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The Emergence of Open Payment Fare Systems



Open Payments Systems

January 18, 2011

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Discussion Items

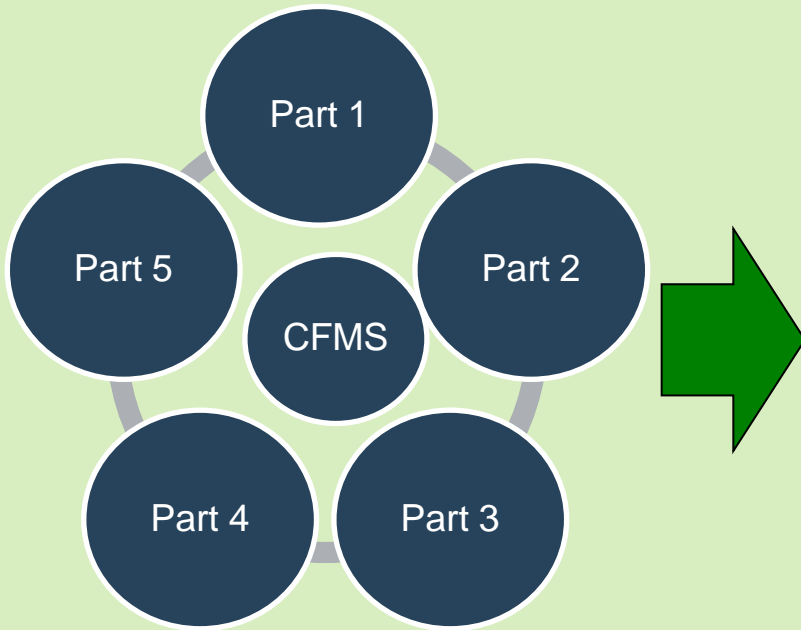


-  Contactless Fare Media Standard (CFMS)
-  Open Architecture and Payment System

CFMS Overview



CFMS Future Actions



- ❑ Limited Use media and other form factors
- ❑ Sub-system to Sub-system interoperability
- ❑ Account based transaction, “Open Payment” type transactions, Mobile type transactions
- ❑ Collaboration with combination Payment /Transit applications
- ❑ Security – base minimum level

Electronic Ticketing Trends are Driving the Need for Open Architecture



While Smart Transit Cards remain mature, flexibility is key given the uncertainty of customer preferences towards future technologies

1997 1998 1999 2005 2006 2007 2008 2009 2010



NFC-enabled cell phones

Mobile Suica (Tokyo)

NFC Mobiles (Bordeaux)

Touch & Travel (Germany)

Indicators of future direction

- TLS
- Giesecke and Devrient with O2



Contactless bank cards

Pilots (New York & Utah)

Operational System (Utah)

Indicators of future direction

- TfL
- New York (piloted)
- SEPTA (in procurement)
- CTA (in procurement)
- WMATA (in procurement)

Multi-application cards

Citi SMRT & Citi Octopus

Indicators of future direction

- ITSO/DfT
- APTA CFMS
- EU & UITP IFMS

Transit application cards

Octopus (Hong Kong)

Breeze (MARTA)

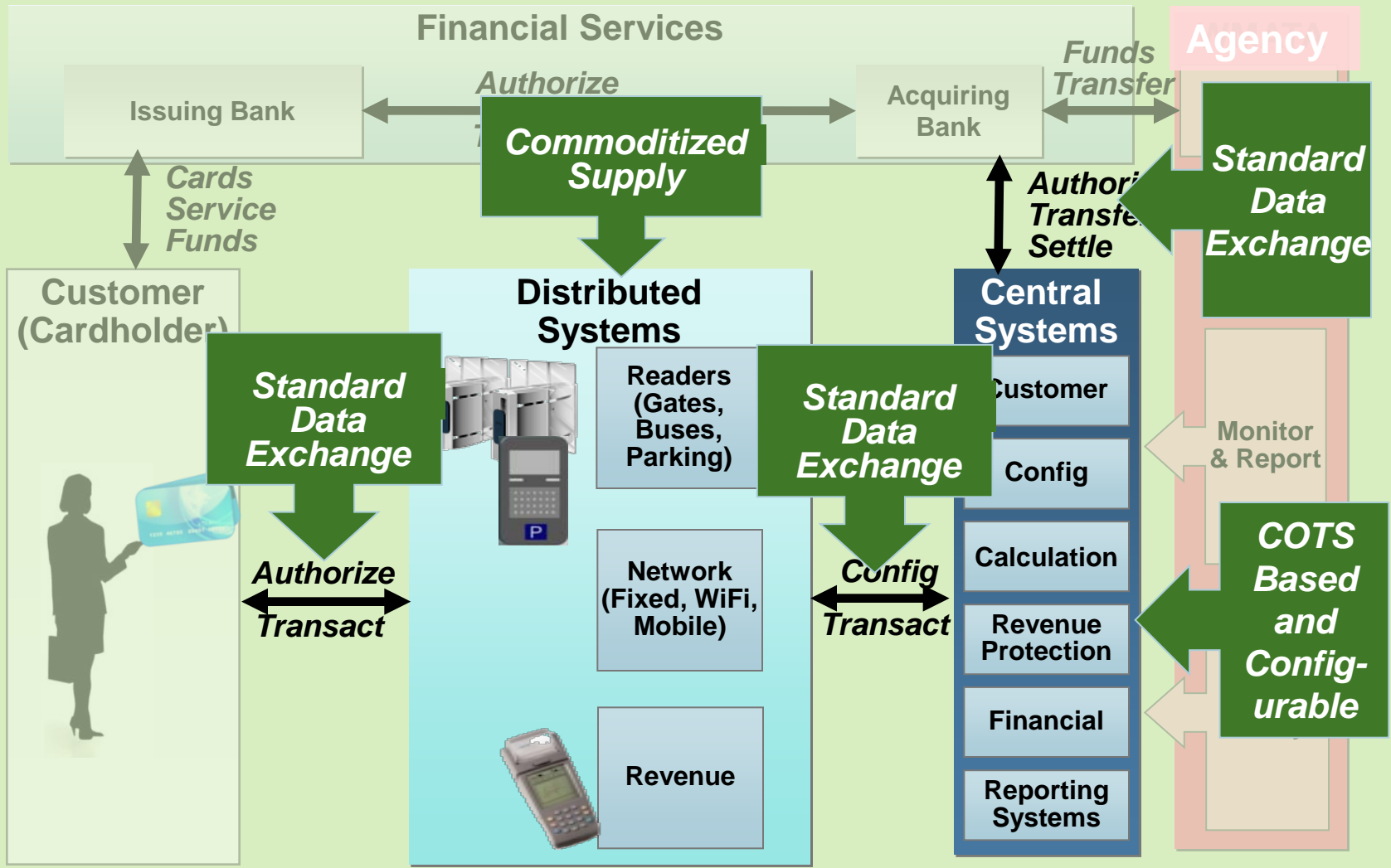
Oyster (London)

