Solving of Location-Allocation-Routing Model of Reverse Supply Chain for End-of-Life Vehicles Considering Sustainability Dimensions Under Uncertainty Conditions

Yousef Aghaeipour[1], Fatemeh Harsaj*[2], mahboubeh Sadeghpoor[3], Yadollah Rajaee [4]

[1]Department of Industrial Engineering, Faculty of Engineering Technical Graduate Studies, Islamic Azad University, Noor Branch, Noor, Iran.Yousef.a1359@gmail.com

[2*]Department of Industrial Engineering, Faculty of Engineering Technical Graduate Studies, Islamic Azad University, Noor Branch, Noor, Iran. Corresponding Author. Harsej88@gmail.com

[3]Department of Industrial Engineering, Faculty of Engineering Technical Graduate Studies, Islamic Azad University, Ghaemshahr Branch, Ghaemshahr, Iran.Sadeghpoor.ma@gmail.com

[4]Department of Economy, Faculty of Economy Graduate Studies, Islamic Azad University, Zanjan Branch, Zanjan, Iran. yadollahrajaee@yahoo.com

Abstract In recent years, the concept of reverse logistics has been paid attention by many researchers due to the importance of environmental laws as well as the importance of utilizing from worn-out goods for re-production. In the process of reverse logistics, a systematic manufacturer accepts items such as recycling, reproduction and land filling for products that reach the endpoint of consumption. It is very necessary to address the issue of reverse logistics network and its effective management and guidance. According to the studies, taking into account the uncertainty conditions is one of the most effective factors of modeling reverse logistics network. In reverse logistics, parameters such as capacity of centers, demand, cost and quality are uncertain. With considering the above mentioned issues, the purpose of present study was to develop a mixed fuzzy integer linear planning model for reverse logistics network of EOL vehicles in order to minimize the cost of establishing and constructing facilities, as well as minimizing transportation and material costs between facilities, minimizing environmental impacts, and maximizing social responsibility with taking into account the uncertainty conditions and the multi-product mode. Due to the NP-HARD nature of understudy problem, the Whale optimization algorithm (WOA) and NSGA-II algorithm were used to solve the model, which results of these two modes were comprised based on quality indicators, dispersion and uniformity and solution time of problem.

Keywords: *Reverse Logistics; Worn-out cars; Sustainability; Multi-objective optimization*

1. Introduction

Nowadays, changes in the economy and industry are happening faster than ever before. On the other hand, organizations are to invest and focus on their logistics systems and reengineering due to the competitive pressure in today's global markets, the introduction of products with short life-cycle and growing customer expectations. Among these changes and developments, the creation of new institutions and activities along with the development and increase of activities have led to uncontrollable congestions. Meanwhile, there is a need for activities that organize, monitor and regulate these congestions. One of these activities is to identify the supply chain and manage it and establish a relationship between them [1].

Today, closed loop supply chains or reverse supply chains are among important and vital aspects of any business, which improve the manufacturing, distribution of services and support for the products of large companies. This technique allows the management of companies to restore the returned goods and raw materials to suppliers and to coordinate inventory production and distribution activities and prevent downtime due to inventory shortages, and reusable items and goods returned by customers [2].

In present study, the reverse logistics model of collecting EOL vehicles has been presented with taking into account the economic, social and environmental sustainability. In this regard, a mathematical model has been presented for understudy problem, which includes for planning of multi-period and multi-stage reverse logistics network of EOL vehicles. In this model, the considerations of location, allocation, transportation (routing) have been considered and also some of the parameters of model are fuzzy and the model is multi-objective including minimizing costs, minimizing environmental impacts and maximizing the social responsibilities. The rest of study has been organized as follow. The research literature has been reviewed in section two. The proposed solution method has been investigated in section three. [2] The proposed mathematical model has been developed in section four. The computational results have been presented in section five and conclusion and recommendations have been stated in section six [3].

2. Literature Review

In [4] designed the supply chain network in an integrated manner. Their proposed network was a multi-level network that included assembly, customers, and collection and disposal centers. The proposed model of their study was a multi-period model with the parameters such as demand and cost in the uncertain and fuzzy form. The objectives of model included minimizing total costs and delivery time and maximizing supplier rankings. A new reactive probability method was also presented based on STEM method to solve the model. In [5] presented a mixed multi-period multi-component linear planning model for a closed-loop supply chain network. The objective of this model was to seek two general policies of market pricing

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and incentive policies. An extended genetic algorithm was also developed to solve the model in real size. In this model, the demand was definite and the shortage was not allowed. Also, the capacity of all facilities was limited. [6] has proposed a multi-product multi-cycle model of designing a chain network to provide a closed loop under a fuzzy environment. In the proposed network, the movement of products between two levels of facilities can be performed through different transport models. His proposed model included four layers in the direct direction (supplier, producer, distribution centers and customers) and three layers in the reverse direction (customers, collection and destruction centers). His model consisted of three objectives: the first objective was to maximize profit, the second objective was to minimize the time of transportation in the direct and reverse directions, and the third objective was to maximize flexibility. He proposed a Fuzzy random mixed planning method to solve the model. [7] presented a design of a closed-loop single product supply chain network with taking into account the competitive mode under uncertainty conditions. The primary purpose of this study was to investigate the effect of simultaneous competition and Stackelberg between two closed loop supply chains. The game theory was also used to obtain optimal solutions under uncertainty conditions. In [8] modeled the reverse logistics problem of EOL vehicles. They proposed a one-way mathematical model with the aim of maximizing network profits and solved the model using LINGO software.

In [9] proposed a multi-purpose model for reverse logistics network to collect and reuse products for decision-making at strategic, tactical and operational levels. The proposed reverse logistic system consisted of three parts for collecting, rebuilding, recycling, recycling energy and disposing of products. The objective of their model was to minimize costs and emissions. After designing, the model was solved using epsilon-delta definition of limits. In [10] considered multiple distribution routes in the closed-loop supply chain. In the study, a mathematical model was proposed for the problem and MAMMOTH algorithm was used to solve the model. In [11] investigated the design of a closed loop supply chain network, which integrates production and collection centers. In the study, a mixed nonlinear integer location-inventory-pricing model was developed. The objectives of this model included maximizing profits and finding the optimal location of facilities, optimal inventory values, optimal price of final products and optimal price of returned products. The problem was solved using heuristic methods. In [12] have investigated the problem of sustainable closed loop supply chain in humanitarian operations. In the study, the supply chain was designed for providing relief with considering the sustainability dimensions and a scenario-based mathematical model was also designed for it with taking into account the limited capacity of facilities and vehicles. In [13] have proposed a strong closed loop environmental supply chain network that included manufacturing centers, customer centers, collection centers and disposal centers. They developed a multi-objective integer mixed nonlinear planning model that considered two contradictory goals simultaneously. The first goal was to minimize economic costs and the second goal was to minimize the effect of supply chain on the environment. They solved the model using LP metric method. Finally, they demonstrated the efficiency of the model by providing an example. In [14] designed a multi-product closed-loop green supply chain network by presenting an integer mixed linear planning model. Their understudy network included production / reconstruction centers, collection / inspection, customer and burial and destruction. The model was introduced to decrease cost of the entire system. Also, the second order objective function was based on decreasing carbon dioxide emission rate to consider environmental goals. Moreover, a powerful fuzzy planning method was used to develop the model in order to investigate the uncertainty effects of variable costs as well as the demand rate in network design. The ε-based constraint method was used to solve this two-objective planning model. A case study was also provided in the copier industry to illustrate the efficiency of model. The results showed that the model was able to control network uncertainty. In [15] designed a gold chain supply chain network using a multi-level multi-objective model. They developed an integer linear model to help an experienced Iranian company that had many problems in reverse flow. An ant colony optimization-based algorithm was proposed to solve the model. To demonstrate the efficiency of e proposed algorithm, several numerical examples based on random data as well as real data were solved. Then, the obtained results were comprised with the results of Lingo software. Evaluation of studies indicated the capability of model and effectiveness as well as reliability of proposed algorithm. In [16] proposed a green mixed integer planning model for optimization of byproduct gases in order to reduce total costs, i.e. both operating costs and environmental costs of the iron and steel industry [2]. Byproduct gas is an important secondary energy in the iron and steel industry, and its optimization is critical to decrease the costs. In his model, operating costs included fines for gas diversion, fuel and water consumption costs and booster fines; while environmental costs included fines for discharging direct and indirect pollutants. The case study showed that proposed model had an optimal solution and decreased the total costs up to 2.2% compared to the previous models. In [17] modeled a closed-loop sustainable supply chain with taking into account the location, routing, and inventory considerations under uncertainty conditions. They firstly proposed a three-objective mathematical model based on economic, social and environmental dimensions and then, solved the model through GAMZ software using an innovative algorithm. In [18] investigated the problem of closed-loop supply chain network design that integrated production centers and collection centers. They developed a mixed nonlinear integer location-inventory-pricing model. The purposes of this model were to maximize profits and obtain optimal facility locations, optimal inventory values, optimal price of final products, and optimal price of returned products, which was solved using heuristic methods [7].

In [19] proposed a multi-objective linear planning model for closed loop supply chain of mushroom production. In [8] proposed a multi-objective model for locating facilities in a closed loop supply chain under fuzzy conditions.

In [20] investigated the problem of closed-loop supply chain with taking into account the competitive conditions between retailers. In this study, the supply chain included two competitive retailers and one manufacturer where retailers receiving their goods from the manufacturer as well as restoring their returned goods to the manufacturer. In the study, a model has been developed for competition of two retailers based on competitive strategies. [21] have proposed a two-objective dynamic mathematical model for closed-loop supply chain with taking into account the selection phase of suppliers and reproduction centers. In this study, the multi-criteria decision making methods have been used to select suppliers and the Epsilon constraint method used to solve the two-objective mathematical model. [22] have investigated the problem of sustainable closed-loop supply chain with considering the reduction in emissions. They provided a model for this problem and then solved the model through simulation tool for a case study. In [23] presented a mathematical model for the problem of location-allocation in reverse logistics collection of EOL vehicles with the aim of minimizing location and allocation costs. They also utilized from an improved artificial bee colony (ABC) algorithm to solve the model.

In [24] have investigated the location-allocation problem in the reverse logistics network of EOL vehicles with considering the emission of polluting gases and presented a single-objective model with the aim of minimizing the costs of locating-allocating and emitting pollutant gases. Their model was based on a scenario and used Lingo software to solve it. In [25] developed an optimal reverse logistics planning model for collection of EOL vehicles and the recycling of their parts with taking into account fuzzy supply. They also presented a single-objective mathematical model with the aim of minimizing network costs. In this section, the summary of previous studies has been presented in Table (1) to explain the research gap and the innovation of present study.

