ARCC
KAJT, Borlänge 2017-04-25

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KAJT:

- WP2 Real-time yardmanagement (23,9 personm)

- WP3 improved timetable management (4,7personm)
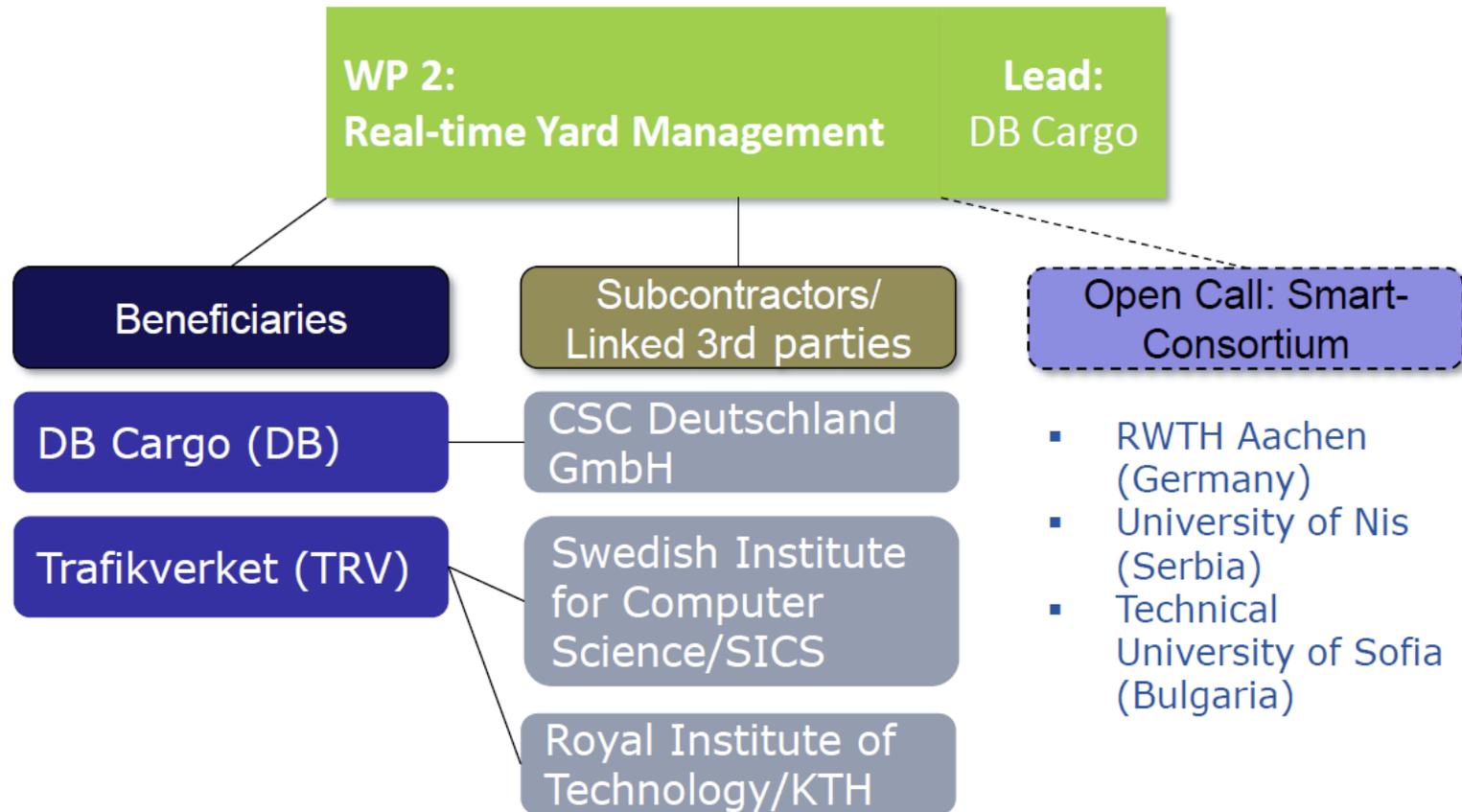
Trafikverket, SICS, KTH och Linköping U

Ref grupp: Green Cargo deltar

Utanför KAJT:

- WP1 automation (bangård, samt lokförare)

KTH

WP 2 Real-time Yard Management: Participants

WP 2: **Lead:**
Real-time Yard Management DB Cargo

Beneficiaries

Subcontractors/ Linked 3rd parties

Open Call: Smart-Consortium

DB Cargo (DB)

CSC Deutschland GmbH

Trafikverket (TRV)

