

The Value of Stochastic Modeling in Two-Stage Stochastic Programs

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Two-Stage Stochastic Programming

Let's consider the stochastic programming problem:

$$(SP) \quad \underset{x \in \mathcal{X}}{\text{maximize}} \quad \mathbb{E} [h(x, \xi)]$$

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- The profit function $h(x, \xi)$ is the maximum of a linear program with uncertainty limited to objective

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- To find an optimal solution, one must develop a stochastic model and solve the associated stochastic program

Difficulty of Developing a Stochastic Model

- Developing an accurate stochastic model requires heavy engineering efforts and might even be impossible:
 - Expecting that a scenario might occur does not determine its probability of occurring
 - Unexpected events (e.g., economic crisis) might occur
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- What if, after all this work, we realize that the solution only marginally improves performance?
- What if, after implementing the SP solution, we realize that our choice of distribution was wrong?

A few data-driven approaches

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- Empirical Average Approximation: solve

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$$\text{(EAA)} \quad \underset{x \in \mathcal{X}}{\text{maximize}} \quad \frac{1}{M} \sum_i h(x, \xi_i) \ .$$

- Distributionally robust problem: use data to characterize information about the moments $\mu, \Sigma, \text{etc.}$ and solve:

$$\text{(DRSP)} \quad \underset{x \in \mathcal{X}}{\text{maximize}} \quad \inf_{F \in \mathcal{D}(\mu, \Sigma, \dots)} \mathbb{E}_F[h(x, \xi)] \ .$$

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How can we find out if we would achieve more with a stochastic model without developing the stochastic model?

Outline

- 1 Introduction
- 2 Value of Moment Based Approaches
- 3 Value of Stochastic Modeling
- 4 Fleet Mix Optimization
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Distributionally Robust Optimization

Use available information to define a set \mathcal{D} , such that $F \in \mathcal{D}$, then consider the distributionally robust stochastic program:

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- Introduced by H. Scarf in 1958
- Generalizes many forms of optimization models
E.g.: stochastic programming, robust optimization, deterministic optimization
- Many instances have been shown to be easier to solve than the associated SP
[Calafiore et al. (2006), Delage et al. (2010), Chen et al. (2010)]

Finite sample guarantees for a DRSP

Theorem (Delage & Ye, 2010)

If the data is i.i.d., then the solution to the DRSP under the uncertainty set

$$\mathcal{D}(\gamma) = \left\{ F \mid \begin{array}{l} \mathbb{P}(\boldsymbol{\xi} \in \mathcal{S}) = 1 \\ \|\mathbb{E}[\boldsymbol{\xi}] - \hat{\boldsymbol{\mu}}\|_{\hat{\Sigma}^{-1/2}}^2 \leq \gamma_1 \\ \mathbb{E}[(\boldsymbol{\xi} - \hat{\boldsymbol{\mu}})(\boldsymbol{\xi} - \hat{\boldsymbol{\mu}})^\top] \preceq (1 + \gamma_2)\hat{\Sigma} \end{array} \right\}$$

with $\gamma_1 = O\left(\frac{\log(1/\delta)}{M}\right)$ and $\gamma_2 = O\left(\sqrt{\frac{\log(1/\delta)}{M}}\right)$, achieves an expected performance that is guaranteed, with prob. greater than $1 - \delta$, to be better than the optimized value of the DRSP problem.

Value of MVP solution under Bounded Moments

Theorem (Delage, Arroyo & Ye, 2013)

Given that the stochastic program is risk neutral, the solution to the MVP is optimal with respect to

$$\underset{x \in \mathcal{X}}{\text{maximize}} \quad \inf_{F \in \mathcal{D}(\mathcal{S}, \hat{\boldsymbol{\mu}}, \hat{\boldsymbol{\Sigma}})} \mathbb{E}_F[h(x, \boldsymbol{\xi})],$$

where

$$\mathcal{D}(\mathcal{S}, \hat{\boldsymbol{\mu}}, \hat{\boldsymbol{\Sigma}}) = \left\{ F \left| \begin{array}{l} \mathbb{P}(\boldsymbol{\xi} \in \mathcal{S}) = 1 \\ \|\mathbb{E}[\boldsymbol{\xi}] - \hat{\boldsymbol{\mu}}\|_{\hat{\boldsymbol{\Sigma}}^{-1/2}}^2 \leq 0 \\ \mathbb{E}[(\boldsymbol{\xi} - \hat{\boldsymbol{\mu}})(\boldsymbol{\xi} - \hat{\boldsymbol{\mu}})^\top] \preceq (1 + \gamma_2)\hat{\boldsymbol{\Sigma}} \end{array} \right. \right\}$$

