News from GIRO

2004 News:

Monterey-Salinas Transit selects *HASTUS* scheduling and operations

November 2004 – At the outcome of a formal tendering process, Monterey-Salinas Transit (MST) and GIRO have signed a contract for the implementation of *HASTUS* scheduling and operations software. Based in Monterey, California, MST provides public transit services throughout Monterey County, and into neighboring Santa Cruz and Santa Clara counties.

The two-phase project will begin with the implementation of the *HASTUS* scheduling, runcutting, and rostering modules, including the powerful *CrewOpt* automatic runcutting algorithm. The *HASTUS* software will be used by transit schedulers for the production of vehicle schedules for 31 transit routes and for the production of efficient crew schedules and rosters for approximately 130 operators.

In the second phase of the project, the fully integrated *RosterPlus* and *HASTUS-DDAM* dispatch modules will be introduced to manage daily operations at MST divisions located in Monterey and Salinas. With the functions offered by the *RosterPlus* and *HASTUS-DDAM* modules, MST dispatchers will be able to track and enter daily changes to the planned operator schedules, for instance absences, added or modified work pieces, overtime, and assignment of work to extra-board operators. Graphical displays and lists are continually refreshed as changes to the daily schedule are made; enabling dispatchers to quickly view available operators and assign them open work. At the end of the period, *HASTUS-DDAM* transfers timekeeping data to the payroll system.

Implementation services to be provided by GIRO include configuration, user training, implementation support, and customization. An important part of the project will consist in integrating *HASTUS* with other systems already in use or planned for the future at MST. For example, MST currently uses the Siemens VDO Transit Master AVL system. *HASTUS* has successfully been interfaced to the Siemens VDO AVL at several other locations in the U.S., and this interface kernel will be tailored to the particular AVL installation at MST. The growth capability and flexibility inherent in *HASTUS* will also facilitate the addition of modules or external transit related systems in the future. (www.mst.org)

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Another regional transit operator chooses *HASTUS*

November 2004 – EuRailCo chose *HASTUS* for the production of schedules at "trans regio", its entry onto the public transit market in Germany. Trans regio provides rail transit connections to passengers traveling on three different routes serving Kaiserslautern and various other cities of Rheinland-Pfalz.

HASTUS offers a complete set of standard functionalities specifically tailored to rail transit operations, such as the definition of movement and capacity constraints, the validation of these constraints, the management of vehicle units throughout the day of operations while keeping track of coupling/uncoupling activities and their ordering in train consists, visualization of movements in graphical mode at the platform level, and the automatic resolution of certain conflicts. The flexibility of these functions played an important role in EuRailCo's choice.

Another important element in EuRailCo's decision is the power and flexibility of the optimization algorithms for both vehicle and crew scheduling included in the *HASTUS-Vehicle* and *HASTUS*-Crew modules. These will allow trans regio, in addition to ensuring an optimal profitability for its existing network, to better position itself on future call for tenders for the provision of services on other networks. After Thionville earlier this year, here is yet another regional type transit operator who recognized the advantages in using *HASTUS* over competing products for the preparation of schedules in this demanding public transit sector. This new *HASTUS* installation in Germany brings renewed confirmation of what many other GIRO customers already knew for a long time on the subject of schedule optimization of regional operations, for instance companies like Regionalverkehr Köln (RVK) and Omnibusverkehr Saale-Orla-Rudolstadt (OVS).

Wiener Linien to manage driver assignments with *HASTUS*

October 2004 – Following a thorough investigation process that led to a competitive tendering for a new computerized driver assignment system, Wiener Linien has awarded GIRO an order for the addition of the *HASTUS-Roster* and *RosterPlus* modules to its current *HASTUS* installation. These two modules, fully integrated with the *HASTUS* scheduling installation that has already brought Wiener Linien an excellent return on investment through its advanced crew optimizer, will offer users the advantage of a robust, state-of-the-art product running on a single, common database. The many powerful features included in *HASTUS-Roster* and *RosterPlus* have demonstrated their ability to improve the quality of assignments, often resulting in increased driver satisfaction. These flexible modules can combine traditional theoretical methods with more flexible driver assignment methods based on individual preferences.

The configuration mechanisms, the sophisticated optimization tools, the powerful assignment manager, and the automatic driver assignment processes available in this new generation tool will provide Wiener Linien with a system capable of evolving with their needs.

