

OJP4Danube

Developing a multimodal cross-border traveler information network in the Danube Region

6th Danube Region Transport Days
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Project Overview

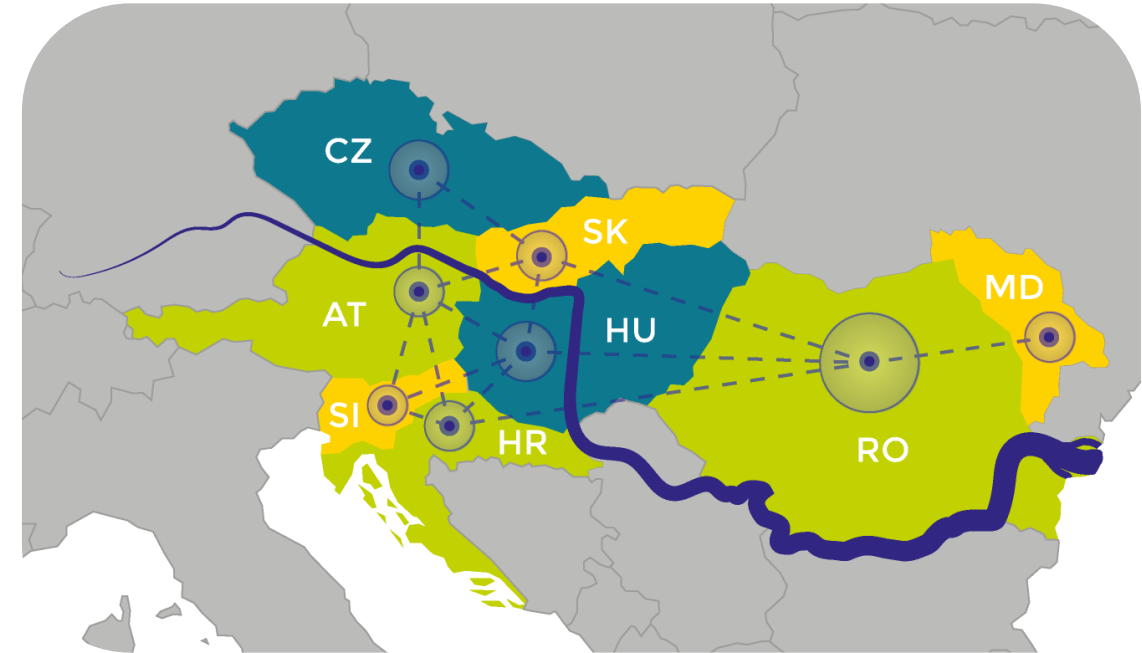
INTERREG Danube Transnational Programme

Priority 3 - Better connected and energy responsible Danube region

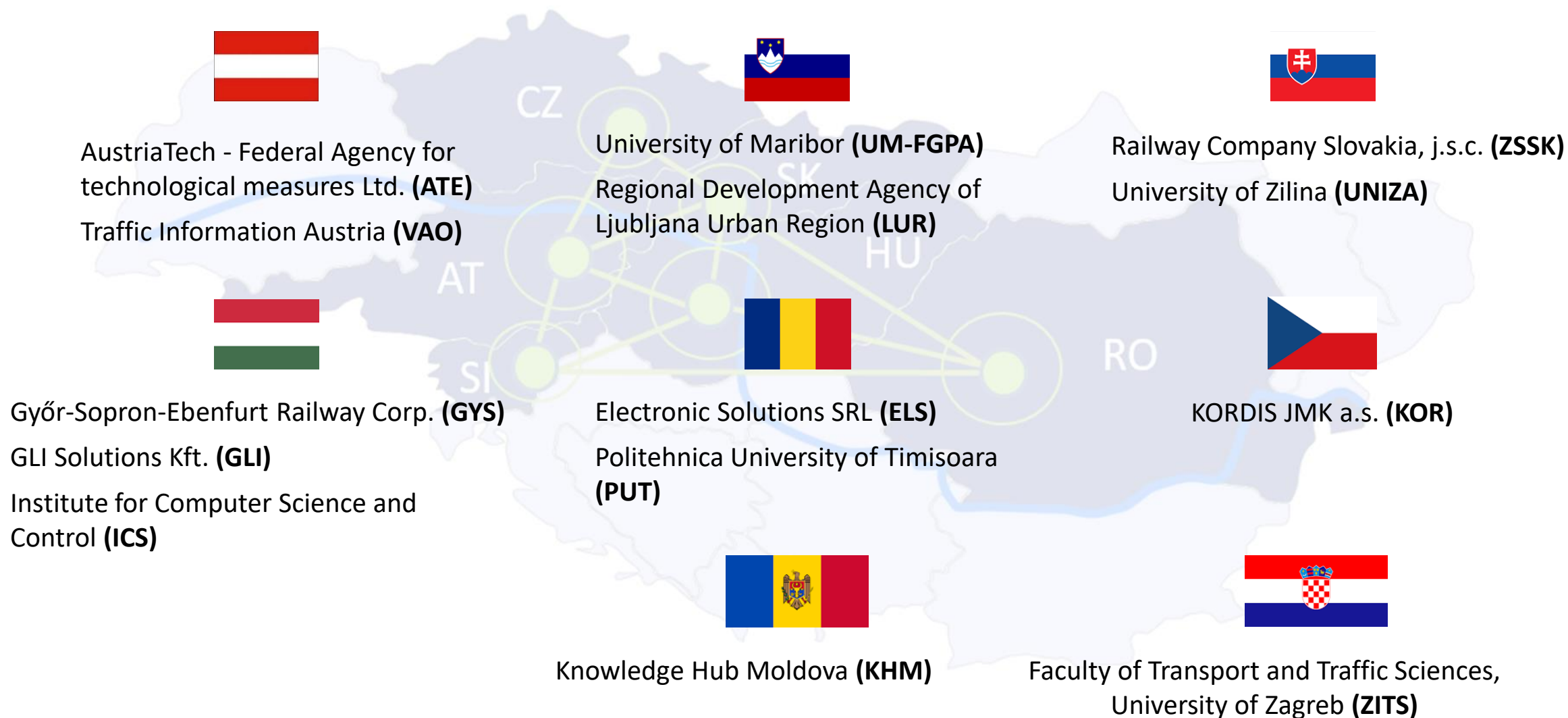
2020 – 2022 (30 months)

