

# Monte Carlo Search Algorithms for Network Traffic Engineering

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- 2 Monte Carlo Based Approach for Network Traffic Engineering
  - Modelling with NRPA
  - Improvements of NRPA
- 3 Experiments & Result
  - Environment and Dataset
  - Comparison with state-of-the-art heuristics
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# Problematic

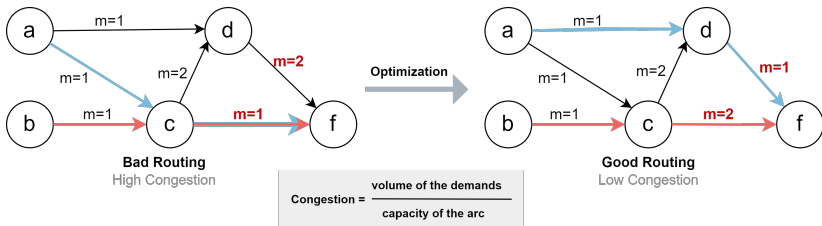
Many telecommunication networks use **shortest paths** protocols (OSPF, IS-IS) for the transportation of packets.

- + Easy to implement
- How to choose the weights to minimize the traffic congestion?

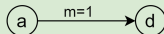
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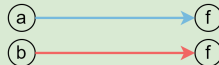
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metric of the arc a-d:



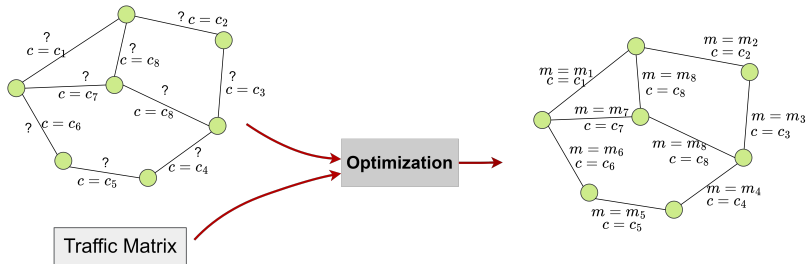
demands:



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- How to choose the weights to minimize the traffic congestion?

Formally, we consider the following minimization problem

## **Min Cong Shortest Path Routing** (MIN-CON-SPR)

**Input:** A graph  $G = (V, A)$ , a set of terminals  $W \subseteq V$ , a set  $D \subseteq W \times W$  of demands

**Output:** A set of weights (metrics)  $M$  that minimize the maximum congestion over all edges in the resulting routing.

# State of the Art

**Internet Traffic Engineering by Optimizing OSPF Weights**, Bernard Fortz and Mikkel Thorup, 2000

- optimizing the weight settings for a given set of demands is NP-hard

## Exact method:

**An Integer Programming Algorithm for Routing Optimization in IP Networks**, Andreas Bley, 2011

## Heuristics:

Local search

**Internet Traffic Engineering by Optimizing OSPF Weights**, Bernard Fortz and Mikkel Thorup, 2000

Genetic Algorithm

**A Hybrid Genetic Algorithm for the Weight Setting Problem in OSPF/IS-IS Routing**, Buriol et al, 2005



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# Nested Rollout Policy Adaptation

To have faster algorithm that also works on huge graphs,  
we use **Nested Rollout Policy Adaptation(NRPA)** to solve the problem.

Estimate of pi: 3.13872

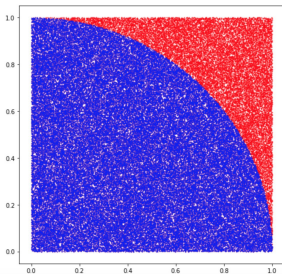
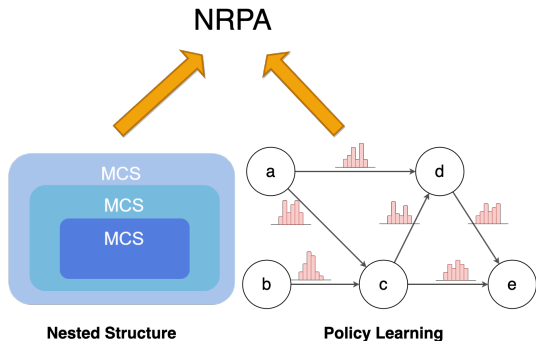
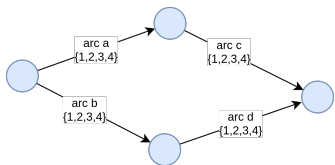


