PriMaaS Thematic Conference

Session 2 | Elements to Support MaaS Delivery

The Digitization of transportation systems
The perspective of Regione Liguria

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April 4, 2022, Genoa, Italy

Presentation outline

- **A short recap about MaaS**
- **Our platform for MaaS: LiguriaGO**
- **Data for MaaS: (our) current state of digitization**
- **What are we working on?**
- **Expected results**

A short recap about MaaS

A short recap about Maas (1) – What is MaaS?

MaaS *is the integration of various forms of transport services into a single mobility service accessible on demand. To meet a customer's request, a MaaS operator facilitates a diverse menu of transport options, be they public transport, ride-, car- or bike-sharing, taxi or car rental/lease, or a combination thereof. For the user, MaaS can offer added value through use of a* **single application to provide access to mobility***, with a single payment channel instead of multiple ticketing and payment operations (MaaS Alliance)*

Mobility-as-a-Service (Maas) is a **user-centric, intelligent mobility management and distribution system***, in which an integrator* **brings together offerings of multiple mobility service providers***, and provides end-users access to them through a digital interface, allowing them to seamlessly plan and pay for mobility (MaaS Lab)*
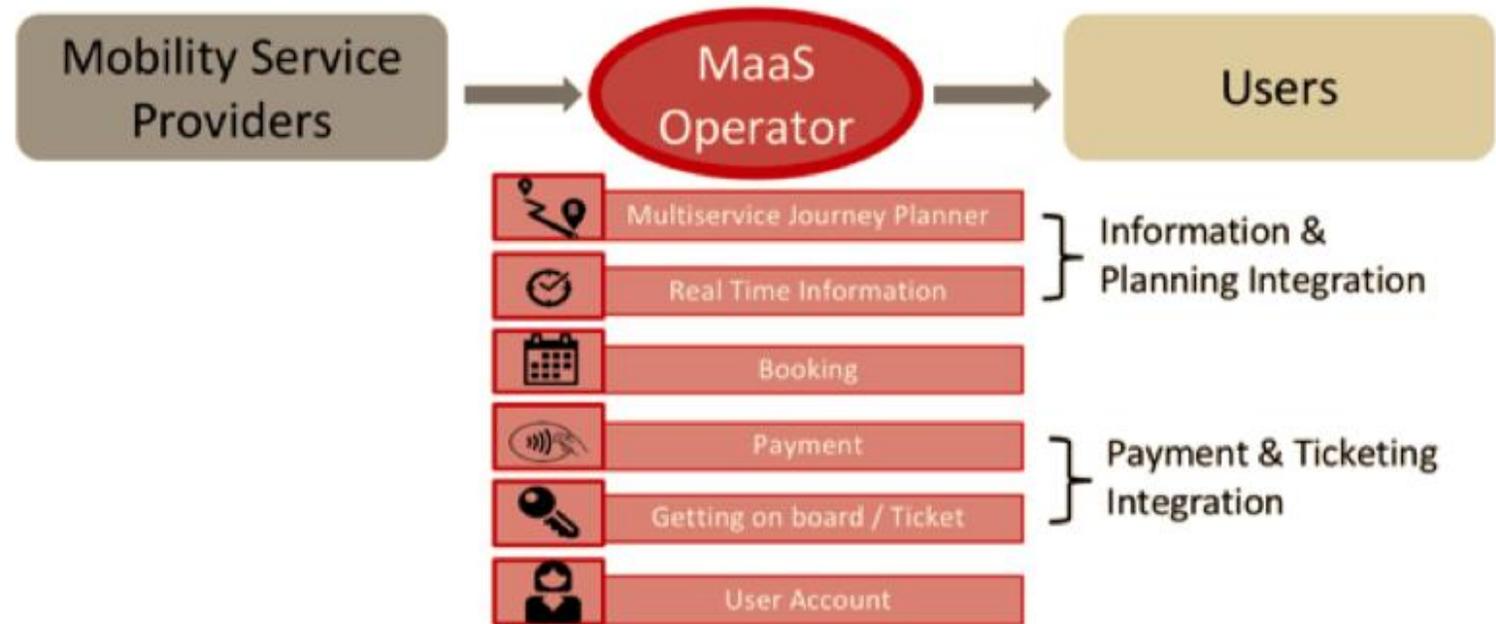
Kamargianni, M., Matyas, M., Li, W., Muscat, J., Yfantis, L., 2018. The MaaS Dictionary. MaaSLab, Energy Institute, University College London

A short recap about Maas (2) – MaaS Integration Levels

Policies, incentives, etc.

