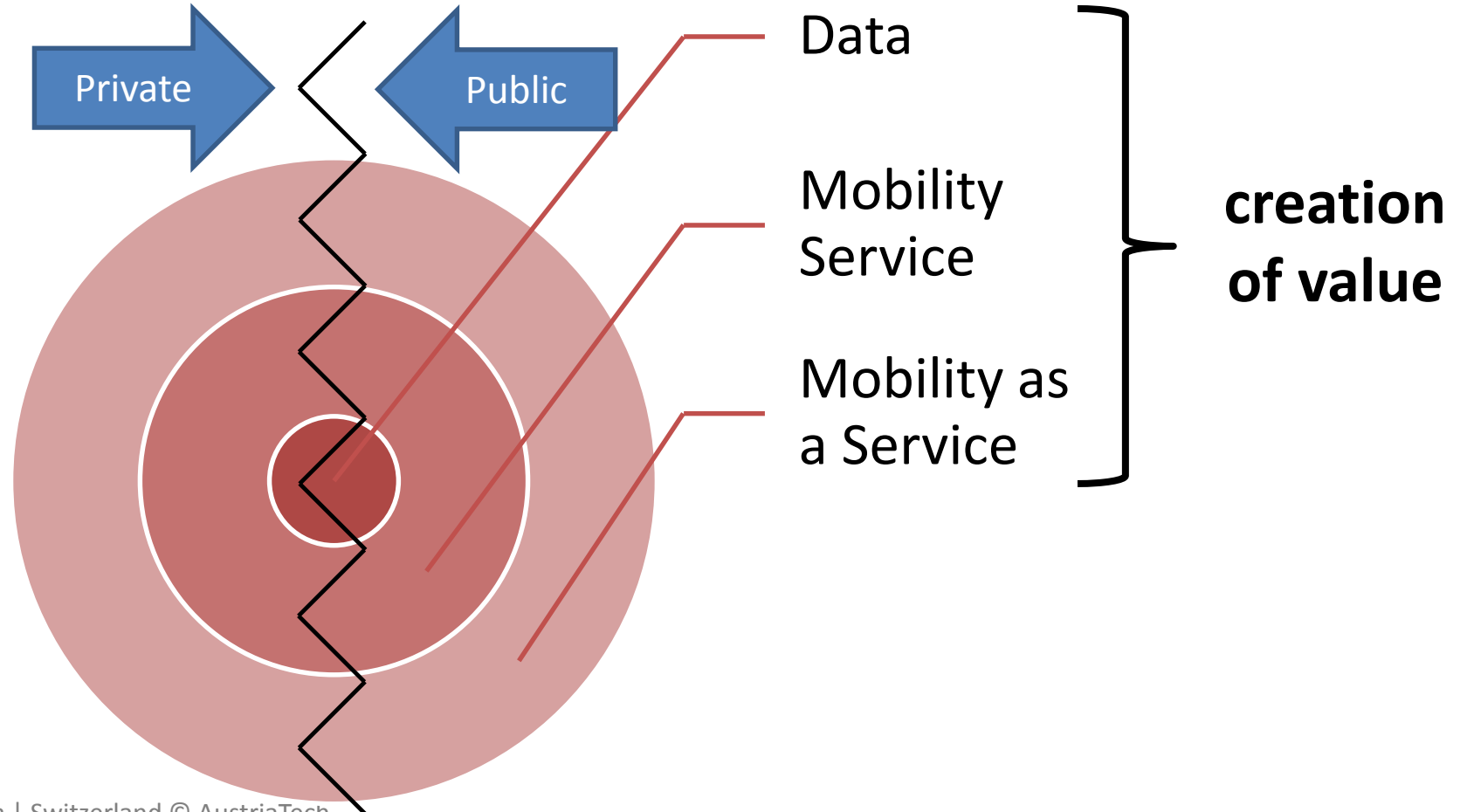


smart mobility
made in austria



Big Data for Smart Cities

Martin Böhm | martin.boehm@austriatech.at

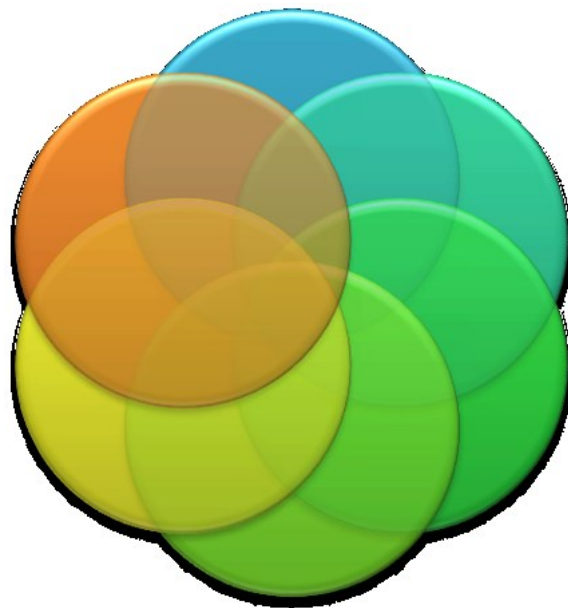


Mobility-Services

Multi-modal trip
