# Preprocessing Techniques in SCVRP Model: Case of Rubbish Transportation Problem in Kecamatan Ilir Barat II Palembang South Sumatera Indonesia

## Irmeilyana\*, Fitri Maya Puspita\*, Indrawati\*, Ferani Eva Zulvia\*

\* Department of Mathematics, Faculty of Mathematics and Natural Sciences, Sriwijaya University, Inderalaya, South Sumatera, Indonesia

#### Article Info

## Article history:

Received Jun 12<sup>th</sup>, 201x Revised Aug 20<sup>th</sup>, 201x Accepted Aug 26<sup>th</sup>, 201x

#### Keyword:

Preprocessing techniques Symmetric Capacitated Vehicle Routing Problem (SCVRP) optimal routes

#### ABSTRACT

Rubbish transportation activities in Palembang can be considered as one of the application of Vehicle Routing Problem (VRP). We call it Symmetric Capacitated Vehicle Routing Problem (SCVRP) since we allow two way direction routes. We focus on rubbish transportation of Kecamatan Ilir Barat II Palembang, one of the biggest districts in Palembang to be simplified using preprocessing techniques to achieve simpler SVCRP model. This technique can simplify the model through some stages such as strengthening the bounds of constraint, eliminating redundant variables or fixing the variables [1]. The results show that preprocessing techniques can create simpler SCVRP formulation and easily solve the problem with aid of optimization tool.

> Copyright © 201x Institute of Advanced Engineering and Science. All rights reserved.

#### **Corresponding Author:**

Second Author,

Department of Mathematics, Faculty of Mathematics and Natural Sciences, Sriwijaya University, Inderalaya, South Sumatera, Indonesia. Email: pipit140201@yahoo.com.au

#### 1. INTRODUCTION

Transportation system in Palembang basically is conducted in steps. Rubbish was taken from homes and collected at nearest Temporary Rubbish Disposal (TRD). The rubbish was collected by workers of Rubbish Disposal Agency of Palembang using dump trucks to Final Rubbish Disposal (FRD) or depot. The transportation system of rubbish is conducted into working areas. There exist some disposal forms such as fiber boxes, or concrete material. Also, TRDs have some or only one disposal spot.

Model of Symmetric Capacitated Vehicle Routing Problem (SCVRP) is one model that can be used to describe the situation of rubbish transportation system in Palembang. Routes of rubbish vehicles the distances between TRD and FRD or between one TRD and other TRDs are fixed. We also know the vehicle's capacity and rubbish volume for each TDP.

One way to solve SCVRP is by using preprocessing techniques. This technique can simplify the model through some stages such as strengthening the bounds of constraint, eliminating redundant variables or fixing the variables [1]. Therefore, based on the ability of that technique, we attempt to simplify the model of transportation system in Kecamatan IIir Barat II.

#### 2. RESEARCH METHOD

To simplify the model of that transportation system, we conduct three stages as follows. 1. Form the SVCRP model

The model is formed according to rubbish transportation data in Kecamatan Ilir Barat II Palembang such as routes, distance between FRD and TRDs, vehicle's capacity, number of vehicles used and rubbish volume. We obtain the data through surveying and interviewing in details' to staff of rubbish management in FRD of Sukabangun area and several drivers of rubbish trucks.

2. Simplify the SCVRP model

To simplify the model, we conduct steps such as strengthening the bounds of constraint variables, eliminating redundant constraints and fixing variables.

#### 3. Solve the SCVRP model

The solution is to obtain optimal objective function and each decision variables of the model. The solution is based on non-simplified model and simplified model and we seek to compare that simplified model yield efficient result.

# 3. RESULTS AND ANALYSIS

In this part, we describe the steps of simplifying SCVRP model using preprocessing techniques.

## 3.1. Data Description

In Kecamatan Ilir Barat II there exist 19 TRD consisting of 5 working area as Table 1 depicted.

