

# Graphs and Network Flows

## IE411

### Lecture 14

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## Review: Labeling Algorithm

- Pros
  - Guaranteed to solve any max flow problem with integral arc capacities
  - Provides constructive tool for establishing max-flow min-cut theorem
- Cons
  - $O(mnU)$  complexity is unattractive for large  $U$  values
  - Might converge to non-optimal solution with irrational arc capacities
  - Requires too much time for large problems

## Reducing the Complexity

- To improve complexity, we must reduce the number of augmentations by choosing the augmenting paths wisely.
  - Maximum capacity paths: More costly per iteration, but reduces the number of iterations to  $m \log U$ .
  - Shortest paths: Reduces the number of iterations to  $mn$ .
- Later, we will see a generalization of the shortest augmenting path algorithm called the *preflow-push algorithm* that relaxes the mass balance constraints.

## Maximum Capacity Path: Augmentations

- Suppose we have a feasible flow of value  $v$  and that the optimal flow has value  $v^*$ .
- By the flow decomposition theorem, we can decompose the residual graph into at most  $m$  paths, whose capacities sum to  $v^* - v$ .
- Hence, there must be at least one path with capacity more than  $(v^* - v)/m$ .
- Consider doing another  $2m$  augmentations.
- Either find a maximum flow or else one of these augmentations must have value less than  $(v^* - v)/2m$ .
- Thus, in  $O(m)$  iterations, we reduce the maximum capacity of an augmenting path by a factor of 2.
- We must find the max flow in  $O(m \log U)$  iterations.

## Maximum Capacity Path: Cost per Augmentation

- The most straightforward way to implement the maximum capacity path algorithm is to find the maximum capacity path in each iteration.
- We use a variant of Dijkstra's algorithm in which we label each node with an estimate of the maximum capacity of a path to that node.
- The cost per iteration is increased to  $O(m \log n)$ .
- We can eliminate the factor of  $\log n$  by using *capacity scaling*.
  - Only allow arcs whose residual capacity is above a threshold into the residual graph.
  - Once no augmenting path is found, reduce the threshold by half.
- This approach yields an algorithm with running time  $O(m^2 \log U)$ .
- It can be further reduced to  $O(mn \log U)$  using ideas we will see next.

## Shortest Augmenting Path: Iterations

- By finding the shortest augmenting path in each iteration, we can reduce the number of iterations to  $O(mn)$ .
- The basic idea is that every augmentation along a shortest path increases the distance of nodes in the residual graph from the source.
  - At least one arc is saturated with each push.
  - For this arc to be saturated again, the reverse arc will have to be used on a subsequent augmenting path.
  - This subsequent augmenting path must be strictly longer.
  - The maximum length of an augmenting path is  $n$
  - Thus, the number of times an arc can be saturated is at most  $O(n)$ .
  - Hence, the maximum number of augmentations is  $O(mn)$ .

## Shortest Augmenting Path: Cost per Augmentation

- We can find the shortest augmenting path by a BFS of the the residual graph.
- This means the cost per augmenting path is  $O(m)$ .
- The overall running time would be  $O(m^2n)$ .
- We can improve this by not finding the shortest paths from scratch each time.

## Distance Based Algorithms

A *distance function*  $d : N \rightarrow Z^+ \cup \{0\}$  with respect to the residual capacity  $r_{ij}$  is *valid* with respect to a flow  $x$  if it satisfies:

$$d(t) = 0$$

$$d(i) \leq d(j) + 1 \quad \forall (i, j) \in G(x)$$

**Property 1. [7.1]** *If the distance labels are valid,  $d(i)$  is a lower bound on the length of the shortest (directed) path from node  $i$  to node  $t$  in the residual network.*

**Property 2. [7.2]** *If  $d(s) \geq n$ , then the residual network contains no directed path from  $s$  to  $t$ .*

Distance labels are *exact* if  $d(i)$  equals the length of the shortest path from  $i$  to  $t$  in  $G(x)$  for all  $i \in N$ .

## Admissible Arcs and Paths

An arc  $(i, j) \in G(x)$  is *admissible* if it satisfies  $d(i) = d(j) + 1$ .

An *admissible path* is a path from  $s$  to  $t$  consisting entirely of admissible arcs.