- 14 Project partners
- 7 Danube region countries
- 6 Existing travel information services/ journey planners

Coordination mechanisms for multimodal cross-border traveler information network based on OJP for Danube Region



Project Partners

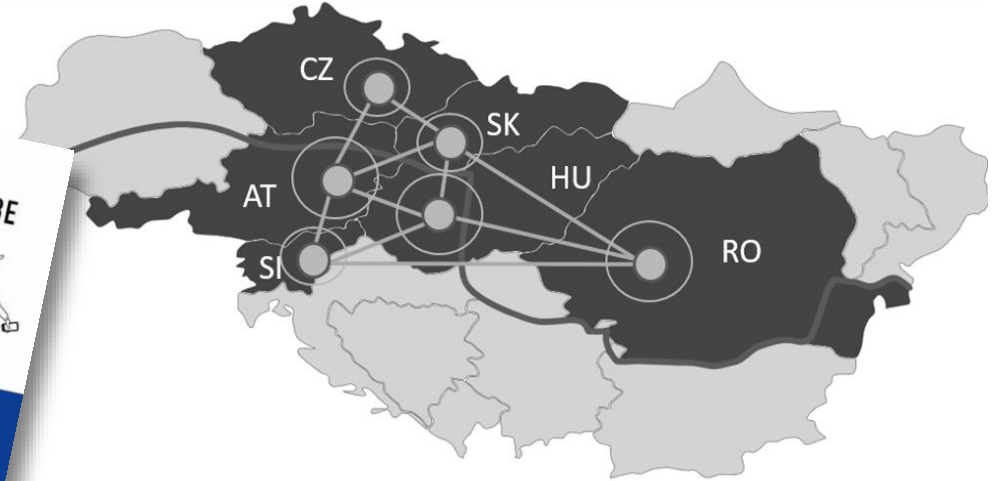


Background: LinkingDanube

Interreg Danube Transnational Programme

2017 - 2019 (30 months)

<http://www.interreg-danube.eu/linking-danube>

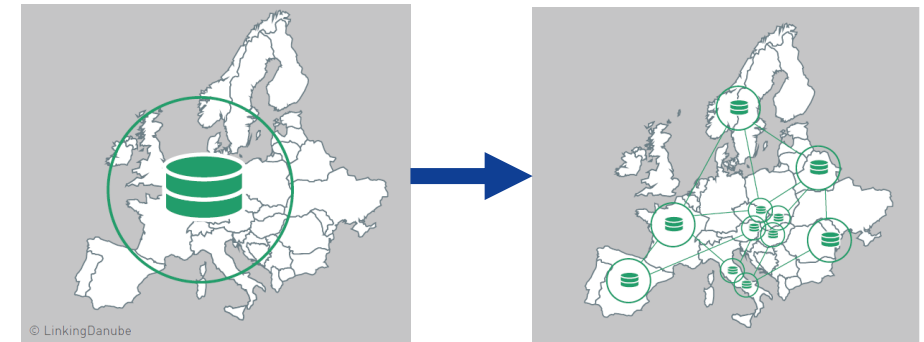


Scope and objectives:

- Link and connect transnational traveller information services and journey planners
- Provide for environmentally-friendly mobility options in the Danube Region
- Through the concept of Linking of Services and OJP (Standard)

Proof of Concept

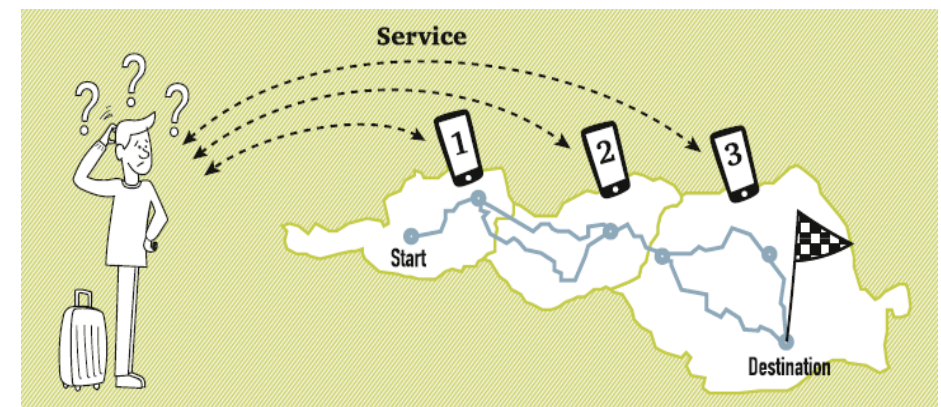
Show technical feasibility of Linking of Services



Motivations for Linking Of Services

Motivator 1 – No Seamless Journey Planning

- **No universal multimodal travel information system** for public transport nor integrated bike routing
- **Isolated travel information with local or regional and modality focus**, without cross-border, cross-operator and cross-modality information
- **No door-to-door routing possible with existing route planners**



Motivations

Motivator 2 – European legislation & CEN Standard for ‘Linking of Services’

- is laid down in Article 7 of the **Delegated Regulation 2017/1926** “Provision of EU wide multimodal travel information services” – **currently under revision!**
- using a harmonized **technical interface (API)** implemented at each journey planner **based on the CEN/TC 17118:2018** standard for “**Open API** for Distributed Journey Planning” (=OJP), which enables the **linking of different isolated services without any physical integration** into one central database.

Motivator 3 –

Missing Viable Concepts for EU-wide, Multi-Modal Travel Information

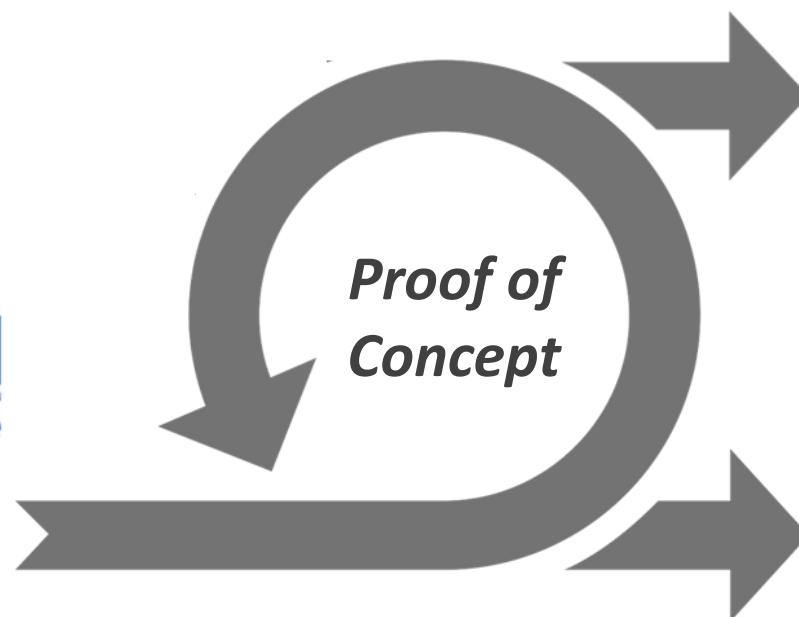
- **Data Sovereignty** concerns as increasing hindering factor for centralized collaboration of travel information providers
- **Third party driven** innovation landscape
 - ⇒ focus on linking and innovating existing services