Wilayah	Lokasi TPS	Kapasitas	TPA	T1	T2	T3	T4	Т5
Kerja		TPS (Ton)						
WK-1	TPA Sukawinatan (TPA)		0	14,5	11,9			
	TPS Jl. Sekanak (T1)	4,0	14,5	0	5,9			
	TPS Depo 23 Ilir (T2)	5,0	11,9	5,9	0			
WK-2	TPA Sukawinatan (TPA)		0	14	13	11,7		
	TPS Jl. Tlg. Kerangga (T1)	3,8	14	0	1,3	2,3		
	TPS Masjid Taqwa (T2)	4,0	13	1,3	0	3,9		
	TPS 32 Ilir (T3)	4,0	11,7	2,3	3,9	0		
WK-3	TPA Sukawinatan (TPA)		0	11,7	12,6	18	13,2	
	TPS Jl. Hang Tuah (T1)	5,0	11,7	0	6,8	9,8	4,8	
	TPS 30 Ilir (T2)	4,0	12,6	6,8	0	13	7,2	
	TPS Pasar Induk Jakabaring (T3)	5,0	18	9,8	13	0	11,5	
	TPS Gajah Mada (T4)	4,0	13,2	4,8	7,2	11,5	0	
WK-4	TPA Sukawinatan (TPA)		0	12	11,6	10,5	18	11,2
	TPS 29 Ilir (T1)	3,8	12	0	6,8	6,8	9,7	8,6
	TPS Taman Situs Purbakala (T2)	4,0	11,6	6,8	0	14,2	8,7	10,3
	TPS PT. Gajah Ruku (T3)	5,0	10,5	6,8	14,2	0	6,9	11,2
	TPS Perum. Griya Asri Gandus (T4)	4,0	18	9,7	8,7	6,9	0	13
	TPS PT. Panca (T5)	5,0	11,2	8,6	10,3	11,2	13	0
WK-5	TPA Sukawinatan (TPA)		0	12	6,5	5,3	6,9	12,6
	TPS SMPN 1 (T1)		12	0	2,3	2,3	3,3	4,3
	TPS Jl. Diponegoro (T2)		6,5	2,3	0	2,5	3,8	5,2
	TPS Jl. Tlg Kerangga (T3)		5,3	2,3	2,5	0	2,8	3,8
	TPS Jl. Makrayu (T4)		6,9	3,3	3,8	2,8	0	6,3
	TPS Pasar Tangga Buntung (T5)		12,6	4,3	5,2	3,8	6,3	0

Table 1.Rubblish Volume in each TRD and Distance from FRD-TRD (in km)

# 3.2. Model Simplification using Preprocessing Technique

To compare the efficiency between model before simplification and after simplification, we attempt to solve both models using Branch and Bound solver [2, 3, 4, 5, 6] with aid of LINDO. We can see how many iterations needed to get the optimal solution.

32

## 3.3. Arrangement of Initial SCVRP Model

We assume that each vehicle begins to collect the rubbish from FRD to each TRD by crossing its usual route and go back to FRD. Each TRD was visited once route with total average volume for each TRD does not exceed the capacity C.

Given number of vehicles *K*, vehicle capacity *C*, a symmetrical distance matrix and average volume for each TRD is  $d_i$ , with i=1, 2, ..., n, the SCVRP model can be formulated mathematically as follows (see [7]).

Minimize

$$Z = \sum_{0 \le i \le j \le n} c_{ij} x_{ij}$$

Subject to

$$\sum_{i \le j \le n} x_{0k} = 2K$$

The collection starts from depot to TRD and go straight to depot. *K* is number of vehicles collecting rubbish. In this case, K = 1 for each working area so  $\sum x_e = 2$ .

Since the travel is symmetric, so the travel from i to j will equal to j to i. If we say the travel from i to j is 1, then the travel from i to j and the travel from j to i are 2 then

$$\sum_{0 \le i \le n} x_{ij} = 2 , \ 1 \le i \le n .$$

The travel does not begin from depot  $\sum_{j \in S} x_{oj} + \sum_{(i,j) \in S} x_{ij} = 2 \le 2b(S)$  for  $\forall S \subset V \setminus \{0\}$ ;  $|S| \ge 2$ .

