

## **What's on**

The calendar below shows key events over the coming year or so, from RTIG and other key industry bodies. For further details of RTIG events please contact [secretariat@rtig.org.uk](mailto:secretariat@rtig.org.uk)

### **Information presentation WG**

19 September 2017, London

### **RTIG Committee**

20 September 2017, London

### **RTIG Workshop – the future of communications**

September 2017, Coalville (TBC)

### **PTIC**

3 October 2017, TBC

### **Smart Travel LIVE! 2017 (Londor)**

19-20 October 2017, Milton Keynes

### **Intelligent Transport 2017 (Russell)**

31 October 2017, London

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\* = *To be confirmed*



### **For all administrative matters and enquiries please contact:**

RTIG Secretariat, c/o Centaur Consulting Ltd,  
Surrey, Research Park, Guildford, Surrey,  
GU2 7YG

Tel: +44 (0) 1483 688270  
Email: [secretariat@rtig.org.uk](mailto:secretariat@rtig.org.uk)  
Web: [www.rtig.org.uk](http://www.rtig.org.uk)

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S**David Brown moves on .....**

On 15 June, Transport for the North (TfN) announced that David Brown will be stepping down as its Chief Executive in September.

David is of course RTIG's Chair, having taken over the reins from Neil Scales when he was Director General at SYPTE. He later moved to take over Merseytravel; and then on to set up TfN as the UK's first subnational transport body, helping to consolidate the subnational policy approach into national strategy.

He won't, of course, be leaving the public transport industry (who ever does?). He will, however, be leaving the public sector, since he moves to become Managing Director of Arriva Rail North Ltd (operator of the Northern Rail franchise). Since David is a railwayman of old, this must feel like something of a homecoming!

We're sure that David's outstanding leadership will make a real difference to rail in the north of the country, and that his ability to understand and steer both public and commercial interests will be very valuable (and probably very needed!).

On behalf of RTIG and all of its members, we wish David all the best in his new role. And we will be watching with interest...

<http://www.transportfornorth.com/transport-norths-chief-executive-steps/>

**RTIG air interface – anyone for JSON?**

The RTIG digital air interface protocol (codified as RTIGT030) is one of the more important of our technical products, although not precisely in the way we expected.

# IN OTHER NEWS

The 1.0 version, dating back to 2009, was the first real attempt to open up this commercially important interface. It was triggered by, and perhaps even helped consolidate, the increasing adoption of control by operators over the systems installed on their vehicles. Prior to then, practically all on-bus RTI was bought and fitted by the local authority.

This was also the first time RTiG got into the business of integration testing. The Working Group developed a test spec alongside the protocol, and we held a “plugfest” in east London to validate the correct interoperation of several supplier products. Today, whether or not compliant devices are used, this interface is invariably a key design point, and the focus a lot of discussion between LAs and their local operators.

However, it has become increasingly clear that operators want something even cheaper and simpler. So, we have had some discussion with Trapeze – which coincidentally hosted the original plugfest – about adapting the protocol to a more modern comms platform: namely, JSON. If we can do this, it should be both more natural to implement for an on-bus system (and suitable for remote management), and cheaper on the comms cost (for anyone using commercial networks).

Trapeze is offering to lead this development but if anyone else would be keen to participate at this stage, we (and they) would be every keen to set up something where more technical skills can be brought to bear. The aim would be to produce and publish a JSON-based variant of the air interface, semantically compatible with the existing message set. Depending on interest, we may set up an RTiG Working Group for this purpose.

If you are interested, please let us know in the usual way. And if you’d like to have a preliminary discussion with Trapeze about their current thoughts, feel free to contact Paul Everson or Mike Hampton.

# I N O T H E R N E W S

## Information Presentation progress

The Information Presentation WG has been one of the more dogged RTIG working groups. So, although it hasn't published anything much since the terminology guidance last year, there is a lot happening under the bonnet.

The work on message prioritisation is becoming much clearer, and we are now considering how we can – using some pretty simple tables – provide guidance that is both practical and, as far as possible, universal.

In a change from earlier expectations, though, it is now thought likely that this guidance will be included in the guidance document on display layouts (the two have obvious connections).

