

**MA3484—Methods of Mathematical  
Economics  
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Lecture 9 (February 3, 2017)**

David R. Wilkins

#### 3.10. A Method for finding Basic Optimal Solutions

We continue with the study of the optimization problem introduced in the discussion of the minimum cost method.

##### Example

We seek to determine non-negative real numbers  $x_{i,j}$  for

$i = 1, 2, 3, 4$  and  $j = 1, 2, 3$  that minimize  $\sum_{i=1}^4 \sum_{j=1}^3 c_{i,j} x_{i,j}$ , where  $c_{i,j}$

is the coefficient in the  $i$ th row and  $j$ th column of the cost matrix  $C$ , where

$$C = \begin{pmatrix} 8 & 4 & 16 \\ 3 & 7 & 2 \\ 13 & 8 & 6 \\ 5 & 7 & 8 \end{pmatrix}.$$

subject to the constraints

### 3. The Transportation Problem (continued)

$$\sum_{j=1}^3 x_{i,j} = s_i \quad (i = 1, 2, 3, 4)$$

and

$$\sum_{i=1}^4 x_{i,j} = d_j \quad (j = 1, 2, 3),$$

where

$$s_1 = 13, \quad s_2 = 8, \quad s_3 = 11, \quad s_4 = 13,$$

$$d_1 = 19, \quad d_2 = 12, \quad d_3 = 14.$$

### 3. The Transportation Problem (continued)

We have found an initial basic feasible solution by the Minimum Cost Method. This solution satisfies  $x_{ij} = (X)_{ij}$  for all  $i$  and  $j$ , where

$$X = \begin{pmatrix} 1 & 12 & 0 \\ 0 & 0 & 8 \\ 5 & 0 & 6 \\ 13 & 0 & 0 \end{pmatrix}.$$

We next determine whether this initial basic feasible solution is an optimal solution, and, if not, how to adjust the basis to obtain a solution of lower cost.

### 3. The Transportation Problem (continued)

We determine  $u_1, u_2, u_3, u_4$  and  $v_1, v_2, v_3$  such that  $c_{i,j} = v_j - u_i$  for all  $(i,j) \in B$ , where  $B$  is the initial basis.

We seek a solution with  $u_1 = 0$ . We then determine  $q_{i,j}$  so that  $c_{i,j} = v_j - u_i + q_{i,j}$  for all  $i$  and  $j$ .

### 3. The Transportation Problem (continued)

We therefore complete the following tableau:—

$c_{i,j} \searrow q_{i,j}$	1	2	3	$u_i$
1	8   ● 0	4   ● 0	16   ?	0
2	3   ?	7   ?	2   ● 0	?
3	13   ● 0	8   ?	6   ● 0	?
4	5   ● 0	7   ?	8   ?	?
$v_j$	?	?	?	

### 3. The Transportation Problem (continued)

Now  $u_1 = 0$ ,  $(1, 1) \in B$  and  $(1, 2) \in B$  force  $v_1 = 8$  and  $v_2 = 4$ .  
After entering these values the tableau stands as follows:

$c_{i,j} \searrow q_{i,j}$	1	2	3	$u_i$
1	8   ● 0	4   ● 0	16   ?	0
2	3   ?	7   ?	2   ● 0	?
3	13   ● 0	8   ?	6   ● 0	?
4	5   ● 0	7   ?	8   ?	?
$v_j$	8	4	?	

### 3. The Transportation Problem (continued)

Then  $v_1 = 8$ ,  $(3, 1) \in B$  and  $(4, 1) \in B$  force  $u_3 = -5$  and  $u_4 = 3$ .  
After entering these values the tableau stands as follows:

$c_{i,j} \searrow q_{i,j}$	1	2	3	$u_i$
1	8 • 0	4 • 0	16 ?	0
2	3 ?	7 ?	2 • 0	?
3	13 • 0	8 ?	6 • 0	-5
4	5 • 0	7 ?	8 ?	3
$v_j$	8	4	?	



### 3. The Transportation Problem (continued)

Then  $u_3 = -5$  and  $(3, 3) \in B$  force  $v_3 = 1$ . After entering this value the tableau stands as follows:

$c_{i,j} \searrow q_{i,j}$	1	2	3	$u_i$
1	8   ● 0	4   ● 0	16   ?	0
2	3   ?	7   ?	2   ● 0	?
3	13   ● 0	8   ?	6   ● 0	-5
4	5   ● 0	7   ?	8   ?	3
$v_j$	8	4	1	

Then  $v_3 = 1$  and  $(2, 3) \in B$  force  $u_2 = -1$ .

