Ministry of Infrastructure and Water Management

How can access to fare data be enabled?

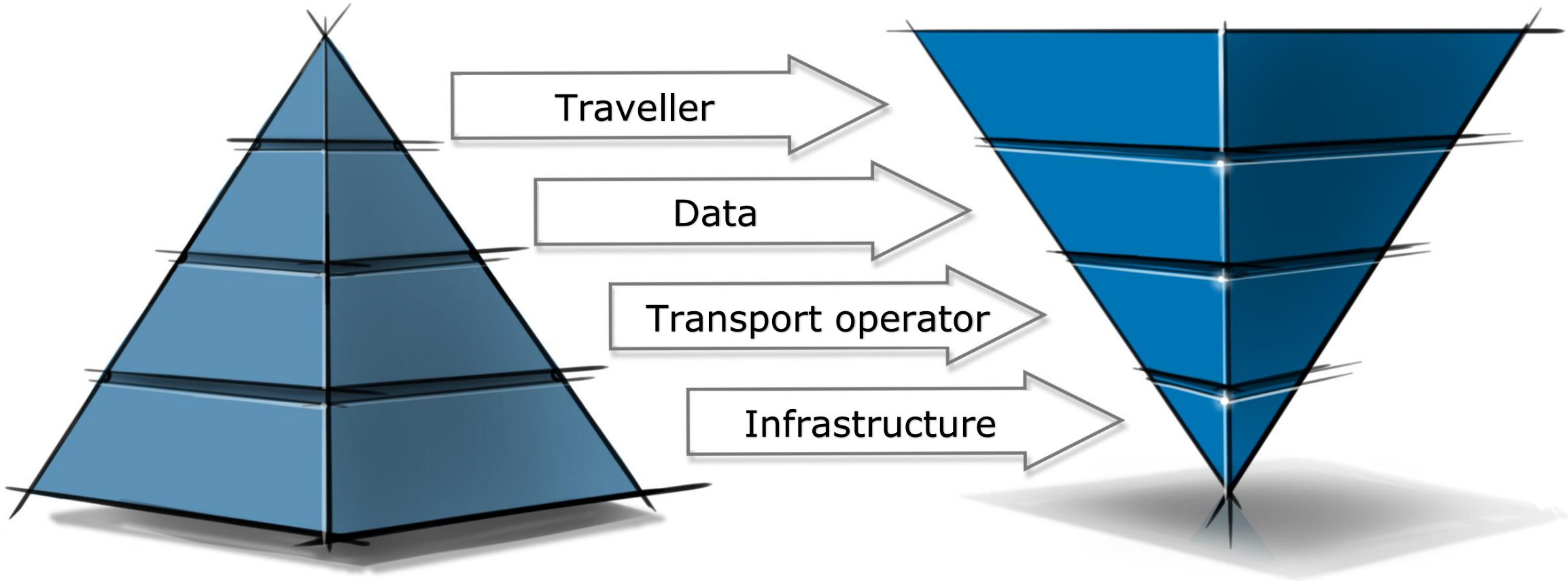
6th Florence Intermodal Forum
"Towards EU-wide Multimodal Ticketing and Payment Systems"

