

Last-Mile Optimization with Truck and Drones

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Agenda

- 01** Introduction
- 02** Problem Formulation
- 03** Methodology
- 04** Results & Discussion
- 05** Conclusion & Future Research

Introduction

Motivating the Research

- \$82bn global parcel delivery market (McKinsey, 2016).
- Projected to double in next decade.
- Last mile ~50% of total parcel delivery costs.

Advantages and Limitations

- + *Bypass congested roads.*
- + *Faster than trucks.*
- + *Significant cost reductions.*
- *Limited capacity (1 box @ 5 lbs).*
- *Limited range (10 mi @ 50 mph).*
- *Dependent on GPS Accuracy.*

| | speed | weight | capacity | range |
|-------|-------|--------|----------|-------|
| drone | high | light | one | short |
| truck | low | heavy | many | long |

Agatz, 2015

Introduction

Companies

Amazon

Google

DHL

Dominoes

UPS



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Problem Formulation

Problem

- Traveling Salesman Problem

Target Demographic

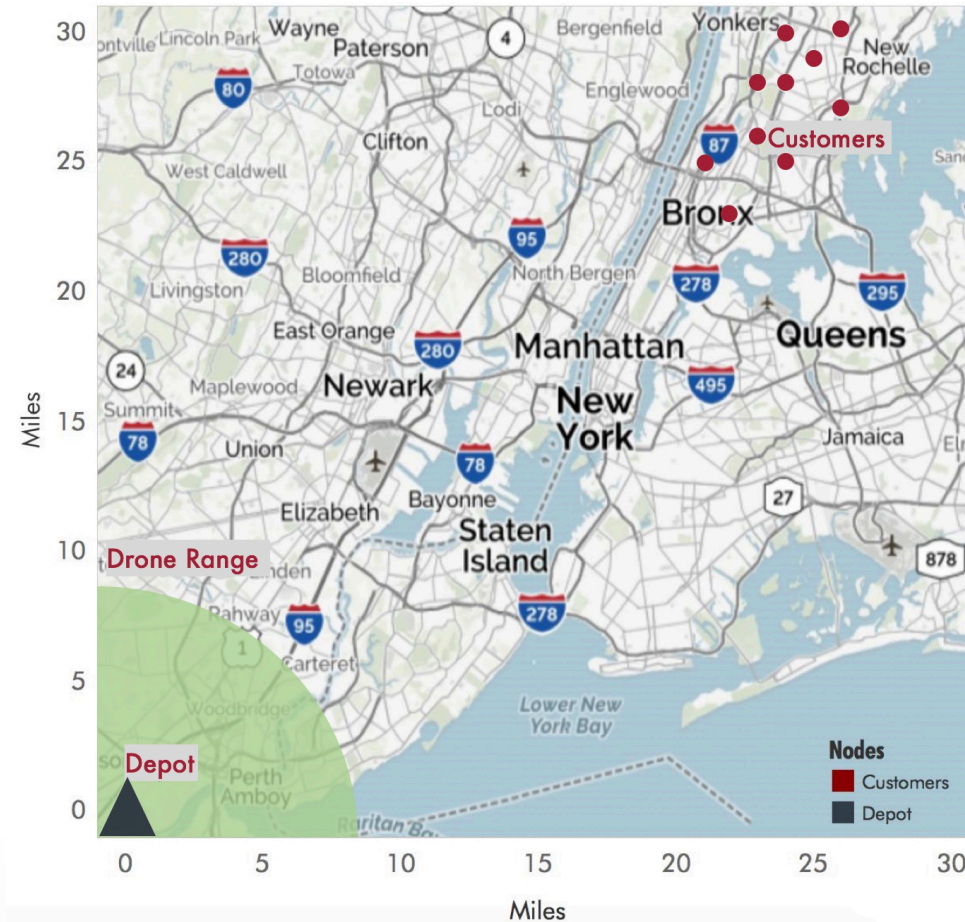
- Dense Urban Population

Objective

- Minimize Total Cost

Tools

- Python Programming
- Gurobi Optimizer



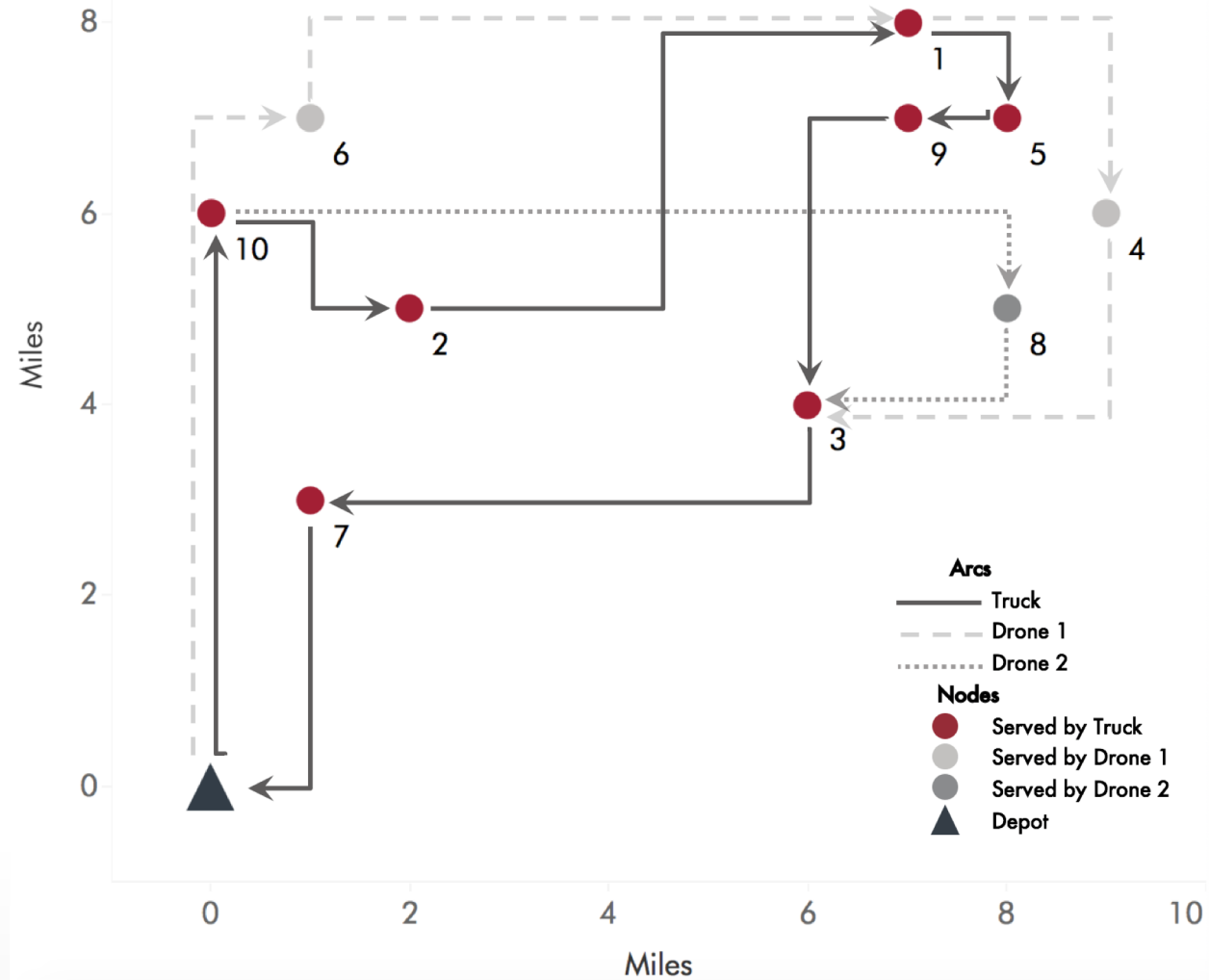
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Methodology

