2018-2019 Academic Year

OPTIMIZATION AND SIMULATION OF KIOSK CASH REPLENISHMENT

Lütfiye AYKAÇ // M. Mustafa ÖZTÜRK// M. Batuhan ANDIÇ
Academic Supervisor: Prof. Dr. İbrahim AKGÜN // Company Supervisor: Şafak PINAR
ABDULLAH GÜL UNIVERSITY
DEPARTMENT OF INDUSTRIAL ENGINEERING

Background

54 kiosk in Kayseri

900 banknotes capacity

6 am-11 pm working hours

1 team collects money

Problem Statement

Kiosks can signal at the same time

The team cannot catch all of them at the same time

The team has a lot of leisure time

Current System

Customers load money from kiosks

The team receives signal if kiosk has 850 banknotes

The team take a way to the kiosk

Is there signal closer

The team altered its direction due to a new signal

The team continues the way

Money is collected from kiosks

What is new?

New constraint alter time windows according to the service time of kiosks. In this time windows, the change in the number of customers by time is shown cumulatively and the increase in each time interval is considered as piecewise linear function. One example of the projection of time windows and intervals shown in below.

According to this graph equations for the first and second service times constructed as;

$$C_0 = \frac{t_0 - t_0}{t_1 - t_0},\ C_1 = \frac{t_1 - t_0}{t_1 - t_0}$$

Constraint 16 provide the next service time to be in these standardized intervals through the equation:

$$C_0 < C_1$$

These equations arrange service time continuously according to the previous service time of kiosk.

Methodology

While the first constraint (1) provides the flow balance of the model, the next constraints (2), (3) ensure that the start and end point of the tours are the central knot. Constraints (4), (6) and (8) are time constraints and (5), (7), (9) prevented the team from waiting on the nodes.

In addition to this, the provision of service to the nodes starts before the earliest start time to the service and finish before the latest service time for the designated node (10). Starting and ending times of routes are (11) and (12). Restrictions (13) and (14) allow each kiosks to be visited within their own routes. Last constraint provides each route to start after the end of the previous route (15).

Mathematical Model

i,j represent kiosks

k is the tour number

$N_0 = N \cup \{0\}$

Parameters

d_{ij} travelling time from i to j

e_{ik} earliest service time for kiosk i in tour k

u_{ik} latest service time for kiosk i in tour k

s_i service time for i

lm_i required number of tour for i

Decision Variables

AR_k Arrival time for route k to origin

DE_k Departure time for route k from origin

x_{ijk} 1 if kiosk i served in tour k, 0 o.w.

y_{ik} 1 if the team travelled i to j in tour k, 0 o.w.

t_{ik} service start time at kiosk i in route k

$C_{ik} = \frac{t_{ik} - t_0}{t_{1} - t_0}$ standardized time windows of i in route k

$$\min \sum d_{ij} * x_{ijk}$$

$\sum_i x_{ijk} - \sum_i x_{jik} = 0 \quad \forall j \in N_0, \forall k \in K \quad (1)$

$\sum_j x_{0jk} = 1 \quad \forall k \in K \quad (2)$

$\sum_{i \in N} x_{i0k} = 1 \quad \forall k \in K \quad (3)$

$t_{ik} + d_{ij} - t_{jk} \leq (1 - x_{ijk}) M \quad \forall (i,j) \in N,\ \forall k \in K \quad (4)$

$t_{ik} + d_{ij} - t_{jk} \geq -(1 - x_{ijk}) M \quad \forall (i,j) \in N,\ \forall k \in K \quad (5)$

$DE_k + d_{0i} - t_{ik} \leq (1 - x_{0ik}) M \quad \forall i \in N, \forall k \in K \quad (6)$

$AR_k - d_{i0} - t_{ik} \geq (1 - x_{i0k}) M \quad \forall i \in N, \forall k \in K \quad (7)$

$t_{ik} + d_{i0} - (1 - x_{i0k}) M \leq AR_k \quad \forall i \in N, \forall k \in K \quad (8)$

$t_{ik} - d_{0i} + (1 - x_{0ik}) M \geq DE_k \quad \forall i \in N, \forall k \in K \quad (9)$

$e_{ik} \leq t_{ik} \leq u_{ik} \quad \forall i \in N_0, \forall k \in K \quad (10)$

$e_{0k} \leq DE_k \quad \forall k \in K \quad (11)$

$AR_k \leq u_{0k} \quad \forall k \in K \quad (12)$

$\sum_j x_{ijk} = y_{ik} \quad \forall i \in N, \forall k \in K \quad (13)$

$y_{ik} = lm_i \quad \forall i \in N, \forall k \in K \quad (14)$

$AR_{k-1} \leq DE_k \quad \forall k, < k, \quad (15)$

$C_{ik-1} - (1 - y_{ik}) M \leq C_{ik} \quad \forall i \in N, \forall k \in K \quad (16)$

$x_{ijk} \in \{0,1\},\ y_{ik} \in \{0,1\}$

Conclusion

The aim of this project is to decrease travel time for the team while decreasing the number of lost customer resulted by late services. GAMS and ARENA Simulation Software are used in this project. Mathematical model is solved in 2 hours. As a result of mathematical model and simulation %20 decrease in travel time is provided monthly. Customer lost decreased by %99. The team can catch all the customers without travelling too much between kiosks.

797 minutes

3457 minutes

Travel times and routes are provided. Weekly travel times decreased.

CURRENT

MODEL OUTPUT

156 customers

24 customers

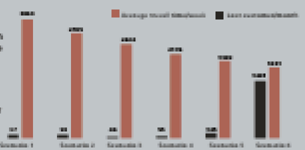
As a result of late services and undetermined routes [illegible]

CURRENT

MODEL OUTPUT

Scenario Analysis

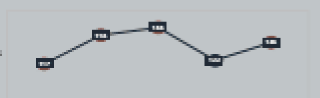
Different scenarios are run in Simulation by using the route that is provided by GAMS results. In these scenarios filling rate of kiosks are increased and the team takes a way later than before.



In these scenarios number of lost customer decreases until some point. But if the team continues to increase the earliest service time limit lost customer starting to increase. In all scenarios average travel time in a week decreases naturally.

Schedule for team

Mathematical model is run to find an optimal travel time and routes for the team. Required service times for kiosks is given to the model that was provided by data analysing.



Maximum number of route is 5 for the most used kiosks. Route times and routes are given for one week. There are not too much differences of travel times between routes.

INDUSTRIAL ENGINEERING
KAYSERİ ULAŞIM