# Benders decomposition for a carsharing pricing problem under uncertainty 

Giovanni Pantuso<br>Dept.Mathematical Sciences<br>University of Copenhagen

## In a nutshell

- A possible way to dynamically adjust prices in carsharing services
- A stochastic programming model
- An exact algorithm
- Some results

Focus:

- One-way car-sharing service

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Problem:

- Imbalanced distributions

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A possible fix:

- Adjust prices as the distribution changes

Take into account

- Users choose among different transport modes (e.g., metro, carsharing, bike, bus)

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- Users have preferences (price, walking distance, crowd, time, weather...)
- Preferences are not fully known to the CS company


## Assumption

Zones


## Assumption

Drop-off fee + per-minute fee


## Assumption

Alternative transport services


## The problem

Given

- A target period (e.g., 14:00-15:00)

Decide

Maximize profits

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- Cumulative mobility demand between each pair of zones in the target period

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- Usage and relocation costs

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- A target period (e.g., 14:00-15:00)
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- Usage and relocation costs
- A model of customers preferences

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- the drop-off fees for the target period $\left(\lambda_{i j 1}\right)$

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## The problem

Given

- A target period (e.g., 14:00-15:00)
- Current position of the vehicles
- Cumulative mobility demand between each pair of zones in the target period
- Usage and relocation costs
- A model of customers preferences

Decide

- the drop-off fees for the target period $\left(\lambda_{i j l}\right)$
- the relocations to perform $\left(z_{v i}\right)$

Maximize profits

## The model

$$
\begin{array}{lr}
\max -\sum_{v \in \mathcal{V}} \sum_{i \in \mathcal{I}} C_{v i}^{R} z_{v i}+Q(z, \lambda) & v \in \mathcal{V} \\
\sum_{i \in \mathcal{I}} z_{v i}=1 & i, j \in \mathcal{I} \\
\sum_{l \in \mathcal{L}} \lambda_{i j l}=1 & i \in \mathcal{I}, v \in \mathcal{V} \\
z_{v i} \in\{0,1\} & i, j \in \mathcal{I}, l \in \mathcal{L} .
\end{array}
$$

## The model

$$
Q(z, \lambda):=\mathbb{E}_{\tilde{\xi}}[Q(z, \lambda, \xi)]
$$

$\tilde{\xi}$ models the uncertain preferences of the customers

## Customers response

Each customer has unique preferences

$$
F_{k v}\left(p_{v}, \pi_{v i j}^{1}, \ldots, \pi_{v i j}^{N}\right)+\tilde{\xi}_{k v}
$$

## Customers response

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$$
\begin{gathered}
F_{k v}\left(p_{v}, \pi_{v i j}^{1}, \ldots, \pi_{v i j}^{N}\right)+\tilde{\xi}_{k v} \\
\tilde{\xi}=\left(\xi_{k v}\right)_{k \in \mathcal{K}, v \in \mathcal{V}}
\end{gathered}
$$

## Customers response

Given a realization $\xi$ of $\tilde{\xi}$ we know what customers prefer.

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Given a realization $\xi$ of $\tilde{\xi}$ we know what customers prefer.
For each $\xi$ realization (scenario) we can spot the set of customers $\mathcal{R}(\xi)$ which would use CS at some price level.

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- Each customer gets at most one car
- A customer uses CS if the drop-off fee is low enough
- First-come-first-served