Bundling/subscription, contracts, etc.

Single trip-find, book and pay

Multimodal travel planner, price info

Single, separate services

**Level 4
Integration of societal goals**

**Level 3
Integration of the service offer**

**Level 2
Integration of booking and payment**

**Level 1
Information of integration**

**Level 0
No integration**
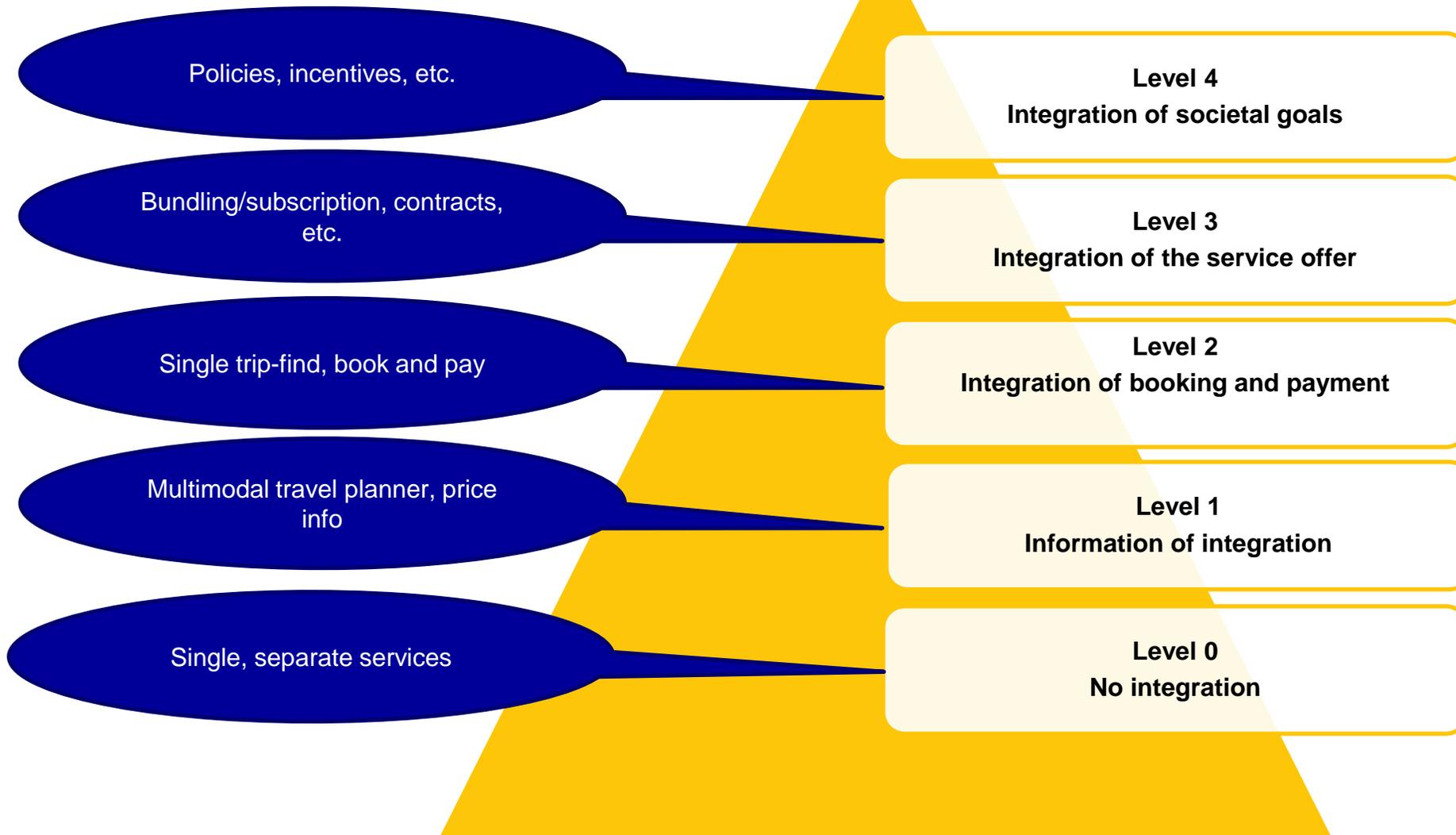
MaaS Integration Levels – according to 5T based on Sochor et al. 2017

