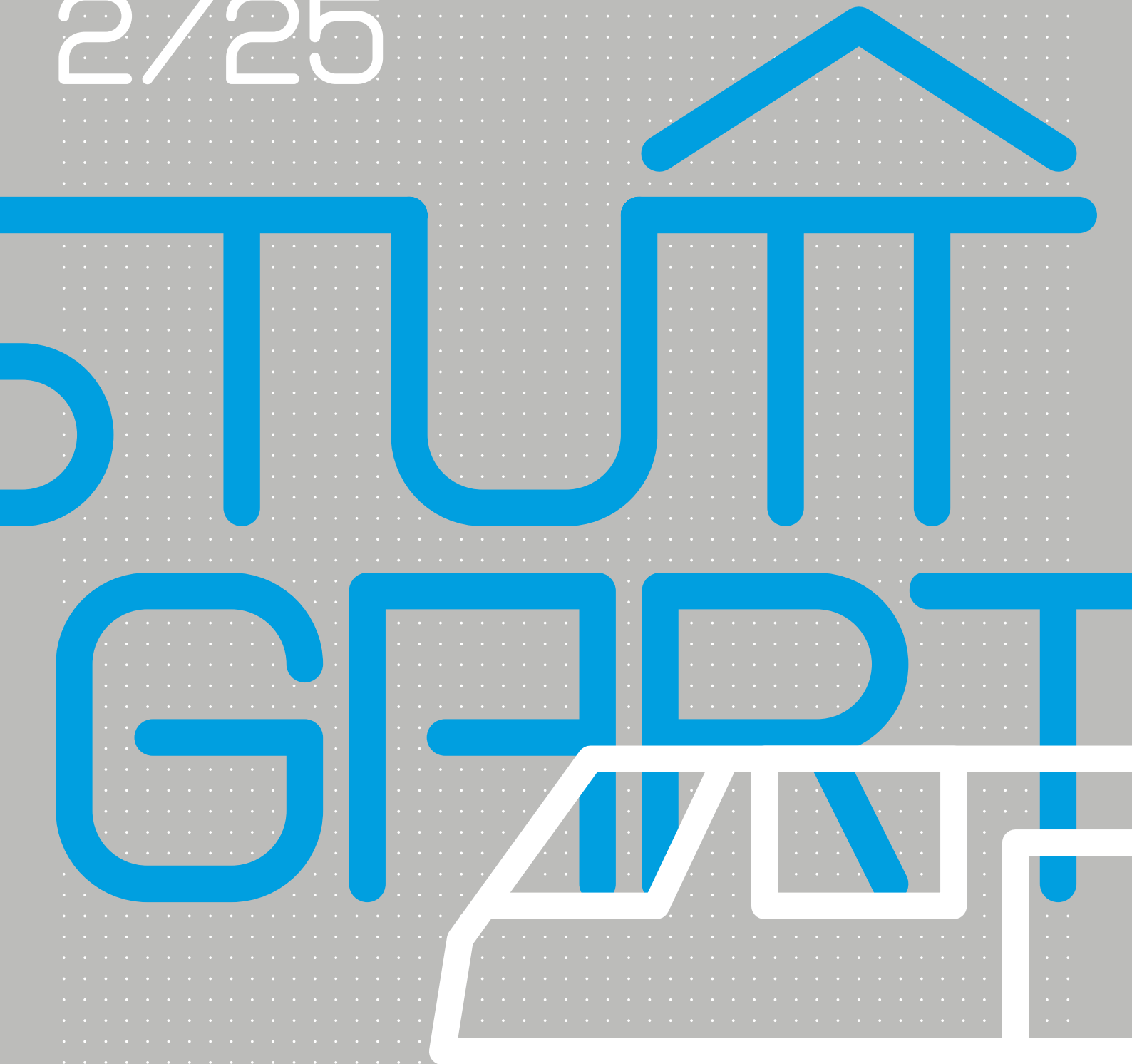


MENTZ

MAGAZINE
2/25





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Frankfurt Relies on MENTZ DDIP
For Improved Real-time Information



Christoph Mentz
Managing Director
MENTZ GmbH

Digital Dynamic – Reimagining Mobility

Dear Readers,

In early February 2010, a groundbreaking ceremony was held for »Stuttgart 21.« This large-scale railway station and transport project promised to effect long-lasting changes to urban landscapes and transport services in the Stuttgart region. In the years since, Stuttgart 21 has become synonymous, not with mobility, but with delays in construction and ballooning budgets. In this issue of MENTZ Magazine, we show that radical transformation can also happen without all the drama. Allotted much less time and budget, we broke ground in the digital realm: the new 2025 VVS/NVBW app.

Our lead article reports on this innovation, which was developed in collaboration with ZigZag Design Studio, and which sets new benchmarks for design and functionality. The app was designed as a smart building kit which offers maximum flexibility to all participating transport authorities. We concentrated on making it intuitive and reliable to use, particularly by placing our full focus on accessibility.

In the field of operational planning, we describe a tool that originated as an idea from the VBZ, and that developed in cooperation with the ZVV: the new stop point occupancy schedule for routes. This module combines functions to instantly visualize conflicts and interdependencies along an entire route. Planners get a much-needed overview to quickly and reliably identify potential issues.

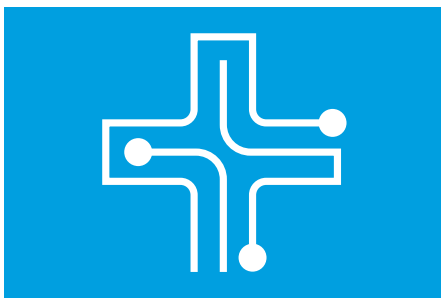
Meanwhile, Switzerland is making the most of comprehensive open data with opentransportdata.swiss and the Open Journey Planner (OJP). We provide a behind-the-scenes look at how MENTZ systems merge and harmonize timetable data and real-time information, and convert them into key standards like GTFS and NeTEx to optimize the flow of information.

For improved real-time information in Frankfurt (am Main), we highlight the successful launch of the MENTZ Dynamic Data Integration Platform (DDIP) for the VGF. As a centralized digital information broker, the DDIP provides real-time data for innovative products like digital stops and trips. The data modelling applied to this process has been used as a basis to discuss VDV-435 standardization.

And finally, we demonstrate our ability to make strong connections across the globe: in Melbourne, Australia, we successfully completed a feasibility study partnering with new customer Yarra Trams. This project shows how proprietary TramTracker data can be transformed into standardized SIRI-SX format to provide passengers in Victoria with better and more consistent service notifications.

The entire MENTZ team wishes you a peaceful holiday season. I hope you enjoy reading this issue!