## Second stage

$$
\begin{align*}
& Q(z, \lambda, \xi)=\max \sum_{r \in \mathcal{R}(\xi)} \sum_{v \in \mathcal{V}} \sum_{I \in \mathcal{\mathcal { L } _ { r }}(\xi)} R_{v r \mid} y_{v r l} \\
& \sum_{v \in \mathcal{V}} \sum_{I \in \mathcal{L}_{r}(\xi)} y_{v r l} \leq 1 \\
& \sum_{r \in \mathcal{R}(\xi)} \sum_{r \in \mathcal{\mathcal { L } _ { r }}(\xi)} y_{v r l} \leq 1 \\
& \sum_{I \in \mathcal{\mathcal { L } _ { 1 }}(\xi)} y_{v, r_{1}, I}+\sum_{r_{2} \in \mathcal{R}_{r_{1}}(\xi)} \sum_{l \in \mathcal{L}_{r_{2}}(\xi)} y_{v, r_{2}, l} \leq z_{v, i\left(r_{1}\right)} \\
& y_{v, r_{1}, l_{1}}+\sum_{r_{2} \in \mathcal{R}_{r_{1}}(\xi)} \sum_{r_{2} \in \mathcal{L}_{r_{2}}(\xi)} y_{v, r_{2}, l_{2}}+\sum_{v_{1} \in \mathcal{V}_{: v_{1}} \neq v} y_{v_{1}, r_{1}, l_{1}} \\
& \geq \lambda_{i\left(r_{1}\right), j\left(r_{j}\right), l_{1}}+z_{v, i\left(r_{1}\right)}-1 \\
& \sum_{v \in \mathcal{V}} y_{v r l} \leq \lambda_{i(r), j(r), l} \\
& y_{v r l} \in\{0,1\} \\
& r_{1} \in \mathcal{R}(\xi), v \in \mathcal{V} \\
& r_{1} \in \mathcal{R}(\xi), v \in \mathcal{V}, l_{1} \in \mathcal{L}_{r_{1}}(\xi) \\
& r \in \mathcal{R}(\xi), I \in \mathcal{L}_{r}(\xi) \\
& r \in \mathcal{R}(\xi), v \in \mathcal{V}, I \in \mathcal{L}_{r}(\xi)
\end{align*}
$$

## Benders decomposition

Two-Stage Stochastic Integer Program, with integers at both stages.

Benders decomposition's key ingredients:

- Fast exact algorithm for the second-stage sub-problems $\left(\mathcal{O}\left(\left|\mathcal{R}\left(\xi_{s}\right)\right| \times|\mathcal{V}|\right)\right)$


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- Complete recourse
- Ad-hoc optimality cuts
- Multi-cut
- Something to help optimality cuts


## Benders decomposition

Master problem

$$
\begin{array}{lr}
\max -\sum_{v \in \mathcal{V}} \sum_{i \in \mathcal{I}} C_{v i}^{R} z_{v i}+\sum_{s \in \mathcal{S}} \pi_{s} \phi_{s} & \\
\sum_{i \in \mathcal{I}} z_{v i s}=1 & v \in \mathcal{V} \\
\sum_{I \in \mathcal{L}} \lambda_{i j l}=1 & i \in \mathcal{I}, j \in \mathcal{J} \\
z_{v i} \in\{0,1\} & i \in \mathcal{I}, v \in \mathcal{V} \\
\lambda_{i j l} \in\{0,1\} & i \in \mathcal{I}, j \in \mathcal{I}, l \in \mathcal{L} \\
\phi_{s} \text { free } & s \in \mathcal{S} .
\end{array}
$$

## Benders decomposition

## Proposition

Let $\left(z^{t}, \lambda^{t}\right)$ be the $t$-th feasible solution to MP, and $Q\left(z, \lambda, \xi_{s}\right)$ its second-stage value for scenario s. The set of cuts

$$
\begin{aligned}
\phi_{s} \leq & \left(Q\left(z, \lambda, \xi_{s}\right)-U_{s}\right)\left(\sum_{(v, i) \in \mathcal{Z}_{t}^{+}} z_{v i}\right. \\
& \left.-\sum_{(v, i) \in \mathcal{Z}_{t}^{-}} z_{v i}+\sum_{(i, j, l) \in \Lambda_{t}^{+}} \lambda_{i j l}-\sum_{(i, j, l) \in \Lambda_{t}^{-}} \lambda_{i j l}\right) \\
& +U_{s}-\left(Q\left(z, \lambda, \xi_{s}\right)-U_{s}\right)\left(\left|\mathcal{Z}_{t}^{+}\right|+\left|\Lambda_{t}^{+}\right|-1\right)
\end{aligned}
$$

defined for all $\left(z^{t}, \lambda^{t}\right)$ feasible to MP is a valid set of optimality cuts.

Proof.

## Benders decomposition



## Benders decomposition



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## Benders decomposition

Computationally catastrofic!

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LP relaxation cuts made it work

## Benders decomposition

Computationally catastrofic!