Figure: Monte Carlo: Repeated sampling to obtain numerical results



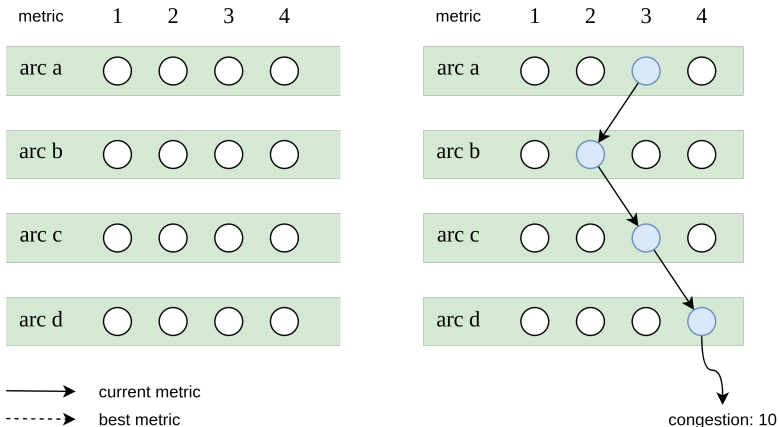
# NRPA policy learning illustration



Suppose that we have a graph:

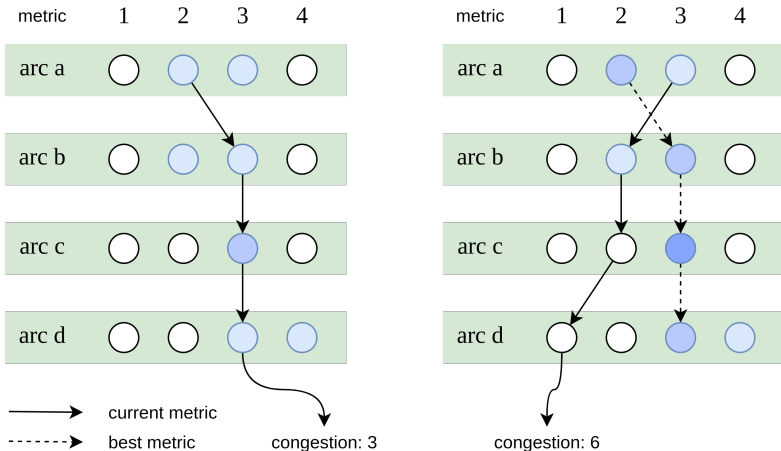
- the arcs are  $a, b, c, d$
- each arc can choose 1, 2, 3 or 4 as the weight

# NRPA policy learning illustration



A darker colour means more likely to be selected

# NRPA policy learning illustration



A darker colour means more likely to be selected

# NRPA Pseudocode

---

**Algorithm** NRPA(level, policy)

---

```
1: if level = 0 then  
2:   cong, metric = simulation(policy)  
3:   return cong, metric  
4: else  
5:   for N iterations do  
6:     cong, metric = NRPA(level-1, policy)  
7:     update_policy(BestCong, BestMetrics)  
8:   end for  
9:   return BestCong, BestMetrics  
10: end if
```

---

Number of iterations:  $N$

Number of simulations =  $N^L$

- choice is made according to a weight  $w_i$

# Improvements of NRPA

## Considered variant of NRPA

- Stabilized NRPA
  - use multiple simulations instead of one
  - more stable
  - more time-consuming

## Proposed improvement for NRPA

- Force Exploration
  - Choose a random weight for a random arc if the current solution is already explored
  - Force exploration instead of exploitation
  - Useful for small-medium sized graphs
- Unique Metric
  - Weights on all arcs have different values

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# Experiments

## Implementation

- implemented in C++

## Experimental environment

- Experiments performed on a server with a 64-core Intel(R) Xeon(R) Gold 5218 CPU and 125 GB of memory

# Dataset

## SNDLlib



Figure: Abilene



Figure: Atlanta



Figure: France

## Random Generated Graphs

- random
- waxman

# Variants of NRPA

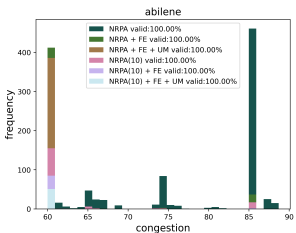
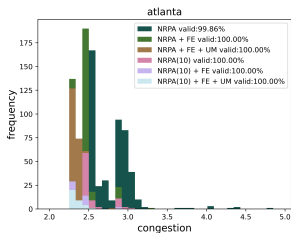
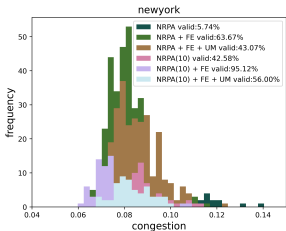
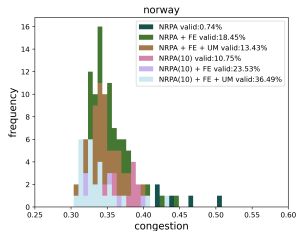
(a)  $|M|=50, t=10$  min(b)  $|M|=50, t=10$  min(c)  $|M|=100, t=30$  min(d)  $|M|=150, t=60$  min

Figure: Distribution of the congestion values with all constraints on SNDlib graphs.

