RTIG INFORM

improving public transport through technology

Non-Members Edition **August 2026 – Issue 204**

What's on

The calendar below shows key events over the next few months, from RTIG and our associates. For further details of RTIG events please contact secretariat@rtig.org.uk

Webinars

6 August	Better Connected – Connecting Systems and networks.
10 August	Bus Services Act 2025: Consultation
27 August	Bus Services Act 2025: Consultation

Face to Face

20 October	Introduction to Bus Priority
25 November	Passenger Information in Enhanced Partnership Areas

For booking details and additional events see the website.

Working Groups

Future Bus Priority
Accessible Information

PTIC

17 September	Virtual

Conferences

10 September	UK Bus Summit
11 November	Quality Bus 2026

RTIG Board

14 September	Online

In this issue:

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Email: secretariat@rtig.org.uk
Web:www.rtig.org.uk

NEWS & EVENTS

Newsletter Frequency and Email Alerts

The newsletters are produced on a monthly cycle.

They will be posted on the RTIG website and emailed out to the newsletter contact list.

If you think a colleague or contact would benefit from receiving the RTIG newsletter then please ask them to fill out the form on the website or use the QR Code.

Social Media

RTIG is on these social media channels:

Linkedin
https://www.linkedin.com/company/12119271/

Bluesky
https://bsky.app/profile/rtig.org.uk

Instagram:
https://www.instagram.com/rtig_inform/

Facebook:
https://www.facebook.com/RTIGInform

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Working Groups

If anyone wants to become involved in any of the work packages in the business plan then please feel free to discuss or commit by getting in contact with Tim tim.rivett@rtig.org.uk .

Future Bus Priority Working Group

At the last practical bus priority event there was plenty of discussion about the challenges of the current approach to providing bus priority. We discussed what works and where there are opportunities to do things differently and what the medium and long term futures may be and need to be able to handle.

It was agreed that the current RTIG / UDG standard T031 needs some updates to better meet requirements – a group has been reviewing this and is nearing the end of the review which will update the document and XML standard.

There was also a desire to fully review how bus priority could work in future. A working group has started to meet, but is in the early days still and new members are more than welcome.

If you want to be part of either of this working group please contact secretariat@rtig.org.uk

Accessibility of Printed and Electronic Information Working Groups

There are currently two documents which give advice on how to provide information to the passenger, one for electronic information and another for printed. The former is an RTIG document, the later originally developed by ATCO.

RTIGPR003-D002 Inclusive passenger information - A guide to good practice for bus passenger technology providers (2018)
ATCO Printed Information at Bus Stops - Good Practice Guidelines

Both documents are in need or review because of the passing of time, technology developments and changing understanding and capability.

We have two groups active, one looking at printed information and one on digital information.

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If you want to be part of either of this working group please contact secretariat@rtig.org.uk

ITS World Congress 2027

The Intelligent Transport Systems (ITS) World Congress is the world's largest transport technology conference. The 2027 edition will be hosted by Transport for West Midlands (TfWM) at the NEC Birmingham between Monday 25 and Friday 29 October.

Over 15,000 global experts and industry leaders will attend. Delegates will participate in:
an exhibition of the latest transport products and services, talks, seminars, and workshops
a region-wide programme of technical visits, cultural experiences, and networking events

Partners
ITS World Congress Birmingham 2027 is organised by ERTICO, Europe's public-private partnership for smart and sustainable mobility. The successful bid was supported by the Department for Transport, Intelligent Transport Systems UK, Department for Business and Trade, Centre for Connected and Autonomous Vehicles and NEC Birmingham.

RTIG Stand & Opportunity for Members

RTIG will be having a stand at the congress, and whilst this will be in part to raise awareness of RTIG and the work we do, the prime purpose is to showcase the excellent work done by our members and help you reach a global audience.

To achieve this our stand will be in the style of a pavilion showcasing organisations who would otherwise have their own stand.

We have committed to a stand, the size of which can change depending on demand.

If you are interested in the opportunity, then please get in contact with tim.rivett@rtig.org.uk

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Better Connected - Summary of implications

Following on from the publication of the Better Connected Strategy we have summaries the impact for public transport, information and specific implications for local transport authorities, operators and the supply chain.

https://www.rtig.org.uk/documents/rtigs017-1

Bus Services Act 2025: improving information about local services consultation

At the start of July the DfT published a consultation on the Bus Services Act 2025: improving information about local services.