HASTUS-Roster and *RosterPlus*, as well as our *HASTUS-DDAM* daily management module, have brought several contracts to GIRO in recent months, with many new installations in Europe, North America, Asia, and Australia. This unprecedented success confirms that GIRO's significant R&D efforts over the past years to improve these products have hit the mark. These recent contracts also confirm GIRO's world leadership in providing a complete integrated solution for scheduling, customer information, analysis, and daily management tools to the transit industry. (www.wienerlinien.at/wl/wlinien/jsp/home/guestHome.jsp)

City of Brampton opts for *HASTUS*

October 2004 – Following a call for tenders and evaluation process, the City of Brampton (Ontario, Canada) selected the renowned *HASTUS* scheduling and operations software application for implementation at Brampton Transit.

The two-phase project will begin with the implementation of the *HASTUS* scheduling and runcutting modules and their powerful optimization algorithms. The *HASTUS* software will be used by transit schedulers for the production of vehicle schedules for 120 buses that operate on 30 transit routes and for the production of crew schedules and rosters for over 220 drivers. In the second phase of the project, the operator dispatch and daily management functionality will be implemented with the *RosterPlus* and *HASTUS-DDAM* modules.

Implementation services to be provided by GIRO include configuration, user training, implementation support and customization. The growth capability and flexibility inherent in *HASTUS* will also facilitate the addition of transit related external systems such as automatic vehicle location and control (AVL) in the future. (www.city.brampton.on.ca/transit/home.tml?rnav=9)

Bravo Version 2005!

October 2004 – A record 190 *HASTUS* users were present at the 2004 International Users Group recently held in Montréal. Customers had an in-depth look at the new features in *HASTUS 2004* and coming soon in *HASTUS 2005*, and they certainly seemed delighted! New configuration options allow users to even better tailor *HASTUS* to their requirements, and improvements to our already-powerful algorithms confirm *HASTUS* as the cost-saving leader. New features in the daily operations modules – for example the new assignment manager and the employee information manager – also showed the result of important R&D efforts at GIRO, and how we have taken feedback from our customers into account.

Customer presentations illustrated the significant amount of recent activity around *HASTUS*:

- Mr. Robert Olivier and Mr. Bernard Turgeon of the STM described their on-going project to overhaul planning, operations and information systems at Montreal Transit, and how this will place the STM at the forefront of technology and innovation for many years to come. Of special interest were the new customer information and transit operations functions, the service event and communications module, the integration of service planning with ridership analysis, and the vehicle and service delivery management functions under development. All of this based on the integrated *HASTUS* database and several *HASTUS* modules.
- Mr. Bill Menzies, of Winnipeg Transit, shed additional light on the complexities of integrating scheduling, passenger counting, ridership analysis and service planning. His excellent presentation focused on important issues faced by today's Transit Managers and was illustrated with informative diagrams and a touch of humor appreciated by all.
- A presentation entitled " A 21st Century Computerized Scheduling System for New York City Transit" , by Mr. Stephen Viglietta of NYCTA, provided insight into the process of implementing *HASTUS* at a large transit agency, while at the same time accommodating extremely rapid growth in service. Stephen showed how *CrewOpt* has already allowed significant savings in crew scheduling costs and described the next steps in their current upgrade program.
- Mr. Ed Muncy of LACMTA of Los Angeles described how, following a court decision mandating an increase in service to reduce bus overcrowding, the *Minbus* algorithm helped them add 270,000 trips per year while reducing in-service hours by 100,000 and adding 900,000 service miles! Quite a feat! Congratulations to the LACMTA for their outstanding work.
- Mr. Russ Chisholm of TMD, with Mr. Joseph Rondon of the Chicago Transit Authority, presented the results of CTA's recent work on rostering. A new labor agreement now allows the CTA to roster work into weekly packages, saving money on daily guarantees and allowing changes in the use of part-time drivers. The results so far are impressive, both in terms of quality-of-life issues for bus operators and financial efficiency for the Authority.
- As usual, the Users Group meeting featured many well-attended product and user presentations, round tables, and workshops. Users were delighted with the hands-one training workshops where they learned how to use configuration and interfacing tools, or how to best define rules and parameters to increase the efficiency of vehicle, crew, roster, and daily schedules. A very productive week for everyone, and even more so for those who attended full-length courses offered before and after the 3-day event.

