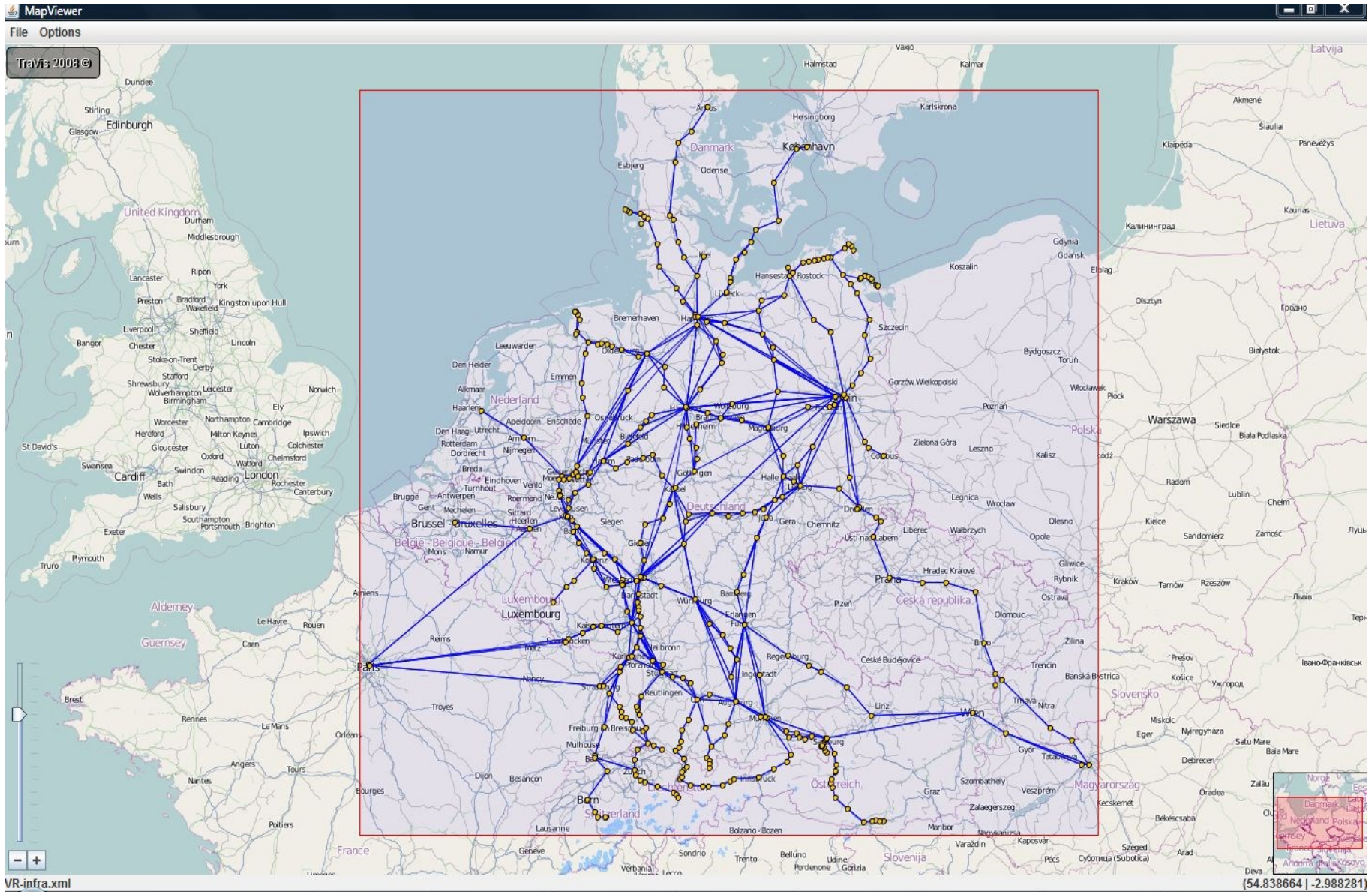
$$c(H^*) = \min\{c(H), H \text{ is a hyperassignment in } G\}$$

or the statement that no hyperassignment exists.

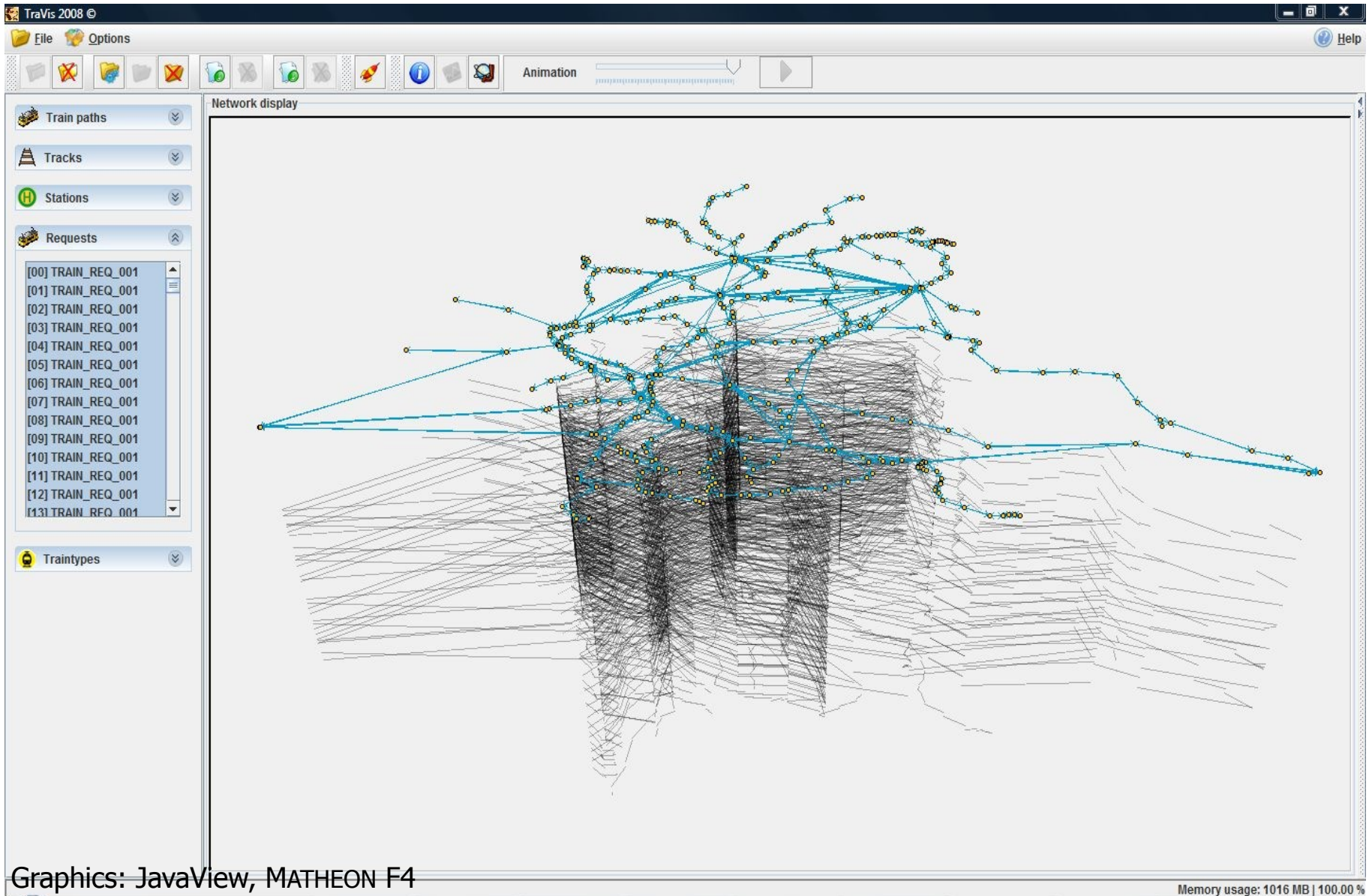
$$\begin{aligned} \min \quad & c^T x \\ & x(\delta^+(v)) = 1 \quad \forall v \in U \cup V \\ & x(\delta^-(v)) = 1 \quad \forall v \in U \cup V \\ & x \in \{0,1\}^E \end{aligned}$$

The HAP is a special type of set partitioning problem.

Motivation: ICE Connections

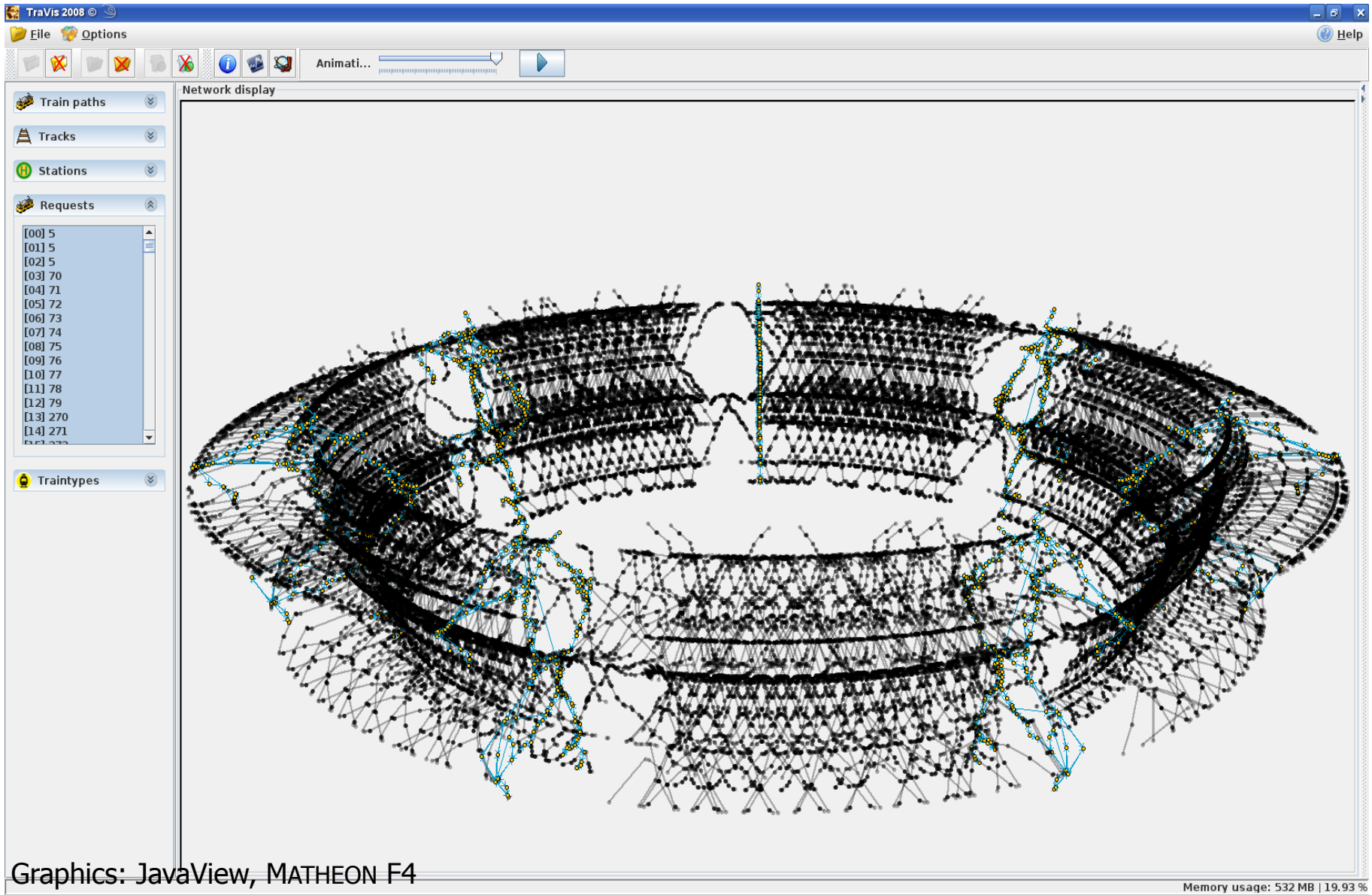


Timetabled Trips: 1 Day



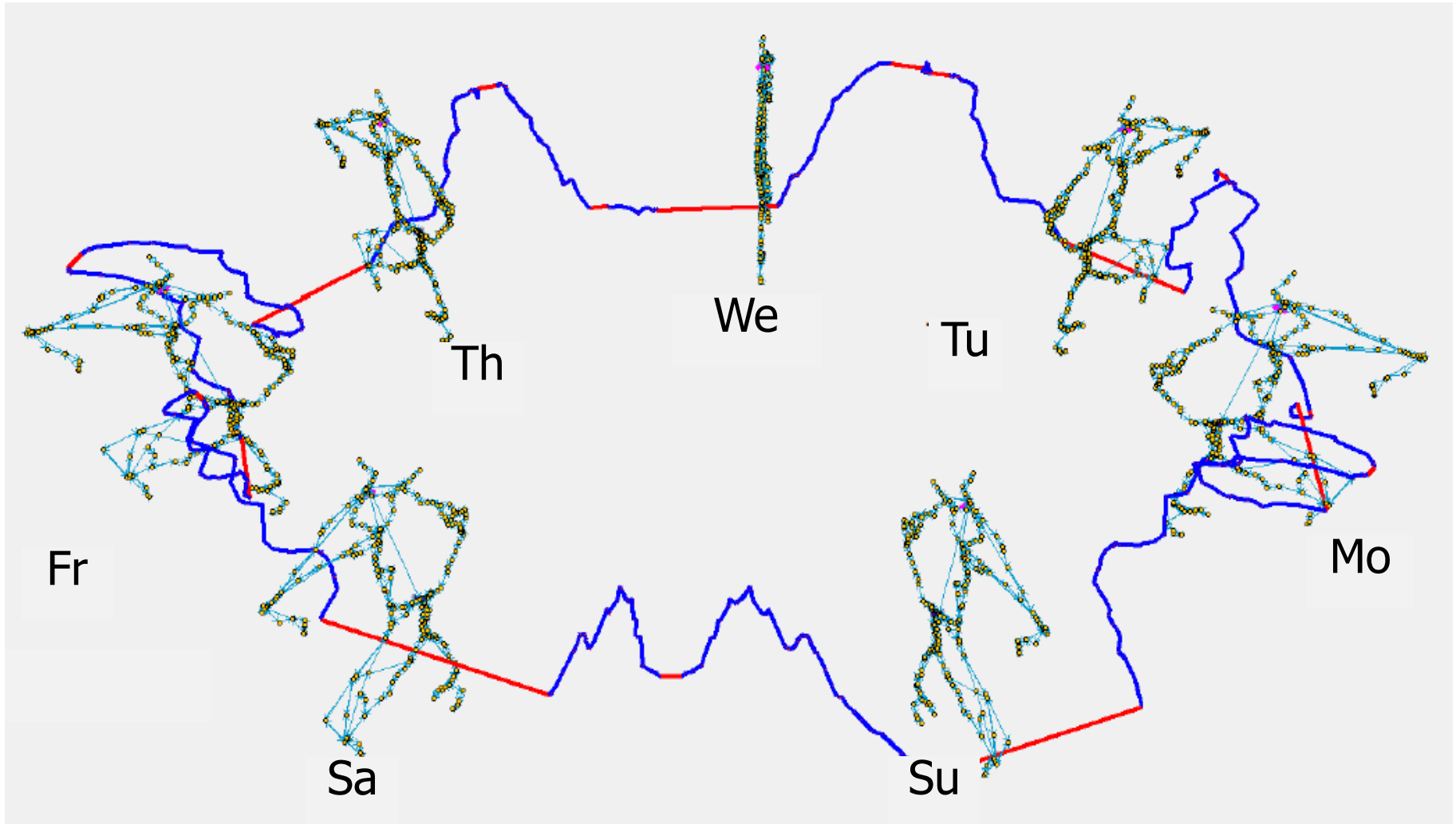
Graphics: JavaView, MATHEON F4

Timetabled Trips: Standard Week



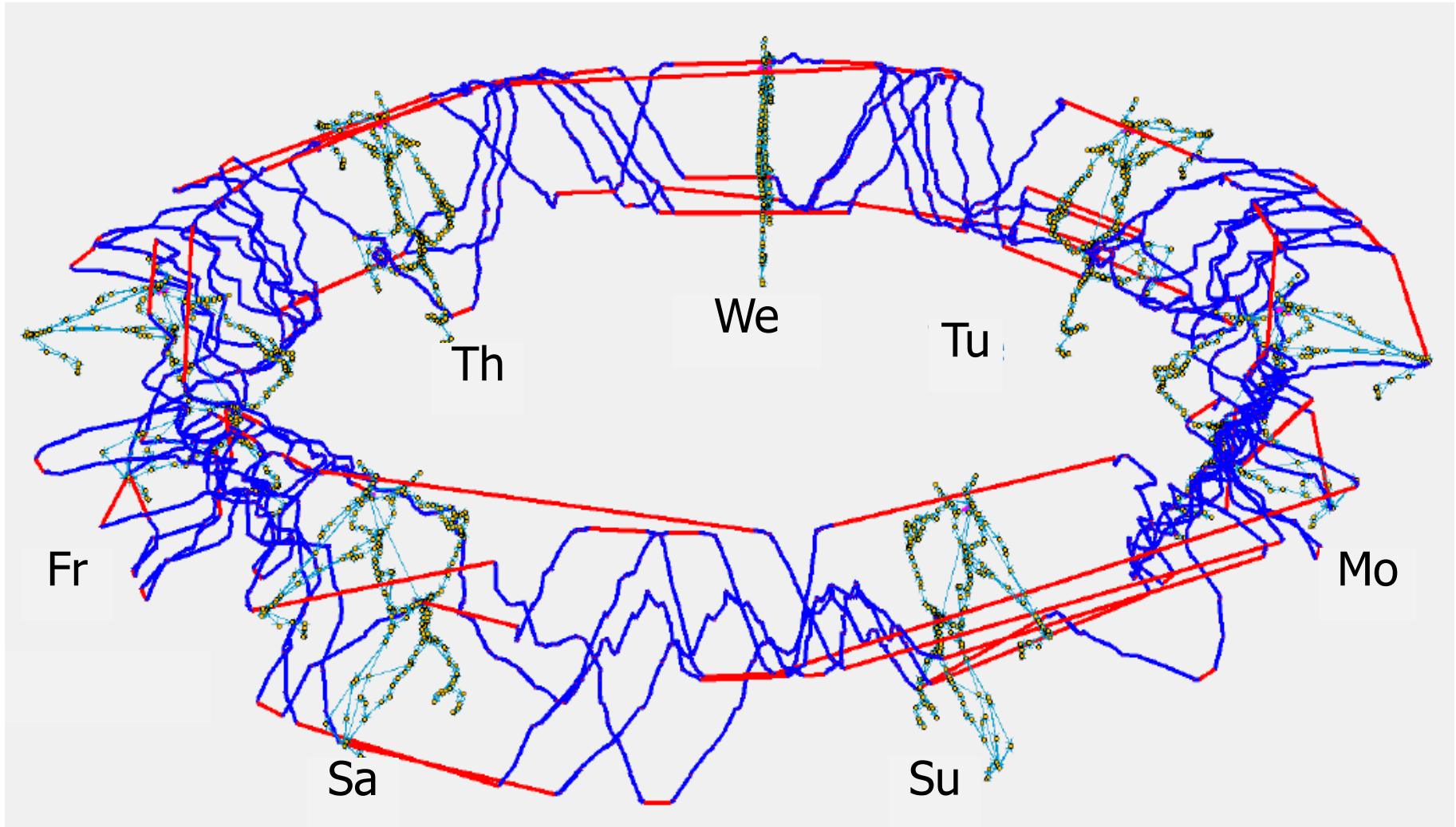
Graphics: JavaView, MATHEON F4

Vehicle Rotation (1 Week)



Graphics: JavaView, MATHEON F4

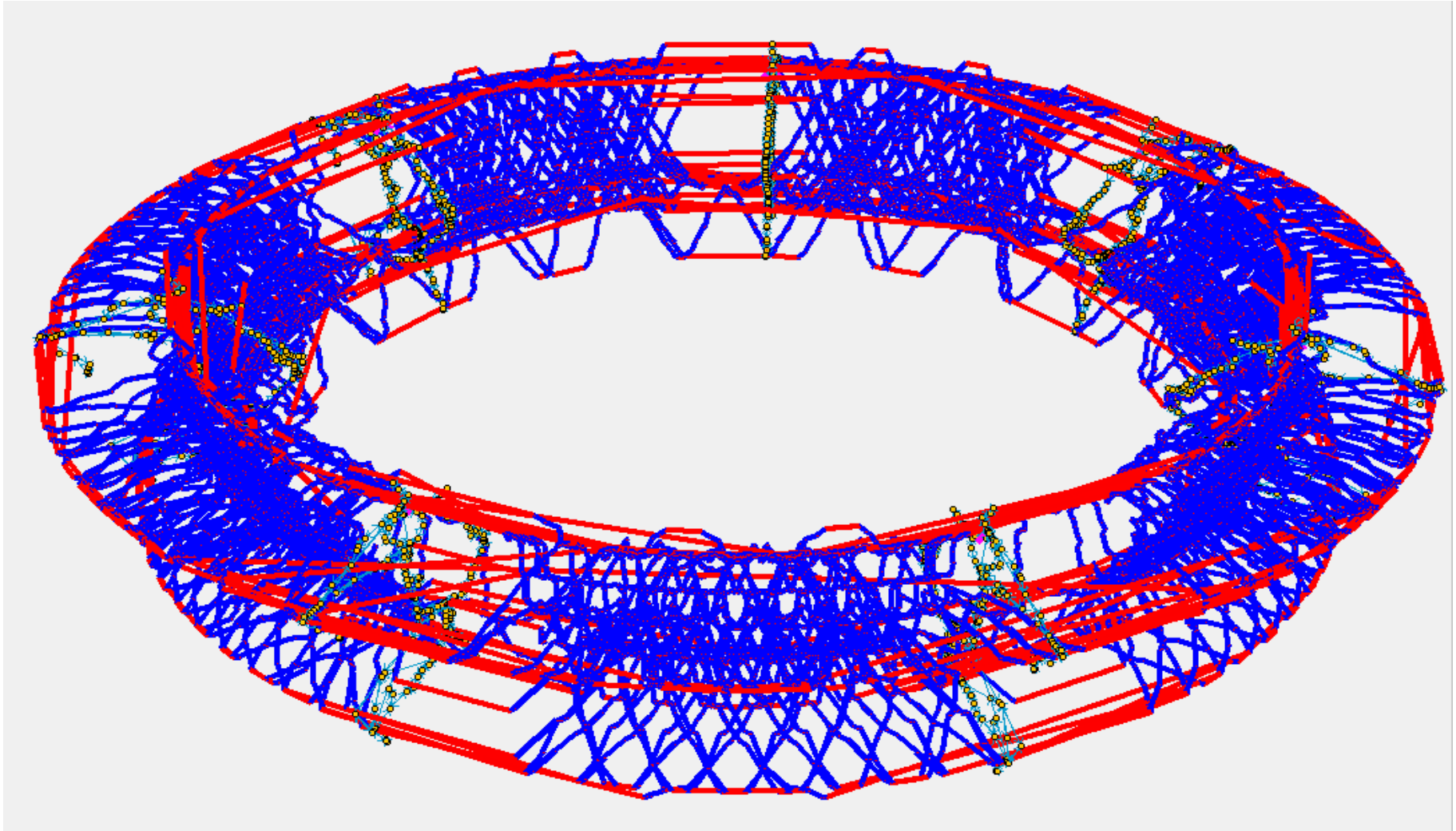
Vehicle Rotation (5 Weeks)



Graphics: JavaView, MATHEON F4

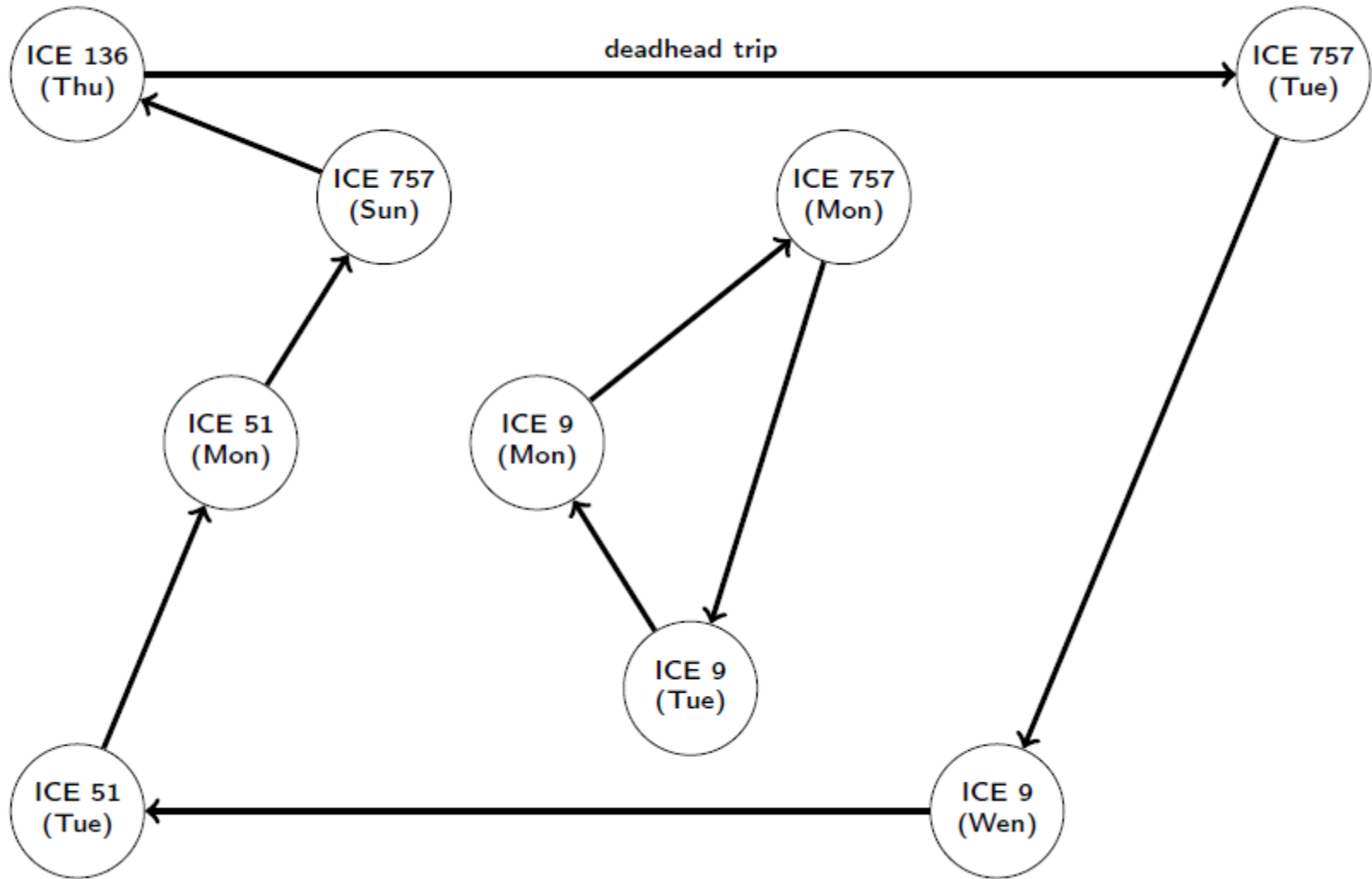
Rotation Plan: Follow-on Trip Assignment

(Blue: Timetabled Trips, Red: Deadhead Trips)



