(Gradient Flows Face-To-Face)₃ Lyon, 12th September 2023



Optimal control problems for nonlocal interaction equations

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joint with S. Fagioli & A. E. Kaufmann

- 1. Transport and Optimal Control Problems
- 2. Main results
- 3. Interesting control functionals and applications
- 4. Gradient Flow structure
- 5. Open Problems





 $X_1(t) \dots X_N(t)$ positions in \mathbb{R}^d of individuals at time t with masses $n_1 \dots n_N$ $Y_1(t) \dots Y_M(t)$ positions in \mathbb{R}^d of control agents at time t with masses $m_1 \dots m_M$



The dynamics of the individuals is described by a suitable nonlocal transport equation

$$\dot{X}_i(t) = -\sum_{j=1}^N n_j \mathcal{K} (X_i(t) - X_j(t)) + u(t)$$
 $i = 1 \dots N$

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$$\dot{X}_i(t) = -\sum_{j=1}^N n_j \mathcal{K} ig(X_i(t) - X_j(t) ig) + u(t) \quad i = 1 \dots N$$

where u is a control variable minimiser of a proper cost functional \mathcal{J} taking into account the desired behaviour of the individuals as well as the cost of the control.



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$$\int \dot{X}_{i}(t) = -\sum_{j=1}^{N} n_{j} \mathcal{K} (X_{i}(t) - X_{j}(t)) - \sum_{k=1}^{M(t)} m_{k} \mathcal{H} (X_{i}(t) - Y_{k}(t))$$

 $\begin{cases} (X, Y) = \arg \min_{(Z, U)} \mathcal{J}(Z, U) & \text{where } U & \text{admissible control vectors} \\ Z & \text{solves the ODEs with } U \end{cases}$



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Problem: curse of dimensionality



This dimensionality problem can be bypassed by introducing an optimal control strategy independent on the number of agents but depending on their distributions:

 $\rho(t, \cdot)$ represents the distribution of the population of individuals $X_1 \dots X_N$ at time $t \nu(t, \cdot)$ represents the distribution of the population of control agents $Y_1 \dots Y_{M(t)}$ at time t



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 $\partial_t
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while the role of ν is designed by an optimal control problem

 $\inf \mathcal{J}(\rho,\nu) \quad \text{s.t.} \quad \partial_t \rho(t,x) + \nabla \cdot \left(\rho(t,x)(\mathcal{K} * \rho(t,x) + \mathcal{H} * \nu(t,x))\right) = 0$



The ambient spaces

$$\begin{split} \mathsf{Lip}_{\mathsf{L},\mathsf{2}}\big(0,\,\mathcal{T};\,\mathscr{P}_2(\mathbb{R}^d)\big) &= \big\{\mu:[0,\,\mathcal{T}] \to \mathscr{P}_2(\mathbb{R}^d):\,\mathsf{W}_2(\mu(t),\mu(s)) \leq \mathsf{L}|t-s|\big\}\\ \mathsf{Lip}_{\mathsf{L}',d}\big(0,\,\mathcal{T};\,\mathfrak{M}^{\mathcal{R}}_{\mathcal{M}}(\mathbb{R}^d)\big) &= \big\{\mu:[0,\,\mathcal{T}] \to \mathfrak{M}^{\mathcal{R}}_{\mathcal{M}}(\mathbb{R}^d):\,d(\mu(t),\mu(s)) \leq \mathsf{L}'|t-s|\big\} \end{split}$$



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For simplicity we call $\mathfrak{S} = Lip_{L,2}(0, T; \mathscr{P}_2) \times Lip_{L',d}(0, T; \mathcal{M}_M^R(\mathbb{R}^d))$



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The case with smooth potential W was considered in [Bongini,Buttazzo 2017]



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Theorem (Fagioli,Kaufmann,R. 2023)

Given $\rho_0 \in \mathscr{P}_2(\mathbb{R}^d)$, $\nu \in Lip_{L',d}(0, T; \mathcal{M}^R_M(\mathbb{R}^d))$ and W, V as in(Self), (Cross) respectively, there exists $\rho \in Lip_{L,2}(0, T; \mathscr{P}_2(\mathbb{R}^d))$ for some L = L(M, LipV, LipW) such that $\partial^0 W * \rho \in L^1(0, T; L^2(\rho(t)))$ and for every $\varphi \in C^\infty_c((0, T) \times \mathbb{R}^d)$ it holds

$$\left\{ \begin{array}{l} \int_0^T \int_{\mathbb{R}^d} \left(\partial_t \varphi + (\partial^0 W * \rho + \nabla V * \nu) \cdot \nabla \varphi \right) d\rho(t, x) = 0 \ (0, T) \times \mathbb{R}^d \\ \rho(0, \cdot) = \rho_0. \end{array} \right.$$