GIRO inaugurates a local representation office in Germany

July 2004 – GIRO Inc. is pleased to announce the opening of its new representation office in Berlin. Effective immediately Mr. Pierre Malo, previously based at GIRO headquarters in Montréal, is taking on responsibility as GIRO's on-site representative for Germany. Mr. Malo can now be reached as follows:

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GIRO in so doing affirms its intent to strengthen its presence on the German market, and build on the success of the *HASTUS* implementations at the Hamburger Hochbahn, Regionalverkehr Köln, and OVS in Saalfeld. The new office will provide a local point-of-contact to all existing and future customers in Germany, as well as in Austria and German-speaking regions of Switzerland. This will allow GIRO to be even more responsive to the various requests originating from this specific market segment.

GIRO representation in Germany was up until now ably assumed by Hansecom. Collaboration between the two firms will nonetheless continue whenever their respective expertise will be complementary on specific opportunities.

Checker and *GeoRoute* modules added to *HASTUS* installations in France

July 2004 – GTS, a private transit operator with 300 vehicles in the Paris region, provides both local and regional service in Mantes-la-Jolie andDreux. Already equipped with the *HASTUS-Vehicle*, *HASTUS-Crew*, *HASTUS-Roster*, *Geo*, and *HASTOP* modules, they will now be completing their *HASTUS* installation with the *GeoRoute* software. This module, already widely used in Europe to plan mail delivery routes, can also be configured to address school transportation requirements. *GeoRoute* makes use of the same mapping capabilities as *HASTUS*, and integrates with the other modules through the configurable OIG and RIR tools.

The SEMVAT (www.semvat.com) network serves the city of Toulouse in France, with a fleet of over 500 vehicles. In addition to the basic *HASTUS* scheduling modules, their installation includes the *HASTUS-ATP* and *HASTUS-Rider* modules for running time and ridership analysis. They will now be adding the *Checker* module to capture actual running time and ridership figures. *Checker* allows this information to be captured on a Pocket PC, either onboard a vehicle or at specific stops. The data completes the other information originating from other sources (AVL, electronic fareboxes, passenger counting devices, etc.). Notes can be added to each observation (ex.: unusual delay at stop) that will subsequently assist in the interpretation of the data.

Journey planning in Belgium

May 2004 – The new Website (www.infotec.be) launched by the SRWT in Belgium on May 25 brings new dimensions to journey planning and timetable publishing – two customer information tools now indispensable for public transit organizations. The national dimension brings to users a site integrating all public transport data for the country (TEC, De Lijn, STIB, and SNCB); the international dimension provides a quadrilingual site with French, English, Dutch, and German. Behind the exceptional ergonomy of these pages, GIRO's *HASTINFO* module brings state of the art technology that provides optimized journeys with a great level of detail. The system also offers the performance required to handle high transaction volumes, a must for a site offering service to all of Belgium's 10 million citizens. The *HASTINFO* application programming interface provided the SRWT with a very flexible tool that proved invaluable during the early design stages, and that continues to offer the capability to easily modify their customer information Web pages as customer needs evolve.

The success of this exciting new service is the result of the many teams involved in data preparation, and in the design, programming, and testing of the final product. GIRO congradulates everyone for the quality of their work and for the success of this large project.

Metro Transit implements *HASTUS* in the Twin Cities

March 2004 – The Metropolitan Council of Minneapolis-St. Paul and GIRO have signed a contract for the implementation of *HASTUS* at the Twin Cities' Metro Transit. The renowned *HASTUS* scheduling software was selected at the outcome of a formal tendering process to replace the incumbent system.

The project will also include the introduction of the fully integrated *Bid*, *RosterPlus*, and *HASTUS-DDAM* bid-dispatch modules to help manage daily operations at Metro Transit. The Council chose to include this option in the contract, concluding after a thorough evaluation process that the functionalities and growth potential offered by these *HASTUS* modules met Metro's stringent requirements.

Metro operates the public transit system – one of the country's largest – over the vast urban and suburban area of the cities of Minneapolis and St. Paul. This is accomplished out of 5 garages, with some sub-contracting in outlying areas. The complex and extensive route network serviced by Metro, composed of 153 routes in all, sees as many as 231,000 boardings taking place on an average weekday (www.metrotransit.org).

One of the many important elements of the project will be the integration of *HASTUS* with the new Siemens TransitMaster® CAD/AVL system being installed fleet-wide. Several *HASTUS* sites are already in production with an interface to this system, proving time and again the high flexibility of this software to interface to other information systems.

