

How to mitigate the risk of blowing up and the cost of being too cautious?

Endre Boros

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Joint work with L. Fedzhora, N. Goldberg, P.B. Kantor, K. Saeger, P. Stroud
and J. Word

Outline

- 1 Risk of Catastrophic Events
 - What is Risk?
 - How to Measure Catastrophic Risk?
 - What is a Test?
 - What is a Policy?
 - Small Example
- 2 Container Inspection
 - Problem
 - Mathematical Formulation
- 3 A Mathematical Model for Container Inspection
 - Polyhedron of Decision Trees
 - Results

What is RISK?

- To preserve the distinction ... between the *measurable* uncertainty and the *unmeasurable* one we may use the term “*risk*” to designate the former and the term “*uncertainty*” for the latter. (Frank Knight, 1921)
- The concepts “yield” and “risk” appear frequently in financial writings. Usually if the term “yield” were replaced by “expected yield” or “expected return,” and “*risk*” by “*variance of return*,” little change of apparent meaning would result. (Harry Markowitz, 1952)
- DHS Risk Lexicon (2008):
 - **Risk:** potential for an *unwanted outcome* resulting from an incident, event, or occurrence, as determined by its likelihood and the associated consequences
 - **Risk score:** numerical representation that gauges the combination of *threat*, *vulnerability*, and *consequence* at a specific moment

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How to Measure Catastrophic Risk?

- **Impossible to quantify.**
- Irrelevant to quantify.
- Measure the **cost** and **effectiveness** of preventive actions.

→ Impossible to measure the **frequency** of the event.

→ Impossible to measure the **consequences**.

→ Impossible to measure the **preventability**.

→ Impossible to measure the **reparability**.

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 - **Actions** for prevention.
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 - **Costly**: money, time, space, etc...
 - **Noisy**: measures vaguely related features; highly uncertain outcomes; ...
 - **Actions** for prevention.
 - **Very costly**: e.g. building a new airport terminal
 - **Costly**: e.g. building a new container terminal
 - **Not costly**: e.g. building a new container yard

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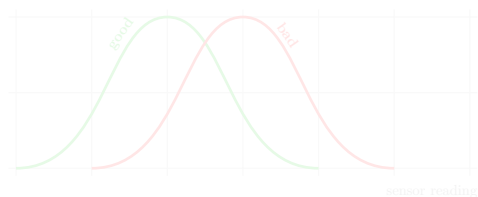
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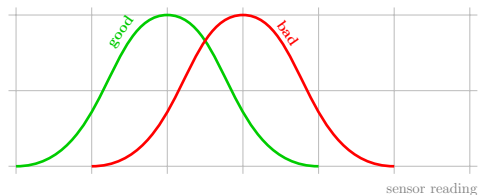
- A procedure, call it a **sensor**, yielding a **score** of **riskiness** (say on a scale of 0-100).
- Noisy output ...



- For every threshold τ we can compute the (average) fraction of **good** and **bad** items receiving a reading above τ .
- To apply it takes money, time, space, capacity, etc. ...

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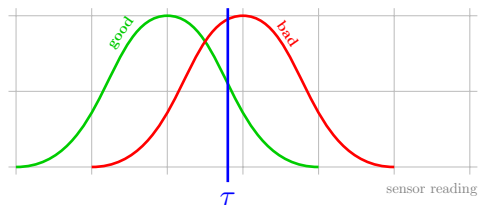
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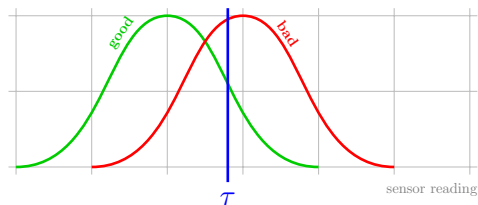
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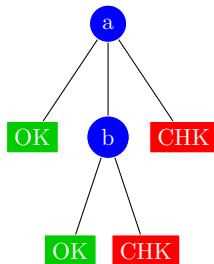
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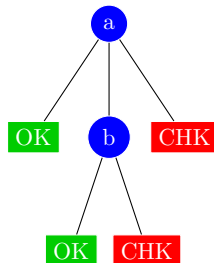
- A **decision tree** combining the different sensors ...



- Which decision tree?
- How to choose thresholds?

What is a Policy?