info, booking,
ticketing and
payment

Freight Demand
and Delivery
Management

Traffic Management

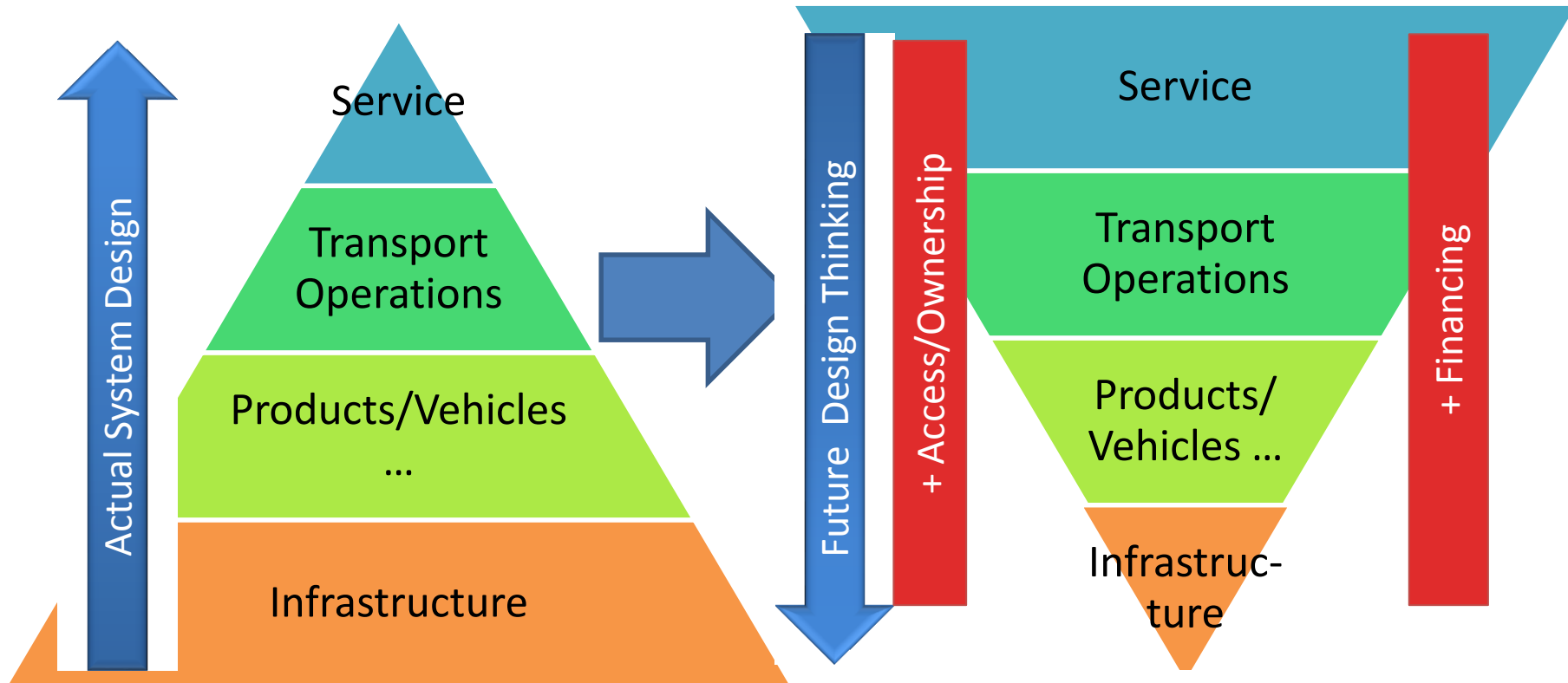


Safety & warning

Parking/Bike&Ride
E-Mobility

Car/Bike Sharing
and Pooling

