What the Hack- Hackathon/ Legal Terms & Conditions

24.-26.6.2016
Seminarhotel Seppenbauer
9361 At. Salvator, Carinthia, Austria

1. Aim and purpose
GS gain& sustain OG (GS) is hosting a contest for the development of mobile applications (apps) entitled „What the hack- Hackathon“. It will be staged as an international event from 24th to 26th of June 2016, taking place in St. Salvator in Carinthia. The detailed schedule is available at the event. The participation lasts from 24th of June 14:00 until 26th of June 18:00. In order to be considered as a fully participant members have to be at the hackathon at least 80%.

The contest will be hosted by GS sponsored by „Institut für Technologie und alternative Mobilität“. Developers, app designers, concept designers and other experts in the field of communication, user experience, are invited to work in teams to produce a digital solution or a mobile app.
.
The main objective of the What the hack-Hackathon is to make the following vision become a (virtual) reality:

You travel to a destination using different means of transport (train, bus, taxi, car sharing, bike) and there is no need to buy any ticket because your mobile device will gather all the information about your trip, chooses the best option for you and registers each check-in and check-out in the different used vehicles along your journey accordingly to the distance.

Participation in the „What the hack-Hackathon“ is free of charge – accomodation (double room shared with teammembers oft he same sex) food are covered by the organizers.

2. Place and date
The event will take place from 24th to 26th of June 2016 in 9361 St. Salvator, Hotel Seppenbauer, Carinthia

After the welcome, the coding contest will continue without interruption for exactly 48 hours. GS reserves the right to reschedule or relocate the event for technical or organizational matters. The mentors from each participating country will be on hand to support all the teams and facilitate their working process.

At coding stop on 26th of June 2016 at 14:00 local time each team that is taking part at the Hackathon needs to have uploaded its entry to the server www.github.com. Details will be provided to the selected and registered participants on-site.

Each team can upload a digital solution or app and introduce it at the project presentation.

The participants will bring the equipment they need (PC/tablet/mobile devices/monitors) to set up a development environment and have good working conditions.

3. Registration
Potential participants in the What the hack-Hackathon are required to apply online at www.hackathon.click in advance until latest 3rd of June 2016 12 am by completing the application form online and upload their CVs individually.

Applicants submitting incomplete application forms or inaccurate information will be disqualified.
GS reserves the right to extend the application period or close it early based on the number of applications received.
Application does not in itself represent a confirmation for participation at What the hack-Hackathon 2016.

4. Confirmation of participation
Selected applicants will receive an official confirmation for participation by email at the address provided in the application form on 6th of June 2016. This official email from the organizers will contain all useful information about the initiative as well as directions to the event venue. The travel will be organized by the country representatives of your country. The travel costs and mean of transport have to be approved in advance by GS in order to be refunded in cash at the event location by showing the bills and tickets, or fuel costs. Refunds do not exceed 200 Euros per person.

5. Participation
Participation in the „What the hack- Hackathon“ is open to people aged 18 years and older with a strong interest in innovation and technology who wish to develop digital solutions meeting the specific requirements of the call.

6. Terms and conditions of participation
Application and participation are free of charge. People may participate as individuals or in teams made up between two and six people. Registered team members/participants accept the terms and conditions of participation and the use of personal data as well as photography/video recording during and after the event by staff and partners of GS for the purposes of producing editorial content and advertising materials.
By accepting these legal terms the registered team members / participants confirm the accuracy of the information provided. The selection process includes a review of all documents submitted by the applicants.

Each team gives itself a name which does not refer in any way to brands or registered companies or suggest violent, discriminatory, obscene or defamatory content. The participants declare that they will use only their own ideas in the competition and do not use any content that belongs to any other (legal) person.

By accepting the terms and conditions and taking part in the „What the hack-Hackathon“ 2016, each participant undertakes to manage with care any materials and/or equipment provided by GS, not to cause damage to the venue, comply with safety and security regulations and to assume liability for any damages to people or property caused by them. Participants are aware of the fact that taking part in the competition is free of charge and that, consequently, they are not entitled to remuneration or compensation of any kind.