This can be found at:
https://www.gov.uk/government/consultations/bus-services-act-2025-improving-information-about-local-services

The Department for Transport (DfT) is seeking views on using powers introduced by the Bus Services Act 2025 to

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fully digitise the registration, variation and cancellation processes for local bus services
newly require bus registration type information from certain local transport authorities
request and publish new data about bus services from operators
The aim is to create a single, open source of information about a wider range of local bus services. The new system should make it simpler for operators and users to input data and easier for the public to access bus service information.

RTIG will respond to the consultation, we need you to tell us how you would like us to respond to the questions being raised which will have a significant impact on data and information for years to come.

To gather your thoughts and feedback we are holding two workshops in August where we will explore the questions being asked and collect your views on how RTIG should respond to to the consultation.

10 August 12:00 - 13:00
https://www.eventbrite.co.uk/e/1993692072658

27 August 12:00 - 13:00
https://www.eventbrite.co.uk/e/1993692606254

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Past Events

Franchising is not just about contracts — it's about data

Thursday 9 July
Face to Face

Authorities across England that are introducing bus franchising are placing growing emphasis on data — from timetable and AVL feeds to ticketing, reporting and contract-performance systems. Publicly available franchising material shows a clear focus on operator data requirements, KPI monitoring, payment adjustment, network oversight and customer experience.

Hear from people who understand the issues from real experience including:

Data as the Foundation for Better Bus Networks, George Connell, Stagecoach
From Datamazing to Infotastic; Delivering services for the people of South Yorkshire, Mark Cowling, SYMCA
Know Your Network: The Foundation for Successful Bus Franchising, Tom McKenna, Alchera
The day after go live, Simon Reed
Building the data infrastructure for franchised networks, Rob West, Elydium
Building a network of support for transport data professionals – Discussion
Network Performance - Insights from around the world, Miki Szikszai, Snapper

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What does the passenger experience mean and who owns it? (Including discussion), Flo McFarlane

The slides are available, with recordings available soon at: https://www.rtig.org.uk/workshops/2026-07-09

Next Face to Face event

Details for these events are being refined, save the dates though.

20 October – Introduction to Bus Priority
25 November – Passenger Information in Enhanced Partnership Areas
2 December – What can AI achieve for bus services already
12 January 2027 – Implications of the Bus Service Act 2025 Consultation?
10 March 2027 – AGM and Workshop

If you would like to help share the agenda for these events please contact Tim Rivett.

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Upcoming Webinars

Better Connected – a renewed emphasis on connecting systems and networks

6 August 2026, 13:00

Following the release of the Integrated National Transport Strategy, also known as “Better Connected”, and Transport Data Strategy, the Richard Holland from Systra will consider what they mean together and how they may mean a renewed emphasis on making transport systems work together to provide better outcomes both for passengers and wider society.

https://www.eventbrite.co.uk/e/1992831141590

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DfT Consults on Bus Service Act 2025 detail

The Department for Transport has launched a consultation on proposals to fully digitise the registration, variation and cancellation of local bus services in England outside London under powers introduced by the Bus Services Act 2025.

The plans would replace the current paper-based process and systems with a digital registration system integrated with the Bus Open Data Service (BODS). The proposal would allow bus operators to complete registration and data submissions through a single platform. The DfT also proposes creating a publicly accessible database on GOV.UK containing registration information.

Traffic commissioners would retain their statutory role alongside the new system for operators, local transport authorities (LTAs) and the Department.

The consultation also outlines plans to expand the range of additional data collected and retained. New information on passenger journeys and levels, cancellations and delays, vehicle accessibility features, CCTV, Wi-Fi and charging provision, vehicle capacity, and USB charging would be included.

The DfT says the measures are intended to improve transparency with a fully digitised system and consultation about the users.
The proposals would also require franchising authorities and LTAs with delegated registration powers to submit service information electronically to the new platform.

According to the consultation, digitisation would “lead to a lower administrative burden on the operators, TCs and LTAs and easier access to information for passengers and other data users.”