Graphics: JavaView, MATHEON F4

Assignment Solution

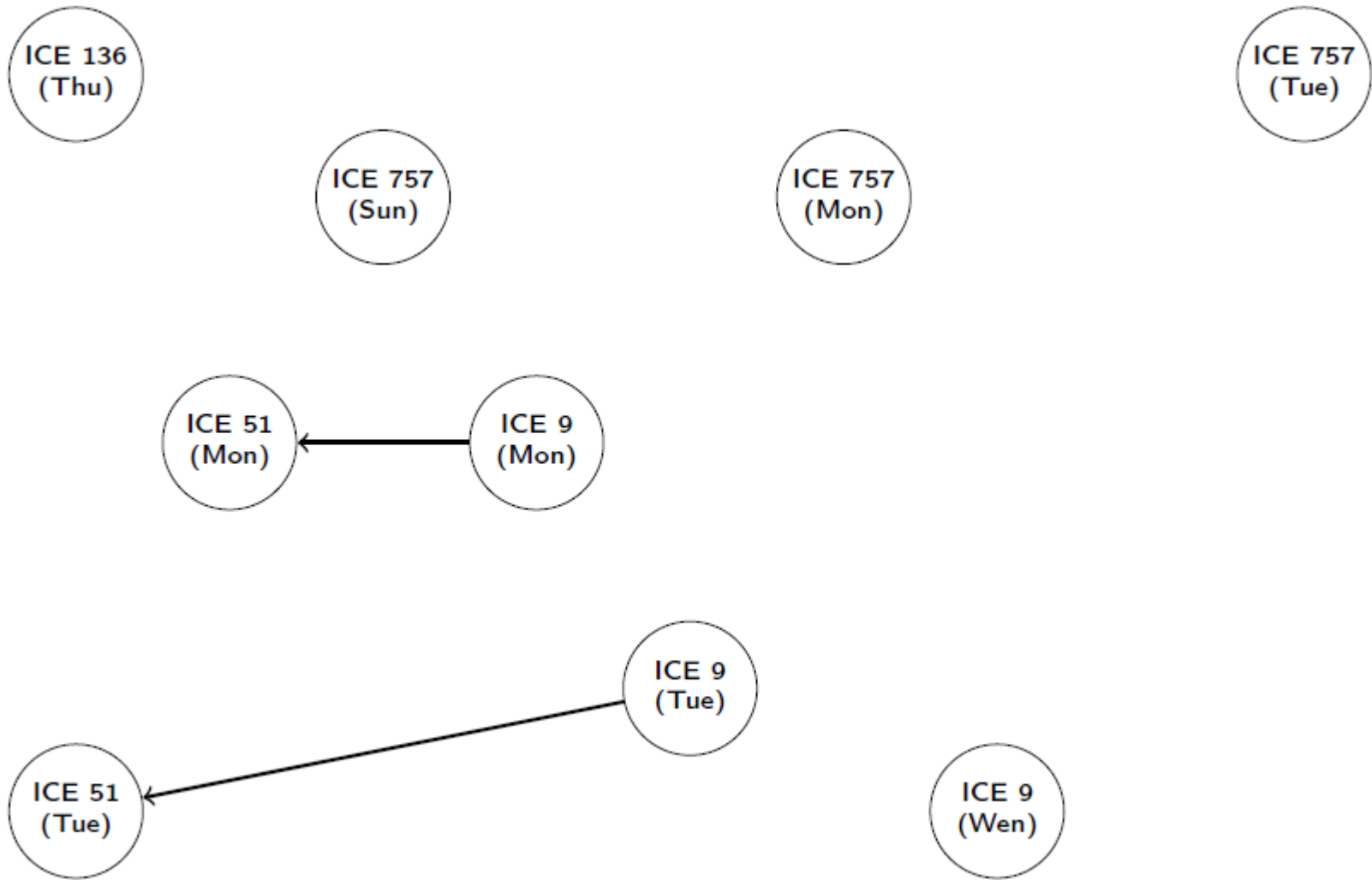


Timetable Regularity

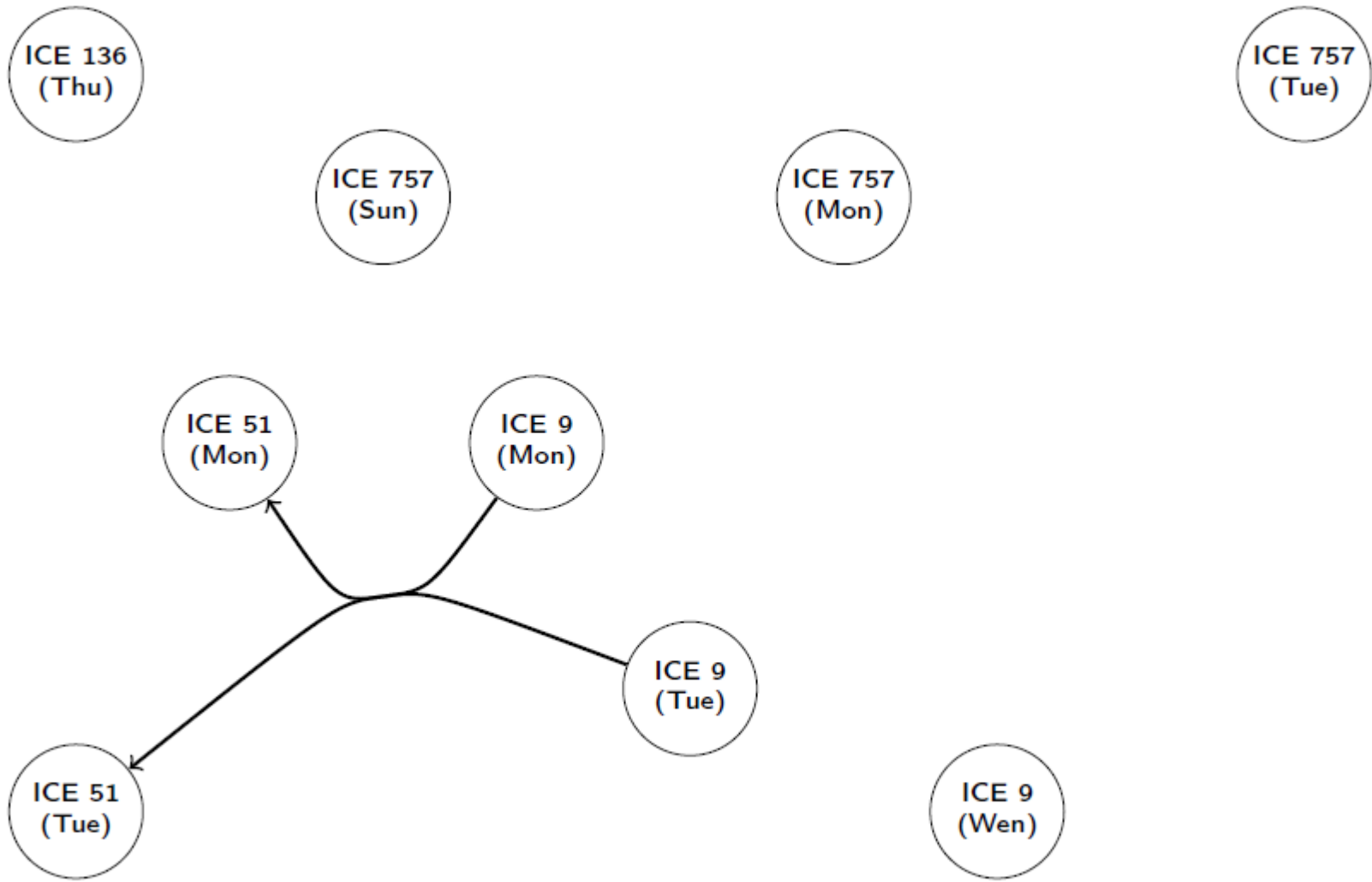
Wagenstandanzeiger Gleis 11

Zeit	Zug	Richtung	G	F	E	D	C	B	A		
00.34	EN 349	Jan Kiepura Rosen Ruzsan G. Warszawa / Warschau	266	265	264	263	262	261	260	259	258
05.36	IC 2031	Braunschweig Mügelnburg Leipzig / Halle Flugh. Leipzig	10	11	12	13	14	15	16	17	18
06.21	ICE 740 / 730	Zugteilung in Hamm D bis G Köln / Bonn Flughafen A bis C Köln	27	26	25	24	23	22	21	20	19
06.40	IC 148	Odenbrück Bad Bentheim Hengelo	12	11	10	9	8	7	6	5	4
07.45	IC 2236	Donnerstag bis Donnerstag	4	5	6	7	8	9	10	11	12
07.45	IC 2236	Montag und Freitag	4	5	6	7	8	9	10	11	12
08.45	IC 2134	Bremen Dalmenhorst Oldenburg	13	12	11	10	9	8	7	6	5
09.40	IC 2044	Bielefeld Dortmund Essen Düsseldorf	13	12	11	10	9	8	7	6	5
10.45	IC 2132	Ostfriesland Bremen Oldenburg Emsen Nordfriesland Meile	13	12	11	10	9	8	7	6	5
11.40	IC 2046	Bielefeld Gütersloh Hamm Dortmund	13	12	11	10	9	8	7	6	5
12.45	IC 2130	Varden Bremen Dalmenhorst Oldenburg	13	12	11	10	9	8	7	6	5
13.40	IC 2048	Bielefeld Dortmund Essen Düsseldorf	13	12	11	10	9	8	7	6	5
14.45	IC 2038	Varden Bremen Dalmenhorst Oldenburg	13	12	11	10	9	8	7	6	5
15.31	ICE 848	Zugteilung in Hamm D bis G Köln / Bonn Flughafen A bis C Köln	27	26	25	24	23	22	21	20	19
16.45	IC 2036	Bremen Oldenburg Emsen Nordfriesland Meile	13	12	11	10	9	8	7	6	5
17.40	IC 2142	Dortmund Essen Ostfriesland Köln	13	12	11	10	9	8	7	6	5
18.45	IC 2034	Varden Bremen Dalmenhorst Oldenburg	13	12	11	10	9	8	7	6	5
19.40	IC 2144	So. Köln Bielefeld Gütersloh Hamm Dortmund	13	12	11	10	9	8	7	6	5
20.45	IC 2032	Varden Bremen Dalmenhorst Oldenburg	13	12	11	10	9	8	7	6	5

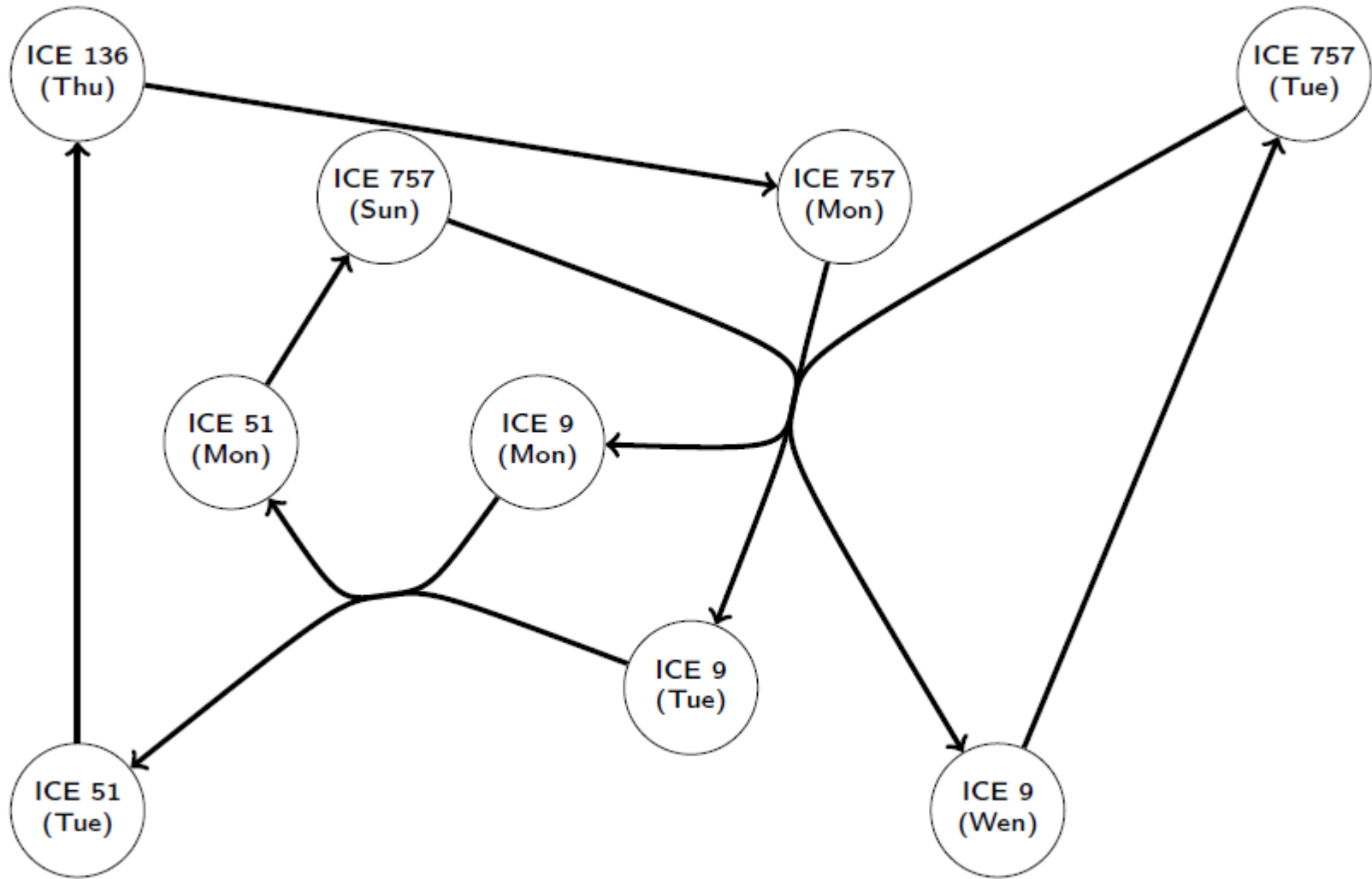
Rotation Regularity



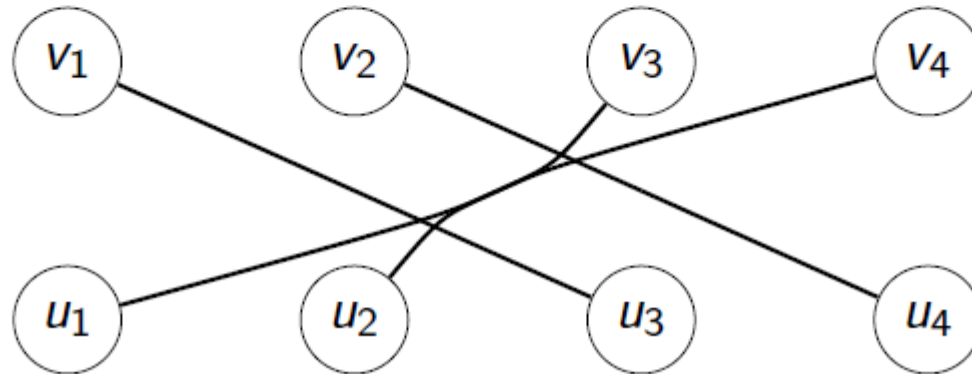
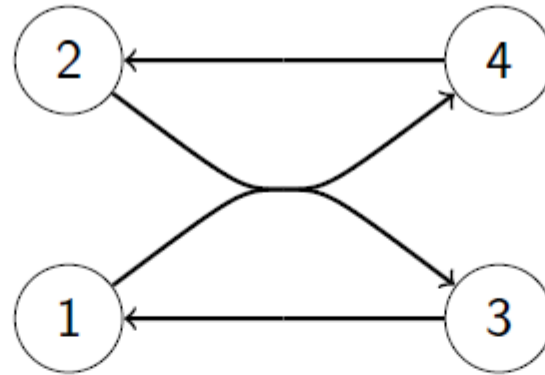
Modeling Regularity via Hyperedges



Hyperassignment Solution



Bipartite Hypergraph Model



Theorem (Mézard, Parisi [1985], Aldous [1992, 2001])

The expected optimal objective value E of the assignment problem for random instances on complete bipartite graphs and uniformly i. i. d. edge costs in $[0,1]$ or exponentially i. i. d. edge costs with mean 1 converges to

$$E = \frac{\pi^2}{6} = 1.6449 \dots$$

if the number of vertices tends to infinity.

Random Hypergraph Assignment Problems

(1 000 runs with exponentially i. i. d. edge costs with mean 1)

$G_{2,n}$	E	$\sigma(E)$	# e: $ e > 2$	$\sigma(\#e: e > 2)$
10	1.019	0.206	5.3	2.0
20	1.039	0.141	10.4	2.8
30	1.049	0.117	15.3	3.4
40	1.045	0.097	20.5	3.9
50	1.054	0.085	25.4	4.3
60	1.050	0.080	30.6	4.7
70	1.053	0.079	35.6	5.1
80	1.054	0.069	40.6	5.4
90	1.053	0.066	45.9	5.8
100	1.057	0.063	50.6	6.3
110	1.054	0.060	56.1	6.4
120	1.052	0.056	61.1	6.7
130	1.054	0.053	66.3	6.9
140	1.053	0.051	71.3	7.1
150	1.051	0.050	76.2	7.5
160	1.054	0.048	81.2	7.6

Theorem (Mézard, Parisi [1985], Aldous [1992, 2001])

The expected optimal objective value E of the assignment problem for random instances on complete bipartite graphs and uniformly i. i. d. edge costs in $[0,1]$ or exponentially i. i. d. edge costs with mean 1 converges to

$$E = \frac{\pi^2}{6} = 1.6449 \dots$$

if the number of vertices tends to infinity.

Theorem (B., Heismann [2014])

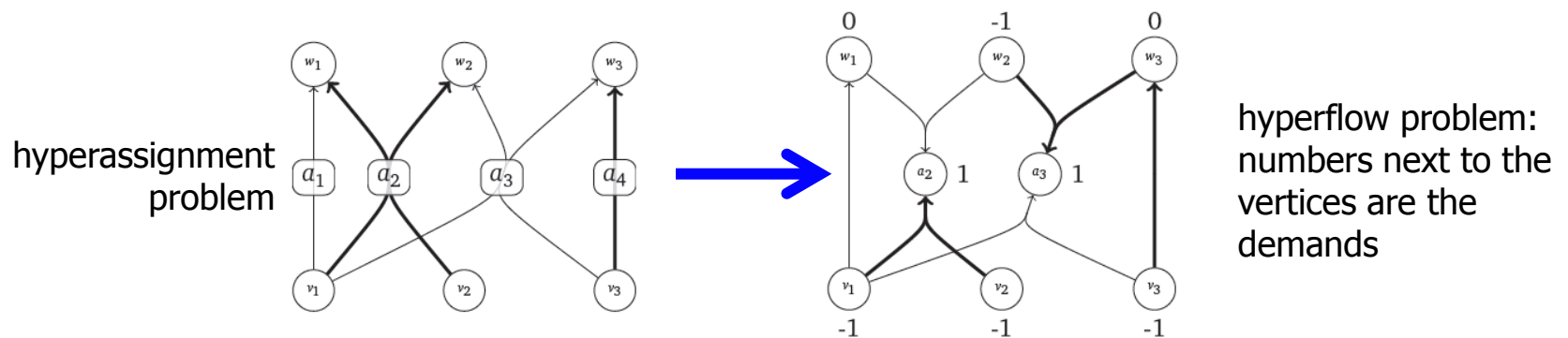
The expected optimal objective value E of the hyperassignment problem for random instances on complete bipartite hypergraphs $H_{2,n}$ with exactly n proper hyperedges and exponentially i. i. d. edge costs with mean 1 converges to

$$0.3718 < E < 1.8310$$

as the number of vertices tends to infinity.

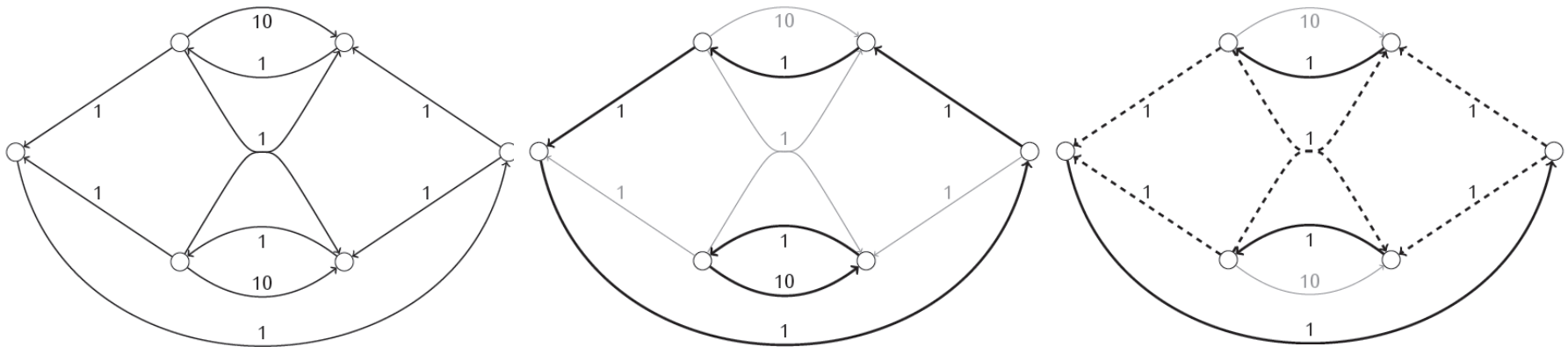
- Cambini, Gallo, Scutellà [1992]
Minimum cost flows on hypergraphs; solves only LP relaxation
- Jeroslow, Martin, Rarding, Wang [1992]
Gainfree Leontief substitution flows; does not hold for HAP

$\min \quad c^T f$	minimize cost
$f(\delta^+(n)) - f(\delta^-(n)) = b_n \quad \forall n \in N$	demand
$f \geq 0$	nonnegativity
$f \leq 1$	capacity

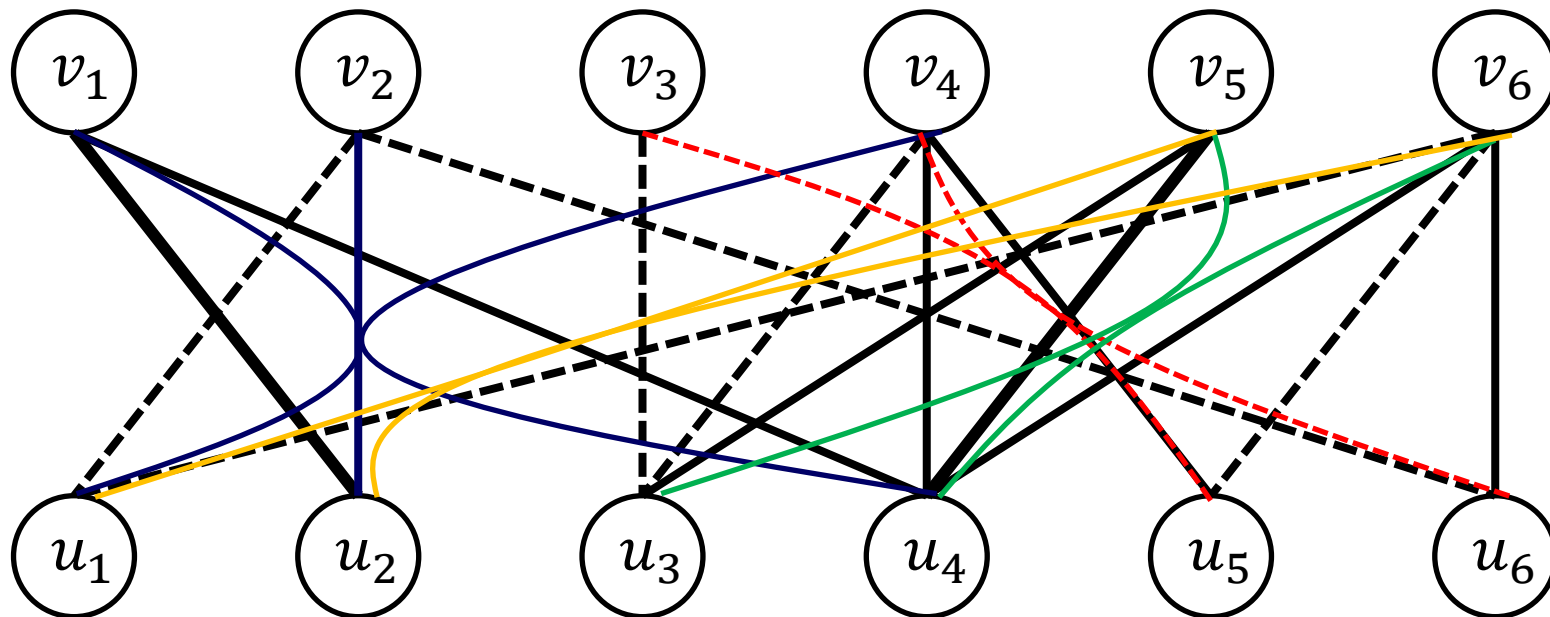


Theorem (B., Heismann [2011], Heismann [2014])

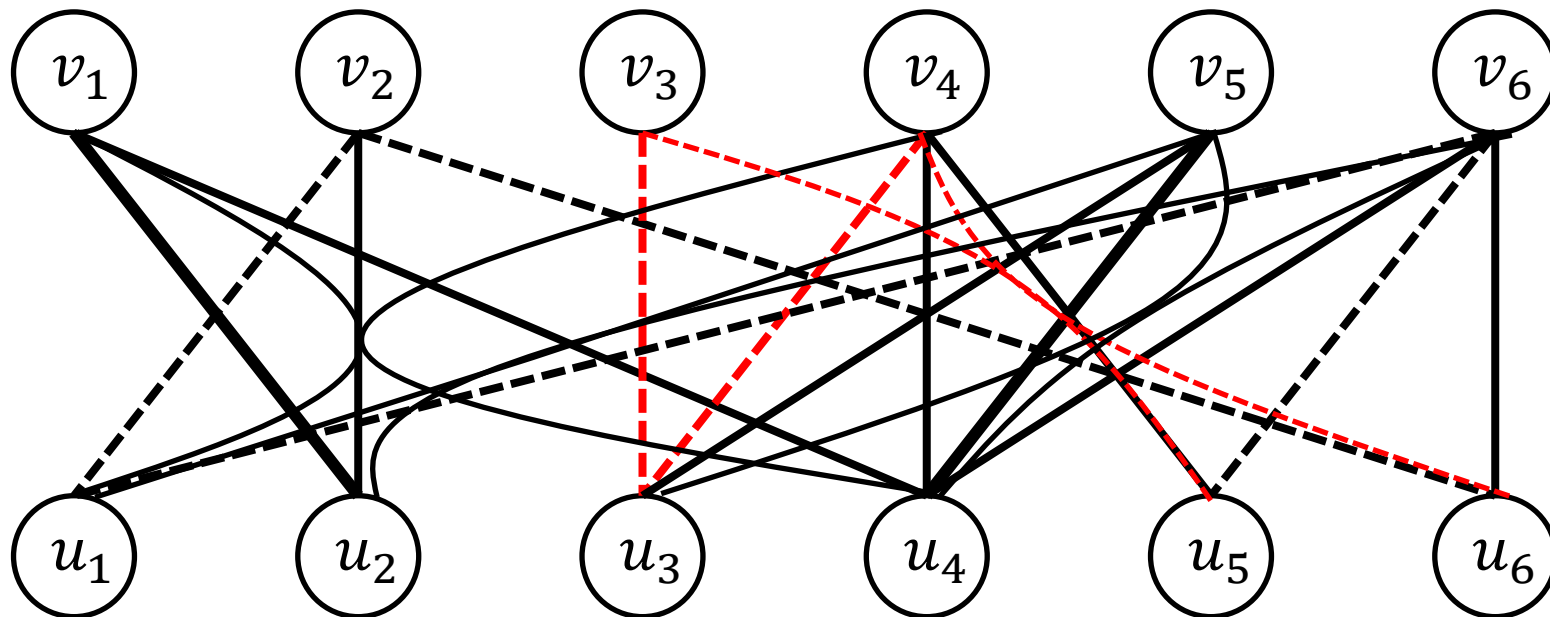
1. The HAP is NP-hard and APX-hard, even for bipartite hypergraphs with maximum hyperedge size 4.
2. The set packing/covering relaxations of the HAP are NP-hard, even for bipartite hypergraphs with maximum hyperedge size 6.
3. The LP/IP gap can be arbitrarily large.
4. The determinants of basis matrices can be arbitrarily large.



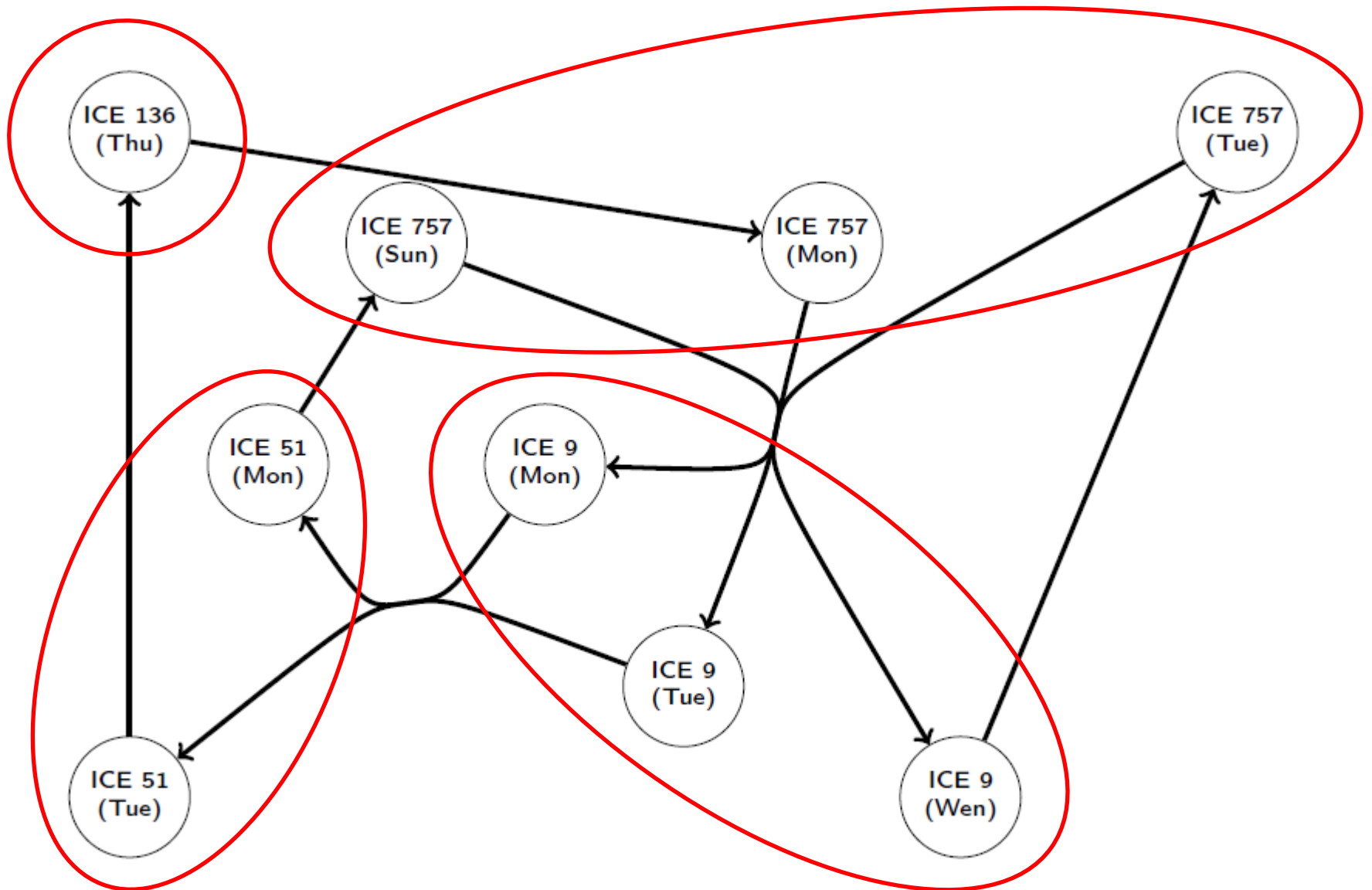
- Fractional solution, cost = 0.615.



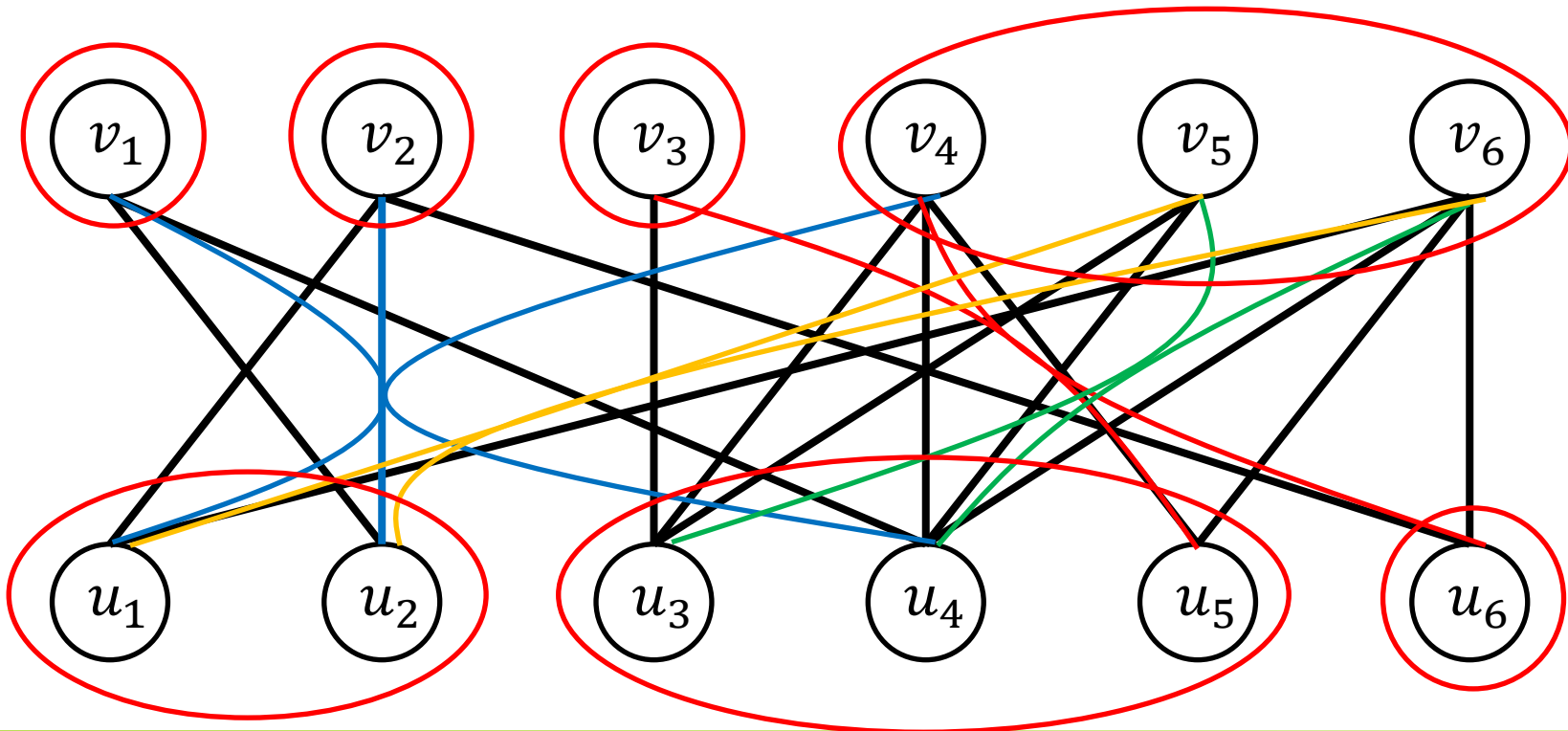
- Fractional solution, cost = 0.615.
- The red hyperedge clique inequality separates this solution.
- Cliques can be separated efficiently by exploiting a "partitioning structure".



