EVACUATION ROUTING OPTIMIZER (EROP)

INSTITUT PENGURUSAN PENYELIDIKAN

UNIVERSITI TEKNOLOGI MARA

40450 SHAH ALAM, SELANGOR

MALAYSIA

BY:

AZLINAH MOHAMED

MARINA YUSOFF

JUNAIDAH ARIFFIN

SITI MARYAM SHAMSUDIN

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Prof. Madya Dr. Azlinah Mohamed
Pensyarah
Fakulti Sains Komputer dan Matematik
Universiti Teknologi MARA
SHAH ALAM

Tuan/Puan

KELULUSAN MEMBIAYAI PROJEK-PROJEK SCIENCEFUND DI BAWAH RMKe-9

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Sukacita dimaklumkan Jawatankuasa Kelulusan MOSTI telah meluluskan kertas cadangan tuan/puan dan membiayai projek penyelidikan di bawah dana *ScienceFund*.

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Kami mengucapkan tahniah kepada tuan/puan kerana berjaya mendapatkan peruntukan *ScienceFund* ini dan semoga berjaya menyiapkan projek penyelidikan ini dengan cemerlang.

Sekian, harap maklum.

Yang benar

PROF. DR. AZNI ZAIN AHMED
Penolong Naib Canselor (Penyelidikan)

s.k.   1.   Y. Bhg. Dato' Seri Prof. Dr. Ibrahim Abu Shah
          Naib Canselor UiTM

      2.   Prof. Madya Dr. Mohd. Hanafiah Abidin
          Ketua Penyelidikan (Sains & Teknologi)
          Institut Pengurusan Penyelidikan

      3.   Dekan
          Fakulti Sains Komputer dan Matematik

/tia

Penolong Naib Canselor (Penyelidikan) : 603-5544 2094/2095
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Bahagian Pentadbiran : 603-5544 2090
Fax : 603-5544 2096/2767
Unit Kewangan Zon 17 : 603-5544 3404
: 603-5521 1386

Research Management Institute (RMI) Universiti Teknologi MARA, 40450 Shah Alam, Malaysia
http://www.rmi.uitm.edu.my

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Penolong Naib Canselor (Penyelidikan)

Institut Pengurusan Penyelidikan

Universiti Teknologi MARA

40450 Shah Alam

Ybhg. Prof,

LAPORAN AKHIR PENYELIDIKAN

Merujuk kepada perkara di atas, bersama-sama ini disertakan 2 (dua) naskah Laporan

Akhir Penyelidikan bertajuk "**EVACUATION ROUTING OPTIMIZER (EROP)**".

Sekian, terima kasih.

Yang benar,

Prof Dr. Azlinah Mohamed

Ketua

Projek Penyelidikan
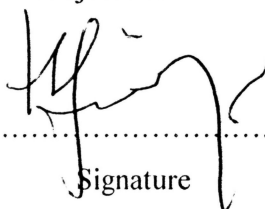
Project Team Members

PROF DR. AZLINAH MOHAMED

Project Leader

....

Signature

MARINA YUSOFF

Project Member

....

Signature

PROF Ir. DR. JUNAIDAH ARIFFIN

Project Member

....

Signature

PROF DR. SITI MARYAM SHAMSUDIN

Project Member

b/p :

....

Signature

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Abstract

This report presents the solution to the two of the most critical processes in planning for flash flood evacuation: the evacuation vehicle assignment problem (EVAP) and the evacuation vehicle routing problem (EVRP). With these solutions, the evacuation routing optimizer (EROP) is constructed. The EVAP is firstly solved, followed by the EVRP. For EVAP, discrete particle position is proposed to support the implementation of discrete particle swarm optimization called myDPSOVAP-A. Particle positions are initially calculated based on the average passenger capacity of each evacuation vehicle. We experiment with different numbers of the potential flooded areas (PFA) using two types of sequences for vehicle capacity; random and sort ascending order. Both of these sequences are tested with different inertia weights, constriction coefficients (CF), and acceleration coefficients. We analyse the performance of each vehicle allocation in four experiment categories: myDPSOVAP-A using inertia weight with random vehicle capacity, myDPSOVAP-A using inertia weight with sort ascending order of vehicle capacity; myDPSOVAP-A using CF with random vehicle capacity, and myDPSOVAP-A using CF with sort ascending of vehicle capacity. Flash flood evacuation datasets from Malaysia are used in the experiment. myDPSOVAP-A using inertia weight with random capacity was found to give the best results for both random and sort ascending order of vehicle capacity. Solutions reached by analyses with CF random and inertia weight sorted in ascending order were shown to be competitive with those obtained using inertia weight with random capacity. Overall, myDPSOVAP-A outperformed both a genetic algorithm with random vehicle capacity and a genetic algorithm with sort ascending order of vehicle capacity in solving the EVAP. Consequently EVRP, myDPSO_VRP_1 is modified and named as myDPSO_VRP_2, adopts a new solution mapping which incorporates a graph decomposition and random selection of priority value. The purpose of this mapping is to reduce the searching space of the particles, leading to a better solution. Computational experiments involve EVRP dataset from road network for flash flood evacuation in Johor State, Malaysia. The myDPSO_VRP_1 and myDPSO_VRP_2 are respectively compared with a genetic algorithm (GA) using solution mapping for EVRP. The results indicate that the proposed myDPSO_VRP_2 are highly competitive and show good performance in both fitness value and processing time. Overall, DPSO_VRP_2 and myDPSOVAP-A which are the main component in the EROP gave good performance in maximizing the number of people to vehicles and minimizing the total travelling time from vehicle location to PFA. EROP was embedded with the DPSO_VRP_2 and retrieved the generated capacitated vehicles from the myDPSOVAP-A. EROP is also accommodated with the routing of vehicles from PFA to relief centres to support the whole processes of the evacuation route planning.

Keywords: Discrete particle swarm optimization, evacuation route planning, evacuation routing optimizer, evacuation vehicle assignment problem, evacuation vehicle routing problem, particle swarm optimization, vehicle routing problem