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Theorem (Fagioli, Kaufmann, R. 2023)

Given $\rho_0 \in \mathscr{P}_2(\mathbb{R}^d)$, W, V and \mathcal{J} as in (Self), (Cross) and (Contr) respectively, then the variational problem

$$\min_{\mathfrak{S}} \left\{ \mathcal{J}(\rho, \nu) : \rho, \nu \text{ satisfy (TE)} \right\}$$

admits a solution.

Applications

> driving a mass of pedestrian to (or out of) a certain location using a small number of stewards;



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- trying to stabilize the stock market in order to avoid systemic failures, by acting on few key investors with a relatively limited amount of resources;
- computing the minimal amount of manually controlled units such that a swarm of drones performs a given task (as, for instance, wind harvesting or the recognition of a given area).



Optimization of the quantity of control agents in accordance with the goal to achieve

$$\vartheta(
ho,
u) = \int_0^T \int_\Omega f(t,x) d
u(t,x)$$

where $f : [0, T] \times \Omega \rightarrow [0, \infty]$ is a lsc function. A standard choice is $f(t, x) = c(t)|x - x_0|^p$ and x_0 represents a sort of *manpower storage room*



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Require the dynamics of ρ to satisfy a specific feature, like the collapse of one of its moments or marginals. For example alignment models like Cucker-Smale one, where the goal of the control strategy is to force the alignment of the group

$$\bar{v}(t) = \int_{\mathbb{R}^{2d}} w d\rho(t, x, w) \qquad \mathcal{J}(\rho, \nu) = \int_0^T \int_\Omega \int_{\mathbb{R}^{2d}} |v - \bar{v}(t)|^2 d\rho(t, x, \nu)$$

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Solution From a set $C \subset \Omega$







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> Desired final configuration $\bar{\rho}$

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ho(t), ar
ho) dt \quad ext{or} \quad \mathcal{J}(\rho,
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In the first case the dynamics of $\rho(t)$ should be in average close to $\bar{\rho}$ while in the second case $\rho(t)$ has much more freedom as only $\rho(T)$ should be as close as possible to $\bar{\rho}$





Evacuation from a set $C \subset \Omega$

$$\mathcal{J}(\rho,\nu) = \int_0^T \int_C d\rho(t,x) dt$$

• Desired final configuration $\bar{\rho}$

$$\mathcal{J}(\rho,\nu) = \int_0^{\tau} W_1(\rho(t),\bar{
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the dynamics of ν has a structure, for example it conserves mass and solves a transport equation of the form $\partial_t \nu(t, x) + \nabla \cdot (\nu(t, x)u(t, x)) = 0$. Then the admissible ν belong to a precise subset *B* of the usual ambient space

$$\mathcal{J}(\rho,\nu) = \chi_{\mathcal{B}}(\rho,\nu)$$





$$\vartheta(\rho,\nu) = \int_0^T \int_\Omega \int_\Omega Q(x,y) d\nu(t,x) d\nu(t,y) dt$$

which forces ν to self-interact through the kernel Q, for example

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other interesting functionals are of the form

$$\mathcal{J}(\rho,\nu) = \int_0^T \left(\int_\Omega h(t,\nu^a(t,x))dx + \sum_{x\in\Omega} k(\nu^{\sharp}(t,x))\right)dt$$

where ν^{*} and ν^{\sharp} denotes the absolutely continuous part and the atomic part of ν respectively, and

- ▶ $h: [0,\infty) \to [0,\infty)$ convex, h(0) = 0, $\lim_{|x|\to\infty} h' = +\infty$
- ▶ $k[0,\infty) \rightarrow [0,\infty)$ concave, k(0) = 0, $\lim_{|x| \rightarrow \infty} k' = 0$



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a famous example is the Mumford-Shah functional

$$h(s) = s^2$$
 $k(s) = \begin{cases} 0 & \text{if } s = 0, \\ 1 & \text{otherwise.} \end{cases}$