FE: Force Exploration, UM: Unique Metric, NRPA(10): Stabilized NRPA with 10 simulations

# Comparison with other heuristics

**Table:** Maximum congestion value of state-of-the-art heuristics and NRPA. The value is in **bold** if it is the best one among heuristics. A value is followed by \* if equal to the lower bound LPLB. Each graph is tested in a fixed time and each value is averaged on 5 independent executions.

name	V	A	K	Unit OSPF	InvCap OSPF	Local Search	NRPA	LPLB
abilene	12	30	132	187.55	89.48	60.42	<b>60.412</b>	60.411
atlanta	15	44	210	3.26	3.37	<b>2.22</b>	<b>2.22</b>	2.18
france	25	90	300	4.12	4.12	<b>2.53</b>	2.56	2.41
nobel-us	14	42	91	37.15	37.15	<b>24.4</b>	24.7	24.2
nobel-eu	28	82	378	13.31	13.31	10.68	<b>10.67*</b>	10.67
brain	161	332	14311	1.415	1.415	0.962	<b>0.903*</b>	0.903
rand50a	50	132	2450	7.9	7.9	<b>5.55</b>	5.77	5.55
rand50b	50	278	2450	<b>2.88*</b>	<b>2.88*</b>	<b>2.88*</b>	<b>2.88*</b>	2.88
rand100a	100	278	9900	15.71	15.71	10.42	<b>9.59</b>	9.35
rand100b	100	534	9900	4.15	4.15	4.38	<b>3.85</b>	3.76
wax50a	50	142	2450	6.46	6.46	<b>4.63</b>	4.66	4.59
wax50b	50	298	2450	<b>2.279*</b>	<b>2.279*</b>	2.284	<b>2.279*</b>	2.279
wax100a	100	284	9900	17.46	17.46	15.049	<b>15.048</b>	15.048
wax100b	100	492	9900	5.51	5.51	4.14	<b>4.04</b>	3.44

# Comparison with other heuristics

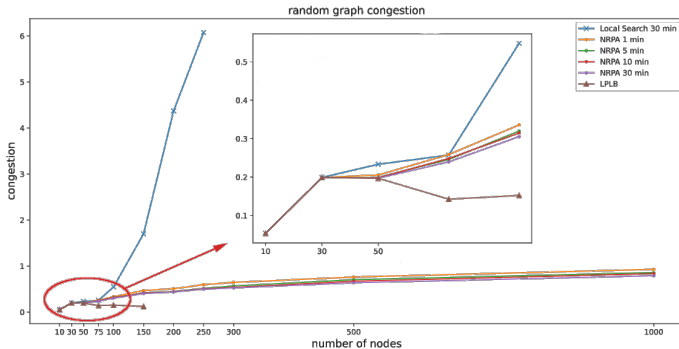


Figure: Congestion with respect to the number of the nodes

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# Conclusion

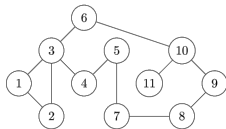
- Model the MIN-CON-SPR problem with Monte Carlo method NRPA
- Propose and improve the NRPA for the problem
- NRPA still has many potential for improvements

# Work in Progress: HSPR

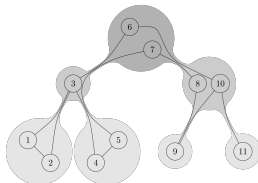
**In general, the calculation of the congestion takes more than 90% of the total execution time.**

We propose **Hierarchical Shortest Path Routing** to calculate the congestion

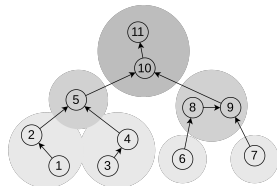
- based on a state-of-the-art approach for shortest path
- very fast calculation for huge telecommunication networks
- network structure is known and fixed, metrics are always changing



(a) Example Graph



(b) Small Balanced Separator



(d) Elimination Tree



# Work in Progress: Warm-Starting NRPA

**Some NRPA executions can be stuck in a local minimum very quickly, and waste time exploring in a wrong direction**

## **Warm-start NRPA**

- reject the executions which don't work well
- continue the **good** executions
- restart often

End

Thank you