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## OPEN CALL FOR CITIES AND REGIONS TO PARTICIPATE IN CO-CITIES PRIME

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Apply for Co-Cities PRIME to:

- benefit from a unique opportunity to provide integrated multimodal transport information to your citizens
- equip your information systems with the Commonly Agreed Interface supported by an experienced technology provider who is partner in the Co-Cities project

Get all this with up to 50% of the implementation effort contributed by the Co-Cities project!

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1.0 final

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Public



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## 1. WHY CO-CITIES

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Currently, throughout Europe, only fragmented solutions for transport-related information are available: data is not available from all vendors and providers and information is not supplied sufficiently. As a result citizens and end-users are not reached in a satisfactory way and receive only partial and incomplete travel and traffic information.

What should be provided is personalised, high-quality, multimodal traffic and travel information in cities and regions throughout Europe, to support citizens in their daily personal mobility. To achieve this, cities, regions and public authorities on the one side and traffic and travel information service providers on the other side, have teamed up in Co-Cities to provide high-quality and easy-to-use mobility services based on common standards. Furthermore, Co-Cities allows end users to comment on the services received and even submit new information such as indications on congestion events or delays. End users will also feel more involved in the transport management of your city improving the image of your existing service range and motivating users to contribute.

Using Co-Cities allows your end-users to play a vital part in the validation and improvement of your traffic management and mobility services.

## 2. ABOUT THE CO-CITIES APPROACH

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Co-Cities is a pilot project funded by the EC in the ICT PSP Programme. It aims at introducing and validating cooperative mobility services in cities and urban areas. Co-Cities provides traffic information services to the end user via the Co-Cities App. Additionally it develops a dynamic “feedback loop” from mobile users and travellers to the cities’ traffic management centres, allowing users to give feedback on received services as well as to provide new information – which makes end-users part of the validation process and data providers for mobility services.

The information provision and the feedback loop is based on the Commonly Agreed standardised Interface (CAI)\*. It is a harmonised interface between operators, data providers and service providers (B2B interface).

\*The CAI

originally developed in the EU project [In-Time](#), is the result of a common approach to data access, developed in collaboration between cities, regions and service providers. The Interface is a standardized access layer to local data servers and to multimodal traffic data and services, which are available in various formats from distributed regional data providers. It is set up on top of existing systems, linking local contents and traffic information service providers.



Figure 1 visualises the Co-Cities basic architecture. Importantly, the specifications of the CAI are open and publicly available and allow different operators to continuously provide updated data, which is being translated into a standard format.