### 3. The Transportation Problem (continued)

After entering the numbers  $u_i$  and  $v_j$ , the tableau is as follows:—

$c_{i,j} \searrow q_{i,j}$	1	2	3	$u_i$
1	8   • 0	4   • 0	16   ?	0
2	3   ?	7   ?	2   • 0	-1
3	13   • 0	8   ?	6   • 0	-5
4	5   • 0	7   ?	8   ?	3
$v_j$	8	4	1	

Computing the numbers  $q_{i,j}$  such that  $c_{i,j} + u_i = v_j + q_{i,j}$ , we find that  $q_{1,3} = 15$ ,  $q_{2,1} = -6$ ,  $q_{2,2} = 2$ ,  $q_{3,2} = -1$ ,  $q_{4,2} = 6$  and  $q_{4,3} = 10$ .

### 3. The Transportation Problem (continued)

The completed tableau is as follows:—

$c_{i,j} \searrow q_{i,j}$	1	2	3	$u_i$
1	8    • 0	4    • 0	16 15	0
2	3 -6	7 2	2    • 0	-1
3	13    • 0	8 -1	6    • 0	-5
4	5    • 0	7 6	8 10	3
$v_j$	8	4	1	

### 3. The Transportation Problem (continued)

The initial basic feasible solution is not optimal because some of the quantities  $q_{i,j}$  are negative. To see this, suppose that the numbers  $\bar{x}_{i,j}$  for  $i = 1, 2, 3, 4$  and  $j = 1, 2, 3$  constitute a feasible solution to the given problem. Then  $\sum_{j=1}^3 \bar{x}_{i,j} = s_i$  for  $i = 1, 2, 3$  and

$\sum_{i=1}^4 \bar{x}_{i,j} = d_j$  for  $j = 1, 2, 3, 4$ . It follows that

$$\begin{aligned}\sum_{i=1}^4 \sum_{j=1}^3 c_{i,j} \bar{x}_{i,j} &= \sum_{i=1}^4 \sum_{j=1}^3 (v_j - u_i + q_{i,j}) \bar{x}_{i,j} \\ &= \sum_{j=1}^3 v_j d_j - \sum_{i=1}^4 u_i s_i + \sum_{i=1}^4 \sum_{j=1}^3 q_{i,j} \bar{x}_{i,j}.\end{aligned}$$

### 3. The Transportation Problem (continued)

Applying this identity to the initial basic feasible solution, we find that  $\sum_{j=1}^3 v_j d_j - \sum_{i=1}^4 u_i s_i = 238$ , given that 238 is the cost of the initial basic feasible solution. Thus the cost  $\bar{C}$  of any feasible solution  $(\bar{x}_{i,j})$  satisfies

$$\bar{C} = 238 + 15\bar{x}_{1,3} - 6\bar{x}_{2,1} + 2\bar{x}_{2,2} - \bar{x}_{3,2} + 6\bar{x}_{4,2} + 10\bar{x}_{4,3}.$$

One could construct feasible solutions with  $\bar{x}_{2,1} < 0$  and  $\bar{x}_{i,j} = 0$  for  $(i,j) \notin B \cup \{(2,1)\}$ , and the cost of such feasible solutions would be lower than that of the initial basic solution. We therefore seek to bring  $(2,1)$  into the basis, removing some other element of the basis to ensure that the new basis corresponds to a feasible basic solution.

### 3. The Transportation Problem (continued)

The procedure for achieving this requires us to determine a  $4 \times 3$  matrix  $Y$  satisfying the following conditions:—

- $y_{2,1} = 1$ ;
- $y_{i,j} = 0$  when  $(i,j) \notin B \cup \{(2,1)\}$ ;
- all rows and columns of the matrix  $Y$  sum to zero.

Accordingly we fill in the following tableau with those coefficients  $y_{i,j}$  of the matrix  $Y$  that correspond to cells in the current basis (marked with the  $\bullet$  symbol), so that all rows sum to zero and all columns sum to zero:—

$y_{i,j}$	1		2		3		
1	?	•	?	•			0
2	1	○			?	•	0
3	?	•			?	•	0
4	?	•					0
	0		0		0		0

### 3. The Transportation Problem (continued)

The constraints that  $y_{2,1} = 1$ ,  $y_{i,j} = 0$  when  $(i,j) \notin B$  and the constraints requiring the rows and columns to sum to zero determine the values of  $y_{i,j}$  for all  $y_{i,j} \in B$ . These values are recorded in the following tableau:—

$y_{i,j}$	1		2		3		
1	0	●	0	●			0
2	1	○			-1	●	0
3	-1	●			1	●	0
4	0	●					0
	0		0		0		0

### 3. The Transportation Problem (continued)

We now determine those values of  $\lambda$  for which  $X + \lambda Y$  is a feasible solution, where

$$X + \lambda Y = \begin{pmatrix} 1 & 12 & 0 \\ \lambda & 0 & 8 - \lambda \\ 5 - \lambda & 0 & 6 + \lambda \\ 13 & 0 & 0 \end{pmatrix}.$$

In order to drive down the cost as far as possible, we should make  $\lambda$  as large as possible, subject to the requirement that all the coefficients of the above matrix should be non-negative numbers.



