

A NON-UNIQUENESS THEOREM IN THE THEORY OF VORONOI SETS

M. JONES

Department of Pure Mathematics
Queen's University
Belfast BT7 1NN
Northern Ireland

(Received March 14, 1990)

ABSTRACT. It is shown that two distinct, bounded, open subsets of \mathbb{R}^2 may possess the same Voronoi set.

KEY WORDS AND PHRASES. *Voronoi set.*

1980 AMS SUBJECT CLASSIFICATION CODES. 51M15, 51K05.

1. INTRODUCTION

Let $\{D_i\}_{0 \leq i \leq n}$ be a finite collection of non-empty, bounded, open and simply connected subsets of \mathbb{R}^2 which satisfy $D_i \subset D_0$, $D_i \neq D_0$, $1 \leq i \leq n$ and $D_i \cap D_j = \emptyset$,

$1 \leq i < j \leq n$. Then if we define $\Omega = D_0 \setminus \bigcup_{i=1}^n \overline{D}_i$, Ω is a non-empty, bounded, open

and connected subset of \mathbb{R}^2 with boundary $\partial\Omega = \bigcup_{i=0}^n \partial D_i$. (Loosely speaking, Ω is a

domain D_0 containing "obstacles" D_i , $1 \leq i \leq n$.) The the following definition of the Voronoi diagram $\text{Vor}(\Omega)$ of Ω is taken from [1].

For any $(x, y) \in \Omega$, define $\text{Near}(x, y)$ as the set of points in $\partial\Omega$ closest to (x, y) . ("Closest to" is, of course, defined in terms of ordinary Euclidean distance in the plane.) Since $\partial\Omega$ is closed, $\text{Near}(x, y)$ is always non-empty.

The Voronoi diagram $\text{Vor}(\Omega)$ of Ω is then defined to be the set of points

$$\{(x, y) \in \Omega : \text{Near}(x, y) \text{ contains more than one point}\}.$$

$\text{Vor}(\Omega)$ is used in [1] in connection with motion planning problems.

Clearly given the sets $\{D_i\}$, $\text{Vor}(\Omega)$ is unique. However, here we take the opposite point of view and consider the construction of the sets $\{D_i\}$ from a given Voronoi diagram.

A preliminary question that one might ask is: could it be possible for two collections $\{D_i\}$ and $\{D'_i\}$ to have the same Voronoi diagrams? It is easy to see that the answer is yes: for $0 < \epsilon < 1$ let

$$\begin{aligned} D_0^\epsilon &= \{(x, y) \mid x^2 + y^2 < (1+\epsilon)^2\} \quad \text{and} \\ D_1^\epsilon &= \{(x, y) \mid x^2 + y^2 < (1-\epsilon)^2\}. \end{aligned}$$

Then if $\Omega^\epsilon = D_0 \setminus \bar{D}_1$, $\text{Vor}(\Omega^\epsilon)$ is the unit circle, centre the origin, whatever the value of ϵ might be.

A more subtle question is the following: Suppose $D_0 = D_0'$, then is it possible for two different collections $\{D_i\}$ and $\{D_i'\}$ to have the same Voronoi diagram? Informally, what we are asking is whether, given a fixed domain D_0 , it is possible to arrange two different sets of obstacles within D_0 , both of which produce the same Voronoi diagram.) We show the answer is again in the affirmative.

2. THE EXAMPLE

Let

$$D_0 = \{(x, y) \mid |x| < 4, |y| < 4\}$$

$$D_1 = \{(x, y) \mid |x| < 3, 1 < y < 3\}$$

$$D_2 = \{(x, y) \mid |x| < 3, -3 < y < -1\}.$$

Then Ω and $\text{Vor}(\Omega)$ (where $\Omega = D_0 \setminus \bar{D}_1 \cup \bar{D}_2$) are depicted in Figure 1. Note in particular that $\text{Vor}(\Omega)$ contains the line segment $\{(x, 0) \mid |x| \leq 1\}$.