Swedish Institute for Computer Science/SICS

Royal Institute of Technology/KTH

- RWTH Aachen (Germany)
- University of Nis (Serbia)
- Technical University of Sofia (Bulgaria)

Progress overview

- Connection interaction WP2 yard management – WP 3 network management (common view scope)
  - DDP 2.1 Description of automation/optimisation requirements …. Marshalling yards and Terminals 2017 aug
  - DDP 2.2 – Description of processes … and interactions/interfaces with Real-time Yard Management System 2018 feb
- To create vision:
- Conflict free timetable/train path yard – network – yard

- Yards and terminals
  - D2.1
    - Yard – München, Mannheim, Hallsberg
    - Terminal - Årsta
  - Multiple operators in a yard
- Interaction yards/terminal - networkmanagement
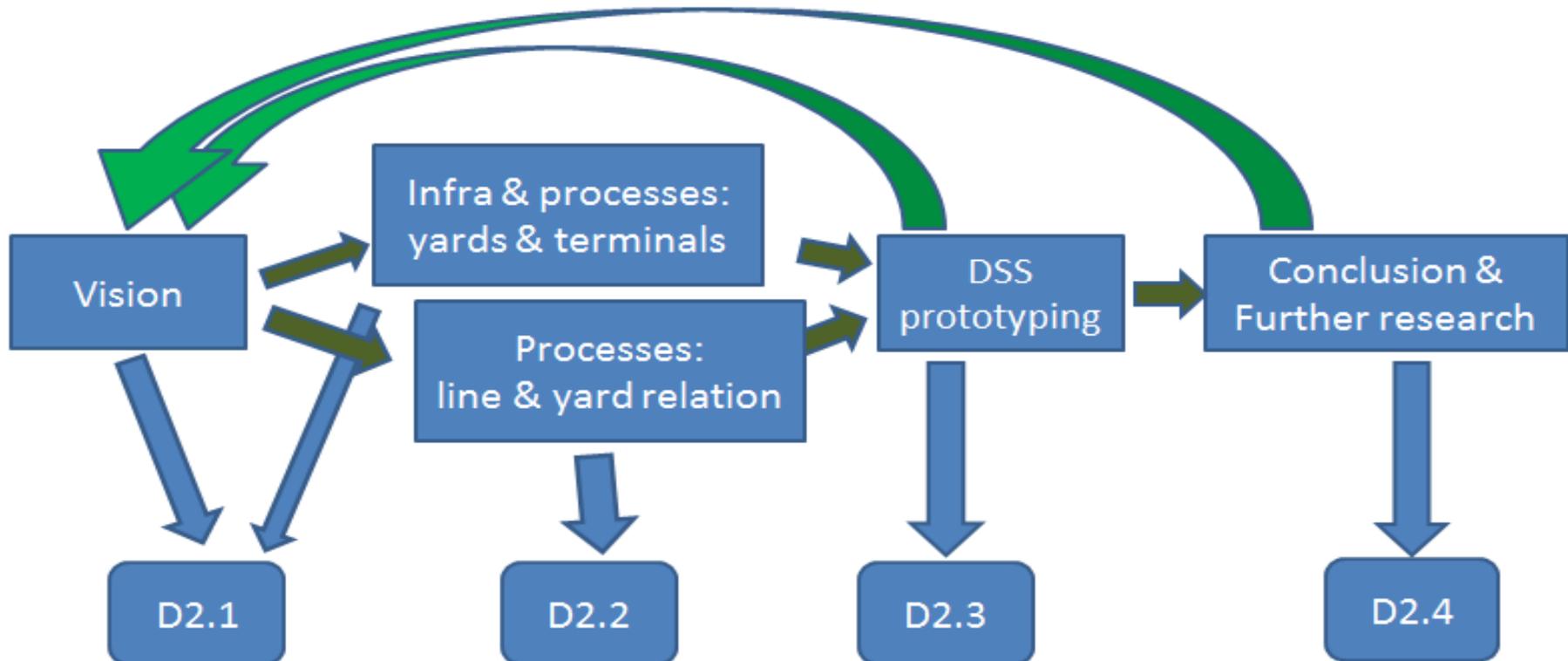
Vision

Vision: Formulate vision and goal for „decision support system": Process, modules and their objective and goal, methodology, actors, use-cases, funcitionality of each module

Yards and terminal - Presumptions in infrastructure and processes:. Current situation. Shortcomings - how should processes be developed? Development of roles and responsibilities.

Integrated capacity planning at yards and line - presumptions: Current situation and current processes. Shortcomings. How could processes be developed. Development of roles and responsibilities.

Shift2Rail

ARCC

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