Sincerely,
Christoph Mentz



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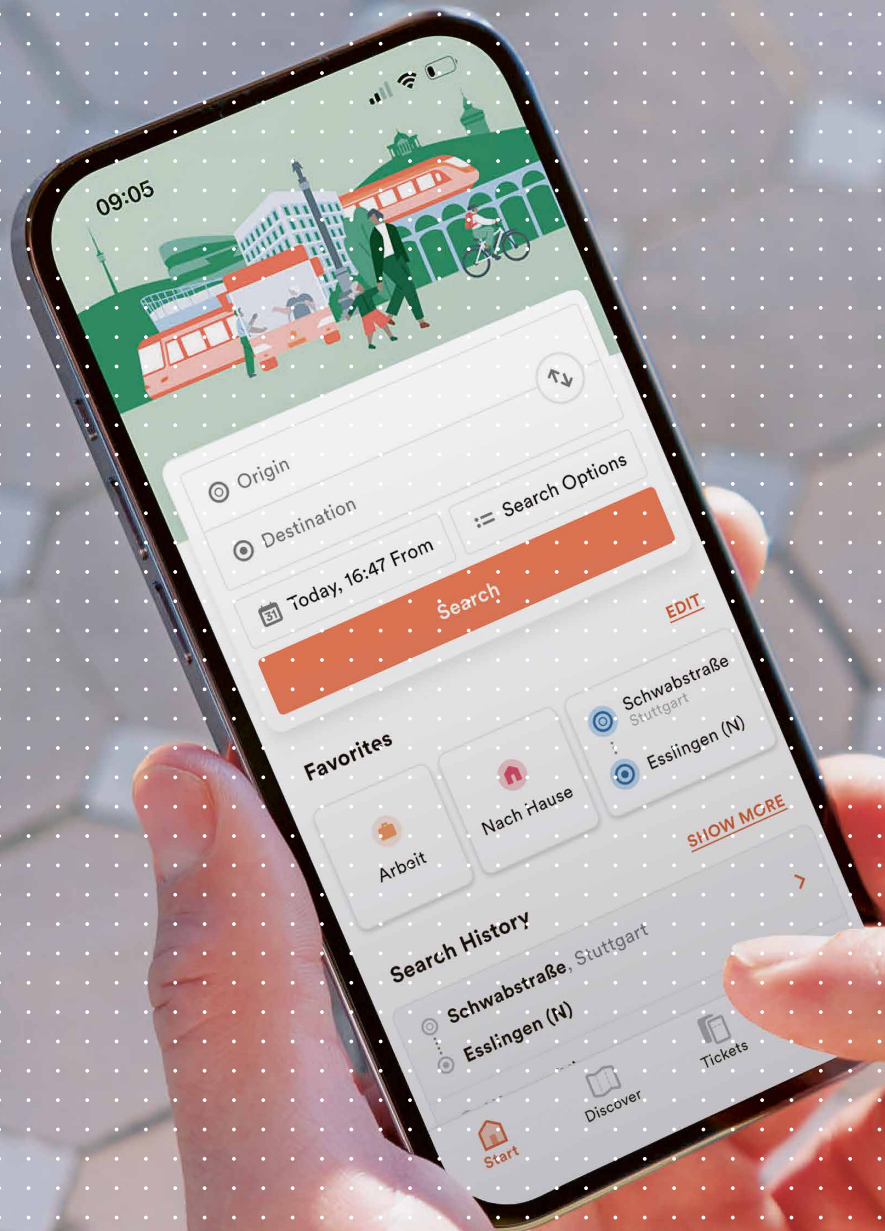
»Open Data for Mobility«
A Look Behind the Scenes
in Switzerland

MENTZ Worldwide

Imprint

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TRIP PLANNING 2.0



The New 2025 VVS/NVBW App – A Revolution for Riders of Public Transport



In a world that is more connected and mobile by the day, intuitive and reliable public transport apps have become a must have for trip planning in cities. In recent years, MENTZ has proven its expertise in this sector by passing a variety of tests and winning top awards for its innovative trip planning apps. Now, after almost two years of intense development, the latest generation of MENTZ developed apps was launched in June 2025 – and it's a hit!



A Building Kit for Maximum Flexibility

One of the specialties of the new app is its modular structure. It was designed to function as a smart building kit that enables activation or deactivation of features specific to the VVS and the NVBW. This structural flexibility ensures that the app can be modified to fit individual network requirements while retaining the ability to add enhancements and other features down the road.

Topic

Brand new app as a building kit for VVS and NVBW

Customer

Stuttgart Transport and Tariff Association (VVS), Transport Authority of Baden-Württemberg (NVBW)

Project/Product

New, customer-specific app development

Contact

Severin Hechfellner,
Günther Gruber

Available for the VVS (Stuttgart Transit and Tariff Association), the NVBW (Transport Authority of Baden-Württemberg), and future white-label solutions, the newest app has set a high bar for design and functionality. Pioneering designs were developed in close collaboration with the ZigZag Design Studio, which combine intuitive usability with a wide range of helpful functions. The result is a streamlined and reliable user experience that excites riders of public transport.

The app maintains a high degree of customization. Users can change the dashboard, favorites, and numerous other areas to fit their own tastes and requirements. They may want to quickly access frequently planned trips, save preferred stops, or optimize how their information is displayed – everything can be personalized in the app. In the end, this is what users really want, a customizable user experience that has been exhaustively tested for optimal results.



Veronika Müller
VVS Project Manager



»The new VVS app is a powerful new form of digital mobility in the Stuttgart region. The app was redesigned from the ground up – based on the needs of our riders.«



App award right from the start! Shortly after its launch, the German Society for Consumer Research (DtGV) gave our app the top app award for public transport in 2025.

www.dtgv.de/awards/dtgv-app-award/app-award-2025-kfz-mobilitaet/

Real-time Information for More Reliable Public Transport

The core of every good public transport app is reliability of its trip planning results. The new MENTZ app impresses with its sophisticated integration of real-time data: delays, service cancellations, or last-minute changes are instantaneously requested and their effects are displayed transparently. This top-level data processing enables maximum reliability and minimizes stress when travelling. And when public transport is reliable, it forms the basis for sustainable mobility. The new app represents our part in achieving this end.

