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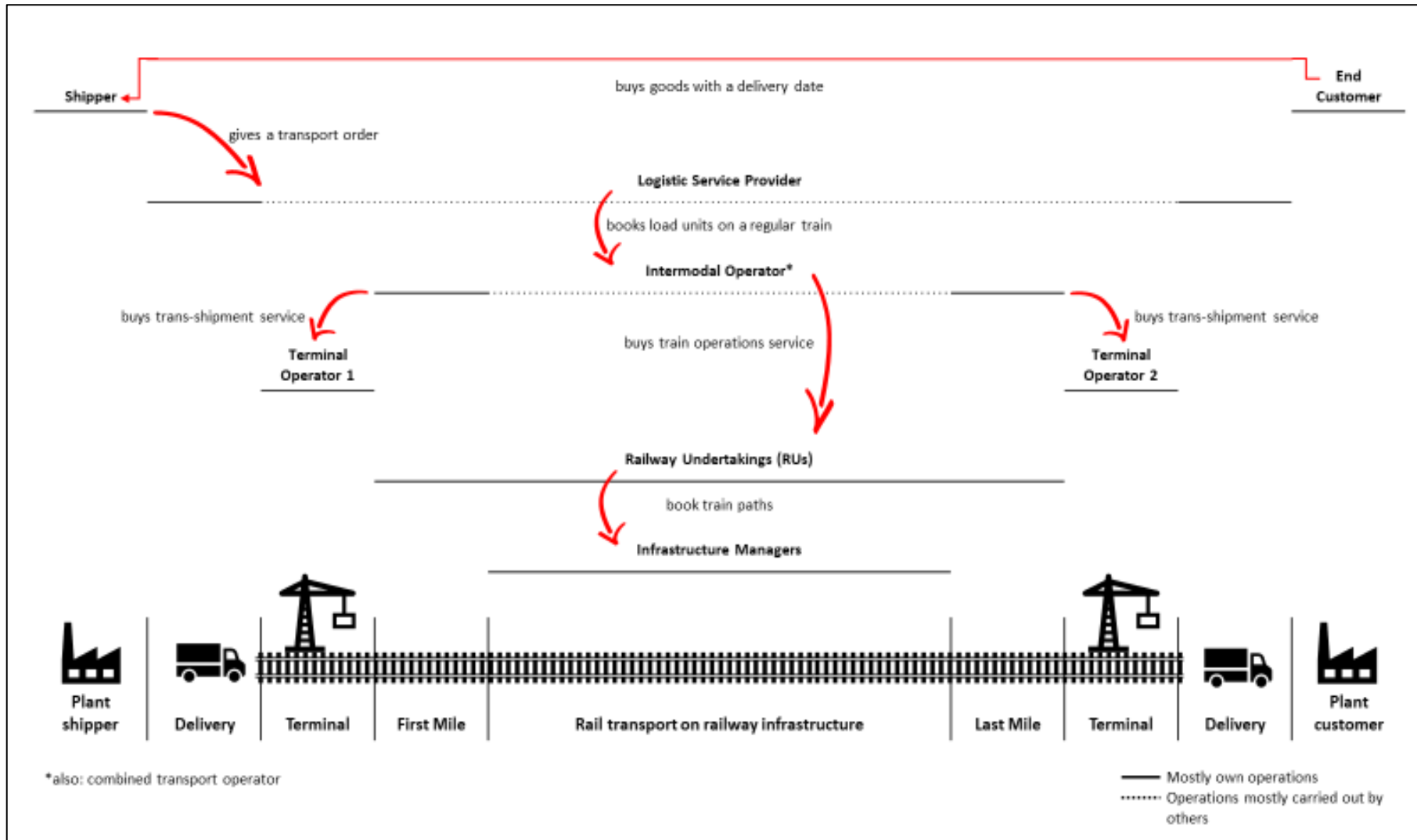
# Collaborative decision making: Can rail learn from aviation?

Rail Freight Day  
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with input from Hacon and To70



# Many stakeholders are involved in the intermodal transport chain – all suffering from lack of overall coordination and transparency



- Many stakeholders are responsible for parts of the transport chain
- All have a different focus on performance
- There is lack of transparency on all levels and between all stakeholders
- Impacts:
  - Sub-optimal customer service
  - Sub-optimal use of capacity and resources
  - Higher costs

# The Airport / Airline sector faced a similar challenge with many stakeholders and lacking information exchange



**Network Operations**



**Air Traffic Control**



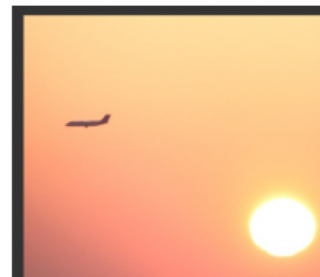
- Airport & ATC do not know in advance when aircraft is ready for pushback
- Airlines do not know in advance when aircraft will receive start up clearance
- Airport & Ground Handling know ETA only when aircraft enters FIR



**Airport Operations**



**Ground Handling**



**Aircraft Operations**



# What is Airport CDM?

- **Collaborative Decision Making** Concept and Procedures for Humans and Systems
  - Constant exchange on real/estimated time of agreed milestones
  - Enhanced situational awareness and operational predictability
  - Optimising airport & airspace capacity and resource planning
- **Right Information** ⇨ **Right Time** ⇨ **Right People** ⇨ **Right Decisions**
- Created by **European Airport stakeholders** together with **Eurocontrol**
  - Mandated by Single European Sky Regulations
  - Sponsored by European Union
- Already introduced by **30 major airports in Europe**