Eric Mink
Program manager MaaS
The Netherlands

13 September 2019

MaaS
Mobility as a Service

Necessary new approach for mobility



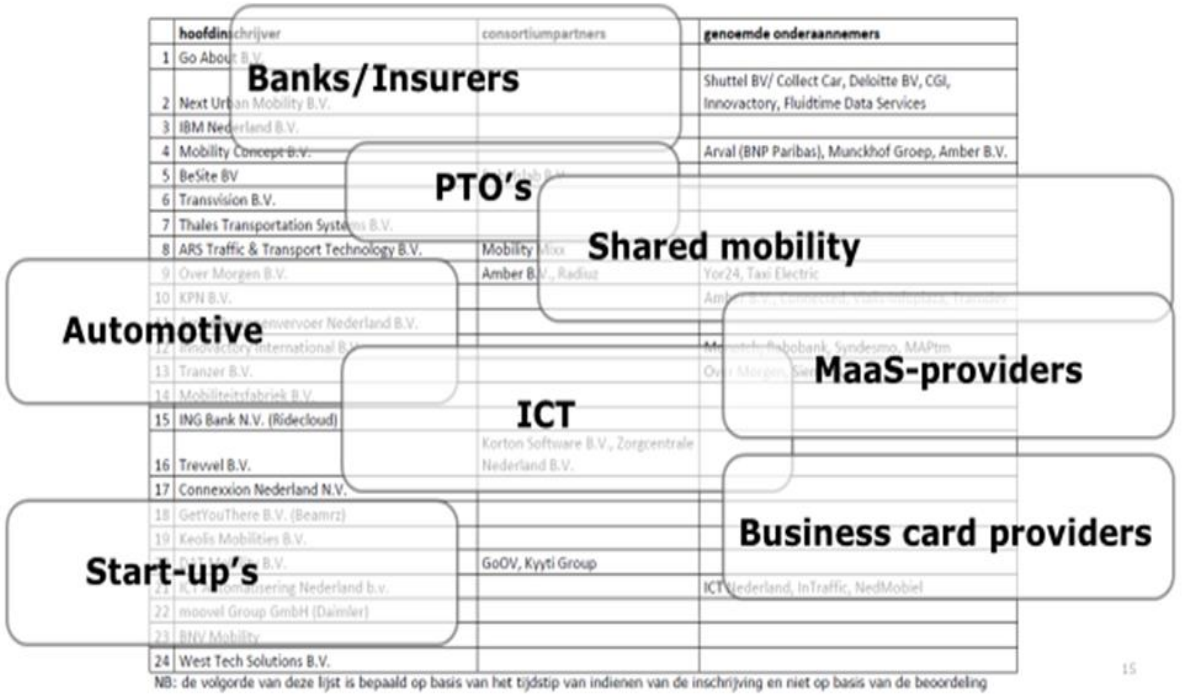
Ministry of Infrastructure
and Water Management

Optimising mobility

MaaS
MOBILITY AS A SERVICE

24 MaaS-providers in Framework agreement for MaaS-pilots

For 7 national pilots to be awarded after mini-competitions



	hoofdinschrijver	consortiumpartners	genoemde onderaannemers
1	Go About B.V.		
2	Next Urban Mobility B.V.		Shuttel BV/ Collect Car, Deloitte BV, CGI, Innovactory, Fluidtime Data Services
3	IBM Nederland B.V.		
4	Mobility Concept B.V.		Arval (BNP Paribas), Munckhof Groep, Amber B.V.
5	BeSite BV		
6	Transvision B.V.		
7	Thales Transportation Systems B.V.		
8	ARS Traffic & Transport Technology B.V.	Mobility Mixx	
9	Over Morgen B.V.	Amber B.V., Radiuz	Yor24, Taxi Electric
10	KPN B.V.		Amber B.V., Connected, Data Analytics, Telematic
11	Arriva Openbaar vervoer Nederland B.V.		
12	Innovactory International B.V.		Mastercard, Rabobank, Syndesmo, MAPtm
13	Tranzer B.V.		Over Morgen, Siemens
14	Mobiliteitsfabriek B.V.		
15	ING Bank N.V. (Ridecloud)		
16	Trevvel B.V.	Korton Software B.V., Zorgcentrale Nederland B.V.	
17	Connexxion Nederland N.V.		
18	GetYouThere B.V. (Beamrz)		
19	Keolis Mobilities B.V.		
20	[illegible] B.V.	GoOV, Kyyti Group	
21	[illegible]ering Nederland b.v.		ICTU Nederland, InTraffic, NedMobiel
22	moovel Group GmbH (Daimler)		
23	BNV Mobility		
24	West Tech Solutions B.V.		

NB: de volgorde van deze lijst is bepaald op basis van het tijdstip van indienen van de inschrijving en niet op basis van de beoordeling

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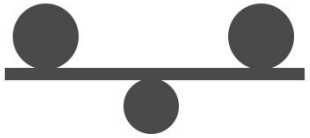


options
Booking
12:01
Startstreet 5
26 min. ride-share
12:27
Metrostation 1
12 min. metro
12:39
Metrostation 2
8 min. cycling
12:47
Endstreet 8
plan
book
travel
pay

