

CSCC17 - Mobility session report

Links to slides can be found in the [Full Connected Smart Cities Conference Programme](#)

Part 1 - Presentations

The OASC Mobility Working Group was established, as most OASC cities are working in the mobility domain and it is seen both as an opportunity and a challenge for international co-operation, based on local city collaboration. The aim of this session was to introduce some examples of international, national and city level activities.

Paul Kompfner (ERTICO) explained travel without needing to own a car – all phases of transit offered for the trip needed. Mobility as a service (MaaS) has many opportunities, but also challenges with the business model and implementing all the different transport services and the different service providers.

The Finnish Smart Mobility Ecosystem was introduced by **Jukka Lintusaari (University of Tampere)**. Mobility as a service (MaaS) core use cases are under investigation. The ride hailing, car sharing and travel chains are the main part of the solution roadmap. Revenue sharing and the smart integrated multimodal traffic infrastructure including city data are under construction.

Three mobility implementation cases by different cities were introduced. **Lauri Uski (City of Helsinki)** presented the on-street parking application based on open data and mobile phone application where you can pay the parking and find an empty place in certain area. **Pieter Morlion (City of Ghent)** presented a traffic management system, where digital services based on open data are used to help the control center to manage the traffic system in the city. Finally, **Margarida Campolargo (City of Porto)** presented the heterogeneous sensing platform for an effective mobility, where networking and communication from vehicle-to-vehicle and vehicle-to-infrastructure will be possible.

Part 2 - Panel discussion and Q&A

The following questions were discussed during the panel:

- What are the biggest challenges or obstacles for taking in use the better mobility services?
- What are the expectations and role of cities in the smart mobility domain?
- How can open data and digitalisation help the development?

The final conclusion was that there are many data sources available for support of better mobility services, but the data is fragmented, not always open and not accessible easily and in a uniform manner. Some of the data is personal (MyData), and the rules for using data and MyData is not very clear the moment. Standard and commonly agreed upon application programming interfaces (APIs) are needed in order to develop scalable solutions. Smart mobility is seen clearly as an important part of the sustainable smart city development.

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