Partitioned Hypergraphs

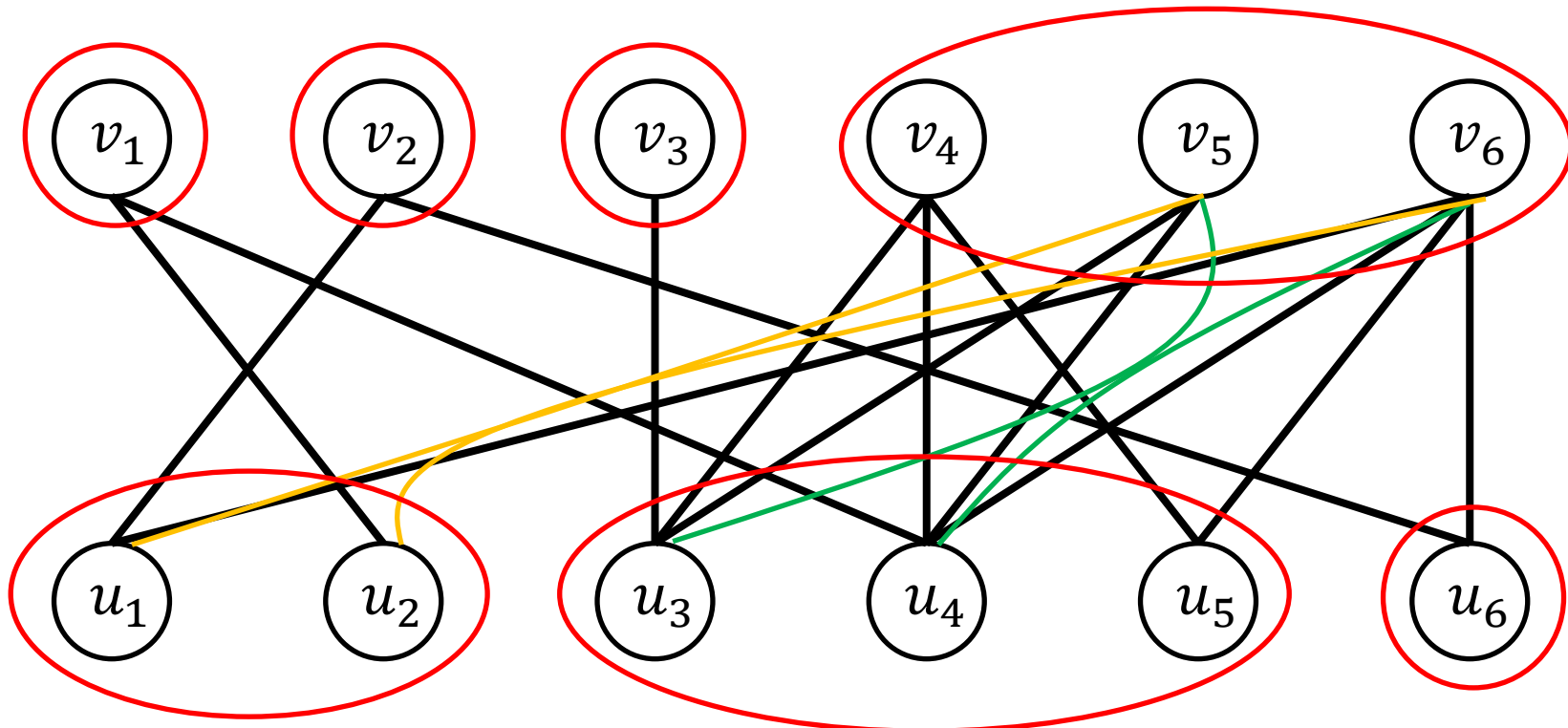


- A bipartite hypergraph $G = (U, V, E)$ is called partitioned with maximum part size $d \in \mathbb{N}$ if there exist pairwise disjoint $\leq d$ -element sets U_1, \dots, U_p and V_1, \dots, V_q called the parts of G s.t. every hyperedge intersects exactly one part in U and one part in V .



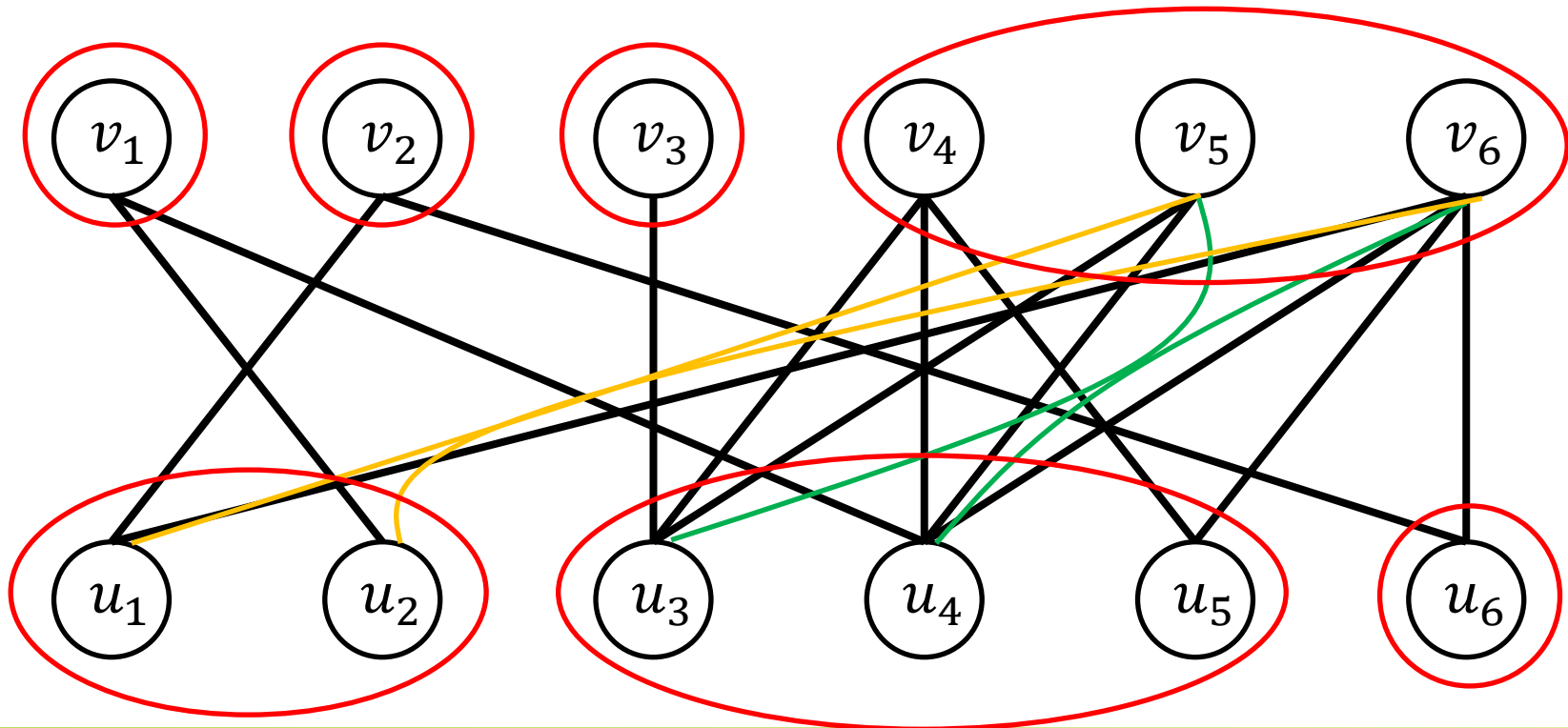
Theorem (B., Heismann [2012])

Every HAP in a bipartite hypergraph $G = (U, V, E)$ can be polynomially transformed into a HAP in a partitioned hypergraph with $d = 0.5 \max_{e \in E} |e|$.



Theorem (B., Heismann [2011])

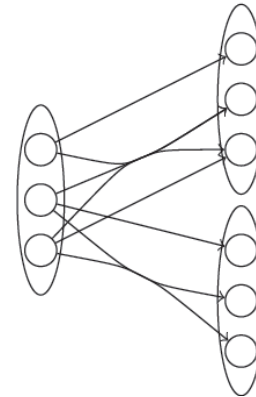
- ▶ Every (hyperedge) clique in a partitioned hypergraph is a subset of the incident hyperedges $\delta(P)$ of some part P .
- ▶ The (hyperedge) conflict graph contains no holes of any size and no antiholes of size < 7 .



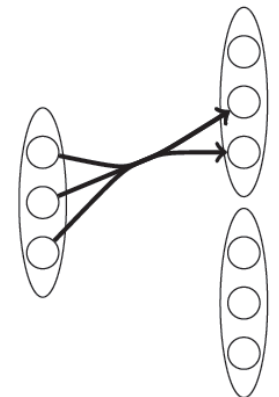
Theorem (B., Heismann [2011])

There exists an extended formulation with $O(|U|^{d+1})$ variables that implies all clique inequalities.

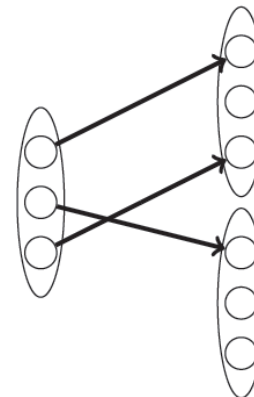
$$\begin{aligned} \min \quad & c^T x \\ & x(\delta^+(v)) = 1 \quad \forall v \in U \cup V \\ & x(\delta^-(v)) = 1 \quad \forall v \in U \cup V \\ & x \in \{0,1\}^A \end{aligned}$$



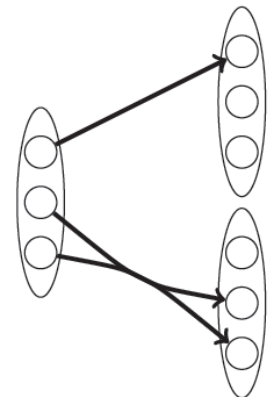
partitioned hypergraph



configuration 1

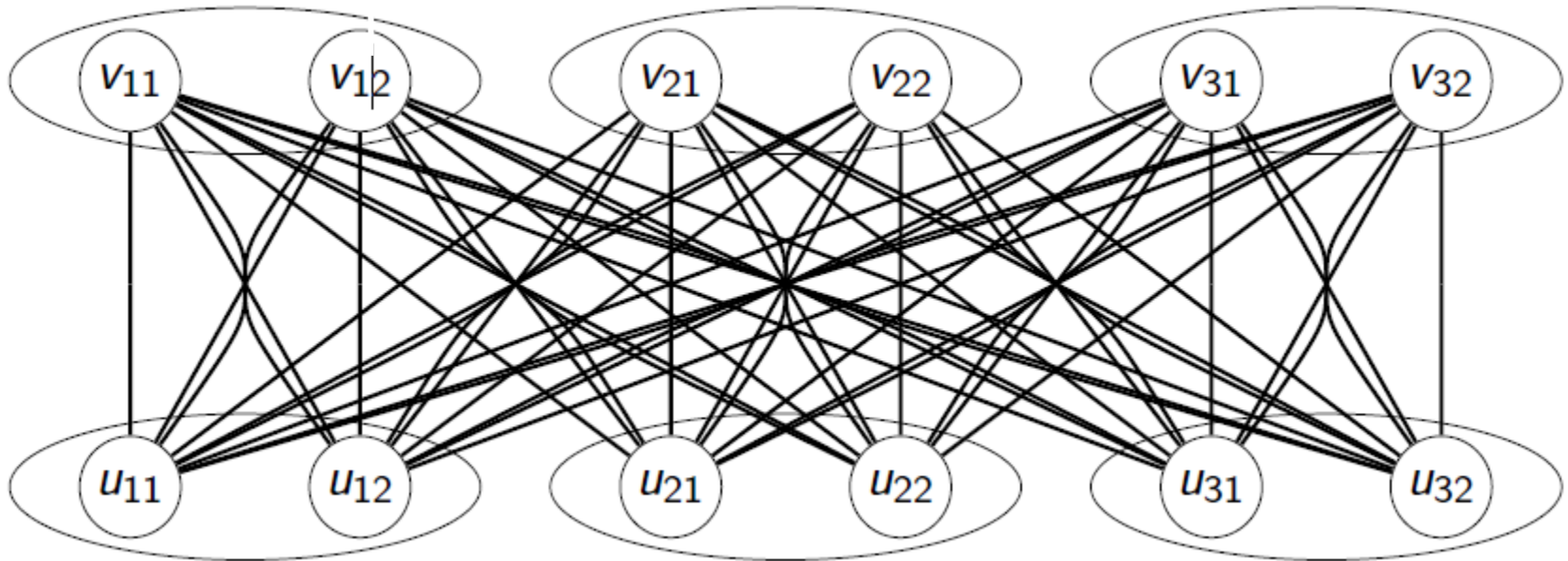


configuration 2



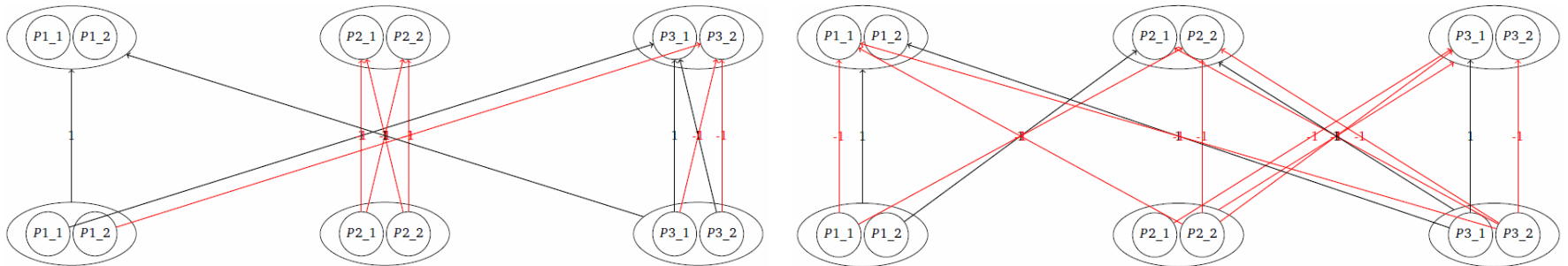
configuration 3

- Let $G_{2,n}$ be the complete partitioned directed hypergraph on $2n$ nodes with n parts of size 2.
- Let $P(G_{2,n})$ be the HAP polytope associated with $G_{2,n}$.
- $P(G_{2,6})$ is completely described by 14 049 facets.



- Let $G_{2,n}$ be the complete partitioned directed hypergraph on $2n$ nodes with n parts of size 2.
- Let $P(G_{2,n})$ be the HAP polytope associated with $G_{2,n}$.
- $P(G_{2,6})$ is completely described by 14 049 facets.
- Every facet of $P(G_{2,6})$ can be described in many different ways, in particular, in the form

$$\sum_{e \in E_1} x_e - \sum_{e \in E_{-1}} x_e \leq 1.$$



Example of two facets with coefficients -1 and +1 only

- ▷ **Red:** coefficient -1
- ▷ **Black:** coefficient 1

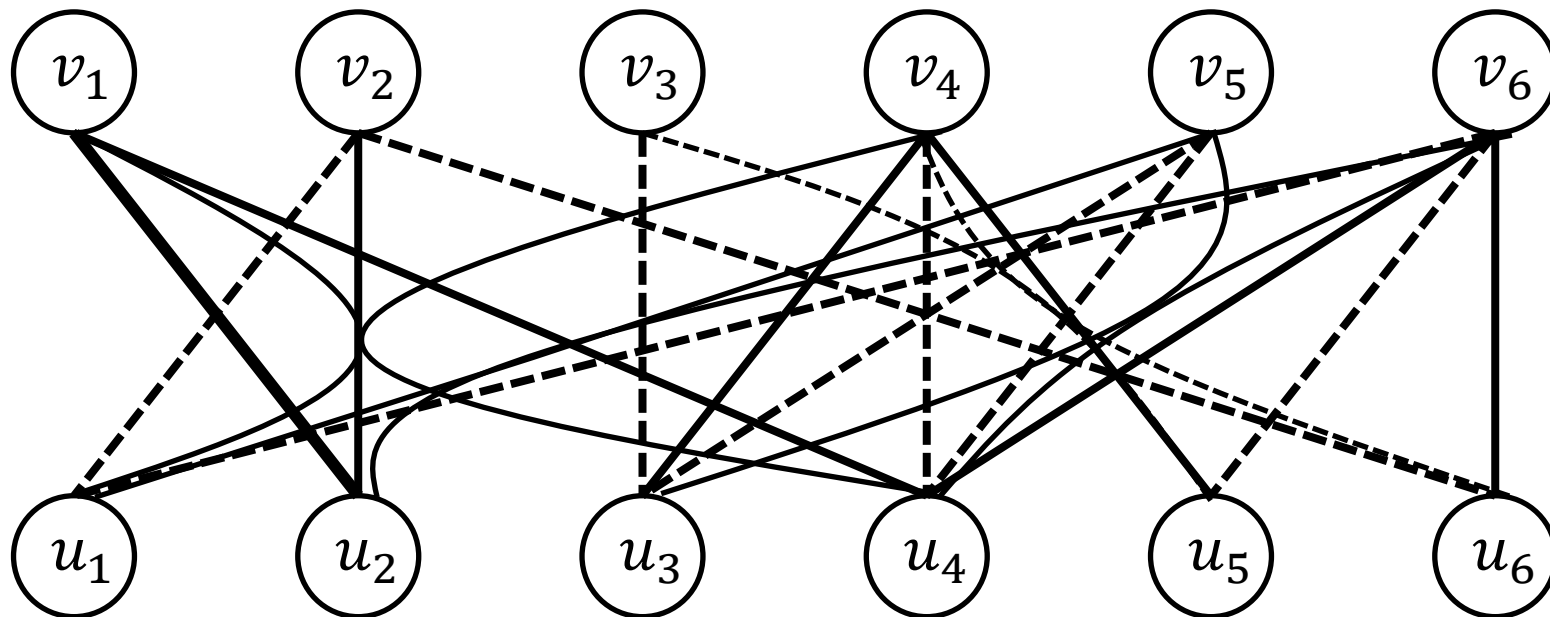
Hyperedges are drawn as connections between the surroundings of the corresponding vertices.

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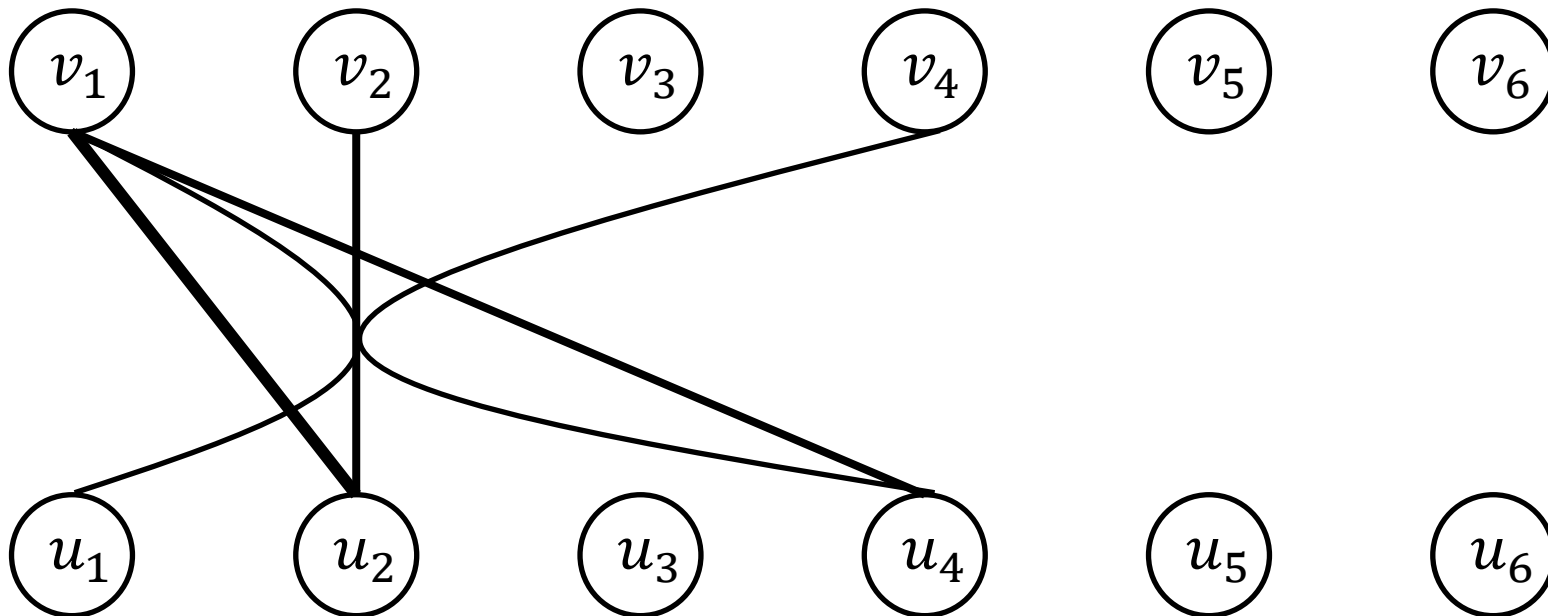
$$\sum_{e \in E_1} x_e - \sum_{e \in E_{-1}} x_e \leq 1.$$

- The 14 049 facets fall into 30 symmetry classes, generated by swapping U and V , permuting parts inside U and V , permuting vertices inside of parts, resulting in 4 608 vertex and hyperedge permutations.
- 16 symmetry classes are understood, including nonnegativity constraints, clique inequalities, and odd clique set inequalities.
- Facet classification done by HUHFA program available at <http://comopt.ifi.uni-heidelberg.de/people/hildenbrandt/HUHFA/> .

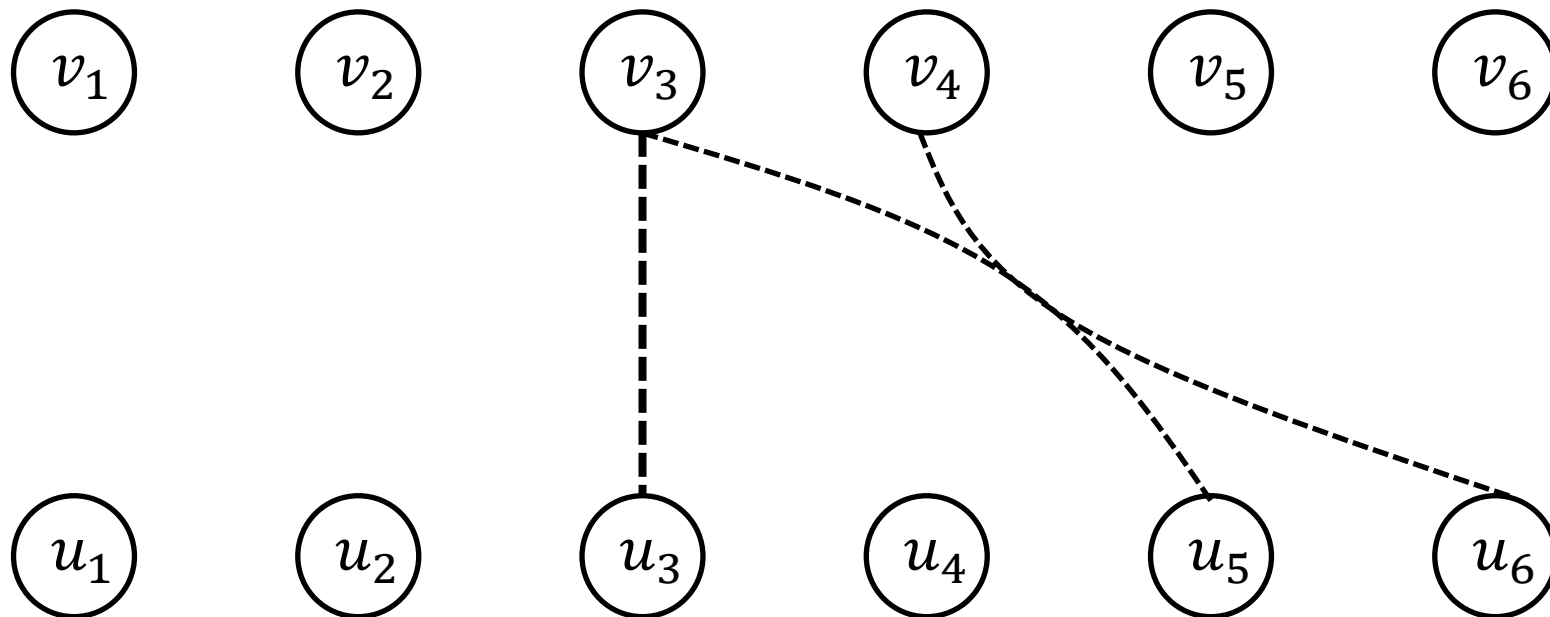
- Fractional solution, cost = 0.635.
- Consider the $7=2 \cdot 3 + 1$ cliques associated with the vertices $v_1, v_3, v_4, u_2, u_3, u_4$ and the clique $\{v_5, v_6, u_3, u_4\}, \{v_5, u_3\}, \{v_5, u_4\}$.