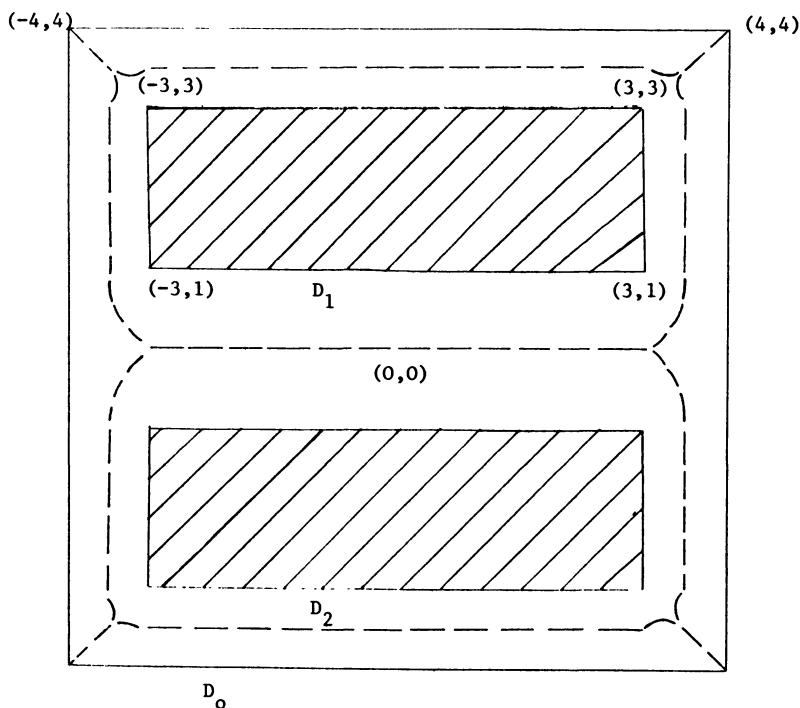


Figure 1 - $\text{Vor}(\Omega)$ is denoted by the dashed line

We modify D_1 and D_2 as follows.
 Let $C = \{(x,y) \mid x^2 + y^2 \leq 2\}$ and put $D'_1 = D_1 \setminus C$, $D'_2 = D_2 \setminus C$. Then if $\Omega' = D_0 \setminus \bar{D}'_1 \cup \bar{D}'_2$, $\text{Vor}(\Omega) = \text{Vor}(\Omega')$, (see Figure 2).