This guidance will also include, as well as the "what to do" passages, include some of case studies of how different schemes are facing the issues. Obviously we'll be looking in the first instance to the LAs who have been involved in the WG, but if you have a good story to tell – or even a useful tip – we'd love to hear from you.

## Update: RTIG and UTG members

In February we announced the newly-signed Agreement between RTIG and UTG (the former PTEG). However, discussions with UTG have not progressed smoothly, and unfortunately this Agreement is now in abeyance.

However, RTIG firmly believes that this cannot undermine the relationship we have with individual UTG members. The Committee has therefore confirmed its offer to provide RTIG Foundation membership for UTG full members at a 10% discount to published prices.

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This offer applies to TfWM, Merseytravel, WYCA, NECA, SYPTE, TfGM and TfL. In addition, as a gesture of goodwill, we are willing to extend the price reduction to UTG Associate members: SPT, NCC, West of England, and Tees Valley CA.

We will of course be taking the necessary administrative steps to implement these decisions with immediate effect. Concerned personnel from these authorities may of course contact us in any case, to clarify the current position regarding their RTiG membership and invoicing status.

We deeply regret the loss of what might have been a valuable collaboration, and apologise to those affected by the confusion this must have caused.

### Current Working Groups

The following Working Groups are currently active:

- **Information presentation WG** – the group met on 6 June, in London as usual (see main story). The next meeting is now planned for 6 September.
- **PTIC** (joint with ATCO and Traveline) – the group met on 25 May to discuss various issues of data standards and management. The next meeting is on 3 October.

If you don't yet participate in one of these groups but would like to do so, please contact us at [secretariat@rtig.org.uk](mailto:secretariat@rtig.org.uk).

# I N O T H E R N E W S

## Bus data provision: UK and EU

As you know, the UK's Bus Services Act just managed to make it onto the statute books before the end of the last Parliament, and DfT is now working hard to implement its provisions.

We understand that the first step will be to address the area of franchising and enhanced partnerships. The areas of RTiG's interest – namely the provision of bus services data – may be less contentious, but they are technically complex; these, therefore, are going to take a while longer to address.

Timing on this is currently unclear, but it some industry insiders have suggested that we are now looking at well into 2018.

Meanwhile, the European Commission has now published the draft of the Priority Action A regulation. You can find it at [http://ec.europa.eu/info/law/better-regulation/initiatives/c-2017-3574\\_en](http://ec.europa.eu/info/law/better-regulation/initiatives/c-2017-3574_en). This is not yet formally adopted but it has passed through all major procedural steps.

Brexit makes the legal role of Action A unclear in the UK, of course, but it is widely felt that it would be sensible to stay aligned with (and involved in) the technical work being undertaken at continental level.

## National Coach Services Database

On 12 June, DfT published an ITT for the above contract. The scope was to "provide comprehensive data across all public transport modes, details of these services need to be present in any public transport planner claiming to offer comprehensive travel options to its customers".

# IN OTHER NEWS

The ITT is now closed (after a 16 day window!) but you can still look at the key facts at

[https://www.contractsfinder.service.gov.uk/Notice/89964730-89f9-4f5a-9366-](https://www.contractsfinder.service.gov.uk/Notice/89964730-89f9-4f5a-9366-83089bc88f6e?p=@T0=NjJNT08=UFQxUIRRP)

[83089bc88f6e?p=@T0=NjJNT08=UFQxUIRRP](https://www.contractsfinder.service.gov.uk/Notice/89964730-89f9-4f5a-9366-83089bc88f6e?p=@T0=NjJNT08=UFQxUIRRP)

and/or on the DfT's procurement portal site at

<https://www.delta-esourcing.com/tenders/UK-GB-London:-PPRO-004/096/033-National-Coach-Services-Database/5T43283D4U>.

We'll let you know when we hear of the winner...



# M E M B E R S N E W S

## Keeping in touch with you

As well as keeping you up-to-date with all the latest news from RTiG, this newsletter aims to provide a community forum for members. We therefore offer RTiG members the opportunity to submit a short article here on any issue or innovation that might be of interest to the community.

There are two ways of becoming involved in this:

- ▶ Email pieces to us when you have them – press release format is fine and pictures are welcome.
- ▶ Nominate a marketing contact who will be included in the editor's monthly process of 'chivvying'.



