

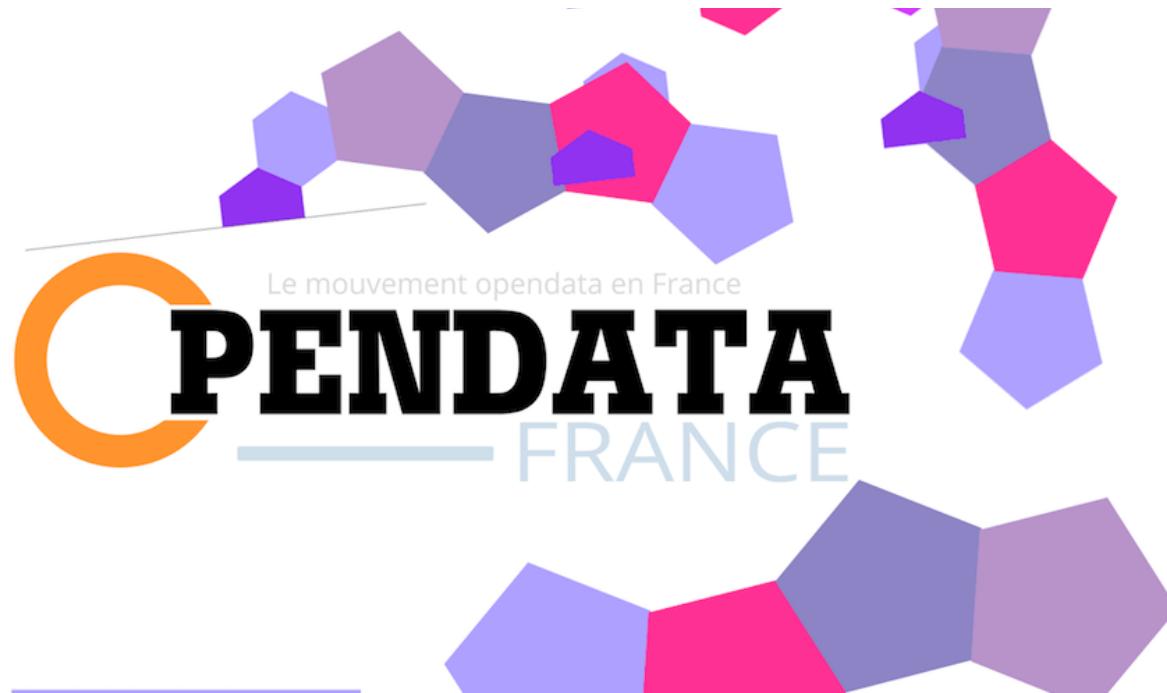
Open Traffic Information Standard & Experimentation for Enhanced Services

Share-PSI 2.0 Workshop / Meeting Samos Jul.14

Paper proposed by OpenDataFrance (Jean Marie Bourguignon)
French regional authorities Association for Opendata movement
Presentation by Philippe Mussi, VP OpenDataFrance, member of
Provence Alpes Côte d'Azur regional parliament

creation of formal body OpenDataFrance

Group and Support local governments dedicated to public data opening ,
Help them in promoting Open Data.



Founders: **Toulouse Métropole** and Toulouse city ; **Nantes Métropole** and Nantes city ; **Rennes Métropole** and Rennes city, **Montpellier, Provence Alpes Côte d'Azur** region ; departments of **Saône-et-Loire, Gironde, Loire Atlantique** ; **Bordeaux** and communauté urbaine de Bordeaux ; communauté urbaine du **Grand Lyon** ; **Digne les Bains** ; **Brocas** ; **Balma** and **Paris**

Soon: **Nice**, région **Ile-de-France**, **AggloPau**, **Strasbourg**, **Angers**, région **Normandie** and **Loire Métropole**