**Property 3. [7.3]** *An admissible path is a shortest augmenting path from the source to the sink.*

## Shortest Augmenting Path (SAP) Algorithm

- Always augments flow along a shortest path from  $s$  to  $t$  in  $G(x)$ .
- We proceed by augmenting flows along admissible paths.
- We construct an admissible path incrementally – adding one arc at a time.
- We maintain a partial admissible path and iteratively perform *advance* or *retreat* operations from current node.
- Repeat operations until partial admissible path reaches sink node.

## SAP Algorithm with Distance Labels

**Input:** A network  $G = (N, A)$  and a vector of capacities  $u \in \mathbb{Z}^A$

**Output:**  $x$  represents the maximum flow from node  $s$  to node  $t$

$x \leftarrow 0$

obtain exact distance labels  $d(i)$

$i \leftarrow s$

**while**  $d(s) < n$  **do**

**if**  $i$  has an admissible arc **then**

        advance( $i$ )

**if**  $i = t$  **then**

            augment and set  $i = s$

**end if**

**else**

        retreat( $i$ )

**end if**

**end while**

## SAP Algorithm Details

**procedure** advance( $i$ )

let  $(i, j)$  be an admissible arc in  $A(i)$

$pred(j) := i$  and  $i := j$

**procedure** retreat( $i$ )

$d(i) := \min\{d(j) + 1 : (i, j) \in A(i), r_{ij} > 0\}$

**if**  $i \neq s$  **then**  $i := pred(i)$

**procedure** augment

identify an augmenting path  $P$  using the  $pred()$  indices

$\delta := \min\{r_{ij} : (i, j) \in P\}$

augment  $\delta$  units of flow along path  $P$

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# SAP Algorithm Example

## Correctness of SAP Algorithm

**Lemma 1. [7.5]** *The SAP Algorithm maintains valid distance labels at each step. Moreover, each relabel (or retreat) operation strictly increases the distance label of a node.*

### Proof:

Validity of labels:

1. After augmentation: Arcs that are removed from the residual graph don't affect validity. Arcs  $(i, j)$  that get added must satisfy  $d(j) = d(i) + 1$ .
2. After relabeling: The new label on each node is larger than the old label. Therefore, incoming arcs are not affected. Further, all outgoing arcs are inadmissible.

## Complexity of SAP Algorithm

**Lemma 2. [7.7]** *The total spent in checking for admissible arcs is at most  $m$  times the number of relabeling operations.*

**Proof:**

Result depends on the fact once an arc becomes inadmissible, it remains that way until there is a relabel operation. We maintain a pointer to the “current arc” and only start checking for admissible arcs from there. The pointer is reset after relabeling.

**Lemma 3. [7.8]** *The number of times any arc is “saturated” is at most  $m$  times the number of relabeling operations.*

**Proof:**

Between two consecutive saturations of an arc,  $(i, j)$ ,  $d(i)$  and  $d(j)$  must both be relabeled.

## Complexity of SAP Algorithm

**Lemma 4. [7.9]** *Each distance label increases at most  $n$  times.*

**Proof:**

Each relabel increases the label by at least one unit. Labels cannot go above  $n$ .

**Theorem 1. [7.10]** *The SAP Algorithm runs in  $O(n^2m)$  time.*

**Proof:**

SAP maintains valid distance labels at each step and each relabel strictly increases the distance label of a node. There can be at most  $n^2$  relabel operations before  $d(s) \geq n$ , after which there is no augmenting path from  $s$  to  $t$ . There are  $O(m)$  steps per relabel operation.

## Practical Improvement

- Terminates when  $d(s) \geq n$ .
- May spend lots of time relabeling after finding maximum flow.
- Can we detect the presence of a min-cut *before*  $d(s) \geq n$ ?
- Suppose we maintain a  $n$ -dimensional array,  $numb$ . Let  $numb(k)$  denote the number of nodes whose distance label equals  $k$ .

## Application: Tanker Scheduling Problem

- A steamship company has contracted to deliver perishable goods between several different origin-destination cities.
- Since the cargo is perishable, it must be delivered to its destination on its delivery date.
- The objective is to determine the minimum number of ships required to meet the delivery dates of the shiploads.