

PRESS RELEASE

DEVELOPMENT OF THE ELECTRONIC TICKET 3000 Dresden citizens to be the first to test this exciting innovation

(Berlin/Dresden, 23rd September 2004) The intermobil Dresden research agency presents for the first time a new generation of systems, designed to manage fares more effectively. The innovation lies in the automatic recording of passengers in public transport vehicles. The passenger need no longer validate any tickets, he just gets on and goes, everything else, including the calculation of fares, is covered by the technology. All the passenger needs is a special cell phone or electronic travel pass in the form of a chip card, which must be carried whilst traveling. A pilot operation will commence in the Dresden region in February 2005, with the name ALLFA (travel made easy). This innovative technology however will not be restricted to this city alone. Traffic strategists have prepared a national standard, which will be implemented here for the first time. Ultimately, passengers will be able to travel further distances with their e-tickets.

E-ticketing represents electronic fare recording, and this is exactly how the system works: The passenger carries an electronic travel pass, integrated into a cell phone or in chip card format. This is equipped with a transmitter, which with minimum power radiates an identification code. If the passenger enters a public transport vehicle, the fare recording system registers him automatically. He is checked in. If the passenger now gets off, the system checks him out. The entire process, check in and check out, is carried out automatically by the technology. The passenger does not take any action. He can leave his electronic ticket in his pocket.

Knut Ringat, Managing Director of the Oberelbe Transport Agency and one of the initiators of this development expressed his enthusiasm at the press conference: *"The system is child's play to operate and makes it much easier for our customers to use public transport. Our new motto says it all «simply get on and go»".*

The passenger is registered by the so-called presence detection technology, also a development of the intermobil research project. Antennae are integrated into the ceilings of public transport vehicles, which receive the radio signals from the electronic tickets. An onboard computer registers passengers boarding and alighting the vehicles.

When it comes to billing the customer can choose between paying in advance (prepaid option) or as with a regular telephone service paying afterwards. If he chooses the second option, the passenger must be registered with various data including name and address, whereby adherence to the data protection laws is guaranteed. Should the passenger not wish to disclose any personal information, then the prepaid option would be preferable: With this method, the

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electronic ticket can be credited with a selected amount at a special terminal and the user is free to use the technology anonymously.

The future advantages of this innovative system, which is still in the research phase, are equal for both passengers and operators of public transport systems. E-ticketing will make it much easier to use public transport, which in turn will increase passenger numbers, an obvious advantage for the operators of trams, buses and trains.

Torsten Gründel of the Fraunhofer based Institute for Traffic and Infrastructure Systems (IVI), responsible for data processing systems, has this to say: *"Complex fare zone models will become a thing of the past, along with the so-called transfer ticket. Travel costs will be calculated automatically based on actual distances traveled."*

For the transport authority, the objective of introducing the e-ticket is a reduction in operating costs. It means for example, the elimination of comprehensive customer surveys to establish the division of income between the various operators. Furthermore, the system also facilitates more flexible fare structures, such as bonus arrangements. It must be said however that the initial investment in the vehicle equipment and accounting system is relatively high for the pilot operation. This money is being raised by grants from the BMBF and the Free State of Sachsen.

Patrick Almy, Project Manager at Siemens TTS adds: *"We have developed a brand new, pioneering system, representing the future of modern ticketing technology. The pilot operation will commence in this coming year, providing us with valuable practical experience."*

The pilot operation is set to start in February 2005 on selected routes in and around Dresden. This will involve fitting a total of 53 vehicles with the presence detection equipment, including a mix of trams, buses and commuter trains. 3000 test passengers will be recruited for the six month pilot phase. Applications are already being processed. Anyone who may be interested can apply online at www.alfa-ticket.de or via the Oberelbe transport agency hotline on (0180) 22 66 22 66. Participants in the pilot operation must, as before, buy conventional tickets, but they will also be carrying the new e-tickets. With the data collected, it will be possible to test and further develop the various fare models.

The costs for the e-ticket project are currently running at 4.3 million Euro. This is mainly being financed by the Federal Ministry for Education and Research (BMBF) and the Free State of Sachsen.

The intermobil consortium represents a multi-discipline research agency including transport operators, the provincial capital of Dresden, various companies and universities and the Fraunhofer community. The aim of the consortium is with innovative technologies and intelligent traffic management to improve the efficiency and flexibility of transport systems and to make a

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contribution to reducing traffic levels. More than 40 innovative products have already been developed within the scope of intermobil, now in successful operation in the region.

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