

Report of MaaS-API working group

*28/02/2024, session #83
10:00h-12:00h, Teleconference
Chair: Tjalle
Report: Jelten*

Attended by (13):

Jelten Baguet (Mpact)
Lukas Böhm (evemo)
Eddy Borremans (Billinghouse)
Brede Dammen (MobilityData)
Carl Fedlund (MobilityData)
Tjalle Groen (Mpact)
Roman Itzinger (Welsstorm)
Markus Meier (SBB)
Gerrit Saey (Censys BV)
Tu-Tho Thai (ItxPT)
Edwin van den Belt (Goudappel)
Jeffrey van Gils (KNV)
Matthias Wirtz (Hacon)

1. Approval of report of previous working session

The TOMP Working Group approves the report of the last meeting.

Update on tasks

- Edwin: InfoSupport → no response from InfoSupport after three attempts. This item will be removed from the tasklist
- Roman, Matthias, Marcus: Slack → see later update regarding the Slack environment
- Tu-Tho, Edwin, Eddy and Matthias: availability asset → first meeting held on 27.02, the WG will be stay informed
- Tu-Tho: GitHub documentation Fabrique des Mobilités → sent to Matthias
- Matthias: presentation → see next point
- Matthias: terms and condition issue → created and ready for V1.6

2. Presentation by Matthias Wirtz "How does the payment process in our implementations work?"

- See attached presentation
 - Focuses on how payment is done in the Hacon environment
 - Discussion of pre- and post-payment procedures, with an excursus to the German case
 - Supporting payments in TOMP

Discussion:

- Roman can contribute with insights from Austria, where different approaches are used. It is complicated to integrate everything into one scheme. For instance, the invoice document is generated by the transport operator. There is a risk of sharing data such as IBAN among different parties. This is not the case in Austria, where the mobility provider is responsible for payment (in a B2B way, mobility provider is some kind of reseller).

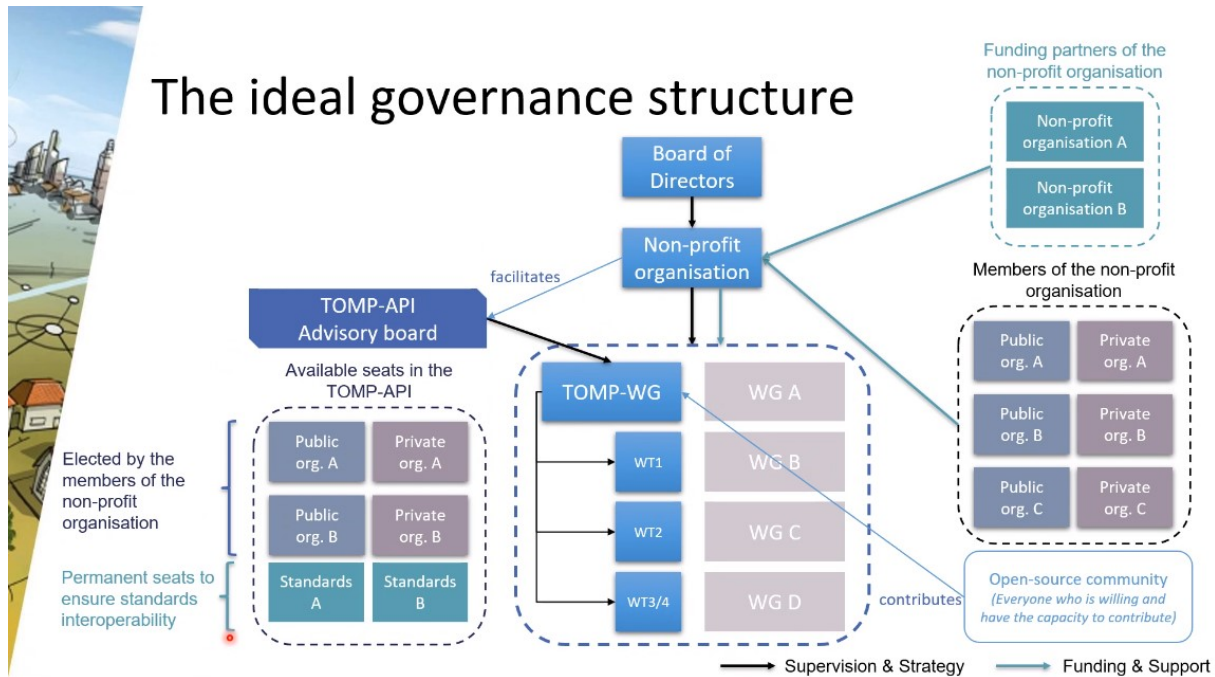
- Matthias: Germany is a special case, the procedures can probably be different in other countries.
- Roman: the MaaS Provider wants to be face towards the customer, but does not want to have a contract for delivering the service. A workaround was thus needed.
- Tjalle: for car sharing operators, they prefer going directly to SEPA. Does this mean you need a contract between end-user and carsharing to use IBAN, or not?
 - Matthias: at the first usage of a transport service, the user needs to accept terms and conditions, including a SEPA-mandate. The information that the transport operator needs for this process is the IBAN. Giving IBAN out to each transport operator, might generate privacy issues.
 - Tjalle: are car sharing operators interested in standardizing these terms and conditions via a MaaS app?
 - Matthias: during his discussions, they seemed to be OK with the MaaS Provider doing so.
- Eddy: Is it a proposal to add an invoice into TOMP? This would require sending an invoice per transaction. Invoices between Transport Operator and MaaS Provider as well as to the end-user can be decoupled. Yet, it is not entirely clear who the target of the invoice is.
 - Matthias: The target is the MaaS Provider, who bases its communication on the invoice. This is more static than when you base your information on the time when the rental is finalized. If a MaaS Provider wants to collect its money, there are strict regulations, that is why there are Payment Service Providers.
 - Eddy: In practice, the payment goes from the Transport Operator to the end-user. Yet, that is not how TOMP has been set up. This should be taken into account, we might have to revise this process based on the insights from Matthias' presentation. Still, a lot of different parties might want to use different scenarios, so we have to think about how many of these scenarios we want to support.
- Carl: Is the Payment Service Provider the same entity as the MaaS provider, or not?
 - Matthias: there are different Payment Service Providers, HACON works with several ones. The Payment Service Provider charges money for the transactions.
- The TOMP WG wants to thank Matthias for sharing his insights and presentation.