We have parameter as follows.

b(S) = lower bound of vehicle needed to visit customer S that is obtained from  $b(S) = \frac{\sum_{i \in S} d(i)}{C}$ 

d(i) = number of TRD volume

C = vehicle capacity (truck)

2

S = collection of identical TRD visited

 $x_{ij} \in \{0,1,2\}$  for all  $e \in \delta(0)$  which is value of travel routes or nonnegativity binary constraint.

For some working areas, if we cannot obtain minimum route and there exist more than or equal to one TRD unvisited, and then the equation  $\sum_{0 \le j \le n} x_{ij} = 2$  can be split into some permutations of subset S as

follows. 
$$\sum_{j \in S} x_{1j} =$$
$$\sum_{j \in S} x_{2j} = 2$$
$$\vdots$$
$$\sum_{i \in S} x_{nj} = 2$$

with *n* is the number of TRD in working area.

#### 3.4. Transformation of SCVRP Model

Preprocessing technique can be applied to SCVRP model with constraint having sign of "<",">",">"," $\leq$ ", or " $\geq$ ". Meanwhile, our initial SCVRP model would be "=". This occurs since the model should be transformed into formed that is recognized by the preprocessing technique without changing the meaning of the model.

From initial SCVRP model, we have to transform the constraint into

 $\sum_{\substack{i \le j \le n \\ 0 \le j \le n}} x_{0k} \le 2K$  and  $\sum_{\substack{0 \le j \le n \\ 0 \le j \le n}} x_{ij} \le 2.$ 

(3.1)

We change the sign "=" into " $\leq$ " since the objective of the model is to minimize the objective function. We create that in order to give meaning that each route (TDR-TDR ot TRD-FRD) should be crossed at maximum twice.

#### 3.5. Preprocessing Technique for Rubbish Transportation in Kecamatan Ilir Barat II

Following is the steps to simplify working area I of Rubbish Transportation in Kecamatan Ilir Barat II Palembang.

#### Simplification of SCVRP Model in Working Area I

#### Step 1: Form of Initial SCVRP model

From data, we obtain

Subject to

 $b(S) = \frac{\sum_{i \in S} d(i)}{C} = \frac{4+5}{8} = 1,125 \quad \text{then } 2b(S) = 2(1,125) = 2.25.$ Initial SCVRP model is

 $\operatorname{Min} z = 14,5x_{01} + 11,9x_{02} + 14,5x_{10} + 5,9x_{12} + 11,9x_{20} + 5,9x_{21}$ 

 $\begin{aligned} x_{01} + x_{02} &= 2 \\ x_{10} + x_{12} + x_{20} + x_{21} &= 2 \end{aligned} \tag{3.2}$  (3.2) (3.3)

 $x_{10} + x_{12} + x_{20} + x_{21} = 2$   $x_{01} + x_{02} + x_{12} + x_{21} \le 2,25$ (3.3)
(3.4)

and and

 $\begin{aligned} x_{01} \geq 0 \; ; \; x_{02} \geq 0 \; ; \; x_{10} \geq 0 \; x_{12} \geq 0 \; ; \; x_{20} \geq 0 \; ; \; x_{21} \geq 0 \\ x_{01}, x_{02}, x_{10}, x_{12}, x_{20}, x_{21} \in \{0, 1, 2\} \end{aligned}$ 

## Step 2: Transform the initial SCVRP model

We transform (3.2) and (3.3) into $x_{01} + x_{02} \le 2$ (3.2\*) $x_{10} + x_{12} + x_{20} + x_{21} \le 2$ (3.3\*)

# Step 3: Preprocessing Technique

# 1. Strengthen the bounds of constraint variables

Since  $x_{01}, x_{02}, x_{10}, x_{12}, x_{20}, x_{21} \in \{0,1,2\}$  and assume that  $x_{01} = 0$ ;  $x_{02} = 2$ ;  $x_{10} = 2$ ;  $x_{12} = 0$ ;  $x_{20} = 0$ ;  $x_{21} = 0$  then