LP relaxation cuts made it work

Plus some simmetry breaking

## Results

|  |  |  |  | CPLEX |  | L-Shaped |  |  |  |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $\|\mathcal{V}\|$ | $\|\mathcal{K}\|$ | $\alpha^{F R O M}$ | $\alpha^{\text {TO }}$ | gap | t | gap | gapR | gap50 | t |
| 50 | 200 | 0.2 | 0.2 | 0.0014 | 297.99 | 0.4747 | 21.5553 | 0.4747 | 1801.00 |
| 50 | 400 | 0.2 | 0.2 | 0.4151 | 1804.09 | 6.5981 | 59.3308 | 8.9622 | 1800.13 |
| 50 | 600 | 0.2 | 0.2 | - | - | 13.6751 | 52.5981 | 18.9363 | 1800.03 |
| 100 | 200 | 0.2 | 0.2 | 0.0000 | 221.91 | 0.0000 | 8.9488 | - | 16.47 |
| 100 | 400 | 0.2 | 0.2 | - | - | 0.4829 | 26.1941 | 0.8372 | 1801.67 |
| 100 | 600 | 0.2 | 0.2 | - | - | 9.2186 | 40.2920 | 9.2848 | 1805.22 |
| 200 | 400 | 0.2 | 0.2 | - | - | 0.0000 | 9.9094 | -229.96 |  |
| 200 | 600 | 0.2 | 0.2 | - | - | 0.0571 | 14.7626 | 0.0579 | 1801.39 |
| 50 | 200 | 0.2 | 0.8 | 0.0067 | 381.59 | 0.5159 | 20.9177 | 0.5159 | 1800.11 |
| 50 | 400 | 0.2 | 0.8 | 0.3913 | 1800.30 | 3.5957 | 43.2969 | 4.3436 | 1800.03 |
| 50 | 600 | 0.2 | 0.8 | - | - | 14.1098 | 63.4863 | 16.2944 | 1802.22 |
| 100 | 200 | 0.2 | 0.8 | 0.0000 | 199.66 | 0.1800 | 10.6250 | 0.1800 | 1800.13 |
| 100 | 400 | 0.2 | 0.8 | - | - | 0.1798 | 22.5452 | 0.3266 | 1800.02 |
| 100 | 600 | 0.2 | 0.8 | - | - | 9.1325 | 36.2728 | 9.8433 | 1808.65 |
| 200 | 400 | 0.2 | 0.8 | - | - | 0.0000 | 59.2478 | - | 165.06 |
| 200 | 600 | 0.2 | 0.8 | - | - | 0.1327 | 15.6153 | 0.4830 | 1800.02 |

## Solutions

Table: Comparison of the solutions with and without dynamic pricing on the instances with 50 vehicles and 600 customers.

| Distribution | Metric | With dynamic pricing | Without dynamic pricing |
| :--- | :--- | :---: | :---: |
| D1 | Expected Profit [\%] | 100 | 81.78 |
|  | \% of vehicles Relocated | 26.0 | 10.0 |
|  | Min $\|\mathcal{R}(\xi)\|$ | 167 | 80 |
|  | Max $\|\mathcal{R}(\xi)\|$ | 195 | 107 |
|  | Expected \% Requests satisfied | 24 | 42 |
| D2 | Expected Profit [\%] | 100 | 66.06 |
|  | \% of vehicles Relocated | 22.0 | 2.0 |
|  | Min $\|\mathcal{R}(\xi)\|$ | 168 | 81 |
|  | Max $\|\mathcal{R}(\xi)\|$ | 187 | 105 |
|  | Expected \% Requests satisfied | 26 | 49 |
| D3 | Expected Profit [\%] | 100 | 65.05 |
|  | \% of vehicles Relocated | 18.0 | 6.0 |
|  | Min $\|\mathcal{R}(\xi)\|$ | 167 | 80 |
|  | Max $\|\mathcal{R}(\xi)\|$ | 195 | 107 |
|  | Expected $\%$ Requests satisfied | 26 | 49 |
| D4 | Expected Profit [\%] | 100 | 66.36 |
|  | \%of vehicles Relocated | 10.0 | 0.0 |
|  | Min $\|\mathcal{R}(\xi)\|$ | 168 | 81 |
|  | Max $\|\mathcal{R}(\xi)\|$ | 187 | 105 |
|  | Expected $\%$ Requests satisfied | 26 | 48 |

## Take-aways

- A possible way of setting prices in CS services
- Complex integer stochastic program, but Benders decomposition went a long way
- Increases profits for the company
- Currently trying heuristics (with some help..)