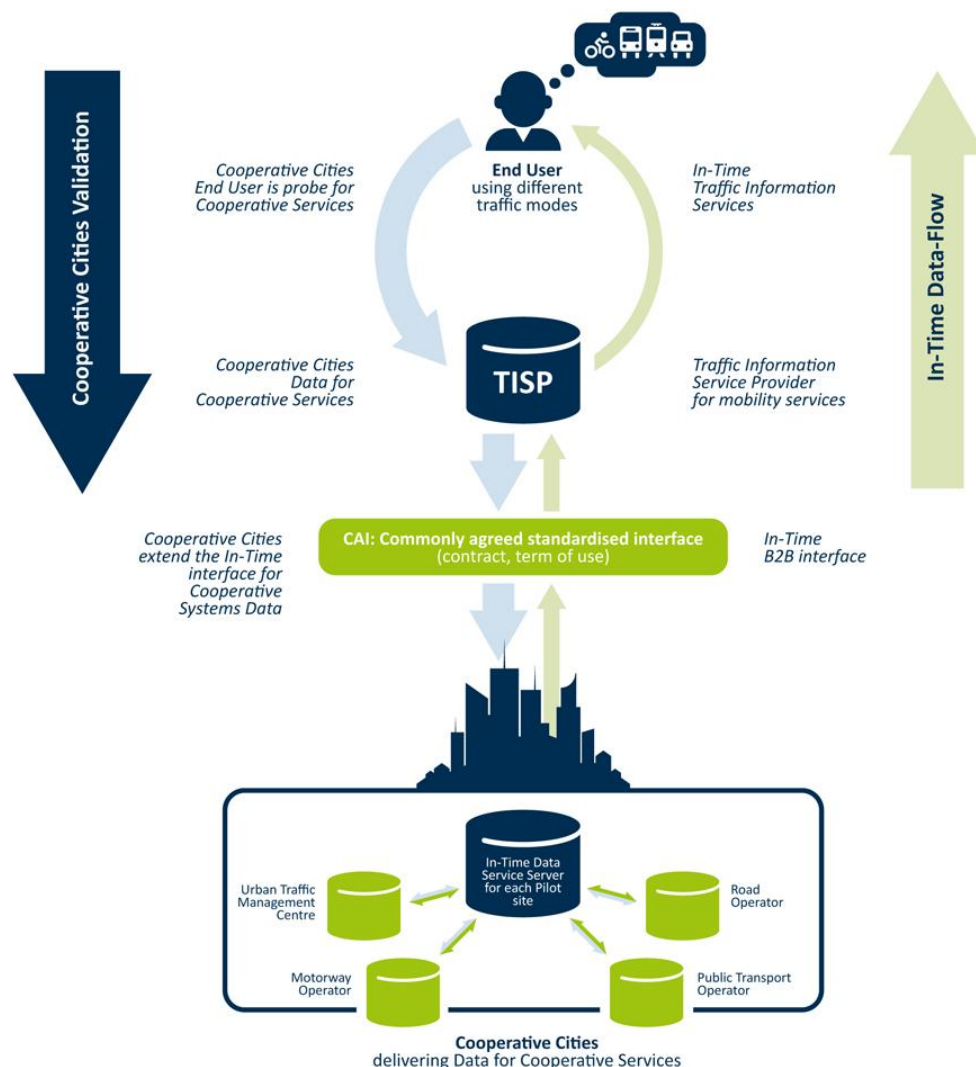


FIGURE 1: PRINCIPLES OF CO-CITIES / IN-TIME

Traveller information Service Providers have access to this data via the CAI and can use it to generate mobility services for their customers. The Service Providers which are partners in the project have released their applications for Android<sup>1</sup> and iOS<sup>2</sup>. The cities/regions which have already implemented the CAI are:

Bilbao ♦ Brno ♦ Bucharest ♦ Florence / Tuscany Region ♦ Munich ♦ Oslo ♦ Prague ♦ Reading  
Treviso ♦ Vienna

<sup>1</sup> Android: E-Mixer Co-Cities - [link](#)

<sup>2</sup> iOS: Dynavix Multi - [link](#)

### 3. THE CO-CITIES PRIME-INITIATIVE

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#### 3.1. BACKGROUND INFO

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The PRIME (Provide Improved Mobility Experiences) initiative aims at cities and regions which want to provide information to the end users and set up mobility services in their area. Various stakeholders contacted the project consortium to express their interest towards the CAI and the feedback loop. The Co-Cities consortium therefore decided to use the potential of the solution and put efforts on attracting cities and regions to install the CAI – this led to the start of the Co-Cities PRIME initiative.

In the ITS Action Plan the EC defined Traffic and Travel information as one of its key pillars. Area 1 is dedicated to the optimal use of Road, Traffic and Travel Data, containing the following actions regarding mobility information services:

- 1.1. Definition of procedure for the provision of EU-wide real-time traffic and travel information services
- 1.4. Free minimum traffic information services

By implementing CAI, cities and regions satisfy the directives 2010/40/EU and 003/98/EG by publishing data indiscriminately through standardised technology.

Cities would benefit from a cost effective implementation and would become highly attractive to service providers to take up data and services due to the standard technology.

#### 3.2. WHAT DO I GET FROM PARTICIPATING?

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The PRIME initiative provides the city a unique opportunity to benefit from the implementation of the Commonly Agreed Interface by an experienced technology provider who is partner in the project Co-Cities. Only 50% of this implementation costs would have to be covered by the city, the other 50% are covered by the project. Usually the implementation costs are around 10.000 – 20.000€ per city (with 1-2 months working time), depending on the maturity and complexity of the local technical systems already available.

A technical partner from the Co-Cities project will perform the implementation of the CAI and its components (adapters, web services), connect it to the local systems and make it suitable to be used by the service providers. A traffic service provider in the project will integrate, following the indications of the city administration, the services for the end users based on data and/or services provided via the CAI.

The Implementation therefore includes:

- Implementation of the CAI (including adapters and web services)
- Implementation of provided data and services into the existing end user Co-Cities mobile application
- Performing integration tests
- Release of the new services to the public



### 3.3. WHAT ABOUT THE FEEDBACK LOOP?

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The feedback loop is the special feature of the CAI and the mobile applications developed in Co-Cities. The users have the possibility to give feedback via the mobile app, e.g. reporting about current traffic jams, giving feedback about the service quality, etc. As a city/region joining the Co-Cities PRIME initiative, you can have the feedback loop implemented right away, in case you want to set up a system and the organisational procedures to store and manage feedback data. As the CAI is easily extensible it is no problem if in a first step a city/region only wants to implement the information service.

## 4. OPEN CALL FOR CITIES

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The Co-Cities consortium is launching an open call for cities and regions to apply for being part of the Co-Cities PRIME initiative. Applications are taken into account from now on, and discussed and evaluated by the Co-Cities consortium.