MaaS is a means, not an end

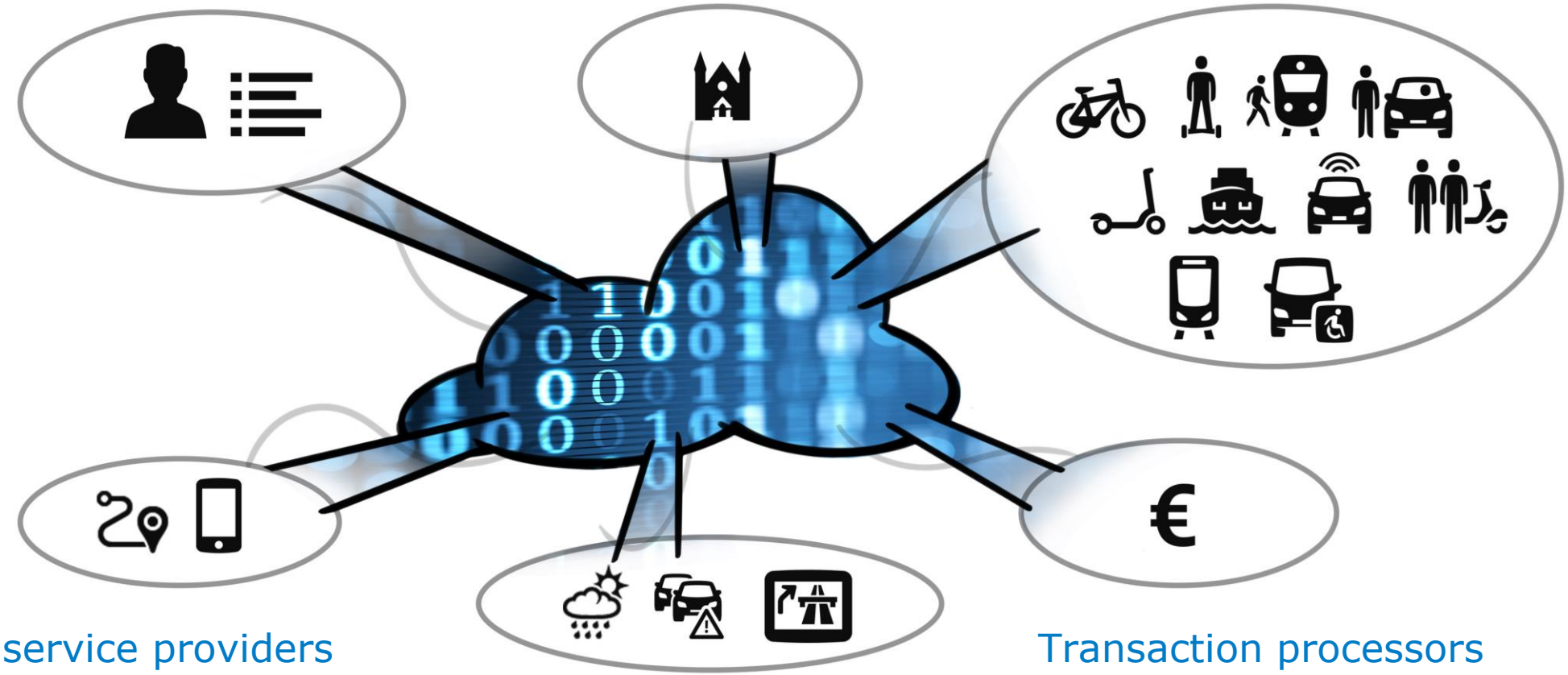
- IT is not the issue
- Data-sharing and trust is key (reciprocity)
- **Schemes** are essential
- Public-private co-operation to standardise and create necessary schemes such as:
  - TOMP-API
  - International ticketing
  - ID’s

