

# Bus Driver Scheduling

Razamin Ramli,Haslinda Ibrahim ,Lim Tze Shung

*Solving a Bus Driver Scheduling Problem: A Genetic Algorithm Approach (UUM Press)* Razamin Ramli,Haslinda Ibrahim ,Lim Tze Shung,2013-01-16 Many transport companies face problems in regulating their transport services due to various challenges and issues. These problems affect the quality of the services provided especially in a university campus environment, where students heavily depend on the university transport services for their daily commuting.What are the problems faced by the management of the campus transport company? What are the issues raised by the drivers operating the on-campus buses? Hence, in assisting the management of the transport company the authors have identified the inefficiency of their bus driver scheduling system as one of the main problems, which needed to be tackled. For that reason, the authors developed an efficient bus driver scheduling model based on the Genetic Algorithm (GA) approach. The GA model is able to provide some resolutions and insight in relation to these inquiries: What are the constraints being considered in this bus driver scheduling problem? - How were the drivers' break times being distributed in this GA approach? - How was the time taken to generate an efficient schedule? - For more information please visit: <http://uumpress.uum.edu.my/>

**Column Generation Approaches to Bus Driver Scheduling** Sarah Fores,1996

Constraint Satisfaction Approaches to Bus Driver Scheduling Suniel David Curtis,2000 The bus driver scheduling problem consists of assigning bus work to drivers so that all the bus work is covered and a combination of the number of drivers and associated costs is minimised. Restrictions imposed by logistic, legal and union agreements complicate the problem. Successful present day systems for computerised driver scheduling often use mathematical programming combined with heuristics. Purely heuristic approaches have found it very difficult to produce efficient driver schedules for large scheduling problems. Furthermore, some of these approaches may not be easily adaptable to different conditions. This thesis presents two new ways of using constraint satisfaction to form driver schedules. The two methods differ in their approach, one being a systematic constraint programming approach and the other being an adaptation of a local search method called GENET. The constraint programming approach uses a similar approach to mathematical programming systems in selecting the schedule from a large number of possible shifts, to allow adaptation to different regulations. In particular, a set partitioning formulation is used. It then makes use of the structure of the problem and the relaxed linear programming solution to the problem in producing a schedule. The GENET system has been adapted to cope with minimising the numbers of drivers in a schedule and with the memory problems caused by the huge number of constraints involved in the set partitioning model. The constraint programming approach has been shown to solve successfully several small scheduling problems from different companies using varying regulations. Local search procedures have hitherto not had great success on driver scheduling problems. GENET has been adapted to solve some of the small schedules from its initial state where it could not solve any. Features of the adaptation may be of interest to researchers using GENET on similar problems.

Computer-Aided Transit Scheduling Joachim R. Daduna,Isabel Branco,Jose M.P. Paixao,1995-10-11 This proceedings volume consists of papers presented at the Sixth International Workshop on Computer-Aided Scheduling of Public Transpon, which was held at the Fund~lio Calouste Gulbenkian in Lisbon from July 6th to 9th, 1993. In the tradition of alternating Workshops between North America and Europe - Chicago (1975), Leeds (1980), Montreal (1983), Hamburg (1987) and again Montreal (1990), the European city of Lisbon was selected as the venue for the Workshop in 1993. As in earlier Workshops, the central theme dealt with vehicle and duty scheduling problems and the employment of operations-research-based software systems for operational planning in public transport. However, as was initiated in Hamburg in 1987, the scope of this Workshop was broadened to include topics in related fields. This fundamental alteration was an inevitable consequence of the growing demand over the last decade for solutions to the complete planning process in public transport through integrated systems. Therefore, the program of this workshop included sections which dealt with scheduling problems and computerized systems for operational planning as well as sections on network planning and data management.

