SAMPO

Project ID: TR1046
Funded under: FP4-TELEMATICS 2C

SYSTEMS FOR ADVANCED MANAGEMENT OF PUBLIC TRANSPORT OPERATIONS

Project details

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<th>Total cost:</th>
<th>Topic(s):</th>
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<tr>
<td>EUR 3 871 556</td>
<td>A.2 - Telematics Applications for Transport</td>
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<tr>
<td>EU contribution:</td>
<td>Funding scheme:</td>
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<tr>
<td>Not available</td>
<td>CSC - Cost-sharing contracts</td>
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<td>Coordinated in:</td>
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<td>Finland</td>
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Objective

Better opportunities for mobility through integrated demand-responsive public transport services (including minibuses, taxis, etc.) are the central objective of SAMPO, with special emphasis on the needs of elderly and disabled people. Advanced transport telematic (ATT) tools to support integrated, multi-modal transport will encourage efficient use of resources and less external funding. SAMPO will identify the needs of key users and tailor services to meet them. A vigorous awareness exercise is expected to boost ATT take-up by buses and taxis. Initial indications are that the proposed technologies may cut expenditure on special transport services by up to 20%.

Objectives: The core objective of the SAMPO project is to improve the possibilities of mobility of citizens in rural and urban areas through the provision of integrated Demand Responsive Transport Services (DRTS). In particular, it seeks to increase the participation of disabled and elderly people (and others with barriers to travel) within their community by allowing their needs to be met by flexible transport.

Summary description: The use of integrated Advanced Transport Telematic (ATT) tools to support integrated, multi-modal passenger transport services allows more efficient use of transport resources in a manner which is viable to the operator and which will reduce the need for external financial support. Sites in Belgium, Finland, Ireland, Italy and Sweden will identify the travel-related needs of key user categories, and will implement and/or adapt transport services which meet these needs. ATT tools are integrated to build up supporting systems using a general SAMPO system architecture and common functional specification framework as a reference. Travel Dispatch Centres using mobile data communication, GPS location systems, booking and reservation systems, passenger information systems, optimising tools for route, passenger and vehicle assignment, and smart cards for payment and user authorisation will form the core technical platforms for the demonstration sites.

ANTICIPATED RESULTS: The focus of the social evaluation is on the user response to the enhanced services, the impact on travel, and the societal benefits to the host communities. The market evaluation will determine the business case for widespread use of DRTS, and the added value of using ATT support tools. A strong dissemination exercise will increase operator and authority awareness and will greatly contribute to the deployment of ATT within the bus and taxi industries. It is anticipated based on studies with operational systems and services already carried out by SAMPO participants that there are potential cost savings on level of 10...20% spent on Special Transport Services by introducing ATT and advanced management of DRTS.
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Subjects
Information Processing and Information Systems - Telecommunications - Transport