Action:

- WT2: investigate this topic to find a solution regarding the different payment procedures. Eddy will invite Roman, Edwin and Matthias for multiple meetings on this topic.

3. Status International Home of the TOMP-API

- See attached presentation.
 - Tu-Tho gives a short update based on iterations between her, Edwin and other members.
 - The presentation gives an overview of different criteria that have been defined.
 - Note that this **is a proposal, and that all feedback is useful and welcome.**
- The general idea would be to create a non-profit organization, that has to comply with the following criteria:
 - Ideally situated in Belgium (no taxation for international non-profits + recognition EU) or The Netherlands (Home of TOMP)
 - Access to EU institutions, such as DG Move
 - Access to national bodies, such as NAPs
 - Full neutrality and open to all
 - Support for technical implementation, for instance a helpdesk
 - Training options
 - Dissemination strategy to remain visible, for instance by having more resources for WT3/4
 - Continuing survey of current implementations
 - Certification done by the non-profit
 - Providing collaborative tools
- The slide below gives an overview of the ideal governance structure:



Discussion

- Edwin: Currently, there is a Dutch governance structure. How does this relate to the proposed structure?
 - Tu-Tho: The idea is to keep existing parties within the advisory board. NTM, for instance, can become part of the advisory board.
- Matthias: If we are willing to become a European standard, then CEN would organize the development of TOMP. Where is CEN in the current overview? Are we no longer pushing to become a EU standard?
 - Tu-Tho: entering CEN is not entirely in line with our spirit of being an open-source community. Still, CEN partners with other organizations, even though they are not CEN-certified. We can follow a similar path, which would give TOMP some more flexibility. In this scenario, CEN can be on the advisory board.
- Eddy: It is proposed to have a central seat in Belgium or The Netherlands, but why?
 - Tu-Tho: The Netherlands are the home country of TOMP. Belgium allows you to register as an AISBL, so you do not have to pay taxes.
 - Eddy: TOMP seems to be more popular in other countries than The Netherlands, so we should not underestimate the potential contribution and implication from other countries. For instance, the current change advisory board is fully Dutch. It would be good to diversify this.

Action:

- All members: send feedback to Tu-Tho if you would have any.

4. Update Working Teams

- WT1 Technical issues
 - Several issues have been identified, they will be resolved for V1.6.
 - A proposal was made for V2.0.
 - We currently have many implementations, so the gap between 1.X and 2.0 may not be too big as otherwise, we might lose traction due to too many required changes in the new version.
 - We will probably not release before Summer, because the Blueprint and wiki have to be revised as well.
 - After having released 2.0, there will be no more revisions on the 1.X versions, only for instance 1.8 versions containing minor revisions. This, however, is still open to discussion. It is suggested to put a deadline until when support for the 1.X versions is provided.
 - We should make sure that there is a clear migration document to prevent the gap between the 1.X and 2.0 versions becoming too big.

- WT2 Reference & Certification
 - No meetings recently due to commitments in the advisory board.
 - Update on the market consultation: we hope to get a lot of input for the transition to a next version.
 - WT2 advises WT1 to wait with revisions until we get all the input from the consultation.
 - The result from market consultation expected early april.
- WT3/4: Standards & Communications
 - A blog by Edwin and Tu-Tho related to Transmodel will be published in early March.
 - We aspire to have an interview with Arjan Temmerman from DVG, an implementer, as well. This goes much slower due to personal reasons on his side.
 - All blogs are accompanied by a LinkedIn post.
 - Conferences to which TOMP WG participates in March:
 - Autonomy Paris (20.03): Edwin participates in a panel organized by Tu-Tho
 - Website: update expected from NTM by next meeting

5. Potential updates

- Implementation by car sharing operators (Matthias and Lukas)
 - Lukas: implementation by Lukas' company (evemo). An update regarding another partner that is implementing TOMP will follow during the next meeting.
- Slack workspace alternatives (Roman, Matthias & Markus)
 - See next point
- Edwin in Norway: ENTUR uses TOMP v1.5 to implement the following on its national platform:
 - micromobility providers (TIER, Donkey, etc.): 30.000 bikes will be available
 - Season tickets for PT will be included as well.
- The Norwegian team will be part of our future meetings.

6. Offer from MobilityData to use their Slack environment

- MobilityData is already using Slack to host some projects and wants to create a channel for us.
- The TOMP-WG is very pleased with the offer.

Discussion

- Tu-Tho points out that a Slack-owner can read any message. To comply with GDPR, we should check how we can make sure that conversations are not exposed
 - Carl will check this internally.
- Edwin proposes to wait and make a final decision during the next meeting.

7. Tasks for next meeting

- WT2 organize meetings with Roman, Edwin and Matthias regarding payment procedures
- Carl: check whether the Slack environment is GDPR-compliant
- Matthias and Tu-Tho: send presentations to Ayse, who will share them with the entire WG
- All: give feedback to Tu-Tho via email on her presentation

The next online meeting (working session #84) will be held on the 27th of March, in the afternoon.