The government also says linking the new system with BODS would improve interoperability with compliance, funding, real-time information and mapping services while making bus performance data “more meaningful and accessible”. The consultation will inform secondary legislation needed to implement the new registration and data transparency powers

https://www.gov.uk/government/consultations/bus-services-act-2025-improving-information-about-local-services

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GOV NEWS

DfT promises £1.85m for portable PSVAIR compliance

In mid-June, the Department for Transport (DfT) launched a new grant scheme enabling coach operators to claim back up to 75% of the cost of purchasing portable accessible information (PSVAIR) equipment for vehicles used on rail replacement services, but operators are urged to take action soon if they wish to make a claim. The scheme has been introduced to help maintain PSVAIR-compliant rail replacement coach provision ahead of the expiry of the current technical exemptions on 31 July, and is designed to support coach operators in purchasing audio-visual equipment for use on rail replacement services. The funding can be used to invest specifically in purchasing portable audio-visual equipment designed to provide clear audible and visual passenger information, and applies to eligible equipment purchased from 9 June onwards. It is expected to run for around six months, or less if the funding pot of £1.85m is exhausted.

Applications opened at the end of June, however eligible purchases made from 9 June onwards will be able to be included retrospectively in an application. The funding is provided on a reimbursement basis after purchase, and grants can cover up to 75% of eligible costs, subject to criteria and funding limits, up to a maximum grant of £2,000 excluding VAT per equipped vehicle.

Established and new rail replacement operators may be eligible, with variations in support levels based on previous rail replacement history, but operators should be aware that permanent installations and fixed vehicle modifications are not included, and so should check full eligibility requirements before purchasing equipment.

Rail Replacement Location Data

We are pleased to report that the new service to provide Rail Replacement Location Data went live on 29 July 2026.

You can access the data via the NaPTAN website home page and accompanying guidance can be found under the ‘additional info’ tab.

Download the data at: https://beta-naptan.dft.gov.uk/Download/Rrl
Access the API at: https://rrl.api.dft.gov.uk/swagger
Access guidance at: https://beta-naptan.dft.gov.uk/article/guide-to-rail-replacement-location-data

The NaPTAN site has a banner at the top which provides a link to our survey about the Rail Replacement Location Data. If you make use of the service, please complete the survey.

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Details about the new service, as provided in the June Newsletter, are reproduced below for anyone who missed it.

The Department for Transport is running a 12-month pilot to supply free and open planned Rail Replacement Location Data to the public transport ecosystem.

Our new service includes some guidance notes covering FAQs:

What is the data for?
The dataset is intended to supply open and free rail replacement location data to the public transport ecosystem, primarily to support sectoral compliance with the Public Service Vehicles (Accessible Information) Regulations 2023. This data is primarily intended for use in next stop audio announcements and visual displays on board rail replacement vehicles.

Who is it for?
The dataset is intended for use by those providing software to enable next stop audio announcements and visual displays, local authorities, those commissioned by train operators to provide services related to rail replacement vehicles, journey planners and researchers.

The data is free and open for anyone to download and use, therefore there may be many other use cases. For example, the data contains passenger facing directions to find where they need to go to board the rail replacement vehicle. This information is useful for visual displays at train stations.

What does the data contain?
The dataset includes passenger pick up and drop off locations used for rail replacement services in England, Scotland and Wales. These locations may be existing bus stops used on routine bus routes, existing bus stops that are used only for rail replacement services, or locations that are not formal bus stops that are used only for rail replacement services.

The dataset consists of:

- Location coordinates
- Unique identifier reference (ATCO Area Code)
- NPTG locality
- Computer Reservation System code (used to identify specific railway stations, depots and interchanges)
- Station Facility Owner code (refers to the Train Operating Company that operates a specific railway station)
- Passenger facing descriptive text

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- Welsh language translations where appropriate
- Data life-cycle metadata

The data does not contain information related to emergency rail replacement services, timetables, routes, real-time vehicle tracking, or service availability.

What is the status of the service?
The Rail Replacement Location Data is provided on a pilot basis for 12 months from 29 July 2026, to enable us to learn from this initial provision of data. We'll transition to a full service, without a break in service, after the pilot phase.

How can the data be accessed?
Initially, the data will be published on the NaPTAN website and can be accessed through an API and downloaded as a CSV file. During the pilot phase we will provide the facility to access the data in JSON and XML formats via our website.

How often will the data be updated?
The most recent data will be visible on the website.