Table (1) Literature review summary

Author(s)	Supply Chain		EOL vehicles	Sustainability			Location	Allocation	Routing	Uncertain	Method	
	Forward	Reverse		economic	social	environment					Multi-objective optimization	Meta heuristic algorithm
Fallah Tafti et al (2014)	*	*								*	*	
Vahdani (2015)	*	*								*		
Ine and Ozturk (2015)		*	*	*			*					
Yu & Solvang (2016)		*	*	*		*					*	
Behmanesh and Pannek (2016)	*	*					*					*
Kaya et al (2016)	*	*					*					*
Battini et al (2016)	*	*		*	*	*	*					*
Banasik et al (2017)	*	*								*		*
Amin and Baki (2017)	*	*								*	*	
Huang (2018)	*	*								*		
Ghasemi et al (2018)	*	*		*								
Bottani and Casella (2018)	*	*		*		*					*	
Lin et al (2018)		*	*				*	*				*
Xiao (2019)		*	*			*	*	*				
Kuşakcı et al (2019)		*	*	*						*		
This study	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****

As it can be seen in Table (1), the number of studies conducted on reverse logistics modeling is very low. Also, the economic, social and environmental dimensions as well as vehicle routing have not ever been considered in the studies [9]. Therefore, the present study has been defined to fill this gap as well as develop the studies of [26-30]. The dimensions of sustainability and routing have been also considered to develop the proposed models and a multi-objective fuzzy mathematical model has been also proposed and solved. Therefore, the innovation of present study is due to the following cases:

Proposing a location-allocation-routing model for reverse logistics of EOL vehicles

Taking into account the dimensions of sustainability in reverse logistics of EOL vehicles collection

Proposing and solving a multi-objective fuzzy model for reverse logistics of EOL vehicles collection

3. Methodology

The whale algorithm has been used to solve the proposed model. Since the nature of meta-heuristic algorithms is random and it is not possible to exactly determine the superior one, it has been tried in present study to utilize from relatively new algorithms and solve the model and compare them with the well-known NSGA-II algorithm in order to scientifically and practically evaluate their performance for understudy problem.

3-1.The Proposed Algorithms Structure

3-1-1.Whale Optimization Algorithm (WOA)

This algorithm starts with a set of random solutions. For any iteration, search agents update their position according to other agents randomly or with the best solution. The parameter (a) has been decreased from two to zero in order to provide exploration and exploitation, respectively. Two modes are considered to update the position of search agents. If the variable is $|A| > 1$, then the random search agent is selected, and if it is $|A| < 1$, then the best solution is selected. Depending on the value of p, the whale is able to change position between two movements of spiral and rotational. Finally, WOA ends with reaching the specified satisfaction criterion the quasi-code of this algorithm has been presented in continue [10].

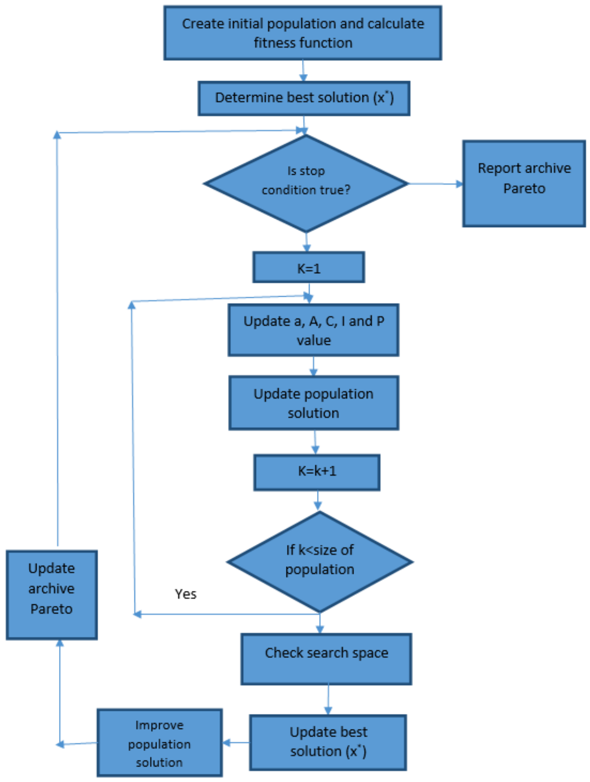


Figure 1. Whale Optimization Algorithm Flowchart

In all meta-heuristic algorithms, it is necessary to store the solution according to a specific structure due to the need for an answer at the beginning of operation, which the structure is called answer display method. In present study, a matrix has been used to display each answer. Each answer consists of several matrices, which have been designed according to the outputs of model. As an example, a line matrix (one-dimensional) has been defined for variable (a_j), which the number of its arrays equals to J. The following matrix shows an example of this part of the answer (assume that the number of potential locations of dismantling plant is 6 and the maximum allowable value of this plant is 4).

1	0	1	1	0	1

Figure 2. Variable aj representation

1	1	0	1	1

Figure 3. Variable bk representation

In the above matrix, dismantling plants have been established in locations 1, 3, 4 and 6. A line matrix has been also used to display Variable (b_k), which the number of its arrays equals to K. The following matrix shows an example of this part of the answer (assume that the number of potential locations of processing plant is 5).

In the above matrix, processing plants have been established in locations 1, 2 and 5. A one-dimensional matrix has been also used to display Variable (α_ij), which the number of its arrays equals to the number of collection centers and the values of its cells indicate the number of dismantling plant that the collection center can send product to it. Assume that the number of potential locations for establishment of dismantling plant is 6 and the number of collection centers is 8, then the following matrix is a way of displaying the answer to this variable, which has been given according to the example of variable (aj).

1	1	3	6	4	6	3	4

Figure 4. Variable αij representation

In the above mentioned example, the collection centers No. 1 and 2 have been allocated to dismantling plant No. 1, the collection centers No. 3 and 7 to dismantling plant No. 3, the collection centers No. 4 and 6 to dismantling plant No. 6 and the collection centers No. 5 and 8 to dismantling plant No. 4.

3-1-2.NSGAII algorithm

How to display the answer in this algorithm is similar to WOA, but the general structure of genetic algorithm is as following in Figure 5.

4. The proposed model

4-1.Problem definition

Reverse logistics operations and network design for the automotive industry differ from other industries in some respects. This difference is mainly due to the complex structure of supply chain in the automotive industry [11]. There are a number of sectors in the supply chain that make it difficult to control and manage the reverse network. In addition, high customization in vehicles makes parts or components different from each other and hence, it is difficult to predict recycling of parts or materials. Another critical issue is technical complexity. A vehicle consists of several thousand parts and various types of materials such as ferrous / non-ferrous materials, plastics, textiles, and so one and hence, a large number of parts are involved in the supply chain. Also, the operation of isolating EOL vehicles or used vehicles requires large-scale tools and high-level implementation techniques compared to other sectors [31].

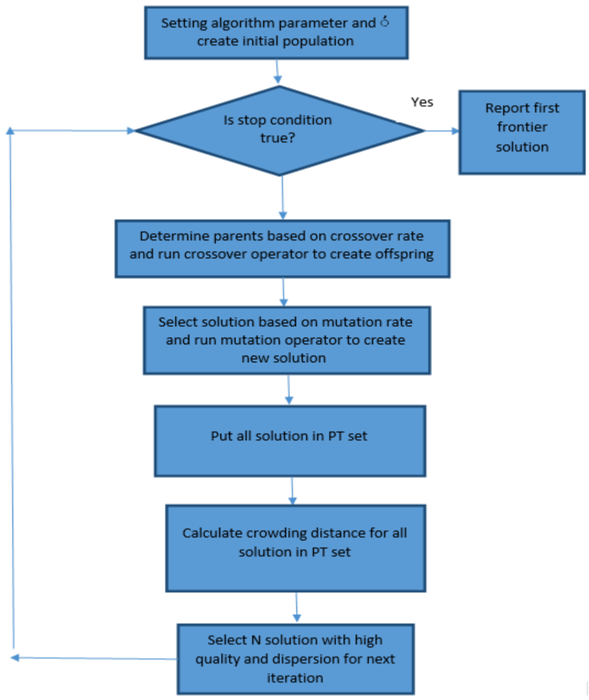


Figure 5. NSGAII Algorithm Flowchart

Therefore, reverse logistics operations and networks in the automotive industry require certain and specific recycling or separation techniques and as a result, model frameworks that are different from those for other industries. In addition to the technical issues, customers' previous judgment about the unreliability of vehicle's recycled components makes the decisions of automotive industry's reverse logistics more complicated. The reverse logistics network of returned vehicles begins with receiving of vehicle from customers in the collection centers [12].

The next step is to transport the returned vehicles to dismantling plants. In dismantling plants, the liquids are extracted and the parts are separated from each other. Car fuel, engine oil, gearbox oil, hydraulic oil, coolant, air conditioning fluid, brake fluid and steering fluid are extracted from EOL vehicles. Hazardous materials such as accumulators, batteries, airbags), exhaust fumes chemically connected to the exhaust pipe as well as parts including mercury and brake pads including a type of ore are isolated from EOL vehicles. Also, reusable parts such as engines, differentials, gearboxes, body parts (for example, car hoods, car doors and bumpers) and the wheels are separated and disassembled in these centers. Reusable parts of vehicle are transported to the intermediary market after renovation operation. Hazardous waste liquids and other hazardous material are transported to waste conversion centers.

Those non-disassembled vehicles which their excess fluid has been extracted are transported to processing plants. After fragmentation, scrap ferrous and non-ferrous metals (lead, zinc, copper, and aluminum) and breakable materials are obtained. These materials are transported to recovery centers and converted into waste. The framework of recycling operations for EOL vehicles has been summarized in Figure 6.

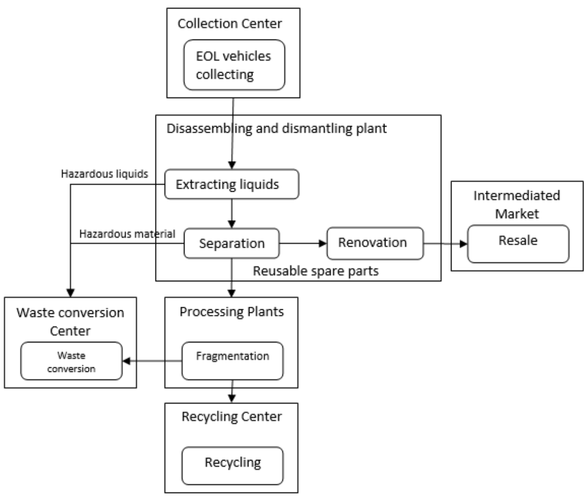


Figure 6. The framework of recycling operations for EOL vehicles

In present study, an integrated integer linear planning model has been used to design a reverse logistics network with the aim of maximizing final profit. The critical issue in designing a reverse logistics network is the unknown number of returned products. To overcome this problem, a model has been developed. The proposed model determines the location and number of disassembling, dismantling and processing plants, and allocates the flow of materials between primary / collection centers, disassembling, dismantling and processing plants, intermediate markets and waste recovery and conversion centers. Since the model maximizes final profit of the entire network, separate maximization of profits for disassembling plant, dismantling plant, processing plant and centers of recovery and conversion to waste is outside the scope of proposed model [13].

The structure of multi-time multi-stage reverse logistics network for EOL vehicles has been presented in Figure 7. The decision making variables set of parameters and constraints used in the model have been defined in follow.