Driving Innovation Further

From the 'Proof of Concept' of Linking of Services Approach to a Multi-Modal Operational Service

- Enhancement of the technical solution from centrally distributed to **fully distributed system**
- **Integrate more mobility modes** (e.g. bike routing, sharing, MODs)
- Implementation of a **durable** and **resilient Linked Service System**
- **Collaboration** with other Journey Planning Services via OJP > **Expansion of the service coverage**

Driving Innovation Further



Goals of OJP4Danube

- Prepare the **operationalisation of the service** in the Danube Region (Technological Readiness! - Solving the technical problems from the "proof-of-concept")
- Develop a sustainable **technical and organisational architecture** for the service
- Develop a **framework strategy and basis for the harmonized implementation of OJP in Europe** together with the main players
- **(National/organisational) action plans** for the implementation of OJP in the participating organisations and countries

Cycling Focus in OJP4Danube

Services

- **Linking** rail and cycle routing planning services across borders and providers
- Integrate **cycling transport information** in public transport travel information services (e.g. bike-on-train information)
 - ⇒ Develop **seamless, cross-border, cross-provider, multimodal bike routing**
 - ⇒ **Improve travel information** for cyclists / travellers

Data

- Improve **data basis, quality and availability** for cycling routes and infrastructures in the Danube Region
- Integrate bike routing in technical specifications and OJP profile (OJP Standard)
 - ⇒ Improve the **reliability** of cycling routing services
 - ⇒ Enhance the **visibility and relevance of bike routing** within integrated mobility systems on national and EU-wide level

Benefits of this ‘Linking of Services’

for the travellers / cyclists

- **Simplified access** to sustainable, multimodal, seamless transport information
- Usage of **well-known JP App** of home service in the **language** of the traveller
- Information of the **highest quality and accuracy**

for the service provider

- **Sovereignty over data**
- Extension of the **range of the own system** by the coverage of all affiliated systems
- Thus, improvement of the **functionalities and quality of information** provision for customers
- **Strengthening the market position** of the local/regional service provider

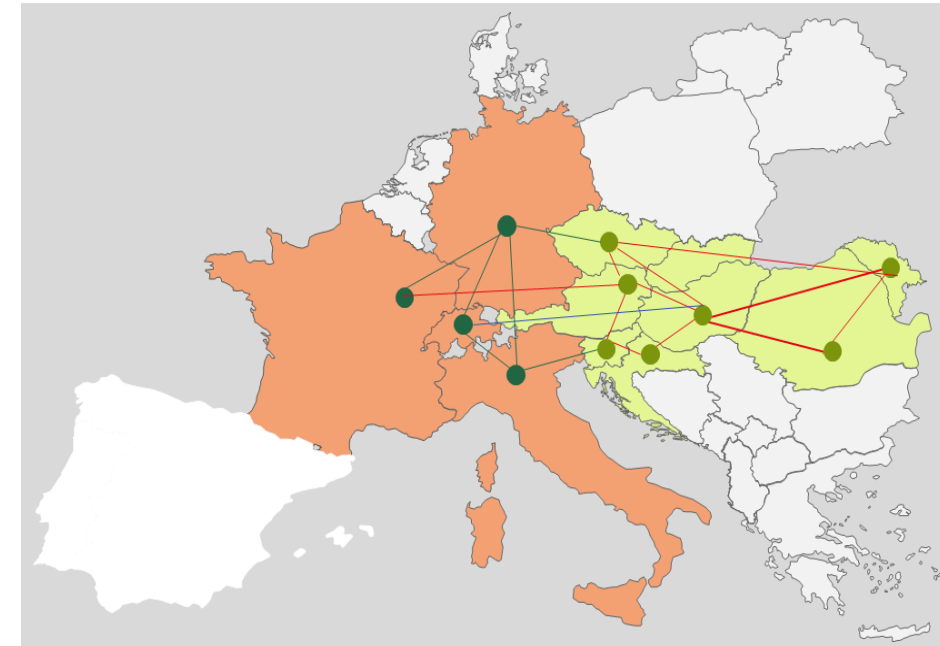
for the mobility system

- **Supporting the sustainable mobility behaviour** of travellers / cyclists
- **Strengthening** of the market position of **small-scale / regional providers and regions** (vs. central, international platforms)
- Strengthening the accessibility and connectivity of **rural areas**
- Solution for **last / first mile issue**

Outlook

- **Scale-up** and **Scale-down!**
- **Enhance Multi-Modality** of service
- Input findings for **Standardisation** and **Policy** revisions

**Establish an EU-wide, linked Multi-Modal
Journey Planner Network via OJP**



Thank you!

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