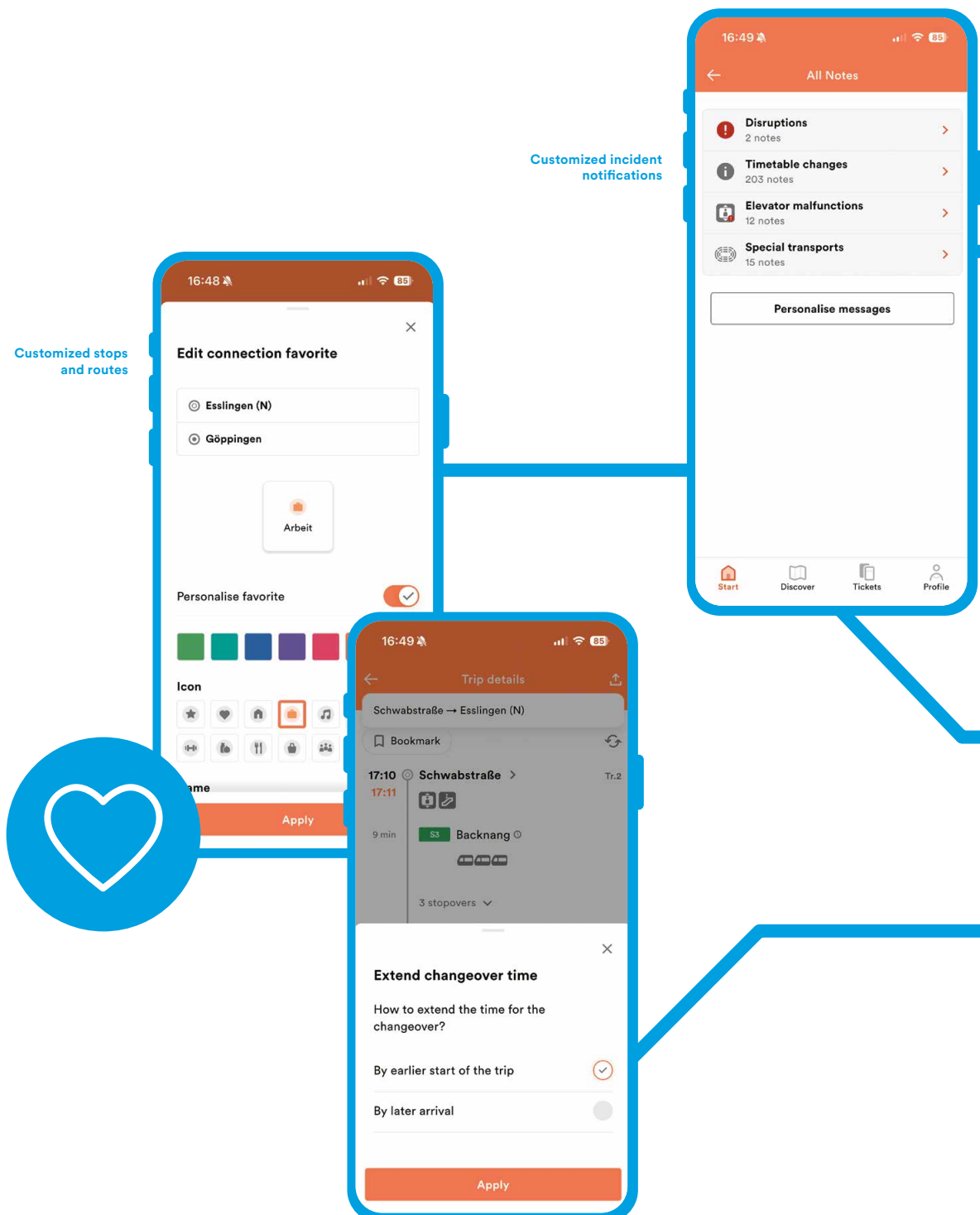
More Accessibility Sets New Standards

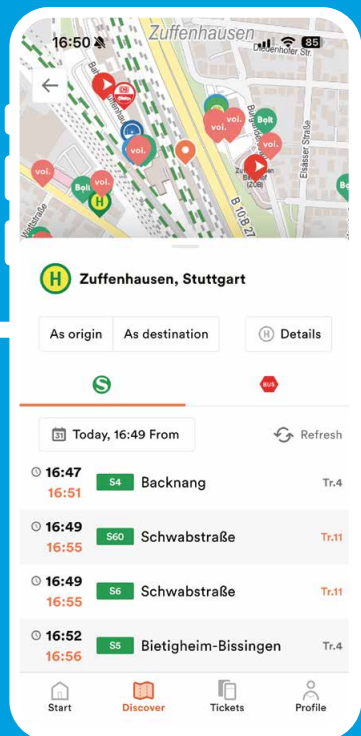
Another highlight of the new app is its focus on accessibility, and MENTZ has raised the bar for public transport apps in this area. The app was designed to be used by as many people as possible. To include individuals that require heightened levels of accessibility, the app features improved readability, high-contrast displays, support for screen readers (voice-over for iOS and TalkBack for Android), and intuitive navigation for people with limited motor abilities. Stressing comprehensive accessibility in the app underscores MENTZ's commitment to mobility that is truly inclusive.

Highlight Functions That Excite

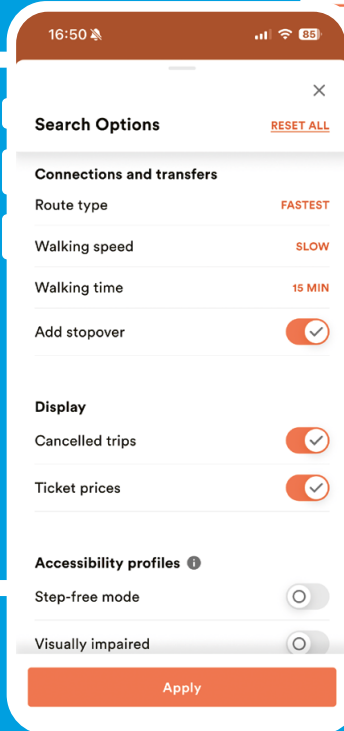
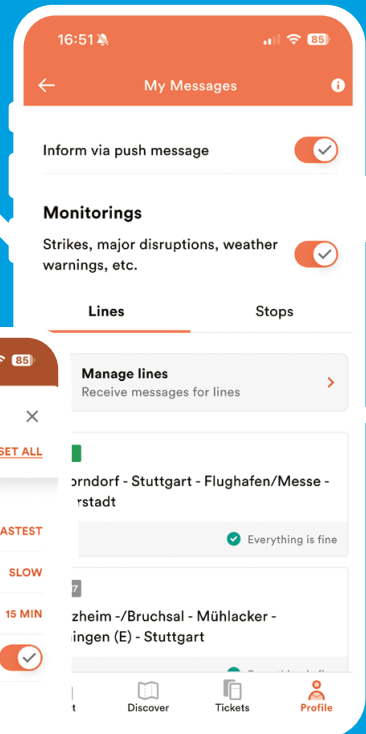
The app offers a range of so-called high-light functions that are designed to make travel easier for app users:

- **Optimized trip planning:** Beyond core trip planning, the app provides intelligent routing options that not only consider the fastest trip using public transport, but also alternatives by bike or Park & Ride.
- **Digital ticket purchasing:** This integrated function enables direct in-app ticket purchasing, which removes the need to purchase tickets from machines or at a counter, and is highly convenient.
- **Navigating one's surroundings and mobility options:** The app assists users navigate their current surroundings. Nearby stops and mobility options like car-sharing, bike-sharing, or e-scooters are clearly displayed, thus making the last leg of a trip more manageable.
- **Customized transport information:** Users can receive customized information about the current transport situation in their region. Push notifications or personalized feeds keep riders up-to-date on service disruptions, construction sites, or other special events. The app adapts to match the selected language and has a dark mode.
- **Save trip:** this function enables users to easily save a previously calculated and planned trip. This is especially practical when a trip needs to be planned in advance, be it for a commute to work, a weekend get-away or a longer vacation. The saved trip is displayed prominently on the app's home screen so that it can be accessed quickly and easily at any time.

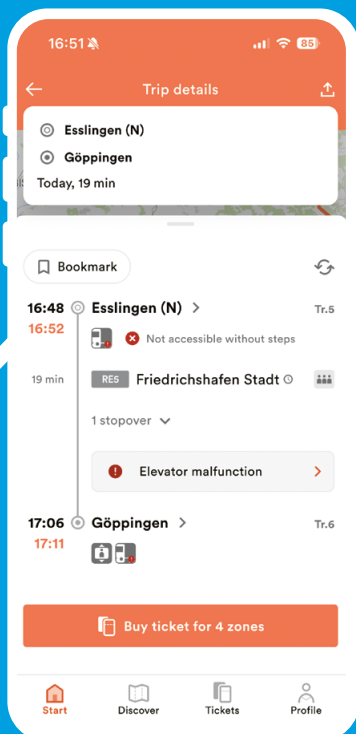




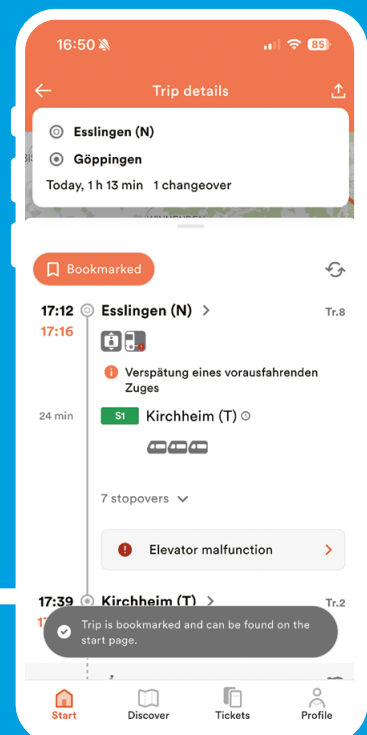
Optimized trip planning



Customize transport information and individually optimized trip planning



Save favorite trips

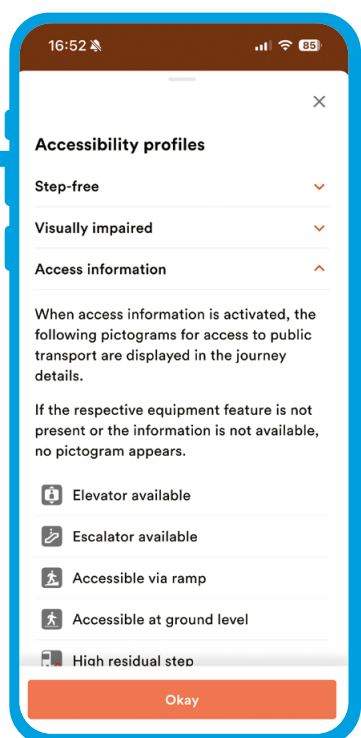


Trip details with notes on accessibility

»I am convinced that the new apps provide real added value for users, and that through their implementation, we can help increase acceptance of public transport and support sustainable development in the State of Baden-Württemberg.»



Severin Hechfellner
Technical Project Manager
at MENTZ



Continuous Development for the Future

The new app's future will not be a static process, but resemble more of a living building kit that will undergo continuous development and be refined in the coming months and years. Our goals are to make public transport in Stuttgart and throughout the State of Baden-Württemberg even more attractive to use, and to meet and exceed the changing needs of app users.

With this innovative app, MENTZ is proud to be offering another powerful example of digital and sustainable mobility. In collaboration with its partners VVS and NVBW, MENTZ will continue to actively promote intelligent and user-friendly transport in the State of Baden-Württemberg, thus doing our part to ensure a successful transition to more modern forms of mobility. The new app is a technical masterpiece and fulfills a promise to foster a more convenient, reliable, and future-oriented rider experience on public transport.





ALL
ROUTES IN
VIEW

From Sketch to Stop Point Occupancy Schedule for Routes

In 2020, the Zurich Transport Authority (ZVV) introduced their stop point occupancy schedule, which was done in collaboration with associated transport companies. We described this module on these pages in MENTZ Magazine 2/20. It was integrated into our DIVA system (dialogue-controlled transport management and information system), and can be described as a tool that visualizes double occupancy of stop points (platforms) so that buses and trams stay out of each other's way. At Zurich's Public Transport Company (VBZ), Bernhard Distel was quick to recognize its larger potential.