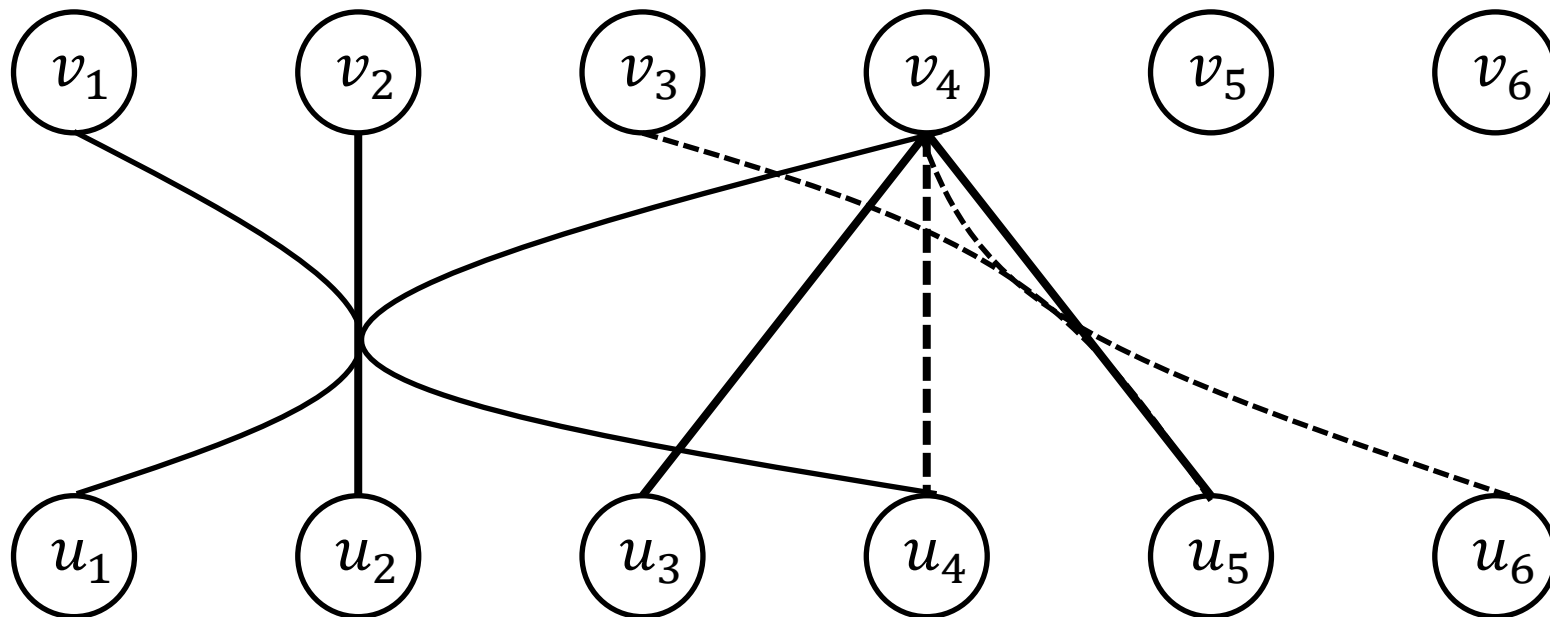
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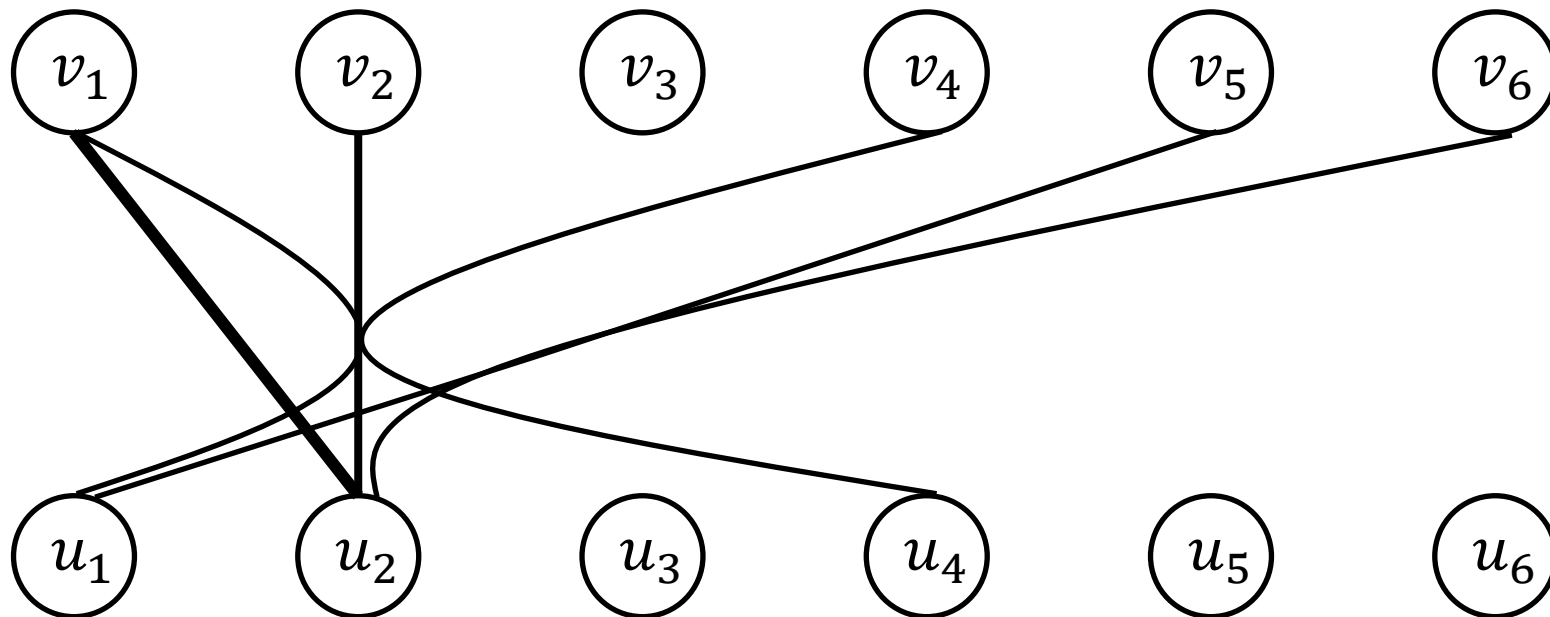
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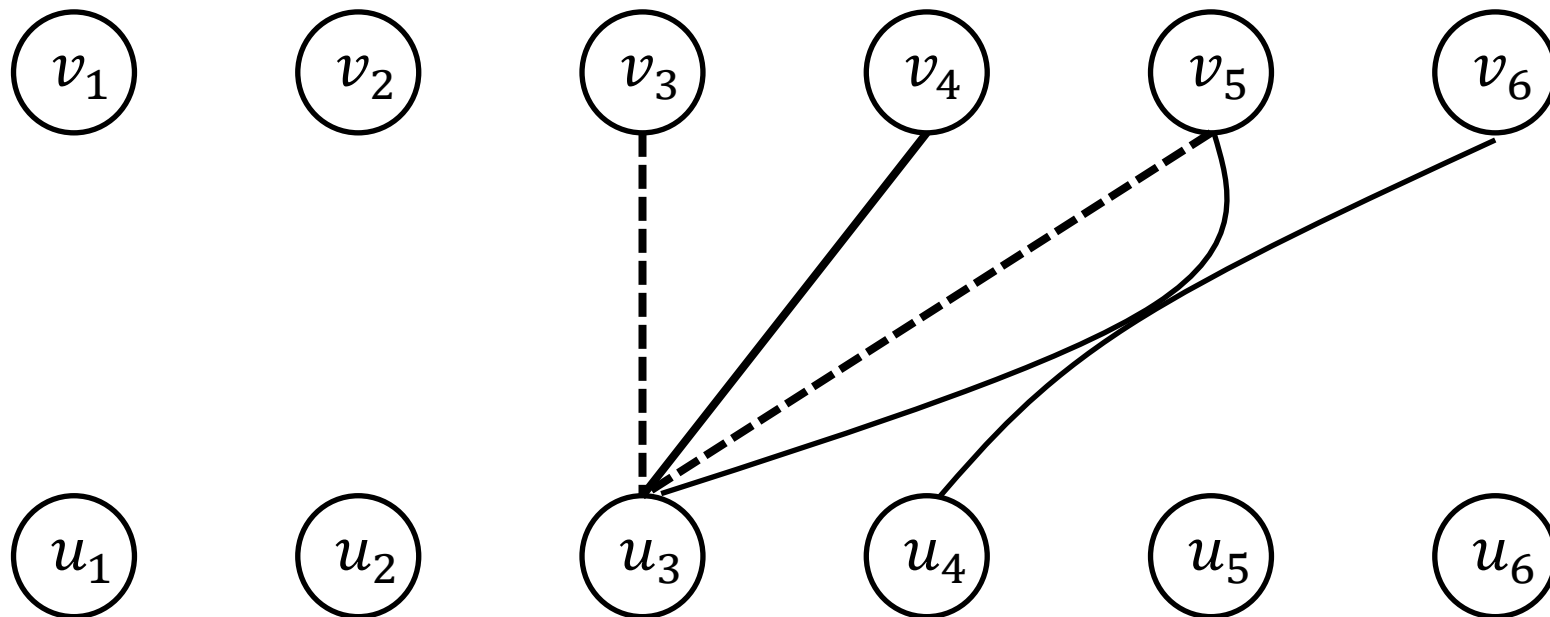
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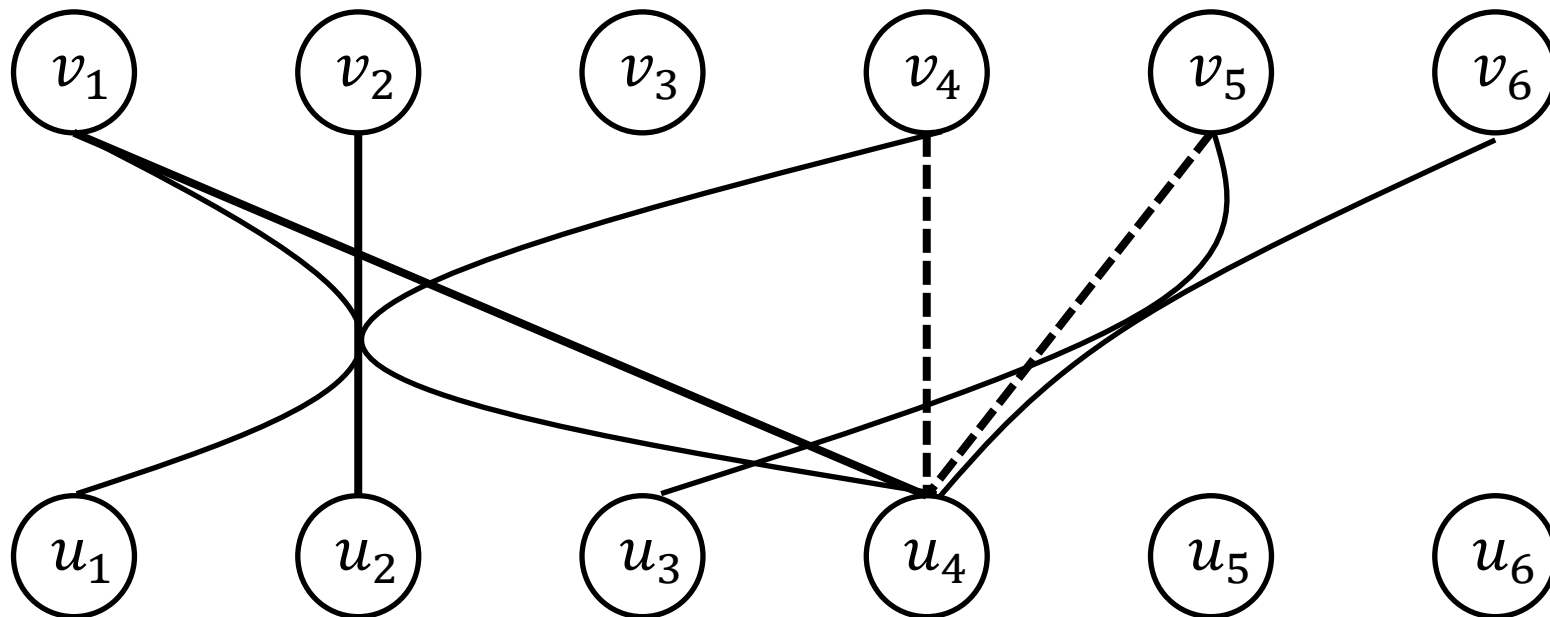
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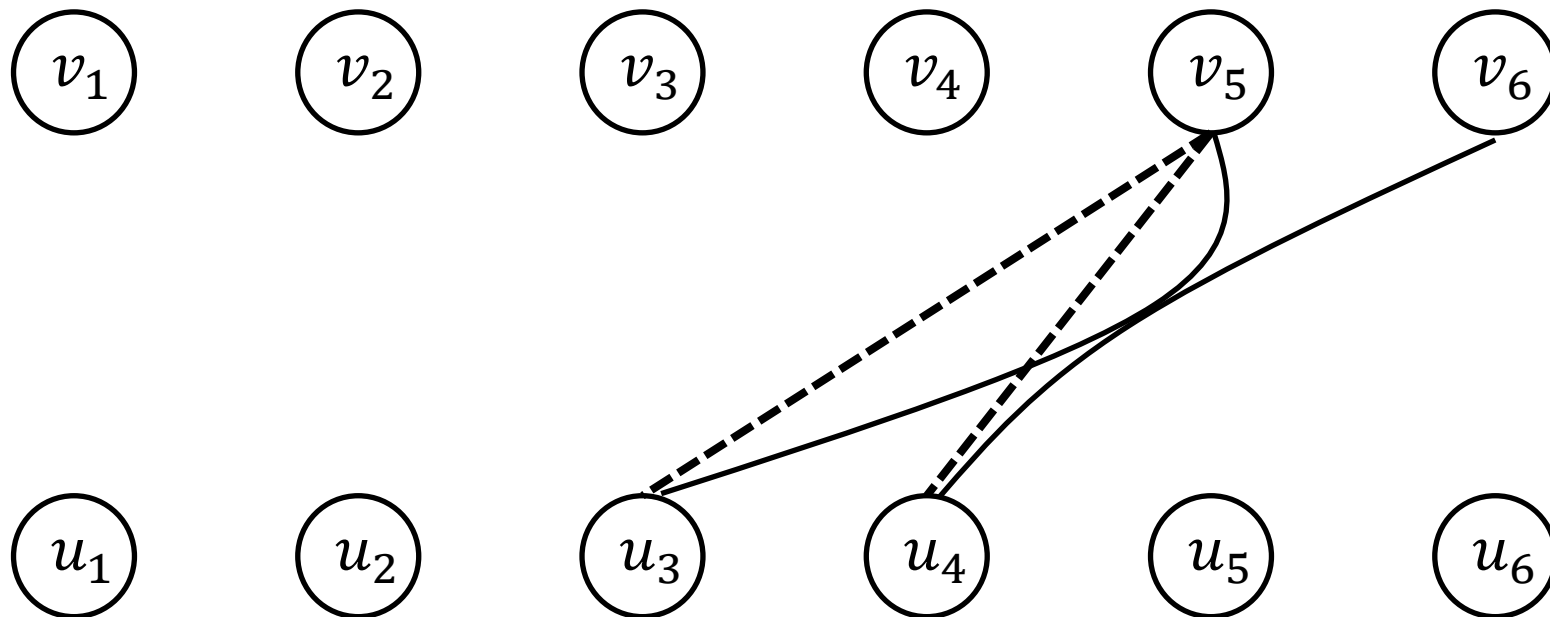
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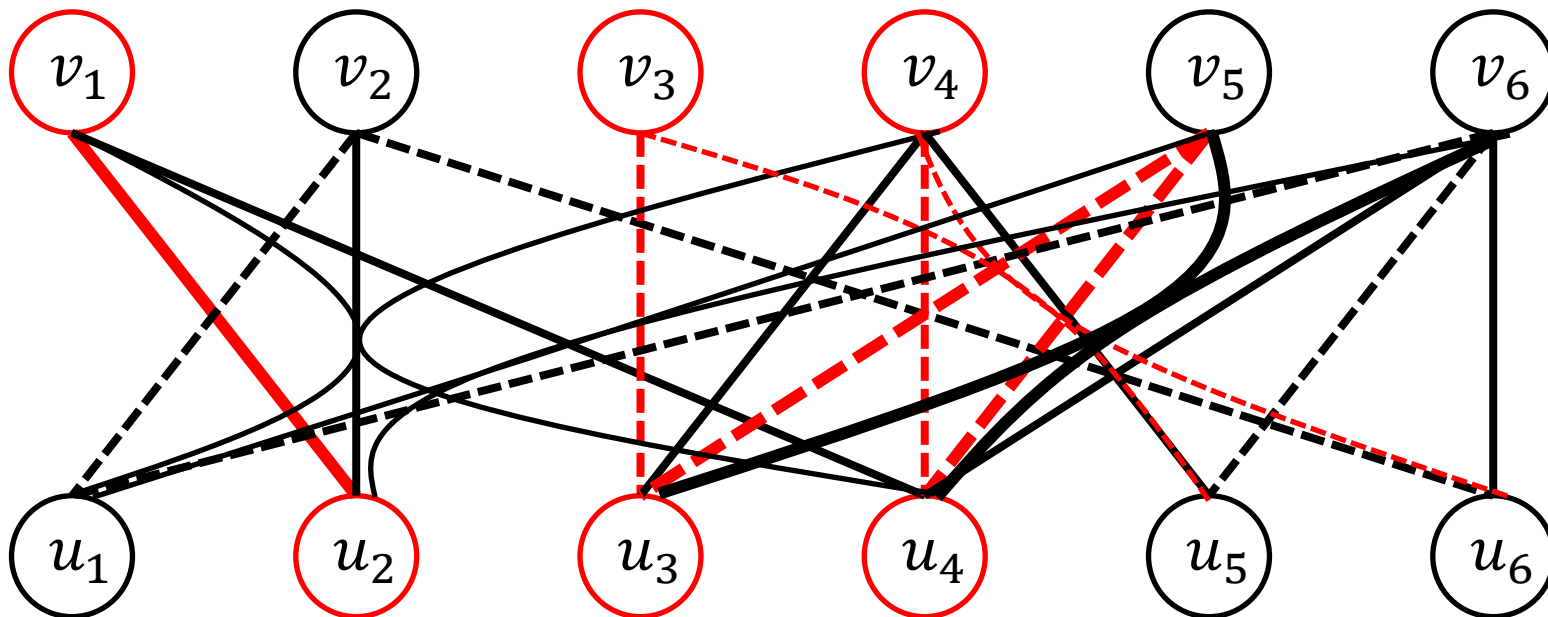
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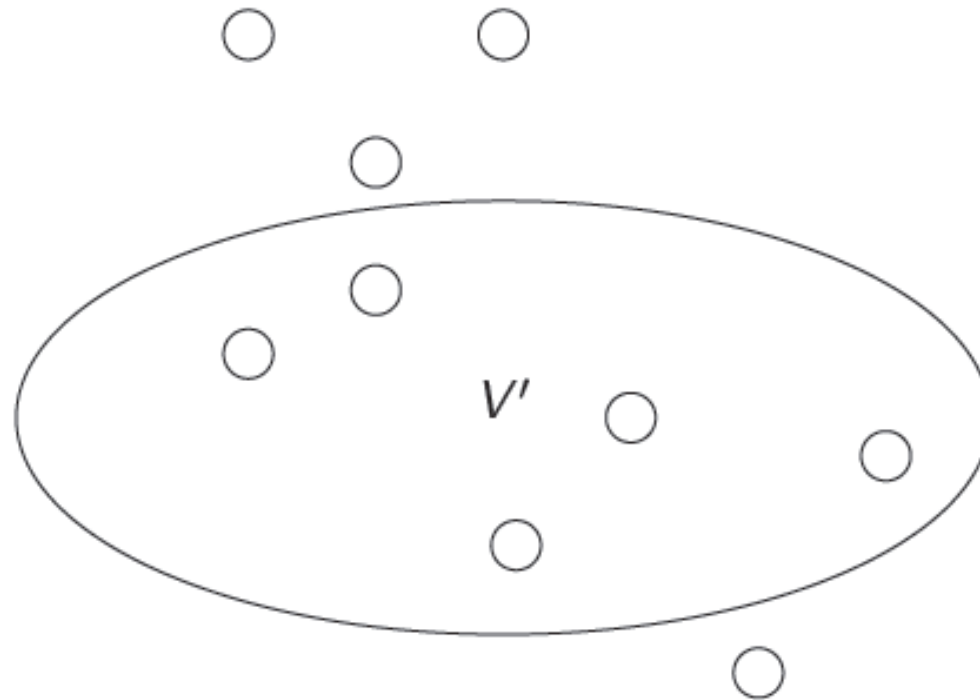


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- Consider the $7=2 \cdot 3 + 1$ cliques associated with the vertices $v_1, v_3, v_4, u_2, u_3, u_4$ and the clique $\{v_5, v_6, u_3, u_4\}, \{v_5, u_3\}, \{v_5, u_4\}$.



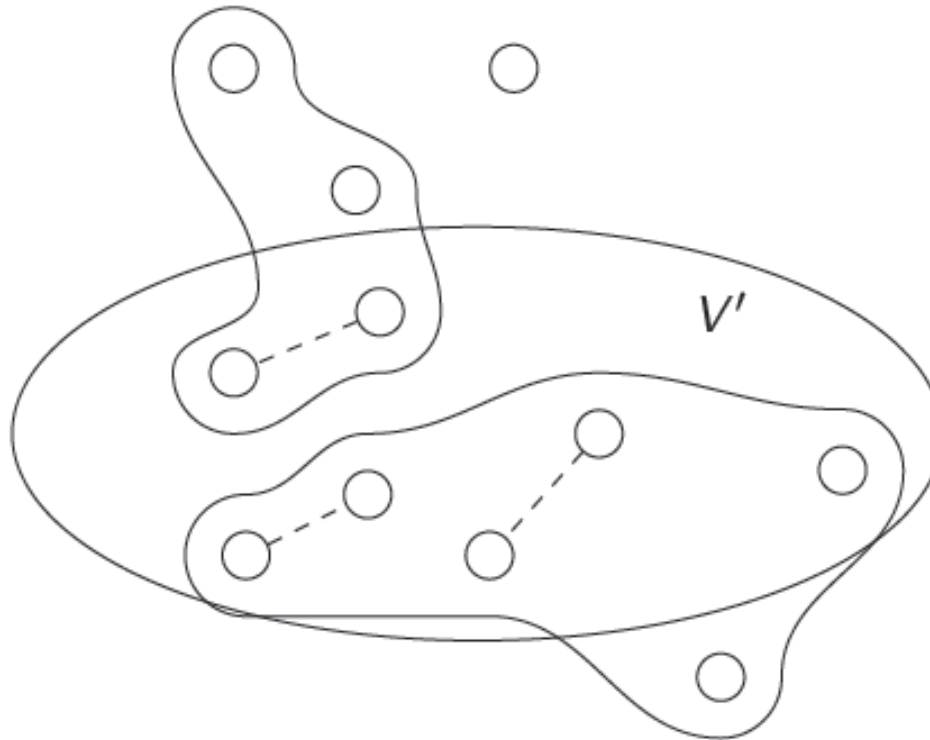
- Fractional solution, cost = 0.635.
- Consider the $7=2 \cdot 3 + 1$ cliques associated with the vertices $v_1, v_3, v_4, u_2, u_3, u_4$ and the clique $\{v_5, v_6, u_3, u_4\}, \{v_5, u_3\}, \{v_5, u_4\}$.
- Every red hyperedge is contained in at least two of these cliques.
- We can take at most three of these edges.





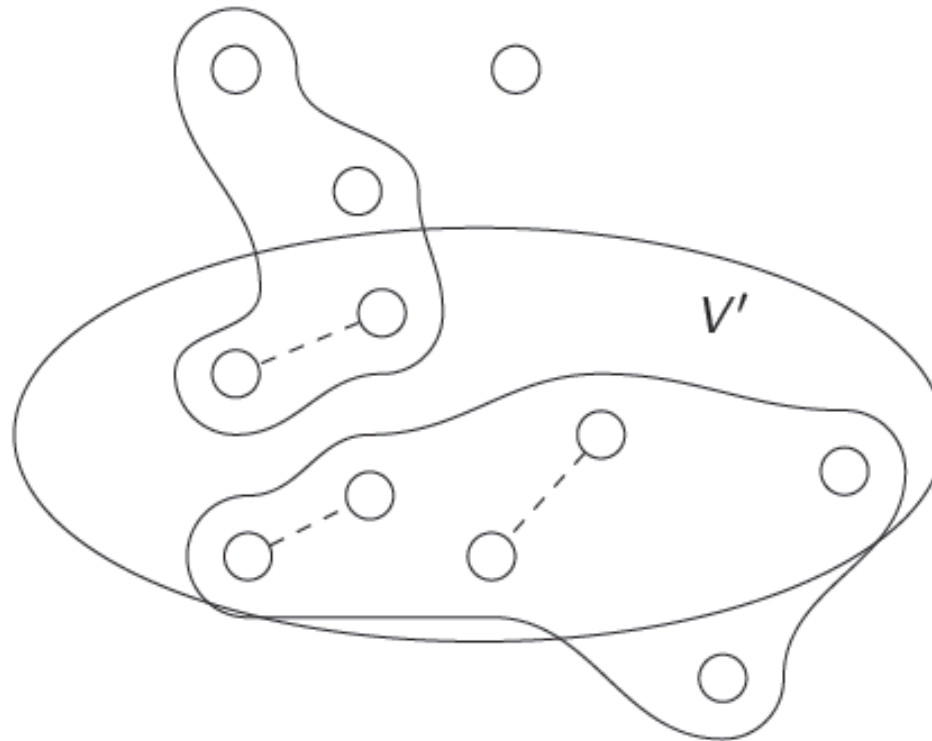
$$\sum_{e \in E} \left\lfloor \frac{|\{v \in V' : e \in \delta(v)\}|}{2} \right\rfloor x_e \leq \left\lfloor \frac{|V'|}{2} \right\rfloor$$

- Complete description of the matching polytope (together with the degree and non-negativity constraints), Edmonds [1965]



$$\sum_{e \in E} \left\lfloor \frac{|\{v \in V' : e \in \delta(v)\}|}{p} \right\rfloor x_e \leq \left\lfloor \frac{|V'|}{p} \right\rfloor \quad \forall V' \subseteq V$$

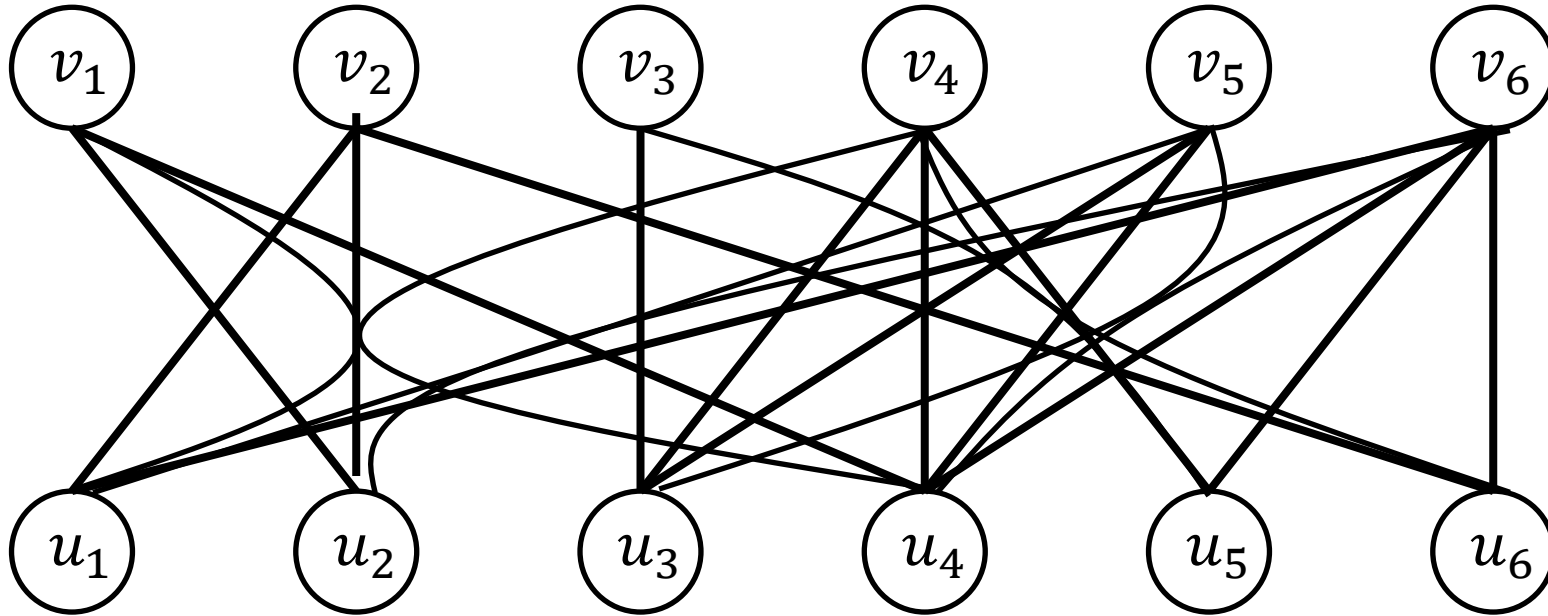
- Generalize the odd set inequalities for the matching problem
- Related to clique set inequalities by Pêcher & Wagler [2006]



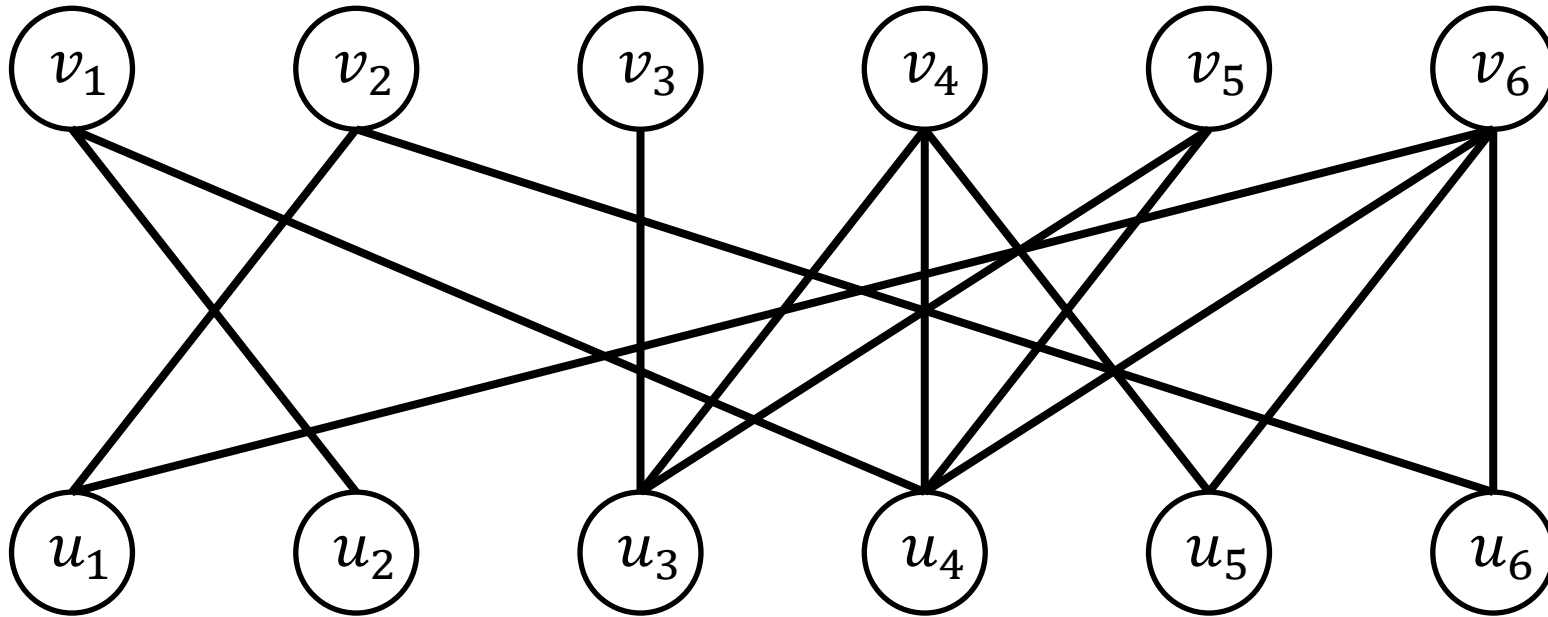
Theorem (B., Heismann [2011])

Let \mathcal{Q} be a set of at least three hyperedge cliques in $G = (V, E)$, $2 \leq p \leq |\mathcal{Q}|$ be an integer number, $r := |\mathcal{Q}| \bmod p$, and $q_e := |\{Q \in \mathcal{Q} : Q \ni e\}|$. Then

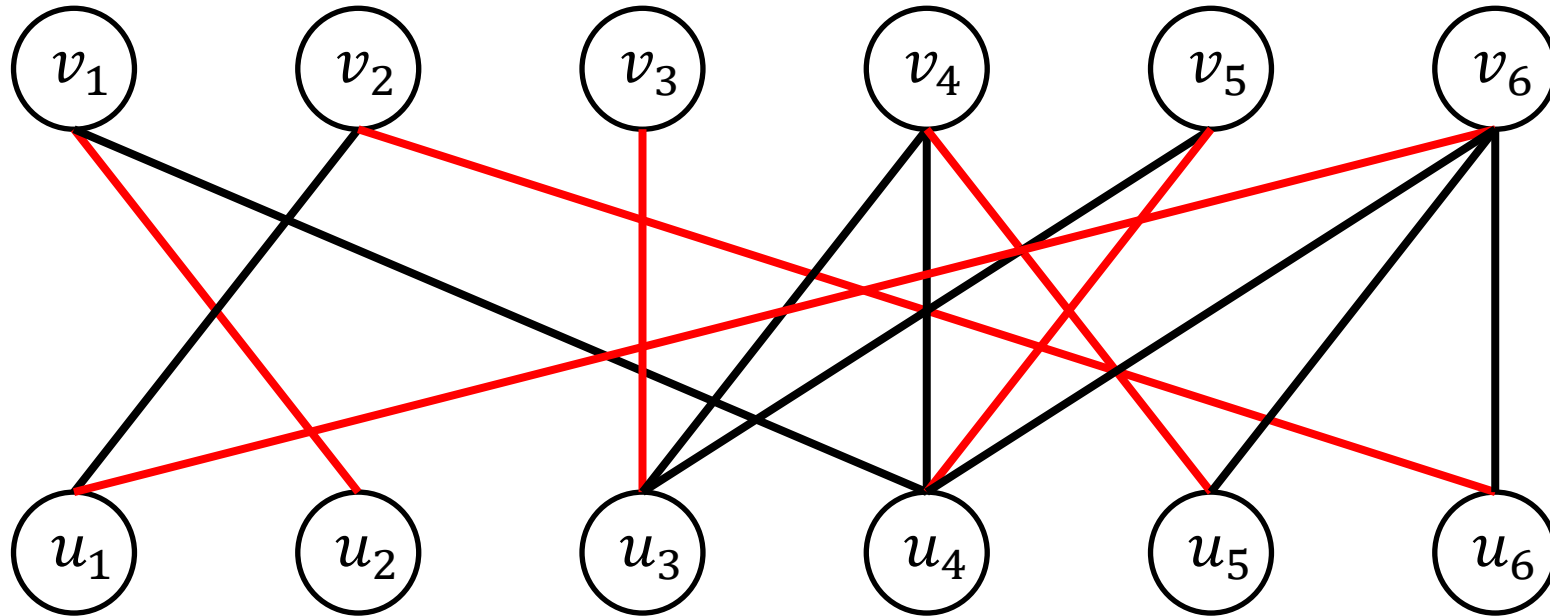
$$\sum_{e \in E} \left(\left\lfloor \frac{q_e}{p} \right\rfloor + \max \left\{ 0, \frac{q_e \bmod p - r}{p - r} \right\} \right) x_e \leq \left\lfloor \frac{|\mathcal{Q}|}{p} \right\rfloor.$$



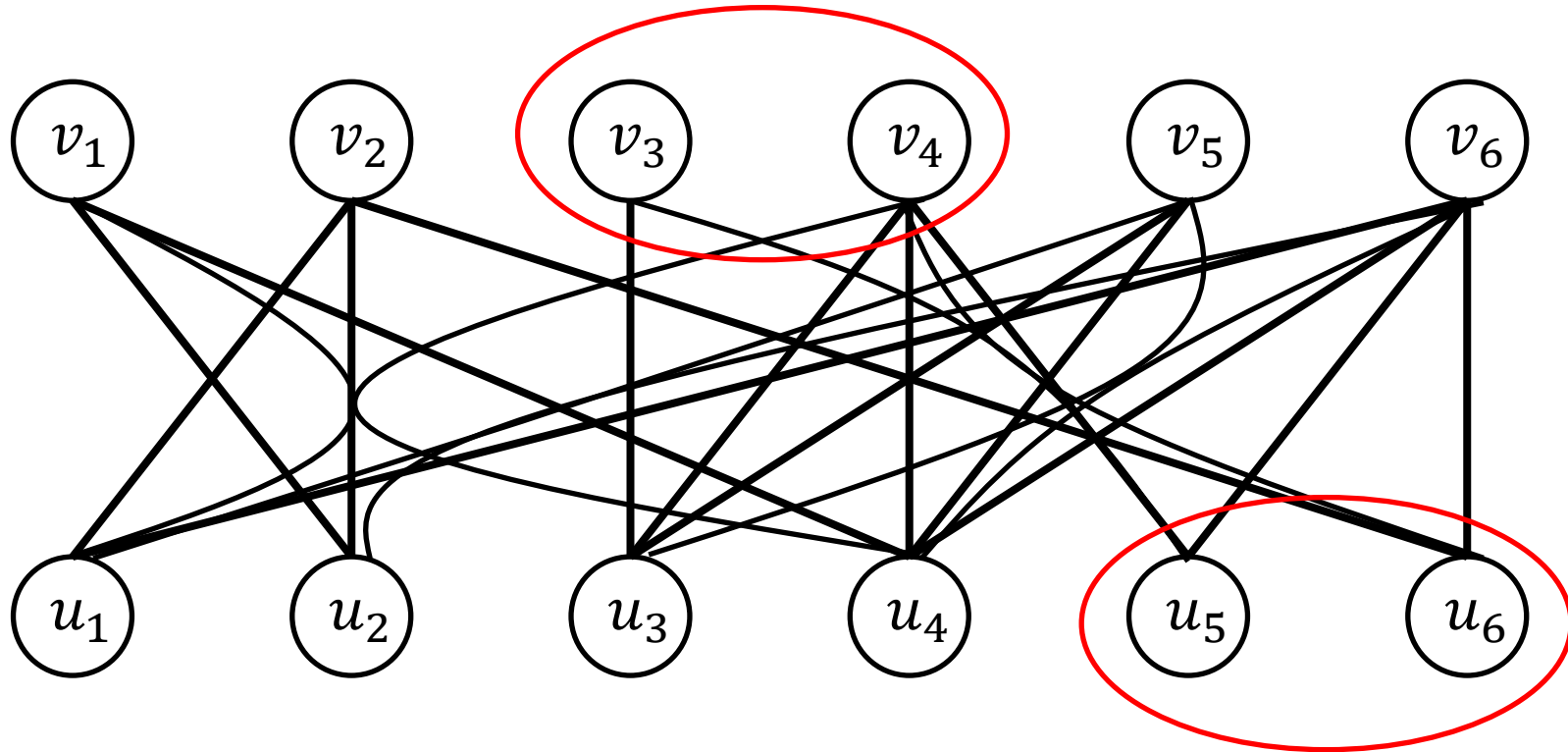
- Reduce to assignment problem by gluing vertices together.