#### a) Strengthen the bounds of constraint variables (3.2\*)

- i. For variable  $x_{01}$ , substitute the value of  $x_{02} = 2$  into (3.2\*) so we have  $x_{01} \le 0$ . We can strengthen the  $x_{01}$  since it has initial bound  $x_{01} \ge 0$ . We can strengthen this variable to be  $x_{01} \le 0$ .
- ii. For variable  $x_{02}$ , substitute the value of  $x_{01} = 0$  into (3.2\*) so we have  $x_{02} \le 2$ . Since  $x_{02} \le 2$  is in initial bound  $x_{02} \ge 0$ , so we create new bound for  $x_{02}$  that is  $0 \le x_{02} \le 2$

#### b) Strengthen the bounds of constraint variables (3.3\*)

- i. For variable  $x_{10}$ , substitute the value of  $x_{12} = 0$ ,  $x_{20} = 0$ , and  $x_{21} = 0$  into (3.3\*) so we have  $x_{10} \le 2$ . Since  $x_{10} \le 2$  is in initial bound  $x_{10} \ge 0$  so we create new bound for  $0 \le x_{10} \le 2$
- ii. For variable  $x_{12}$  substitute the value of  $x_{10} = 2$ ,  $x_{20} = 0$ , and  $x_{21} = 0$  into (3.3\*) and we have new strengthened bound of  $x_{12} \le 0$ .
- iii. For variable  $x_{20}$  substitute the value of  $x_{10} = 2$ ,  $x_{12} = 0$ , and  $x_{21} = 0$  into (3.3\*) and we have new strengthened bound of  $x_{20} \le 0$ .

iv. For variable  $x_{21}$  substitute the value of  $x_{10} = 2$ ,  $x_{12} = 0$ , and  $x_{20} = 0$  into (3.3\*) and we have new strengthened bound of  $x_{21} \le 0$ .

#### c) Strengthen the bounds of constraint variables (3.4)

- i. For variable  $x_{01}$  substitute the value of  $x_{02} = 2$ ,  $x_{12} = 0$  and  $x_{21} = 0$  into (3.4). Since  $x_{01}$  has been strengthened into  $x_{01} = 0$  so  $x_{01}$  cannot be strengthened into  $x_{01} \le 0.25$  since it does not satisfy the previous bound of  $x_{01}$ .
- ii. For variable  $x_{02}$  substitute the value of  $x_{01} = 0$ ,  $x_{12} = 0$  and  $x_{21} = 0$  into (3.4).  $x_{02}$  cannot be strengthened since it does not satisfy the previous bound of  $x_{02}$ .
- iii. For variable  $x_{12}$  substitute the value of  $x_{01} = 0$ ,  $x_{02} = 2$  and  $x_{21} = 0$  into (3.4).  $x_{12}$  cannot be strengthened into  $x_{12} \le 0.25$  since it does not satisfy the previous bound of  $x_{12}$ .
- iv. For variable  $x_{21}$  substitute the value of  $x_{01} = 0$ ,  $x_{02} = 2$ , and  $x_{12} = 0$  into(3.4)  $x_{21}$  cannot be strengthened  $x_{21} \le 0.25$  since it does not satisfy the previous bound of  $x_{21}$

#### 2. Eliminate Redundant variables

Next, we will investigate whether the constraints satisfy the upper bound and lower bound of nonnegative constraints.

#### a) By using upper bound

Using upper bound of nonnegativity constrains resulted in strengthening bounds, we have  $x_{01} = 0$ ,  $x_{02} = 2$ ,  $x_{12} = 0$ , and  $x_{21} = 0$ , substitute to (3.4), we have  $2 \le 2.25$ . So (3.4) satisfies the upper bound of nonnegativity constraint.

