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Speaker Qualifications

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Publications:

- 1998 „Optimierung des Verkehrsablaufes durch komplexe Lösungen der Verkehrstechnik für den MIV und ÖPNV in Klein- und Mittelstädten in Thüringen“ in: Straßenverkehrstechnik 10/98
- 1998 "ITCS-regional – Neue Ansätze für Verkehrs- und Betriebsleittechnik für regionale Verkehrsbetriebe in Thüringen“ in: Verkehr und Technik 02/1998
- 1999 "Verkehrsmanagement im Zeichen von Großveranstaltungen – Beispiel europäische Kulturhauptstadt Weimar 1999“ in: Straßenverkehrstechnik 05/1999
- 2000 "Integriertes Verkehrssystemmanagement (VSM) Potsdam“ in: Straßenverkehrstechnik 07/2001
- 2003 "Neue Wege beim Betrieb von Verkehrsrechnern in Thüringen“ in: Straßenverkehrstechnik 08/2003
- "Verlässliche Bedienung im öffentlichen Personenverkehr“ (Teil C – Technik) in: Arbeitspapier der FGSV Nr. 64
- 2005 ITCS geteilt durch X: Rechnergestützte Betriebsleitsysteme bei regionalen Unternehmen. DER NAHVERKEHR 23. Jahrgang (2005) Nr. 6, S. 32-38, Alba-Verlag, Düsseldorf.
- 2005 Fahrgastinformation in der Fläche beschreitet künftig neue Weg DER NAHVERKEHR 23. Jahrgang (2005) Nr. 12, S. 24 –29, Alba-Verlag, Düsseldorf

Central Data Platform and AVM (Automatic Vehicle Management) Light – The Way for Intermodal Passenger Information and Dynamic Schedule Synchronisation

Central Data Platforms open up the way for an intermodal passenger information system in real time and served access. AVM (automatic vehicle management) systems develop the possibility for real-time passenger information. The question is what happens if passengers change means of transport, especially from train to bus. Does the bus await the late coming train? Is it possible, to collect all real-time data and to process and to present them for public information displays?

Data hubs (central exchange servers) and AVM-lights will make a significant contribution to nationwide real-time information for passengers in the future. The continuous real-time information is important for them during their whole itinerary. In case of delay the itinerary can be updated and the connections can be assured. For this the involved control systems (e.g. AVM) exchange data via the standardised (German and European wide) interface to cross-company passenger information and guarantee of connections among each other. Thus customers can already be informed in train, whether their connecting bus will wait. On this basis time table information systems can be provided with highly topical data, so that delays can be considered if the itinerary has to be rerouted operationally.

That's why it should be our aim to offer this real-time information between the different companies and everywhere. To minimise the number of interfaces although having a multitude of control systems the opening up of one central data hub would make sense.