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Another way to give more structure to the dynamics of ν is to embed the desired features inside the functional

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another famous example is the counting measure

$$h(s) = \begin{cases} 0 & \text{if } s = 0, \\ +\infty & \text{otherwise.} \end{cases} \quad k(s) = \begin{cases} 0 & \text{if } s = 0, \\ 1 & \text{otherwise.} \end{cases}$$



Penalization of the change of the mass of ν in time,

$$\vartheta(\rho,\nu) = \int_0^T \left| \partial_t \int_\Omega d\nu(t,x) \right| dt$$

this appears in contexts where hiring control agents after the dynamics has started is costlier than doing it before





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another popular functional in the applications is

$$\vartheta(
ho,
u)=\int_0^{ au}|
u'(t)|dt$$

where ν' is the metric derivative of ν at time t



Simulations for a control problem in pedestrian dynamics



Problem The populations ρ and ν interact trhough the kernels $\mathcal{K}_1, \mathcal{K}_2, \mathcal{H}_1, \mathcal{H}_2$ and, in addition, the population ν tries to optimize its trajectory in order to let ρ evacuate from the set *C* while, at the same time, penalizing too high values for the velocity field *u*



Simulations for a control problem in pedestrian dynamics

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$$\min\left\{\int_{0}^{T}\left(\int_{C}\rho(t,x)dx+\int_{\Omega}|u(t,x)|^{p}dx\right)dt:(\rho,u) \text{ satisfy } \frac{\partial_{t}\rho+\nabla\cdot\left(\rho(\mathcal{K}_{1}*\rho+\mathcal{H}_{1}*\nu)\right)=0}{\partial_{t}\nu+\nabla\cdot\left(\nu(\mathcal{K}_{2}*\nu+\mathcal{H}_{2}*\rho+u)\right)=0}\right\}$$

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Example in \mathbb{R}^2 : ν atomic, ρ diffuse, area to be evacuated $C = \mathbb{R}^2 \setminus \{\text{one point}\}$

- > The control agents know where the exit is
- > The exit becomes visible only to the individuals which are closer than a prescribed range
- The interaction kernels are repulsive at short range since pedestrians cannot overlap in space
- The control agents aim at optimizing their trajectories in order to reach the goal encoded in the cost functional (evacuate ρ from *C* penalizing too high values of the optimized velocity field *u*)



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71,3%

41,2%

85,2%

courtesy of the authors of [Albi,Bongini,Cristiani,Kalise 2016]



Given ν , we can build a weak solution of

$$\begin{cases} \partial_t \rho = \nabla \cdot \left(\rho(\partial^0 W * \rho + \nabla V * \nu) \right) & (0, T) \times \mathbb{R}^d \\ \rho(0, \cdot) = \rho_0 \in \mathscr{P}_2(\mathbb{R}^d) \end{cases}$$
(TE)

following a suitable generalisation of the JKO scheme that applies to time-depending energies

$$\mathfrak{F}_{
u(t)}[\mu] = rac{1}{2}\int_{\mathbb{R}^d} W*\mu d\mu + \int_{\mathbb{R}^d} V*
u(t)d\mu$$





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and works updating at each iteration the energy functional in the variational problem

$$\begin{cases} \rho^{\mathbf{0}} := \rho_{\mathbf{0}} \\ \rho^{i+1} \in \operatorname{arg\,min}_{\mu \in \mathscr{P}_{\mathbf{2}}(\mathbb{R}^d)} \left(\frac{1}{2\tau} W_{\mathbf{2}}^2(\rho^i, \mu) + \mathcal{F}_{\nu(\tau(i+1))}[\mu] \right) \end{cases}$$





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The optimal control problem can be written as

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then
$$\mathcal{J}(\rho,\nu) + \chi_{\mathfrak{U}}(\rho,\nu) \leq \liminf_{\nu} \mathcal{J}(\rho_k,\nu_k) + \chi_{\mathfrak{U}}(\rho_k,\nu_k) = \inf_{\mathfrak{S}} (\mathcal{J} + \chi_{\mathfrak{U}})$$



Open problems



- extend the analysis to the functionals $\int_0^T |\partial_t \int_\Omega d\nu(t,x)| dt$ and $\int_0^T |\nu'(t)| dt$
- consider more involved evolution equations (different transport terms, more singular kernels, different mobilities etcetc)
- study more performant numerical schemes (for example try the JKO)



Thank you for your kind attention!