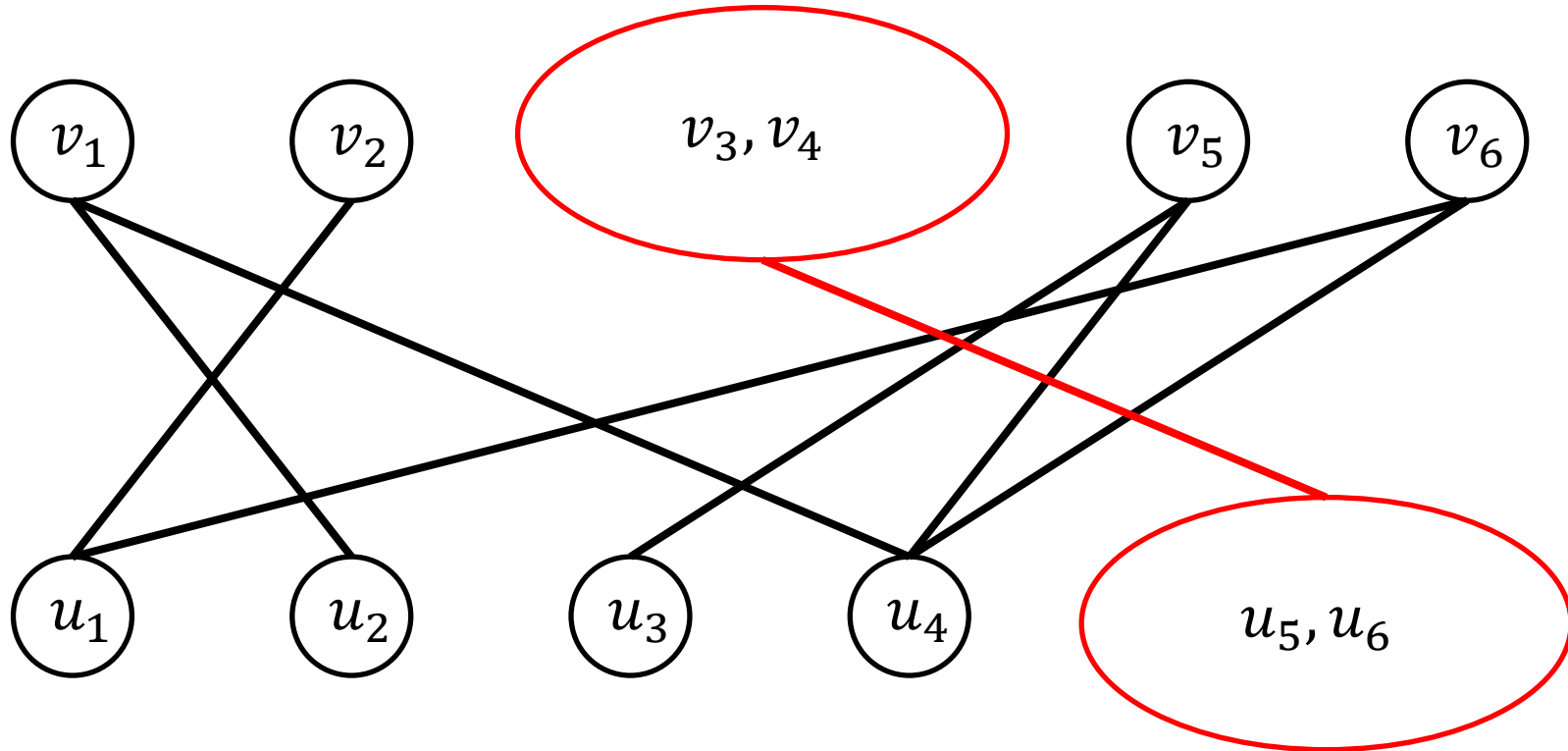
- Reduce to assignment problem by gluing vertices together.



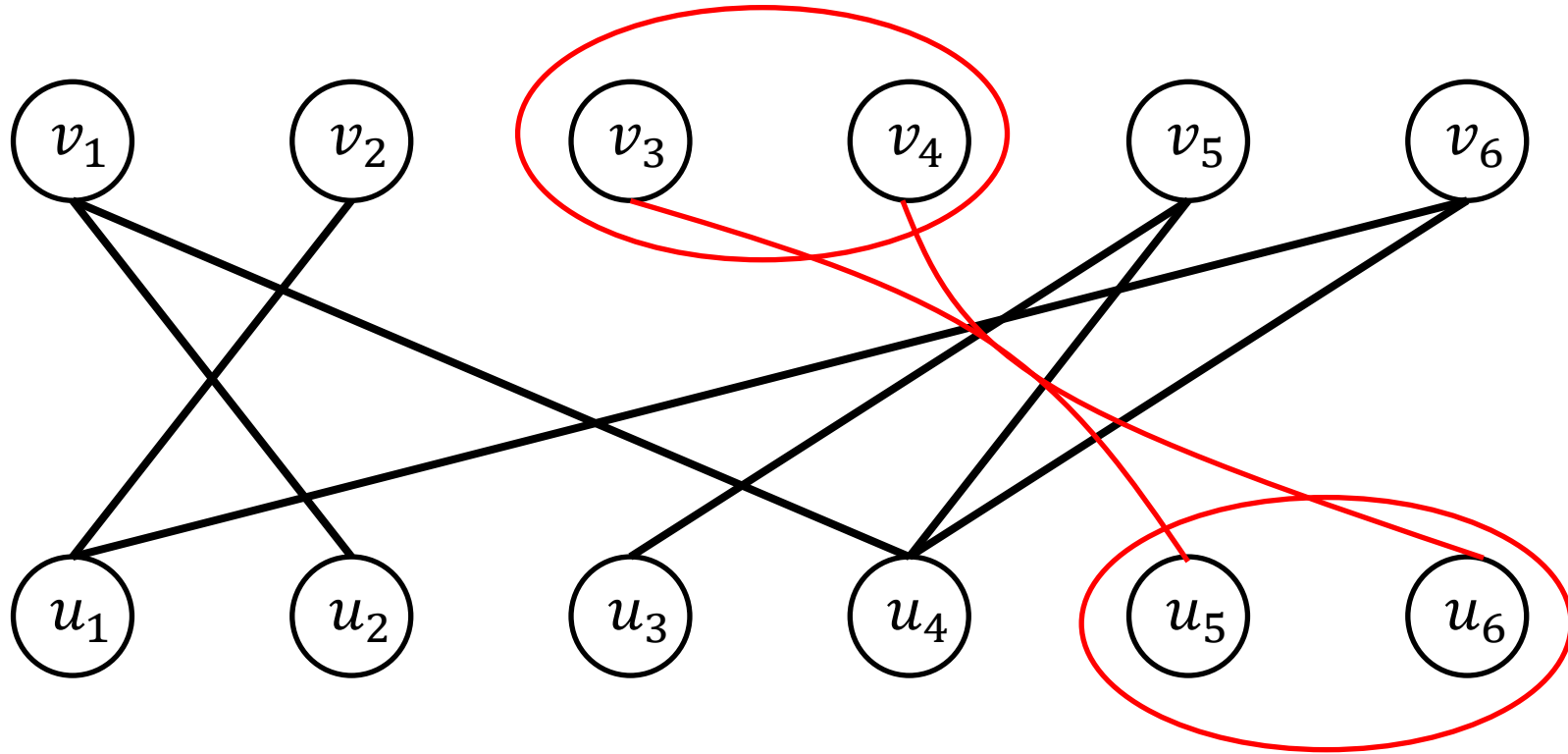
- Reduce to assignment problem by gluing vertices together.
- Cost = 1.46.



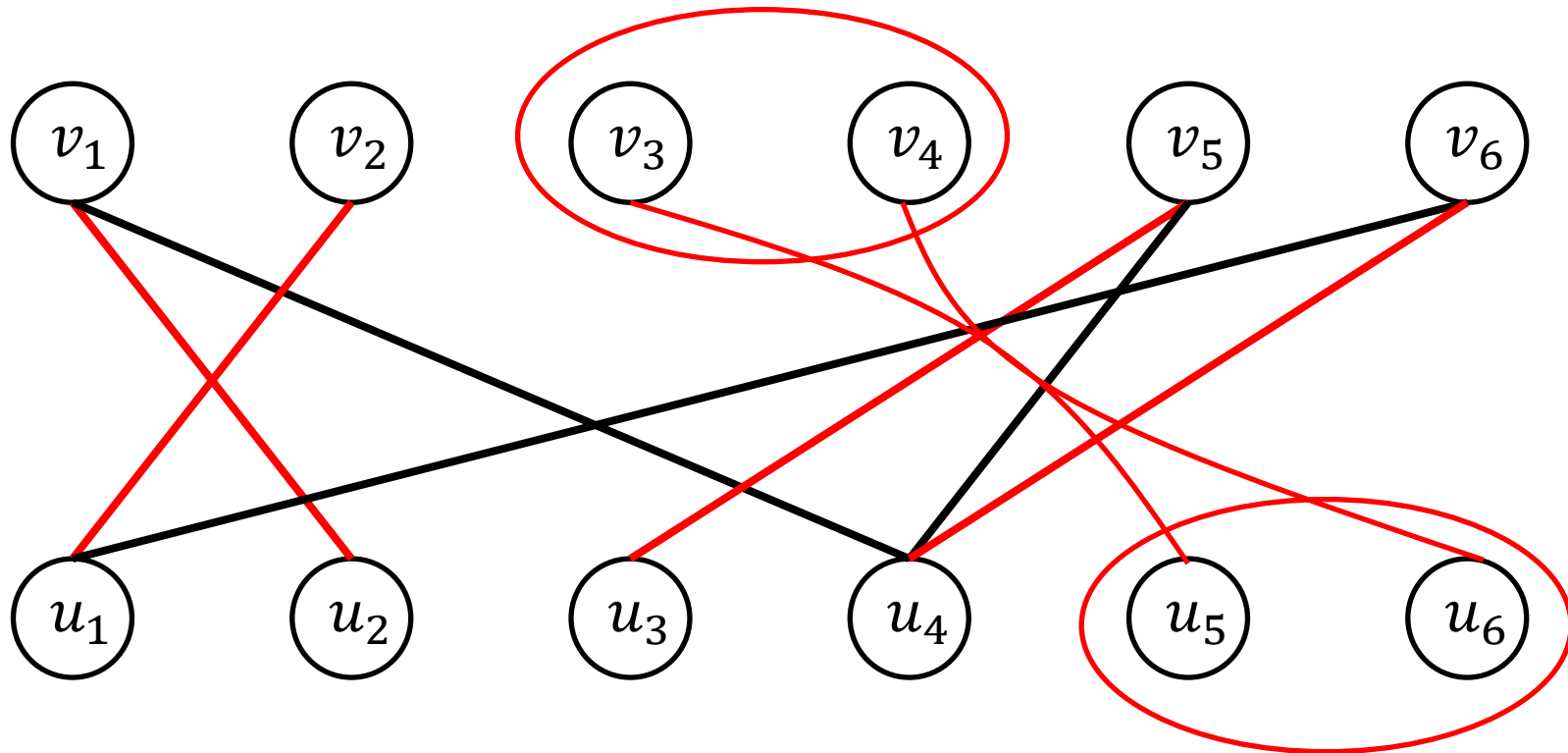
- Reduce to assignment problem by gluing vertices together.



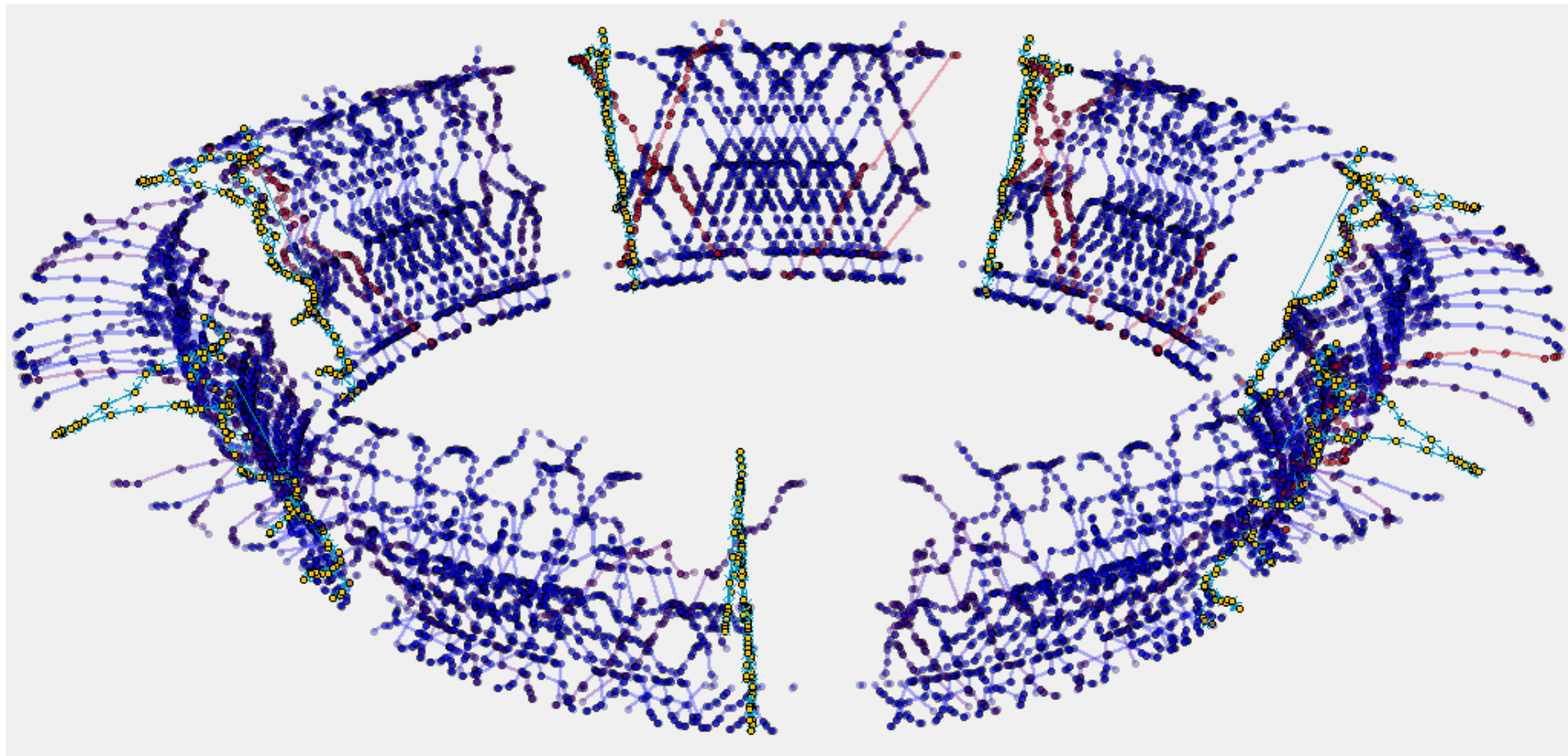
- Reduce to assignment problem by gluing vertices together.



- Reduce to assignment problem by gluing vertices together.



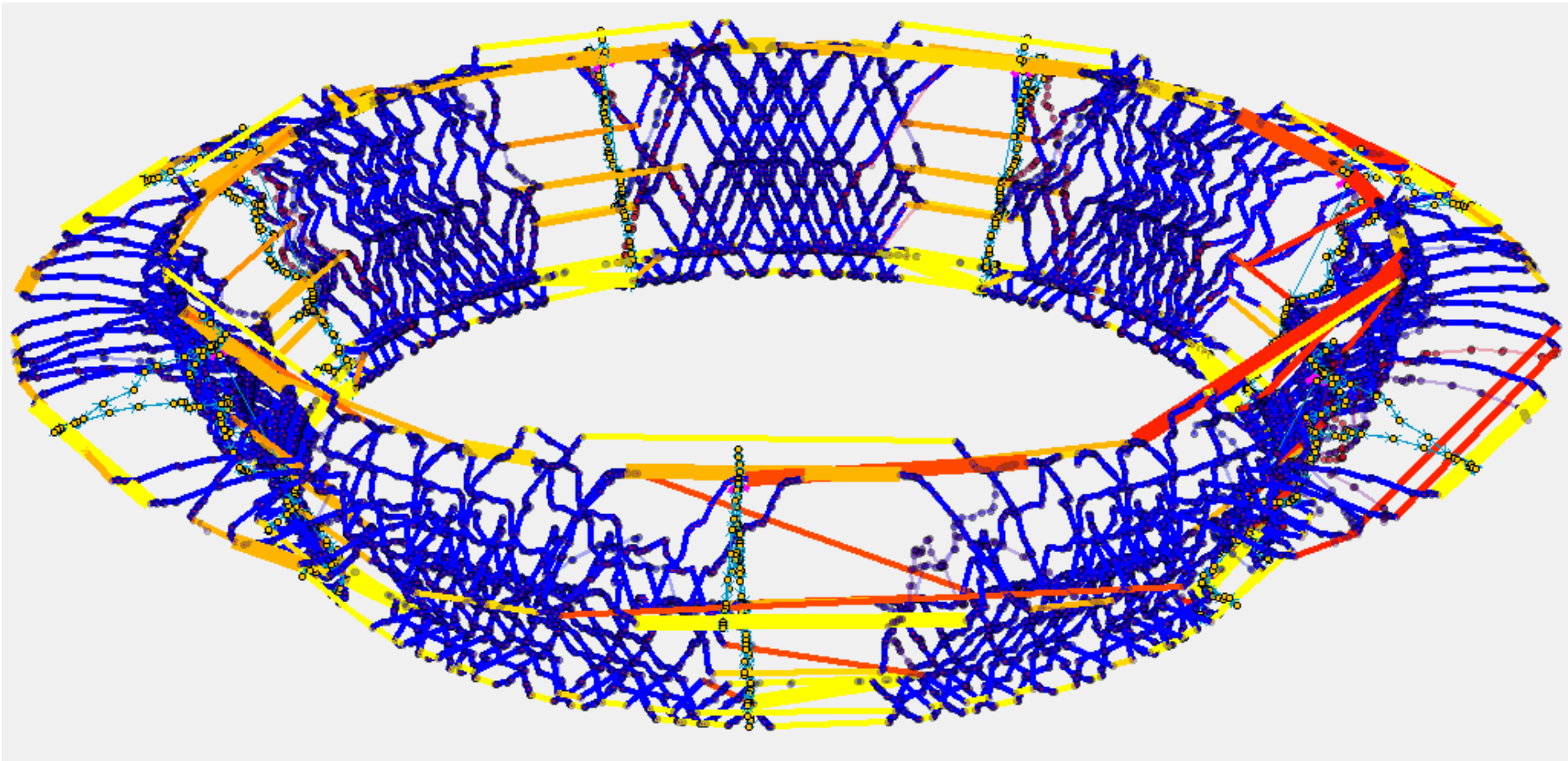
- Reduce to assignment problem by gluing vertices together.
- Cost = 0.96.
- Iteratively merge/segregate and solve assignment problems.
- Combine with composite columns method.



Regularity of the timetable trips:

- ▷ Red: Trip done on one day of the week
- ▷ Blue: Trip done on all days of the week

Graphics: JavaView, MATHEON F4



Regularity of the deadhead trips:

- ▷ Yellow: regular
- ▷ Red: irregular

Graphics: JavaView, MATHEON F4

Irregularity in the optimal solution depending on the penalty for irregularity;
61 trains, 75 tasks, 803 stops, 310 trips, 620 vertices.

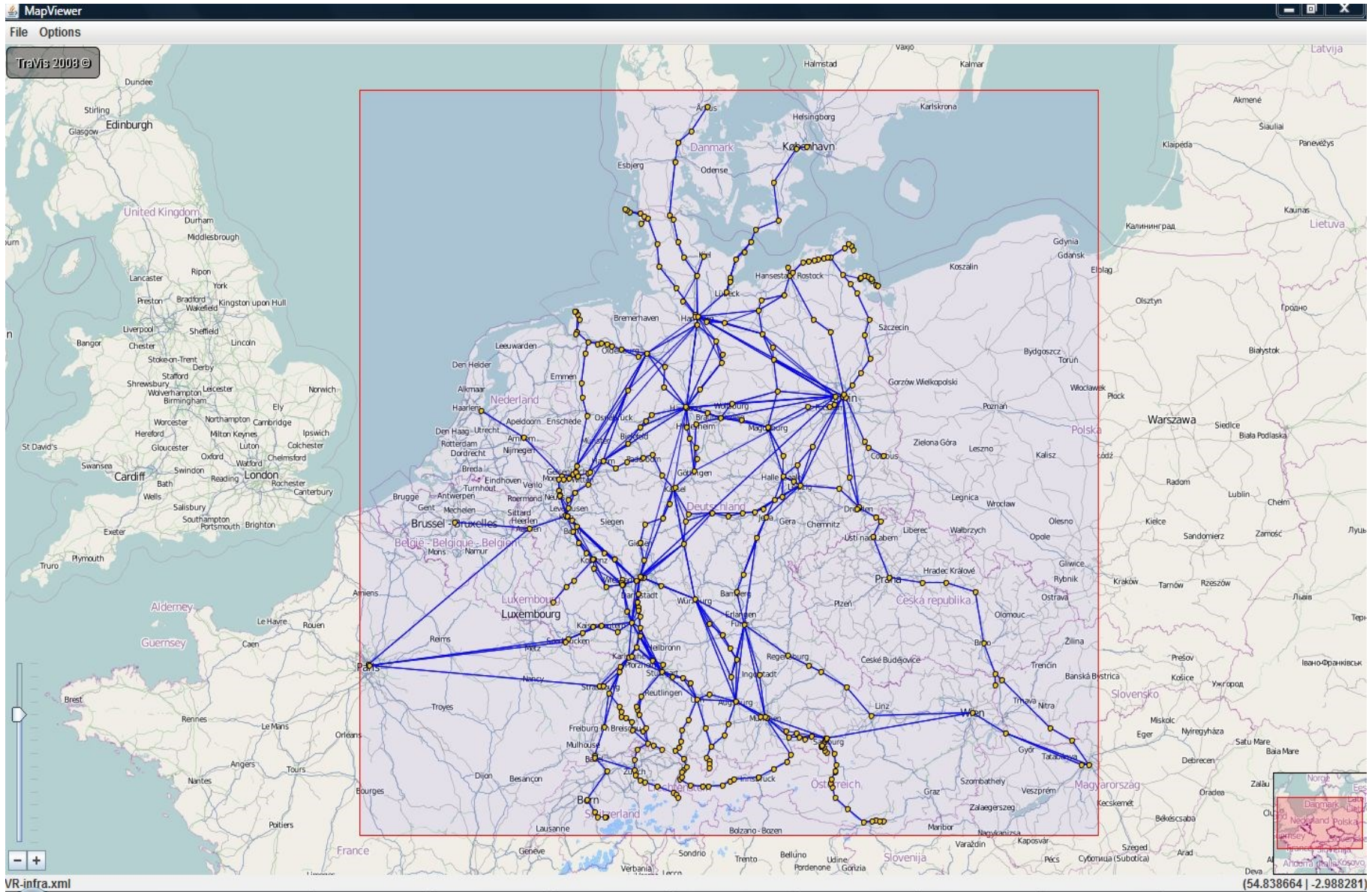
costs per irreg. turn	costs per irreg. trip	# hyper-edges	# irregular trips	# irregular turns	# vehicles	time below target cost	dead-head distance cost
0	0	94035	261	310	17	2640	6298.72
1	1	109299	256	130	17	2640	6298.72
10	10	109299	76	105	17	2640	6298.72
100	100	109299	31	121	17	2640	6298.72
1000	1000	109299	25	47	17	2860	6298.13
10000	10000	109299	25	37	17	2860	32087.29

- ▷ Not explicitly optimizing regularity leads to high irregularity
- ▷ Regularity can be enforced by high penalties on arcs
- ▷ High variability

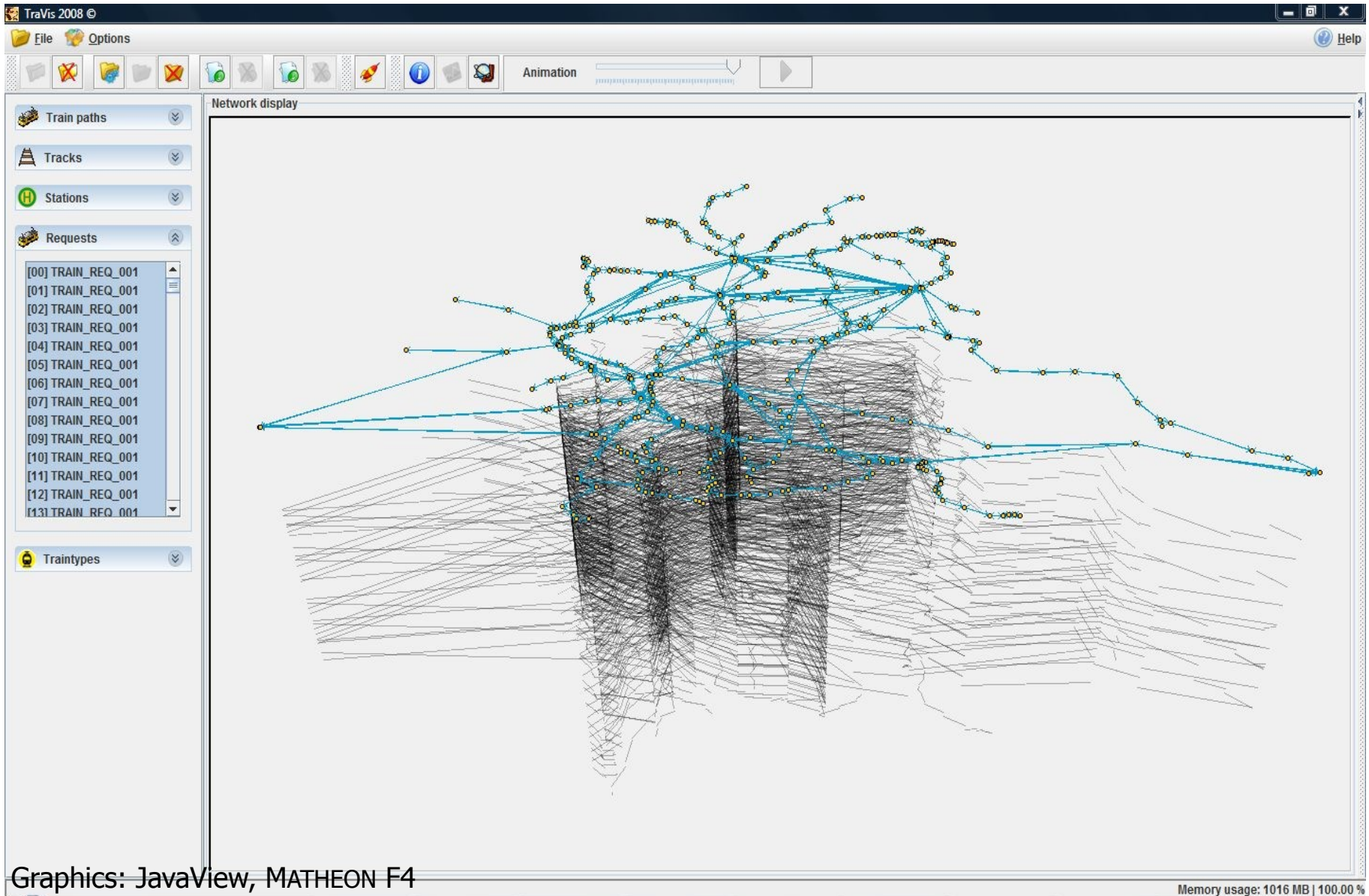
A New Technology: Vehicle Rotation Planning



