

Short Research Article

OPTIMIZATION OF TRANSPORTATION PROBLEM:

A CASE STUDY OF NIGERIAN BOTTLING COMPANY (EASTERN REGION)

ABSTRACT

The Transportation Problem which deals with the distribution of commodities from a variety of sources to a variety of destinations was considered in this research. In this work, existing theorems such as the duality theorems and complementary slackness theorem were used to analyse the transportation problem and their applicability was observed. Illustration was made with data gathered from the Nigerian Bottling Company (Owerri, Port-Harcourt and Enugu plants). The data collected was modeled as a Linear Programming Problem of the transportation type and solved with TORA optimization software and the Microsoft Excel to generate an optimal and feasible solution. It was observed that the cost of transportation of finished Returnable Glass Bottle products of the company for a month was in general reduced by 11.58%.

Keywords: Transportation Problem, Simplex method, Linear Programming Problem, Optimization, Duality

1.0 INTRODUCTION

Low productivity and dwindling economy of Nigeria has caused businesses and industries to optimize economically. Transportation Problems are a special case of Network flow problems (a particular class of linear programming) which involves moving commodities from a number of sources to a number of destinations. The economist will always maintain that until the goods and services get to the final consumer, the production process is not yet complete. The objective of a transportation problem is to ensure that demand requirements are fully satisfied at the destination with regards to the available resources at the source/origin, at the least possible cost.

There are many modes of transportation: air, road, rail, water. Road transport still leads the pack and is a favourite choice owing to its low cost, high flexibility and faster response time. However, it is a danger to world life as it is a major consumer of petroleum products and thus a great contributor to green house gas emissions, CO₂ emission and a lot of other pollutant particles in the air.

The Transportation Problem (TP) can be solved using the Simplex method, but a more efficient solution procedure (algorithm) called the transportation technique, which is hinged on the Simplex method has been developed.

For effective research, this work will be limited to Nigerian Bottling Company plants in the Eastern Region namely Owerri, Enugu and Port-Harcourt, and the depots that these plants supply goods to. This work concentrates on the development of an optimization model for the shipping of the Returnable Glass Bottle (RGB) products of this firm, in the Eastern region of Nigeria (3 plants and 19 depots), in the best cost-effective manner. This study is intended:

1. To fit a model for the distribution data of Returnable Glass Bottle (RGB) products of the NBC (Owerri, Enugu and Port-Harcourt) as a linear transportation problem
2. To minimize the transportation cost
3. To determine a minimum cost schedule for distributing these products from the three sources to the different destinations.

The cost saved will be channeled to the actualization of the company's other projects especially with regards to its Corporate Social Responsibility.

The Transportation Problem has been studied extensively by many authors and has found applications in diverse

fields. The first was Tolstol in 1930. He ordered the allocations based on the difference between the destinations and the sources he used for the transportation of salt, cement, and other cargo between sources and destinations along the railway network of the Soviet Union. Hitchcock (1941) and Koopmans (1947) contributed to the development of the transportation methods involving a number of shipping sources and a number of destinations. Optimal solutions could only be achieved in 1951 when George B. Dantzig applied the concept of linear programming in solving transportation models.

Pandian and Anuradha (1984) proposed the floating point method for finding an optimal solution to a transportation problem with additional constraints. The proposed method differed from the existing methods namely, simplex method and inverse matrix method in terms of its ease of use and efficiency. But the optimum solution obtained is not necessarily feasible i.e. targeted at having $(m + n - 1)$ allotted entries. Ji and Chu (2002) proposed the dual matrix approach which is very efficient in terms of computation than the simplex method as it can be applied to both the balanced and unbalanced TP. This approach considers the dual of the transportation model instead of its primal and removes the problem of degeneracy in solution as it does not require path-tracing. The approach however needs an $(m + n) \times (m + n)$ matrix which is quite large and disadvantageous.

Hasan (2012) in comparing the direct methods for finding optimal solution of a transportation problem, summarized that the VAM-MODI method is the best method to rely on as it consistently gave correct results, hence our choice of the VAM-MODI for our own work. Based on these reviews which we have studied and noted some of their short-comings, we will carry out our own study by using the Two-phase method and VAM-MODI Transportation Technique and application of the knowledge of some basic theorems to solve a real life economic problem.