Smart Data: multi-sector call for evidence

We're seeking evidence to shape Smart Data schemes across sectors, including use cases, design choices, governance and international best practice.

This call for evidence closes at 11:59pm on 1 October 2026

Following publication of the Smart Data strategy 2035, we are considering how Smart Data schemes should be prioritised, designed and delivered in practice.

As the Smart Data programme moves from strategy into implementation, this call for evidence seeks stakeholder views to inform decisions on:

- sector readiness
- use cases
- how schemes should be designed
- how to ensure cross-economy alignment

The aim of this call for evidence is to:

- seek stakeholder input on potential use cases for Smart Data across the agri-food, property, retail, trade and transport sectors
- explore design considerations to support effective and scalable scheme implementation in the named sectors

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- invite views on cross-sector governance models and institutional arrangements
- gather evidence on lessons from international Smart Data initiatives
- inform future sector-specific consultations and overall scheme delivery approach

https://www.gov.uk/government/calls-for-evidence/smart-data-multi-sector-call-for-evidence

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IN OTHER NEWS

Barcode Ticket for Public Transport (BT4PT)- Questionnaire

Seamless multimodal and multi-operator travel across Europe is a major goal of EU transport policy. This goal is based on environmental arguments (less pollution, sustainability, EU climate targets), economic arguments (less energy consumption, less congestion) and social arguments (making it easier for citizens to work, study, and do business across borders).
One of the facilitators of this European transport is the development of a standard to integrate electronic ticketing for all public transport modes in all countries of Europe.

This standard shall elaborate an EU-wide interoperable barcode and is one component in a whole series of initiatives to arrive at seamless travel in Europe. To be effective, this standard should include all surface transport.

To support the usage of the interoperable barcode and to secure the standard to be future proof, the BT4PT workgroup is now collecting as much real-life information as possible (both current and planned) to define the “payload” of the barcode.

The focus is on collecting the information stored in/on tickets, like validity date/time, zone where a ticket is valid, class, … as well as the restrictions (terms) and conditions to the validation and inspection activities in ticketing in Public Transport. Tickets can be of any kind, we do not limit the info cellection to actual barcode tickets only.

This questionnaire has been created to get as much information as possible about the way ticketing is organized in your company.

We would like to receive your answers before August 31th at questionnaire@BT4PT.eu

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IN OTHER NEWS

https://www.rtig.org.uk/sites/default/files/2026-07/CEN-TC%20278-WG%203_N115_CEN-TC%20278-WG%203-%20Barcode%20Ticket%20for%20Public%20Transport.pdf

UK Digital Labelling Law 2026: What's Changing and What Still Needs a Physical Label

Back in January 2024, the UK government announced that it would allow digital labelling on a range of imported goods. That announcement has since become live legislation, and a consultation published in March 2026 sets out exactly what information can move online and what has to stay on a physical label. Here's where things stand as of mid-2026, and what it means if you're currently labelling products or assets.

The Department for Business and Trade completed its Product Safety Review and proposed allowing British businesses to provide manufacturing information digitally, as an alternative to a physical label, for certain imported goods. At the time, this was policy intent rather than law, sitting alongside continued UK recognition of CE marking next to the newer UKCA standard.

The law behind it: the Product Regulation and Metrology Act 2025
On 21 July 2025, the Product Regulation and Metrology Act received Royal Assent. This Act doesn't spell out the detailed rules itself. Instead, it hands the Secretary of State the power to make new product safety and metrology regulations, including on digital labelling, through secondary legislation. It's the legal mechanism that turns the 2024 announcement into something that can actually be enforced, and the government has now started using it.

The March 2026 consultation: "digital by default"
On 31 March 2026, the Department for Business and Trade and the Office for Product Safety and Standards launched a consultation on a new core product safety framework, intended to replace the General Product Safety Regulations 2005. Alongside proposals covering online marketplaces, AI enabled products and enforcement powers, the consultation set out a "digital by default" approach to product labelling.

Under the proposal as it currently stands:
Certain identifiers, such as serial numbers and batch numbers, would still need to appear physically on the product or its packaging.
Other information, including safety instructions, warnings and producer contact details, could be provided digitally instead, for example through a QR code or NFC tag, as long as no sector specific rule requires it to be physical.