Finite sample guarantees for Robust MVP

Corollary

If the data is i.i.d., then the solution to the Robust MVP

$$\underset{x \in \mathcal{X}}{\text{maximize}} \quad \min_{\mu: \|\hat{\Sigma}^{-1/2}(\mu - \hat{\mu})\|^2 \leq \gamma_1} h(x, \mu) .$$

with $\gamma_1 = O\left(\frac{\log(1/\delta)}{M}\right)$ achieves an expected performance that is guaranteed, with prob. greater than $1 - \delta$, to be better than the optimized value of the Robust MVP problem.

Inferring structure from data

In practice, we often know something about the structure of ξ

- Factor model: $\xi = c + A\varepsilon$ with $\varepsilon \in \mathbb{R}^{d'}$, $d' \ll d$
- Autoregressive-moving-average (ARMA) model:

$$\xi_t = c + \sum_{j=1}^p \psi_j \xi_{t-j} + \varepsilon_t \sum_{j=1}^q \theta_j \varepsilon_{t-j} \quad \text{with } \varepsilon_t \text{ i.i.d.}$$

- Autoregressive Conditional Heteroskedasticity (ARCH)

$$\xi_t = c_t + \sigma_t \varepsilon_t, \quad \sigma_t = \alpha_0 + \sum_{j=1}^q \alpha_j (\sigma_{t-j} \varepsilon_{t-j})^2 \quad \text{with } \varepsilon_t \text{ i.i.d.}$$

Do we need to make distribution assumptions to calibrate these models ?

Generalized method of moments [A.R. Hall (2005)]

Suppose that the structure is $\xi_t = \varepsilon_t + \theta\varepsilon_{t-1}$, with ε_t i.i.d. with mean μ and σ

- Regardless of the distribution of ε , we know that

$$\mathbb{E}[\xi_t] = (1 + \theta)\mu$$

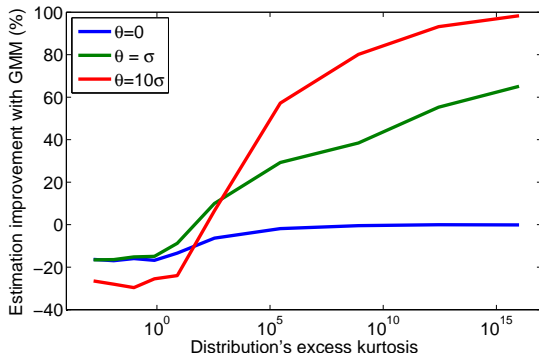
$$\begin{aligned}\mathbb{E}[\xi_t \xi_{t-1}] &= \mathbb{E}[(\varepsilon_t + \theta\varepsilon_{t-1})(\varepsilon_{t-1} + \theta\varepsilon_{t-2})] \\ &= \mu^2 + \theta\mu^2 + \theta(\mu^2 + \sigma^2) + \theta^2\mu^2 = (1 + \theta)^2\mu^2 + \theta\sigma^2\end{aligned}$$

$$\mathbb{E}[\xi_t^2] = (1 + \theta)^2\mu^2 + (1 + \theta^2)\sigma^2$$

- Use empirical moments to fit the parameters (θ, μ, σ)
- Retrieve the moments for ξ

Quality of GMM estimation

Empirical evaluation of quality of covariance estimation using GMM versus Gaussian likelihood maximization when true distribution is log-normal



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Consider the following steps:

- 1 Construct \mathcal{D} such that $F \in \mathcal{D}$ with high confidence
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- 3 Is it worth developing a stochastic model?
 - (a) If yes, then develop a model & solve SP
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Worst-case regret of a candidate solution gives an optimistic estimate of the value of obtaining perfect information about F .

$$\mathcal{R}(x_1) := \sup_{F \in \mathcal{D}} \left\{ \max_{x_2} \mathbb{E}_F[h(x_2, \xi)] - \mathbb{E}_F[h(x_1, \xi)] \right\}$$

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Theorem (Delage, Arroyo & Ye, 2013)

Evaluating the worst-case regret $\mathcal{R}(x_1)$ exactly is NP-hard in general.