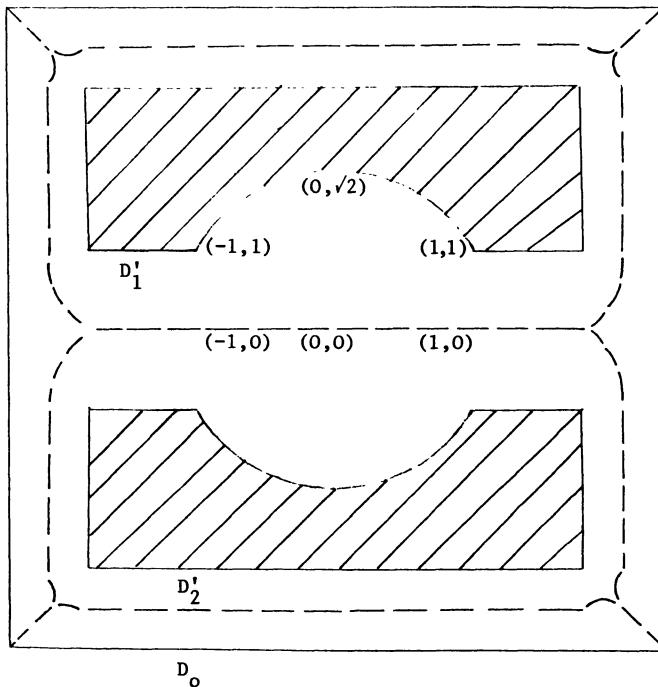


Figure 2 - $\text{Vor}(\Omega')$ is denoted by the ashed line

To see that the Voronoi diagrams of Ω and Ω' are indeed the same first note that it suffices to consider those points (x,y) in Ω' for which $|x| \leq 1$ and $|y| \leq \sqrt{2}$ since for any other $(x,y) \in \Omega'$, $\text{Near}(x,y)$ will be unchanged by the modifications made to D_1 and D_2 . To begin with, consider those points *within* the triangle whose vertices are $(-1,0)$, $(0,0)$ and $(-1,1)$. It is clear that if (x,y) is such a point then $\text{Near}(x,y) = \{(-1,1)\}$ and so $(x,y) \notin \Omega'$. The same conclusion is true for the points in Ω' which lie on the straight lines joining $(-1,1)$ to $(-1,0)$ and $(-1,1)$ to $(0,0)$, (excluding the endpoints of those lines). Next consider the points $(x,0)$ where $-1 \leq x < 0$. For such a point $\text{Near}(x,0) = \{(-1,1), (-1,-1)\}$ and so $(x,0) \in \text{Vor}(\Omega')$. It is also clear that $(0,0) \in \text{Vor}(\Omega')$. Now consider those points within the sector of C which has vertices $(0,0)$, $(-1,1)$ and $(0,\sqrt{2})$. If (x,y) is such a point then it is easy to see that $\text{Near}(x,y)$ consists of the single point obtained by projecting the straight line joining $(0,0)$ to (x,y) until it intersects D'_1 . The same conclusion is true for the points on the straight line between $(0,0)$ and $(0,\sqrt{2})$ (excluding the endpoints of course). The results for

the remaining points in Ω' follow immediately from the symmetry of Ω' . Hence $\text{Vor}(\Omega) = \text{Vor}(\Omega')$.

A possible weakness of this example is that the sets D'_1 and D'_2 are not convex. The answer to the same question as that posed in §1 but with the additional hypothesis that all the sets in $\{D_i\}$ and $\{D'_i\}$ be convex would appear to be unknown.

REFERENCES

1. O'DUNLAING, C. and YAP, C.K., A 'retraction' method for planning the motion of a disc, J. of Algorithms, 28 (1985), 104-111.

Special Issue on Decision Support for Intermodal Transport

Call for Papers

Intermodal transport refers to the movement of goods in a single loading unit which uses successive various modes of transport (road, rail, water) without handling the goods during mode transfers. Intermodal transport has become an important policy issue, mainly because it is considered to be one of the means to lower the congestion caused by single-mode road transport and to be more environmentally friendly than the single-mode road transport. Both considerations have been followed by an increase in attention toward intermodal freight transportation research.

Various intermodal freight transport decision problems are in demand of mathematical models of supporting them. As the intermodal transport system is more complex than a single-mode system, this fact offers interesting and challenging opportunities to modelers in applied mathematics. This special issue aims to fill in some gaps in the research agenda of decision-making in intermodal transport.

The mathematical models may be of the optimization type or of the evaluation type to gain an insight in intermodal operations. The mathematical models aim to support decisions on the strategic, tactical, and operational levels. The decision-makers belong to the various players in the intermodal transport world, namely, drayage operators, terminal operators, network operators, or intermodal operators.

Topics of relevance to this type of decision-making both in time horizon as in terms of operators are:

- Intermodal terminal design
- Infrastructure network configuration
- Location of terminals
- Cooperation between drayage companies
- Allocation of shippers/receivers to a terminal
- Pricing strategies
- Capacity levels of equipment and labour
- Operational routines and lay-out structure
- Redistribution of load units, railcars, barges, and so forth
- Scheduling of trips or jobs
- Allocation of capacity to jobs
- Loading orders
- Selection of routing and service

Before submission authors should carefully read over the journal's Author Guidelines, which are located at <http://www.hindawi.com/journals/jamds/guidelines.html>. Prospective authors should submit an electronic copy of their complete manuscript through the journal Manuscript Tracking System at <http://mts.hindawi.com/>, according to the following timetable:

Manuscript Due	June 1, 2009
First Round of Reviews	September 1, 2009
Publication Date	December 1, 2009

Lead Guest Editor

Gerrit K. Janssens, Transportation Research Institute (IMOB), Hasselt University, Agoralaan, Building D, 3590 Diepenbeek (Hasselt), Belgium; Gerrit.Janssens@uhasselt.be

Guest Editor

Cathy Macharis, Department of Mathematics, Operational Research, Statistics and Information for Systems (MOSI), Transport and Logistics Research Group, Management School, Vrije Universiteit Brussel, Pleinlaan 2, 1050 Brussel, Belgium; Cathy.Macharis@vub.ac.be