## b) By using lower bound

Using upper bound of nonnegativity constrains resulted in strengthening bounds, we have  $x_{01} = 0$ ,  $x_{02} = 0$ ,  $x_{12} = 0$ , and  $x_{21} = 0$ , substitute to (3.4), we have  $0 \le 2.25$  So (3.4) satisfy the upper bound of nonnegativity constraint and it is said to be redundant and can be eliminated.

#### 3. Fix variable

Assume that we will fix variables  $x_{12}$  and  $x_{12}$ . We got the variable values from (3.3\*)

# a) Evaluation for variable $x_{12}$ .

In constraint (3.3\*), we have " $\leq$ " inequality, by definition it said that value of right hand side is 2 and the biggest coefficient value is 1, then total of biggest variable coefficient is 4. Since that total exceed RHS then variable with biggest coefficient can be fixed into 0 or  $x_{12} = 0$ . Since in constraint (3.3\*) total of biggest coefficient exceed RHS then we eliminate (3.3\*).

#### **b)** Evaluation for variable $x_{21}$

In constraint (3.3\*) have " $\leq$ " inequality, by definition it said that value of right hand side is 2 and the biggest coefficient value is 1, then total of biggest variable coefficient is 4. Since that total exceed RHS then variable with biggest coefficient can be fixed into 0 or  $x_{21} = 0$ . Since in (3.3\*) total of biggest coefficient exceed RHS then (3.3\*) cannot be eliminated.

Variable values of  $x_{12} = 0$  and  $x_{21} = 0$  can be substitute to model and we have new model as follows.

(3.1*)
(3.2**)

 $\begin{aligned} x_{10} + x_{20} &\leq 2 \\ \text{and} \\ x_{01} &= 0 \; ; \; 0 \leq x_{02} \leq 2 \; ; \; 0 \leq x_{10} \leq 2 \; ; \; x_{02} = 0 \end{aligned}$ 

## Step 4: Transform to Initial Form

After obtaining new simpler SCVRP, we transform the model back to original model as follows. Transform constraint  $(3.2^{**})$  into  $x_{01} + x_{02} = 2$  and constraint  $(3.3^{**})$  into  $x_{10} + x_{20} = 2$  then, we obtain new SCVRP model :

#### New model for Working Area I

 $\begin{aligned} &\text{Min } z = 14,5x_{01} + 11,9x_{02} + 14,5x_{10} + 11,9x_{20} \\ &\text{Subject to} \\ &x_{01} + x_{02} \leq 2 \\ &x_{10} + x_{20} \leq 2 \\ &\text{and} \\ &x_{01} = 0 \ ; \ 0 \leq x_{02} \leq 2 \ ; \ 0 \leq x_{10} \leq 2 \ ; \ x_{02} = 0 \end{aligned}$ 

Using above procedure, we also obtain simpler formula of SCVRP as follows.

#### New model for Working Area II

 $\begin{array}{l} \text{Min } z = 14x_{01} + 13x_{02} + 11,7x_{03} + 14x_{10} + 1,3x_{12} + 13x_{20} + 3,9x_{23} + 11,7x_{30} + 2,3x_{31} \\ \text{Subject to} \\ x_{01} + x_{02} + x_{03} = 2 \\ x_{10} + x_{12} = 2 \\ x_{20} + x_{23} = 2 \\ x_{30} + x_{31} = 2 \\ x_{01} + x_{02} + x_{03} + x_{12} + x_{23} + x_{31} \le 2.95 \\ \text{and} \\ x_{01} = 0; \ x_{02} = 0; \ 0 \le x_{03} \le 2; \ 0 \le x_{10} \le 2; \ 0 \le x_{12} \le 1; \ 0 \le x_{20} \le 2; \ 0 \le x_{23} \le 1; \\ 0 \le x_{30} \le 2; \ 0 \le x_{31} \le 2. \\ x_{01}, x_{02}, x_{03}, x_{10}, x_{12}, x_{20}, x_{23}, x_{30}, x_{31} \in \{0, 1, 2\} \end{array}$ 