2.0 MATHEMATICAL FORMULATION, METHODOLOGY AND DATA PRESENTATION

The VAM-MODI transportation method is a modification of the Simplex method which is enshrined in LP-Duality. At optimality, the values of the objective functions for a primal problem and its corresponding dual problem are equal. Generally speaking, the two problems are not solved with the same degree of ease; and therefore there is a preference, quite marked in some cases, as to which form of the problem will be used for the solution. Solving a dual instead of the primal could have computational advantages if the number of variables in the primal is considerably smaller than the number of constraints because the amount of simplex computations depends largely on the number of constraints. Thus we solve the dual and determine the primal from the result obtained. We take a look at a few duality theorems.

THEOREM 1 (WEAK DUALITY THEORY) (Inyama, 2007)

Given a primal LPP

$$\left. \begin{array}{l} \text{Max. } Z = C^T x \\ \text{Subject to: } Ax \leq b \\ x \geq 0 \end{array} \right\} \quad (2.1)$$

And its' dual

$$\left. \begin{array}{l} \text{Min. } Z' = b^T y \\ \text{Subject to: } A^T y \geq C \\ y \geq 0 \end{array} \right\} \quad (2.2)$$

Then for any feasible solutions x_0 and y_0 to the primal and dual linear programs respectively, then $C^T x_0 \leq b^T y_0$.

The relationship does not specify which is primal and which is dual. Only the sense of optimization (maximization or minimization) is important in this case. (Objective value in the maximization problem) $\leq$ (Objective value in the minimization problem) for any pair of feasible, primal and dual solutions. The weak duality theory provides a bound on the optimal value of the objective function of either the primal or the dual.

THEOREM 2 (STRONG DUALITY THEOREM) (Treisman, 2002)

Consider a primal LPP (2.1) and its dual (2.2). Let x_0 and y_0 be feasible solutions to the primal and dual linear programs respectively. If $C^T x_0 = b^T y_0$, then both x_0 and y_0 are optimal solutions to their respective problems.

REMARKS:

The optimal value of the primal and the dual problems are in fact equal i.e. if either (2.1) or (2.2) has a finite optimal value, then so does the other; the optimal values coincide and optimal solutions to both exist.

THEOREM 3 (COMPLEMENTARY SLACKNESS) (Treisman, 2002)

Let x_0 be a feasible solution to (2.1) and y_0 be a feasible solution to (2.2). Then x_0 is optimal to the primal (2.1) and y_0 is optimal to the dual (2.2) if and only if the conditions of complementary slackness hold. i.e.

$$\left(b_i - \sum_{j=1}^n a_{ij} x_j \right) y_i = 0 \quad \text{for } 1 \leq i \leq m$$

And

$$\left(\sum_{i=1}^m a_{ji} y_i - c_j \right) x_j = 0 \quad \text{for } 1 \leq j \leq n$$

REMARKS:

Complementary slackness relations are used to check whether a proposed solution is optimal or not, and also to give a uniqueness result. If in an optimal solution of a LPP the value of the dual variable (shadow price) associated with a constraint is non-zero, then that constraint must be satisfied with equality. Furthermore, if a constraint is satisfied with strict inequality, then its corresponding dual variable must be zero. In $Ax = b$, if the rows of A are linearly independent, then $Ax = b$ has a unique solution $x \in \mathbb{R}^N$. The finiteness of the optimal value implies the existence of a solution. Complementary conditions guarantee that the values of the primal and dual are the same.

Consider a typical transportation problem

$$\left. \begin{aligned} \text{Min. } Z &= \sum_{i=1}^m \sum_{j=1}^n c_{ij} x_{ij} \\ \text{subject to: } \sum_{j=1}^n x_{ij} &\leq a_i, \quad i = 1, 2, \dots, m \\ \sum_{i=1}^m x_{ij} &\geq b_j, \quad j = 1, 2, \dots, n \\ x_{ij} &\geq 0 \quad \forall i, j \end{aligned} \right\} \quad (2.3)$$

We want to establish the properties of the objective function $Z(x)$.