The year 2004 brings to Minneapolis the inauguration of service on the awaited Hiawatha light-rail line. With *HASTUS*, the scheduling staff at Metro will benefit from the many rail-specific features that come standard with the application. These include schedule validation for track restrictions and platform capacities, management of coupling/uncoupling activities, support for the "drop-back" method of relieving train operators, to name just a few. Synchronization of schedules at key stations, to assist in the planning of intermodal or interline passenger transfer, is another standard *HASTUS* scheduling feature that could also come in handy to the schedulers.

GIRO will be assisted in this contract by California-based Transportation Management & Design, Inc. (TMD), who will ensure that the software is delivered complete with current Metro Transit route and schedule information. TMD is a licensed *HASTUS* user that provides planning and scheduling-related consulting services to transit authorities in the US and around the world.

HASTUS to be implemented at Grand River Transit in Waterloo

March 2004 – Following a call for tenders and evaluation process, the Regional Municipality of Waterloo (Ontario, Canada) accepted the proposal of GIRO for implementation of the *HASTUS* software at Grand River Transit (www.grt.ca). The modules selected are: *HASTUS-Vehicle*, *HASTUS-Crew* with the *CrewOpt* algorithm, *HASTUS-Roster*, and *Geo*.

The *HASTUS* software will be used by transit schedulers for the production of vehicle schedules for150 buses that operate on over 50 transit routes and provide approximately 2,000 daily bus trips. The advanced runcutting optimization algorithm will assist schedulers in the production of 240 driver work assignments operating from two depots.

Implementation services to be provided by GIRO include the interfacing of *HASTUS* with a number of existing systems including the automated driver dispatching and timekeeping and the automated telephone information application. The growth capability inherent in *HASTUS* will also facilitate the addition of systems such as automatic vehicle location and control, automatic passenger counters and a Web-based trip planner in the future.

GeoRoute Users Group

March 2004 – The *GeoRoute* Users Group for postal organizations was held on March 11 - 12 in Manchester, U.K. Nearly twenty participants from Belgium, United Kingdom, Portugal, Luxemburg, Germany, and Ireland were in attendance.

A variety of presentations introduced participants to the latest functionality in *GeoRoute 2004*. The new Web module in particular generated great interest. Client presentations on various topics, ranging from union considerations to operational strategies, gave participants an overview of different possible uses of *GeoRoute* and how it can best be introduced in their organization.

Participants also appreciated opportunities to get acquainted and exchange ideas during informal discussions throughout the event, and more specifically at the Thursday night conference meal.

Thanks to all participants for contributing to the success of this event!

HASTUS to be implemented at Milwaukee County

January 2004 – Following a tender and evaluation process, Milwaukee County Transit System (MCTS) and GIRO have signed a contract for the implementation of the *HASTUS* system for scheduling, pick processing, and dispatching. This integrated system will include the *HASTUS-Vehicle*, *HASTUS-Crew*, *CrewOpt*, *Geo*, *Bid*, *RosterPlus*, and *HASTUS-DDAM* modules.

The MCTS (www.ridemcts.com) fixed-route service involves approximately 600 peak vehicles operating out of three garages and servicing a population of 1 million people through over 75 routes and 8,600 stops.

Implementation services to be provided by GIRO include the interfacing of *HASTUS* with several existing MCTS systems including AVL, customer information, passenger counting, human resources, and payroll will be provided using the *HASTUS* Object Interface Generator.

GIRO will be assisted in this contract by California-based Transportation Management & Design, Inc. (TMD) (www.tmdinc.net), who will ensure that the software is delivered complete with current MCTS route and schedule information. TMD is a licensed *HASTUS* user that provides planning and scheduling-related consulting services to transit authorities in the US and around the world.

Barcelona's TMB chooses *HASTUS-DDAM* for its daily operations

January 2004 – Transports Metropolitans de Barcelona has selected *HASTUS-DDAM* to manage its daily operations. The installation will provide TMB (www.tmb.net/eng/home.htm) a tool to manage the planning and daily operations of drivers and control center personnel.

The first phase of this installation will be the migration of the existing *HASTUS* installation to version 2004, which has been widely acclaimed by GIRO's customers during the recent Scandinavian, Australian, and French Users Groups. The project will be completed with the installation of the 2005 version currently under development in our Montréal offices.

This installation will bring a new dimension in the way users will manage vehicles, drivers, and control center personnel, and will provide a new platform to implement a seamless integration with TMB's SAP HR and Payroll systems.