

# A new algorithm to optimize a can-order inventory policy for two companies in a horizontal partnership 

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## Agenda

- Horizontal cooperation: what, why, how?
- Examples of horizontal cooperations
- Definitions \& assumptions
- Problem Setting Example
- Costs \& Performance Measures
- Methodology
- Numerical Example
- Future research


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- What = cooperation where companies bundle their orders/join shipments
- Why = to reduce transport costs, CO2 emissions, and congestion
- How = by using the available space in truck hauls of one company to ship items of another company
- Vertical cooperation = cooperation with companies at different level of the supply chain (e.g., supplier \& buyers)
- Horizontal cooperation = cooperation with companies at the same level of the supply chain


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## Examples of Horizontal Cooperation



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pepsi

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Nestlē

pepsi


## Examples of Horizontal Cooperation

## What do we observe?

1. Horizontal cooperations can be established even with competitors!
2. Horizontal cooperations often only have 2 partners.

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## Definitions \& Assumptions

- Assumptions:
- Two companies
- Both companies adopt a ( $S, C, S$ ) can-order policy to synchronize their orders
- No replenishment lead time
- Unit Poisson demand (iid for both companies)


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- Both companies adopt a (S,C,S) can-order policy to synchronize their orders
- No replenishment lead time
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- Definitions:
$-I_{i}=$ the inventory level at company $i$
$-S_{i}=$ the order-up to level of company $i$
$-c_{i}=$ the can-order level of company $i$
$-s_{i}=$ the reorder-point of company $i$
$-\lambda_{l}=$ the Poisson arrival rate of customers at company $i$


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Company 1


## Problem Setting Example $\left(t=t_{3}\right)$



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$\Rightarrow$ The total cost for both company given their $(S, C, S)$ policy


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- Available methodologies:
- Simulation
- Markov chains
- A new approach?


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- A new approach:
- Also uses a Markov chain
- State-space size is at most $\left(S_{1}+S_{2}\right)$
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$\Rightarrow 500$ times smaller!


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| Company | $\mathbf{1}$ | $\mathbf{2}$ |
| :---: | :--- | :--- |
| $S_{i}$ | $\mathbf{4}$ | 6 |
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## Assume we start from a "full" system

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- There is a $90 \%$ probability that the next customer visits company 2

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| Law of competing <br> exponentials |  |
| :---: | :---: |
|  | $\frac{\lambda_{1}}{\lambda_{1}+\lambda_{2}}$ |
| $x$ | $y$ |
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$\square$ Final states (visit probability obtained using negative binomial distribution)

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Law of competing exponentials


Initial states (visit probability obtained using negative binomial distribution)











We have a Markov chain that holds the probabilities to move from one initial state towards another


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From this Markov chain, we can obtain the steadystate probabilities to visit one of the initial states!


We can use these steady-state probabilities to weigh the probability to visit a regular state when departing from a given initial state


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Recall that the visit probabilities of the regular states can easily be obtained using the binomial distribution

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We obtain the steady-state probabilities to visit any of the regular states as the weighted sum of probabilities to visit the regular states when departing from a given initial state

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Using the steady-state probabilities to visit the regular states, we can easily calculate the expected inventory at each company

We can also use these steady-state probabilities to weigh the probability to visit a final state when departing from an initial state


We can also use these steady-state probabilities to weigh the probability to visit a final state when departing from an initial state


| 0 | 1 |
| :--- | :--- |

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Again, we obtain the steady-state probabilities to visit any of the final states as the weighted sum of probabilities to visit the final states when departing from a given initial state

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 easily be obtained using the negative binomial distributionWe can also use these steady-state probabilities to weigh the probability to visit a final state when departing from an initial state


Again, we obtain the steady-state probabilities to visit any of the final states as the weighted sum of probabilities to visit the final states when departing from a given initial state

Given the number of transitions it takes to move from an initial state to a final state, we can calculate the number of times a company places a single/joined order

## Recall that the visit probabilities of the final states can

 easily be obtained using the negative binomial distribution
## Numerical Example: Conclusions

- If we use a regular Markov chain to model the example:
- We end up with 24 states
- We cannot easily calculate the number of orders (joined/single) for each company
- If we use our new approach:
- We end up with a Markov chain of 5 states
- We can easily obtain both inventory holding costs and order costs (i.e., the total cost of the coordination)


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- We can use our model to investigate/compare the costs in a coordination and the standalone costs (cfr. Valeria's talk next session)
- Because our model is fast/efficient, we can use it to study the characteristics of the optimal policy in a two-company horizontal cooperation
- Lastly, we also relax the assumptions:
- Non-zero \& non-exponential lead times
- Non-exponential customer interarrival times
- (S,c,Q) order policy
- Truck capacity constraints
?