**Computer-Aided Transit Scheduling** Joachim R. Daduna,Isabel Branco,Jose M.P. Paixao,2012-12-06 This proceedings volume consists of papers presented at the Sixth International Workshop on Computer-Aided Scheduling of Public Transpon, which was held at the Fund~lio Calouste Gulbenkian in Lisbon from July 6th to 9th, 1993. In the tradition of alternating Workshops between North America and Europe - Chicago (1975), Leeds (1980), Montreal (1983), Hamburg (1987) and again Montreal (1990), the European city of Lisbon was selected as the venue for the Workshop in 1993. As in earlier Workshops, the central theme dealt with vehicle and duty scheduling problems and the employment of operations-research-based software systems for operational planning in public transport. However, as was initiated in Hamburg in 1987, the scope of this Workshop was broadened to include topics in related fields. This fundamental alteration was an inevitable consequence of the growing demand over the last decade for solutions to the complete planning process in public transport through integrated systems. Therefore, the program of this workshop included sections which dealt with scheduling problems and computerized systems for operational planning as well as sections on network planning and data management.

*Computer-Aided Transit Scheduling* Martin Desrochers,Jean-Marc Rousseau,2012-12-06 This volume consists of papers presented at the Fifth International Workshop on Computer Aided Scheduling of Public Transport, which was held in Montreal from August 19th to the 23rd, 1990. Since the first Workshop in Chicago in 1975 the field had matured considerably. In 1975, there were no presentations that described systems which had been implemented and used on a regular basis. By 1980, in Leeds, and certainly by 1983, in Montreal, several systems were in regular use. They were based on both heuristics and mathematical programming techniques. In 1990, there were more than one hundred transit companies using computer-aided scheduling tools in their regular operations. The scope of the Workshop was broadened in 1987, in Hamburg, so that topics related to scheduling may be introduced. We find, for example, in this book several papers on the technology related to the collection of data and/or the data bases required for scheduling and planning activities.

*Integration of Vehicle and Crew Scheduling with Application to Bus and Driver Scheduling in Rotterdam* Richard Freling,Albert P. M. Wagelmans,José M. Pinto Paixão,1997

*Effects of Hours of Service Regularity of Schedules and Cargo Loading on Truck and Bus Driver Fatigue* Robert R. Mackie,James C. Miller,1978 Phase II of an investigation on driver fatigue and loss of alertness as contributors to accidents.

Vehicle and Driver Scheduling for Public Transit Kristen Bernice Torrance,Ashley Raye Haire,Randy B. Machemehl,2009 The problem of driver scheduling involves the construction of a legal set of shifts, including allowance of overtime, which cover the blocks in a particular vehicle schedule. A shift is the work scheduled to

be performed by a driver in one day, while a block is a sequence of trips made by a single bus. Blocks can be divided between different drivers if they begin or end at relief points, providing the opportunity for change. The goal is to make the schedule as efficient as possible, therefore minimizing the amount of changes that need to be made. In determining the ideal schedule, local and national labor rules must be considered. These involve restrictions specified by the user, including, but not limited to, total time worked per day; total time worked per week; the length of time that may be worked without a meal break; the total spreadover, which is the duration between beginning and ending a shift; and/or the number of days off per week (Wren and Rousseau, 1995). The problem of vehicle scheduling involve determining the optimal route structure, span of service, and service frequencies for the transit agency and assigning vehicles to the routes. This involves considering cycle times, number of vehicles, timed transfers, layover time and locations, recovery time, and any difference in weekday and weekend services (Wren and Rousseau, 1995). Knowing the blocks of work that must be satisfied, vehicles must be assigned to each of the blocks and given departure and arrival times with a goal of optimizing the number of hours the vehicle is transporting passengers, known as platform hours. The research contained herein describes work undertaken by the research team, including literature review and a survey of existing methodologies. Preliminary programming code was created to act as a benchmark for future endeavors in this area and elaboration of the complicating factors led the team to conclude that in order to fully complete a comprehensive working scheduling technique, substantially greater resources would be needed.