Topic
Stop point occupancy in MENTZ DIVA

Customer
VBZ – Zurich Transport Authority (Leadhouse)

Project/Product
Stop point occupancy schedule for routes

Contact
Elena Waldburger, Zurich

From Stop Point Occupancy Schedule to Full Overview

Bernhard Distel tested the tool in a number of ways in an attempt to depict more complex use cases with the occupancy schedule: »The tool is able to reliably show what happens at a stop, like connections, intervals, or double occupancies, but each stop had to be loaded individually.« Bernhard Distel wanted more. He wanted an overview that enabled a full overview of multiple stop points. So he put his idea to (digital) paper and sent his sketch to MENTZ.

During an internal meeting at MENTZ, it quickly became apparent that something had to give. His requirement »to have the occupancy schedule open with a view of the route section,« could not be integrated into the current occupancy schedule module without somehow limiting the existing functionality. Instead, a new, independent approach was taken: developing a stop point occupancy schedule for routes. This new module should be designed to unite functions from the route-time-diagram, the stop point occupancy schedule, and the connection definition. The project was started in collaboration with the ZVV and Bernhard Distel monitored its phases of development.

Functionality and Applications

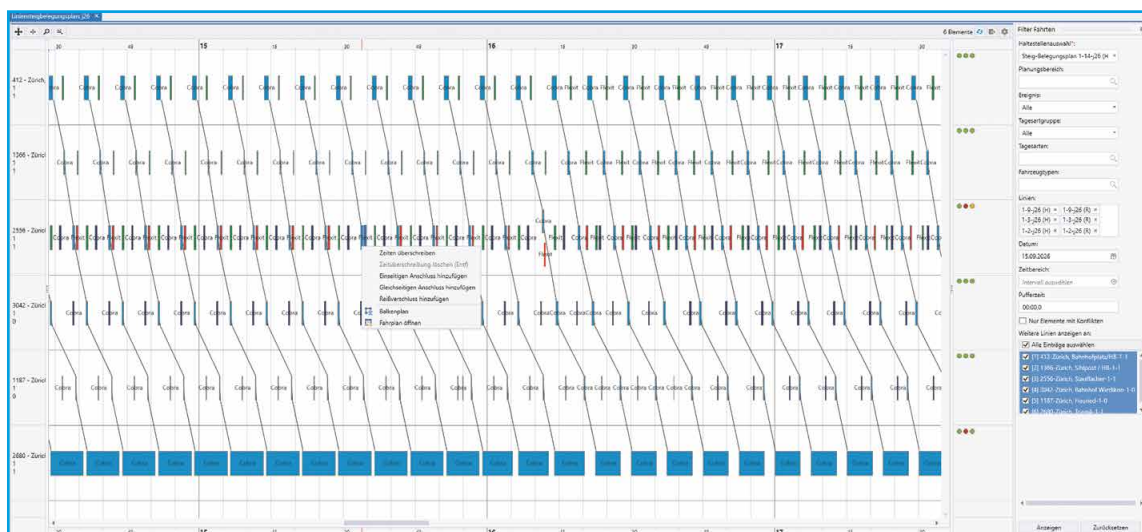
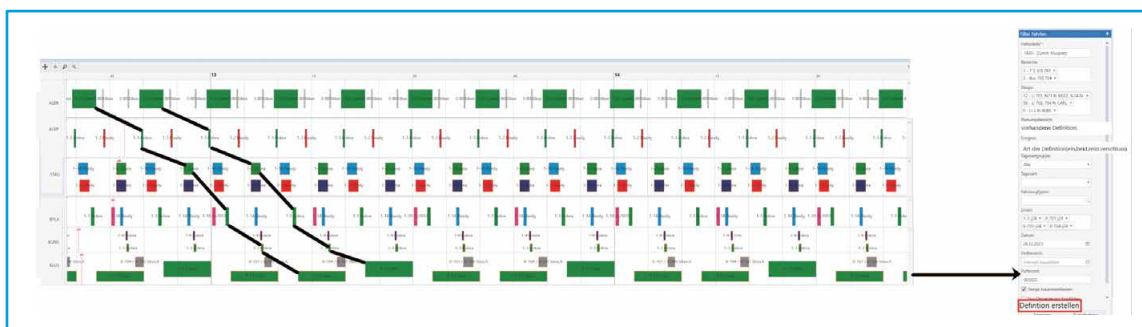
The new view displays the wait and turnaround times of a »main route« for a specific date and time interval. The selection of stops for a route is displayed in a column in the margin, and the wait/turnaround times of individual trips are linked to a route. Additional routes can be added using a filter to display the wait/turnaround times at stops they serve. Proven functions of the stop point occupancy schedule, like display of double occupancies, were also integrated.

»The stop point occupancy schedule for routes provides a full overview of multiple stops and enables additional control functions, like conflict detection.«



Bernhard Distel
Head of Timetable Planning

Figure
From the sketch of the stop point occupancy schedule for routes to a fully realized product



Connections (regular interchange or cross-platform) to two stop point occupancies can be easily added using the stop point occupancy schedule for routes. The route that arrives first is defined as the feeder route. If both routes arrive simultaneously, they are seen as both feeder and collector routes. These connection definitions can be edited directly or at a later point in time.

I can finally see an entire route in the overview. Relations are clearly visible and conflicts can be immediately detected, both of which are very practical.



Bernhard Distel was enthusiastic about the new tool: »I can finally see an entire route in the overview. Relations are clearly visible and conflicts can be immediately detected, both of which are very practical.«

He envisions a wide range of applications for the stop point occupancy schedule for routes:

- **Improved time slots in the timetable:** Changes to departure times along an entire route become immediately apparent.
- **Control schemes:** controls for stop entry or controls on the minimum distances between vehicles on a route can be more easily implemented and executed. Conflicts can be quickly and reliably identified and rectified.