Starting Point: Trip Network

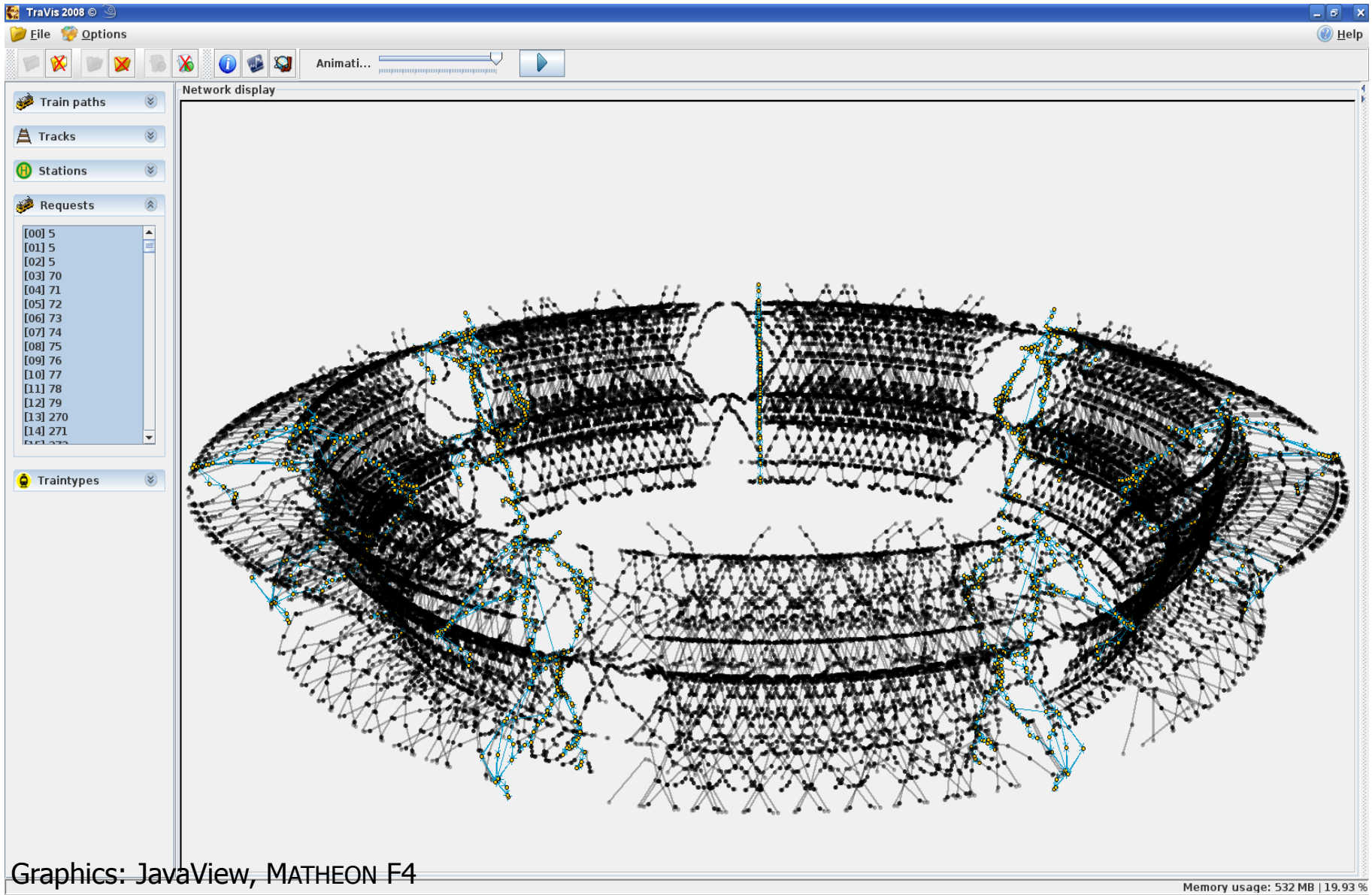


Timetabled Trips: 1 Day



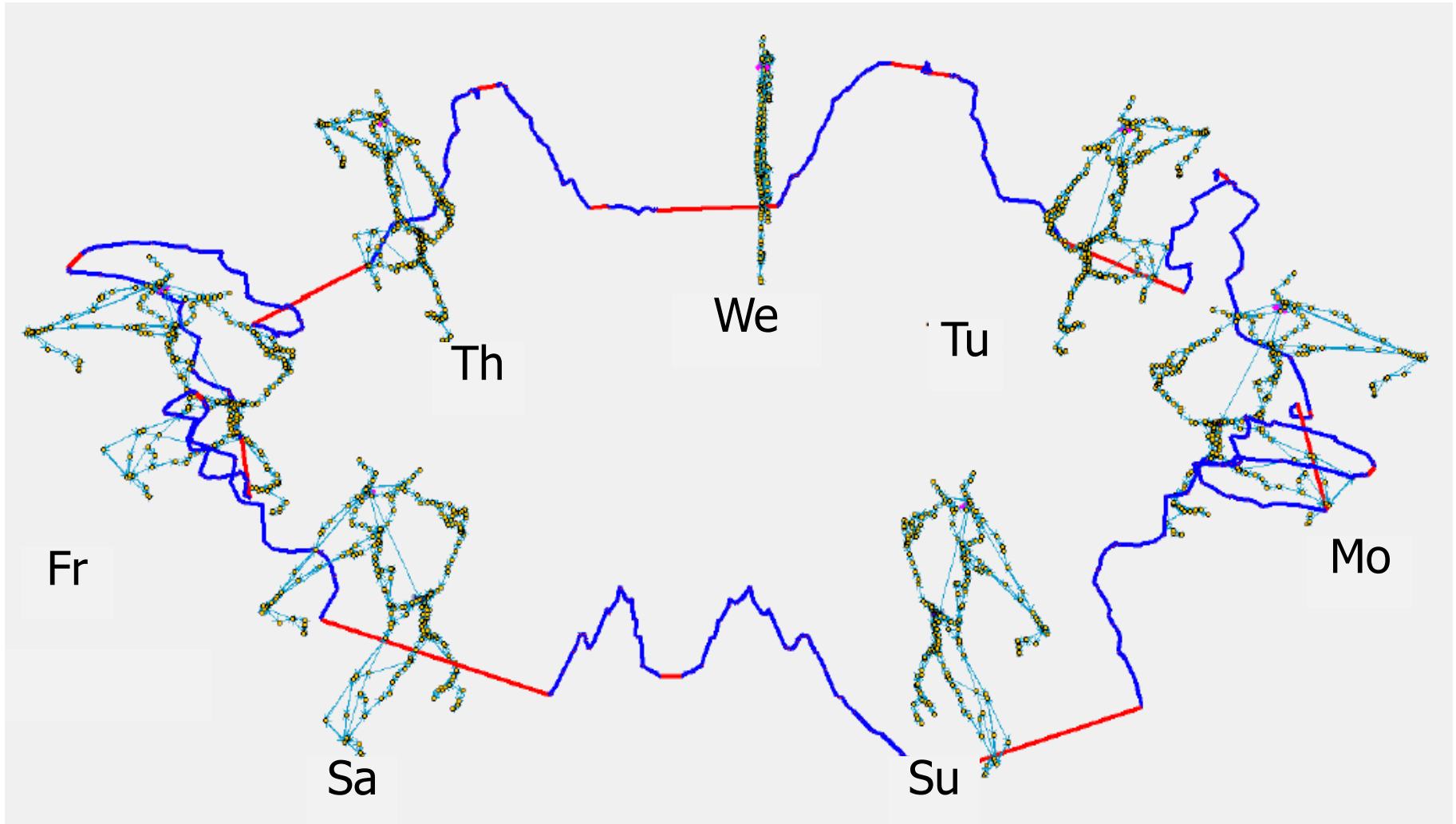
Graphics: JavaView, MATHEON F4

Timetabled Trips: Standard Week



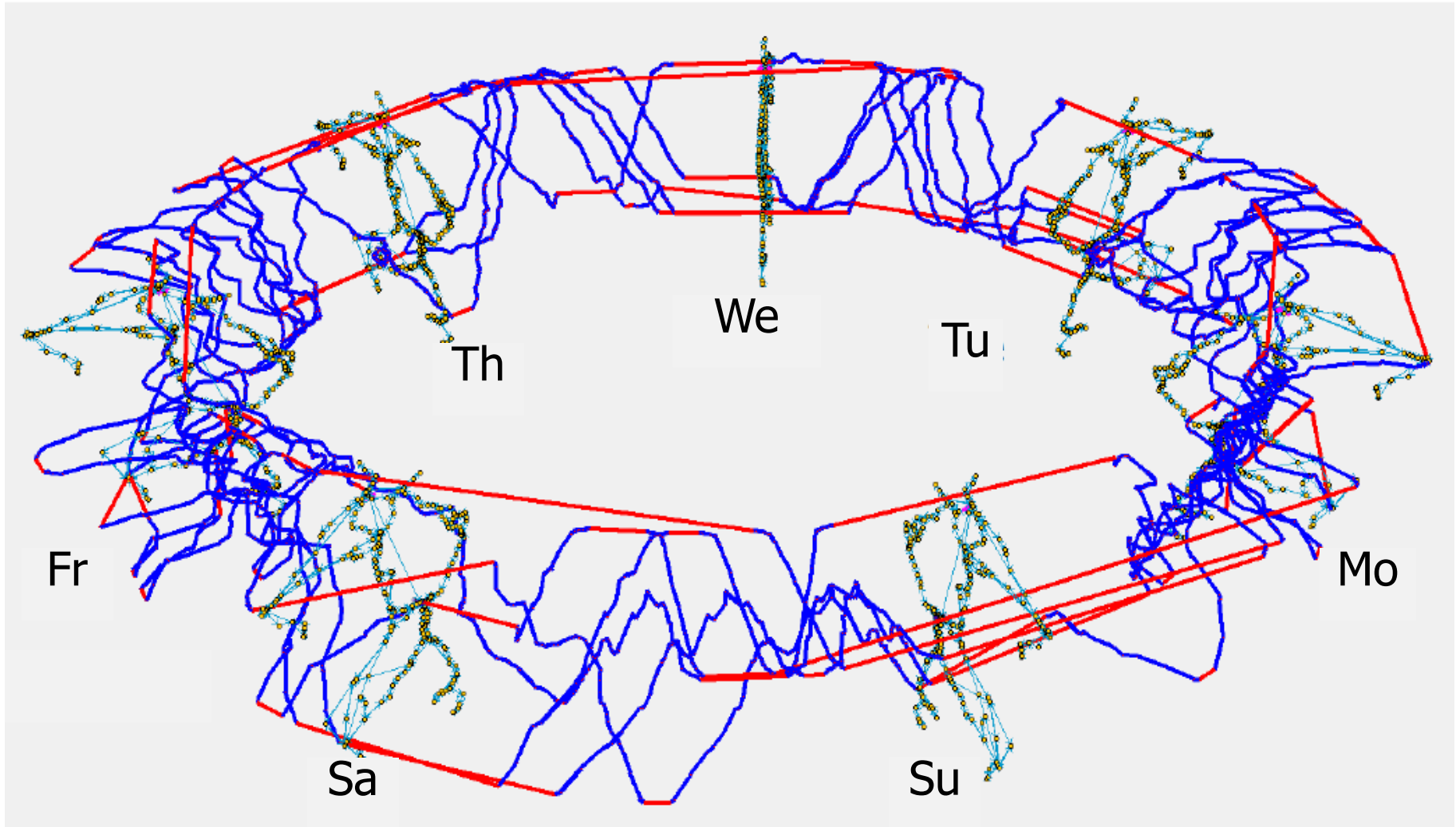
Graphics: JavaView, MATHEON F4

Vehicle Rotation: 1 Week



Graphics: JavaView, MATHEON F4

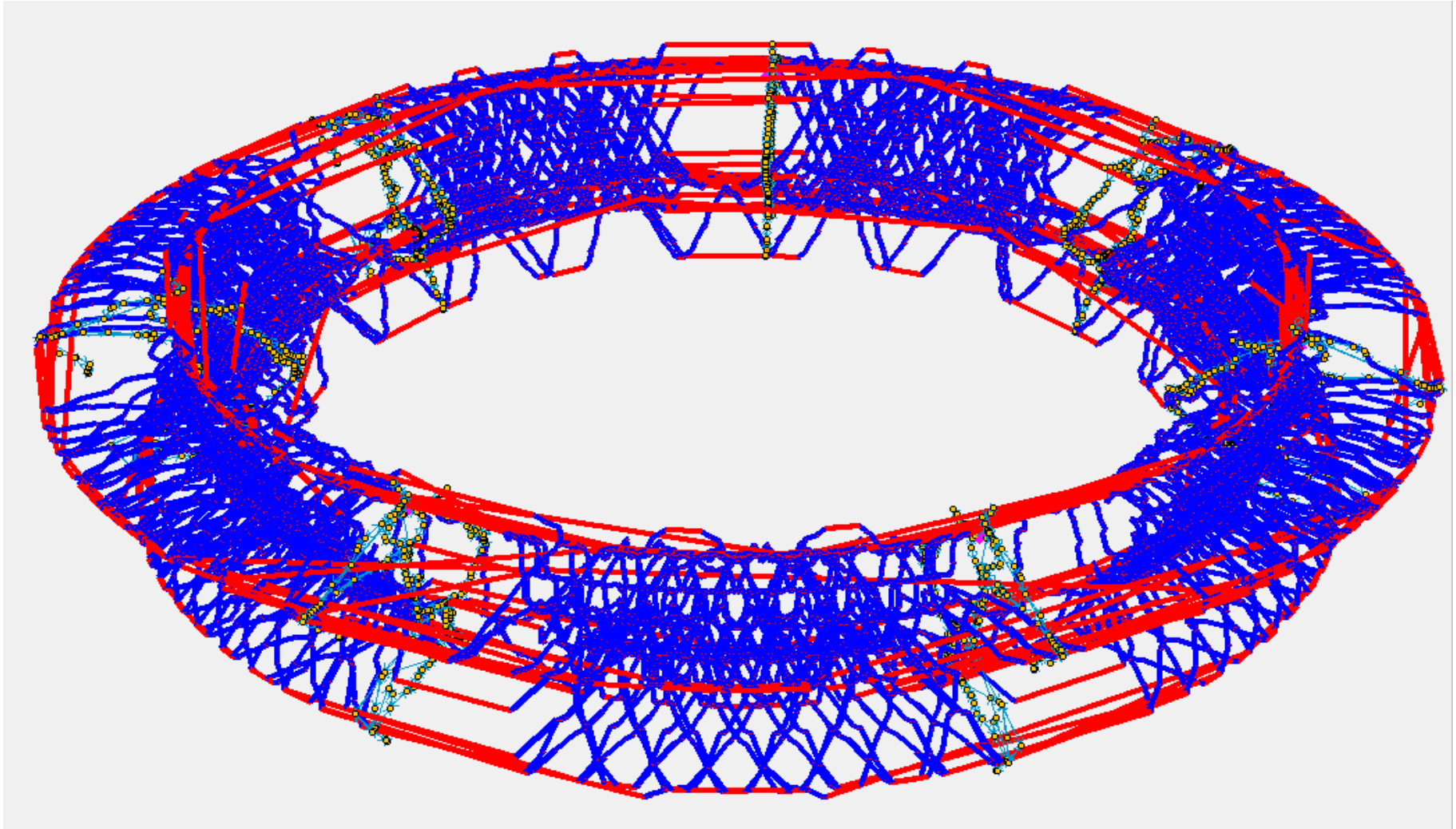
Vehicle Rotation: 5 Weeks



Graphics: JavaView, MATHEON F4

All Vehicles Rotations: Rotation Plan

(Blue: Timetabled Trips, Red: Deadhead Trips)

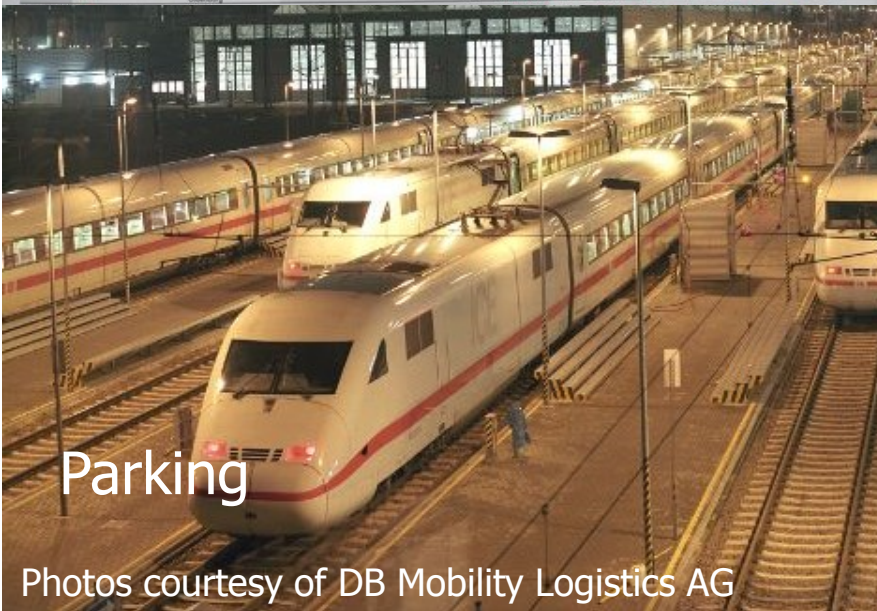


Graphics: JavaView, MATHEON F4

Railway Constraints

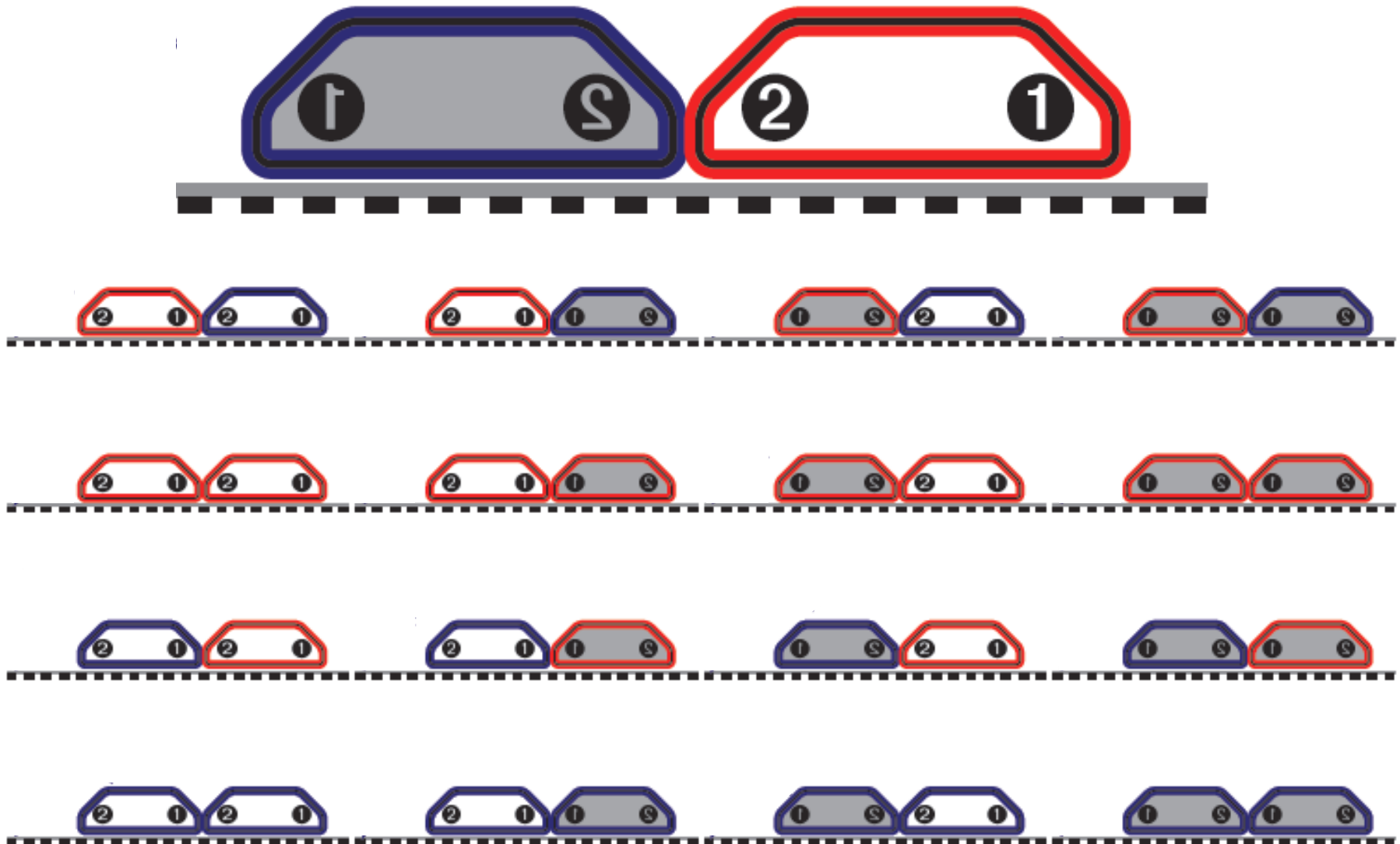
Wagenstandanzeiger Gleis 11

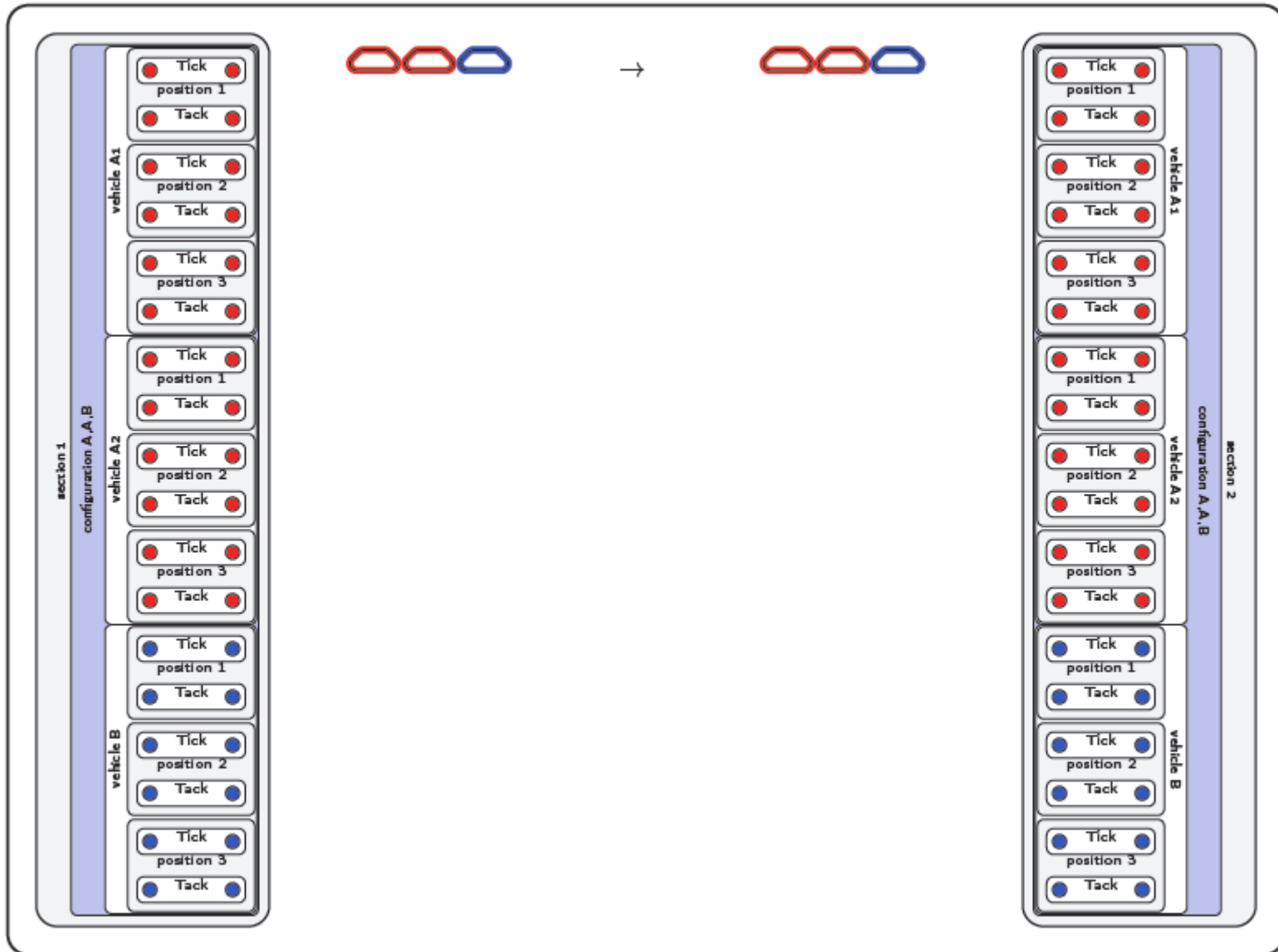
Zeit	Zug	Richtung	G	F	E	D	C	B	A
00.34	EN 261	Jahn-Kingara							
05.36	IC 2031	Wrocław / Warschau / Braunschweig / Leipzig / Halle / Flughafen / Kassel							
06.21	ICE 740 / 730	Angsbjerg in Harnø							
06.40	IC 2141	Kiel / Bonn / Flughafen / Köln							
07.45	IC 2138	Dresden / Linz / Dortmund							
07.45	IC 2138	Bremen							
08.45	IC 2134	Bremen / Varel / Oldenburg / Osnabrück							
09.40	IC 2044	Dresden / Chemnitz / Regensburg / Passau							
10.45	IC 2132	Ostfriesland							
11.40	IC 2130	Dresden / Chemnitz / Regensburg / Passau							
12.45	IC 2130	Dresden / Chemnitz / Regensburg / Passau							
13.40	IC 2138	Dresden / Linz / Dortmund							
14.45	IC 2138	Dresden / Linz / Dortmund							
15.31	IC 2138	Dresden / Linz / Dortmund							
16.45	IC 2130	Dresden / Chemnitz / Regensburg / Passau							
17.40	IC 2142	Dresden / Chemnitz / Regensburg / Passau							
18.45	IC 2134	Bremen / Varel / Oldenburg / Osnabrück							

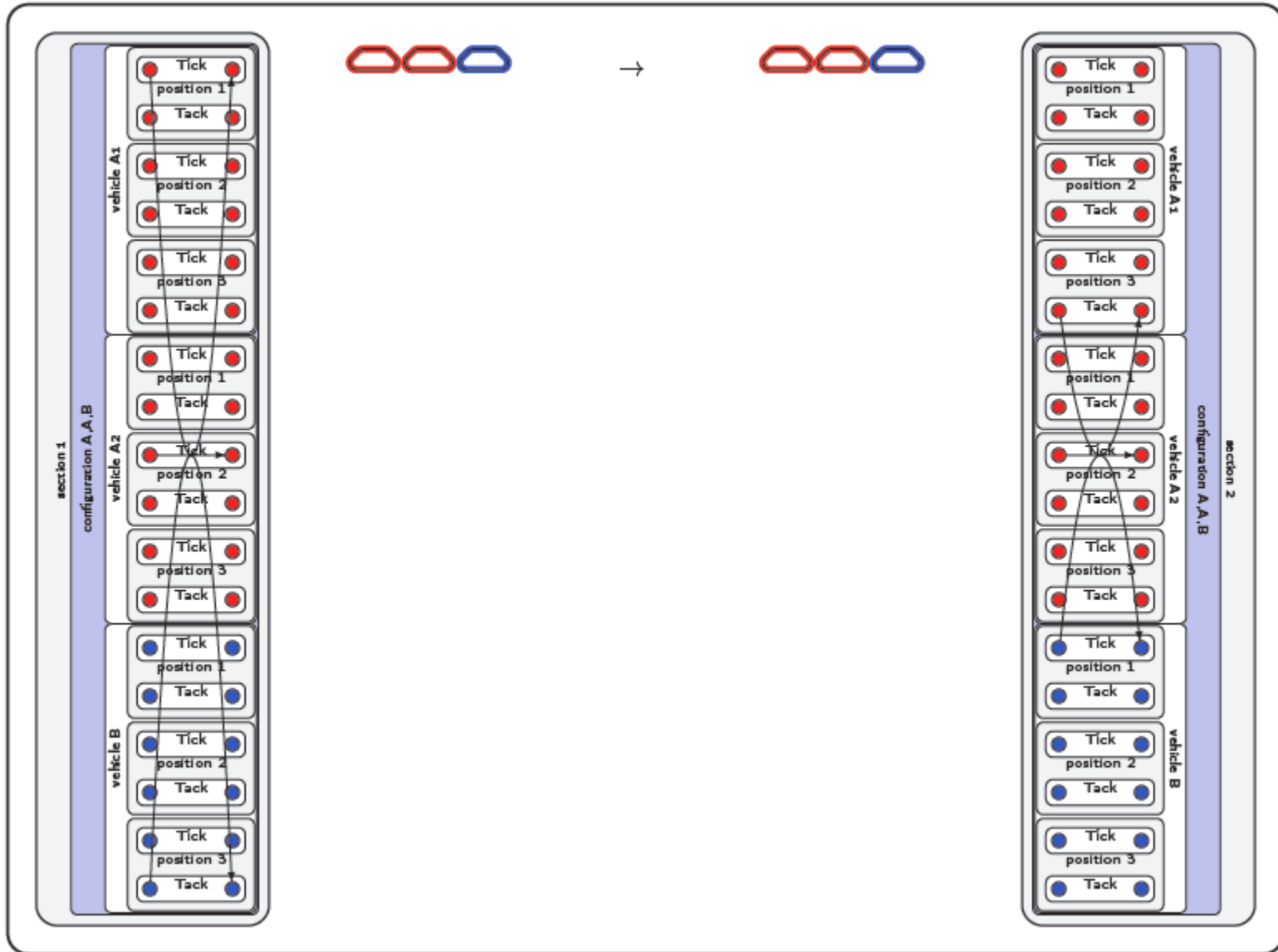


Photos courtesy of DB Mobility Logistics AG

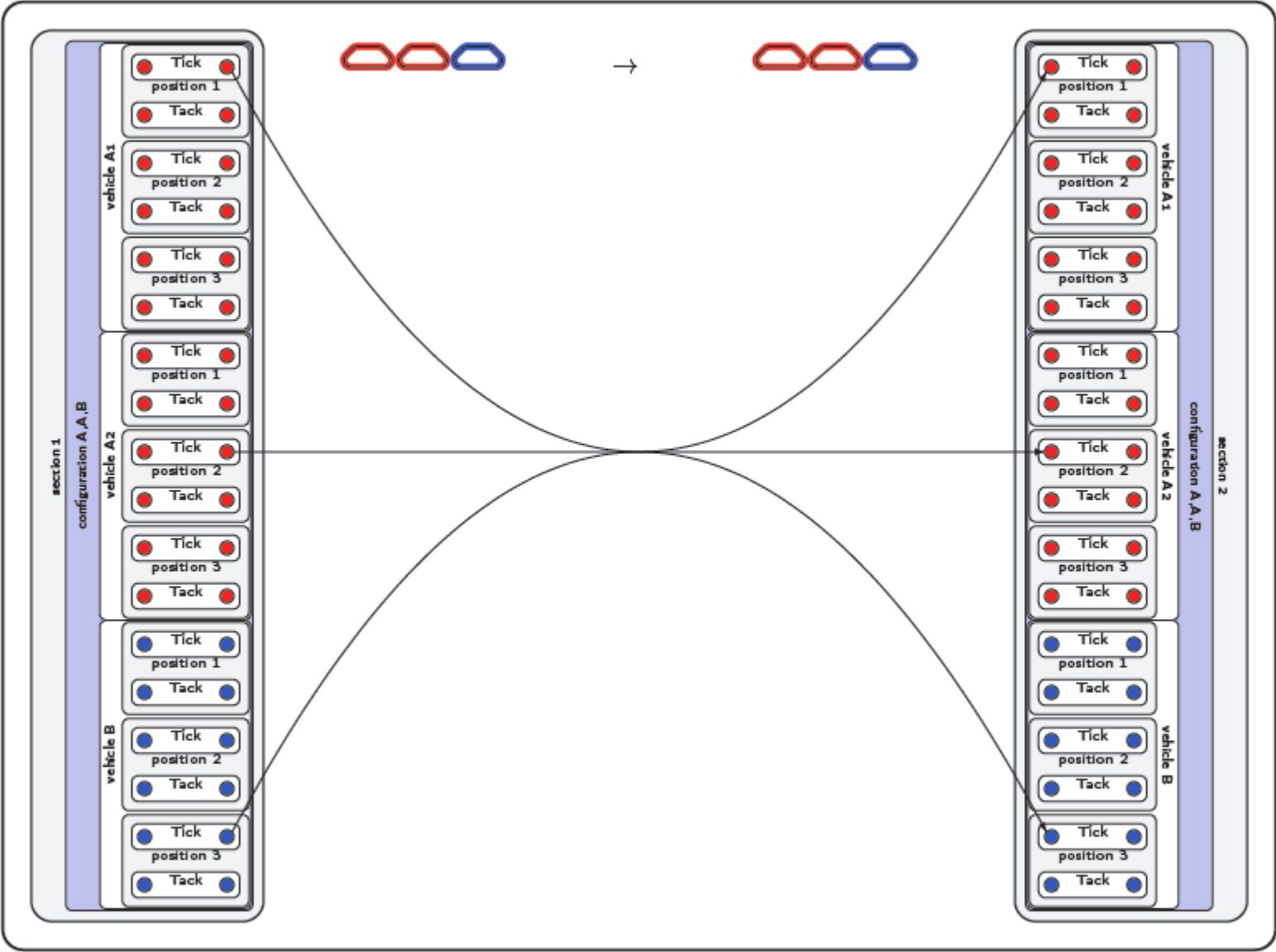
Train Composition: Type, Order, Orientation



