Interoperability in mobility - across system boundaries

The 75 conference participants at the 34th Kontiki Conference, which took place in Lisbon/Portugal 26 - 27 March 2009, were shown how, as part of an EU project, a functioning contactless eTicketing system with 1.8 million journeys every day has developed from the first steps in eTicketing in 1996.

Regina Ferreira, President of OTLIS, revealed how an open and interoperable contactless eTicketing system has developed in Lisbon out of the voluntary cooperation between several transportation companies despite the fact that there is no integrated public transport authority. The transportation companies established their approach on a purely collaborative basis using business-process oriented methods with the aim of developing business without any secondary political consequences. The "Lisboa Viva" programme provides the entire Lisbon region with contactless tickets together with a central information system and a generic data model. New projects include the integration of additional mobility services and international collaboration with Israel, Brazil and Belgium.

Henriques Coelho, CP, added technical and organisational details to the OTLIS presentation. He demonstrated the new ticketing applications as multi-operator and multi-modal EFM (electronic fare management system). The exact definition and preparation of the technical and business-oriented approaches are essential for the success of the system. It was thus possible for a technically sophisticated system to develop which supports the participating transportation companies in all areas and which provides passengers with convenient access and service. Essential for the whole system are the intermodal transport information system, security & clearance, the interaction of system and service, the sales organisation, data network structures, Internet marketing, students and tourism tickets, car sharing and parking.

The Interoperability Working Group dealt with alternative ways of achieving interoperability in EFM. The search for migration paths which can be used by various national standards to achieve one European standard is a current hot topic. Etienne Graindor, STIB, demonstrated different possible solutions for regional, national and international interoperability. Especially basic approaches of the interoperable linking of local EFM systems to relations based respectively overlapping EFM systems were shown. In order to achieve European interoperability, he stipulated, it is necessary to develop a win-win situation for the passenger and the transportation company.

Kontiki has opened up a new dimension with the topic of interoperability in mobility. The previous focus on interoperability in public transport is being extended to go beyond multi-application capability towards inter-modal forms with the expectation of being able to then combine mobility across specific system boundaries.

Klaus Philipp, T.C.L. GmbH, presented the latest mobility projects and compared the current situation in public transport with that of other elements in the mobility chain (car-parking-train-bus-taxi), asserting that all the required technical standards are in place for public transport to set up a system immediately. However, a number of standards are still missing for the remaining collection of applications that are required in the mobility chain, and this is a prerequisite for implementation. (e.g. Air transport, car sharing, parking space management, and other mobility services). He concluded his presentation with the demand for
these standards to be developed as quickly as possible in order for an integrated

electronic mobility chain to be realised on one medium. The approach should be

analogous the one in public transport.

J. A. L. Janssen, VDV-Kernapplikations GmbH & Co. KG, presented projects

approved as part of the German Federal Ministry of Transport’s support

programme and showed the outlook for the near future. The gaps on the map of

Germany for eTicketing implementation are definitely disappearing. A pilot

project has also been launched in Austria. One of the most important tasks for

the near future will be to migrate ticket pricing.

Patrick Almy, Continental AG, used his joint presentation with Scheidt &

Bachmann on the future of wide range systems to outline the in both companies

independently developed systems EasyRide, ALLFA-Ticket (intermobil Dresden)

and “esprit”, and structured further stages of development. Both partners have

the firm intention to realize all developments with possible alternative

approaches to the wide range technology based on VDV Core Application.
The following must be stated for the future of wide range systems: it is the most

convenient option from the passengers’ point of view, and in connection with an

electronic fare even the fairest solution because only the carried out journey will

be deducted. The basic feasibility has been affirmed by the pilot applications

presented. Area-wide utilization in production systems is a precondition for cost-
effective production of larger lots. Research is also needed for the development

of an inexpensive user medium in diverse form factors. Since the costs for the

user medium in BiBo (be-in/be-out) are still too high, its future development is

high on the industry's agenda, and it is planned to bring out affordable products

by 2015.

The Migration Working Group finished the assessment criteria for the migration
to an EFM system and released them for publication in Aalen. Further migration

documents are planned as a collection of notes. The "Operator Model/Financing"

Working Group began its work.

The Interoperability Working Group analysed the alternative paths towards a

European standard for interoperability in EFM that had been outlined in the

plenary session and derived from this its next tasks: review of possible solutions,
appraisal of the models.

The House of Logistics and Mobility (Holm), with which the state of Hesse in

Germany hopes to secure and extend the Rhine-Main region’s position as

European transport hub, was presented in the Mobility Working Group.

The next conferences will be taking place

• 25-26 June 2009 in Aalen (Baden-Württemberg/Germany)

• 24-25 September 2009 in Bochum (North Rhine-Westphalia/Germany)

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