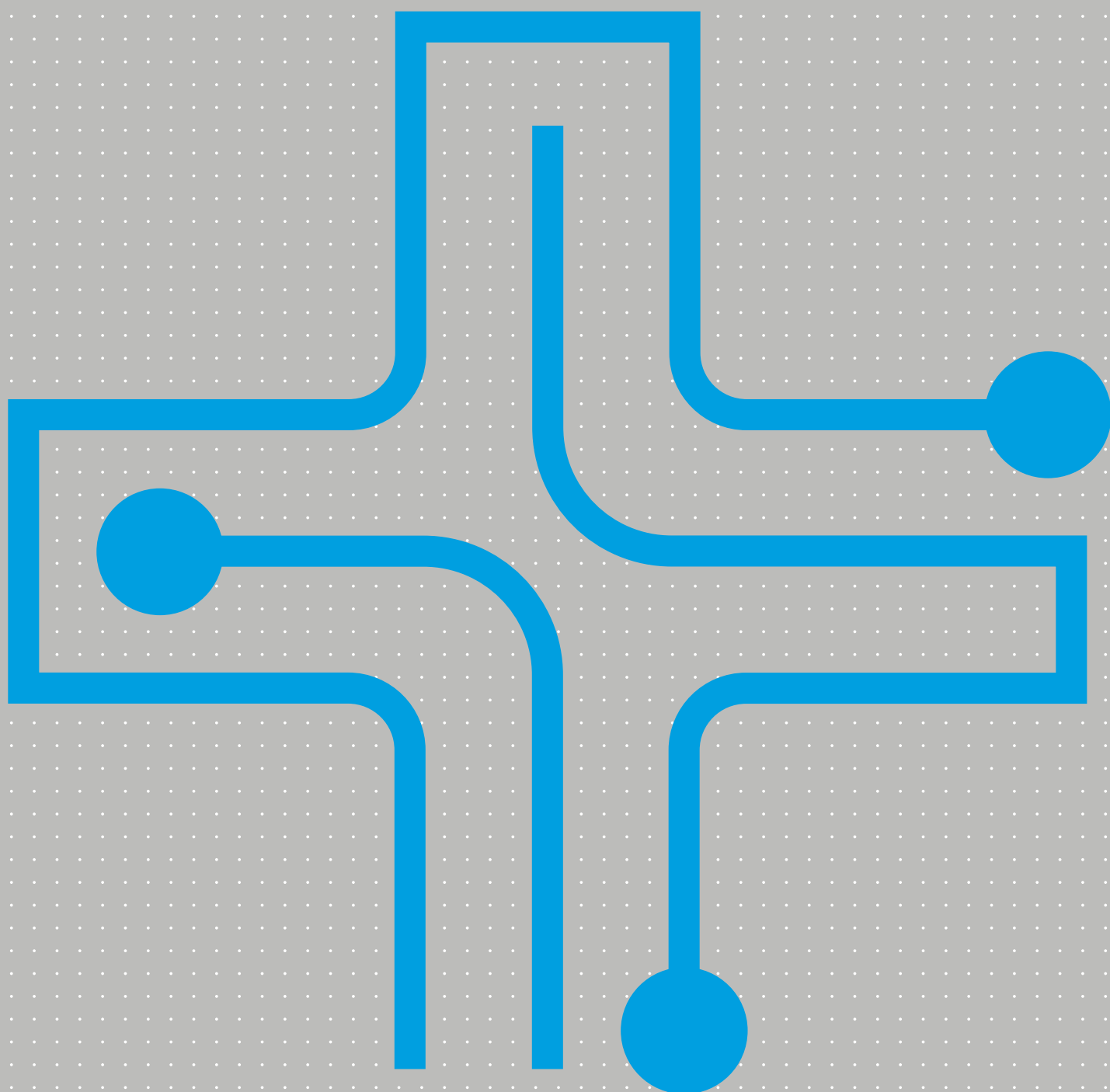
Outlook and Potential

Despite being launched at the ZVV in the Summer of 2025, the new module has already led to a clear vision of how it can best facilitate daily work. According to Bernhard Distel, »One click is enough to run stop entry and exit controls or minimum distance controls throughout the entire network.« He also underscored how much easier it is to create the right guaranteed connections and connection definitions due to their being highlighted in the display. »Different timetable planners can use these schemes, which really streamlines teamwork.«

The stop point occupancy schedule for routes was designed as a separate extension to the stop point occupancy schedule and thus requires a separate license. With its intuitive user interface and its wide range of applications, it promises to permanently improve and optimize scheduling. What more, the stop point occupancy schedule for routes also offers more potential for extensions. One example would involve having connections be automatically generated in a subsequent project. If interested in a license or participating in further development of this product, please get in touch with us at MENTZ.



OPEN DATA FOR MOBILITY



A Look Behind the Scenes in Switzerland

Switzerland operates two central systems for mobility data: opentransportdata.swiss and the Open Journey Planner (OJP). The opentransportdata.swiss platform was launched in 2016 by the Federal Office of Transport (FOT) and serves as the National Access Point (NAP) for mobility data in Switzerland.

Topic
Multimodal Routing, Open Data

Customer
SKI+ on behalf of the Federal Office of Transport (FOT)

Project/Product
Open Journey Planner (OJP),
Open Data Platform for Mobility in Switzerland
(opentransportdata.swiss)

Contact
Christoph Lucas, Anne Wegmann
(SBB AG)

In a first step, timetable data was published, followed by real-time, event, and road traffic data. In 2020, the Open Journey Planner (OJP) went online, enabling non-discriminatory, intermodal routing for public transport, footpaths, and other mobility services.

The aim of these efforts was to ensure the smooth flow of data and information between all stakeholders in the mobility sector.

The Path of Data: From Source to Application

Public transport companies licensed by the FOT are required to supply their data (stops/master data, timetables, real-time information, and events) to central systems. These systems are operated by SKI (system tasks for customer information) on behalf of the FOT. The data is merged, harmonized, and standardized there before being made accessible to the public through opentransportdata.swiss.

In addition to public transport data, SKI+ publishes other mobility data, like data on bicycle parking spaces, shared mobility, charging stations, and road traffic data (the latter on behalf of the Federal Roads Office FEDRO) – see figure 1. A large percentage of this data is integrated into the Open Journey Planner.

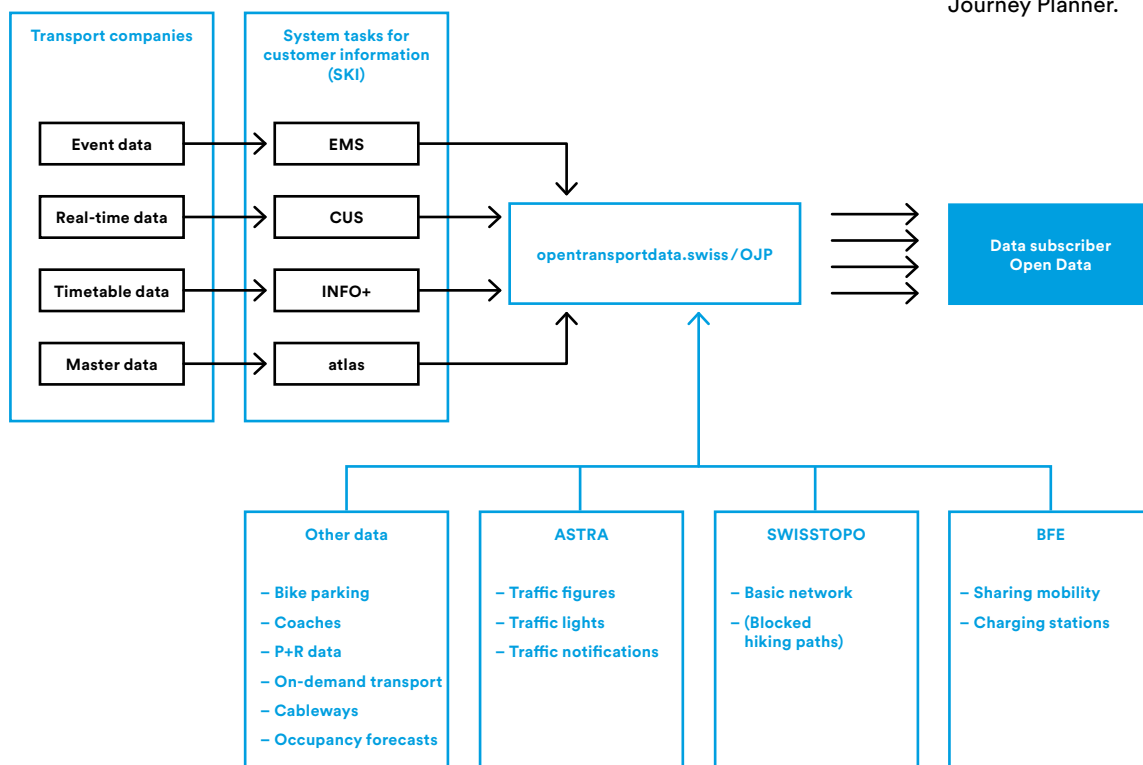


Figure 1
Overview of the opentransportdata.swiss published data

Standardization is essential for the cross-border and widespread use of mobility data. The data are converted into various standards to address varying user needs. Common standards include HRDF (often used in German-speaking regions), GTFS (easily accessible), and NeTEx (comprehensive and gaining ground in Europe).

The Technical Core

The platform's core includes a range of MENTZ products that ensure consistent and reliable data supply.

Tyk serves as an API management solution to provide secure, high-performance, and reliable interfaces (OJP, Siri).

The Tyk gateway acts as a central proxy for authentication, authorization, and load and access control.

The Tyk developer portal serves as a point of contact for registration for developers, documentation, and key management (self-service functions).

MENTZ System	Function	Data Input	Data Output
DIVA	Processes the target timetable data, harmonization of structures	HRDF, railML, DINO, NeTEx	GTFS-S, NeTEx
EFA	Calculates a planned trip, makes real-time data available	DIVA data, DDIP real-time data	GTFS-RT, OJP 1.0/2.0
DDIP	Central data hub, exchange of real-time information	Real-time data (CUS), Event data (EMS)	Siri-PT/ET, Siri-SX (real-time/events)
EMS	Web interface for manual input of planned/unplanned events	Manual input of events	GTFS-SA, indirect Siri-SX



Data Processing: A Complex Process

The timetable data are processed twice a week in a workflow that combines automated processes and human expertise.