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**Head Bus Driver** National Learning Corporation, 2016 The Head Bus Driver Passbook(R) prepares you for your test by allowing you to take practice exams in the subjects you need to study. It provides hundreds of questions and answers in the areas that will likely be covered on your upcoming exam, including but not limited to: operation of motor vehicles, including motor vehicle and traffic law; maintenance and repair of motor vehicles, including tools and test equipment; bus driving practices and techniques; bus driver record keeping and scheduling; following directions (maps); supervision; and more.

*Transportation Supervisor* National Learning Corporation, 2019 The Transportation Supervisor Passbook(R) prepares you for your test by allowing you to take practice exams in the subjects you need to study. It provides hundreds of questions and answers in the areas that will likely be covered on your upcoming exam, including but not limited to: bus driving practices, techniques and traffic laws; bus driver recordkeeping and scheduling; school bus driving practices, techniques and traffic laws; school transportation management; supervision; and more.

*Computer-Aided Scheduling of Public Transport* Stefan Voß, Joachim R. Daduna, 2012-12-06 This proceedings volume consists of selected papers presented at the Eighth International Conference on Computer-Aided Scheduling of Public Transport (CASPT 2000), which was held at the conference center of the Konrad Adenauer-Foundation in Berlin, Germany, from June 2nd to 23, 2000. The CASPT 2000 is the continuation of a series of international workshops and conferences presenting recent research and progress in computer-aided scheduling in public transport. Previous workshops and conferences were held in • Chicago (1975), • Leeds (1980), • Montreal (1983 and 1990), • Hamburg (1987), • Lisbon (1993) and • Cambridge, Mass. (1997). With CASPT 2000, our series of workshops and conferences celebrated its 25 anniversary. Starting with a Workshop on Automated Techniques for Scheduling of Vehicle Operators for Urban Public Transportation Services in 1975 the scope and purpose has broadened since and still continues to do so. The previous workshops and conferences were focused on public mass transit, and while this remained the primary focus of the 2000 conference, it included also computer-aided scheduling methods being developed and applied in related means of passenger transport systems. Commonalities regarding operations research techniques such as, e.g., column generation techniques and 1 While there were no formal proceedings for the first workshop but only a printed copy of all papers issued to participants on arrival, the subsequent ones are well documented as follows: Wren, A. (Ed.) (1981). Computer Scheduling of Public Transport. North Holland, Amsterdam.

**Tabu Search for Bus and Train Driver Scheduling with Time Windows** Yindong Shen, 2001 The bus and train driver scheduling problem involves assigning bus or train work to drivers in such a way that all the bus or train work is covered and the number of drivers and duty costs are minimised. This is complicated by the fact that there are many restrictions on the duty generation. The generate-and-select approach is at present the most successful for bus and train driver scheduling. It involves generating a set of legal potential driver duties from which a minimal and most efficient subset is selected. Filtering rules are often applied so that the set of potential duties generated would not be prohibitively large. Moreover, windows of relief opportunities (WROs), which provide ranges of opportunities for relieving drivers, are beyond the capability of being handled by the existing systems. The usual practice is to consider one, sometimes two, discrete times within each time window. Optimality of solution is therefore compromised. The research presented in this thesis focuses on solving the driver scheduling problem with WROs using a constructive approach, which builds and refines a single schedule iteratively. Filtering rules are unnecessary under the approach. The 2-opt heuristic approach is first investigated, during which the potential of constructive heuristics is explored. Based on the experience, the Tabu Search meta-heuristic approach is then investigated. Multi-neighbourhoods and an appropriate memory scheme, which are essential elements of Tabu Search are designed and tailored for the driver scheduling problem with WROs. Alternative designs have been tested and compared with best known solutions drawn from real-life data sets. The tabu search approach is very fast, can handle WROs, and has achieved results comparable to those based on mathematical programming approaches. Taking advantage of WROs, it can improve best known solutions obtained by the existing systems. Consequently, it could be incorporated into existing systems to improve the solution by taking advantage of WROs.

