

# Lecture V - NP Problems and Graphs

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**Aalto University**

Previously on..

## Matching Problems:

- Weighted Matching;
- Maximum Matching.

# PREVIOUSLY ON...

So far, all problems either have **algorithm** or a **mixed integer** formulation.

But what happens when **an algorithm** is not achievable nor **efficient**? A **mixed integer formulation** **might still** be possible, but would it be **enough**?

# Complexity class P

**Decision problem** is a **yes-or-no** problem.

They differ from **optimization problem**, because the former requires an answer that have an **optimal configuration**.

For instance: "*What is the shortest path between two nodes?*" **vs** "*Is a particular path  $P$  the shortest path between these two nodes?*".

**Remark:** An optimization problem has a **corresponding** decision problem.

## Examples

- $P$  is the **class** of all decision problems  $(X, Y)$  for which there is a **polynomial** time algorithm.
  - Given  $x \in A^*$ : compute  $f(x) \in \{0, 1\}$  with  $\text{time}(x) \leq p(\text{size}(x))$ .
- linear inequalities;
  - shortest path;
  - maximum matching;
  - minimum cost flow.
  - ...

# Complexity class NP

## Examples

- decision problem  $(X, Y)$  belongs to class  $NP$  if for each  $y \in Y$  a certificate  $c$  can be verified in **polynomial time**
- usually  $c$  is a **feasible solution** to the problem
- name  $NP =$  **nondeterministic** polynomial: “guessing” certificates long enough would work
- $(X, Y)$  can be solved by **nondeterministic in polynomial time**
- integer linear inequalities  $\rightarrow c$  is feasible vector  $x$
- knapsack  $\rightarrow c$  is a feasible set of items to take



# P vs. NP

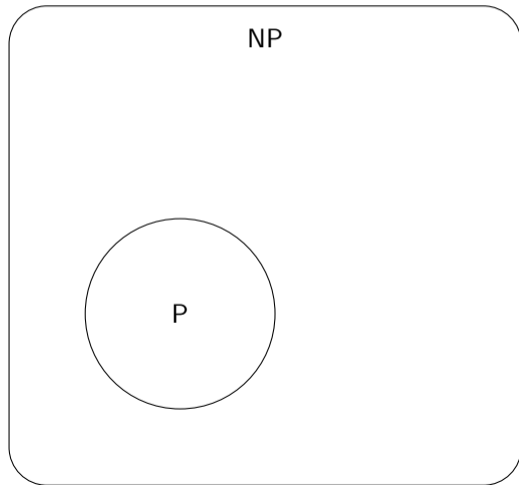
## Theorem

$$P \subseteq NP.$$

## Proof.

$(X, Y) \in P$  can be decided in **polynomial time**.  $\Rightarrow x$  can be used as **certificate**. □

# P vs. NP



Combinatorial  
Optimization

Previously on..

Complexity  
class P

Complexity  
class NP

TSP -  
Travelling  
Salesman  
Problem

# TSP - Travelling Salesman Problem

# Definition

## **TSP**: Travelling Salesman (or Salesperson) Problem

Imagine a scenario, where a set of cities are expecting a visit from a **travelling** merchant.

As part of their visit, this **salesman** has to start and finish their travel in the same city, cannot visit the same city more than once and every city has to be visited in a single trip.

# Example



Figure: A lone traveller about to make important decisions

→ What is the shortest possible route?



# Initial Approach

At first glance, the first solution is to **try all possibilities** and choose the best solution.

→ enumeration process

Initial challenge: for an instance with  $n$  cities, there are  $2^n$  possible combinations.

→ **impractical**.

Is there any **better alternative**?

First, let us assume that the set of cities can be modelled as graph  $G = (V, E, f)$ , where:

- $V$  is the set of individual cities;
- $E$  represent the paths between a pair of cities and;
- $f_{ij}$  is the cost to travel from city  $i$  to city  $j$ , for all  $(i, j) \in E$ .