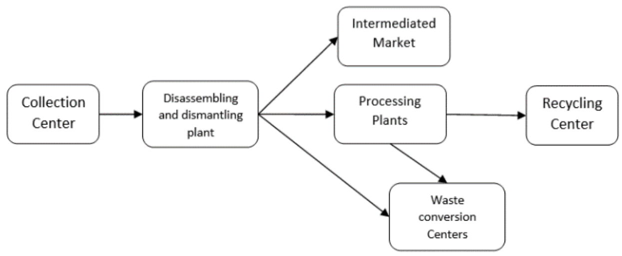


Figure 7. The proposed supply chain network

4-2.Indicators

($\forall i \in I$), where I indicates collection / primary centers

($\forall j \in J$), where J indicates potential locations of disassembling and dismantling plants

($\forall k \in K$), where K indicates potential locations of processing plants

($\forall l \in L$), where L indicates recovery centers

($\forall m \in M$), where M indicates centers of conversion to waste

($\forall n \in N$), where N indicates locations of intermediate market

($\forall t \in T$), where T indicates time periods

($\forall p \in P$), where P indicates spare parts of vehicles

4-3.Parameter

($\tilde{c}j$): Fuzzy cost of establishing the disassembling and dismantling plant J

($\tilde{c}k$): Fuzzy cost of establishing the processing plant K

($\widetilde{(cap)}j$): the Fuzzy capacity of disassembling and dismantling plant J

($\widetilde{(cap)}k$): Fuzzy capacity of processing plant K

($\widetilde{(cap)}l$): Fuzzy capacity of the recovery center l

($(cap)\ m$): Fuzzy capacity of conversion to waste center m

(ctij): transportation cost of each unit from collection / primary center to disassembling and dismantling plant J

(ct_{jk}): transportation cost of each unit from disassembling and dismantling plant J to processing plant K

(ct_{jn}): transportation cost of each unit from disassembling and dismantling plant J to location of intermediate market n

(ct_{kl}): transportation cost of each unit from processing plant K to the recovery center l

(ct_{km}): transportation cost of each unit from processing plant K to the center of conversion to waste m

(ct_{jm}): transportation cost of each unit from disassembling and dismantling plant J to the center of conversion to waste m

(cd): the cost of turning into waste for each unit

(cv): the cost of incentives to return each vehicle to collection centers

(oc_{jt}): the cost of operating each unit for disassembling and dismantling plant J in the time period t

(oc_{kt}): the cost of operating each unit for processing plant K in the time period t

(rp): the profit of each unit from reusable spare parts

(rr): the profit of each unit from recovered products

(e_{it}): the number of vehicles admitted by the collection/primary centers in the time period t

(k1): the amount of material transported from disassembling and dismantling plant to the center of conversion to waste

(k2): the amount of material transported from processing plant to the center of conversion to waste

(aw_1): the average weight of vehicle

(aw_2): the average weight of disassembled vehicle

(q_p): the number of spare parts in each vehicle

(v_p): the number of reusable spare parts in each vehicle

(EI_j): Environmental effects of performed operations for each EOL vehicle in disassembling and dismantling plant J

(EI_k): Environmental effects of performed operations for each EOL vehicle in processing plant k

(EI^T): Environmental effects of transporting EOL car units per kilometer

(d_ij): the distance between collection/primary center i and disassembling and dismantling plant J

(d_jk): the distance between disassembling and dismantling plant J and processing plant k

(d_jn): the distance between disassembling and dismantling plant J and the location of intermediate market n

(d_kl): the distance between processing plant k and recovery center l

(d_jm): the distance between disassembling and dismantling plant J and the center of conversion to waste m

(d_km): the distance between processing plant k and the center of conversion to waste m

(W_em): normalized weight of employment

(W_id): normalized weight of local development

(W_dm): normalized weight of high-risk work situation

(W_pr): normalized weight of product risk

(EM_j): the score for employment of disassembling and dismantling plant J

(Ld_j): the score for local development of disassembling and dismantling plant J

(DM_j): the score for worker's damage in the disassembling and dismantling plant J

(PR_j): the product risk of disassembling and dismantling plant J

(EM_k): the score for employment of processing plant k

(ld_k): the score for local development of processing plant k

(DM_k): the score for worker's damage in the processing plant k

(PR_k): the product risk of processing plant k

F has been considered as the set of sub-sets j for all sections.

(0∈F,SD(o)) determines the maximum number of disassembling and dismantling plant J for sub-seto

4-4.Decision making variables

$a_j = \{1\ if\ disassembling\ and\ dismantling\ plant\ J\ is\ established\ \ 0$

$b_k =$
$1 if\ processing\ plant\ k\ is\ established, 0\ otherwise$

a_{ij}
$= \{1\ if\ there\ is\ a\ flow\ between\ the\ collection\ centeri\ and\ disassembling\ and\ dismantling\ plant\ j\ 0$

(x_ijt): the number of vehicles transported from collection / primary center I to the disassembling and dismantling plant J during time period t

(Y_jkt): the number of vehicles transported from disassembling and dismantling plant J to the processing plant k during time period t

(Z_jnpt): the number of spare parts p transported from disassembling and dismantling plant J to the location of intermediate market n during time period t

(w_klt): the amount of materials transported from processing plant k to the recovery center l during time period t

(u_jmt): the amount of materials transported from disassembling and dismantling plant J to the center of conversion to waste m during time period t

(u_kmt): the amount of materials transported from processing plant k to the center of conversion to waste m during time period t

4-5.The proposed mathematical model

$$
\begin{aligned}
Max\ z = & \sum_{j=1}^{j} \sum_{n=1}^{N} \sum_{p=1}^{P} \sum_{t=1}^{T} z_{jnpt} r_p + \sum_{k=1}^{K} \sum_{l=1}^{L} \sum_{t=1}^{T} w_{klt} rr - \sum_{j=1}^{J} a_j \tilde{c}_j - \sum_{k=1}^{k} b_k \tilde{c}_k \\
& - \sum_{i=1}^{I} \sum_{j=1}^{J} \sum_{t=1}^{T} x_{ijt} cv - \sum_{i=1}^{I} \sum_{j=1}^{J} \sum_{t=1}^{T} x_{ijt} oc_{jt} - \sum_{j=1}^{J} \sum_{k=1}^{K} \sum_{t=1}^{T} y_{jkt} oc_{kt} \\
& - \sum_{i=1}^{I} \sum_{j=1}^{J} \sum_{t=1}^{T} x_{ijt} ct_{ij} - \sum_{j=1}^{J} \sum_{k=1}^{K} \sum_{t=1}^{T} y_{jkt} ct_{jk} - \sum_{j=1}^{J} \sum_{n=1}^{N} \sum_{p=1}^{P} \sum_{t=1}^{T} z_{jnpt} ct_{jn} \\
& - \sum_{k=1}^{K} \sum_{l=1}^{L} \sum_{t=1}^{T} w_{klt} ct_{kl} - \sum_{j=1}^{J} \sum_{m=1}^{M} \sum_{t=1}^{T} u_{jmt} ct_{jm} - \sum_{k=1}^{K} \sum_{m=1}^{M} \sum_{t=1}^{T} u^2{}_{kmt} ct_{km} \\
& - \sum_{j=1}^{J} \sum_{m=1}^{M} \sum_{t=1}^{T} u_{jmt} cd - \sum_{k=1}^{K} \sum_{m=1}^{M} \sum_{t=1}^{T} u_{kmt} cd
\end{aligned}
$$

$$
Minz_2 = \sum_{j} \sum_{k} \sum_{t} Y_{jkt} EI_k + \sum_{i} \sum_{j} \sum_{t} X_{ijt} EI_j
$$

$$+EI^{CT}\left[\sum_{i}\sum_{j}\sum_{t} X_{ijt}d_{ij}+\sum_{j}\sum_{k}\sum_{t} Y_{jkt}d_{jk}+\sum_{j}\sum_{n}\sum_{t} Z_{jnpt}d_{jn}\right.$$

$$\left.+\sum_{k}\sum_{l}\sum_{t} W_{klt}d_{kl}+\sum_{j}\sum_{m}\sum_{t} U_{jmt}d_{jm}+\sum_{k}\sum_{m}\sum_{t} U_{kmt}d_{km}\right]$$

$$Max\ \ z_3=\sum\ \sum_{j}\ \sum_{t}\ (W_{em}EM_{jt}+W_{ld}ld_j+W_{dm}DM_j+W_{pr}PR_j)_{aj}$$

$$+\sum\ \sum_{k}\ \sum_{t}\ (W_{em}EM_{kt}+W_{ld}ld_k+W_{dm}DM_k+W_{pr}PR_k)_{bk}$$

$$x_{ijt}=e_{it}\alpha_{ij}\quad \forall i,j,t$$

$$\sum_{j=1}^{J}\ \alpha_{ij}=1\quad \forall i\quad \sum_{i=1}^{I}\ x_{ijt}\le \widetilde{cap}_j\ \ a_j\forall j,t\ \sum_{j\in O}\ a_j\le SD(O)-\quad \forall O\in F\ \sum_{j=1}^{J}\ y_{jkt}\le \widetilde{cap}_k b_k\quad \forall k,t$$

$$\sum_{k=1}^{K}\ w_{klt}\le \widetilde{cap}_l\quad \forall l,t\ \sum_{j=1}^{J}\ u_{jmt}+\sum_{k=1}^{K}\ u_{kmt}\le \widetilde{cap}_m\quad \forall m,t\ \sum_{i=1}^{I}\ x_{ijt}=\sum_{k=1}^{K}\ y_{jkt}\quad \forall j,t$$

$$\sum_{i=1}^{I}\ x_{ijt}aw_1k_1=\sum_{m=1}^{M}\ u_{jmt}\quad \forall j,t\quad \sum_{i=1}^{I}\ x_{ijt}q_pv_p=\sum_{n=1}^{N}\ z_{jnpt}\quad \forall j,p,t\quad \sum_{j=1}^{J}\ y_{jkt}aw_2(1-k_2)=$$
$$\sum_{l=1}^{L}\ w_{klt}\quad \forall k,t\quad \sum_{j=1}^{J}\ y_{jkt}aw_2k_2=\sum_{m=1}^{M}\ u_{kmt}\quad \forall k,t$$

The objective function (1) indicates the final profit of the network. Objective function (2) indicates the environmental effects of network and objective function (3) indicates social benefit. Constraint (4) requires that all vehicles admitted by the collection / primary centers must be processed during the time period of admission. Constraint (5) ensures the uniqueness of the flow from a collection / primary center to a disassembling and dismantling plant.

Constraint (6) ensures that the final number of vehicles transported to disassembling and dismantling plant does not exceed their capacity at any time. Constraint (7) limits the number of disassembling and dismantling plants that have been established in each section. Constraint (8) ensures that the final number of vehicles transported to plants does not exceed the capacity of their capacity at any time. Constraints (9) and (10) ensure that the final amount of material transported to recycling centers does not exceed their capacity at any time. Constraints (9) and (10) ensure the compatibility of the amount of disassembled vehicles implemented and materials transported to processing plants and the centers of conversion to waste capacity at any time, respectively. Constraint (13) ensures the compatibility of the number of spare parts transported to intermediate market at any time. Constraint (14) ensures the amount of material transported from processing plants to recovery centers at any time. Constraint (15) ensures the compatibility of amount of material transported from processing plants to centers of conversion to waste during time period t. Constraint (16) ensures that the value of decision variables X_ijt, Y_jkt , Z_jnpt, u_kmt, u_jmt and W_klt is higher than zero and Constraint (17) determines that the value of decision variables a_j, b_k and α_ijt is zero or one.