Our platform for MaaS: LiguriaGO

Our platform for MaaS: LiguriaGO

- In July 2021 we published **LiguriaGO** https://liguriago.regione.liguria.it
- LiguriaGO is not *just* the new travel planner of Regione Liguria
- LiguriaGO is a **radical shift** from the HAFAS platform we've used since 2004 (proprietary software, closed data format) **towards a complete Open Source/Open Data approach**
- LiguriaGO technological stack is based on the world-wide deployed **OpenTripPlanner** engine, the powerful **Pelias** geocoding engine and the ubiquitous **OpenStreetMap** open cartography
- The **openness** of the LiguriaGO concept makes it possible to think in terms of **progressive build-ups** of features, aiming to a full MaaS platform

Data for Maas: (our) current state of digitization

Data for MaaS? – current state of key enablers (1)

- Nowadays all regional PT Agencies (RT, TPL Linea, AMT, ATC) share planned data with Regione Liguria in GTFS format

- Since July 2021 Trenitalia Divisione Regionale sends us GTFS planned data about both regional and long-distance trains in Liguria

- In summer 2021 we set up and published timetable data about tourist boats (Cinque Terre, Golfo Paradiso, Tigullio)

- As of April 2022 we publish intermodal, fully-connected planned data about **bus, metro, funicular, regional and long-distance trains, ferries and tourist boats**

- We are in touch with Agencies to pursue further enrichments of the datasets according to the GTFS specification

- We are developing a data converter from GTFS data to NeTEx (Italian Profile), currently in beta-testing

- We are planning to publish the full GTFS AND NeTEx data in the new Open Data Portal in Q2/2022
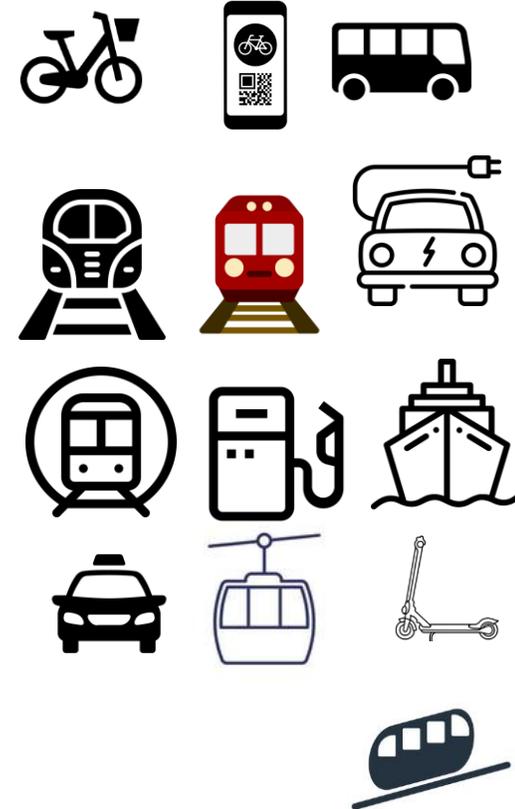
Data for MaaS? – current state of key enablers (2)