API’s/standardization results in (efficient) ecosystem

End user

Government

Transport operators



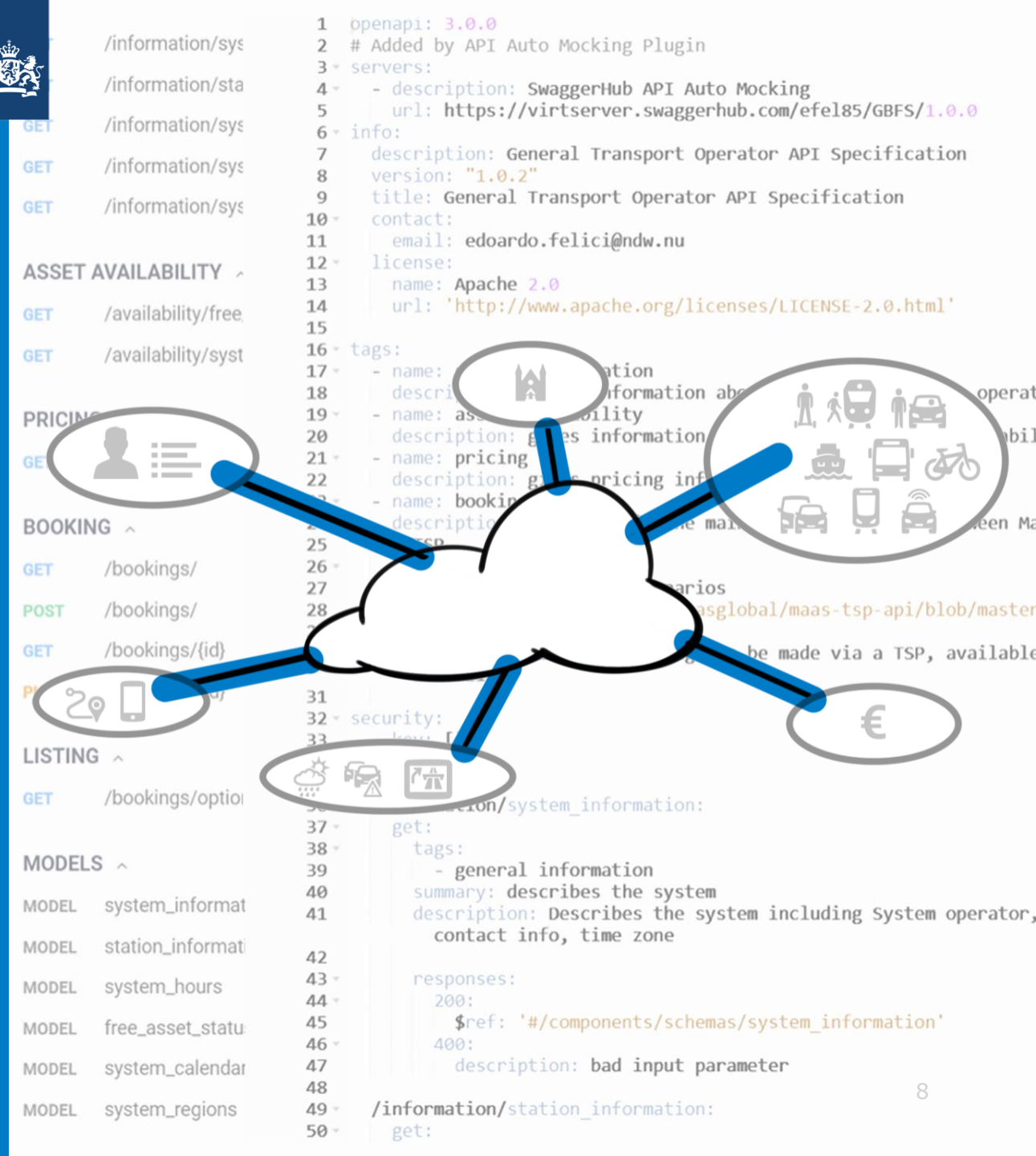
MaaS service providers

Transaction processors

Common data providers

Standardisation is necessary

(success of PPP, need for pragmatism, TOMP-API, international ticketing, ID’s)



TOMP-API

Based on open GBFS: now applicable for all transport operators and MaaS providers

- Operator information
- Registration/privacy
- Planning
- Booking
- Trip execution
- Payment
- Support

International adoption of blueprint for API...

Open, open, open
(within 3-6 months for BLX/Limburg-pilot)

- Develop with trust and cooperation in mind:
  - Open source
  - Open specifications
  - Open standards

- Systems at cost (e.g. transaction router)
  - Start with happy flow (plan-book-travel-pay)
  - Not for profit
  - Joint Research and Development

Pragmatic approach: structure follows strategy

If TOMP-API and international ticketing (largely) adopted by governments and market then an independent authority is needed