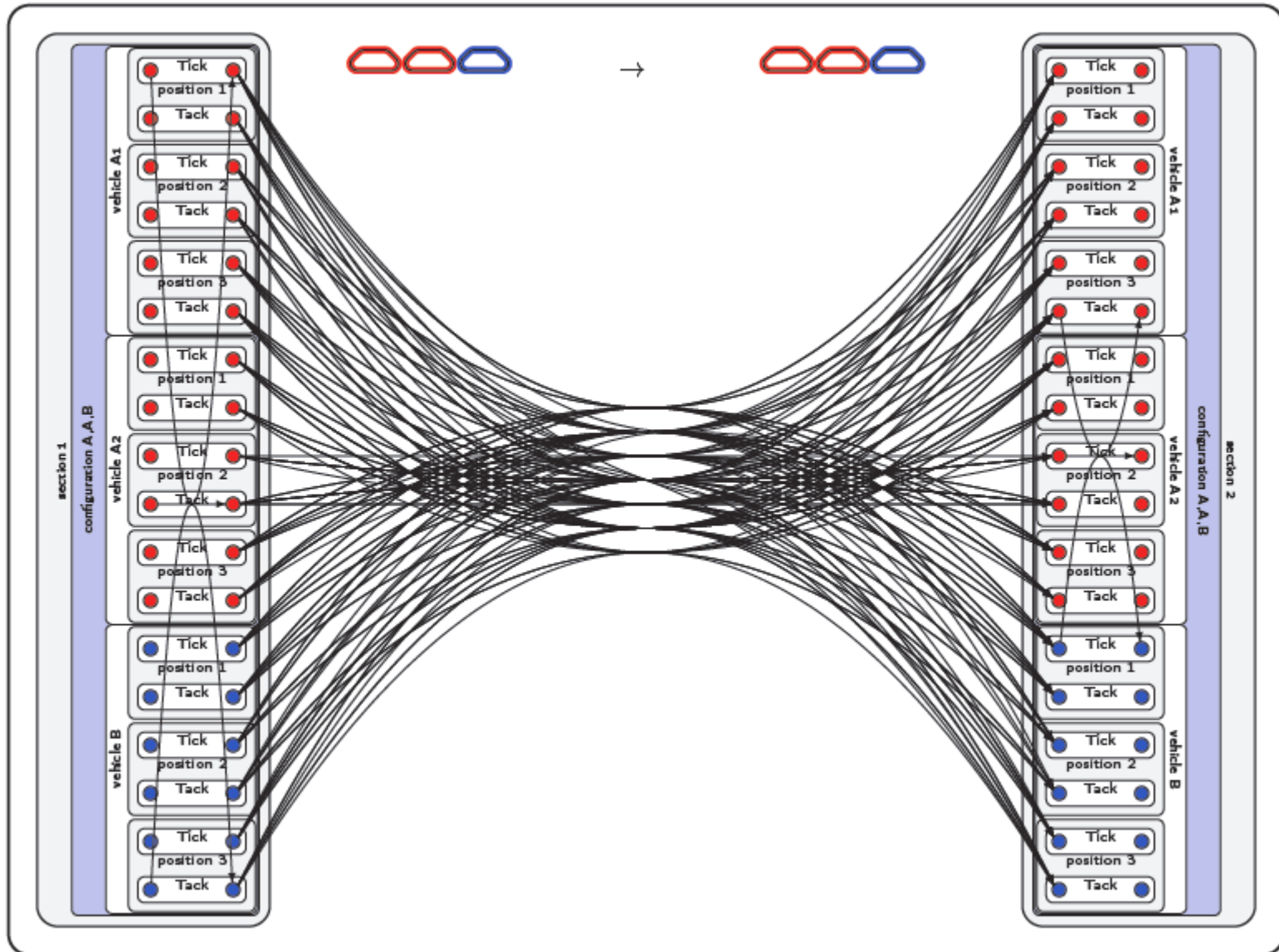


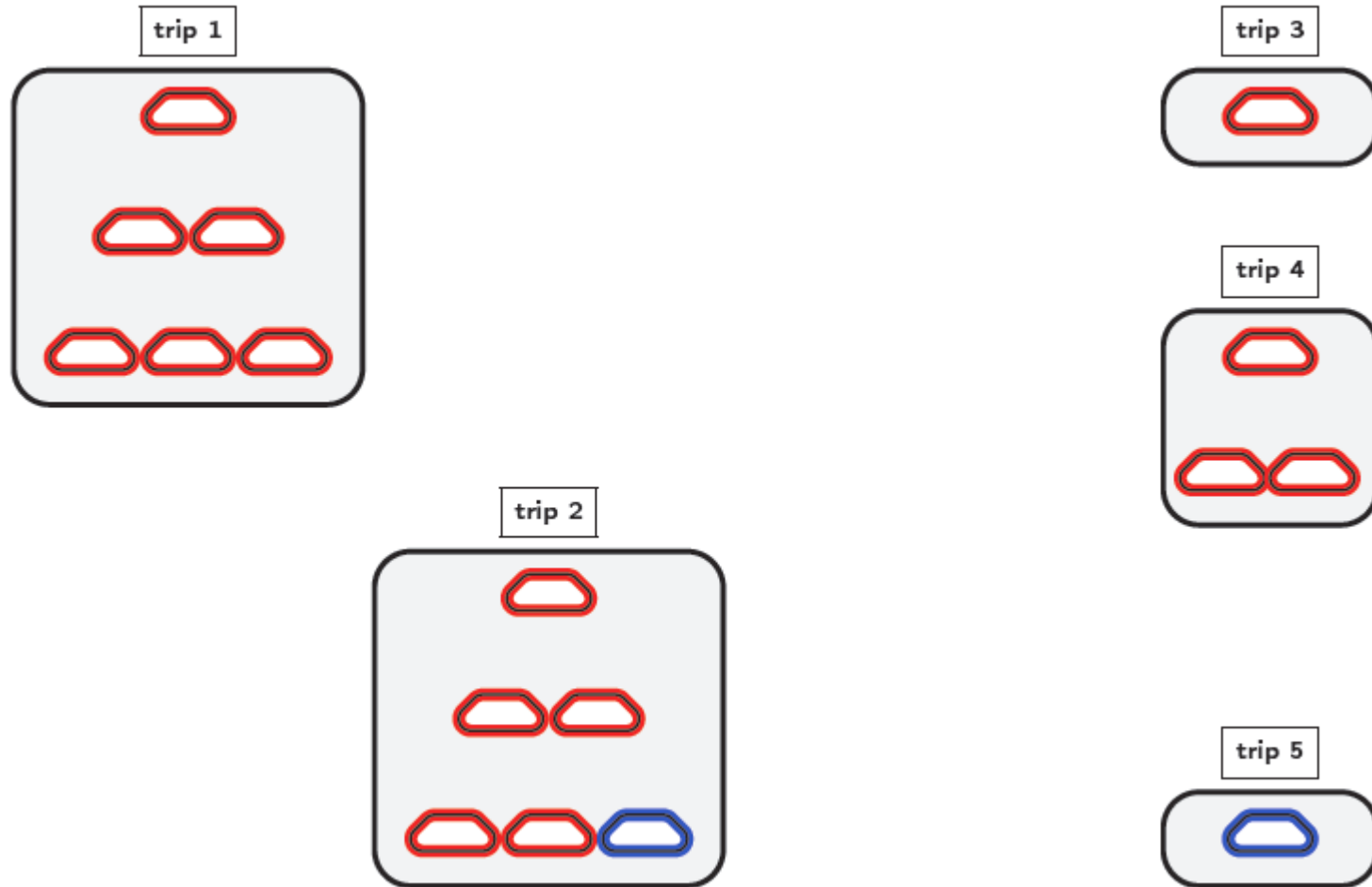


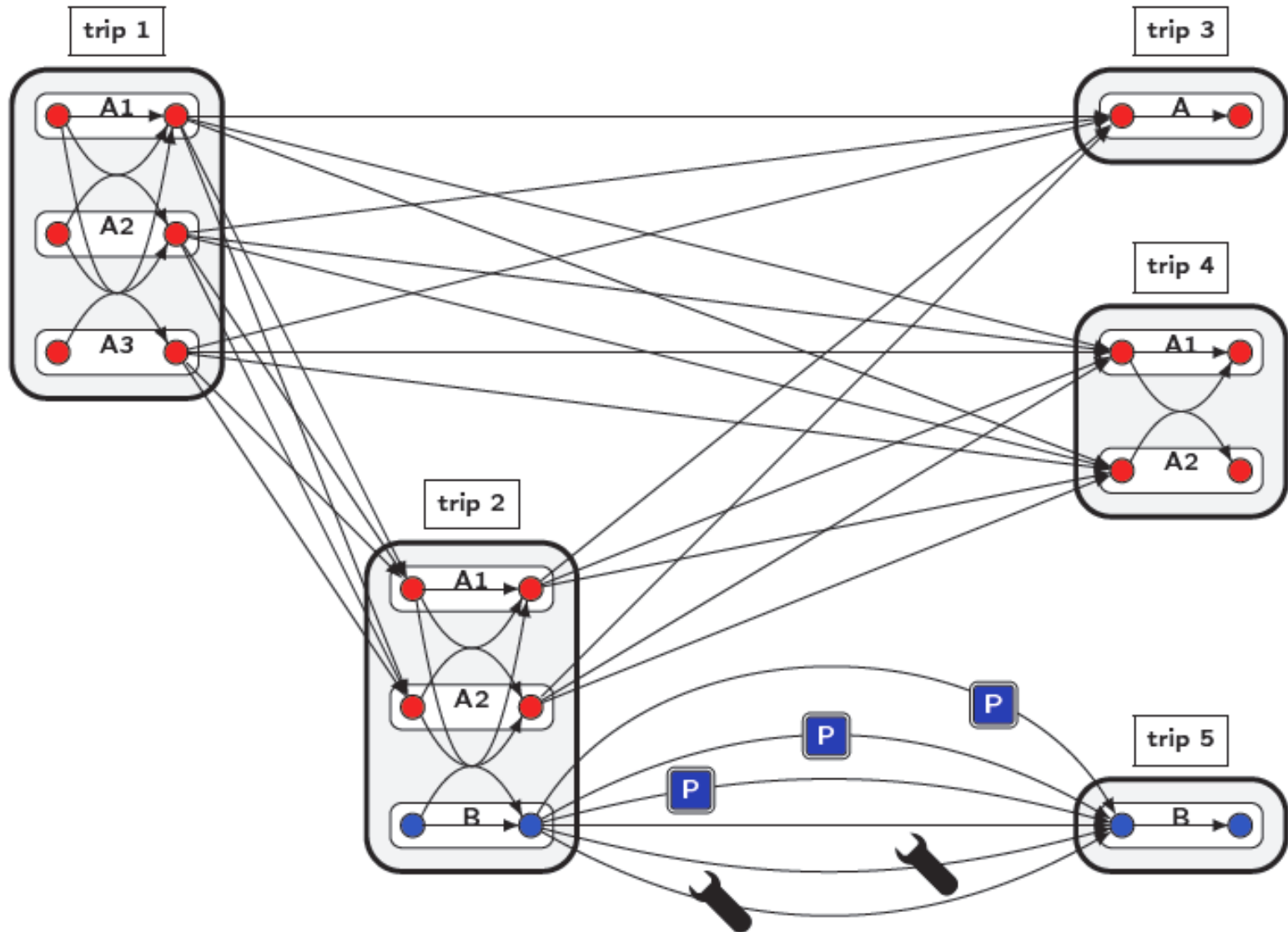
Hypergraph Model



Hypergraph Model







Vehicle Rotation Planning Problem

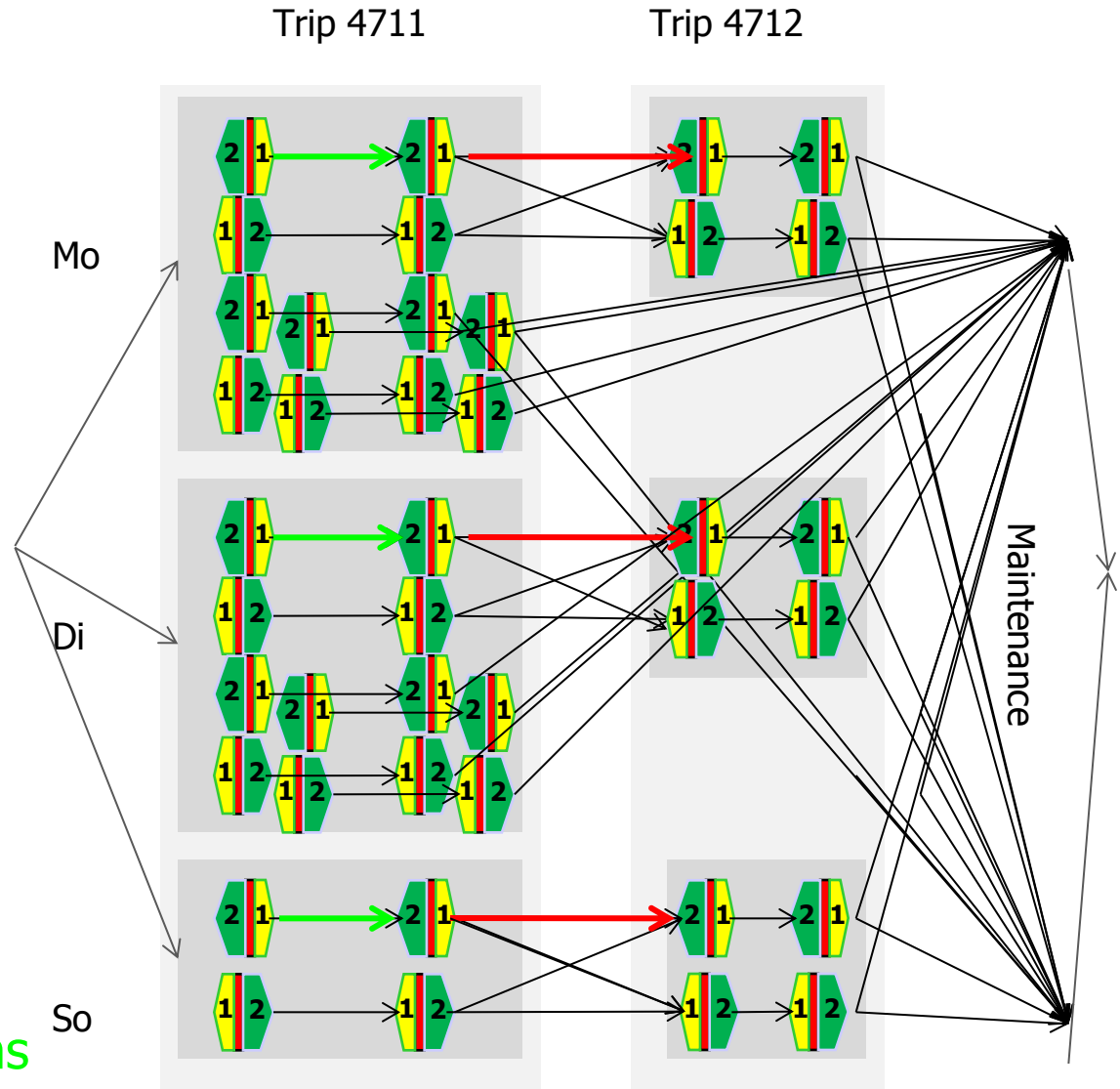
Cover all timetabled trips by rotations such that turns and train composition are regular.

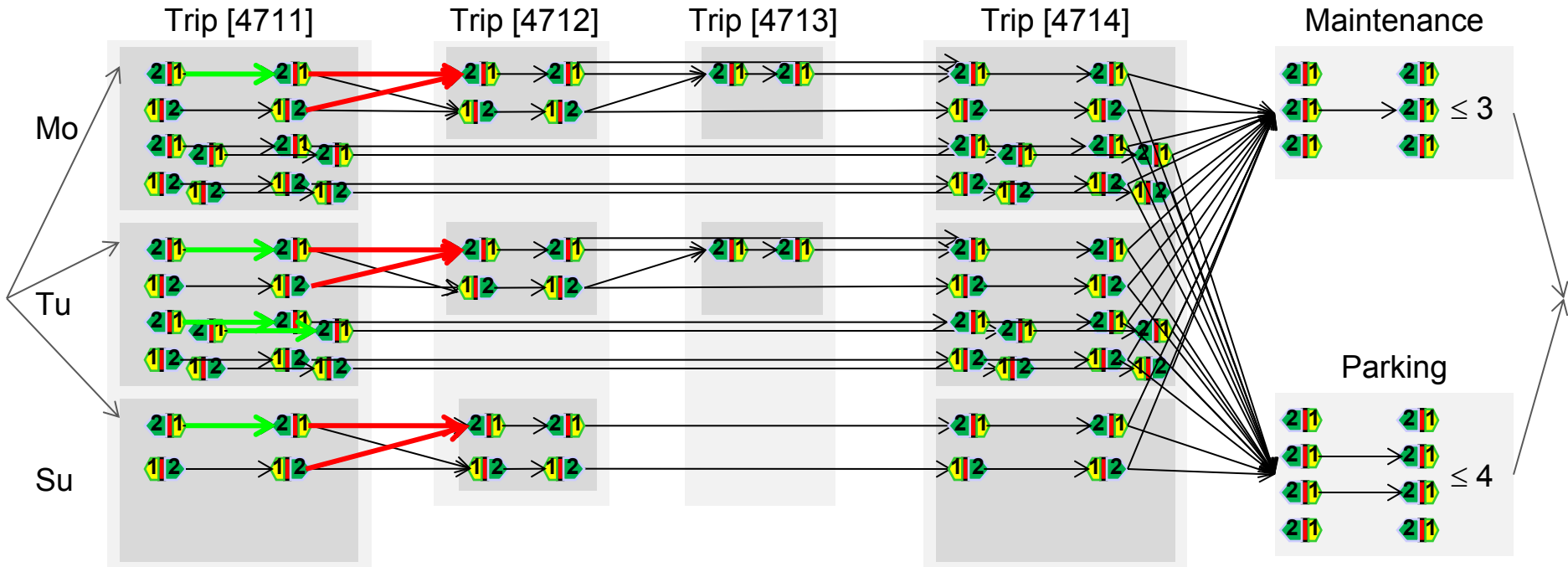
Hypergraph Multi Commodity Flow Problem

Find a cost minimal hyperflow such that every node configuration is covered by exactly one hyperarc.

Hyperarcs for

- (regular) turns
- (regular) train compositions





- ▶ Subarc variables x_a
- ▶ Multiarc variables x_m for
 - ▶ uniform turns
 - ▶ uniform train compositions
- ▶ Flow conserv./flow constr.

$$\min c^T x$$

$$x(d, \delta^+(v)) = x(d, \delta^-(v)) \quad \forall v \in V, d \in D$$

$$x(\delta^+(t)) = 1 \quad \forall t \in T$$

$$x \in \{0,1\}^{A \cup M}$$

- Row and column index sets $I = [m], J = [n]$
- Matrix $A \in \mathbb{R}^{I \times J}$
- Rhs $b \in \mathbb{R}^I$
- Objective $c \in \mathbb{R}^J$
- Linear Program

and its dual

$$\begin{aligned} \min \quad & c^T x \\ & Ax = b \\ & x \geq 0 \end{aligned}$$

$$\begin{aligned} \max \quad & y^T b \\ & y^T A = c^T \\ & y \in \mathbb{R}^I \end{aligned}$$

- Aggregate/project the rows I of the (LP) by a problem specific coarsening projection $[\cdot]: I \rightarrow [I]$ (induces an equivalence relation)
- For a column vector $v \in \mathbb{R}^I$ we define the coarsening of v as
$$[v][i] := (\min\{v_k: k \in I, [k] = [i]\}, \max\{v_k: k \in I, [k] = [i]\}) \cdot \tau(v, i)$$
where $\tau(v, i) := |\{v_k \neq 0: [k] = [i]\}|$
- Coarse bmatrix $[A]$, coarse dual vector $[\pi]$
- Coarse objective function $[c] := c$ (no coarsening)

$$\min [c]^T x, [A]x [=][b], x \in \mathbb{R}^J,$$

where

$$[A]x [=][b]: \Leftrightarrow [b]_{[i]2} \leq \sum_{j \in J} [A \cdot j]_{[i]1} x_j, \sum_{j \in J} [A \cdot j]_{[i]1} x_j \leq [b]_{[i]2}, \forall [i].$$

Let $P(A, b) := \{Ax = b, x \geq 0\}$ and $P([A], [b]) := \{[A]x [=][b], x \geq 0\}$.

Lemma (B., Reuther, Schlechte, Weider [2015])

$$P(A, b) \subseteq P([A], [b]).$$

- Multiplication of pairs $(a_1, b_1), (a_2, b_2) \in \mathbb{R}^2$:

$$(a_1, b_1) \cdot (a_2, b_2) := \max\{a_1 b_1, a_1 b_2, a_2 b_1, a_2 b_2\}$$

- Coarse reduced cost for column j

$$\bar{c}_j := [c_j] - [\pi]^T \cdot [a_j]$$

Lemma (B., Reuther, Schlechte, Weider [2015])

The coarse reduced cost always underestimates the original reduced cost

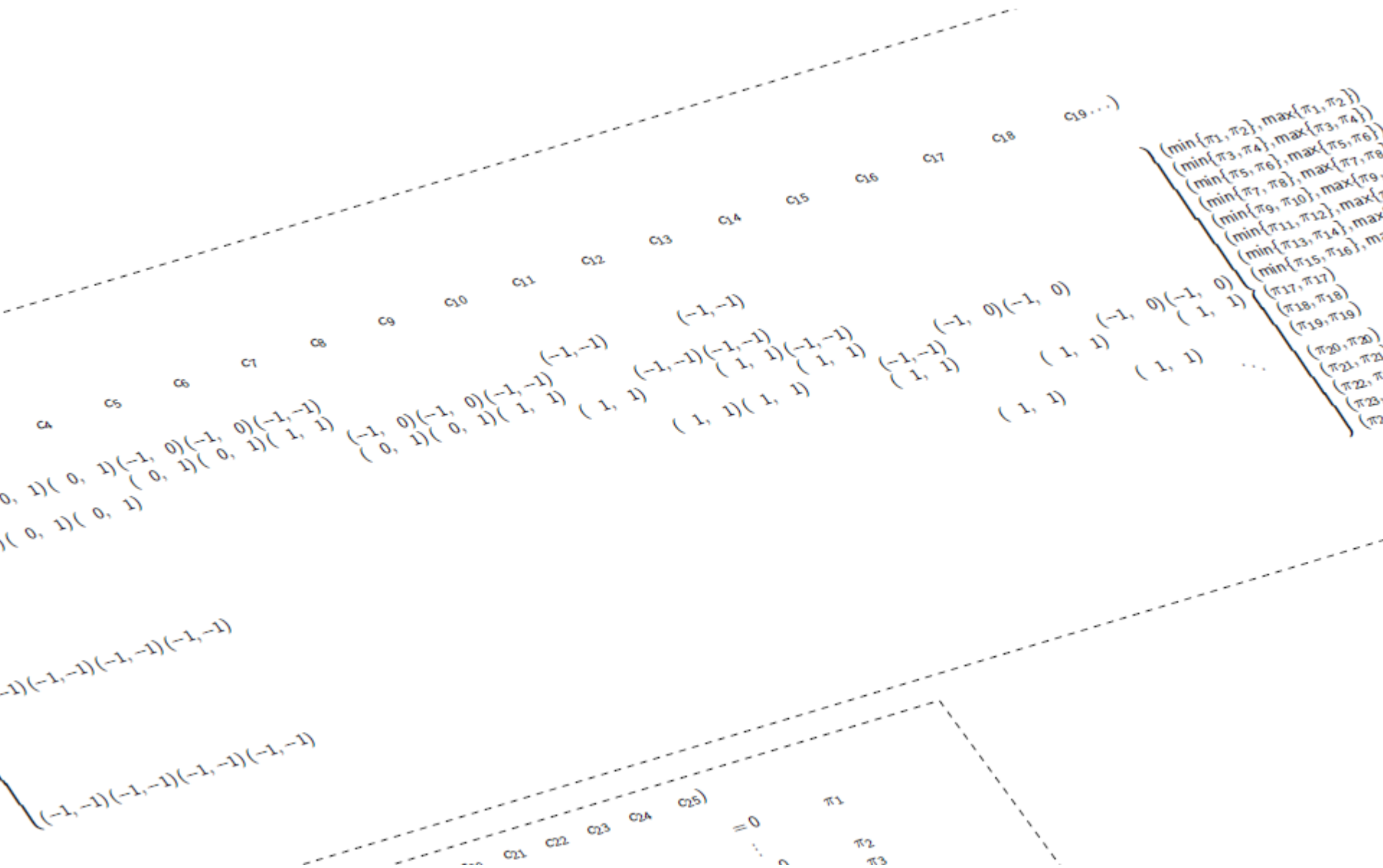
$$\bar{c}_j := [c_j] - [\pi]^T \cdot [a_j] \leq c_j - \pi^T \cdot a_j = \bar{c}_j.$$

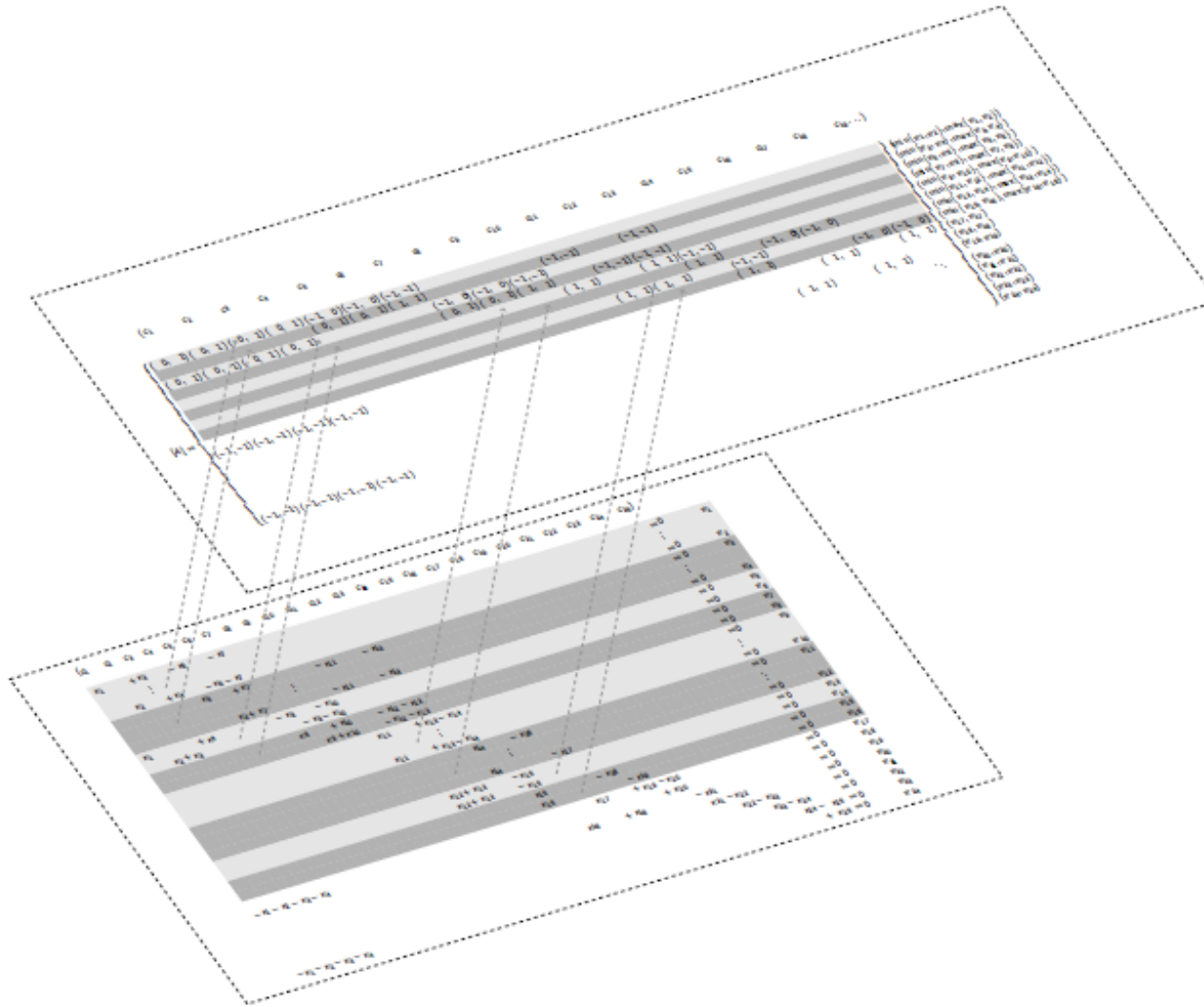
- Use the coarse reduced cost for pricing in the fine model.