Part 1: Import and Preparation of Timetable Data

- Automatic download of HRDF date (standard format for timetable information in Switzerland).
- Import into DIVA system.
- Synchronization and enrichment with stop information from the atlas system.
- Addition of accessibility data (BehiG status) and preparation of occupancy data.
- Manual validation of discrepancies, because target, real-time, and event data have to be processed by many sources.

Part 2: Data Processing and Export

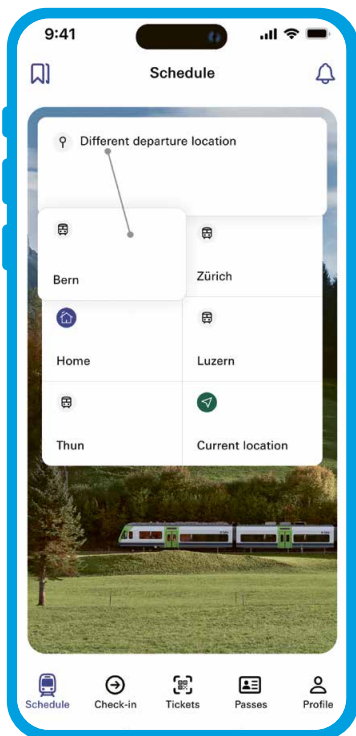
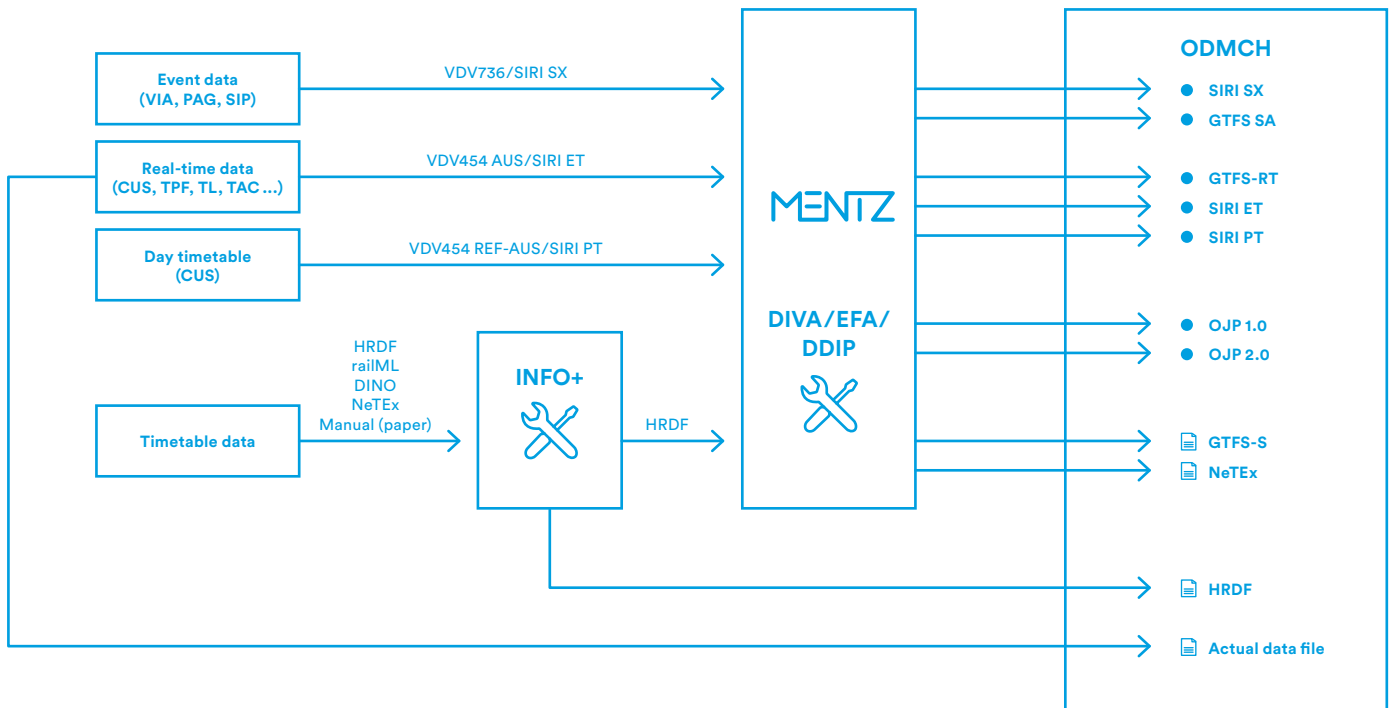
- Georeferencing to precisely map stops and timetable data using GIS.
- Conversion of the processed timetables to the EFA system.
- Export of data to a standardized GTFS format to be used by third-parties.

Quality Assurance and Operation

New data are subject to a strict, multi-step quality assurance process in the DEV, TEST, INT, STAGE and PROD environments.

- A core tool is the postman collection, which sends automated test requests (location request, trip requests, attribute tests, real-time tests, and performance tests) to interfaces to ensure data accuracy and reliability.
- The stability and performance of productive systems is visually monitored by Cockpit, with Zabbix displaying the status of all OJP productive systems.
- Timetable data is updated twice a week (created, tested on STAGE, updated to PROD).
- Program and configuration updates follow a predefined release cycle (two weeks). The INT system is used as a beta release environment for customers before the STAGE and PROD releases occur.

Figure 2
Overview of the
opentransportdata.swiss
published data



Showcases: Real Use Cases

Numerous organizations and developers use open the public transport data from opentransportdata.swiss as a basis for their digital solutions. The range of applications extends from user-friendly apps to interactive tools of analysis. The following practical examples demonstrate how versatile-in-use our data is, and the added value it creates for networked mobility. See <https://data.opentransportdata.swiss/showcase>

- **Isochrone.ch:** A tool that visualizes public transport data as isochrone maps to provide insight into accessibility of public transport. It uses GTFS timetable data/Open Data.
- **BLS Mobile App:** The BLS app integrates data from opentransportdata.swiss and uses the OJP 2.0 API as a routing backend system to calculate routes using public transport or footpaths.

Outlook

Data and interfaces are made publicly accessible through Opentransportdata.swiss and the OJP. As an effect, both products increase efficiency in the mobility system.

Political efforts to build a comprehensive mobility data infrastructure (MODI) aim to facilitate the exchange and networking of mobility data. Swiss parliament is currently discussing a related template.

SKI+ also promotes networking among stakeholders in the community and through various user groups to facilitate exchange of experience and possibilities for collaboration.

MENTZ NEWS



O'zapft is!* – Just in time for the Oktoberfest, MENTZ Introduces the New Function »Sign in with Google /Apple« in the MVV App

The new function greatly simplifies accessibility to public transport in Munich. In just a few taps, users can register for public transport using their Google or Apple accounts.

What are the advantages?

- No more annoying registration and no new password required.
- Quick and seamless way to start using services like MVV on-demand or uncomplicated riding with MVVswipe.
- Comprehensive privacy protection through security features by Google and Apple.

Easier registry helps MENTZ and the MVV break down some of the remaining barriers to using public transport. It's also how we are contributing to the shift towards sustainable mobility in Munich. (Note: this feature is available as an option to all customers of the MENTZ Gullivr App)

* Bavarian dialect for »The keg has been tapped!«
The mayor of the City of Munich calls it out to signify the start of each Oktoberfest.



Northern Ireland Takes Account: MENTZ Ticket Shop Launched in the Gullivr App!

The successful partnership between Translink in North Ireland and MENTZ has reached a new level of accounting in mobility! Almost a year after launch of the innovative Gullivr app, the integrated MENTZ ticket shop is also officially on board.

Since the end of September, riding public transport in Northern Ireland has become even more convenient: passengers can purchase selected tickets directly in the app – and the best part: without even needing an account!

Mobility Made Easy

The new ticket shop has been seamlessly integrated into the Gullivr app, which makes it a fully-fledged MaaS (Mobility as a Service) platform. The app combines essential public transport information like live tracking, accessibility, and Park+Ride and Bike+Ride options.

Now with an integrated ticket shop, the app becomes the ultimate one-stop shop for trip planning and ticket purchasing:

- **Quick & convenient:** Purchase tickets directly in the app – no separate login required!
- **Secure & flexible:** purchased tickets are saved securely in the app and delivered by email.
- **Modern payment:** For maximum flexibility, all common payment options are available, including PayPal, credit cards, and Apple und Google Pay.