We define

$$Z(x): X \subseteq \mathbb{R} \rightarrow \mathbb{R}$$

Now

$$X = \{x_{ij}\} \forall i, j$$

$$X = \{x_{11}, x_{12}, \dots, x_{1n}, x_{21} \dots x_{mn}\}$$

Let $P = \{p: p \text{ is the production capacity of the various plants}\}$

There is a limit to the number of goods produced at each factory i.e. each plant has its production capacity. Also, of all the plants, there is one with the highest production capacity and another with the lowest production capacity. These capacities therefore constitute the highest and lowest values for this set. Then we can say that P is bounded.

But $X \subset P$. Thus X is bounded (since it is contained in a bounded interval).

Consider also $X = \{x_{11}, x_{12}, \dots, x_{1n}, x_{21} \dots x_{mn}\}$ which we can say are points. Picking a particular point or value, say, x_{ij} , then its complement will be

137 $\{x_{ij}\}^c = \{x_{ij} \in X : -\infty < x_{ij}\} \cup \{x_{ij} \in X : x_{ij} < \infty\}$
 138 i.e. $\{x_{ij}\}^c = \mathbb{R} - \{x_{ij}\} = (-\infty, x_{ij}) \cup (x_{ij}, +\infty)$
 139
 140 Finite union of open sets is open, therefore $\{x_{ij}\}^c$ is open. Hence $\{x_{ij}\}$ is closed. The union of finite collection
 141 of closed sets is also closed. Therefore, X is closed.
 142 Having ascertained that X is bounded and also closed, we therefore conclude that X is compact. Hence, the
 143 domain of our objective function is compact.

144 Consider again our objective function $Z(x) = \sum_{i=1}^m \sum_{j=1}^n c_{ij} x_{ij}$ in equation (2.3)
 $Z(x): X \subseteq \mathbb{R} \rightarrow \mathbb{R}$

145 Let $x, y \in X$ and α, β scalars in $\mathbb{R}$.

146 To show linearity,

$$\begin{aligned} Z(\alpha x + \beta y) &= \sum_{i=1}^m \sum_{j=1}^n c_{ij} (\alpha x + \beta y)_{ij} \\ &= \sum_{i=1}^m \sum_{j=1}^n c_{ij} (\alpha x_{ij} + \beta y_{ij}) \\ &= \sum_{i=1}^m \sum_{j=1}^n (\alpha c_{ij} x_{ij} + \beta c_{ij} y_{ij}) \\ &= \sum_{i=1}^m \sum_{j=1}^n \alpha c_{ij} x_{ij} + \sum_{i=1}^m \sum_{j=1}^n \beta c_{ij} y_{ij} \\ &= \alpha \sum_{i=1}^m \sum_{j=1}^n c_{ij} x_{ij} + \beta \sum_{i=1}^m \sum_{j=1}^n c_{ij} y_{ij} \\ &= \alpha Z(x) + \beta Z(y) \end{aligned}$$

147 Hence, our objective function $Z(x)$ is a linear function.

148

149 **THEOREM 4:** Every linear function in a finite dimensional space is continuous. (James 1975)

150

151

152

153

154

155

156

157

158

159

160

161

162

163

164

165

166

167

168

169

170

171

172

REMARK: By theorem 4, $Z(x)$ is then continuous.

We have already established that our function $Z(x)$ is linear and continuous on the closed and bounded interval.

THEOREM 5 (MAXIMUM AND MINIMUM VALUE THEOREM) (James (1975))

Every continuous function defined on a compact space say Y attains its minimum and maximum on the same space Y . i.e. if f is continuous, then there exists m and M such that $m \leq f(x) \leq M \quad \forall x \in Y$.

Hence, by theorem 5, our objective function $Z(x)$ attains its minimum and maximum values on the same interval. It is based on these verified observations that we can begin to talk about optimizing any given function. This thus provides a rationale for carrying out our optimization work.

2.1. DATA PRESENTATION AND ANALYSIS

We concentrated on the transportation of a single product, Returnable Glass Bottle (RGB). The data for this study was gathered for the period Jan 2012 – Dec 2012. One month planning horizon was adopted for convenience as wages and salaries are mostly paid on monthly basis in Nigeria. The following assumptions were made in the model formulation:

1. The cost of transporting a unit of the product c_{ij} is independent of the number of units of the product x_{ij} shipped. (i.e no volume discount is given)
2. For every round trip, the haulage truck carries its maximum load.
3. Only direct shipments are allowed between a source and a destination
4. The haulage trucks have the same load capacity, technical condition, etc.