#### New model for Working Area III

```
 \min z = 11,7x_{01} + 12,6x_{02} + 18x_{03} + 13,2x_{04} + 11,7x_{10} + 6,8x_{12} + 9,8x_{13} + 4,8x_{14} + 12,6x_{20} + 6,8x_{21} + 13x_{23} + 7,2x_{24} + 18x_{30} + 13x_{32} + 11,5x_{34} + 13,2x_{40} + 4,8x_{41} + 11,5x_{43}
```

Subject to

 $\begin{aligned} x_{01} + x_{02} + x_{03} + x_{04} &= 2 \\ x_{10} + x_{12} + x_{13} + x_{14} &= 2 \\ x_{20} + x_{21} + x_{23} + x_{24} &= 2 \\ x_{30} + x_{32} + x_{34} &= 2 \\ x_{40} + x_{41} + x_{43} &= 2 \\ x_{01} + x_{02} + x_{03} + x_{04} + x_{12} + x_{13} + x_{14} + x_{21} + x_{23} + x_{24} + x_{31} + x_{32} + x_{34} + x_{41} + x_{42} + x_{43} \leq 4,5 \\ \text{and} \end{aligned}$ 

 $\begin{array}{l} x_{01} \geq 0 \, ; \, x_{02} \geq 0 \, ; \, \, x_{03} \geq 0 \, ; \, \, x_{04} \geq 0 \, ; \, \, 0 \leq x_{10} \leq 1 \, ; \, \, x_{12} = 0 \, ; \, \, 0 \leq x_{13} \leq 1 \, ; \, \, x_{14} = 0 \, ; \, \, 0 \leq x_{20} \leq 2 \, ; \, \, 0 \leq x_{21} \leq 2 \, ; \\ 0 \leq x_{23} \leq 2 \, ; \, \, 0 \leq x_{24} \leq 2 \, ; \, \, 0 \leq x_{30} \leq 2 \, ; \, \, 0 \leq x_{32} \leq 1 \, ; \, \, 0 \leq x_{34} \leq 1 \, ; \, \, 0 \leq x_{40} \leq 2 \, ; \, \, 0 \leq x_{41} \leq 2 \, ; \, \, 0 \leq x_{43} \leq 2 \, . \\ x_{01}, x_{02}, x_{03}, x_{04}, x_{10}, x_{12}, x_{13}, x_{14}, x_{20}, x_{21}, x_{23}, x_{24}, x_{30}, x_{31}, x_{32}, x_{34}, x_{40}, x_{41}, x_{42}, x_{43} \in \left\{0, 1, 2\right\} \end{array}$ 