Key Assumptions

- Manhattan Distance
- One Truck, Multiple Drones
- Drones Serve One Customer per Dispatch



Methodology

Model Notation

- Indexes
- Sets
- Parameters
- Variables

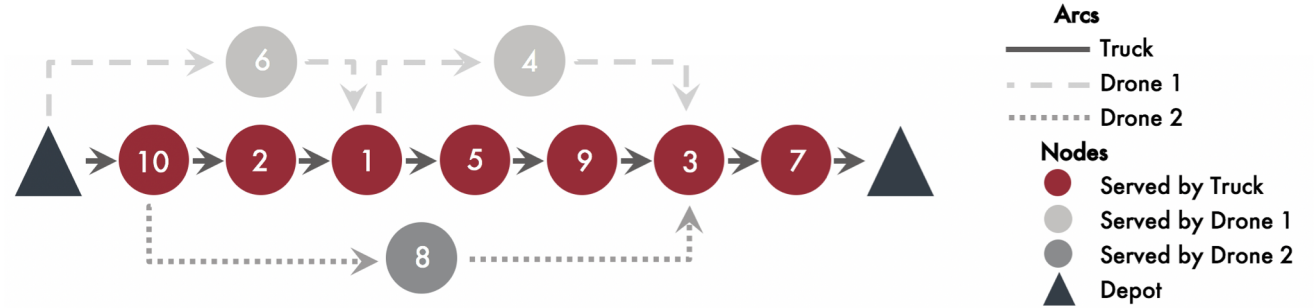
| <i>Indexes</i> | |
|-------------------------|---|
| h, i, j, k, l, m, o : | Represents Node of Network, Total $c + 1$ |
| n : | Represents Deployed Drones |
| <i>Sets</i> | |
| N : | $\{0, 1, \dots, c+1\}$: Set of all nodes in problem |
| N_0 : | $\{0, 1, \dots, c\}$: Set of all nodes that can be departed from |
| N_+ : | $\{1, 2, \dots, c+1\}$: Set of all nodes that can be arrived to |
| C : | $\{1, 2, \dots, c\}$: Set of all customers |
| D : | $\{1, \dots, n\}$: Set of available drones for deployment |

| <i>Parameters</i> | |
|-------------------|---|
| min_D : | Drone Endurance Time (min) |
| mph_D : | Drone Speed (mph) |
| mph_T : | Truck Speed (mph) |
| s_L : | Drone Launch Setup Time (min) |
| s_R : | Drone Retrieval Time (min) |
| A : | Customer Grid Area (mi^2) |
| C_F : | Variable Operating Cost for Truck Fuel (USD/min) |
| C_L : | Variable Operating Cost for Truck Labor (USD/min) |
| C_E : | Variable Operating Cost for Drone Electricity (USD/min) |
| F_D : | Fixed Cost of Deploying Unique Drone per Tour (USD) |
| M : | Linking Constraint |
| <i>Variables</i> | |
| τ : | Travel Time |
| t : | Arrival Time |
| x : | Binary, Customer Served by Truck |
| y : | Binary, Customer Served by Drone |
| z : | Binary, Drone Deployed |
| p : | Binary, Tour Order Sequencing |
| u : | Binary, Sub-tour Elimination |

Methodology

Decision Variables

- Customer served by truck, x_{ij}
- Customer served by drone, y_{ijk}
- Number of drones deployed, z_n



Objective Function

$$\text{MinCost} = t_{c+1}(C_F + C_L) + \sum_{i \in N_0} \sum_{j \in N} \sum_{k \in N_+} \sum_{n \in D} y_{ijkn} (\tau'_{ij} + \tau'_{jk}) * C_E + \sum_{n \in D} z_n * F_D$$

Key Constraints

- Subtour Elimination
- Each node visited only one time
- Truck and drones coordinate at launch and rendezvous
- Drone flight endurance limit
- Non-negativity constraint

| <i>Truck Variable Costs</i> | |
|-----------------------------|------------------|
| Labor Cost | 0.124 USD/minute |
| Fuel Cost | 0.418 USD/minute |
| <i>Drone Variable Costs</i> | |
| Electricity Cost | 0.002 USD/minute |
| <i>Drone Fixed Cost</i> | |
| Deployment Cost | 1.136 USD |

Methodology

Base Case

- Drone Speed
- Drone Endurance
- Number of Drones Available
- Truck Speed
- Customer Grid