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Where digital delivery is used, the physical label still needs to make clear what information is available digitally, and safety information must be clearly flagged as needing to be read before use.
Consumers keep the right to request a physical copy of safety information.
The consultation closed on 23 June 2026. Government has committed to publishing a joint response within 12 weeks of that date, which points to around September 2026, followed by secondary legislation under the 2025 Act and implementation guidance for businesses.

What has to stay physical vs what can go digital
This is based on the current consultation proposals, not final regulations, so treat it as the direction of travel rather than confirmed law.

Stays physical (under current proposals)	Can move to digital (QR code / NFC)
Serial numbers and batch numbers	Full safety instructions
Enough info to signal what's available digitally	Producer contact details
A flag that safety info must be read before use	Extended warnings and technical detail
Sector specific mandatory physical labelling (medical devices, construction products, marine equipment, rail, aircraft, and similar excluded sectors)	General compliance and manufacturing information, where no sector rule says otherwise

What this means if you're labelling products or assets right now
For manufacturers and importers, the direction of travel is clear even before the final rules land. Digital delivery is coming for warnings, instructions and contact details, but identifying information stays physical, and a physical label or tag is still required as the gateway to everything else. In practice, that means the opportunity isn't "remove the label." It's "make sure the physical label is durable and reliable enough to keep pointing to the digital content for the working life of the product."

That's exactly where QR and barcode labels, NFC enabled asset tags and durable graphic overlays come in. As sector specific rules are phased in over the next few years, expect more physical labels to carry a scannable code linked to hosted compliance and safety information, alongside whatever minimum physical text is mandated. A label or overlay that fades, lifts or becomes unreadable defeats the point of the whole system, so material choice and print durability matter as much under this new approach as they did under the old one, arguably more, since the physical label is now carrying the weight of directing users to everything else.

IN OTHER NEWS

Ed: Whilst about Traffic signal engineers many of you have staff on street where similar harassment could occur:

Traffic signals engineers urged to take precautions amid growing harassment over sensor conspiracy theories

The Transport Technology Forum is advising traffic signals engineers and local authority staff to take sensible precautions after reports of harassment linked to conspiracy theories about traffic signal detection technology.

The advice has been issued following recent incidents in Lincolnshire and elsewhere in the UK, where traffic signal sensors have been vandalised by people falsely claiming the equipment is intended for surveillance or other sinister purposes. Lincolnshire County Council recently condemned the deliberate damage to sensors in Sleaford, which cost around £8,000 to repair, while similar attacks have been reported elsewhere.

The issue has now gone beyond damage to equipment, with evidence emerging of highways professionals being targeted personally, with reports that traffic signals engineers and local authority officers are being harassed simply for doing their jobs. Incidents have been reported of people trying to identify staff, digging for personal information and approaching officers while they are carrying out work on site.

Officers from Lincolnshire County Council stressed that the technology installed on traffic signals is designed simply to improve the operation of junctions by detecting approaching vehicles, cyclists and pedestrians so signals can respond more efficiently.

Typically Microwave Vehicle Sensors or MVDs, these sensors are not in any way surveillance devices but are there to make journeys safer, reduce unnecessary delays and help vulnerable road users cross the road safely. They use well-established technology that has been in use for many years.

Organisations involved in the traffic signals sector are encouraged to review the information they publish publicly about operational personnel and should carefully consider how much information is made publicly available about staff members who work on the network. This includes consideration of whether names need to appear on public-facing documents or social media and ensuring engineers working on site remain aware of their surroundings if they encounter aggressive or confrontational behaviour.

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The overwhelming majority of the public understood the purpose of the technology and supported the work of highways teams and see traffic signals engineers as dedicated professionals whose job is to keep people moving safely and efficiently. The sector must take precautions to ensure our staff do not face intimidation or harassment for maintaining traffic signals or installing technology that benefits everyone who uses the road network.