OV-Chipkaart (Netherlands)

PRESTO (Ontario)



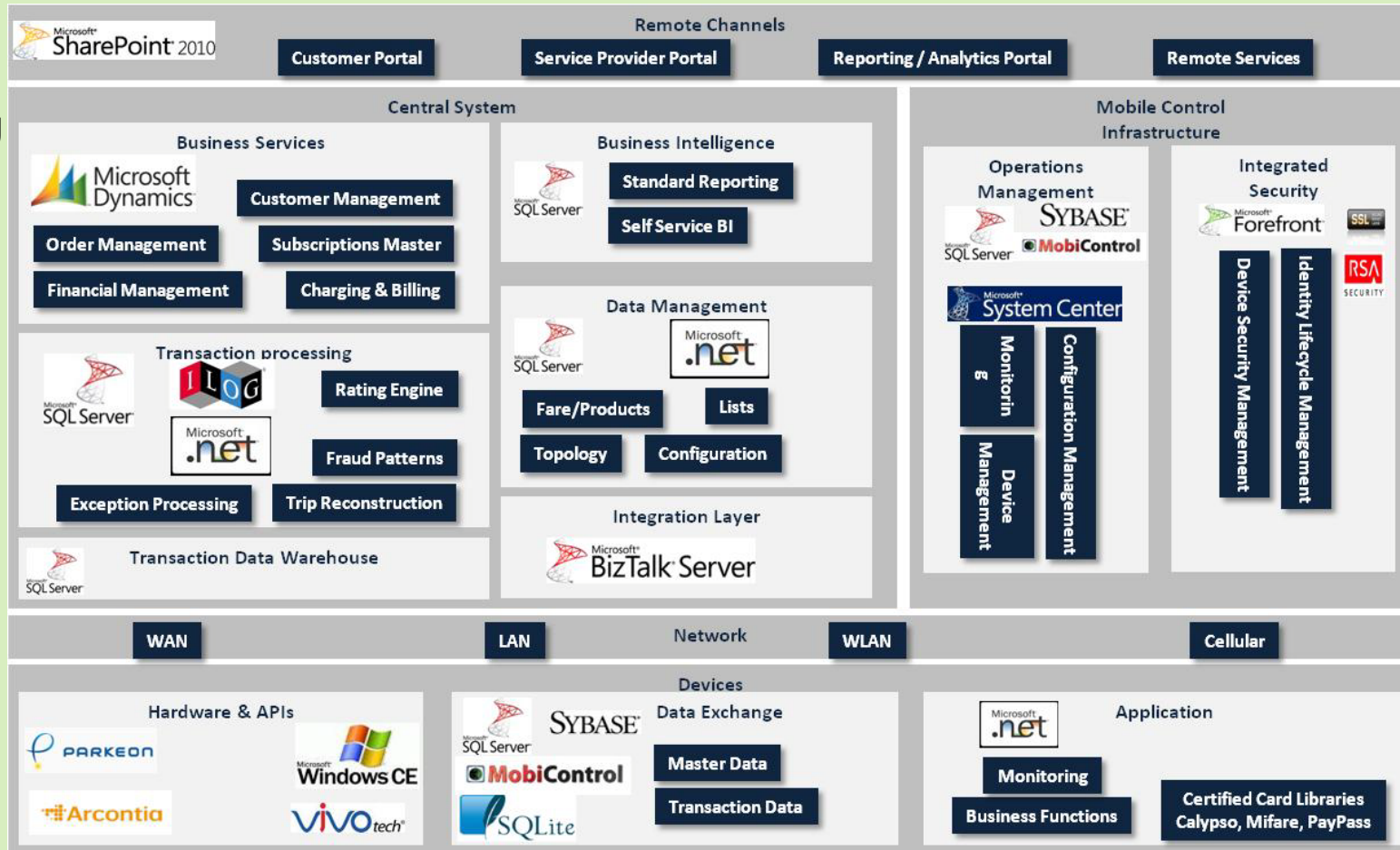
Key Open Architecture Considerations



Open Architecture and Payment System Design



- Packaged software is being used at each major subsystem
- Focus on configuration
- Customizations limited to interfaces
- Flexibility to adapt to a variety of network and device suppliers



Contact Details



Brian Stein – Business Development Lead – Public Transit
Accenture
brian.stein@accenture.com
(617) 291-7282