Sensitivity Analysis

- Speed/Endurance
- Available Drones
- Truck Speed
- Grid Area

| Parameter of Interest | available drones D_n | endurance (min_D) | drone speed (mph_D) | truck speed (mph_T) | grid area (A) |
|-----------------------|---------------------------|--------------------------|----------------------------|----------------------------|----------------------|
| Speed/Endurance | 2 | 20 | 25 | 25 | 100 |
| | | 30 | 35 | | |
| | | 40 | 45 | | |
| Available Drones | 1 | 30 | 35 | 25 | 100 |
| | 2 | | | | |
| | 3 | | | | |
| Truck Speed | 2 | 30 | 35 | 5 | 100 |
| | | | | 10 | |
| | | | | 15 | |
| | | | | 20 | |
| | | | | 25 | |
| Grid Area | 2 | 30 | 35 | 25 | 100 |
| | | | | | 225 |
| | | | | | 400 |

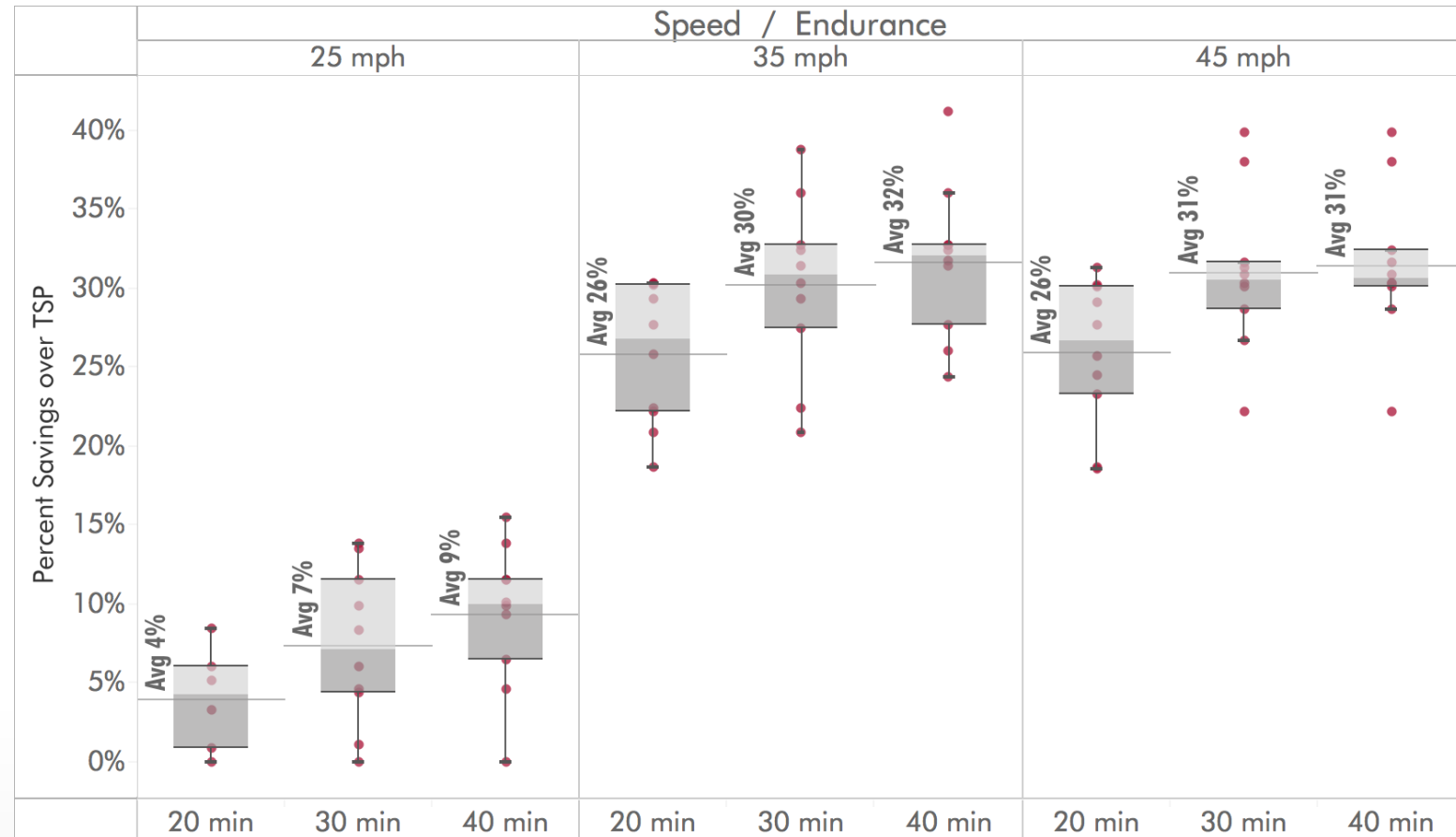
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Results & Discussion