System Integration → Service Thinking



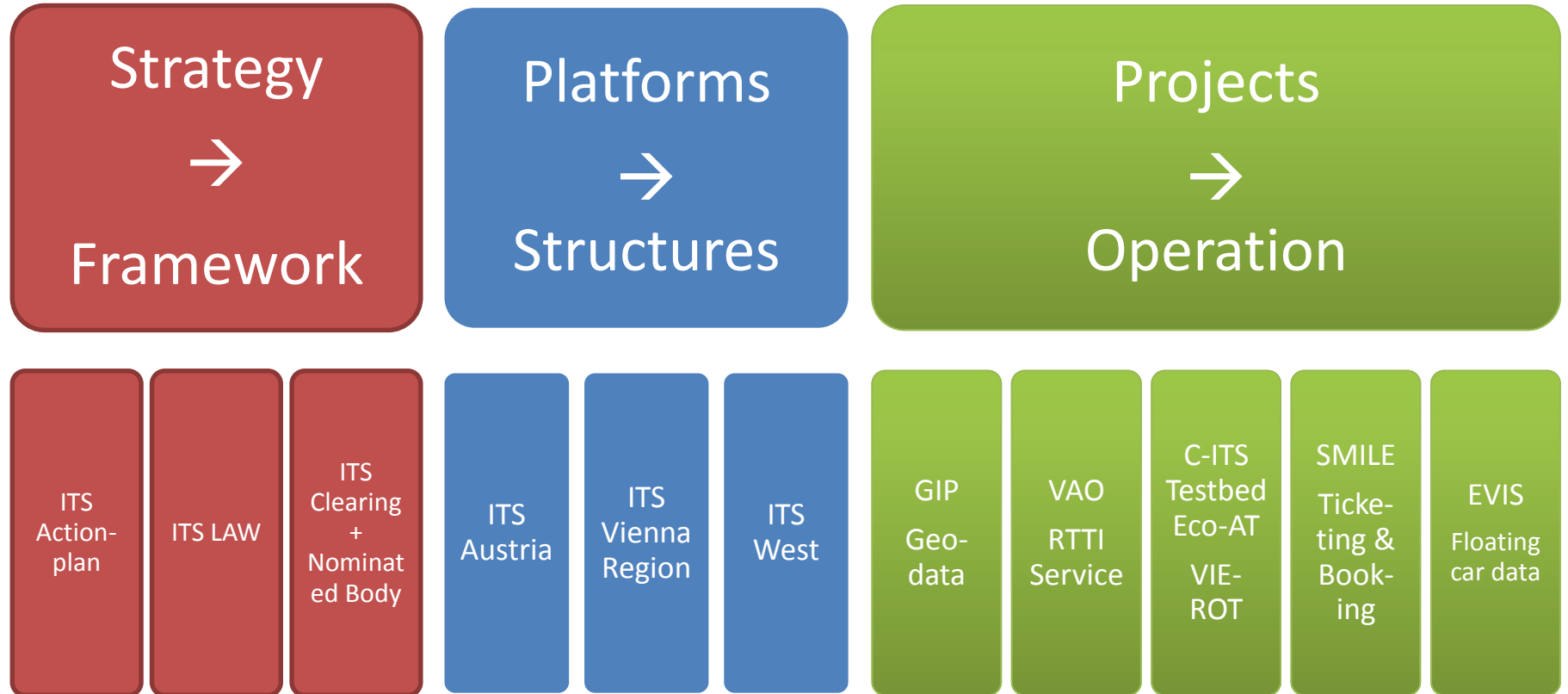
Optimisation of Interfaces

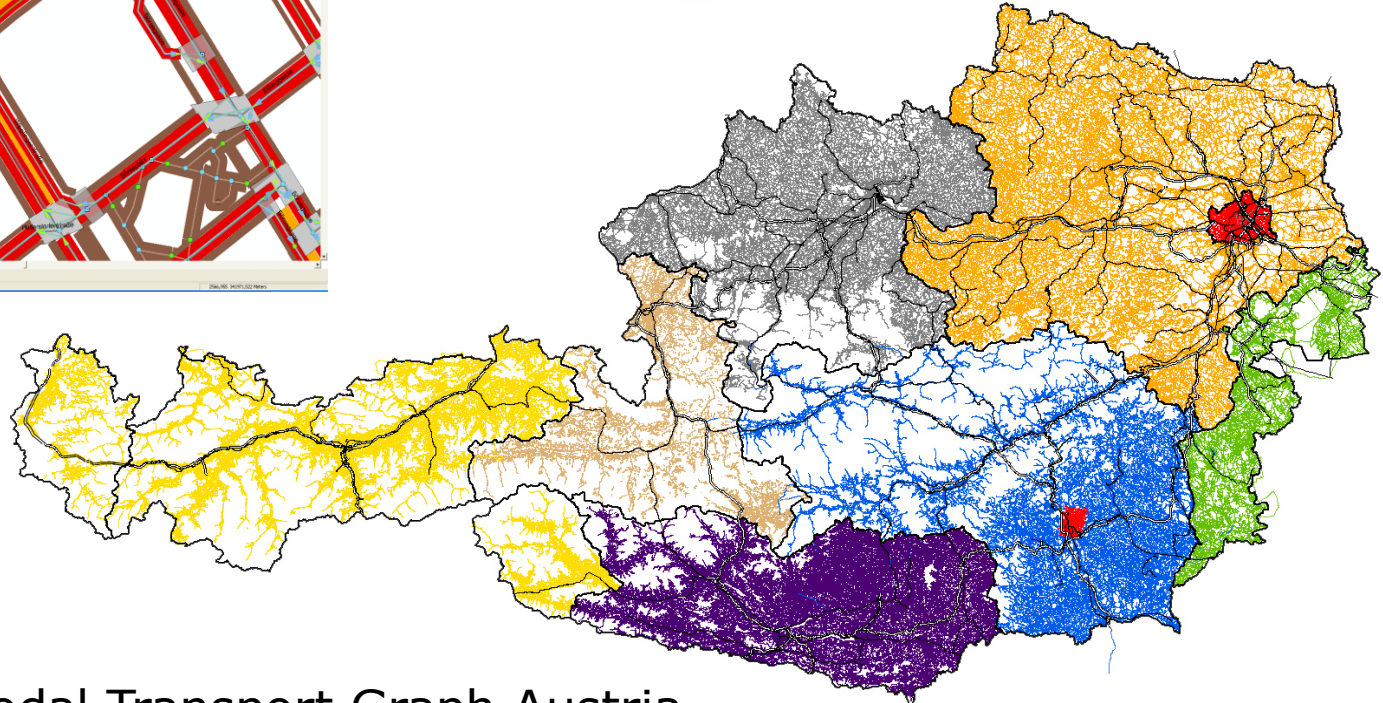
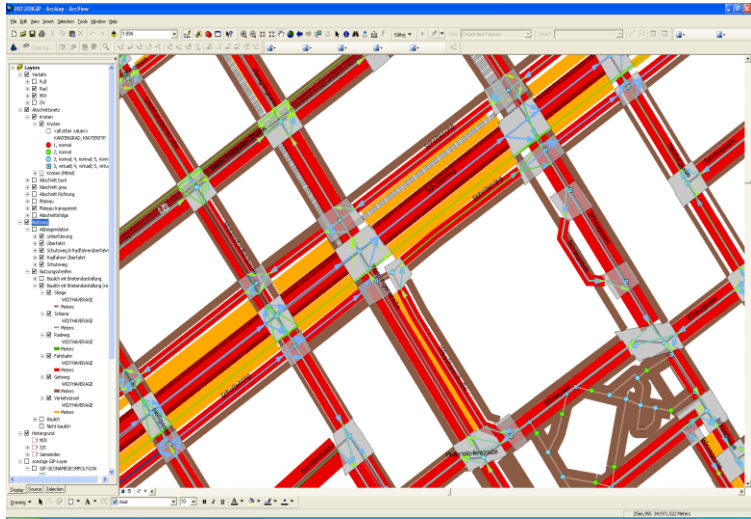
- Real world (hubs) and virtual world (services)
- Ensure interoperability
- Reflecting governance and organisational structures
- Need to be defined open and flexible
- Covering all transport modes
- Between research → development → deployment → market
- etc.

Who is in the driving seat?