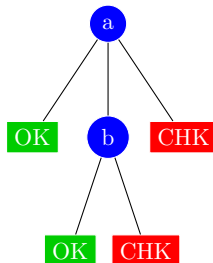
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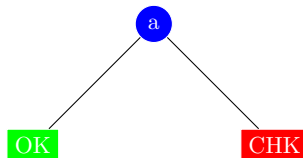


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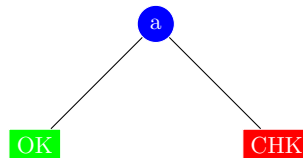
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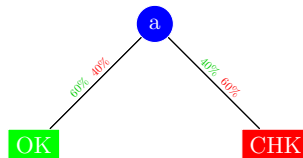
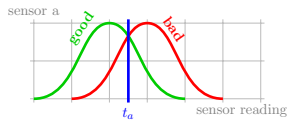
A small example involving two sensors



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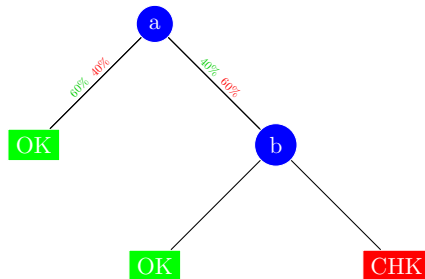
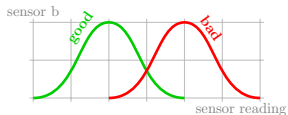
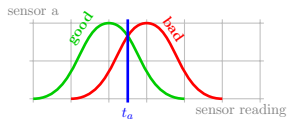
Inspection cost

$$0.4C_{\text{CHK}} + C_a$$

Detection rate

60%

A small example involving two sensors



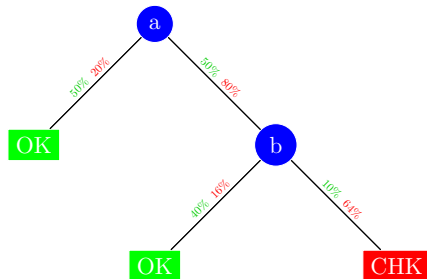
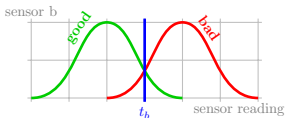
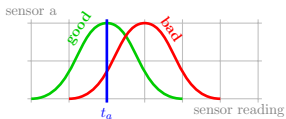
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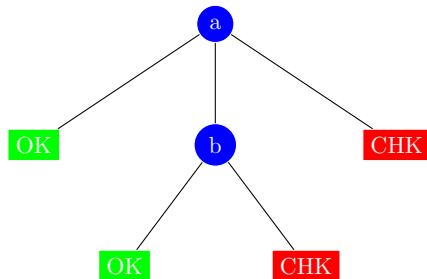
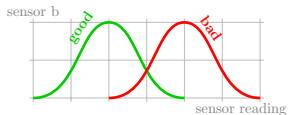
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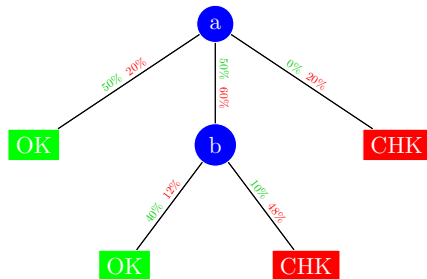
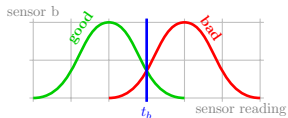
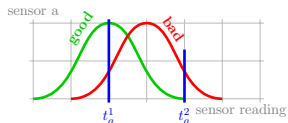
Inspection cost	$0.4C_{\text{CHK}} + C_a$	$0.1C_{\text{CHK}} + C_a + 0.5C_b$
Detection rate	60%	64%

A small example involving two sensors



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Inspection cost	$0.4C_{CHK}$	$0.1C_{CHK}$	$0.1C_{CHK}$
	$+C_a$	$+C_a$	$+C_a$
		$+0.5C_b$	$+0.5C_b$
Detection rate	60%	64%	68%

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Container Inspection

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- Finding ways to intercept illicit nuclear materials and weapons destined for the U.S. via the maritime transportation system is an exceedingly difficult task. Today, only a small percentage of containers arriving to U.S. ports are inspected.
- Inspection involves checking paperwork, using imaging sensors (X-rays, gamma-rays, etc.), and manual inspection.
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Mathematical Model

Maximize detection rate $\Delta(\mathbf{D}, \mathbf{t})$

- over all **decision trees** \mathbf{D} and **threshold selections** \mathbf{t}
- subject to **budget**, **capacity**, and **delay** constraints

A possible solution (Stroud and Saeger, 2003)

- Enumerate all possible (binary) decision trees and compute best possible threshold selections for each.