Drone Speed/Endurance

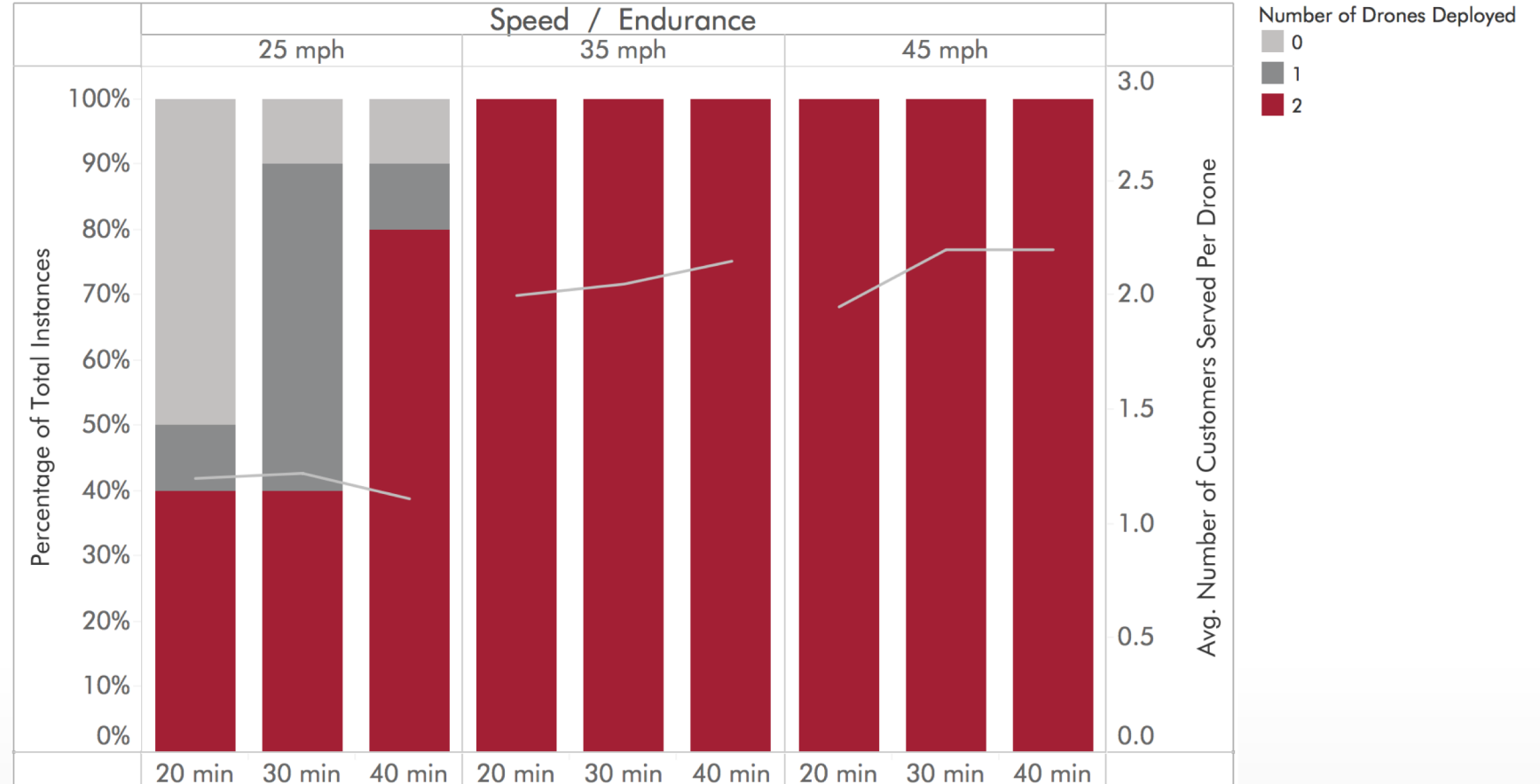
- Savings



Results & Discussion

Drone Speed/Endurance

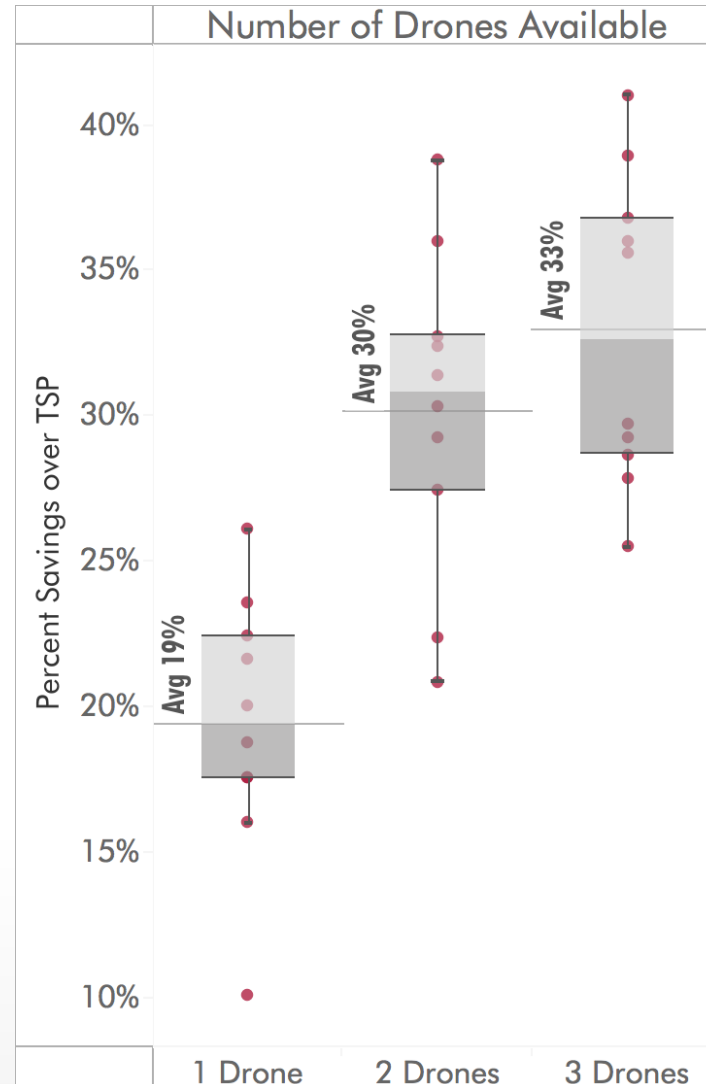
- Savings
- Drone Usage



Results & Discussion

Number of Drones Available