### 4.1. WHO CAN PARTICIPATE?

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In general, city administrations, urban transport authorities or city representatives are invited to participate. If you are a local technical partner or another partner of your local city administration, you can also send the application form. In this case we would need a statement by the city/region that it supports the participation to the PRIME initiative, for example a simple letter of interest, signed by the local authority.

### 4.2. HOW TO PARTICIPATE?

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1. The city administration (or another representative) internally discusses the services and information which should be provided as part of an end user service.
2. The application form (available at [www.co-cities.eu](http://www.co-cities.eu)) is completed and the questions about the local systems and the available data (this may require the involvement of the local technical partner) are answered. Please note that we can only consider application forms that are filled out in considerable detail, to be able to evaluate the single applications.
3. The signed application form is submitted to the PRIME team either a digital copy to [co-cities-prime@austriatech.at](mailto:co-cities-prime@austriatech.at) or via mail to

AustriaTech GmbH  
Robert Ebner  
Donau-City-Straße 1, A-1220 Wien

#### Legal remarks:

The application form is not a contract. By signing the application you are simply stating your interest in the PRIME initiative, it is not legally binding and implies no obligation to invest any money.



4. The PRIME team will evaluate all applications; if necessary one of the experts will contact the cities for further clarifications. Based on these evaluations PRIME cities will be selected for the implementation process.
5. After a detailed discussion between city representatives and Co-Cities partners a first cost estimation is made by the Co-Cities PRIME team and as soon as an agreement is reached, a contract is signed and the implementation work can start.

#### 4.3. WHAT ARE THE TECHNICAL REQUIREMENTS?

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The CAI is a set of software components developed on top of existing systems and does not require any modification to them.

Nevertheless, the implementation of the CAI requires some technical conditions for the correct achievement of the implementation, i.e.:

- The possibility for the CAI to be connected to the local systems has to be ensured by the city.
- The deployment of the software components will be done on a local technical infrastructure available or identified by the city. This comprises a web server accessible from the Internet where the Co-Cities web services will be deployed.
- The data features provided locally for each service domain must be known/supported by the Co-Cities data model. Specific data features not supported by Co-Cities will not be available in the mobile applications. The Co-Cities data model anyway is rather complete and covers most of the situations in each domain.

Furthermore, there are some technical requirements depending on the service which will be provided. The end user services are based on the Co-Cities B2C service description and generally are related to five traffic and mobility domains (plus the Co-Cities feedback service). Both, services and the according requirements are listed below.

##### Multimodal Journey Planner

- Service description: Journey planning service covering all modes (depending on data availability) allowing door to door routing
- Local system requirements: A Journey Planning System which can be queried by external components or services

##### Location Based services about Public Transport

- Service description: Stop information with details on routes and static or real time timetable
- Local system requirements: Systems providing Public Transport data (like bus stop position, routes and timetable) which can be queried by external components or services

##### Location Based Services about Traffic information

- Service description: Provision of real time information about traffic alerts



- Local system requirements: Systems providing real time traffic conditions data (like congestions, accidents, incidents) which can be queried by external components or services

#### Location Based Services about Parking

- Service description: Parking location, real time occupancy and other details
- Local system requirements: Systems providing parking data (like parking facility location, occupancy, fares, etc.) which can be queried by external components or services

#### Location Based Services about Point of Interest

- Service description: POI information with detailed description
- Local system requirements: Systems providing POI data which can be queried by external components or services

#### (Co-Cities) Feedback services

- Service description: allowing users to give feedback on received services as well as to provide new information
- Local system requirements: Systems which can receive, store and process feedback data

However, if some of these requirements are not fulfilled, do not withdraw your application, and give us a chance to assess whether the problem can be overcome.

### 4.4. WHAT CRITERIA ARE USED FOR EVALUATION?

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The cities are selected based upon the following criteria:

- Maturity and complexity of the local technical solution – the costs for implementation have to stay reasonable
- Data availability – traffic and traveller information services are best accepted by users when the information service is complete – which means most of the operators and data providers are on board and data is available (e.g. all public transport operators, road authorities, parking operators ...) – however, in certain cases information service provision also makes sense if only one operator is on board.

### 4.5. WHAT HAPPENS AFTER THE IMPLEMENTATION?

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Once the CAI is up and running its maintenance becomes a task for the city. The maintenance can either be done by local technical partners, as the CAI specification and all updates are open and made publicly available, or be performed by a technology provider known from the implementation activities. This is not part of the Co-Cities project and the PRIME initiative and this service contract has to be set up additionally.