Lincolnshire County Council has called for the public not to be misled by false claims surrounding the technology after conspiracy theorists vandalised sensors at traffic signals in Sleaford. The council warned that damaging the equipment reduces the efficiency of junctions and can have wider safety implications

https://ttf.uk.net/2026/07/03/traffic-signals-engineers-urged-to-take-precautions-amid-growing-harassment-over-sensor-conspiracy-theories/

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MEMBERS NEWS

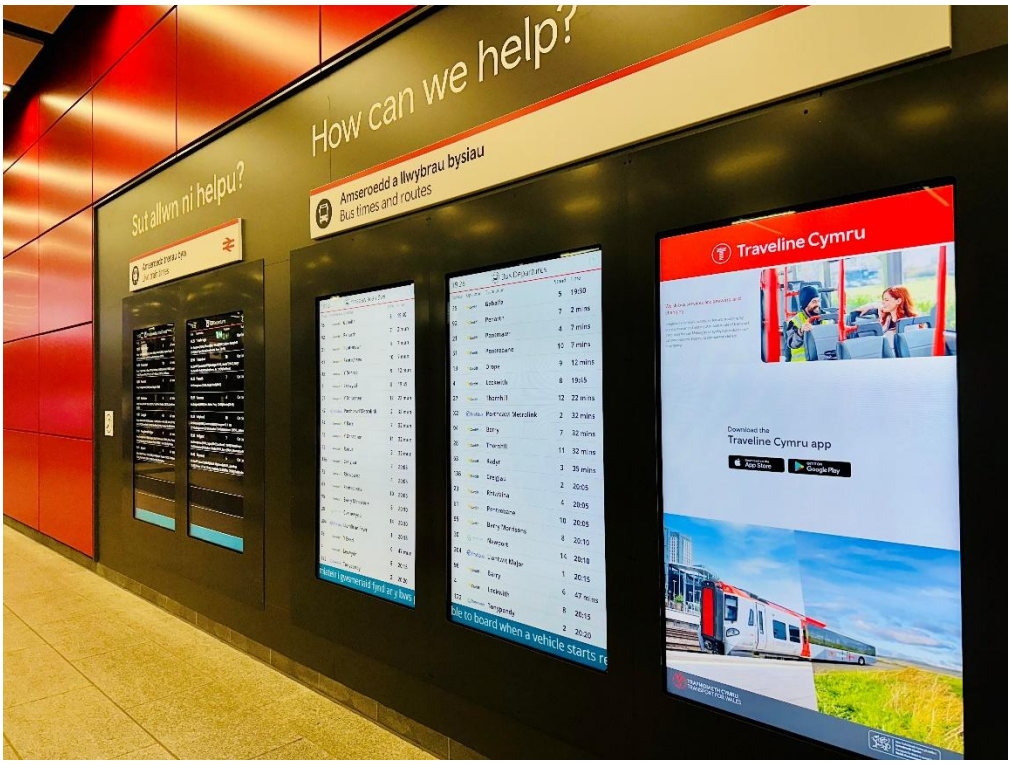
Keeping in touch with you

As well as keeping you up to date with all the latest news from RTIG, this newsletter aims to provide a community forum for members. We therefore offer RTIG members the opportunity to submit a short article here on any issue or innovation that might be of interest to the community.

There are two ways of becoming involved in this:

- Email pieces to us when you have them – press release format is fine, and pictures are welcome.

Nominate a marketing contact who will be included in the editor's monthly process of 'chivvying'.



Transport for Wales, Cardiff Interchange

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National Bus Prediction Service is announced by TransportAPI

TransportAPI is announcing the opening of its National Bus Prediction Service (NBPS) to provide real-time information (RTI) for all bus stops in Great Britain. The new NBPS is already substantially complete through the local authority RTI schemes included with the NextBuses - powered by TransportAPI service. During the first 3 months of NextBuses operation TransportAPI has extended the NextBuses RTI coverage to include London, Manchester and Edinburgh. However, this expansion still leaves many rural bus stops not covered by any RTI source.

The NBPS is now using the English Bus Open Data Service (BODS) SIRI-VM data to track buses and predict their likely departure time at stops that are not already covered by existing RTI schemes. TransportAPI is also keen to speak to Welsh and Scottish operators with SIRI-VM data outside the English BODS service. The new NBPS will complete the national coverage of NBPS to serve all stops with RTI from a single national source.

The data is delivered to developers through NextBuses SIRI-SM service or the TransportAPI hypermedia RESTful API managed service with links to stops, routes and operators within the response. TransportAPI automatically chooses the best data sources for each stop so that no prior knowledge is necessary to use the service other than stop ATCOcode, and this data is available from the TAPI Places managed service.

TransportAPI aims to reach 100% bus stop and service coverage including rural stops within a year, and the new service will also enhance the NextBuses SMS service. The first of the areas without existing RTI data to be covered by the NBPS is rural Cheshire. We invite local transport authorities to contact us if they have high priority areas without current RTI so we can adapt our rollout programme.

