Trainstopping
Modeling Delays Dynamics on Railways Networks

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The Importance of Railways

- Railway transports have been of utmost importance since end of the 20th century
- Movements of goods, National defence..
- Slight decline in recent times:
  - Short-distance: cheap private transport
  - Long-distance: Air Transport
The Importance of Railways

- Railway Development as an economic metric of national attractiveness
- Railway development policies improved in Europe in the 21st century
- Less polluting than cars or airplanes: reduction of CO2 emissions by 2020
- Tens of Billions of Euros by the European Commission supporting railway infrastructure

![Specific CO2 emissions per passenger-km and per mode of transport in Europe, 1995-2011](Picture from: “Energy efficiency and CO2 emissions”, European Environment Agency)
The Importance of Railways

- A better understanding of the dynamics and the phenomena of rail transport could be helpful in policy making

- Universalities? System’s resilience to disruptions?

- Emergence of congestion? Omnipresence of large delays?


Datasets: Italian Railways

- Data coming from “ViaggiaTreno.com”
- Real-time info for travellers
- Info about trains from January to November 2015
- For each train: complete schedule, departure delay, arrival delay at each stop
Datasets: German Railways

- Data coming from “ZugMonitor API”
- Real-time info for travellers, but it is long gone...
- Detailed information, delays, schedule, real-time GPS position
- Discarded some info in order to have the same dataset as the Italian one..
Italy vs Germany

- Different countries with similarities
- Comparable sizes: 41315 (GER) vs 16723 (ITA) km
- Comparable densities: 8.22 (GER) and 12.46 (ITA) km$^2$ per km of tracks
- Railways are owned by a single large national company (unlike France and UK)
- In both cases we will focus on non high speed commuter trains
Dynamics Generated Delays

- Large tail of “positive delays”
- Negative delay = delay recovery
A Very Bad Day in Italy...

- 24h time lapse coming from empirical data
- Italian Railway Network
- Size of nodes = Average Delay

Video: https://www.youtube.com/watch?v=3650uTTyP2A
**Congested Clusters**

- **Congested node**: instantaneous delay larger than average delay over the whole sample

- **Cluster of congested nodes**

- **Emergence of large clusters ~100 nodes in some case**
Congested Clusters

- Congested node: instantaneous delay larger than average delay over the whole sample
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![Graph showing the distribution of cluster sizes.](image)
Congested Clusters

- (Almost) Path-like clusters

- Emergence of large clusters ~100 nodes in some cases
The Role of Interaction

- **Average Edge Co-activity**: fraction of times a link is “active” (a train is travelling over it) and at least one of its neighbor links is active too.

- The larger the Co-activity the larger the average delay.

- Possibility of interaction increases the delay
The Role of Interaction

- Interactions with the “previous” links are trivial

“Forward” interactions

“Backward” interactions
The Role of Interaction

- Correlations between the average delays time serieses of links
- No correlation between links in the “forward” configuration!
- Decaying correlations for links in the “backward” configuration
- Delays propagate “backwards”
The Delay Diffusion Model

- Simulate real schedules with real departure delays
- Each time a train starts traveling over a new link its delay can change
- Exogenous link dependent delays:
  - Negative: recovery of delay
  - Positive: delay is getting worse
- “Backward” diffusion of delay with a fixed probability

\[ \delta t^e_{x0} \sim P^{e0}(\Delta t; e, \delta t_i) \]

\[ \delta t_j > 0 \]

\[ \beta \in [0, 1] \]

\[ \delta t_i \rightarrow \delta t_i + \delta t^{e0} + \delta t_j \]
No Diffusion Case $\beta = 0$

- Smaller tail of large positive delays
- Smaller clusters
• Interaction leads to large delays and large clusters
• Larger diffusion parameter for Italy
Point-Wise Predictions

- Simulate many realizations of the same schedule
- Z-scores average delay from data vs average delay distribution from simulations
- Large Fraction of Stations with z-score almost zero:
  - 80% Germany
  - 60% Italy
Point-Wise Predictions

- Absolute value of z-score correlated with node degree and traffic
- Topology and traffic dependent diffusion parameter
Point-Wise Predictions

- High-speed layer interaction increases the z-score
- Multilayer Model
Conclusions

● The commuters railway transport systems are subject to large adverse conditions (extreme delays, large congested areas)

● These conditions are the result of the interplay between “exogenous” events plus diffusion of delays between trains

● Very bad luck does not exist: it is interaction!

● Mean Field Model: diffusion is uniform all over the network

● Interaction between regular and high-speed trains
Thanks for the Attention

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Exogenous Delays

Variations of delay when interaction is not possible