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Linear Programming Model for Container Inspection

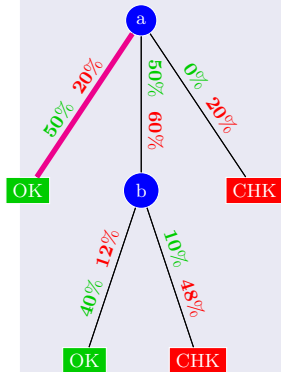
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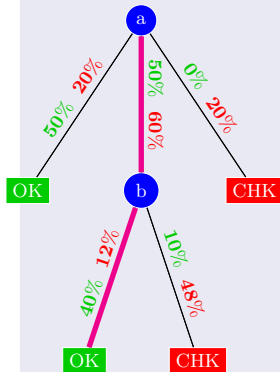
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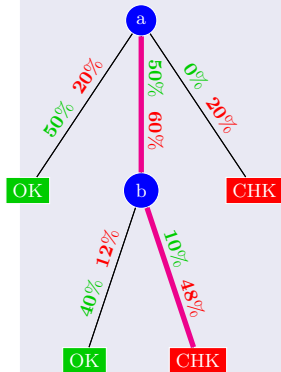
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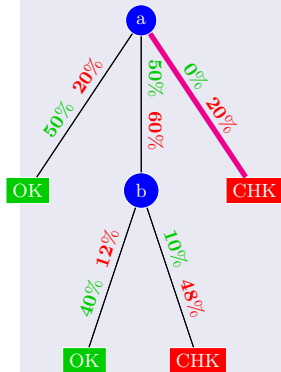
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- Let Ξ be the set of all possible histories, and y_η denote the *fraction of good containers* we plan to test along history η (for all $\eta \in \Xi$).
- Detection rate, unit inspection cost, sensor utilization, time delay, etc., are all linear functions of $\mathbf{y} = (y_\eta | \eta \in \Xi)$.
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Polyhedron of decision Trees

Let $\mathbf{y} = (y_\eta | \eta \in \Xi)$, and consider the polyhedron

$$P = \left\{ \mathbf{y} \left| \begin{array}{l} \sum_{\substack{\eta \in \Xi \\ (\nu, (s, j)) \in \Pi(\eta)}} y_\eta = \gamma(s, j) \sum_{\substack{\eta \in \Xi \\ (\nu, (s, *) \in \Pi(\eta)}} y_\eta \quad \forall (\nu, (s, j)) \in \Pi \\ \sum_{\eta \in \Xi} y_\pi = 1 \\ y_\eta \geq 0 \quad \forall \eta \in \Xi \end{array} \right. \right\}$$

Theorem

Vertices of P correspond to decision trees; $\mathbf{y} \in P$ correspond to mixed strategies.

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Large Scale LP Formulation

$$\sum_{\eta \in \Xi: \text{CHK} \in \eta} y_{\eta} \frac{\beta(\eta)}{\gamma(\eta)} \rightarrow \max \quad (\text{Detection Rate})$$

$$\sum_{\eta \in \Xi} y_{\eta} C(\eta) \leq \mathbf{B} \quad (\text{Budget Limit})$$

...

$$y \in P$$

• Tractable model up to 12 sensors.

• Detection rate – unit inspection cost ROC curve can be tabulated.

• Budget, cell capacity and time delay limitations can be analyzed.

• Problem can be solved using standard LP solvers.

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Outline

- 1 Risk of Catastrophic Events
 - What is Risk?
 - How to Measure Catastrophic Risk?
 - What is a Test?
 - What is a Policy?
 - Small Example
- 2 Container Inspection
 - Problem
 - Mathematical Formulation
- 3 A Mathematical Model for Container Inspection
 - Polyhedron of Decision Trees
 - Results

Experiments with 4 sensors (Stroud and Saeger, 2003)



Distributions of sensor readings of **sensor 1**. The cost of inspection of a container by this sensor is $C_1 = \$0.32$.

Experiments with 4 sensors (Stroud and Saeger, 2003)



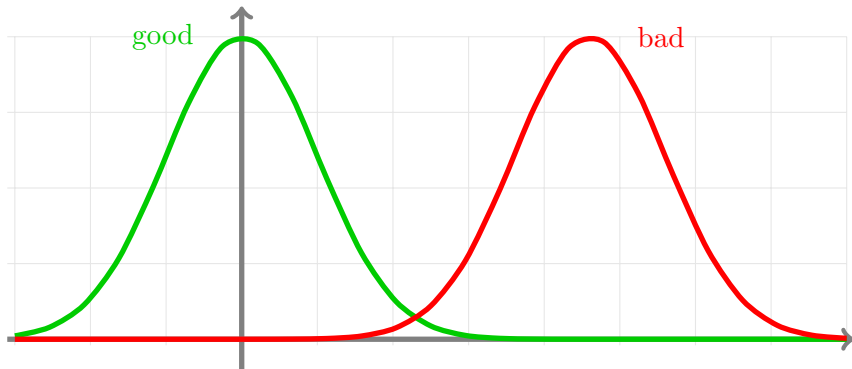
Distributions of sensor readings of **sensor 2**. The cost of inspection of a container by this sensor is $C_2 = \$0.92$.