Stagecoach Appoints Ticketer as New Ticketing and RTI Supplier

A partnership built for long-term innovation
Central to their new partnership, Stagecoach will deploy Ticketer's detachable TK300 electronic ticket machine across its fleet, providing a modern, scalable platform that brings together ticketing and RTI into a single integrated ecosystem.

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Rollout will see the TK300 implemented nationwide from September onwards, with further solutions and service scope continuing to be refined collaboratively ahead of launch.

As part of this process, Stagecoach is also exploring opportunities to simplify its onboard technology estate through partnerships with new suppliers, further enhancing operational efficiency and the passenger experience. The foundation of this approach will be the Ticketer Portal, serving as a single hub for connected systems, data and services.

https://www.ticketer.com/press/stagecoach-appoints-ticketer/

Lancashire County Council commences region-wide rollout of the Ticketer TK300

Ticketer is delighted to announce that Lancashire County Council has commenced a county-wide rollout of operator ticketing technology to the Ticketer TK300 electronic ticket machine, further building upon last year's Ticketer Tap Off Reader (TOR) implementation.

This deployment signifies a major investment in modernising ticketing infrastructure across the county's bus network, and underpins Lancashire CC's continued commitment to modern, optimised, and passenger-focused public transport.

Supporting better bus services across Lancashire
Implementation of the TK300 will begin on board Archway Travel, Transpora Buses, Holmeswood Coaches, Pilkington Bus, Moving People and Travel Assist from July 2026, with completion of all ETM and TOR installs within regional operators planned for August.

The rollout will provide Lancashire's entire bus network with access to Ticketer's next-generation ticketing and Tap On / Tap Off technology, designed to support faster, more flexible and more connected ticketing for operators, authorities and passengers alike.

https://www.ticketer.com/press/lancashire-county-council-upgrades-tk300-and-toto-reader/

Hanover Cloud – New Features, More Control

Gone are the days of USB sticks, desktop installs, and wondering what firmware is actually running on which bus. Hanover Cloud puts you in

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control of your entire passenger information fleet from any browser, on any device, from anywhere.

Hanover Cloud is a web-based fleet management platform built specifically for operators running Hanover passenger information equipment. Log in, see your fleet, push an update, and move on. No software to install, no version headaches, no depot visit required.

What's new
The latest release of Hanover Cloud brings new features and improved performance across all six platform applications, available now to all existing subscribers and new customers.

One platform, everything you need.
Hanover Cloud brings together six applications that cover every aspect of day-to-day fleet management:

Destinations – Create, edit, and preview destination lists for your entire fleet, then push them remotely in minutes
Transfers – Send destination files, firmware, and configuration updates directly to vehicles over the internet, instantly or on a schedule
Health – See the connectivity status, software version, and equipment health of every vehicle in real time
Monitoring – Track your fleet live on a map with configurable alerts and zone-based notifications
Fleet – Maintain your complete vehicle inventory across depots, groups, and equipment profiles
Management – Control user access, roles, and subscriptions across your organisation
Built to work with your existing equipment
Hanover Cloud is compatible with all Ethernet-equipped Hanover hardware including the DG3, EG3 RS, EG4, Smart TFT, and HTC. It is also fully compatible with files from HELEN, HERALD, and Hanover Central, so if you are moving from our legacy desktop applications, you are not starting from scratch.

https://www.hanoverdisplays.com/hanover-news/new-features-more-control

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ADMIN

Management Committee Members

The Management Board for the year 2026-2027 was appointed at the AGM on 24 March 2026. Membership is currently as follows:

Chair: Tony Brown

Members: Sonya Sparks (Essex), Graham Davies (WYCA), Russell Gard (React Accessibility), Jon Salmon (Snapper Services), Tony Brown (Atkins), George Connell (Stagecoach), Simon Gold (Reading Buses)

Contact us

Best by email: secretariat@rtig.org.uk.

https://www.linkedin.com/groups/8557065

Next issue

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Please send all contributions to secretariat@rtig.org.uk at any time up to Wednesday 26 August 2026.

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To unsubscribe: email with the subject "unsubscribe" – or simply reply to your notification telling us you'd like to be taken off the list.