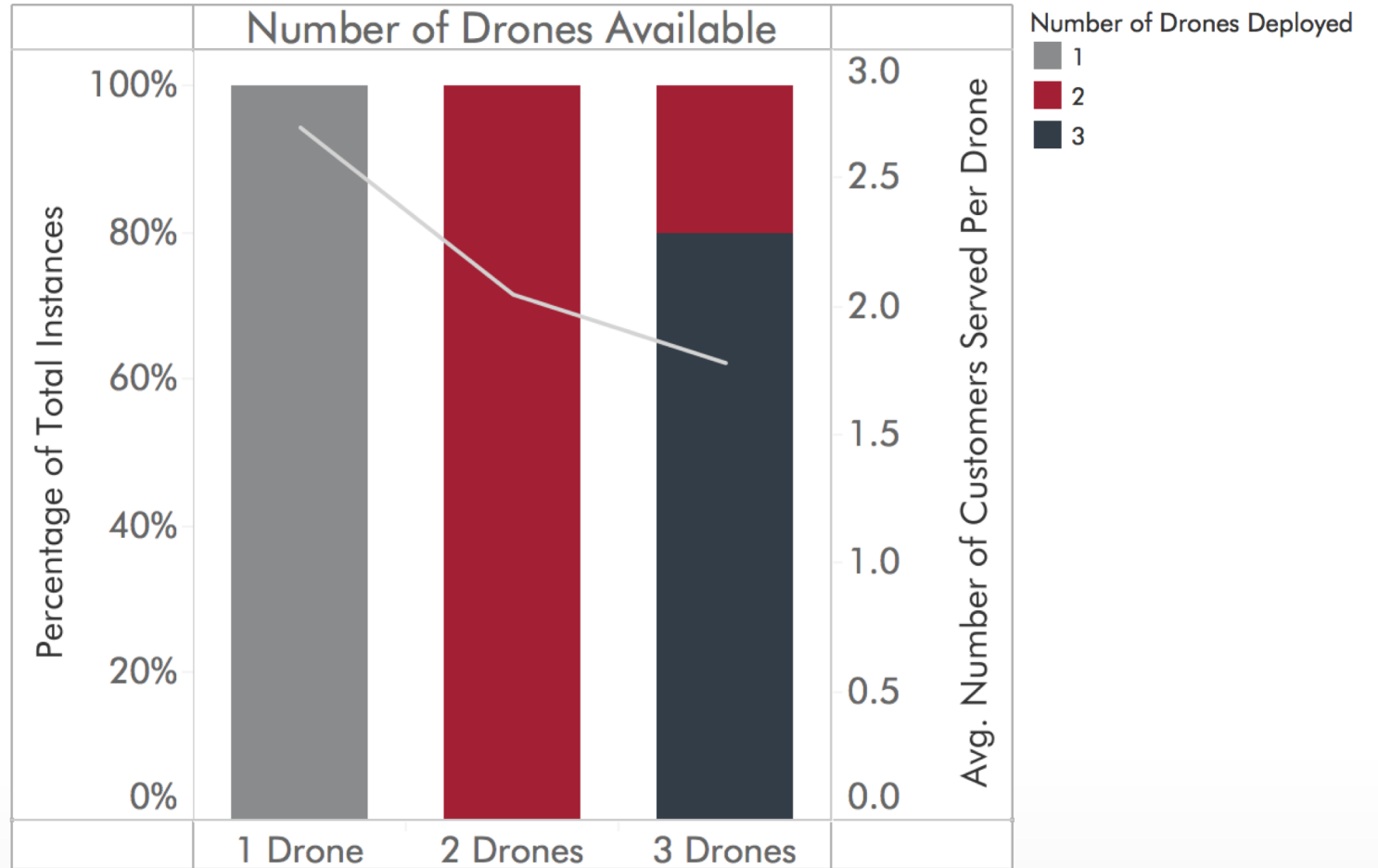
- Savings



Results & Discussion

Number of Drones Available

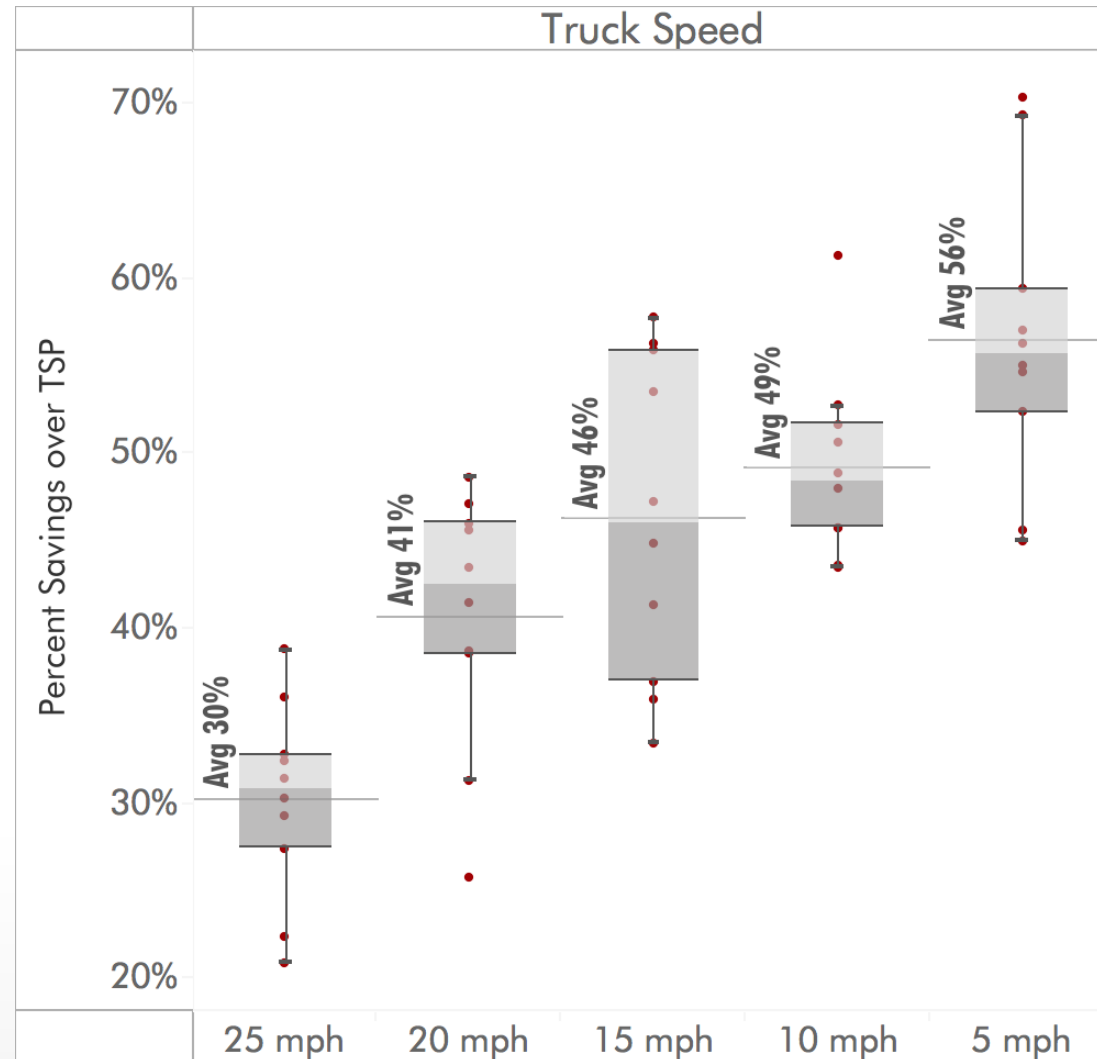
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Results & Discussion