The Future is Digital

The addition of the ticket shop is a significant step that makes the application a fully-fledged MaaS platform. But that is just the beginning: the range of functions will be gradually expanded in the upcoming months to offer riders an even larger range of tickets. We look forward to continuing our partnership with Translink and collaborating to drive digital mobility in Northern Ireland.

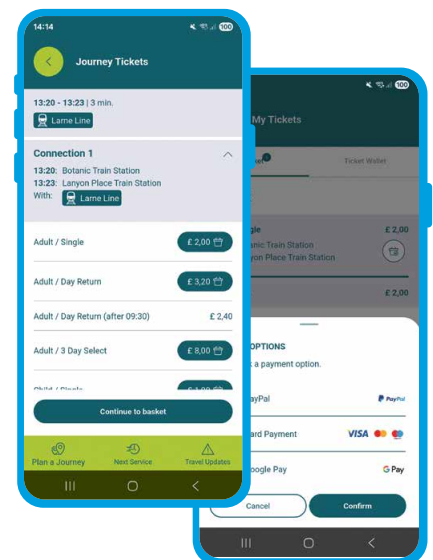


Figure
Translink Planner:
ticket purchasing



When a Second Robocall Does the Job

In the past, our customer Metra had to hustle to call crew (drivers) on short-notice (often between 2 and 3 hours before a duty began) to find replacements for a particular duty. This is why dispatchers in Chicago are called »crew callers.«

In 2022, as part of an ongoing process to further optimize our software, we began discussing the possibility of automating these calls at Metra. After a detailed search, talks were held with Twilio, which ultimately led to the decision to partner with Twilio as a Cloud communications service provider.

Twilio is an international service provider for Cloud communication. Their services include voice calling, where texts are voiced in natural language and callers interact with the system through key entries. Twilio also supports spoken responses. A typical workflow that was recently created in collaboration with our customer Metra is as follows:

The procedure for calls (or text messages, Whatsapp or Facebook Messenger) is defined directly in Twilio. In this scenario, we can:

- Provide texts from the crew terminal module
 - Duty number, location, time, and its duration
- Cancel the call, if
 - The intended recipient does not answer the call
 - The number is busy
- Offer options
 - Possible different duties
 - Details can be requested
- Record a voice message
- Connect to the dispatcher

The workflows in Twilio read out the duty information in natural language and enable drivers to respond by key entry. The call can be customized to provide the names of the drivers and details of the available duties, like their location, time, and duration. Drivers can accept or reject a duty, or ask for additional information.

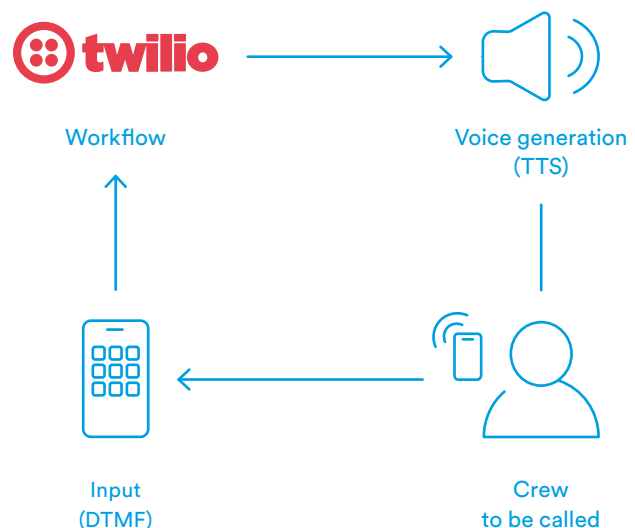
Twilio Configuration as a Service

In consultation with our customers, MENTZ will provide configuration as a service. In a first step, the following processes are examined:

- How are calls initiated?
- Which duties can be offered as options?
- What happens when a crew member cannot be reached?
- How should conversations be conducted?

Based on the outcomes of these discussions, MENTZ creates corresponding workflows in Twilio. Once this has been completed, MENTZ provides a status overview of calls made in the system.

As a result of these automations, MENTZ software is able to free up crew callers so that they can concentrate on more complex tasks. There are plans to further expand policies and spread to other interactive communication channels like WhatsApp to quickly and easily assign free duties to various crew groups.



28/29 JANUARY
48TH EFA
WORKING GROUP

3-5 MARCH
IT-TRANS INTER-
NATIONAL CONGRESS
AND TRADE FAIR IN
KARLSRUHE, GERMANY

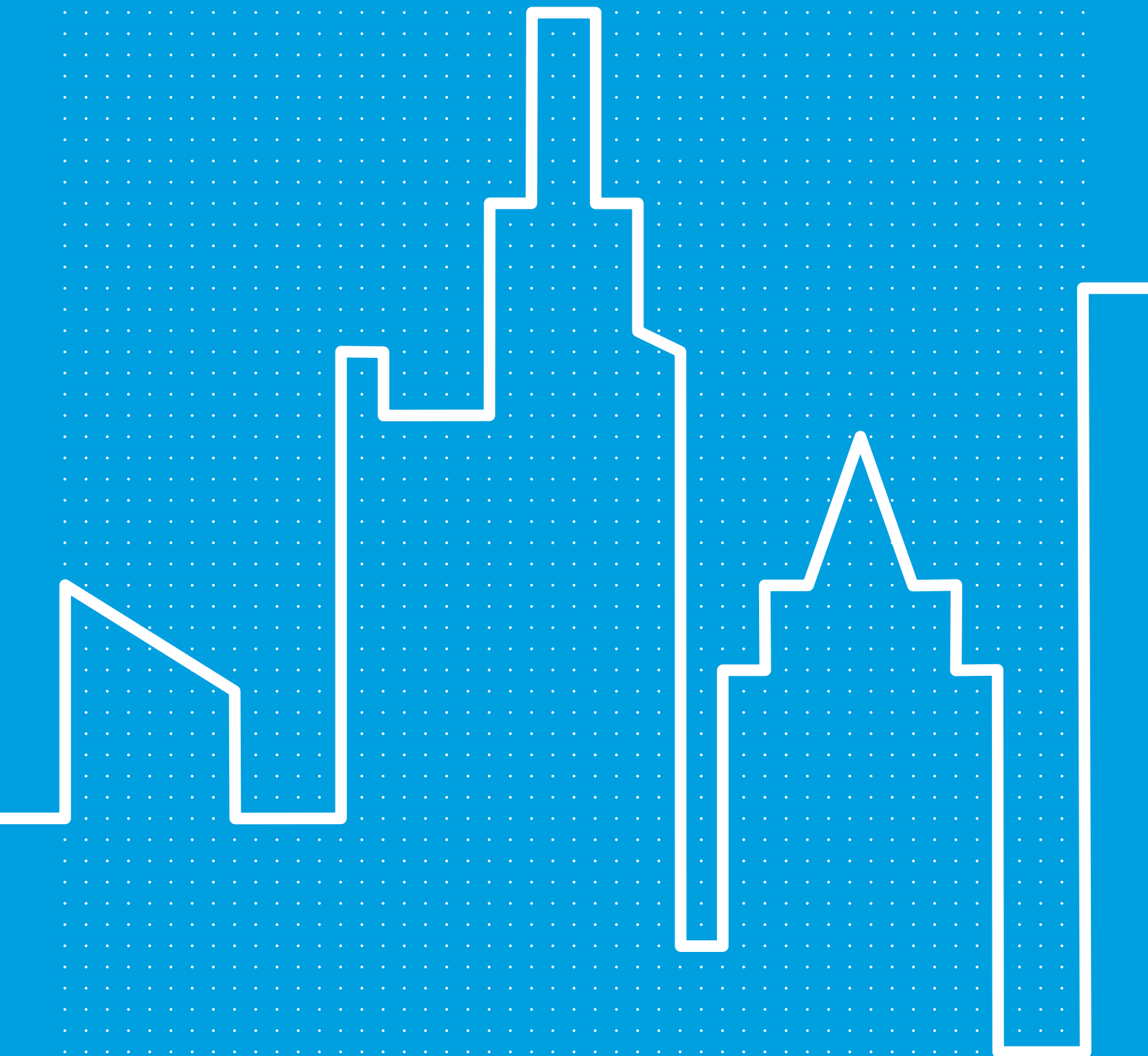
EVENTS 2026

25/26 JUNE
DIVA/EFA
USER GROUP
IN MANNHEIM,
GERMANY

21-23 APRIL
UITP SUMMIT
DUBAI

22-25 SEPTEMBER
INNOTRANS INTER-
NATIONAL TRADE FAIR
FOR TRANSPORT
TECHNOLOGY
BERLIN, GERMANY

FRANKFURT RELIES ON DDIP



Frankfurt Relies on MENTZ DDIP For Improved Real-time Information

Frankfurt, Germany has reached a new milestone in passenger information. In the scope of the »digital information broker« project, the VGF (Transport Authority for Frankfurt am Main) successfully launched the MENTZ dynamic data integration platform (DDIP). The DDIP has been in operation there since November 2024, and optimizes the supply of real-time data for passengers. Another aspect of the project is the provision of so-called MQTT brokers as a centralized publication space for real-time and other information.