Example

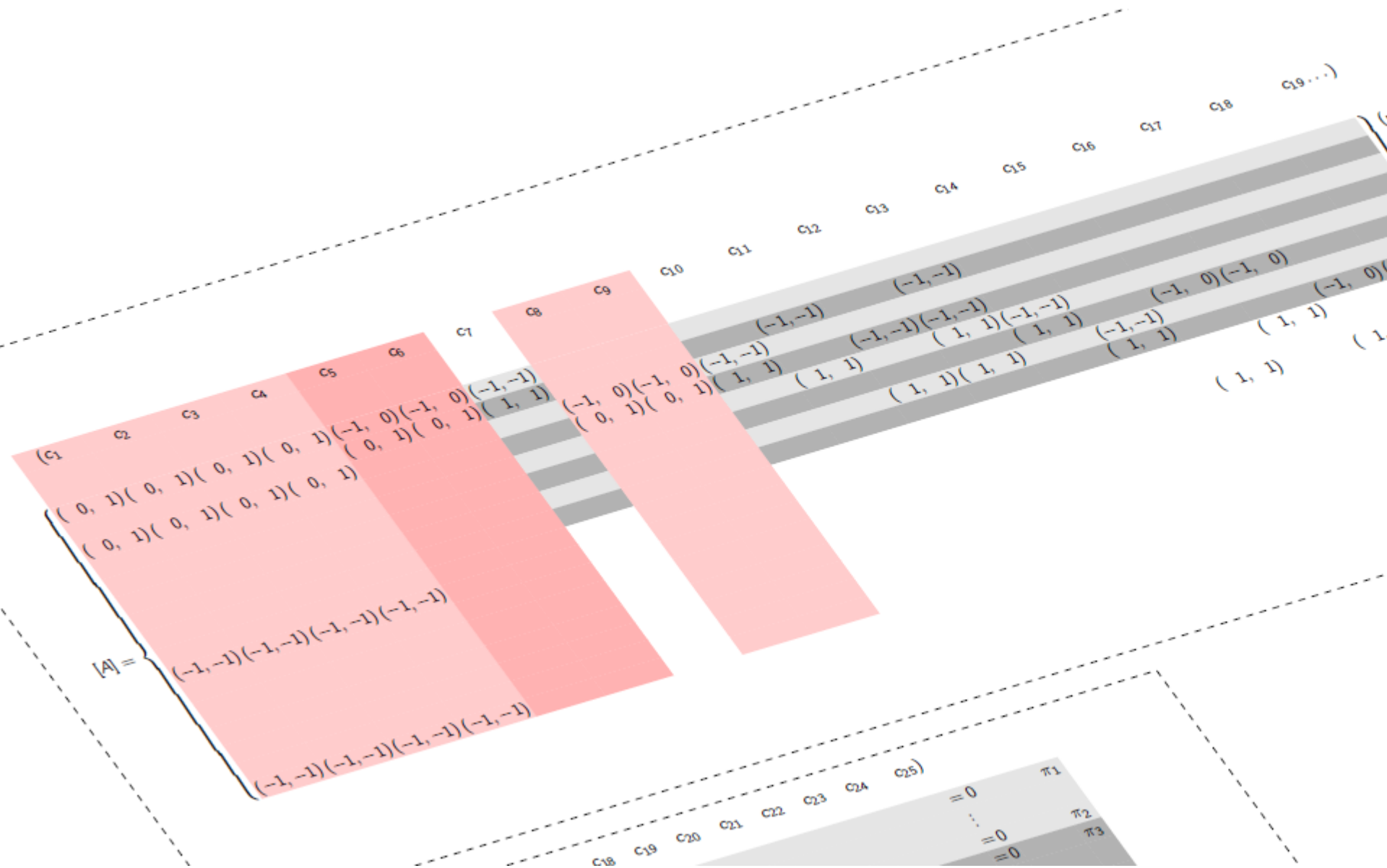
$(c_1$	c_2	c_3	c_4	c_5	c_6	c_7	c_8	c_9	c_{10}	c_{11}	c_{12}	c_{13}	c_{14}	c_{15}	c_{16}	c_{17}	c_{18}	c_{19}	c_{20}	c_{21}	c_{22}	c_{23}	c_{24}	c_{25}			
x_1	$+x_3$		$-x_5$			$-x_7$																				$= 0$	π_1
	\vdots																									\vdots	
	x_2	$+x_4$		$-x_6 - x_7$																						$= 0$	π_2
			x_5	$+x_7$						$-x_{11}$	$-x_{13}$														$= 0$	π_3	
								\vdots																	\vdots		
				$x_6 + x_7$						$-x_{11}$	$-x_{13}$															$= 0$	π_4
x_1		$+x_4$				$-x_8$	$-x_{10}$																			$= 0$	π_5
	$x_2 + x_3$						$-x_9 - x_{10}$																			$= 0$	π_6
						x_8	$+x_{10}$			$-x_{12} - x_{13}$																$= 0$	π_7
							$x_9 + x_{10}$			$-x_{12} - x_{13}$																$= 0$	π_8
									x_{11}	$+x_{13} - x_{14}$																$= 0$	π_9
										\vdots															\vdots		
									x_{11}	$+x_{13} - x_{14}$																$= 0$	π_{10}
											x_{14}	$-x_{16}$														$= 0$	π_{11}
												\vdots													\vdots		
											x_{14}		$-x_{17}$													$= 0$	π_{12}
											$x_{12} + x_{13}$	$-x_{15}$														$= 0$	π_{13}
											$x_{12} + x_{13}$	$-x_{15}$														$= 0$	π_{14}
												x_{15}		$-x_{18}$												$= 0$	π_{15}
												x_{15}			$-x_{19}$											$= 0$	π_{16}
													x_{17}	$+x_{19} - x_{20}$												$= 0$	π_{17}
														$+x_{20}$												$= 0$	π_{18}
$-x_1 - x_2 - x_3 - x_4$															x_{16}	$+x_{18}$			$-x_{21}$							$= 0$	π_{19}
																				$x_{21} - x_{22}$						$= 0$	π_{20}
																					$x_{22} - x_{23}$					$= 0$	π_{21}
																						$x_{23} - x_{24}$				$= 0$	π_{22}
																							$x_{24} - x_{25}$			$= 0$	π_{23}

Example

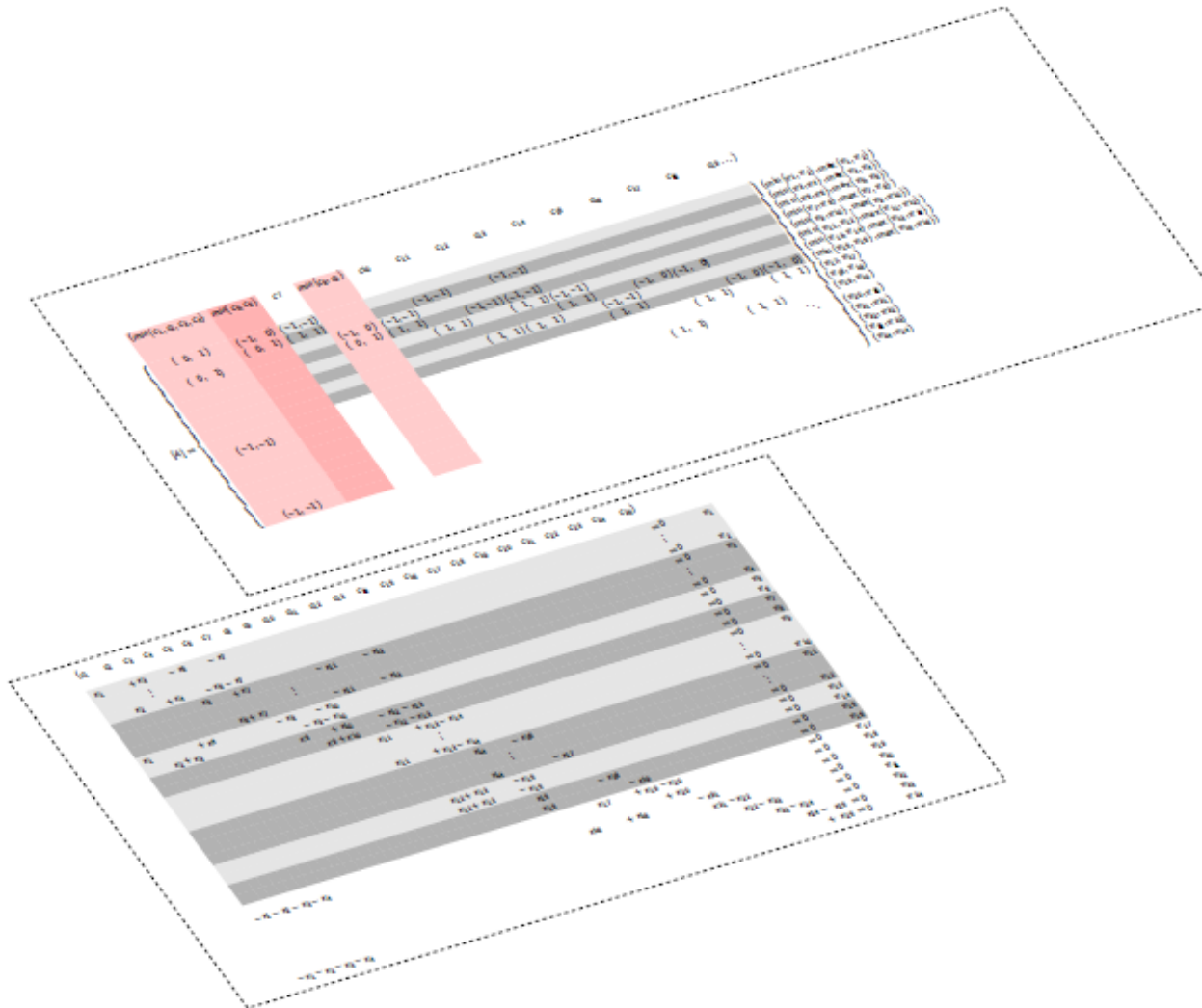




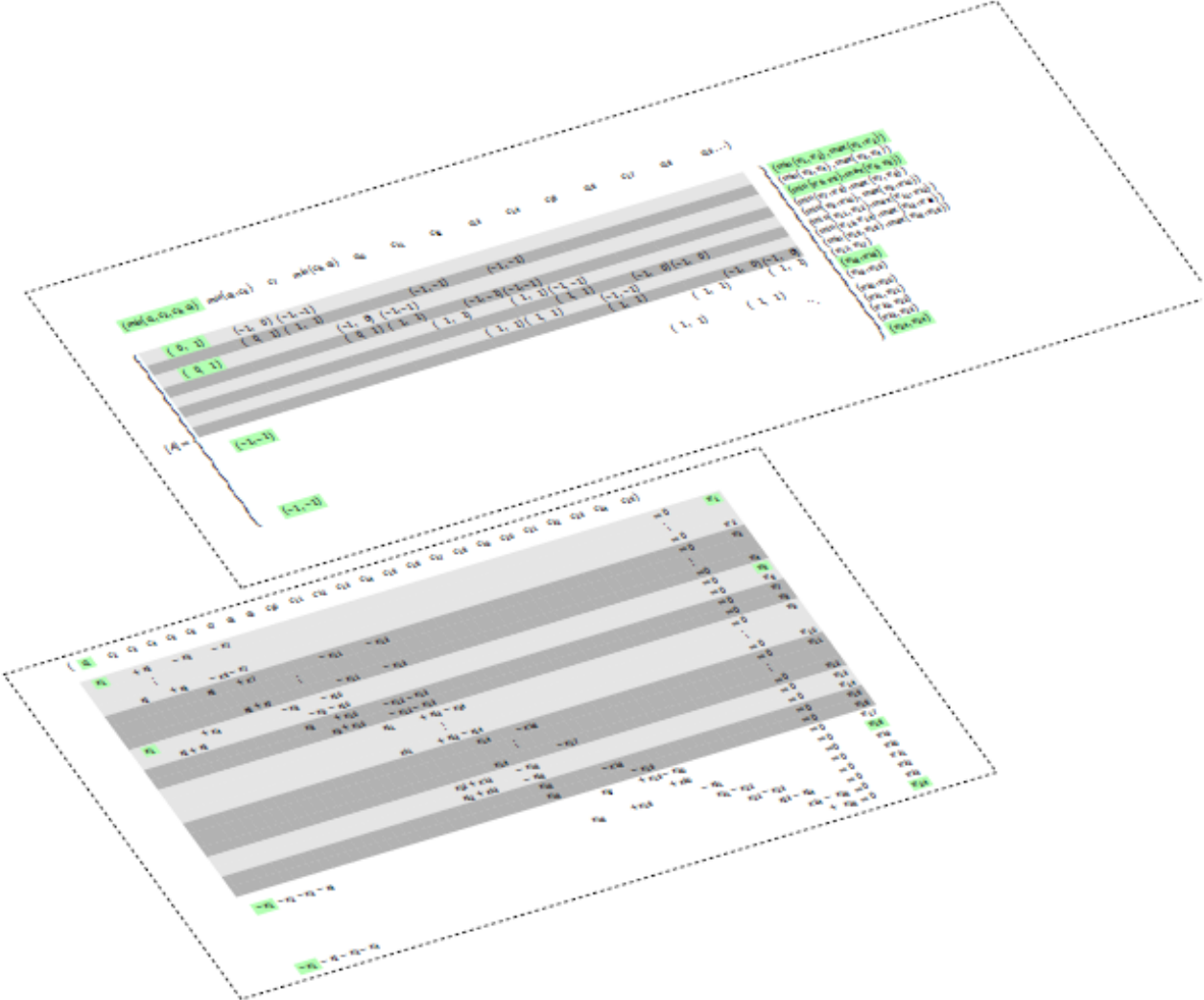
Example



Example



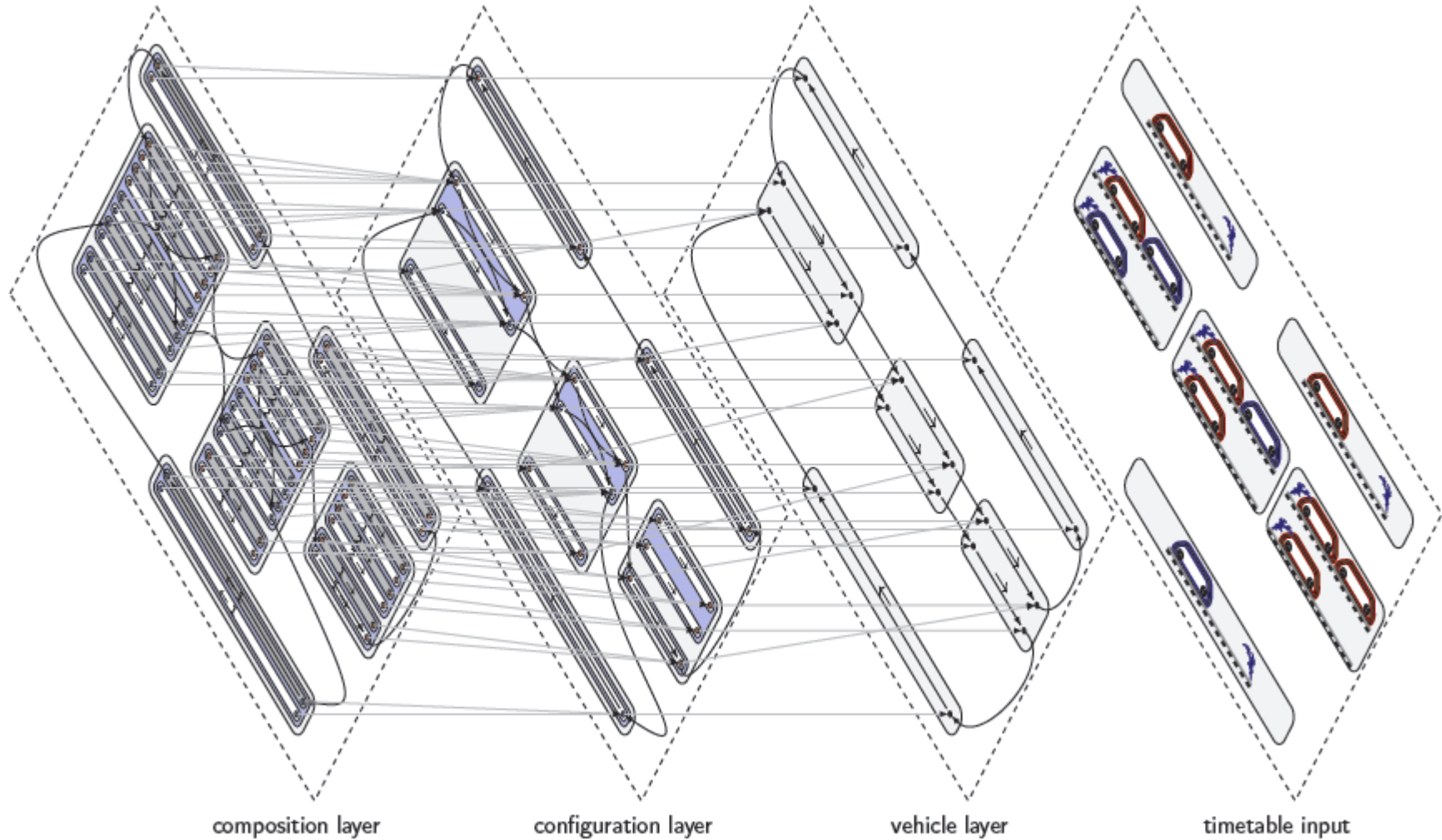
Example



Problem specific layers:

- composition layer (fine, already seen)
- configuration layer (coarse)
- vehicle layer (very coarse)

The layers are defined in terms of projections of hypergraphs that correspond to the projection of rows of the LP/IP.



Railway Constraints

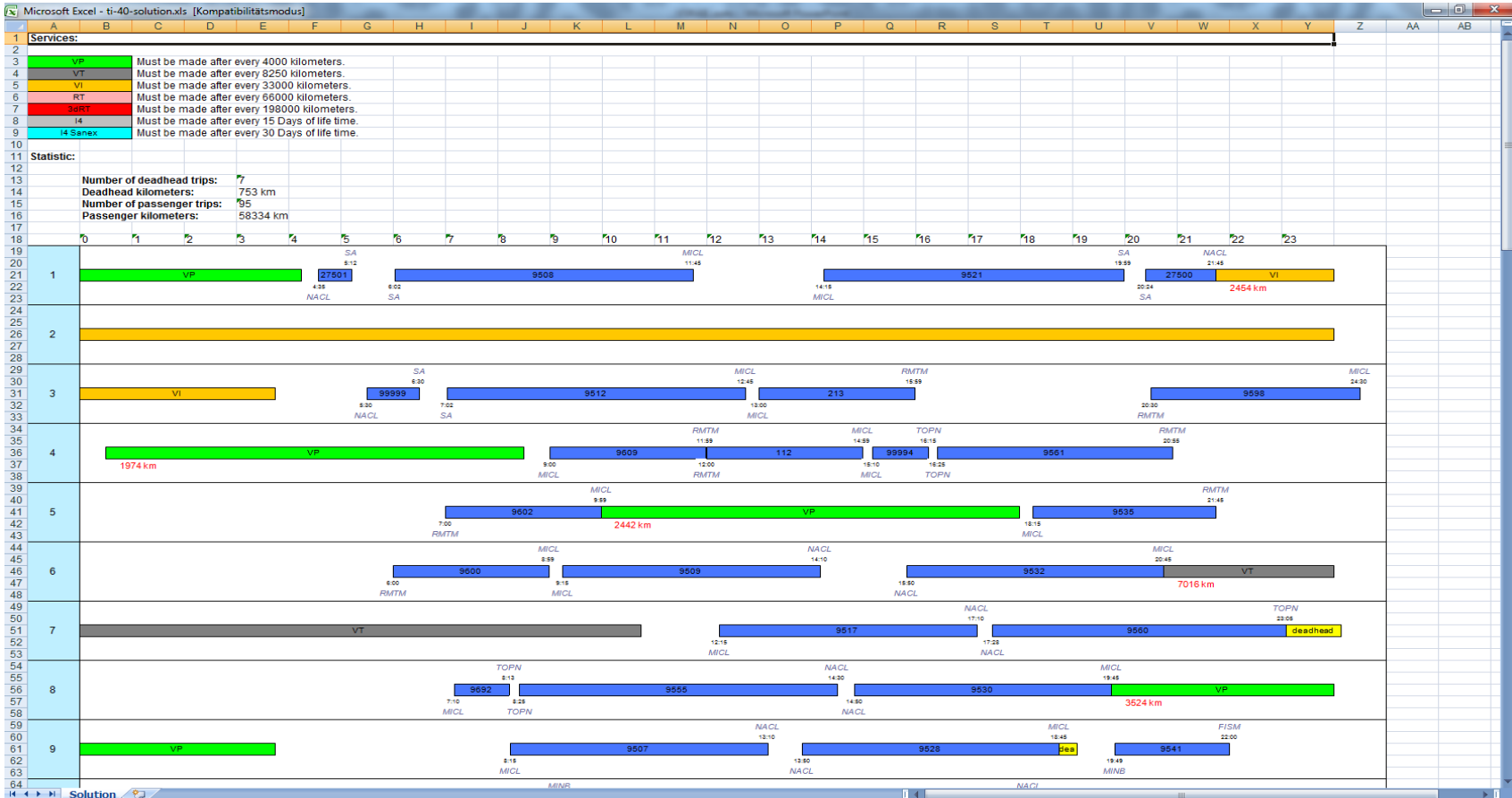
Wagenstandanzeiger Gleis 11

Zeit	Zug	Richtung	G	F	E	D	C	B	A
00.34	EN 261	Frankfurt Wuppertal Wuppertal / Wuppertal							
05.36	IC 2031	Wuppertal Wuppertal / Wuppertal / Wuppertal							
06.21	ICE 740 / 730	Angebote in Fernverkehr Köln / Bonn Flughafen Köln							
06.40	IC 2141	Wuppertal Wuppertal / Wuppertal							
07.45	IC 2138	Düsseldorf Wuppertal Wuppertal / Wuppertal							
07.45	IC 2138	Bremen							
08.45	IC 2134	Bremen Wuppertal Wuppertal / Wuppertal							
09.40	IC 2044	Wuppertal Wuppertal / Wuppertal							
10.45	IC 2132	Ostfriesland Wuppertal Wuppertal / Wuppertal							
11.40	IC 2130	Wuppertal Wuppertal / Wuppertal							
12.45	IC 2130	Wuppertal Wuppertal / Wuppertal							
13.40	IC 2138	Wuppertal Wuppertal / Wuppertal							
14.45	IC 2138	Wuppertal Wuppertal / Wuppertal							
15.31	IC 2138	Wuppertal Wuppertal / Wuppertal							
16.45	IC 2138	Wuppertal Wuppertal / Wuppertal							
17.40	IC 2142	Wuppertal Wuppertal / Wuppertal							
18.45	IC 2134	Wuppertal Wuppertal / Wuppertal							



Photos courtesy of DB Mobility Logistics AG

Maintenance: Service Intervals



- Blue: timetabled trips
- Green: 4000 km treatment
- Dark gray: 8250 km treatment
- Yellow: 33000 km treatment

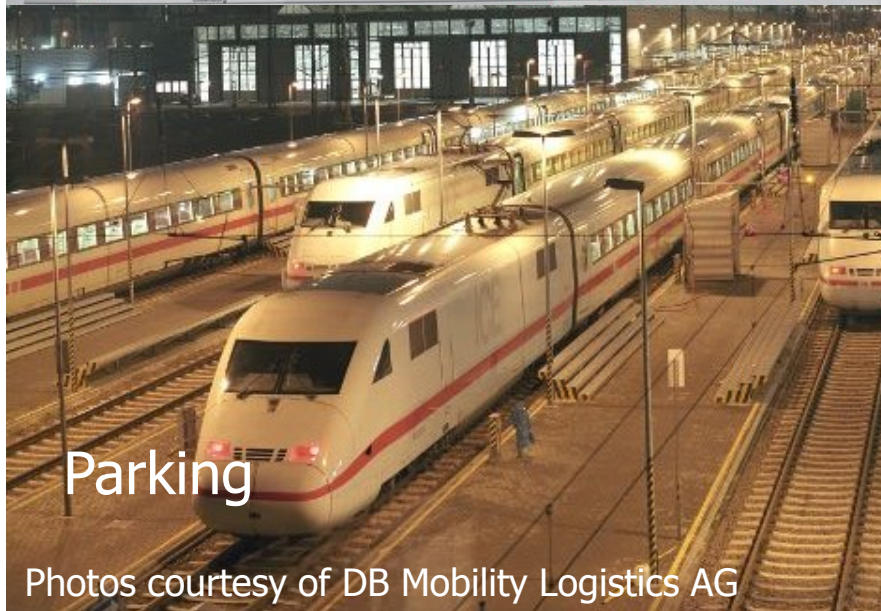
- Pink: 66000 km treatment
- Red: 198000 km treatment
- Light gray: 15 days treatment
- Turquoise: 30 days treatment

Railway Constraints

Wagenstandanzeiger Gleis 11

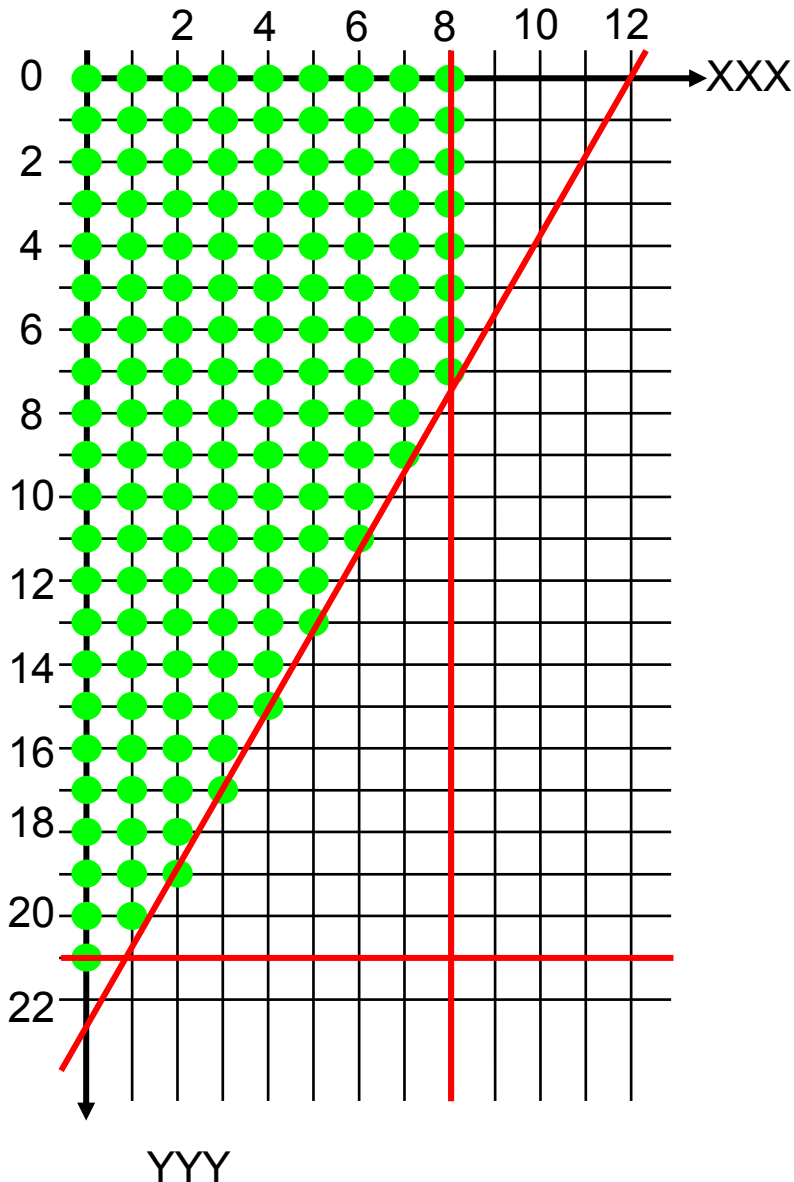
Zeit	Zug	Richtung	G	F	E	D	C	B	A
00.34	EN 261	von Köln							
05.36	IC 2031	von Warschau / Braunschweig / Leipzig / Halle / Flughafen Köln							
06.21	ICE 740 / 730	Abgang in Richtung Köln / Bonn Flughafen Köln							
06.40	IC 2141	von Berlin							
07.45	IC 2138	von Amsterdam Centraal							
07.45	IC 2138	von Bremen							
08.45	IC 2134	von Bremen							
09.40	IC 2044	von Osnabrück							
10.45	IC 2132	von Osnabrück							
11.40	IC 2130	von Osnabrück							
12.45	IC 2130	von Osnabrück							
13.40	IC 2138	von Osnabrück							
14.45	IC 2138	von Osnabrück							
15.31	IC 2138	von Osnabrück							
16.45	IC 2130	von Osnabrück							
17.40	IC 2142	von Osnabrück							
18.45	IC 2034	von Osnabrück							

Regularity



Photos courtesy of DB Mobility Logistics AG

Parking: Keeping It Simple



Siding	Length/m	Feasible Assignments
1	570	XXX, YYY, XXX+YYY, YYY+YYY
2	480	XXX, YYY, YYY+YYY
3	430	XXX, YYY, YYY+YYY
4,5,6	420	XXX, YYY, YYY+YYY
7	410	XXX, YYY, YYY+YYY
8	390	XXX, YYY
9,10,11	240	YYY
12,13,14	210	YYY

Real World Example: Scenario 1

Input	#	Objective	Goal
Timetabled trips	798	Coverage	100%
Connections	171	Rows	Minimum
Maintenance interval <ul style="list-style-type: none"> • Small: every 12500 km @ 1 depot • Monthly: every 25000 km @ 1 depot • Big: every 50000 km @ 1 depot 	3	No of. maintenance services	Minimum
Stations	14		
Depots	7		

Objective	Reference solution	VS-OPT rail
Rows	20 + 300 km deadhead	19 + 300 km deadhead
CPU time (hh:mm)	—:—	00:20

Input	#	Objective	Goal
Timetabled trips	1292	Trip coverage	100%
Connections	1009	Rows	Minimum
Maintenance intervals <ul style="list-style-type: none"> • Refuel: every 600 km @ 10 depots • Small: every 15000 km @ 1 depot • Big: every 60000 km @ 1 depot) 	3	No of maintenance services	Minimum
Stations	26		
Depots	34		

Objective	Reference solution	VS-OPT rail
Rows	29 + 5500 km deadhead	26 + 3300 km deadhead
CPU time (hh:mm)	—:—	08:48



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