Truck Speed

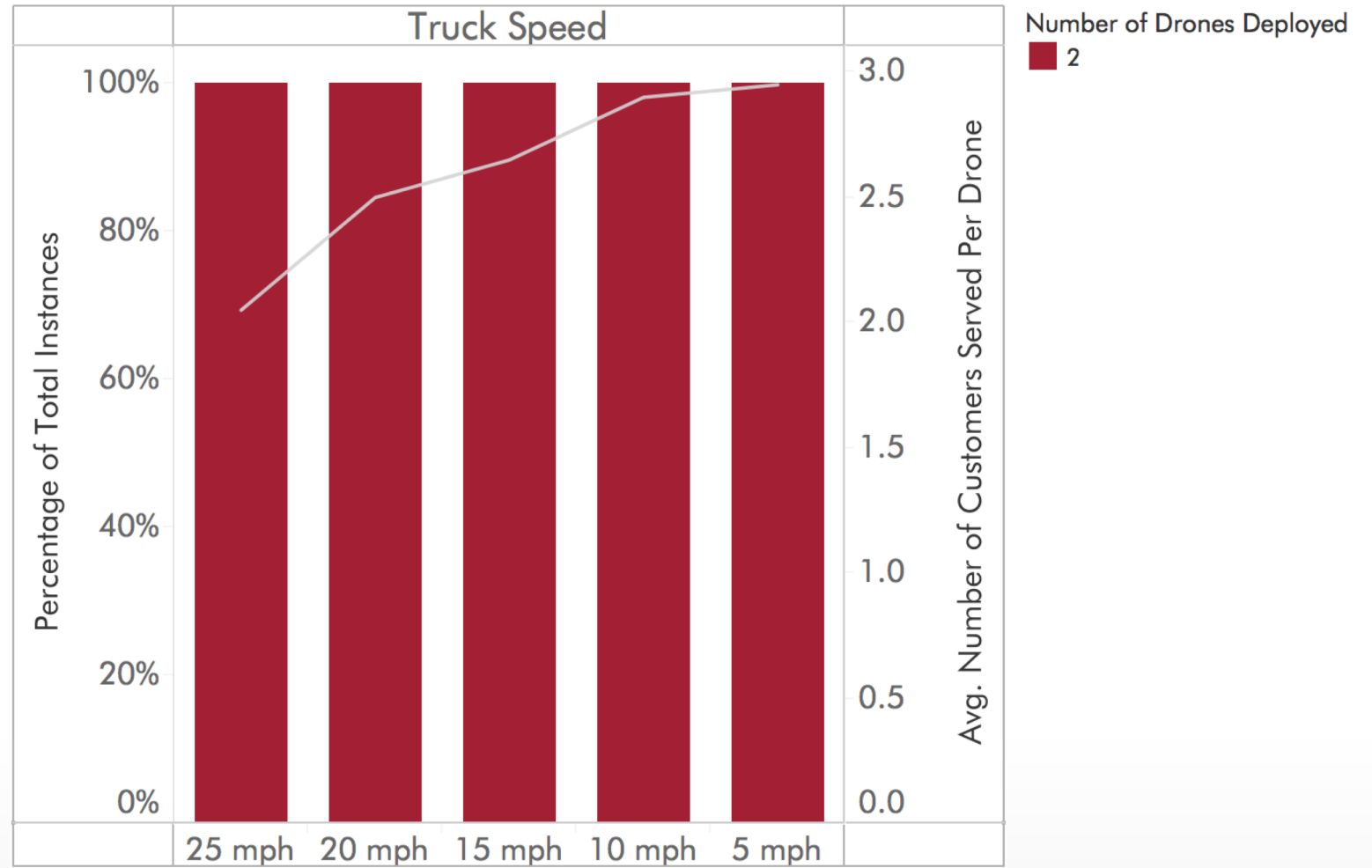
- Savings



Results & Discussion

Truck Speed

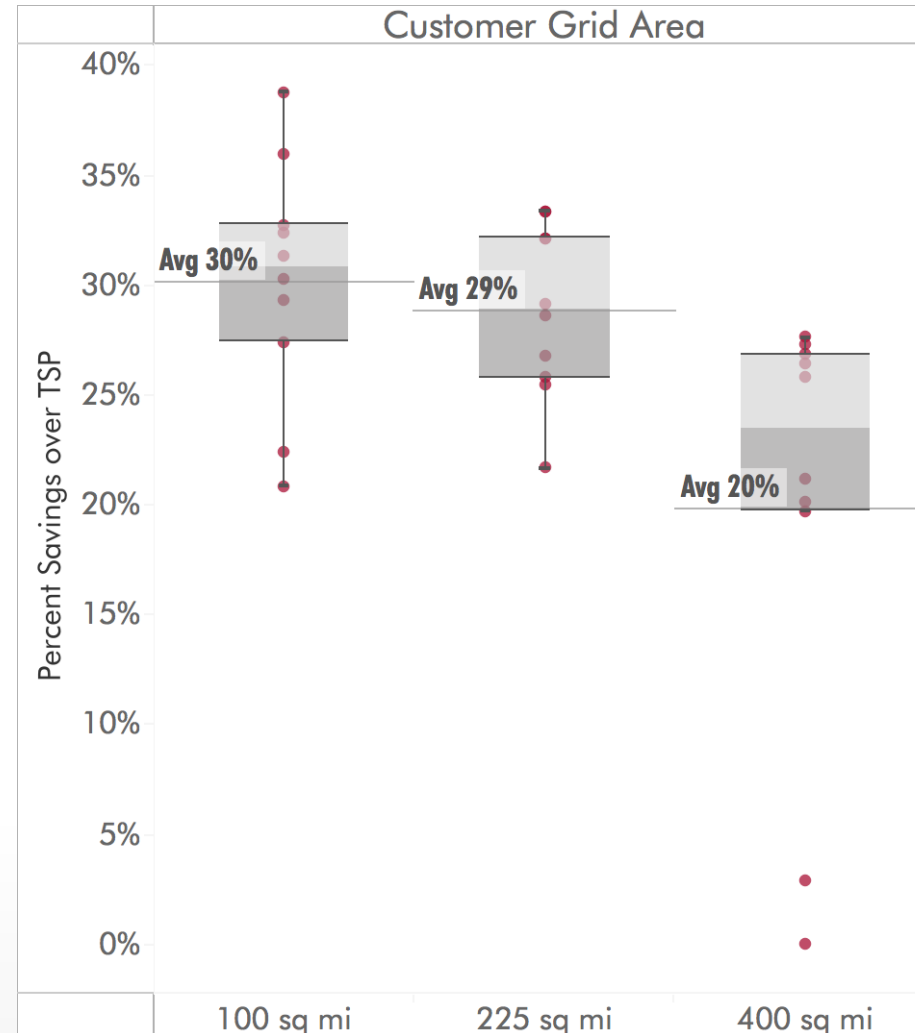
- Savings
- Drone Usage



Results & Discussion

Customer Grid Area