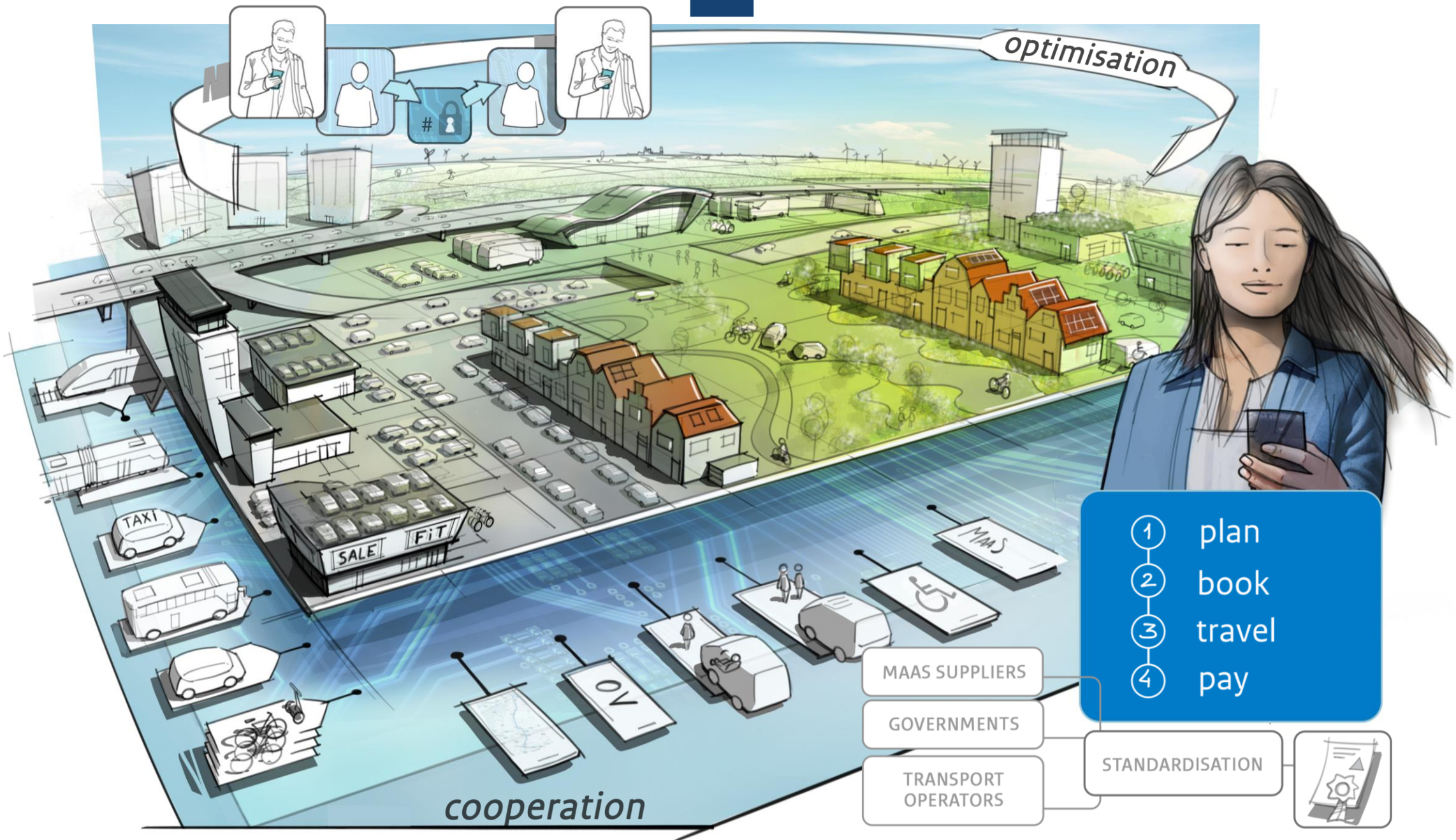
- ‘Rules of the Game’ regarding roles and responsibilities serving
  - Interoperability
  - Integrity
  - Trust

- Technology based on common architectural principles
  - ID issuance
  - Message routering via open API’s

Future governance (EU-MaaS authority?)

- (Public) Transport Operators
- MaaS Service Provider
- End User representative bodies
- Government

- language specifications
- ID-issuance
- messaging router


optimisation
TAXI
SALE
FiT
MAAS
OV
cooperation
1 plan
2 book
3 travel
4 pay
MAAS SUPPLIERS
GOVERNMENTS
TRANSPORT OPERATORS
STANDARDISATION

Discussion

MaaS
Mobility as a Service

Further information:

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