Left to right:

Bjarne Nielsen, MD r2p, Russell Gard, MD Nimbus,  
Karen Gard, FD Nimbus, Ulrik Rasmussen, MD r2p  
Group



# M E M B E R S N E W S

## **REACT Technologies, Nimbus Journey Information and r2p join forces**

REACT Technologies, Nimbus Journey Information and r2p are pleased to announce that they are joining forces. r2p has completed the purchase of Nimbus Journey Information and REACT Technologies. Their combined suite of products offers complete information management and passenger information solutions for trains, trams and buses. These can be taken as discrete modules or as a fully integrated solution.

The r2p group, headquartered in Flensburg, Germany, with subsidiaries and sales offices in 10 countries, provides cutting edge technologies on vehicle transit systems worldwide. In the UK, r2p has established itself as the leading supplier of on-board rail CCTV solutions including its award-winning real-time upload-download solution 'Horizon'.

REACT Technologies provides accessibility solutions for public transport applications around the innovative React System. Nimbus Journey Information provides operational management and passenger systems for the UK public transport industry.

[www.react-tech.com](http://www.react-tech.com)

## **PostBus uses IVU software for planning throughout Switzerland**

PostBus Switzerland AG has introduced IVU.suite from IVU Traffic Technologies to provide all ten of its regions in Switzerland and Liechtenstein with a standardised system for the integrated planning and despatching of vehicles and staff for the first time.

# M E M B E R S N E W S

For more than 100 years the PostBus brand has ensured reliable and safe public transport in Switzerland, from the large agglomerations all the way to the remotest regions in the Alps. With a transport volume of more than 150 million passengers annually PostBus Switzerland AG is the largest bus company in the country. From now on, the various operating regions will be using the integrated modules of IVU.suite for planning and despatching the roughly 3,000 drivers and 2,200 vehicles in a standardised way.

The standard software from IVU is replacing an outdated piece of software at PostBus, which no longer satisfied modern requirements. The powerful, integrated vehicle and duty scheduling in particular supports the planners in their work. It makes it easier to create efficient and resource-saving vehicle runs and duties. Moreover, automatic personnel despatch ensures that the duty schedules for the drivers are balanced and fair. Thanks to the fact that the rules allow flexible editing, it also takes into account the respective special features with regard to payroll rules and work agreements in the individual regions automatically. The drivers can use the browser-based employee portal to view their duties and send their requests to despatch via stationary computers and also tablets in the future.

[www.ivu.com](http://www.ivu.com)

## **21<sup>st</sup> Century to maintain transport displays for Transport for West Midlands**

21<sup>st</sup> Century has been awarded the contract to maintain passenger displays for Transport for West Midlands (TfWM), the transport arm of West Midlands Combined Authority.

# M E M B E R S N E W S

The maintenance deal covers around 600 displays, including kiosks, rugged information displays and stretched displays at bus stops across the region.

The contract is for two years, with a one year extension option, and will be delivered by 21<sup>st</sup> Century's centralised service team operating from the company's new head office in Ashby de la Zouche.

[www.21stplc.com](http://www.21stplc.com)

# A D M I N

## Committee Members

The Management Committee for the year 2017-18 was appointed at the AGM on 15 March 2017. Membership is currently as follows:

Chair: vacant

Members: David Gill (WYCA), Andrew Wilson (Solent), Russell Gard (Nimbus), Jason Stevens-Read (21<sup>st</sup> Century), Tony Brown (Atkins), Martyn Lewis (Stagecoach) and Tony Pettitt (Reading Buses)

The RTiG Chair is vacant as a result of David Brown's departure from TfN. David Gill, who was appointed Deputy Chair at the first Committee meeting of the year, will act in this role for the time being.

## Contact us

Best by email: [secretariat@rtig.org.uk](mailto:secretariat@rtig.org.uk).  
Alternatively call us on +44 (0)1483 688270.

<https://www.linkedin.com/groups/8557065>

## Next issue

Issue 100 – Friday August 4 August, 2017.

Please send all contributions to [secretariat@rtig.org.uk](mailto:secretariat@rtig.org.uk) at any time up to Monday 31 July, 2017.

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