4-6.Defuzzification of model

It can be observed from the model that the capacity and cost parameters of facility construction have been considered as fuzzy numbers. The fuzzy number ranking method of [14] was used for defuzzification of the model[14].

$$\min\ z=\tilde{c}x$$
$$ax\le \tilde{b}$$
$$x\ge 0 \tag{18}$$

Several methods have been proposed to solve fuzzy mathematical planning problems. In present study, the ranking method provided by Jimenez was used. Jimenez proposed a method of ranking fuzzy numbers based on comparing their expected interval. The Triangular fuzzy number can be written as following from (Figure 7) if :

$$\mu A(x)=\left[f_A(x)=\frac{X-L}{M-L}\qquad L\le X\le M\ 1\qquad X=M\quad g_A(x)=\frac{X-L}{M-U}\qquad M\le X\le U\ \right] \tag{19}$$

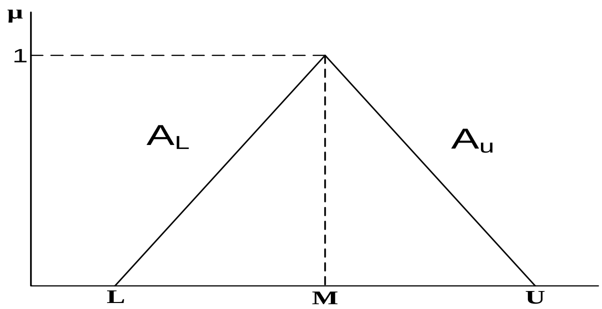


Figure 7. Triangular fuzzy number

It has been assumed that   is continuous and ascending and is continuous and descending to ensure the existence of reverse functions   and . The expected interval of a fuzzy number is defined as follow:

$$EI(\tilde{A})=[E_1^{\tilde{A}},E_2^{\tilde{A}}]=\left[\int_{a1}^{a2} x\,df_A(x)-\int_{a3}^{a4} x\,dg_A(x)\right] \tag{20}$$

By aggregating the components as well as changing the variable, we will obtain:

$$EI(\tilde{A})=[E_1^{\tilde{A}},E_2^{\tilde{A}}]=\left[\int_0^1 f_A^{-1}(\alpha)d\alpha-\int_0^1 g_A^{-1}(\alpha)d\alpha\right]$$

(21)

If the functions   and   are linear and   is a fuzzy triangular number, its expected interval will be as follow:

$$EI(\tilde{A})=[\frac{1}{2}(L+M),\frac{1}{2}(M+U)] \tag{22}$$

Also, the expected value of fuzzy number   equals to half of the expected interval range and for fuzzy triangular number is as follow:

$$EV(A) = \frac{E_1^{\tilde{A}} + E_2^{\tilde{A}}}{2} \quad (23)$$

$$EV(A) = \frac{L + 2M + U}{2} \quad (24)$$

Definition1: for both fuzzy numbers $\tilde{A}$ and $\tilde{B}$ the membership degree $\tilde{A}$ being bigger than is in following form:

$$\mu_M(\tilde{A}, \tilde{B}) = \begin{cases} 0 & if E_2^a - E_1^b < 0 \\ \dfrac{E_2^A - E_1^B}{E_2^A - E_2^B - (E_1^A - E_2^B)} & if\ 0 \in [E_1^A - E_2^B, E_2^A - E_1^B] \\ 1 & if E_1^A - E_2^B > 0 \end{cases} \quad (25)$$

So that, $[E_1^A, E_2^A]$ and $[E_1^B, E_2^B]$ are the expected intervals of $\tilde{A}$ and $\tilde{B}$. When $\mu_M(\tilde{A}, \tilde{B}) = 0.5$, it can be stated that $\tilde{A}$ and $\tilde{B}$ are equal.

When $\mu_M(\tilde{A}, \tilde{B}) \geq \alpha$, it can be stated that $\tilde{A}$ is bigger equal to $\tilde{B}$ minimally with the degree α, which is displayed as $\tilde{A} \geq_\alpha \tilde{B}$

Definition 2: suppose the vector $x \in R^n$, it is acceptable with degree α if:

$\min\{\mu_M(\tilde{A}x, \tilde{B})\} = \alpha$ (which can be displayed as $\tilde{A}x \geq_\alpha \tilde{B}$). Equation (21) can be re-written as follow:

$$[(1-\alpha)E_2^A + \alpha E_1^A]x \geq \alpha E_2^B + (1-\alpha)E_1^B \quad (26)$$

According to the above mentioned definitions, the fuzzy model can be converted into its equivalent definite and accurate model, which has been shown in follow:

$$\begin{aligned} & Min EV(\tilde{C})x \\ & s.t: x \in \{x \in R^n \mid \tilde{A}x \geq_\alpha \tilde{B}, x \geq 0\} \end{aligned} \quad (27)$$

Now, the fuzzy planning model is converted to into its equivalent definite based on the above definition and using the mentioned method.

$$\begin{aligned} Max\ z = & \sum_{j=1}^{J}\sum_{n=1}^{N}\sum_{p=1}^{P}\sum_{t=1}^{T} z_{jnpt} r_p + \sum_{k=1}^{K}\sum_{l=1}^{L}\sum_{t=1}^{T} w_{klt} rr \\ & - \sum_{j=1}^{J} a_j [\frac{c_j^1 + 2c_j^2 + c_j^3}{4}] - \sum_{k=1}^{k} b_k [\frac{c_k^1 + 2c_k^2 + c_k^3}{4}] \\ & - \sum_{i=1}^{I}\sum_{j=1}^{J}\sum_{t=1}^{T} x_{ijt} cv - \sum_{i=1}^{I}\sum_{j=1}^{J}\sum_{t=1}^{T} x_{ijt} oc_{jt} \\ & - \sum_{j=1}^{J}\sum_{k=1}^{K}\sum_{t=1}^{T} y_{jkt} oc_{kt} - \sum_{i=1}^{I}\sum_{j=1}^{J}\sum_{t=1}^{T} x_{ijt} ct_{ij} \\ & - \sum_{j=1}^{J}\sum_{k=1}^{K}\sum_{t=1}^{T} y_{jkt} ct_{jk} - \sum_{j=1}^{J}\sum_{n=1}^{N}\sum_{p=1}^{P}\sum_{t=1}^{T} z_{jnpt} ct_{jn} \\ & - \sum_{k=1}^{K}\sum_{l=1}^{L}\sum_{t=1}^{T} w_{klt} ct_{kl} - \sum_{j=1}^{J}\sum_{m=1}^{M}\sum_{t=1}^{T} u_{jmt} ct_{jm} \\ & - \sum_{k=1}^{K}\sum_{m=1}^{M}\sum_{t=1}^{T} u^2{}_{kmt} ct_{km} - \sum_{j=1}^{J}\sum_{m=1}^{M}\sum_{t=1}^{T} u_{jmt} cd \\ & - \sum_{k=1}^{K}\sum_{m=1}^{M}\sum_{t=1}^{T} u_{kmt} cd \end{aligned} \quad (28)$$

$$\sum_{i=1}^{I} x_{ijt} \leq [\alpha \frac{cap_j^1 + cap_j^2}{2} + (1-\alpha)\frac{cap_j^2 + cap_j^3}{2}] a_j \forall j, t \quad (29)$$

$$\sum_{j=1}^{J} y_{jkt} \leq [\alpha \frac{cap_k^1 + cap_k^2}{2} + (1-\alpha)\frac{cap_k^2 + cap_k^3}{2}] b_k \ \forall k, t \quad (30)$$

$$\sum_{k=1}^{K} w_{klt} \leq \alpha \frac{cap_l^1 + cap_l^2}{2} + (1-\alpha)\frac{cap_l^2 + cap_l^3}{2} \ \forall l, t \quad (31)$$

$$\sum_{j=1}^{J} u_{jmt} + \sum_{k=1}^{K} u_{kmt} \leq \alpha \frac{cap_m^1 + cap_m^2}{2} + (1-\alpha)\frac{cap_m^2 + cap_m^3}{2} \ \forall m, t \quad (32)$$

5. Computational results

The proposed whale algorithm was implemented in MATLAB software environment and the obtained results in a sample problem as a case study were comprised with the results obtained from NSGA-II algorithm on experimental problems to evaluate its effectiveness. In this section, the computational results have been explained. It should be noted that all calculations have been performed using i7 7500U -12GB -1TB-R5 M335 4GB Core computer.

5-1.Sample problems

In this section, the problem of case study has been first explained and then, the experimental sample problems have been presented. The case study was reverse logistics of EOL vehicles in Iran.

5-1-1.Case study

The considered case study included the provinces of Tehran, Kashan, Qazvin, Khorasan, Tabriz, Semnan and Azerbaijan. In fact, these provinces have centers for collecting EOL vehicles as well as potential locations for establishment of disassembling and dismantling plants and processing plants. According to the above mentioned explanations, the parameters of case study’s problem were as follow:

The number of potential locations for establishment of facilities was equal to 7 and included the provinces of Tehran, Kashan, Qazvin, Khorasan, Tabriz, Semnan and Azerbaijan.

The number of periods was considered equal to 12, which indicates 12 months and one year. In fact, planning was done for a year.

The number of spare parts was equal to 8 and included front and rear doors, trunk lid, engine, hood, differential, gearbox, front console and front and rear bumpers.

According to the opinion of experts, the fixed cost of establishing disassembling and dismantling plant in Tehran, Kashan, Qazvin, Khorasan, Tabriz, Semnan and Azerbaijan provinces was relatively in the ranges of [250..300], [170..200], [220 ..260], [220...280], [220...280], [160...180] and [130...170] million Tomans, respectively.

According to the opinion of experts, the fixed cost of establishing processing plant Tehran, Kashan, Qazvin, Khorasan, Tabriz, Semnan and Azerbaijan was relatively in the ranges of [280..320], [240..280], [260. .300], [210..250], [220..260], [180..220] and [200..240] million Tomans, respectively.

According to the opinion of experts, the capacity of disassembling and dismantling plant was considered 1800 for all of the cities.

According to the opinion of experts, the capacity of processing plant was considered 3000 for all of the cities.

According to the opinion of experts, the capacity of recovery centers was considered 1000 for all of the cities.

According to the opinion of experts, the capacity of centers of conversion to waste was considered 1000 for all of the cities.

Transportation costs between different centers in different cities have been considered as a function of distance between centers, which equals to 10,000 Tomans per 1 km.

According to the opinion of experts, the cost of conversion to waste was considered 50000.

The cost of incentive for returning each unit of vehicle to the collection centers was considered 1000.

According to the opinion of experts, the cost of operation of each unit for disassembling and dismantling plant in each period has been generated in a uniform range of [1000...2000].

According to the opinion of experts, the cost of operation of each unit for processing plant in each period has been generated in a uniform range of [2000...4000].

The profit per unit of the vehicle's reusable spare parts for front and rear door parts, trunk lid, engine, hood, differential, gearbox, front console and front and rear bumpers has been generated in a uniform ranges of [200..500], [200..500], [1000..2500], [150..300], [150..280], [600..850], [200 ..400] and [50...250], respectively.

