



# All models are wrong, just some are useful

Informed policy making with modelling and simulation based on examples from transportation and healthcare domains.

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# Agenda

## Part I – Introduction

- What is modelling and simulation?
- Why is it so powerful?
- What can we do with it to support policy-making?
- Main formalisms and characteristics of simulation.

## Part II – Interactive live cases

- Examples of several models from transportation and healthcare domains (e.g. traffic jam, emergency department, airport terminal, container terminal,- pandemic) – depending on the time.

# 1. What is modelling and simulation?

## Modelling

- Process of abstraction of an issue
  - Model a problem not a system!
  - Useful to understand
- Includes uncertainty expressed with stochasticity
- Input/Output system

## Simulation

- Computer-performed execution of a model to predict the outcome/behaviour
- Time-based
- Causal



## 2. Why is it so powerful?

- Causality
  - In many cases better than ML/AI as it allows to introduce new interventions
- Creates an overview of the system/problem
  - Visualisation via animation/graphics
- Analysing before implementing changes
  - Harness the complexity
  - Understand the gains or risks
- Digital copy can be maintained rather easily
- Often can be reused for similar problems

### 3. What can we do with it to support policy-making?

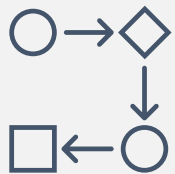
- Decision support models (impact assessment)
- What-if analysis
  - Scenario planning
- Digital twins
  - Exploratory/prototyping
- Impartial round-table tool in multi-stakeholder settings
  - Model mechanisms and simulate together
- Multi-objective optimisation
  - Trade-off scenarios
- Education and training

## 4. Main formalisms and characteristics of simulation.



**System Dynamics** – using sets of integral equations (stocks and flows) with feedback loops and continuous time

Best to imagine water flow in a complex network of containers



**Discrete-event Simulation** – system operation is characterised by chronological sequence of events when state transition happen.

Entities travel through a network of queues and processors, often with a central controller.



**Agent-Based Simulation** – independent agents equipped with own „behaviours” interact with the environment and each other

Emergent system behaviour is obtained by the sum of individual agent decisions + social interactions