**Airports using A-CDM in 2020**

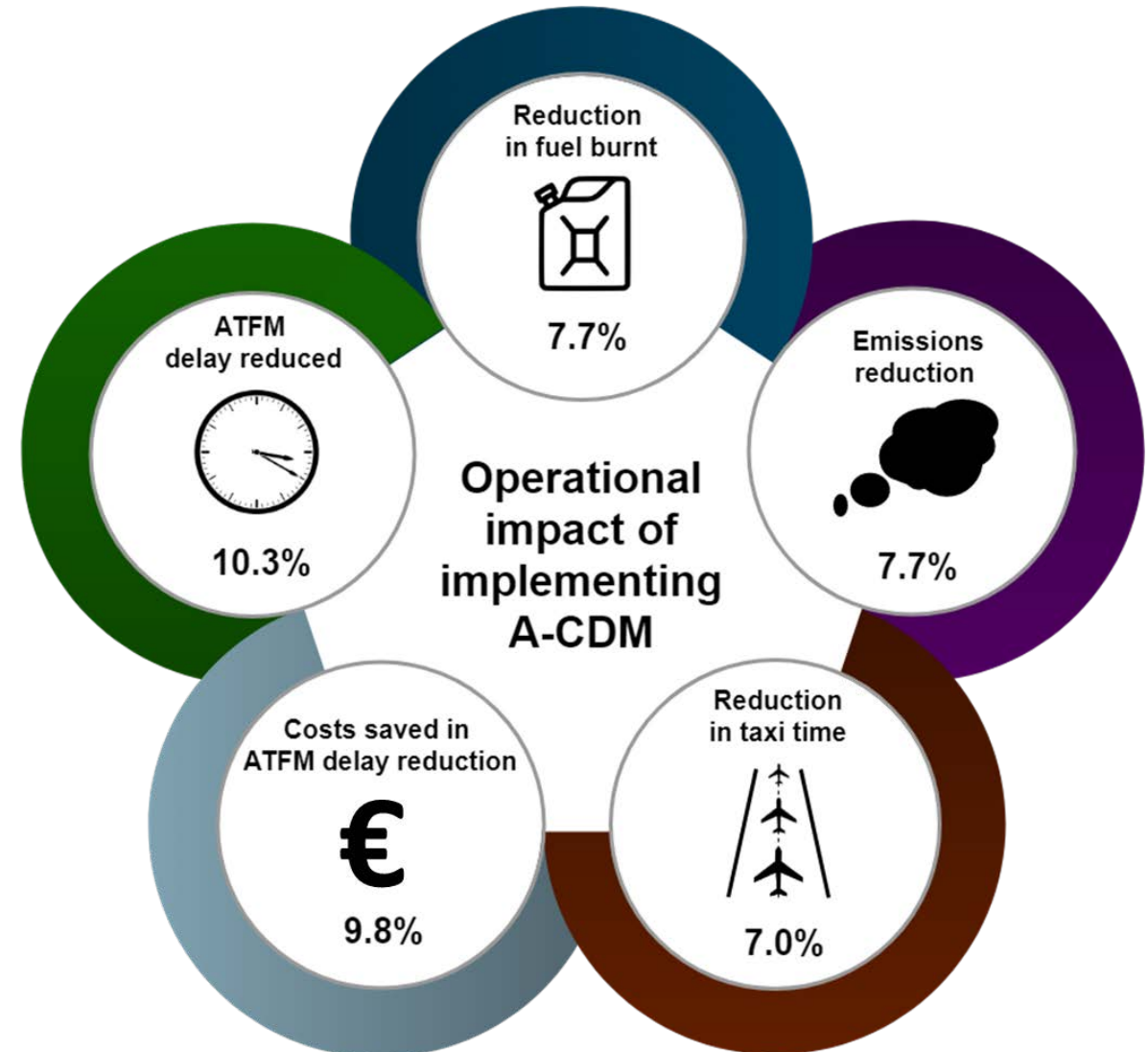




# Airport CDM achieved remarkable benefits

## A-CDM improves

- Situational awareness
- Operational predictability
- Stakeholder Decision making
- Infrastructure use and available capacity
- Use of resources



(Source: A-CDM Impact Assessment 2016, Eurocontrol)

## The feasibility study on Railway CDM shall answer the following questions

- **Could an A-CDM work as well in the railway sector** as in the airline sector ?
- How could the **basic approach of R-CDM** look like?
  - analysis of process chains
  - analysis of information flows
  - analysis of stakeholder interaction
  - define concept elements and milestones
- Which **concrete economic benefits** would an R-CDM bring to the involved stakeholders in the intermodal transport chain?
- Which **requirements** are needed for a R-CDM **to be compatible with existing systems** like RNE TIS and the ELETA ETA Management Platform?
- If results are positive: which **next steps** would be needed to fully develop R-CDM and to start implementing it in the intermodal rail sector?

Focus on train run

## How can you get involved in the R-CDM feasibility study?

- **Selected case studies** are organised with **stakeholders related to train runs** e.g. to terminals in Port of Rotterdam, DUSS terminals, HUPAC terminal Gallarate (interviews with terminal operators, last mile operators, railway undertakings, infrastructure managers, intermodal operators),
- **Participation in Sounding Board open to all interested parties**
  - Intermediate / final results shared with large group of stakeholders
  - **If you are interested, please get in contact with me:**  
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Interviews are  
ongoing



Thank You !