The profit per unit of recovered products has been considered 200,000.

According to the available geographical information, the distance between centers was considered in kilometers.

In present study, LCA and AHP methods have been used to calculate the parameters related to environmental and social effects, respectively.

5-1-2.The environmental effects

In present study LCA method was used to calculate the parameters related to environmental effects. LCA is a decision-making tool that assesses the environmental status of products, production activities, and processes throughout their useful life. LCA enjoys from a variety of techniques to estimate the economic, social, and environmental value of products, activities, and processes. Nowadays, increasing number of manufacturers, companies, government agencies, academia and industry utilize from LCA to assess the long-term effects of their plans and make decisions about them.

In present study, the criteria of "human health", "environmental quality" and "resource consumption" have been used to measure environmental effects. According to the opinion of experts, the initial weight of these criteria for all facilities was considered equal to 0.4, 0.4 and 0.2, respectively. Also, the stages of vehicle collection, dismantling, processing and transportation have been analyzed to utilize from LCA method. Measurement of environmental effects by LCA method has been evaluated in the form of second order objective function of the mathematical model.

5-1-3.Social effects

In present study, the hierarchical analysis method has been used to determine the social effects, which estimate the level of these effects in the stages of vehicle collection, dismantling, processing and transportation based on the criteria of "local development", "product risk", "damage to the worker" and "employment".

The purpose of hierarchical analysis technique is to select the best option based on different criteria through paired comparison. This technique is also used to weigh criteria. Since increasing the number of elements in each cluster makes it difficult to comprise pairs, the decision criteria are usually divided into sub-criteria. Utilizing from this method requires four main steps:

Modeling: the decision elements including decision indicators and options are identified in this step. In fact, AHP needs to define the problem in a hierarchical way and the hierarchical tree is specified in this step.

Preferential judgment (paired comparisons): in this step, the indicators are judged in pairs and the data are collected. This is done by performing two-by-two comparisons between the elements of decision (paired comparison) and assigning numerical scores that indicate the preference or importance between two elements of decision.

For this purpose, ith options or indicators are usually comprised jth options or indicators. The following table shows how the indicators are evaluated relative to each other.

Table (2) evaluation of indicators relative to each other

Prior value	Comprising the status of i relative to j	Explanation
1	Equal importance	Option or indicator i is equal to j or are not superior to each other.
3	Relatively more important	Option or indicator i is relatively more important than j
5	More important	Option or indicator i is more important than j
7	Much more important	Option or indicator i is very superior to j
9	Quite important	Option or indicator i is absolutely more important than j and cannot be compared to j
2, 4, 6, 8		Indicates the Intermediate values between preferential values. As an example, 8 indicate and importance higher than 7 and lower than 9 for I.

Relative weight calculations: in this step, the priority of decision elements is determined using numerical calculations.

To take this step, the sum of numbers in each column of paired comparisons matrix is calculated. Then, each element of column is divided by the sum of numbers in that column. The new obtained matrix is called "normalized comparison matrix".

The average of each row of normalized comparison matrix is then calculated. This average provides the relative weight of decision elements with the matrix lines.

Integration of relative weights: in this step, the relative weight of each element must be multiplied by the weight of higher elements and obtain its final weigh in order to rank the decision options. The value of final weight is obtained by taking this step for each option.

In present study, experts were asked to conduct paired comparisons between the criteria of "local development", "employment", "worker damage" and "product risk" for the stages of vehicle collection, dismantling, processing and transportation in each of the provincial centers. Finally, AHP method was used to determine the weights of social effects in each of the provincial centers for each of the facilities of dismantling and processing after gathering the data obtained from paired comparisons.

According to the results of AHP, the normalized weight for criteria of "local development", "employment", "worker damage" and "product risk" were obtained equal to 0.231, 0.487, 0.065 and 0.226, respectively. Table (3) represents the weights of each provincial center for the criteria of "local development", "employment", "worker damage" and "product risk".

Table (3) social effect values

Name of provincial center		Local development	employment	Worker damage	Product risk
Tehran	dismantling	0.211	0.478	0.264	0.121
	processing	0.278	0.312	0.185	0.143
Kashan	dismantling	0.203	0.426	0.279	0.122
	processing	0.183	0.423	0. 354	0.108
Qazvin	dismantling	0.279	0.337	0.263	0.179
	processing	0.204	0.419	0.284	0.154
Khorasan	dismantling	0.195	0.259	0.247	0.139
	processing	0.230	0.302	0.172	0. 292
Tabriz	dismantling	0.238	0.409	0.272	0. 225
	processing	0.215	0.466	0.281	0.114
Semnan	dismantling	0.252	0.332	0.250	0.127
	processing	0.184	0.496	0.259	0.156
Azerbaijan	dismantling	0.233	0.409	0.255	0.184
	processing	0.244	0.305	0.234	0. 123

5-1-4.How to generate sample problems

In present article, a number of experimental sample problems have been randomly generated in addition to the case study and solved by understudy algorithms and the results of their solution comprised with each other. The designed experimental sample problems to be solved by algorithms have been presented in Tables (4) and (5).

Table (4) Small size sample problems

Problem number	The number of collection center	The number of potential locations for dismantling plant	The number of potential locations for processing plant	The number of recovery centers	The number of centers for conversion to waste	The of intermediate markets	The number of spare parts
1	2	4	2	2	2	1	4
2	2	4	2	2	2	2	4

3	2	4	2	2	2	3	4
4	2	4	2	2	2	4	4
5	3	5	2	2	2	1	4
6	3	5	2	2	2	2	4
7	3	5	2	2	2	3	4
8	3	5	2	2	2	4	4
9	5	7	2	2	2	3	4
10	5	7	2	2	2	4	4

Table (5) Large and medium size sample problems

Problem number	The number of collection center	The number of potential locations for dismantling plant	The number of potential locations for processing plant	The number of recovery centers	The number of centers for conversion to waste	The of intermediate markets	The number of spare parts
1	10	5	5	5	10	5	10
2	10	5	5	5	10	5	10
3	10	5	5	5	10	5	10
4	10	5	5	5	10	5	10
5	20	10	5	10	15	5	10
6	20	10	5	10	15	5	10
7	20	10	5	10	15	5	10
8	20	10	5	10	15	5	10
9	30	15	10	10	15	5	10
10	30	15	10	10	15	5	10

In the sample problems, the model solving parameters have been set as follows:

In the presented model, a number of model parameters were considered fuzzy. The triangular fuzzy number was used to generate fuzzy values. To triangular numbers related to each of the fuzzy parameters (m1, m2, m3), m2 was firstly generated and then, the random number r was generated in the range (0, 1) and m1was generated using Relation m2*(1-r) and m3 generated using Relation m2*(1+r). To set the value of fuzzy parameters, m2 was randomly assigned and the values of m1 and m3 were determined using MATLAB program. For this reason, the value of m2 has been only mentioned here for the section of setting these parameters.

The fixed cost of establishing the disassembling and dismantling plant is in the form of a triangular fuzzy number m1, m2, m3 that m2 has been considered in the uniform range of [200...500].

The fixed cost of establishing the processing plant is in the form of a triangular fuzzy number m1, m2, m3 that m2 has been considered in the uniform range of [200...500].

The capacity of disassembling and dismantling plant is in the form of a triangular fuzzy number m1, m2, m3 that m2 has been considered in the uniform range of [2000... 4000].

The capacity of processing plant is in the form of a triangular fuzzy number m1, m2, m3 that m2 has been considered in the uniform range of [3000.. 5000]

The capacity of recovery centers is in the form of a triangular fuzzy number m1, m2, m3 that m2 has been considered in the uniform range of [1000... 3000].

The capacity of centers for conversion to waste is in the form of a triangular fuzzy number m1, m2, m3 that m2 has been considered in the uniform range of [1000 … 3000].

Transportation costs between different centers in different cities have been considered as a function of distance between centers, which equals to 10,000 Tomans per 1 km.

According to the opinion of experts, the cost of converting to waste has been considered 50000.

The cost of incentive for returning each unit of vehicle to the collection centers was considered.

According to the opinion of experts, the cost of operation of each unit for disassembling and dismantling plant in each period has been generated in a uniform range of [1000...2000].

According to the opinion of experts, the cost of operation of each unit for processing plant in each period has been generated in a uniform range of [2000...4000].

The profit per unit of the vehicle's reusable spare parts has been generated in a uniform range of [50...3000].

The profit per unit of recovered products has been considered 200,000.

The distance between centers has been considered in the uniform range [200...1000].

LCA and AHP methods have been used to calculate the parameters related to environmental and social effects, respectively.

5-2. Algorithm setting

Taguchi experimental design and analysis in the MINITAB software were used to adjust some of the parameters of the two proposed algorithms. The parameters included whale population size, the number of repeated neighborhood search variables and the number of repetitions in the whale optimization algorithm, population size, mutation rate and intersection rate and the number of repetitions in the NSGA-II algorithm.

5-2-1.Paramter tuning

To adjust the parameters of whale algorithm, the values of each of these parameters have been investigated at three levels shown in the following table.

Table (6) Whale algorithm parameters

No. of Neighborhood search iteration	Population size	No. of iteration
5 10 15	70 150 200	150 300 500

To adjust the parameters of genetic algorithm, the values of the two parameters of mutation rate and intersection rate at 3 levels and the population size at three levels have been investigated, which the levels have been shown in the following table.

Table (7) NSGAII algorithm parameters

Population size	Crossover rate	Mutation rate	No. of iteration
70	0.75	0.006	150
150	0.85	0.009	300
200	0.95	0.01	500

To perform the analysis, a criterion called RPD has been designed, which its calculation has been shown in below.

$$RPD = \left(\sum \frac{a\lg_{sol} - Best_{sol}}{Best_{sol}}\right) \times 100 \qquad (33)$$

Algsol: the value of each obtained objective function for each problem by desired combination of parameters.

Bestsol: the best value of objective function obtained from the values of all combinations for each problem.

In fact, each problem was performed for each of the above combinations, and the RPD criterion was calculated for each problem and finally, the corresponding graph was drawn.

To adjust the parameter, Taguchi L9 experimental method was used. The orthogonal table for the two algorithms has shown below.