Computer-Aided Transit Scheduling Nigel H.M. Wilson, 2012-12-06 This proceedings volume consists of papers

presented at the Seventh International Workshop on Computer-Aided Scheduling of Public Transport, which was held at the Massachusetts Institute of Technology from August 5 to 8 , 1997. In the tradition of alternating Workshops between North American and Europe - Chicago (1975), Leeds (1980), Montreal (1983), Hamburg (1986), Montreal (1990), and Lisbon (1993), Cambridge (Massachusetts, USA) was selected for the Workshop in 1997. As in earlier workshops, the central theme dealt with vehicle and crew scheduling problems and the development of software systems incorporating operations research techniques for operational planning in public transport. However, following the trend that started in Hamburg in 1987, the scope of this Workshop was broadened to include topics in related fields. Two trends underlie this. First, the recognition that the core scheduling issues in public transport have important common elements with other application areas in which extensive work is also underway, and that it is vital to learn from these other initiatives. Second, while scheduling is indeed a core problem in public transport planning, and has shown the first and greatest benefits from computer application, it is intimately related to the preceding tasks in the planning hierarchy, such as service design, and the following tasks such as operations control and public information.

Computer Scheduling of Public Transport 2 Université de Montréal. Centre de recherche sur les transports,1985  
*School Bus Dispatcher* National Learning Corporation,2020-02-15 The School Bus Dispatcher Passbook(R) prepares you for your test by allowing you to take practice exams in the subjects you need to study. It provides hundreds of questions and answers in the areas that will likely be covered on your upcoming exam, including but not limited to: bus driving practices, techniques and traffic laws; bus driver record keeping and scheduling; following directions (maps); school bus driving practices; supervision; and more.

**School Bus Dispatcher** National Learning Corporation,2019 The School Bus Dispatcher Passbook(R) prepares you for your test by allowing you to take practice exams in the subjects you need to study. It provides hundreds of questions and answers in the areas that will likely be covered on your upcoming exam, including but not limited to: bus driving practices, techniques and traffic laws; bus driver record keeping and scheduling; following directions (maps); school bus driving practices; supervision; and more.

**Practice and Theory of Automated Timetabling** Edmund Burke,Peter Ross,1996-10-02 Provides detailed information about the signal transduction pathways used by interferons to activate gene transcription. In addition, this book discusses how the same pathways are used by many other cytokines and thus provide a forum for cross-talk among these important biological response modifiers. Additionally, the book introduces the interferon system and describes the interferon-inducible genes whose products are responsible for the cellular actions of interferons. The nature of the interferon receptors and how the transcriptional signals are transmitted from the receptors on the cell surface to the genes in the nucleus are discussed in detail. Finally, the use of similar pathways of signal transduction by other cytokines is highlighted.

*Handbook of Scheduling* Joseph Y-T. Leung,2004-04-27 Researchers in management, industrial engineering, operations, and computer science have intensely studied scheduling for more than 50 years, resulting in an astounding body of knowledge in this field. Handbook of Scheduling: Algorithms, Models, and Performance Analysis, the first handbook on scheduling, provides full coverage of the most re

Unveiling the Power of Verbal Beauty: An Mental Sojourn through **Bus Driver Scheduling**

In a world inundated with displays and the cacophony of fast communication, the profound energy and psychological resonance of verbal beauty often fade into obscurity, eclipsed by the regular onslaught of sound and distractions. Yet, nestled within the lyrical pages of **Bus Driver Scheduling**, a interesting work of literary elegance that impulses with natural thoughts, lies an unique journey waiting to be embarked upon. Published with a virtuoso wordsmith, this enchanting opus guides visitors on a psychological odyssey, lightly exposing the latent possible and profound influence embedded within the complicated web of language. Within the heart-wrenching expanse of this evocative evaluation, we shall embark upon an introspective exploration of the book is central styles, dissect their charming writing style, and immerse ourselves in the indelible impact it leaves upon the depths of readers souls.

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