#### New model for Working Area IV

Min  $z = 12x_{01} + 11,6x_{02} + 10,5x_{03} + 18x_{04} + 12x_{10} + 6,8x_{13} + 9,7x_{14} + 8,6x_{15}$  $+11,6x_{20} + 6,8x_{21} + 8,7x_{24} + 10,3x_{25} + 10,5x_{30} + 6,8x_{31} + 14,2x_{32} + 6,9x_{34}$  $+11,2x_{35}+18x_{40}+9,7x_{41}+8,7x_{42}+6,9x_{43}+13x_{45}+11,2x_{50}+8,6x_{51}$  $+10,3x_{52}+11,2x_{53}+13x_{54}$ Subject to  $x_{01} + x_{02} + x_{03} + x_{04} = 2$  $x_{10} + x_{13} + x_{14} + x_{15} = 2$  $x_{20} + x_{21} + x_{24} + x_{25} = 2$  $x_{30} + x_{31} + x_{32} + x_{34} + x_{35} = 2$  $x_{40} + x_{41} + x_{42} + x_{43} + x_{45} = 2$  $x_{50} + x_{51} + x_{52} + x_{53} + x_{54} = 2$ and  $x_{01} = 0$ ;  $x_{02} = 0$ ;  $0 \le x_{03} \le 2$ ;  $x_{04} = 0$ ;  $x_{10} \ge 0$ ;  $x_{13} \ge 0$ ;  $x_{14} \ge 0$ ;  $x_{15} \ge 0$ ;  $0 \le x_{20} \le 2$ ;  $0 \le x_{21} \le 1$ ;  $0 \le x_{23} \le 1$ ;  $0 \le x_{24} \le 1$ ;  $0 \le x_{25} \le 1$ ;  $0 \le x_{30} \le 2$ ;  $0 \le x_{31} \le 1$ ;  $0 \le x_{32} \le 1$ ;  $0 \le x_{32} \le 1$ ;  $0 \le x_{34} \le 1$ ;  $0 \le x_{35} \le 1$ ;  $0 \le x_{40} \le 2$ ;  $x_{41} = 0$ ;  $x_{42} = 0$ ;  $x_{43} = 0$ ;  $x_{45} = 0$ ;  $x_{50} = 0$ ;  $0 \le x_{51} \le 2$ ;  $x_{52} = 0$ ;  $x_{54} = 0$ ;  $x_{53} = 0$ .  $x_{01}, x_{02}, x_{03}, x_{04}, x_{10}, x_{13}, x_{14}, x_{15}, x_{20}, x_{21}, x_{24}, x_{25}, x_{30}, x_{31}, x_{32}, x_{34}, x_{35}, x_{40}, x_{41}, x_{42}, x_{41}, x_{42}, x_{41}, x_{42}, x_{44}, x_{4$  $x_{43}, x_{45}, x_{50}, x_{51}, x_{52}, x_{53}, x_{54} \in \{0, 1, 2\}$ 

#### New model for Working Area V

 $\begin{array}{l} \text{Min } z = 12x_{01} + 5,3x_{03} + 6,9x_{04} + 12,6x_{05} + 12x_{10} + 2,3x_{12} + 3,3x_{14} + 4,3x_{15} \\ &\quad + 6,5x_{20} + 2,5x_{23} + 3,8x_{24} + 5,2x_{25} + 5,3x_{30} + 2,3x_{31} + 2,5x_{32} + 3,8x_{35} + 6,9x_{40} \\ &\quad + 3,3x_{41} + 2,8x_{43} + 6,3x_{45} + 12,6x_{50} + 4,3x_{51} + 5,2x_{52} + 6,3x_{54} \\ \text{Subject to} \\ x_{01} + x_{03} + x_{04} + x_{05} = 2 \\ x_{10} + x_{12} + x_{14} + x_{15} = 2 \\ x_{20} + x_{23} + x_{24} + x_{25} = 2 \\ x_{30} + x_{31} + x_{32} + x_{35} = 2 \\ x_{40} + x_{41} + x_{43} + x_{45} = 2 \\ x_{50} + x_{51} + x_{52} + x_{54} = 2 \\ \text{and} \\ x_{12} = 0; \ x_{13} = 0; \ x_{14} = 0; \ x_{15} = 0; \ 0 \le x_{20} \le 2; \ x_{21} = 0; \ x_{23} = 0; \ x_{24} = 0; \ x_{25} = 0; \ x_{30} \le 2; \ x_{51} = 0; \\ x_{32} = 0; \ x_{34} = 0; \ x_{35} = 0; \ 0 \le x_{40} \le 1; \ x_{41} = 0; \ x_{42} = 0; \ x_{43} = 0; \ 0 \le x_{45} \le 1; \ 0 \le x_{50} \le 2; \ x_{51} = 0; \ x_{52} = 0 \\ ; \ x_{53} = 0; \ x_{54} = 0. \\ x_{01}, x_{03}, x_{04}, x_{10}, x_{12}, x_{14}, x_{15}, x_{20}, x_{23}, x_{24}, x_{25}, x_{30}, x_{31}, x_{32}, x_{35}, x_{40}, x_{41}, x_{43}, x_{45}, \end{array}$ 

 $x_{01}, x_{03}, x_{04}, x_{10}, x_{12}, x_{14}, x_{15}, x_{20}, x_{23}, x_{24}, x_{25}, x_{30}, x_{31}, x_{32}, x_{35}, x_{40}, x_{41}, x_{42}, x_{50}, x_{51}, x_{52}, x_{54} \in \{0, 1, 2\}$ 

#### 4. CONCLUSION

We can conclude from above results that by using preprocessing technique, we can obtain simpler SCVRP model and also we can solve the model faster by applying optimization tool. But due to limitations, we only conduct preprocessing technique to simplify the model. For further research, it is better to also include other technique to simplify the model such as using probing technique.