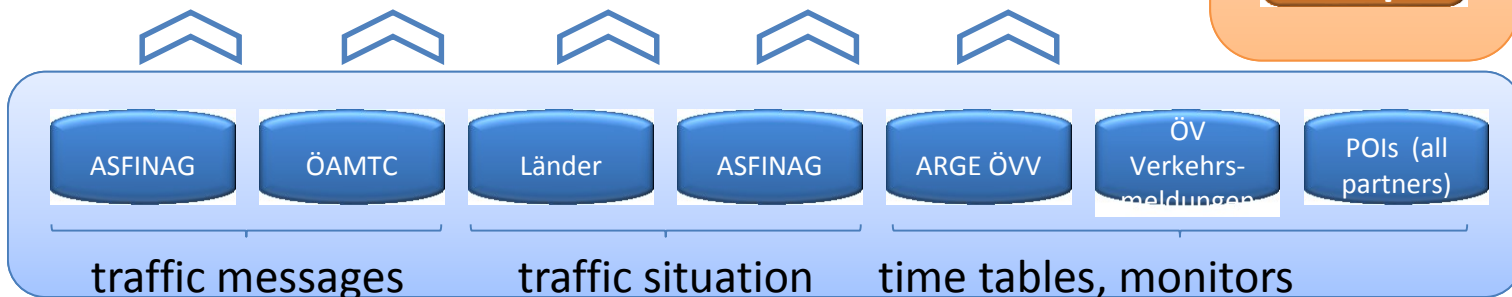
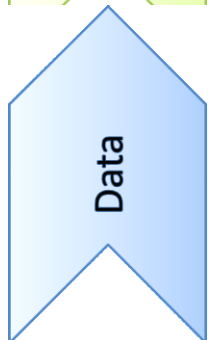
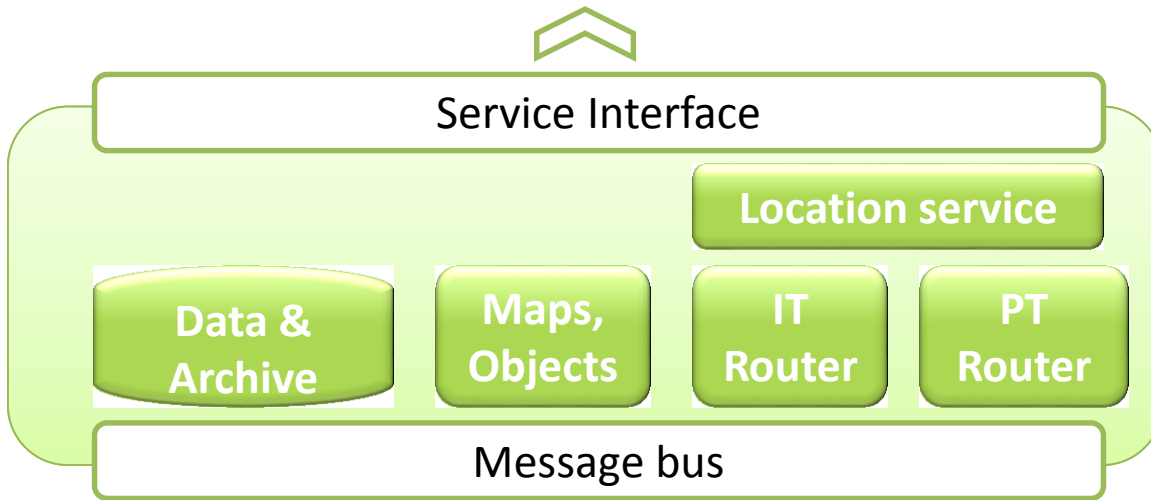
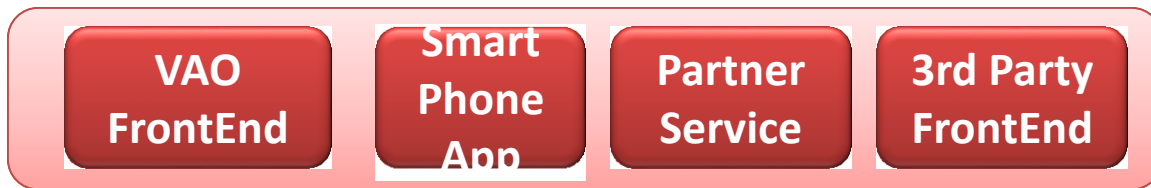
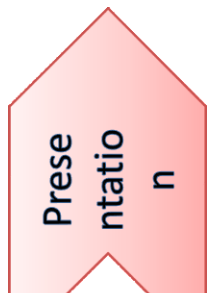