5. A linear model is assumed
 6. Cost of production is uniform at all plants
- Data collected from the three plants can be combined to formulate a balanced transportation tableau as shown in Table 2.2.1 below.

Table 2.2.1 Balanced transportation tableau for the three plants

DEMAND	PORT HARCOUR	ENUGU	OWERRI	
70,638	21.53	31.16	14.45	ORLU
54,730	20.69	29.92	16.67	UMUAHIA
65,278	26.71	37.02	34.03	IKOT EKPENE
110,523	27.05	40.29	37.47	UYO
97,478	23.85	36.94	44.60	EKET
105,195	34.32	47.17	51.75	CALABAR
95,399	21.45	34.32	20.57	ABA
186,389	47.06	10.70	31.16	URBAN ENUGU
82,971	43.47	14.40	27.44	AWKA
90,569	41.19	21.62	44.32	NSUKKA
64,966	36.97	21.00	51.30	ABAKALIKI
61,115	78.41	43.76	63.91	MAKURDI
42,875	70.19	87.18	96.37	WUKARI
23,144	47.62	29.86	63.18	OTUKPO
67,455	56.96	53.60	69.02	GBOKO
93,673	27.78	20.69	21.08	NNEWI
155,040	16.84	33.99	30.26	AHOADA
108,000	14.31	40.09	34.09	ELEME
124,740	11.10	47.06	21.53	ELECHI
94,809	0.00	0.00	0.00	DUMMY
	456,000	613,638	725,349	SUPPLY

(Table showing the demand, supply and unit cost data for the three plants)

3.0. RESULTS AND DISCUSSION

The data obtained in table 2.2.1 was solved using the TORA optimization software to obtain the final iteration as shown in Table 3.0.1 below. The final iteration gave an objective value of ₦42,196,521.52k

Table 3.0.1 Final iteration

ENUGU	OWERRI	
70,638	14.45	ORLU
54,730	16.67	UMUAHIA
65,278	34.03	IKOT EKPENE
110,523	37.47	UYO
	44.60	EKET
37,029	51.75	CALABAR
	20.57	ABA
186,389	31.16	URBAN ENUGU
82,971	27.44	AWKA
90,569	44.32	NSUKKA
64,966	51.30	ABAKALIKI
61,115	63.91	MAKURDI
	96.37	WUKARI
23,144	63.18	OTUKPO
67,455	69.02	GBOKO
	21.08	NNEWI
	30.26	AHOADA
	34.09	ELEME
	21.53	ELECHI
	0.00	DUMMY
613,638	725,349	SUPPLY

DEMAND	PORT HEADQUARTERS
70,638	
54,730	
65,278	
110,523	
97,478	97,478
105,195	68,166
95,399	
186,389	
82,971	
90,569	
64,966	
61,115	
42,875	42,875
23,144	
67,455	
93,673	
155,040	139,481
108,000	108,000
124,740	
94,809	
	456,000

The solution shows that the minimum monthly total transportation cost is ₦ 42,196,521.52k. The values for the decision variables show the quantity of the product RGB to ship over each route. This optimal solution saves NBC a transportation cost of ₦ 217,543.10 (Two hundred and seventeen thousand, five hundred and forty-three naira ten kobo) every month. Note that $m + n - 1 = 3 + 20 - 1 = 22$ used routes. Hence this solution is also not degenerate.

1. We have a positive slack variable (94809 units) associated with constraint 1. Therefore the constraint is non-binding and does not restrict the possible changes of the point. We have not used all the resource available to us, and so small changes in the right hand side do not affect the optimal solution (i.e. the solution is not dependent on the constraint). This can also be seen as the shadow price associated with the constraint 1 is zero and that means there is an infinite allowable increase. A unit increase or decrease in this constraint will not affect the objective value. All other constraints are binding, with the resultant shadow prices attached to them.