7. Challenge and Specification

Initial situation:
Public passenger transport and private transport are currently extremly changing. Reasons for that are routed in the ongoing digitization, the change in the mobility behavior of the society due to different living conditions (working hours, leisure activities), the evolving sharing economy and massive technological advancements in the field of automotive and communications technology.

While car manufacturers annually invest billion euros in the development of its new technologies, hardly any investment in the development of modern, customer-oriented technologies are made in the field of public transport. The reasons for this are outdated legal frameworks, the dependencies on public authorities, the consequent lack of motivation of entrepreneurs for investment in modern technologies in public transport and in fact that these are niche products that are only offered by a few companies with monopoly position on the market.

Different providers of public transport services (bus and train) or vendors of alternative mobility options (Micro PT, car and bike sharing) are not aware of the potential of multimodal mobility (use of different means of transport). Usually only one mobility service is offered. For example, a public transport user who would like to use a car sharing needs to use another agreement with the seller. Just multimodal mobility provides offers a number of benefits for both the buyer as well as the user. In particular resource-saving, efficient and environmentally friendly mobility needs are met.

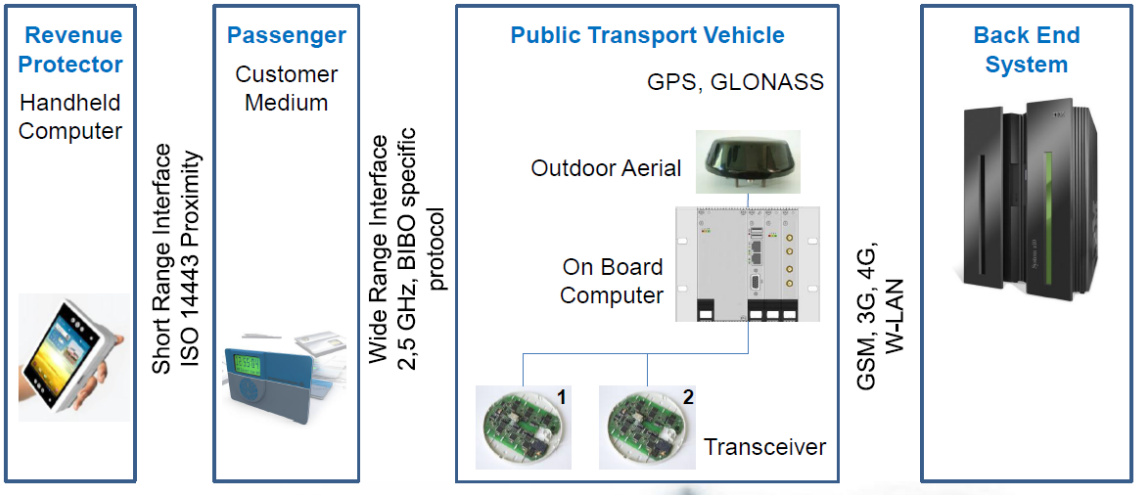
In order to make multimodal mobility for more people in the traditional public transport interesting new simple solutions are needed. This includes on the one hand access to mobility information (in this area arise very good solutions) and on the other hand, the simple use of mobility in terms of ticket

purchase and payment. In this regard, digital technologies have become important only marginally (ticket sales on the web). The best example for the resistance to modern technologies is the embossing press to devalue the tickets by the conductor in public trains in Austria.

In the future, different mobility services (bus, train, shared cars & other sharing services) are taken advantage of and can be paid easily, similar to telecommunication services. This means the customer has to register only once on a single platform (ideally on the phone, tablet, or smartwatch) and can then use all different means of transport (trains, bus, open sharing services and parking tickets for the car). Every trip/service must be recorded and transmitted to a central server. There the allocation of the data proceeds to the individual providers. At the end of the month the user receives a bill with all the mobility services accumulated.