Building Blocks for a MaaS Eco-System





GIP.at – intermodal Transport Graph Austria



Dissemination by multi-tenancy (web)



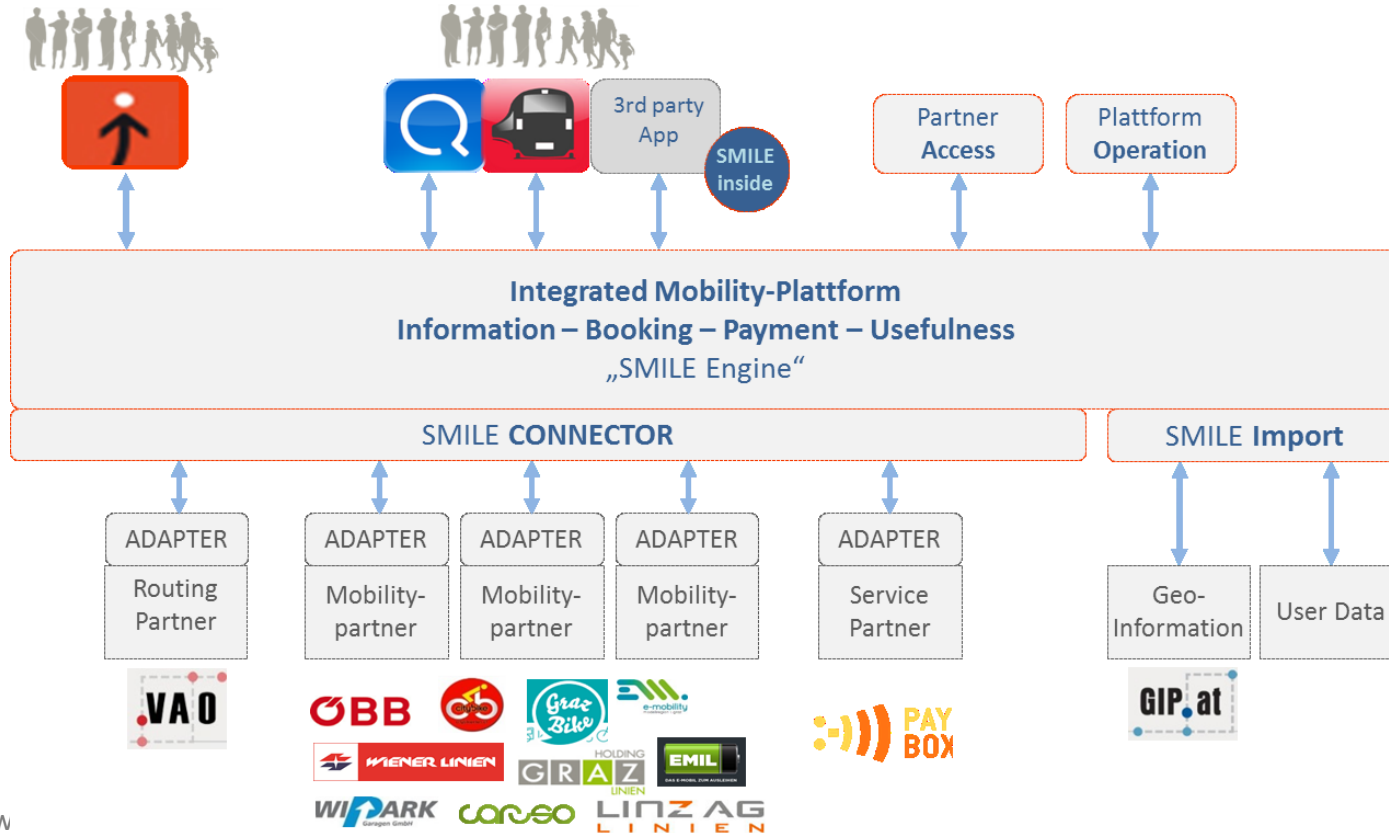
- one instance for all partners

The screenshot displays a multi-tenant web application for public transport. It features several distinct user interfaces for different providers:

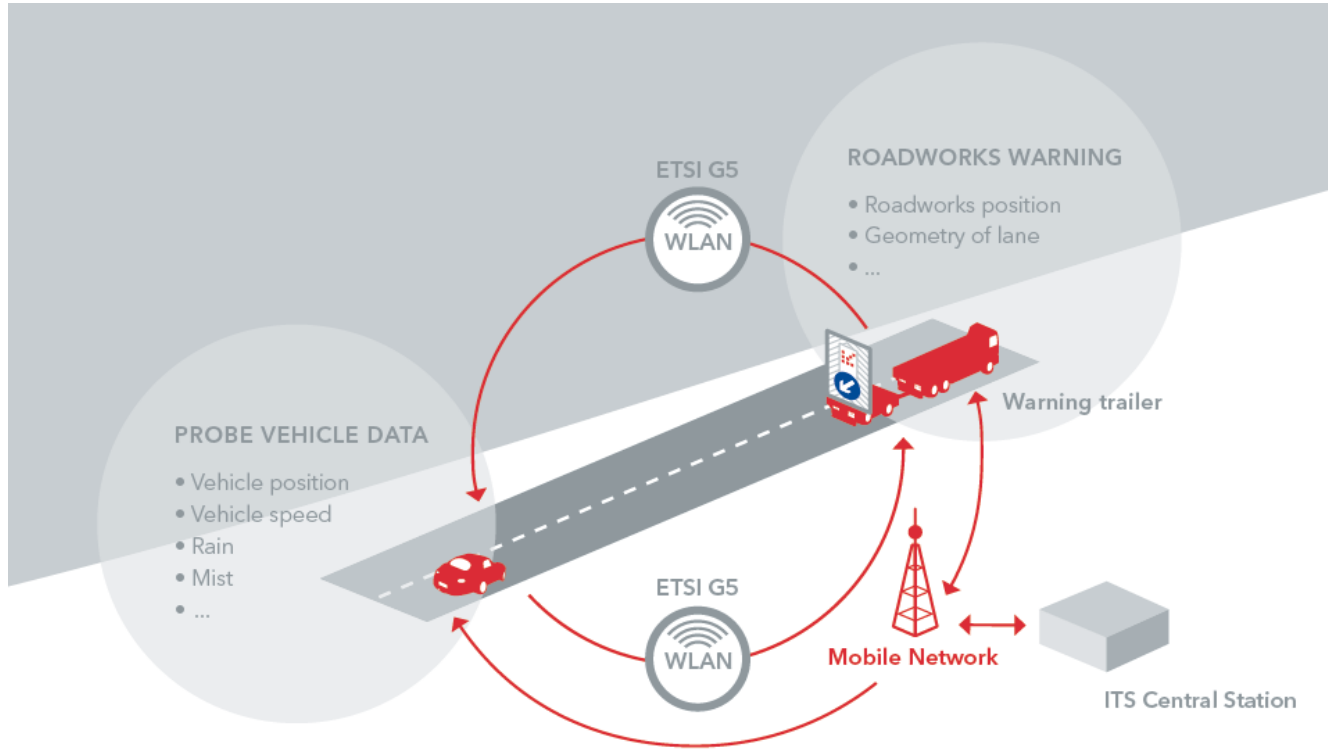
- OAMTC | VERKEHRS-AUSKUNFT:** Shows a route from Vöcklabruck to Rathausplatz. The interface includes a search bar, a list of transport modes (Auto, Park & Ride, etc.), and a detailed schedule for a specific date (22.09.2014).
- Land Salzburg:** Shows a route from Zell am See to Hornweg. It includes a search bar, a list of transport modes, and a detailed schedule with a 'LIVE' indicator.
- ASIFINAG:** Shows a route from Kitzbühel to Staudach. It includes a search bar, a list of transport modes, and a detailed schedule with a 'LIVE' indicator.

Each interface includes a map showing the route and a list of transport modes with their respective schedules. The 'LIVE' indicators suggest real-time data integration. The application is designed to be multi-tenant, allowing different providers to use the same underlying system while maintaining their own branding and data.

Smile – booking and payment included



C-ITS Corridor



I2V provided by infrastructure

- Road works warning
- In-vehicle signage/information
- Signal phase and timing of traffic lights
- Probe vehicle data (Floating Car Data)

Conclusion: We see changing framework conditions

- New organisational models
 - User centered models
 - Diversity as driver
 - Open services for customers
 - Service quality to ensure sustainability
- ➔ The business case for authorities is mobility!

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