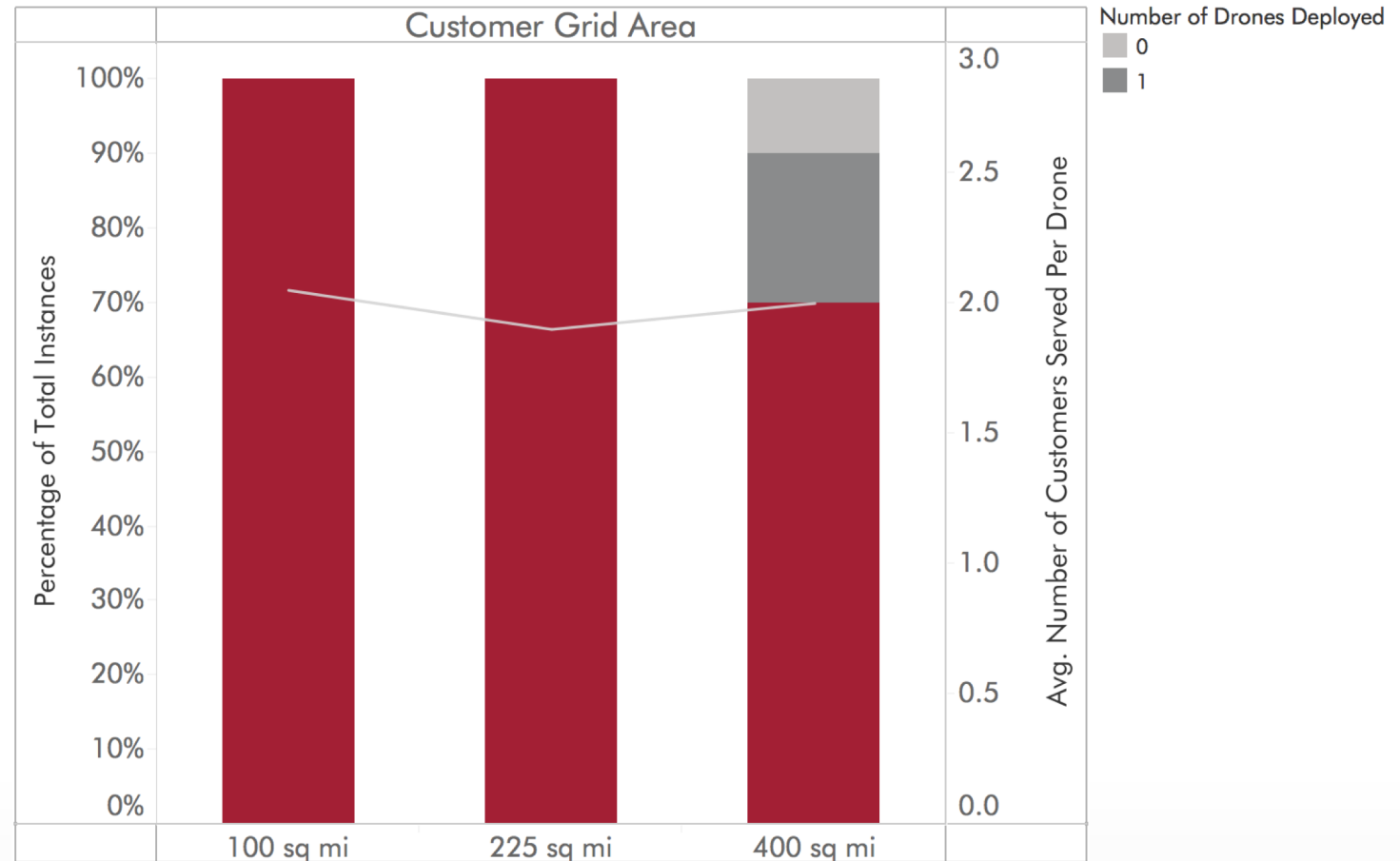
- Savings



Results & Discussion

Customer Grid Area

- Savings
- Drone Usage



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Conclusion & Future Research

