Future operational traffic information
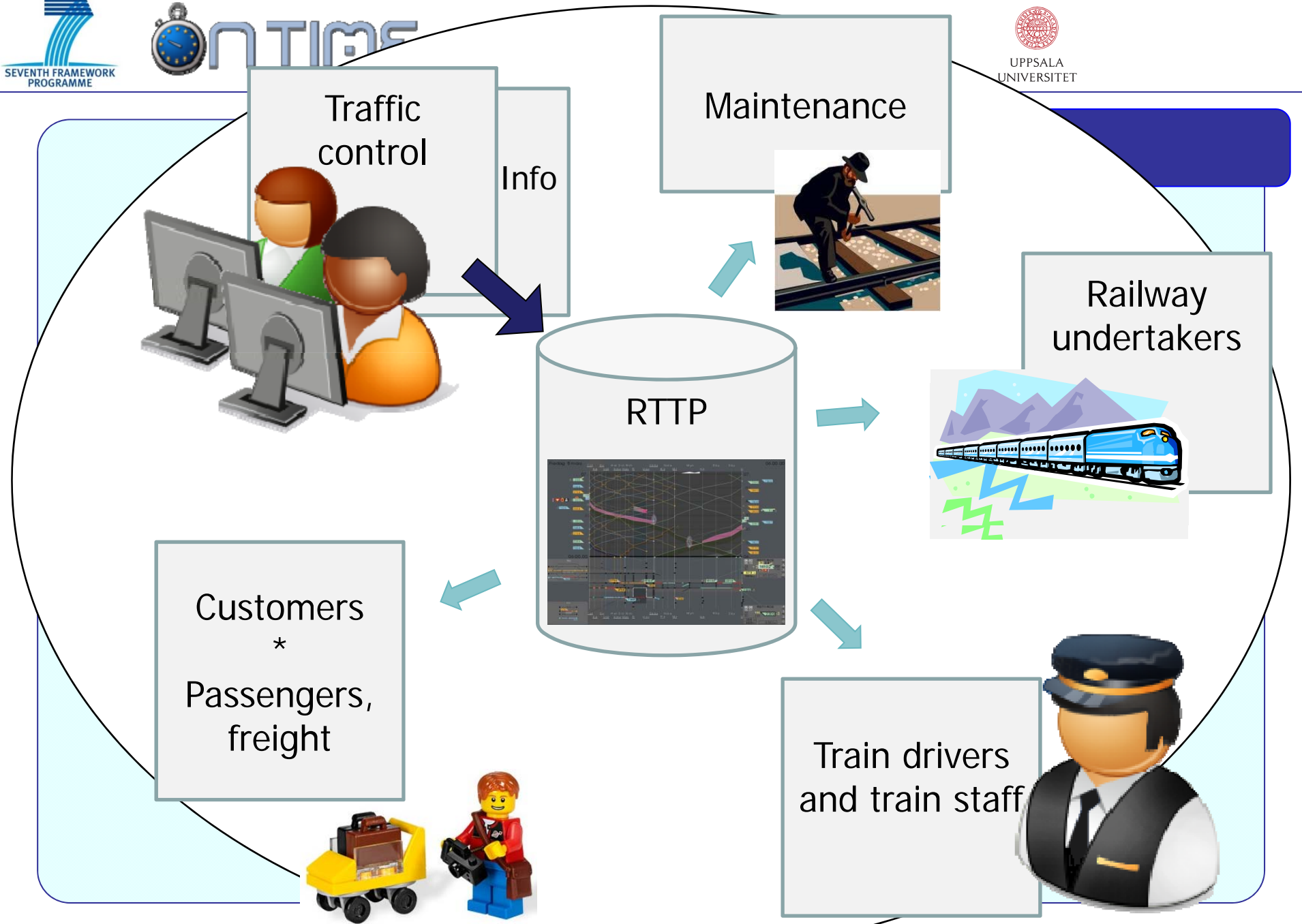

[Optimal Networks for Train Integration Management across Europe]
Collaborative Project
7th Framework Programme

Uppsala University,
Borlänge, October 2014

Contents

- **Future demands on operational traffic information**
  - Normal and disturbed conditions

- **Cooperation between different actors**

- **The role of the real time traffic plan (RTTP)**

- **Stakeholders' requirements - pre-study**

Traffic control

Info

Maintenance

Railway undertakers

RTTP

Customers
*
Passengers, freight

Train drivers and train staff

The role of the RTTP

- The concept of a continuously updated RTTP, as optimal as possible, available to all actors, is central.

- There must only be 'closed control loops', so that what is planned also is effectuated.

- Different actors need their own systems for visualization, support, their own planning etc.

- All information, that can be used by the traffic controllers to improve re-planning, must be communicated to them. In time, with precision.
  - From drivers, RU:s, maintenance, ….

- This requires improved communication and cooperation between actors.

Future development in Sweden

- Identified problems and needs:
  - Effects of (ongoing) deregulation – competing organisations
  - 'The organisation hinders the process'
    - Responsibilities vs. possibilities (local, regional, national)
  - Required information normally not available today
    - Operational information, RTTP, perturbations, disruptions, resources available etc.
    - Missing communication links and support
  - Bad understanding of other actor's situations and needs
  - Unclear rules e.g. regarding priorities
  - Missing follow-up and evaluation
  - This is especially critical in connections <u>with large disruptions</u>