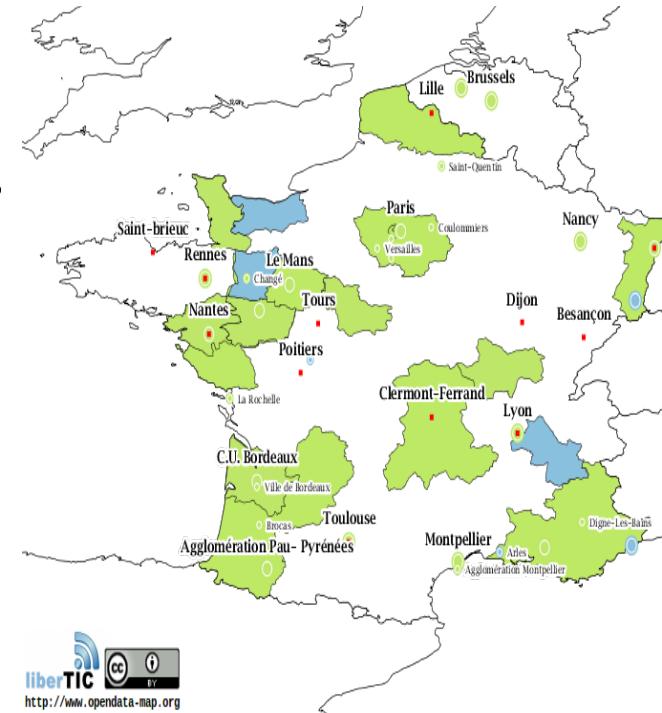
Associate members: LiberTIC, FING, Etalab, (open ...)

The problem

- More of 40 regional authorities (+ French State) have been sharing OpenData for 3 years
- Thousands of datasets have been downloaded and used

but...

- > nearly nobody knows what it is,
- > few applications use these data,
- > no sustainable business is born,
- > many people doubt



What's wrong ?

- Lack of communication
 - Hard to explain to basic citizens (too tech approach)
- Lack of Data
 - PSI represents about 20% of data available
 - What about data produced by operators and individual (health, transport, educ., employment) ?
- Lack of national coordination
 - This is why OpenDataFrance exists (since 10/2013!)
- Lack of standardization !
 - Apps cannot be simply reused in each city which opens its data,
 - Developers cannot spend a lot of time in recoding and negotiation
 - Business models remain weak, apps get no sustainability

Standardization

- Priorities :
 - Pragmatic approach (easy to use and proven choices),
 - Developers and end-users oriented (not “off shore” experts)
 - Focus on mostly used data or asked services (no generalization)
- Process :
 - Take in account institutional proposal
 - Ask to developers theirs needs & practices
 - Experiment “de facto” standards
 - Give feedback to community
 - Enhance what does not work
 - Generalize best practices

> Transport Information is one of the most required data to be standardized to allow (soft) mobility services

Transport Information

- **Different types of mobility** : car, parking, public transportation, delivery, bike, wheelchair, ferries, gondola, walking, hiking trails, ...,
- **Different kind of data** : descriptive, historical, real time, predictive..
- **Different data producers with divergent strategies and interests** : authorities, private players, users (crowdsourcing)...
- **Heterogeneity of transport data formats :**
 - Geographical Information System (SHP, KML, ...)
 - Emergent and incomplete format (GTFS)
 - Complex formats for experts (TRIDENT, NEPTUNE, NETEX, TITAN, TRANSMODEL, RTIG, SIRI, NOPTIS...)
 - Other information and formats (XLS, CSV, JSON, XML, DXF, APIs...)

Different goals / different format

- Historically, transport is a matter of operators or experts.
- Complex and complete standards are used (Neptune and Trident), NETex (Network and Timetable Exchange) is a convergent format supported by incumbent operators and European standardization groups (CEN-SG1..SG9).
- Nevertheless, NETeX is still a very complex (xml based), verbose format and is hard to use by new entrants and agile actors.

Format devoted to developers.

- **GTFS : Global Transit Feed Specifications**
 - Standard format to communicate public transportation schedule and the topography of the network (stops and lines spotted on a map) (ex Google2005)
 - Inherently compatible OpenData format structuring for the description of static resources (network diagram) and dynamical resources (time)
 - Format is still relatively incomplete
 - International reference, easy to use, with many examples of reuses : Google, Rennes/Montpellier (Fr.), Seattle/Portland (US), Montréal (Can.)
 - The more it is used and commonly accepted, the more it will enrich and improve to fulfill expectation of operators and developers.
 - In a 2.0 perspective, it is a “viral” format that enables experimentation, feedback and large assimilation by re-users.

Governance / Experimentation

- Keep contacts and manage coexistence between different formats aimed for different purposes (operator vs end-users)
- Strong influence on private operators to convince them to open their data
- Run experimentations and perform evaluations to guide evolution of GTFS format
- Valorize successful projects, setup support platform.



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Hashtags : #opendata #opendatafrance

Welcome to OpenDataFrance...