POSITION PAPER
OF THE INTERNATIONAL ASSOCIATION OF PUBLIC TRANSPORT

FOURTH RAILWAY PACKAGE (COM(2013)0029 - C7-0025/2013 – 2013/0029(COD))

PROPOSAL ON THE GOVERNANCE OF THE RAILWAY INFRASTRUCTURE
COMMON INFORMATION AND TICKETING SYSTEM

UITP is the passionate advocate of sustainable urban mobility. In the European Union, UITP brings together more than 400 urban, suburban and regional public transport operators and authorities from all member states and interacts with the European institutions and other organisations. It represents the perspectives of short distance passenger transport services by all modes: bus, regional and suburban rail, metro, light rail and tram and waterborne. UITP fully supports the objectives of the 4th Railway Package aiming to enhance the quality and efficiency of rail services by removing obstacles and refining the framework conditions.

Key facts for public transport in the EU 28

Passenger journeys: 57 billion/year, more or less equally shared between road modes (mainly bus) and rail modes (urban, suburban and regional rail).

Economic value of public transport services: € 130 - 150 billion/year or 1 – 1.2% of GDP.

Employment: direct employment 1.2 million and indirect employment 2 - 2.5 indirect jobs for each direct job on average.
**Introduction**

Today over three-quarters of European citizens live in urbanised areas, where more than 85% of the economic wealth is created. An effective and efficient public transport system covering the urban, suburban and regional relations is crucial to respond to the mobility needs of citizens living, working, and studying within these conurbations.

Developing seamless transport systems plays a pivotal role as most mobility demand growth in the future is foreseen in urban areas.

Within this context, high quality and integrated suburban and regional rail passenger services represent an essential component. Those services are typically coordinated in every possible aspect with other modes of urban public transport (metro, light rail, bus, etc.), encompassing scheduling, fares, (integrated) ticketing and travel information systems.

Urban, suburban and regional public transport covers more than 95% of all public transport trips and the needs of the local market have been and will be developed locally. The long distance traveler is also part of the local market, as every trip starts and ends locally. **This means that travel information and ticketing of long distance trip needs to include the local (last mile) information and should build on the local requirements already available.**

The urban and suburban public transport sector has long since developed attractive and advanced IT solutions for integrated ticketing and journey planning, including real-time information. The integrated ticketing and travel information systems that are successful today are all local, regional or national with responsibility taken by the local and regional (and sometimes national) authorities.

UITP supports a further development in this direction, but emphasize that attention must be given to the specific rules and conditions for the urban, suburban and regional public transport sector.

**European approach to multimodal journey planners**

Customer needs must be the focus when presenting new information technologies.

These needs can be summarised as follows:
- **Affordable** solutions are a key factor: few are willing to pay for information that is seen as a part of the offer when travelling – information should be free or almost for free;
- **Accessible** information available when you need it but only then...:
• **Reliable** information that can be trusted;
• **Relevant** information for the individual user;
• **Up-to-date** information that gives the actual and relevant data available for any system.

**Access to data** is a key element for the development of multimodal travel planners to help customers and users to undertake better and more “personalised” journeys and to avoid the impacts of unexpected disruptions.

UITP believes that the global transport sector should be proactive in supporting the provision of **Open Data**, preferably on a cost free basis and with limited or no restrictions.

Such a proactive support from the sector should prevent any further action by regulators or legislators.

Making transport data available for third party developers is undoubtedly one promising way to realise pan-EU travel information by allowing the market to innovate and deliver products which passengers want (see also UITP position on “Action Points for the Public Transport Community – the benefits of Open Data”).¹

**UITP strongly supports the bottom-up approach and suggests that Open Data is best regulated through the existing and future local (concession) agreements between transport authorities and public transport operators. This will answer to the principle of subsidiarity (local demands, needs and possibilities) and gives room to aim to go beyond minimum requirements. UITP is actively promoting Open Data within its membership and beyond, in agreement with its latest position “Action Points for the Public Transport Community – the benefits of Open Data”**.²

**European approach to integrated ticketing systems**

The European legislator (both the European Commission and the European Parliament) is promoting a binding approach to integrated ticketing for rail passenger services. Those services start and end with a local trip.

Since long different electronic ticketing schemes using contactless smartcards have been introduced in urban and suburban public transport. The introduction was mostly on regional level and proprietary systems. The lack of interoperability between those systems resulted in some countries in national schemes, like for example in Germany (VDV KA), UK (ITSO), Netherlands, Denmark, Norway and others.

Other public transport networks introduced ticketing solutions based on ‘EMV’ contactless payment cards enabling customers in possession of bank issued contactless "EMV" payment cards (credit, debit or prepaid) to use their cards to travel the public transport system.

The number of different ticketing systems is important and the legacy problem of the investments made at local level into those schemes should not be underestimated. For the European legislator it is crucial to strike the right balance between subsidiarity and integration/interoperability.

**UITP is therefore strongly promoting a bottom-up approach, taking into account the choices made by urban agglomerations as far as ticketing of public transport services is concerned.**

In order to encourage interoperability at European and worldwide level between upcoming regional and national public transport electronic ticketing systems, UITP supports the sector led “Smart Ticketing Alliance (STA)”, a platform for cooperation and a coordinated approach for establishing ticketing interoperability for the public transport sector. The Alliance focusses on relevant standardisation, on trust schemes, specifications and certification, etc... It offers support to Smart Ticketing Schemes and shares knowledge and best practice in implementing cross-border Smart Ticketing technologies (see also [http://www.smart-ticketing.org/](http://www.smart-ticketing.org/)).

**Conclusions**

Innovative travel information and integrated ticketing schemes represent important levers to increase the attractiveness and make it easy to travel by public transport. These are very innovative areas with huge potential added value for travellers, offering new business opportunities and ultimately leading to more liveable cities.

UITP – while it **remains convinced that a voluntary (bottom-up) approach is the most ideal** – suggests to the European legislator to remain very cautious in introducing binding regulations which may have negative impacts on the development of customer friendly solutions for urban transport. It is necessary to allow urban areas to choose the ticketing system that best fits local circumstances.