## Modelling - Variable and Objective

The **choice** to travel from city  $i$  to city  $j$  using a path (edge in our modelling) connecting them is modelled by our **decision variable**.

$$x_{ij} = \left\{ \begin{array}{ll} 1, & \text{if path goes from city } i \text{ to city } j \\ 0, & \text{otherwise} \end{array} \right\}$$

Our **objective function** can be also derived from the problem description:

$$\min \sum_i^n \sum_{j, j \neq i}^n x_{ij} f_{ij}$$

where  $n$  is the number of cities ( $|V| = n$ ).

# Modelling - Constraints

Two constraints can also be derived directly from description:

**Singular** incoming degree:

$$\sum_{i=1, i \neq j}^n x_{ij} = 1 \quad \forall j \in \{1, \dots, n\}$$

**Singular** outgoing degree:

$$\sum_{j=1, j \neq i}^n x_{ij} = 1 \quad \forall i \in \{1, \dots, n\}$$

Those constraints are characterize **paths**.

# Modelling - Split version

These constraints imposed that every city is visited only once.

However, they do not guarantee that there is a single trip will connecting all cities.

For instance:

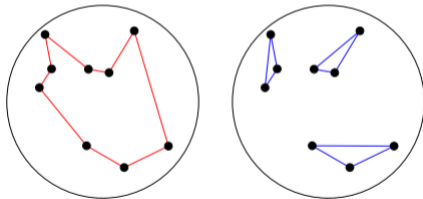


Figure: Two solutions that do not violate the previous constraints, but only one has a single trip.

# Modelling Decisions - MTZ vs DFJ

There are two main strategies to prevent separate tour (**subtour**) from our potential solution: **Miller-Tucker-Zemlin** and **Dantzig-Fulkerson-Johnson**.

Both impose the presence of a single tour using **linear constraints**.

Requires an **additional variable** to track which city has been visited starting from initial city  $i = 1$ .

→ By setting  $u_j > u_i$ , it determines the **order** of visiting each city (city  $j$  will be visited after city  $i$ ).

This leads to following requirement:

$$u_j \geq u_i + 1 \text{ if } x_{ij} = 1$$

which can be encapsulated as the following constraints:

$$u_i - u_j + 1 \leq (n - 1)(1 - x_{ij})$$

$$2 \leq u_i \leq n$$

$$\text{for } 2 \leq i \neq j \leq n$$

$$\text{for } 2 \leq i \leq n$$

$$\text{Minimize } \sum_i^n \sum_{j, j \neq i}^n x_{ij} f_{ij}$$

Subject to:

$$\sum_{i=1, i \neq j}^n x_{ij} = 1$$

$$\forall j \in \{1, \dots, n\}$$

$$\sum_{j=1, j \neq i}^n x_{ij} = 1$$

$$\forall i \in \{1, \dots, n\}$$

$$u_i - u_j + 1 \leq (n - 1)(1 - x_{ij})$$

$$2 \leq i \neq j \leq n$$

$$2 \leq u_i \leq n$$

$$2 \leq i \leq n$$

$$x_{ij} \in \{0, 1\}$$

$$i, j \in \{1, \dots, n\}$$

Impose an extra requirement that **eliminates all subset of nodes to create a subtour**.

$$\sum_{i \in Q} \sum_{j \neq i, j \in Q} x_{ij} \leq |Q| - 1 \quad \forall Q \subset \{1, \dots, n\}, |Q| \geq 2$$



# Dantzig-Fulkerson-Johnson

$$\text{Minimize } \sum_i^n \sum_{j, j \neq i}^n x_{ij} f_{ij}$$

Subject to:

$$\sum_{i=1, i \neq j}^n x_{ij} = 1 \quad \forall j \in \{1, \dots, n\}$$

$$\sum_{j=1, j \neq i}^n x_{ij} = 1 \quad \forall i \in \{1, \dots, n\}$$

$$\sum_{i \in Q} \sum_{j \neq i, j \in Q} x_{ij} \leq |Q| - 1 \quad \forall Q \subset \{1, \dots, n\}, |Q| \geq 2$$

$$x_{ij} \in \{0, 1\} \quad i, j \in \{1, \dots, n\}$$



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