# Part II

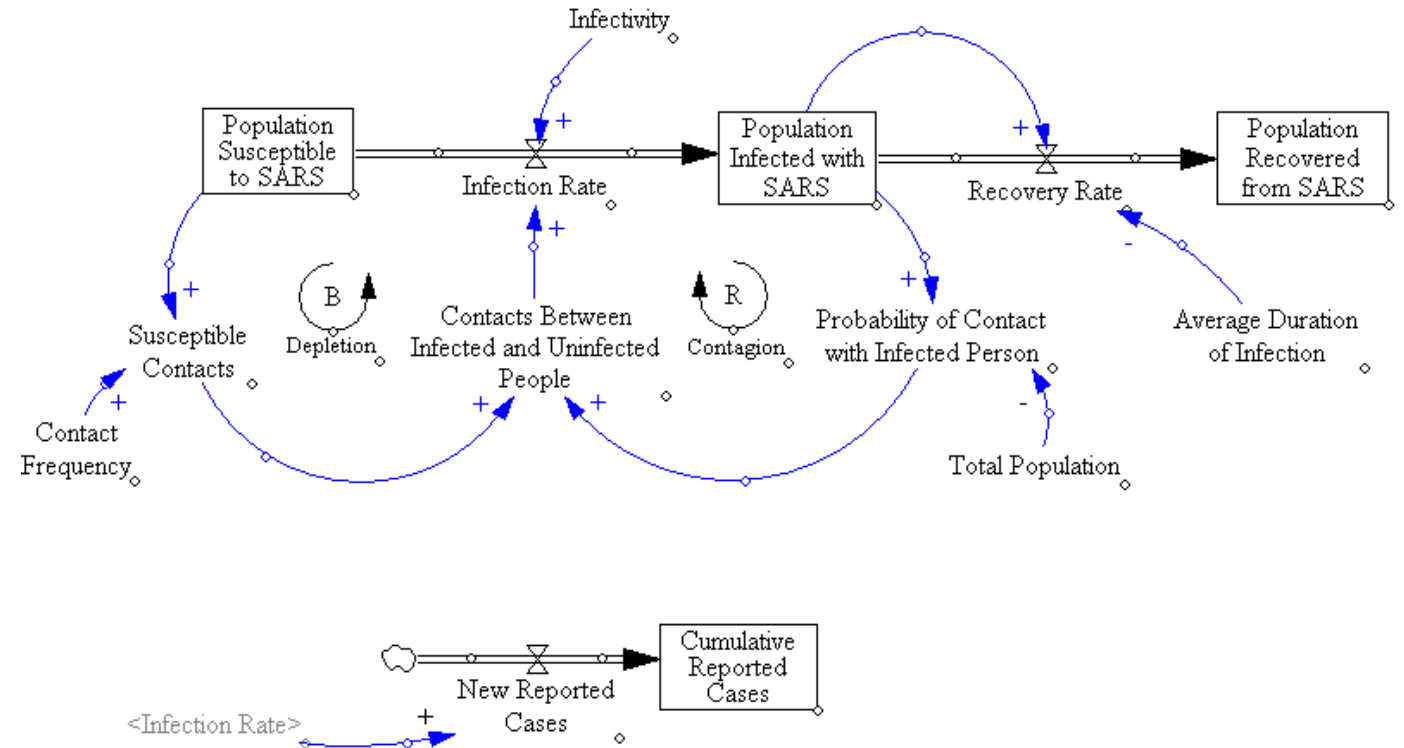
Interactive live cases

NO HELICOPTER MUST BE OPERATED IN COMPLIANCE WITH THE OPERATING LIMITATIONS SPECIFIED IN THE APPROVED HELICOPTER FLIGHT MANUAL. MINIMUM COCKPIT WEIGHT 170 LBS. SELECTIVE PASSENGER LOADING WHEN BOTH CREW SEATS ARE OCCUPIED ONLY ONE (1) MID PASSENGER IS PERMITTED UNLESS THERE ARE TWO (2) A/T PASSENGERS. WHEN ONLY ONE (1) CREW SEAT IS OCCUPIED NO MORE THAN TWO (2) A/T PASSENGERS ARE PERMITTED UNLESS THERE IS ONE (1) MID PASSENGER. ABOVE 4,000 FT. OR ALTITUDE PASSENGER CRASHING FROM ONE TO ONE FIFTH TO ONE HALF HEIGHT AND BALANCE FOR UNUSUAL LOADING INFORMATION.

# Example 1. – Epidemic!

## System dynamics

- Often used for policy-making models
- Relatively simplest to make
- Most frequently these are population models: pandemic, adoption, economic



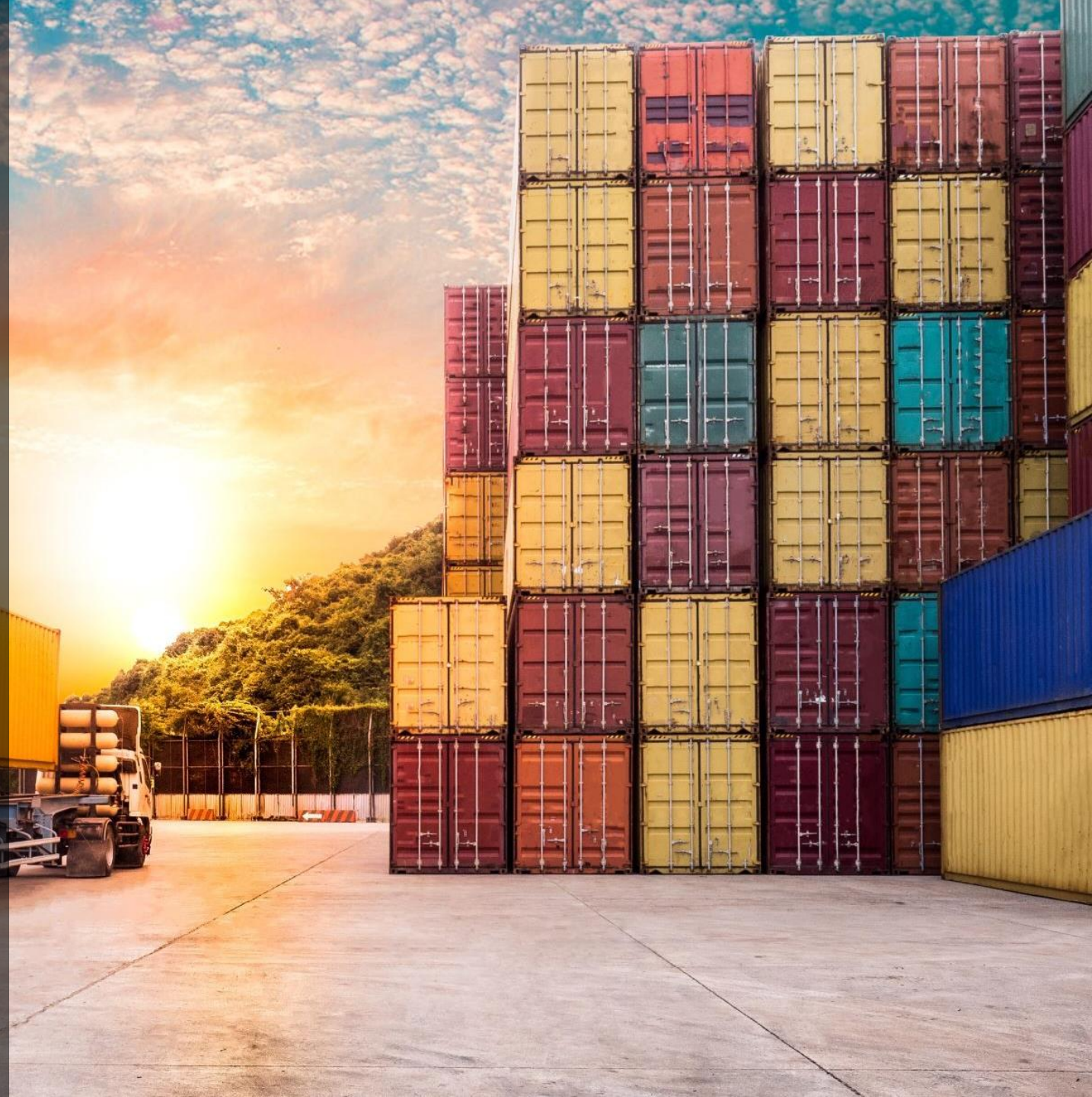




## Example 2. — Container terminal simulation

Discrete-event simulation:

- Most frequently used: hospitals, network simulators (transportation and logistics), factory, Design/capacity investigation
- Queue-based system
- Stochastic



# Example 3. – Simple traffic jam

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## Agent-based simulation

- Agents react to neighbouring/linked other agents and the environment
- Via individual actions a whole system's behaviour emerges
- Most growing formalism: epidemiology, behavioural analytics, economics & social sciences

# Example 4. – Hospital emergency room

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Discrete-event simulation

# Example 5. – Advanced pandemic model

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Agent-based simulation