### 3. The Transportation Problem (continued)

Accordingly we take  $\lambda = 5$ . Our new basic feasible solution  $X$  is then as follows:—

$$X = \begin{pmatrix} 1 & 12 & 0 \\ 5 & 0 & 3 \\ 0 & 0 & 11 \\ 13 & 0 & 0 \end{pmatrix}.$$

We regard  $X$  as the current feasible basic solution.

The cost of the current feasible basic solution  $X$  is

$$\begin{aligned} & 8 \times 1 + 4 \times 12 + 3 \times 5 + 2 \times 3 + 6 \times 11 \\ & \quad + 5 \times 13 \\ & = 8 + 48 + 15 + 6 + 66 + 65 \\ & = 208. \end{aligned}$$

### 3. The Transportation Problem (continued)

The cost has gone down by 30, as one would expect (the reduction in the cost being  $-\lambda q_{2,1}$  where  $\lambda = 5$  and  $q_{2,1} = -6$ ).

The current basic feasible solution  $X$  is associated with the basis  $B$  where

$$B = \{(1,1), (1,2), (2,1), (2,3), (3,3), (4,1)\}.$$

We now determine, for the current basis  $B$  values  $u_1, u_2, u_3, u_4$  and  $v_1, v_2, v_3$  such that  $c_{i,j} = v_j - u_i$  for all  $(i,j) \in B$ . the initial basis.

We seek a solution with  $u_1 = 0$ . We then determine  $q_{i,j}$  so that  $c_{i,j} = v_j - u_i + q_{i,j}$  for all  $i$  and  $j$ .

### 3. The Transportation Problem (continued)

We therefore complete the following tableau:—

$c_{i,j} \searrow q_{i,j}$	1	2	3	$u_i$
1	8   ● 0	4   ● 0	16   ?	0
2	3   ● 0	7   ?	2   ● 0	?
3	13   ?	8   ?	6   ● 0	?
4	5   ● 0	7   ?	8   ?	?
$v_j$	?	?	?	

Now  $u_1 = 0$ ,  $(1, 1) \in B$  and  $(1, 2) \in B$  force  $v_1 = 8$  and  $v_2 = 4$ .

Then  $v_1 = 8$ ,  $(2, 1) \in B$  and  $(4, 1) \in B$  force  $u_2 = 5$  and  $u_4 = 3$ .

Then  $u_2 = 5$  and  $(3, 3) \in B$  force  $v_3 = 7$ .

Then  $v_3 = 7$  and  $(3, 3) \in B$  force  $u_3 = 1$ .

### 3. The Transportation Problem (continued)

Computing the numbers  $q_{i,j}$  such that  $c_{i,j} + u_i = v_j + q_{i,j}$ , we find that  $q_{1,3} = 9$ ,  $q_{2,2} = 8$ ,  $q_{3,1} = 6$ ,  $q_{3,2} = 5$ ,  $q_{4,2} = 6$  and  $q_{4,3} = 4$ .

The completed tableau is as follows:—

$c_{i,j} \searrow q_{i,j}$	1	2	3	$u_i$
1	8    • 0	4    • 0	16 9	0
2	3    • 0	7 8	2    • 0	5
3	13 6	8 5	6    • 0	1
4	5    • 0	7 6	8 4	3
$v_j$	8	4	7	

### 3. The Transportation Problem (continued)

All numbers  $q_{i,j}$  are non-negative for the current feasible basic solution. This solution is therefore optimal. Indeed, arguing as before we find that the cost  $\bar{C}$  of any feasible solution  $(\bar{x}_{i,j})$  satisfies

$$\bar{C} = 208 + 9\bar{x}_{1,3} + 8\bar{x}_{2,2} + 6\bar{x}_{3,1} + 5\bar{x}_{3,2} + 6\bar{x}_{4,2} + 4\bar{x}_{4,3}.$$

We conclude that  $X$  is an basic optimal solution, where

$$X = \begin{pmatrix} 1 & 12 & 0 \\ 5 & 0 & 3 \\ 0 & 0 & 11 \\ 13 & 0 & 0 \end{pmatrix}.$$