

Foreword

Dear Colleagues in the public transportation sector,

The kontiki Working Group is pleased to present the following results of its work from 2000 to 2002, in the form of the kontiki Recommendations for Action 2003.

This document has been developed as a result of the activities of the working groups WG 1: Methods and Models, WG 2: Systems Engineering and WG 3: Intermodal Developments; the results were subsequently edited and summarized by the editorial committee.

We have decided to maintain the title "Recommendations for Action," although the expectations for such may vary significantly.

These kontiki Recommendations for Action are designed as an update and supplement to the Recommendations for Action 2000.

This means that under no circumstance can we recommend concrete products or systems (nor will we ever do so). Such expectations associated with the term "recommendations for action" cannot be fulfilled. This is related to the kontiki Working Group's philosophy of maintaining product- and system-neutrality.

Instead, the kontiki Recommendations for Action 2003 will introduce a new perspective of mobility and market processes, including description of new innovative technologies and the resulting requirements for eFM.

This approach of transforming the transportation company and the integrated transportation network from suppliers of a single transport service into mobility providers, with a range of mobility

types and complementary services available through uniform electronic applications, should be interpreted as a recommendation for shaping further activities and decision-making processes. Due to the dynamics, heterogeneity, and stochasticity of the associated processes, further recommendations cannot be made a priori; nor were you likely to have expected them.

Elsewhere in the kontiki Recommendations for Action 2003, we present economic and business management decision-making models for evaluating cost-benefit relationships in introducing eFM systems. In terms of formalization and structuring based on a uniform methodical approach, we see these models as genuine (systematic) recommendations that can and will be helpful for you. In this way, we perceive the assertion of "recommendations for action" as being fulfilled, in the true sense of the phrase.

This is likewise true of the solution approaches and models for electronic fare determination presented to you in this document. The kontiki Working Group is pleased to be able to issue one of the few publications based on first-hand information. In all analyses and illustrations, we have consistently attempted to establish the relation to the core public transportation application of the VDV (Association of German Transportation Companies) that is currently in development.

We look forward to your comments and suggestions. Please do not hesitate to share your reactions with us.

kontiki Board of Directors