Task:

To achieve this goal, a tool must be created that tracks all paths of the user. Either this works automatically or the user individually activates the tool. Similar systems are already in use (Be In - Be Out - systems). This function mostly works via transponder or chip cards and requires large investments in the infrastructure of vehicles (sensors, servers) and consequently are again only accessible to a certain group of people.



Existing system architecture of BiBo systems. Source: Scheidt & Bachmann
This system is outdated and should be replaced by the solution at the hackathon.

An open and modern system should, therefore, comply with the following parameters:

- A widely accessible system that only requires a one-time registration and a smart phone or similar communication device and a corresponding APP.
- User experience should be made as simple as possible.
- The stabilty of the system is essential and it must be prevented that errors are recorded whilst using the system (for example, by passing vehicles)
- The implementation of various providers should work easily.
- The investment in vehicles should be as low as possible.
- Users should not need to select any criteria about rates, location or route (no normal: one way ticket from Klagenfurt to Villach).
- The user should either press the "start button" when entering the means of transport or automatically be registered.
- Data that needs to be collected on the phone and send to a central server: embarkation, disembarkation, the route, the bus line or train and the user ID.
- It should be possible to register more people (e.g. – you want to take a child with you)
- Monitoring bodies must have the possibility to check at any time whether the user regularly pays for the service or a fare dodger is on the way.
- Unfair use of the service must be prevented as well as the improper use of the recorded data.

8. Operating systems / development environment

Mobile operating systems to be considered for the development of the apps are iOS and Android.

9. Assessment criteria

The projects will be assesed by a jury of experts from different fields related to the task. At least one place is given to a representative of the contractor.
Decisions by the jury are final and are based on the following criteria:

- Economy
- Concept
- Design & User Experience
- Code
- Security
- Monitoring
- Prone to error
- Project presentation

Extra points are given for:

- Both Android and IOS application

- Stability
- Creative Solution

The jury awards scores for each criterion based on a points system to determine the final standings of the teams. The winners of What the hack-Hackathon 2016 are the three top-ranking teams based on total points. In case of a draw, the jury will conduct a second vote. The scores and the jury's decision on the winners are final.

10. Prizes
The jury will award the following cash prizes to the winning teams:
1st prize: EUR 5,000
2nd prize: EUR 3,000
3rd prize: EUR 2,000
The prize money will be divided equally among the team members. Each member of the winning teams will be awarded only a cash prize. The cash prizes represent an award for the selected projects. They are intended to encourage the originators to continue pursuing activities in the interests of society. The winners are required to pay any taxes due on the prizes themselves.

The final prize ceremeony will be on the 6th of July in Klagenfurt – one member oft he winning team must be there to recieve the cheque.
In order to receive the money the bank accounts need to be given to the organizers. Transaction fees are payed by the winners.

7.- INTELLECTUAL AND INDUSTRIAL PROPERTY
The apps will be released under FreeBSD License

Participants declare that their app has not violated any right of intellectual or industrial property of third parties. In the case that there exists co-ownership of the project or that works or knowledge protected with intellectual or industrial property rights of third parties, the participant is responsible for obtaining the consent of all co-owners.
The organizers reserve the right to request evidence of the consent of the co-owners and others for the use of the aforementioned knowledge or work under the terms set out in the Contest.

Every participant grants the “Institut für Technologie und alternative Mobilität” the right to make free use of the results of the Hackathon. All rights of the app solutions have to be transfered to the “Institut für Technologie und alternative Mobilität”. Also it hast o be made available on an open platform to use it for further development.

The App must not include information or content that is false, fraudulent, deceptive, misleading, defamatory, threatening, trade libelous, slanderous, libelous, disparaging, unlawfully harassing, profane, obscene, pornographic, hateful, indecent, inappropriate or injurious to any individual, or any third party.

10. App must not include any malware, spyware, viruses or similar harmful code or content.