2. **Shadow price (or dual price):** From the values obtained, we see that a one unit increase in the constraint 4 (i.e. demand at Orlu depot) increases the objective value by N14.45. In general, the dual prices of constraints 4-22 are all positive. Thus increasing the right hand side will lead to increased objective value which is not our aim in this work. The shadow prices of constraints 2 and 3 are negative, indicating that the objective value can be reduced for every proportionate increase in the right hand side of the constraints, and this is the bases for our analysis I and II below. Also, the dual price of constraint 1 is zero which reveals that there is no economic advantage in increasing the supply / production capacity of Owerri plant. However, we advice a reduction in production to save available resources and manpower thereby reducing production cost.

3. **Reduced cost or opportunity cost:** It is observed from our result, that the reduced cost for the non-basic variables are all positive, indicating that they are not eligible to enter the basis (i.e. not wanted) as an increase in the variables will result in an increase in its objective function coefficient, and since we are solving a minimization problem, we are not going to increase the quantity of the variables so that we do not incur more transportation cost. Again, we do not have an alternate optimal solution here as there is no basic variable with an optimal value of zero and a corresponding reduced cost value of zero also.

3.1. SENSITIVITY ANALYSIS

Conducting businesses is a very dynamic process. Economic forces constantly change the environment in which a firm procures inputs and markets its outputs, and so it is very necessary that we determine how the solution obtained changes when some or all parameters of the model developed are varied. These changes may pertain to costs, quantity produced by (or distributed to) one or more factories (or locations). After a problem has been completely solved, it is often advantageous to investigate the effect of a change in some or all of the parameters of the solution.

ANALYSIS I: In this analysis, the supplies from Owerri and Enugu plants are reduced to 522,676 and 570,763 cases respectively, while that of Port-Harcourt is increased to 701,548 cases. The LPP was re-solved and the following schedule as shown in Table 3.1.1 was obtained;

Table 3.1.1 Table showing the final iteration for Analysis I

DEMAND	PORT HARCOURT	ENUGU	OWERRI	
70,638			70,638	ORLU
54,730			54,730	UMUAHIA
65,278			65,278	IKOT EKPENE
110,523	68,220		42,303	UYO
97,478	97,478			EKET
105,195	105,195			CALABAR
95,399			95,399	ABA
186,389		186,389		URBAN ENUGU
82,971		77,125	5,846	AWKA
90,569		90,569		NSUKKA
64,966		64,966		ABAKALIKI
61,115		61,115		MAKURDI
42,875	42,875			WUKARI
23,144		23,144		OTUKPO
67,455		67,455		GBOKO
93,673			93,673	NNEWI
155,040	155,040			AHOADA
108,000	108,000			ELEME
124,740	124,740			ELECHI
94,809			94,809	DUMMY
	456,000	613,638	725,349	SUPPLY

The computer solution of this first sensitivity analysis carried out shows a minimum total transportation cost of ₦39,576,238.33. This yields a 6.21% reduction in monthly transportation cost for NBC Eastern region.

ANALYSIS II:

The production of RGB was further reduced to 315576 cases in the Owerri plant, while that of Enugu and Port-Harcourt were increased to 670282 and 809129 cases respectively. After computations, an optimal solution with a total minimum transportation cost of ₦38,544,841.80k, which is an 8.65% reduction in monthly transportation cost was obtained. Below in Table 3.1.2 is the obtained schedule:

Table 3.1.2 Table showing the final iteration for Analysis II

OWERRI				
70,638				ORLU
54,730				UMUAHIA
0				IKOT EKPENE
				UYO
				EKET
				CALABAR
95,399				ABA
				URBAN ENUGU
				AWKA
				NSUKKA
				ABAKALIKI
				MAKURDI
				WUKARI
				OTUKPO
				GBOKO
0				NNEWI
				AHOADA
				ELEME
				ELECHI
94,809				DUMMY
725,349				SUPPLY

DEMAND	PORT-HARCOURT	ENUGU
70,638		
54,730		
65,278	65,278	
110,523	110,523	
97,478	97,478	
105,195	105,195	
95,399		
186,389		186,389
82,971		82,971
90,569		90,569
64,966		64,966
61,115		61,115
42,875	42,875	
23,144		23,144
67,455		67,455
93,673		93,673
155,040	155,040	
108,000	108,000	
124,740	124,740	
94,809		
	456,000	613,638

Note that routes Owerri - Ikot Ekpene and Owerri – Nnewi have been given zero allocation; this means that though we have indicated these routes as being in use, no shipment is made on these routes. Thus some basic variables in our current solution have zero values and hence, the solution even though it is optimal, is therefore degenerate.