Bounding the Worst-case Regret

Theorem (Delage, Arroyo & Ye, 2013)

If $\mathcal{S} \subseteq \{\boldsymbol{\xi} \mid \|\boldsymbol{\xi}\|_1 \leq \rho\}$ and $\|\mathbb{E}_F[\boldsymbol{\xi}] - \hat{\boldsymbol{\mu}}\|_{\hat{\Sigma}^{-1/2}}^2 \leq \gamma_1$, then an upper bound can be evaluated

$$\begin{aligned} \mathcal{UB}(x_1, \bar{y}_1) &:= \min_{s, \mathbf{q}} && s + \hat{\boldsymbol{\mu}}^\top \mathbf{q} + \sqrt{\gamma_1} \|\hat{\Sigma}^{1/2} \mathbf{q}\| \\ &\text{s.t.} && s \geq \alpha(\rho \mathbf{e}_i) - \rho \mathbf{e}_i^\top \mathbf{q}, \forall i \in \{1, \dots, d\} \\ &&& s \geq \alpha(-\rho \mathbf{e}_i) + \rho \mathbf{e}_i^\top \mathbf{q}, \forall i \in \{1, \dots, d\}, \end{aligned}$$

where $\alpha(\boldsymbol{\xi}) = \max_{x_2} h(x_2, \boldsymbol{\xi}) - h(x_1, \boldsymbol{\xi}; \bar{y}_1)$.

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Value of Stochastic Modeling for an Airline Company

- Fleet composition is a difficult decision problem:
 - Fleet contracts are signed 10 to 20 years ahead of schedule.
 - Many factors are still unknown at that time:
passenger demand, fuel prices, etc.
- Yet, many airline companies sign these contracts based on a single scenario of what the future may be.

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- Now we know that since little is known about these uncertain factors, using the data-driven forecast of expected value of parameters can be considered a robust approach
- Can we do better by developing a stochastic model ?

Mathematical Formulation for Fleet Mix Optimization

The fleet composition problem is a stochastic mixed integer LP

$$\text{Fleet mix} \xrightarrow{x} \text{maximize } \mathbb{E} \left[- \underbrace{o^T x}_{\text{ownership cost}} + \underbrace{h(x, \tilde{p}, \tilde{c}, \tilde{L})}_{\text{future profits}} \right],$$

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with $h(x, \tilde{p}, \tilde{c}, \tilde{L}) :=$

$$\begin{aligned} \max_{z \geq 0, y \geq 0, w} \quad & \sum_k \left(\sum_i \underbrace{\tilde{p}_i^k w_i^k}_{\text{flight profit}} - \underbrace{\tilde{c}_k (z_k - x_k)^+}_{\text{rental cost}} + \underbrace{\tilde{L}_k (x_k - z_k)^+}_{\text{lease revenue}} \right) \\ \text{s.t.} \quad & \left. \begin{aligned} w_i^k \in \{0, 1\}, \forall k, \forall i \quad \& \quad \sum_k w_i^k = 1, \forall i \end{aligned} \right\} \text{Cover} \\ & \left. \begin{aligned} y_{g \in \text{in}(v)}^k + \sum_{i \in \text{arr}(v)} w_i^k = y_{g \in \text{out}(v)}^k + \sum_{i \in \text{dep}(v)} w_i^k, \forall k, \forall v \end{aligned} \right\} \text{Balance} \\ & \left. \begin{aligned} z_k = \sum_{v \in \{v | \text{time}(v)=0\}} (y_{g \in \text{in}(v)}^k + \sum_{i \in \text{arr}(v)} w_i^k), \forall k \end{aligned} \right\} \text{Count} \end{aligned}$$

Experiments in Fleet Mix Optimization

We experimented with three test cases :

- 1 3 types of aircrafts, 84 flights, $\sigma_{\tilde{p}_i} / \mu_{\tilde{p}_i} \in [4\%, 53\%]$
- 2 4 types of aircrafts, 240 flights, $\sigma_{\tilde{p}_i} / \mu_{\tilde{p}_i} \in [2\%, 20\%]$
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Results:

Test cases	Worst-case regret for MVP solution
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#2	$\leq 1\%$
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Conclusions:

- It's wasteful to invest more than 7% of profits in stochastic modeling

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 - In some circumstances, the MVP model provides a distributionally robust solution
 - It is possible to calibrate a structural model using GMM

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 - In some circumstances, the MVP model provides a distributionally robust solution
 - It is possible to calibrate a structural model using GMM
- One can estimate how much might be gained with a stochastic model
- In some cases, using the data itself might be good enough

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Questions & Comments ...

... Thank you!