Table (8) Whale algorithm RPD

Sample No.	NHS iteration	Population size	No. iteration	value RPD
1	5	70	150	0.2341
2	5	150	300	0.4367
3	5	200	500	0.3395
4	10	70	300	0.3083
5	10	150	500	0.1285
6	10	200	150	0.2216
7	15	70	500	0.1993
8	15	150	150	0.4643
9	15	200	300	0.2942

Table (9) NSGAII algorithm RPD

Sample No.	Population size	Crossover rate	Mutation rate	No. iteration	value RPD
1	70	0.75	0.006	150	0.5032
2	70	0.85	0.009	300	0.1259
3	70	0.95	0.01	500	0.7419
4	150	0.75	0.009	500	0.6635
5	150	0.85	0.01	150	0.4917
6	150	0.95	0.006	300	0.0045
7	200	0.75	0.01	300	0.7124
8	200	0.85	0.006	500	0.7280
9	200	0.95	0.009	300	0.2942

The results obtained from MINITAB software have been shown in the following diagrams. The diagrams related to whale optimization algorithm:

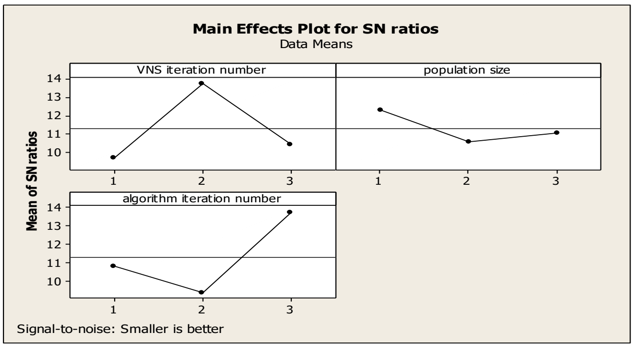


Figure 8. Whale algorithm noise signal

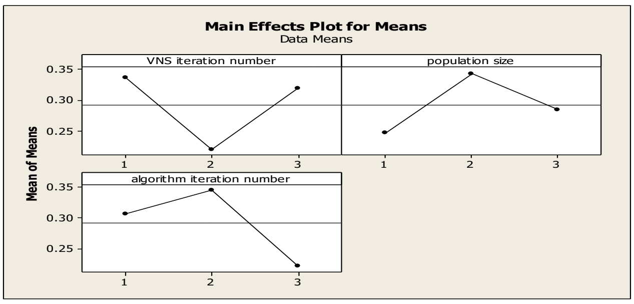


Figure 9. Mean effect of whale algorithm

The diagrams of Figures (8) and (9) represent the analysis of parameter adjustment by Taguchi method. As it can be seen from Figure (8), the population size, algorithm repetitions and neighborhood search are effective at the levels of 2, 2 and 1, respectively. In the other word, the population size, number of VNS repetitions and repetitions in the whale optimization algorithm has been considered equal to 150, 5 and 300, respectively. The diagrams related to NSGA-II algorithm:

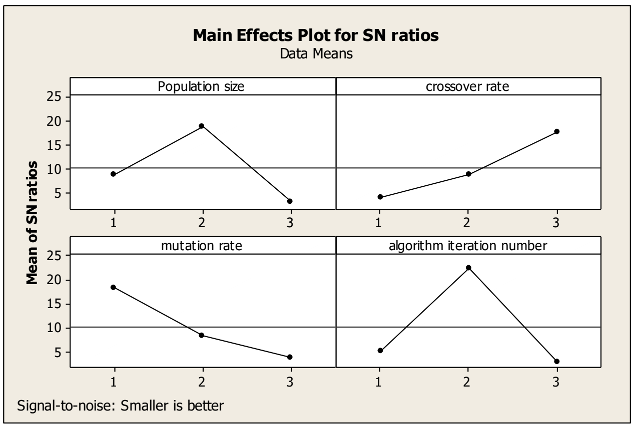


Figure 10. NSGAII noise signal

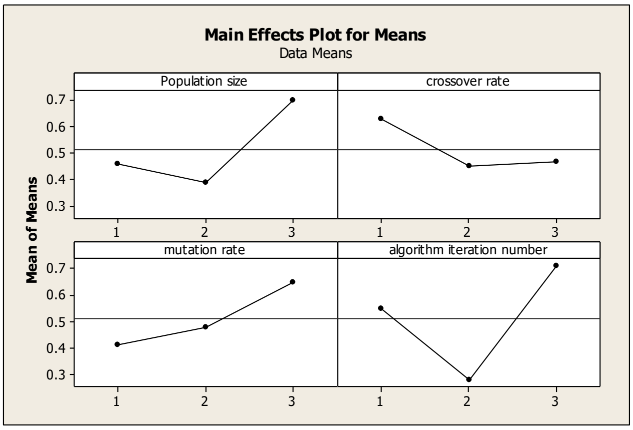


Figure 11. Mean effect of NSGAII

The diagrams of Figures (10) and (11) represent the analysis of parameter adjustment by Taguchi method. As it can be seen from Figure (10), the mutation rate, intersection rate and, algorithm repetitions and population size are effective at the levels of 3, 1 and 3, respectively. Therefore, the values of 300, 500, 0.01 and 0.75 were considered for population size, algorithm repetitions, mutation rate and intersection rate, respectively.

5-2-2. Comparative indicators

There are various indicators to evaluate the quality and dispersion of multi-objective meta-heuristic algorithm. In present study, three following indicators were used for comparisons.

Quality indicator: This indicator compares the quality of Pareto efficiency answers obtained by each method. In fact, the indicator level all Pareto efficiency answers obtained from both methods and determine what percentage of level one's answers belong to each method. Whatever the percentage is higher, the algorithm has higher quality.

Spacing indicator: This criterion tests the uniformity of obtained Pareto efficiency answers' distribution at the response boundary. The indicator is defined as follows:

$$s = \frac{\sum_{i=1}^{N-1} \left| d_{mean} - d_i \right|}{(N-1) \times d_{mean}}$$

Where, (di) indicates the Euclidean distance between two non-dominated adjacent answers and (d_{mean}) is the mean of d_i values.

Dispersion indicator: this indicator is used to determine the amount of non-dominated answers on the optimal boundary. The dispersion indicator is defined as follow:

$$D = \sqrt{\sum_{i=1}^{N} \max(\left\| x_t^i - y_t^i \right\|)}$$

Where, ($\left\| x_t^i - y_t^i \right\|$) indicates the Euclidean distance between two adjacent answers of (x_t^i) and (y_t^i) on the optimal boundary.

5-3. Solution results

In this section, the performance of the proposed integrated whale optimization algorithm and the NSGA-II algorithm has been investigated and analyzed for problem solving related to case study and randomly designed problems.

5-3-1.The results obtained from solving the problem of case study

As it was mentioned in previous section, the presented mathematical model was solved using GAMS Software for a case study including the reverse logistics of EOL vehicles in the provinces of Tehran, Kashan, Qazvin, Tabriz, Azerbaijan, Khorasan and Semnan. Model solving parameters for case study as well as algorithm-related parameters were described in previous sections. After solving the problem related to case study, the values of objective functions were as follows.

The Epsilon constraint method was used to solve the model, which has been described below.

As it is known, there are many methods to solve multi-objective problems such as multi-objective solving methods based on the Pareto Archive, goals weighting method and e-constraint method. In present thesis, a Pareto Archive-based multi-objective algorithm has been proposed, which described in the next chapter. To investigate and prove the validity of model as well as the solution algorithm, the proposed three-objective model was converted to a single-objective model using e-constraint method and then solved by the solution algorithm and GAMS Software. Finally, the results of solving single-objective model were comprised for each of the objective functions using solution algorithm and GAMZ Software. In the following, the e-constraint method has been described. Suppose the multi-objective problem is as follows:

$$(f_1(x), f_2(x), \ldots, f_p(x))$$

Where, S is the possible space of answer and x is the set of model variables. In the e-constraint method, one of the objective functions is considered and optimized as the target, and the other target functions are considered as constraints. The above multi-objective model can be converted to the following single-objective model through e-constraint method:

$$f_1(x)\ st. f_2(x) \geq e_2 f_3(x) \geq e_3 .. f_p(x) \geq e_p$$

Based on what has been described, the proposed three-objective model of present research has been converted to a single-objective model as follows:

First objective function optimization:

$$max\ z1 = \sum_{k=1}^{c} \sum_{i=1}^{n} \sum_{j=1}^{m} c_{ijk} d_{ij} w_{ijk} + \sum_{k=1}^{c} \sum_{i=1}^{n} \sum_{i'=1, i' \neq i}^{n} c'_{ii'k} d_{ii'} w'_{ii'k} + \sum_{k=1}^{c} \sum_{l=1}^{L} \sum_{i=1}^{n} c_{lik} d_{il} w_{lik}$$

s.t.

$$\sum_{j} \sum_{k} \sum_{t} Y_{jkt} EI_k + \sum_{i} \sum_{j} \sum_{t} X_{ijt} EI_j$$

$$+EI^{CT} \left[\sum_{i} \sum_{j} \sum_{t} X_{ijt} d_{ij} + \sum_{j} \sum_{k} \sum_{t} Y_{jkt} d_{jk} + \sum_{j} \sum_{n} \sum_{t} Z_{jnpt} d_{jn} + \sum_{k} \sum_{l} \sum_{t} W_{klt} d_{kl} + \sum_{j} \sum_{m} \sum_{t} U_{jmt} d_{jm} \right.$$

$$\left. + \sum_{k} \sum_{m} \sum_{t} U_{kmt} d_{km} \right] \leq \varepsilon_2$$

$$\sum_j \sum_t (W_{em}EM_{jt} + W_{ld}ld_j + W_{dm}DM_j + W_{pr}PR_j)_{aj} + \sum_k \sum_t (W_{em}EM_{kt} + W_{ld}ld_k + W_{dm}DM_k + W_{pr}PR_k)_{bk} \geq \varepsilon_3$$

Second objective function optimization:

$$\min z2 = \sum_j \sum_k \sum_t Y_{jkt}EI_k + \sum_i \sum_j \sum_t X_{ijt}EI_j$$

$$+EI^{CT}\left[\sum_i \sum_j \sum_t X_{ijt}d_{ij} + \sum_j \sum_k \sum_t Y_{jkt}d_{jk} + \sum_j \sum_n \sum_t Z_{jnpt}d_{jn} + \sum_k \sum_l \sum_t W_{klt}d_{kl} + \sum_j \sum_m \sum_t U_{jmt}d_{jm} + \sum_k \sum_m \sum_t U_{kmt}d_{km}\right]$$

S.t.

$$\sum_{k=1}^{c} \sum_{i=1}^{n} \sum_{j=1}^{m} c_{ijk}d_{ij}w_{ijk} + \sum_{k=1}^{c} \sum_{i=1}^{n} \sum_{i'=1, i'\neq i}^{n} c'_{ii'k}d_{ii'}w'_{ii'k} + \sum_{k=1}^{c} \sum_{l=1}^{L} \sum_{i=1}^{n} c_{lik}d_{il}w_{lik} \geq \varepsilon_1$$

$$\sum_j \sum_t (W_{em}EM_{jt} + W_{ld}ld_j + W_{dm}DM_j + W_{pr}PR_j)_{aj} + \sum_k \sum_t (W_{em}EM_{kt} + W_{ld}ld_k + W_{dm}DM_k + W_{pr}PR_k)_{bk} \geq \varepsilon_3$$

Third objective function optimization:

$$\max z3 = \sum_j \sum_t (W_{em}EM_{jt} + W_{ld}ld_j + W_{dm}DM_j + W_{pr}PR_j)_{aj} + \sum_k \sum_t (W_{em}EM_{kt} + W_{ld}ld_k + W_{dm}DM_k + W_{pr}PR_k)_{bk}$$

s.t.

$$\sum_{k=1}^{c} \sum_{i=1}^{n} \sum_{j=1}^{m} c_{ijk}d_{ij}w_{ijk} + \sum_{k=1}^{c} \sum_{i=1}^{n} \sum_{i'=1, i'\neq i}^{n} c'_{ii'k}d_{ii'}w'_{ii'k} + \sum_{k=1}^{c} \sum_{l=1}^{L} \sum_{i=1}^{n} c_{lik}d_{il}w_{lik} \geq \varepsilon_1$$

$$\sum_j \sum_k \sum_t Y_{jkt}EI_k + \sum_i \sum_j \sum_t X_{ijt}EI_j + EI^{CT}\left[\sum_i \sum_j \sum_t X_{ijt}d_{ij} + \sum_j \sum_k \sum_t Y_{jkt}d_{jk} + \sum_j \sum_n \sum_t Z_{jnpt}d_{jn} + \sum_k \sum_l \sum_t W_{klt}d_{kl} + \sum_j \sum_m \sum_t U_{jmt}d_{jm} + \sum_k \sum_m \sum_t U_{kmt}d_{km}\right] \leq \varepsilon_2$$

For example, the model should be solved using GAMS Software without taking into account the mentioned objective function and combing the weights of two other objectives in order to calculate the e1, e2 and e3 and the related objective function should be calculated using obtained optimal answer and it value considered as e.