Full production capacity has already been achieved at the Port-Harcourt plant. But in order to achieve this 8.65% reduction in transportation cost, the port-Harcourt plant needs to work overtime or increase their production capacity by getting a bigger plant. Production should be increased at Enugu plant to meet the requirements. The Owerri plant should also reduce its production of RGB accordingly, and channel its resources to the production of other products, say, ‘Eva table water’ which these other plants do not produce or send some of their personnel to work in their Port-Harcourt plant.

4.0. SUMMARY, CONCLUSION AND RECOMMENDATION

The transportation cost is an important element of the total cost structure for any business. Transportation sector is the irreplaceable infrastructure upon which economic and social development is possible. Based on the results and findings of this study, I recommend to the management of Nigeria Bottling Company especially in Owerri, Enugu and Port-Harcourt to apply mathematical theories in their operations as it is a necessary tool for decision making, not only in logistics (the transportation Problem), but other areas of production as well as administration. If the proposed transportation model is employed, it will greatly assist in devising an efficient distribution plan thereby minimizing transportation cost.

In this study, we have been able to solve a real-life economic problem by developing a model for the transportation schedule in Owerri, Port-Harcourt and Enugu plants of Nigerian Bottling Company. We have been able to establish the existence of a solution to the model formulated. We have considered three plants and the depots they supply in the Eastern region of Nigeria. We have been able to obtain an optimal transportation schedule for them, thus reducing the amount of money spent by the company on the distribution of finished products by 0.5% (₦ 217,543.10) per month. Also considering the analyses carried out, the transportation cost can be reduced to 6.21% and further by 8.65% even though this last solution is degenerate.

Presently, the Owerri Plant supplies only 7 depots, Enugu plant supplies only 9 depots while Port-Harcourt supplies only 3 depots at a total monthly transportation cost of ₦44,758,990.02k. In this study, we were able to obtain an optimal transportation schedule for our case study, reducing the amount of money spent by the company on the distribution of finished products in general by 11.58% per month. The model developed in this study is adaptable to other companies and businesses.

REFERENCES

- Dantzig G.B. (1951): Application of the Simplex method to a Transportation Problem, Ch. XXIII, Cowles Commission Monograph No. 13. John Wiley & Sons, New York.
- Hasan M.K. (2012). Direct Methods for finding optimal solution of a transportation problem are not always reliable. International Refereed Journal of Engineering and Science (IRJES), Vol. 1 Issue 2 (October 2012) pp. 46-52. www.irjes.com
- Hitchcock F.L. (1941). The distribution of a product from several sources to numerous localities. Journal of Mathematics and Physics 20, pp. 224-230.
- Inyama S. C. (2007). Operations Research, An Introduction. Supreme Publishers Owerri. ISBN: 9789780797638, pp: 136-138.
- James R. M. (1975): Topology, A first course. Prentice-Hall Inc, Englewood Cliffs, New Jersey. pp: 175.
- Ji P. and K. F. Chu (2002). A Dual-Matrix approach to the transportation problem. Asia-Pacific Journal of Operational Research 19(2002) 35-45.
- Koopman T.C. (1947). Optimum utilization of the transportation system. Proceedings of the International Statistical Conference, Washington D.C. Vol. V. pp 136-146.
- Pandian P. and D. Anuradha (1983). Floating point method for solving transportation problems with additional constraints. International Mathematical Forum, Vol. 6, 2011 No. 40, 1983-1992.
- Tolstoi A. N. (1930). Methods of finding the minimal total kilometrage in cargo-transportation planning. Vol. 1. Pp. 23-55. Transpress of the National Commissariat of transportation, Moscow.
- Treisman, Z. (2002). Proof of Strong Duality, Complementary Slackness and Marginal Values. <http://www.coursehero.com/sitemap/schools/2594-UBC/courses/600611-MATH340/> (Accessed on February 03, 2014).