Topic
Digital Information Broker

Customer
VGF, Transport Authority of Frankfurt

Project/Product
DDIP, MQTT-Broker, Page Builder

Contact
Dragana Tošić, Annamaria Rittger

New Products Through DDIP

This project has led to the development of several other innovative products that are directly based on the data from the MENTZ data integration platform (DDIP). The real-time data of digital stops – a product that was co-presented by MENTZ and the VGF at the MENTZ User Group in Frankfurt in May, and received overwhelmingly positive feedback – are processed by the DDIP. We reported on the design of the new departure boards for digital stops in MENTZ MAGAZINE 1/25 with the title »New tool helps create custom departure boards for public transport.«

A focal part of the project involves MENTZ DDIP providing real-time data for the so-called digital journey, which enables passengers in a vehicle to get information about the current route they are on using a QR code. The real-time data is not only exchanged through the VDV453 and 454 interfaces, but they are also published by the DDIP on the MQTT broker. To fit this need, the DDIP was enhanced to include an MQTT interface.

Innovating Data Standards

The data required for digital journey are published by AVM on the MQTT broker and received by new MENTZ modules. The data modelling used for this purpose is a launching pad for discussions in a VDV 435 sub-working group, whose goal it is to standardize real-time data exchange through data brokers and to make real-time data more easily accessible. MENTZ is a vital contributor to this working group.

Implementation and Scope

Implementing the DDIP at the VGF also included a two-day interactive workshop in Munich. During the workshop, the VGF team was privy to a detailed look at the platform's functions and possible applications, as well as its new, user-friendly web layout.

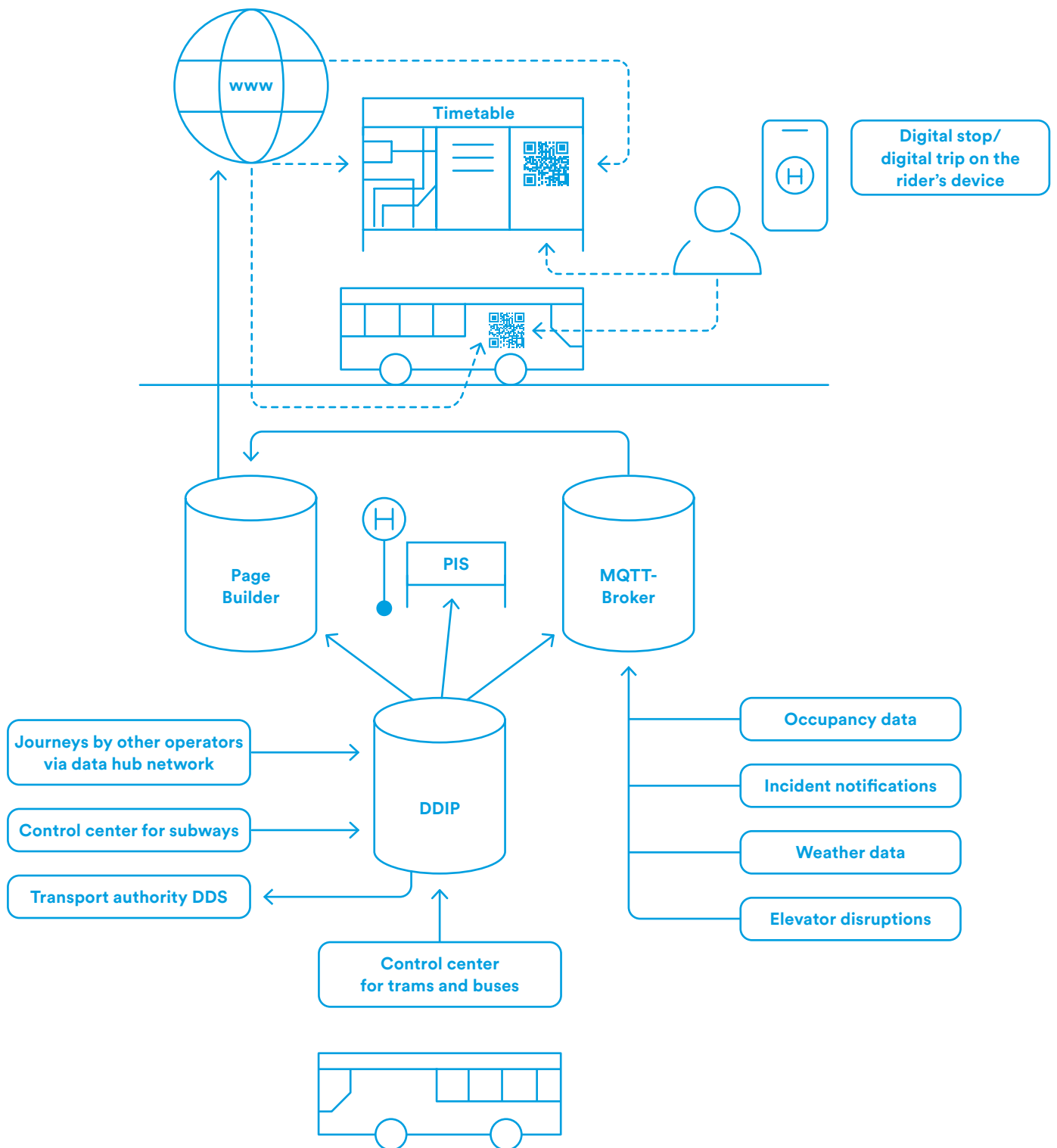
Thanks to MENTZ's DDIP, the VGF can now provide more targeted information to its riders. This includes showing departures from other operators on VGF's screens (at Central Station, Enkheim Station, East Station, and Höchst Station)

when the DDIP adds these data to the display data stream. The VGF plans to install additional displays throughout the city, which will not only show departures, but also provide information from the newly developed MENTZ MQTT modules. This feature is similar to the digital stop, and includes weather forecasts, out-of-order elevators, occupancy forecast data, or service interruptions.

Real-time data will soon be added to the RMVGo app and other RMV web applications for Frankfurt transport. As a result, the DDIP will become the central platform for VGF real-time information.



Digital Information Broker System Frankfurt



MENTZ WORLD WIDE

London

Stockholm

Melbourne

Chicago

Dubai



MENTZ Connects Melbourne: A Story of Successful Collaboration Down Under

MENTZ's global reach is exemplified by a recent project in Melbourne. Hand-in-hand with our new customer Yarra Trams, the operator of the world's largest urban tram network, we have successfully completed a feasibility study to provide a standardized real-time data stream to the Department of Transport and Planning (DTP). This joint initiative was driven by a shared vision: to transform data from the proprietary TramTracker API into the standardized and enriched SIRI-SX format. The result after productionization will be better and consistent service alerts for customers in Victoria. The excellent cooperation between the MENTZ and Yarra Trams teams was foundational to this success, allowing us to seamlessly bridge the gap between different data systems for the benefit of the wider transport network.

The project's success was built on a foundation of open communication and shared expertise. The technical proof of concept, hosted in the local AWS cloud, was developed through a highly interactive process with our Yarra Trams counterparts. This close collaboration was instrumental in navigating technical challenges, such as creating customized mapping rules and adapting to existing proprietary API structures. By combining MENTZ's integration know-how with Yarra Trams' deep understanding of their own data, we co-designed a robust and scalable solution that proved the viability of a high-quality, continuous data feed.

The project not only demonstrates MENTZ's technical capabilities on an international stage but also serves as a shining

example of how collaborative relationships lead to superior outcomes. We look forward to continuing this strong partnership and delivering innovative solutions for Melbourne's public transport system together.

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