Experiments with 4 sensors (Stroud and Saeger, 2003)



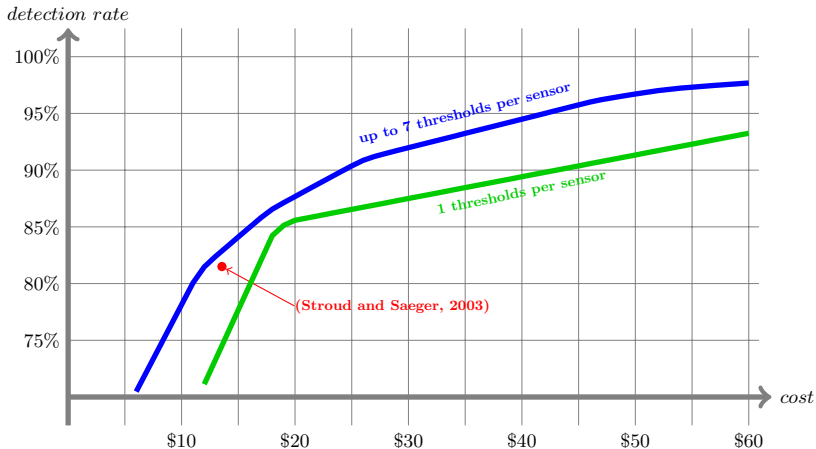
Distributions of sensor readings of **sensor 3**. The cost of inspection of a container by this sensor is $C_3 = \$57$.

Experiments with 4 sensors (Stroud and Saeger, 2003)



Distributions of sensor readings of **sensor 4**. The cost of inspection of a container by this sensor is $C_4 = \$176$.

$$C = (0.32, 0.92, 57, 176, 600)$$



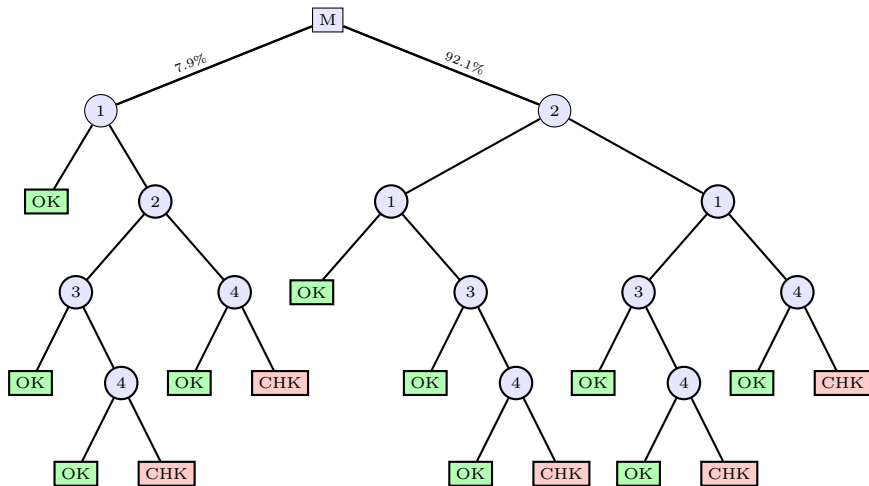


Figure: Optimal decision tree with one threshold, that is a binary partition for each sensor. It is a mixed strategy, since 92.1% of the containers are inspected by a different subtree than the other 7.9%.

Publications

- Boros, E., Fedzhora, P.B., Kantor, P.B., Saeger, K., and Stroud, P. Large Scale LP Model for Finding Optimal Container Inspection Strategies. *Naval Research Logistics Quarterly*, Vol. **56** (5), 404-420, 2009.
- Kantor, P. and Boros, E. Deceptive Detection Methods for Effective Security with Inadequate Budgets: The Testing Power Index. *Risk Analysis*. **30** (4), 663-673, 2010.
- Boros, E., Goldberg, N., Kantor, P.B., Word, J. Optimal sequential inspection policies. *Annals of Operations Research* **187**(1), 89-119, 2011.