#### ACKNOWLEDGEMENTS

This research was partially supported by PHK A2 Sriwijaya University Grant of Directorate General of Higher Education of Indonesia (DIKTI) year 2007. The authors would also like to thank to the editor and referees for their valuable comments and suggestion.

# REFERENCES

- [1] M. W. P. Savelsbergh, "Preprocessing And Probing Techniques For Mixed Integer Programming Problems," *ORSA J. on Computing*, vol. 6, pp. 445-454, 1994.
- [2] M. Fischetti, et al., "A Branch and Bound Algorithm for the capacitated Vehicle Routing Problem on Directed Graphs," *Operations Research*, vol. 42, no. 5, pp. 846-859, 1994.
- [3] S.M. Bazaraa et al., "*Linear Programming and Network Flows*," Second edition, John Wiley & Sons, Inc, Singapore, 1990.
- [4] S. I. Gass, "Linier Programming Methods and Applications," McGraw-Hill, Inc., USA, 1985.
- [5] L. Caccetta, "Branch and Cut Methods for Mixed Integer Linear Programming Problems," X. Yang et al. (Eds), *Progress in Optimization*, pp. 21-24, 2000.
- [6] L. Caccetta and S. P. Hill 2001, "Branch and Cut methods for Network Optimization," *Mathematical and Computer Modelling*, vol 33(4-5) pp.517-532, 2001.
- [7] P. Toth and D. Vigo. 1998,"Exact solution of the vehicle routing problem," T.G. Cranic and G. Laporte (eds), *Fleet management and Logistic*, Kluwer Academic Publisher, Norwell, pp.1-31, 1998

## **BIBLIOGRAPHY OF AUTHORS**

Irmeilyana received her S.Si (Undergraduate Degree in Science) in Mathematics from Bogor Agriculture Institute (IPB) Indonesia in 1997. Then she received her Master Degree in Mathematics from Bandung Technology Institute (ITB) Indonesia in 1999. She has been a Mathematics Department member at Faculty Mathematics and Natural Sciences Sriwijaya University South Sumatera Indonesia. Her research interests include Statistics, optimization and its applications.
Fitri Maya Puspita received her B.S. degree in Mathematics from Sriwijaya University, South Sumatera, Indonesia in 1997. Then she received her M.Sc in Mathematics from Curtin University of Technology (CUT) Western Australia in 2004. She is currently PhD candidate of Faculty of Science and Technology Islamic Science University of Malaysia (USIM), Nilai, Negeri Sembilan Darul Khusus, Malaysia. She has been a Mathematics Department member at Faculty mathematics and Natural Sciences Sriwijaya University South Sumatera Indonesia since 1998. Her research interests include optimization and its applications such as vehicle routing problems and QoS pricing and charging in third generation internet.
Indrawati received her received her B.S. degree in Mathematics from Sriwijaya University, South Sumatera, Indonesia in 1996. Then she received M.Si in Mathematics Actuarial from Bandung Institute of Technology, Indonesia in 2004. She has been a Mathematics Department member at Faculty mathematics and Natural Sciences Sriwijaya University South Sumatera Indonesia since 1998. Her research interest includes actuarial science and its applications in insurance and risk theory.
Ferani E. Zulvia received her B.S. degree in Mathematics from Sriwijaya University, South Sumatera, Indonesia. Then she obtained M.Eng from Bandung Institute of Technology and MBA from National Taiwan University of Technology. Currently, she is a PhD student in Department of Industrial Management in National Taiwan University of Science and Technology. Her research interest includes evolutionary computation and its applications in logistics distribution and data mining.