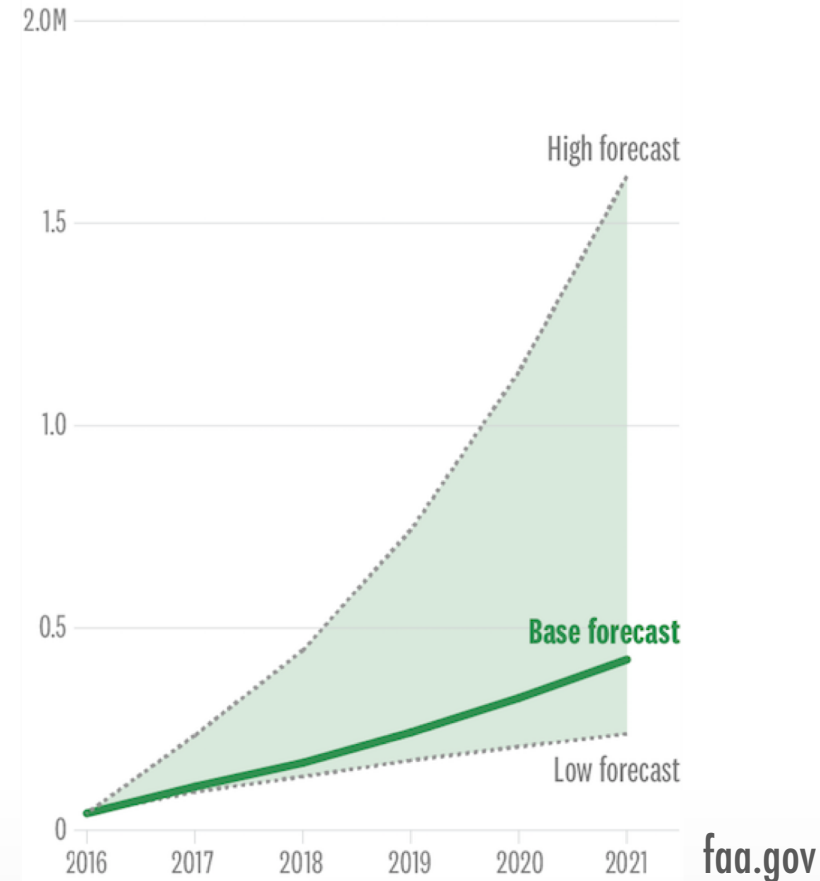
Conclusion

- Savings over TSP
 - Base 30%
 - Worst 5%
 - Best 55%
- Considerable Savings

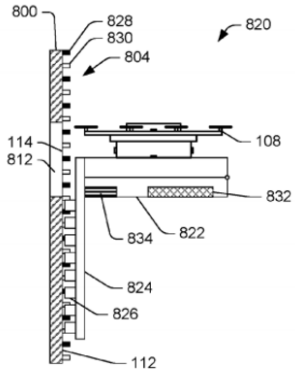
Future Research

- Heuristics
 - Genetic Algorithm
 - Ant Colony Algorithm
 - Simulated Annealing
- Multiple Packages per Drone
- En Route Drone Launch/Rendezvous

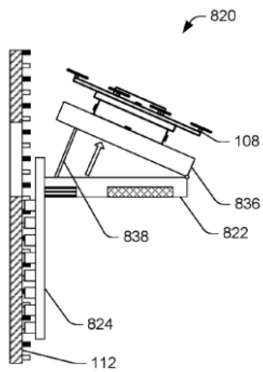
COMMERCIAL DRONES DEPLOYMENT FORECAST



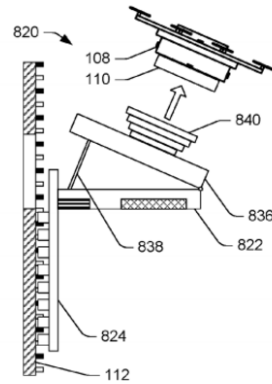
Questions?



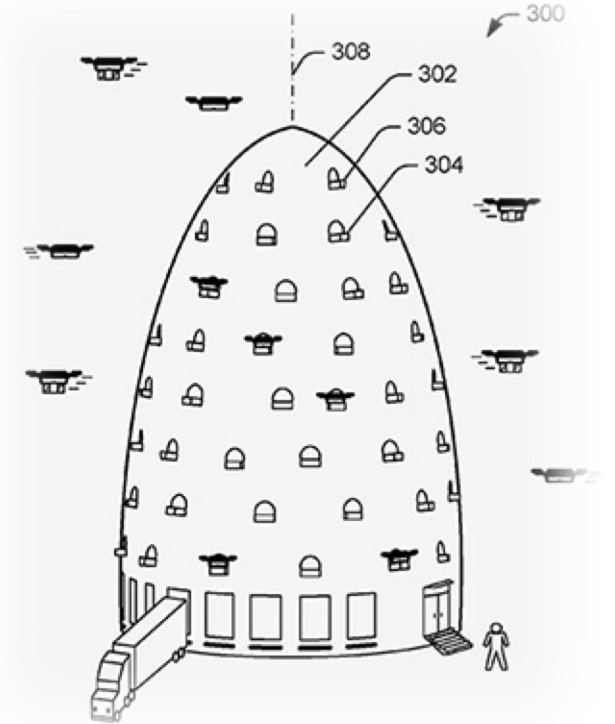
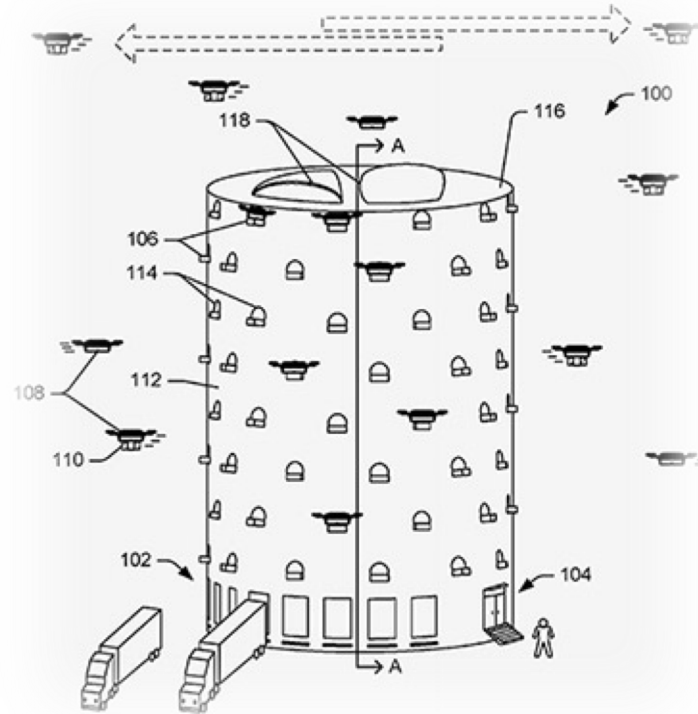
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