- **Real-time PT data** is a fundamental asset in a modern transportation information system

- LiguriaGO can manage three types of dynamic PT data:

  - **Alerts**: stop moved, unforeseen events affecting a station, route or the entire network
  - **TripUpdates**: delays, cancellations, changed routes
  - **VehiclePositions**: information about the vehicles including location and congestion level

- Nowadays just AMT and TRENITALIA could exchange real-time data with us, but the implementation of the electronic ticketing system on a regional scale would enable us to cover the whole PT fleet

- We successfully tested the LiguriaGO platform with real-time (GTFS-RT flavour) in the MOBIMART project (data courtesy Regione Toscana)
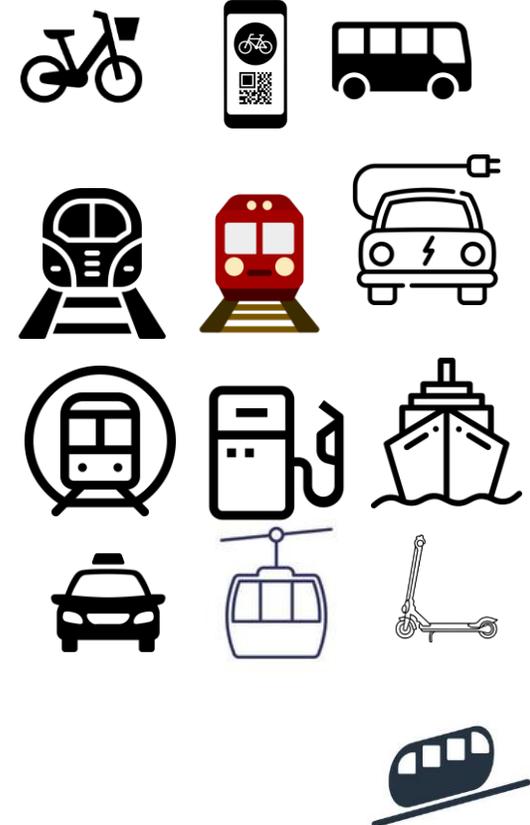
What are we working on?

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- According to the MaaS Integration Level hierarchy, Regione Liguria is currently positioned at a **partial** Level 1
- Pricing information will be added in 2022 for some simple ticket formulas (single tickets, no bundling, no subscriptions) to get a **full** Level 1
- **Regional e-ticketing system (formerly known as Smart Ticket): tender procedure in-progress**
  - **Full range of services to reach Level 2**
- Our aim for 2022 is to **consolidate** the information offering in a three-fold way:

Keep a focus on widely used specifications and standards:

- De facto standards (think "*specifications*")

    GTFS

    GTFS-RT

    GTFS-FLEX

    GBFS (General Bikeshare Feed Spec)

- De iure standards (think "*real standards*")

    NeTEx

    SIRI

    ► **NAP National Access Point**

Seek agreements with data/service providers

Strengthen our role as a MaaS Integrator

Expand the range of mobility information in LiguriaGO to:

- FTS/DRT (Flexible Transport Systems/Demand Responsive Transportation)

- Micromobility/shared mobility (bike/scooter sharing, car sharing)

- Ancillary information (e.g. charge stations)

Expected results

Our aim

Strengthen the role of LiguriaGO as a **knowledge hub** to support regions fostering the MaaS concept ensuring that:

- mobility solutions are focused on **citizens' needs**

- low carbon mobility solutions are good options from the citizen's perspective in terms of **comfort and price**

…according to PriMaaS specific objectives

- **To engage regional stakeholders and increase levels of confidence among each other** - New sources of data (including the production of mobility services) can be shared in common online repositories to facilitate further tuning of the mobility services towards citizens' requirements.

- To deliver **high-quality training and information material to policymakers and regulators** - The new concept of mobility as services brings new opportunities to promote sustainable mobility, but can also entail some risks. More qualified professionals will certainly be better able to adapt policy instruments to new paradigms in transport sector.

Thank you!

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https://liguriago.regione.liguria.it/