Table (10) objective function value of case study

Solution approach	Objective function Value		
	f_1	f_2	f_3
Whale algorithm	57432904	578425	469
GAMS	49332751	552193	469

As it can be seen from Table (10), the value of first objective function in the proposed algorithm is better than the same value in GAMS Software. On the other hand, the value of second objective function in GAMS Software is better than its value in the proposed integrated algorithm. Also, the value of third objective function is the same for both methods.

According to the definition of non-dominated relations, the answers obtained from the two methods are non-dominated to each other and it means that these answers do not dominated over each other and are on the same level in terms of quality.

Figure (12) represents the location of facility at potential places as well as the relationships between them. It should be noted that this figure is based on the output of whale optimization algorithm. In the below Figure, the provincial centers have been marked. The circle mark indicates establishment of dismantling plants in these provinces and the triangle mark indicates establishment of a processing plant. The arrows also indicate the allocation of collection centers to these dismantling plants.

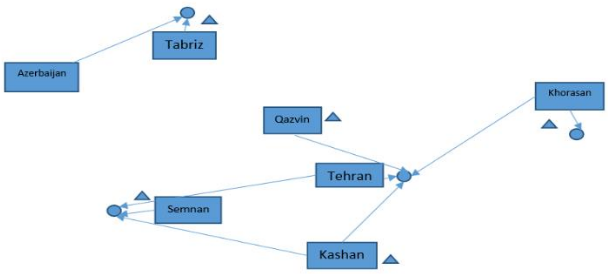


Figure 12. Facility location

As it can be seen from the diagram of Figure (12), the dismantling plant has been established in Tehran, Semnan, Khorasan and Tabriz provinces. The processing plant has been also established in Kashan, Semnan, Khorasan and Tabriz provinces. According to the diagram, there is a material flow between collection center of Tehran and dismantling plants of Tehran and Semnan, between collection centers of Khorasan and dismantling plants of Khorasan and Tehran, between collection center of Kashan and dismantling plants of Semnan and Tehran, between collection centers and dismantling plant of Tabriz and finally, between collection center of Azerbaijan and dismantling plant of Tabriz.

5-3-2.The results obtained from solving the random experimental problems

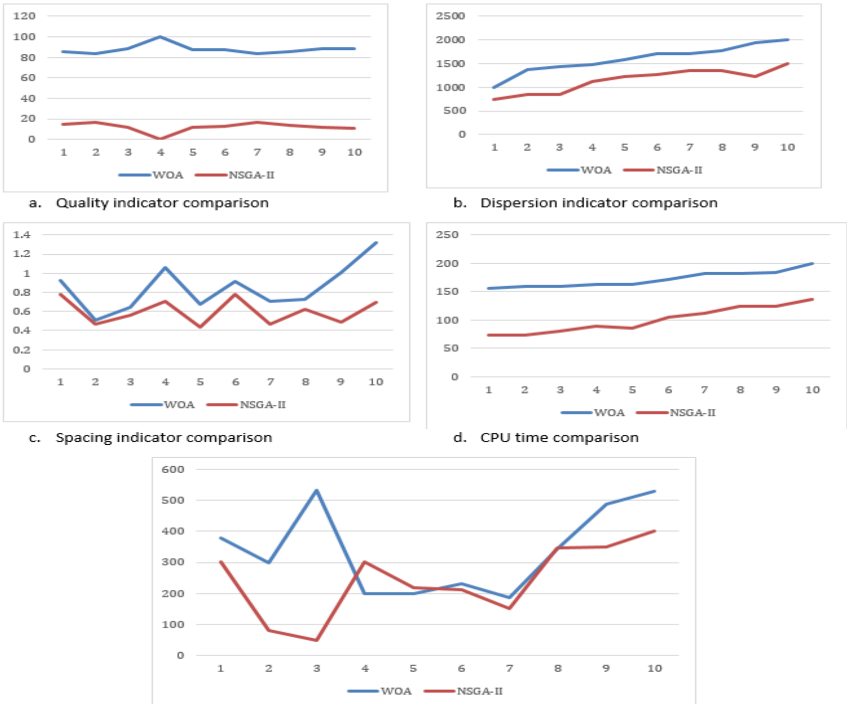
In present study, a number of experimental problems were randomly generated and solved multi-objective whale optimization and NSGA-II algorithms to more accurately comprise their performance. The comparative results for solving these problems have been presented in Tables (11) and (12) according to their proposed indicators.

Table (11) Solution results of mall size problem

Prob	WOA(whales optimization algorithm)					NSGA-II				
	Quality metric	Spacing metric	Diversity metric	cpu time	No. of Pareto solution	Quality metric	Spacing metric	Diversity metric	cpu time	No. of Pareto solution
1	85.2	0.92	985.2	155.2	380	14.8	0.78	740.7	73.4	301
2	83.5	0.51	1365.9	159.2	299	16.5	0.47	840.9	73.6	79
3	88.1	0.64	1439.9	160.1	534	11.9	0.56	850.2	80.1	47
4	100	1.06	1468.3	162.5	200	0	0.71	1130.6	89.2	301
5	87.7	0.68	1582.2	163.1	198	12.3	0.44	1220.4	85.2	217
6	87.6	0.91	1702.3	171.8	231	12.4	0.78	1261.3	105.7	211
7	83.4	0.71	1708.9	181.8	187	16.6	0.47	1349.1	112.6	149
8	85.8	0.73	1763.2	182.4	345	14.2	0.62	1360.6	124.5	348
9	88.1	1.01	1930.2	184.7	488	11.9	0.49	1218.4	124.9	351
10	88.7	1.32	2012.9	199.4	529	11.3	0.70	1495.4	136.7	400

Table (12) Solution results of mall size problem

Prob	WOA(whales optimization algorithm)					NSGA-II				
	Quality metric	Spacing metric	Diversity metric	cpu time	No. of Pareto solution	Quality metric	Spacing metric	Diversity metric	cpu time	No. of Pareto solution
1	90	0.75	2871.6	424.4	299	10	0.74	1901.6	179.2	161
2	85.9	1.72	2685.3	427.8	321	14.1	0.64	1954.2	235.9	208
3	87.6	1.67	3063.5	440.3	407	12.4	0.76	2112.5	354.4	198
4	70.9	0.73	2636.3	459.2	513	29.1	0.65	1901.9	386.5	192
5	89.9	0.71	2816.5	568.8	376	10.1	0.70	2265.1	397.7	211
6	66.8	1.70	3486.3	601.8	322	33.2	0.54	2793.6	429.4	319
7	87.2	1.17	4121.9	614.1	285	12.8	0.65	3278.6	437.9	200
8	100	1.13	4565.9	769.2	309	0	0.64	3397.7	543.4	188
9	88.4	1.04	5054.1	783.6	300	11.6	0.73	4758.7	650.2	197
10	85.1	1.75	6077.6	808.7	398	14.9	0.56	5779.7	750.6	320



a. Quality indicator comparison
b. Dispersion indicator comparison
c. Spacing indicator comparison
d. CPU time comparison
e. Comparison of Pareto solution between two algorithms

Figure (13) comparison of the proposed algorithms in small size problems

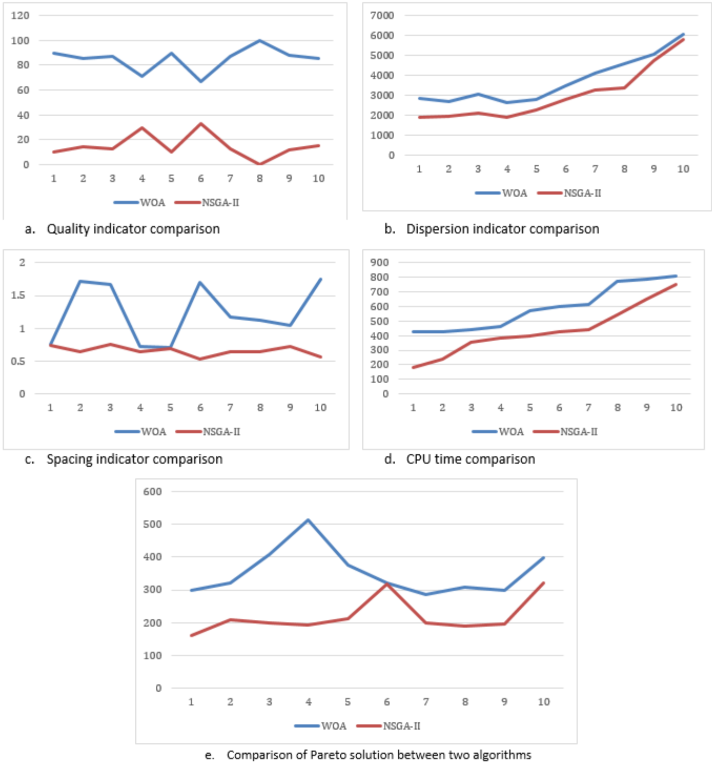


Figure (14) comparison of the proposed algorithms in large and medium size problems

The comparative results in Tables (10) and (11) as well as the diagrams of comparative indicators show that the whale algorithm has a higher ability to produce higher quality responses compared to NSGA-II algorithm in all cases. The whale algorithm is able to generate answers with higher dispersion compared to NSGA-II algorithm. In the other words, whale algorithm has a greater ability to explore and extract possible space of answers compared to NSGA-II algorithm. As it can be seen from above Tables, NSGA-II algorithm produces answers with higher uniformity compared to the whale optimization algorithm.

The execution time of algorithms has been also shown in above Tables that the values of the execution time and the diagrams of execution time indicate the higher execution time of multi-objective whale optimization algorithm. Since the proposed method intelligently searches many points of the answer space for iterations due to its designed structure, it is obvious that the method takes more computational time compared to NSGA-II method.

5-4. Statistical analysis of comprising two algorithms

The results of solving sample problems with small, medium and large sizes by two algorithms were based on comparative indicators of quality, dispersion and uniformity. In this section, the difference between the results of two algorithms has been investigated based on statistical analysis and developing appropriate hypotheses.

The T-student test was used to investigate the comparative indicators, which has been described in below. It should be noted that each of the hypotheses has been tested separately for problems of small, medium and large size.

Hypothesis 1: There is a significant difference between the quality indicators of whale algorithm and genetic algorithm.

Table (13) Result of testing first hypothesis for small size problems

Sample	Sample size	Mean	Standard deviation	Mean of error
WOA	10	87.8	4.7	1.5
NSGA-II	10	12.2	4.7	1.5

	t	Degrees of freedom	Significance level	Average difference	Confidence level of 95%	
					Lower	Upper
WOA	58.792	9	.000	87.31000	83.9505	90.6695
NSGA-II	7.872	9	.000	11.69000	8.3305	15.0495

According to the results of Table (13), there is a significant difference between averages of the two groups and the statistical value is beyond the confidence level. Therefore, H0 was rejected and H1 was accepted, which indicates a significant difference between quality indicators of whale algorithm and genetic algorithm for small size problems.

Table (14) Result of testing first hypothesis for large and medium size problems

Sample	Sample size	Mean	Standard deviation	Mean of error
WOA	10	85.2	9.5	3.03
NSGA-II	10	14.8	9.5	3.03

	t	Degrees of freedom	Significance level	Average difference	Confidence level of 95%	
					Lower	Upper
WOA	27.923	9	.000	84.68000	77.8197	91.5403
NSGA-II	4.722	9	.001	14.32000	7.4597	21.1803

According to the results of Table (14), there is a significant difference between averages of the two groups and the statistical value is beyond the confidence level. Therefore, H0 was rejected and H1 was accepted, which indicates a significant difference between quality indicators of whale algorithm and genetic algorithm for medium and large size problems.

Hypothesis 2: There is a significant difference between dispersion indicators of whale algorithm and genetic algorithm.

Table (15) Result of testing second hypothesis for small size problems

Sample	Sample size	Mean	Standard deviation	Mean of error
WOA	10	1595.9	298.5	94.5
NSGA-II	10	1146.76	253.5	80.1

	t	Degrees of freedom	Significance level	Average difference	Confidence level of 95%	
					Lower	Upper
WOA	16.876	9	.000	1595.40000	1381.5381	1809.2619
NSGA-II	14.297	9	.000	1146.26000	964.8892	1327.6308

According to the results of Table (15), there is a significant difference between averages of the two groups and the statistical value is beyond the confidence level. Therefore, H0 was rejected and H2 was accepted, which indicates a significant difference between dispersion indicators of whale algorithm and genetic algorithm for small size problems.

Table (16) Result of testing second hypothesis for large and medium size problems

Sample	Sample size	Mean	Standard deviation	Mean of error
WOA	10	3737.9	1177.5	372.4
NSGA-II	10	3014.36	1330.4	420.7

	t	Degrees of freedom	Significance level	Average difference	Confidence level of 95%	
					Lower	Upper
WOA	10.037	9	.000	3737.40000	2895.0631	4579.7369
NSGA-II	7.164	9	.000	3013.86000	2062.1450	3965.5750

According to the results of Table (16), there is a significant difference between averages of the two groups and the statistical value is beyond the confidence level. Therefore, H0 was rejected and H2 was accepted, which indicates a significant difference between dispersion indicators of whale algorithm and genetic algorithm for medium and large size problems.

Hypothesis 3: There is a significant difference between uniformity indicators of whale algorithm and genetic algorithm.

Table (17) Result of testing third hypothesis for small size problems

Sample	Sample size	Mean	Standard deviation	Mean of error
WOA	10	0.84	0.24	0.076
NSGA-II	10	0.60	0.133	0.042

	t	Degrees of freedom	Significance level	Average difference	Confidence level of 95%	
					Lower	Upper
WOA	4.584	9	.001	.34900	.1768	.5212
NSGA-II	2.416	9	.039	.10200	.0065	.1975

According to the results of Table (17), there is a significant difference between averages of the two groups and the statistical value is beyond the confidence level. Therefore, H0 was rejected and H3 was accepted, which indicates a significant difference between uniformity indicators of whale algorithm and genetic algorithm for small size problems.

Table (18) Result of testing third hypothesis for large and medium size problems

Sample	Sample size	Mean	Standard deviation	Mean of error
WOA	10	1.24	0.44	0.14
NSGA-II	10	0.66	0.073	0.023

	t	Degrees of freedom	Significance level	Average difference	Confidence level of 95%	
					Lower	Upper
WOA	5.323	9	.000	.73700	.4238	1.0502
NSGA-II	6.951	9	.000	.16100	.1086	.2134

According to the results of Table (18), there is a significant difference between averages of the two groups and the statistical value is beyond the confidence level. Therefore, H0 was rejected and H3 was accepted, which indicates a significant difference between uniformity indicators of whale algorithm and genetic algorithm for medium and large size problems.

Hypothesis 4: There is a significant difference between execution times of whale algorithm and genetic algorithm.

Table (19) Result of testing fourth hypothesis for small size problems

Sample	Sample size	Mean	Standard deviation	Mean of error
WOA	10	172.02	14.42	4.56
NSGA-II	10	100.59	23.31	7.37

	t	Degrees of freedom	Significance level	Average difference	Confidence level of 95%	
					Lower	Upper
WOA	37.692	9	.000	171.97000	161.6490	182.2910
NSGA-II	13.638	9	.000	100.54000	83.8635	117.2165

According to the results of Table (19), there is a significant difference between averages of the two groups and the statistical value is beyond the confidence level. Therefore, H0 was rejected and H4 was accepted, which indicates a significant difference between execution times of whale algorithm and genetic algorithm for small size problems.

Table (20) Result of testing fourth hypothesis for large and medium size problems

Sample	Sample size	Mean	Standard deviation	Mean of error
WOA	10	589.79	153.42	48.51
NSGA-II	10	436.52	174.16	55.07

	t	Degrees of freedom	Significance level	Average difference	Confidence level of 95%	
					Lower	Upper
WOA	12.156	9	.000	589.74000	479.9889	699.4911
NSGA-II	7.925	9	.000	436.47000	311.8810	561.0590

According to the results of Table (20), there is a significant difference between averages of the two groups and the statistical value is beyond the confidence level. Therefore, H0 was rejected and H4 was accepted, which indicates a significant difference between execution times of whale algorithm and genetic algorithm for medium and large size problems.

Hypothesis 5: There is a significant difference between Pareto answer indicators of whale algorithm and genetic algorithm.

Table (21) Result of testing fifth hypothesis for small size problems

Sample	Sample size	Mean	Standard deviation	Mean of error
WOA	10	339.1	138.9	43.9
NSGA-II	10	240.4	120.1	37.9

	t	Degrees of freedom	Significance level	Average difference	Confidence level of 95%	
					Lower	Upper
WOA	7.720	9	.000	339.05000	239.6944	438.4056
NSGA-II	6.328	9	.000	240.35000	154.4256	326.2744

According to the results of Table (21), there is a significant difference between averages of the two groups and the statistical value is beyond the confidence level. Therefore, H0 was rejected and H5 was accepted, which indicates a significant difference between Pareto answer indicators of whale algorithm and genetic algorithm for small size problems.

Table (22) Result of testing fifth hypothesis for large and medium size problems

Sample	Sample size	Mean	Standard deviation	Mean of error
WOA	10	353	70.9	22.4
NSGA-II	10	219.4	54.5	17.2

	t	Degrees of freedom	Significance level	Average difference	Confidence level of 95%	
					Lower	Upper
WOA	15.725	9	.000	352.95000	302.1759	403.7241
NSGA-II	12.729	9	.000	219.35000	180.3688	258.3312

According to the results of Table (22), there is a significant difference between averages of the two groups and the statistical value is beyond the confidence level. Therefore, H0 was rejected and H5 was accepted, which indicates a significant difference between Pareto answer indicators of whale algorithm and genetic algorithm for medium and large size problems.

6. Conclusion and recommendations

In present study, a problem was firstly selected as a case study and the model was solved for the case study. Then, a number of random experimental problems with different sizes were designed and solved using whale optimization and NSGA-II algorithms. The case study included provinces of Tehran, Kashan, Qazvin, Khorasan, Tabriz, Semnan and Azerbaijan. In fact, these provinces have centers for collecting EOL vehicles as well as potential locations for establishment of dismantling and processing plants.

In present study, the criteria of "human health", "environmental quality" and "resource consumption" have been used to measure environmental effects. According to the opinion of experts, the initial weight of these criteria was considered 0.4, 0.4 and 0.2, respectively, for all facilities. Also, the stages of vehicle collecting, dismantling, processing and transportation were analyzed to utilize from LCA method. Measurement of environmental effects by LCA method has been evaluated in the form of second order objective function of mathematical model.

Also, the hierarchical analysis method was used to determine the social effects, which estimate the level of these effects at the stages of vehicle collecting, dismantling, processing and transportation according to the criteria of "local development", "product risk", " worker damage " and "employment".

In general, the results obtained from solving the model showed that:

According to AHP results, the normalized weight for the criteria of "local development", "employment", "worker damage" and "product risk" were calculated equal to 0.231, 0.487, 0.065 and 0.226, respectively.

According to the results of solving case study problem, the value of first objective function in the proposed algorithm is better than the same value in GAMZ Software. On the other hand, the value of second objective function in GAMZ Software is better than its value in the proposed integrated algorithm. Also, the value of third objective function is the same for both methods. According to the definition of NON-DOMINATED relations, the answers obtained from the two methods are non-dominated to each other and it means that these answers do not dominated over each other and are on the same level in terms of quality.

According to the results of GAMZ which is able to find possible answers for the model, it can be said that the model is possible and valid.

Comprising the results of GAMZ Software and whale algorithm showed that whale algorithm is valid for solving the understudy model and is convergent towards the optimal answer.

According to the results solving case study problem, the dismantling plant has been established in Tehran, Semnan, Khorasan and Tabriz provinces. The processing plant has been also established in Kashan, Semnan, Khorasan and Tabriz provinces. According to the diagram, there is a material flow between collection center of Tehran and dismantling plants of Tehran and Semnan, between collection centers of Khorasan and dismantling plants of Khorasan and Tehran, between collection center of Kashan and dismantling plants of Semnan and Tehran, between collection centers and dismantling plant of Tabriz and finally, between collection center of Azerbaijan and dismantling plant of Tabriz.

The results of solving sample problems in different groups showed that the whale algorithm has a higher ability to produce higher quality responses compared to NSGA-II algorithm in all cases. The whale algorithm is able to generate answers with higher dispersion compared to NSGA-II algorithm. In the other words, whale algorithm has a greater ability to explore and extract possible space of answers compared to NSGA-II algorithm. As it can be seen from above Tables, NSGA-II algorithm produces answers with higher uniformity compared to the whale optimization algorithm.

According to the results of solving sample problems in different groups, the execution time of whale algorithm for solving sample problems was higher compared to NSGA-II algorithm. It can be said that whale algorithm requires more execution time due to the improvement procedure based on the variable neighborhood search structure.

Investigating the process of solving time showed that the solving time of algorithm is increasingly changed with increase in the size of problem and the solving time of problem with large size is significantly higher compared to the problems with small and medium sizes, which the matter indicates the difficulty of problem.

The following recommendations can be provided for future studies:

Considering parameters in the probabilistic form.

Considering other purposes for the problem.

Utilizing from probabilistic and fuzzy parameters to express uncertainty.

Considering the inventory control considerations.

Considering the cost of shortages as lost orders.

Adding direct logistics to the understudy network.

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