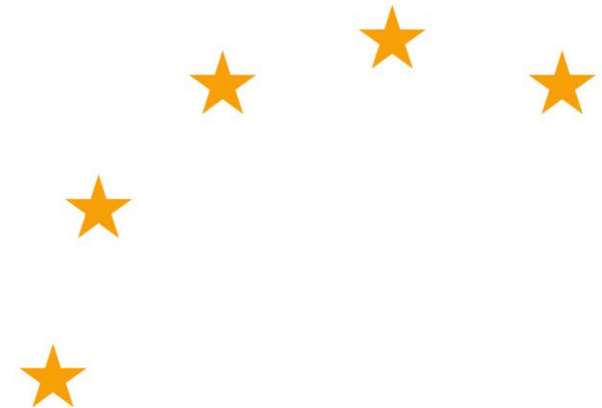


The bigger picture – Latest news from the EU regarding MMTIS and MDMS

Annika DEGEN

Deputy Director & Senior expert for digitalisation

UITP Europe





The EU's data policy





ASSUMPTIONS

- The data economy will **grow**.
- Data will bring **improvements**, e.g. in new mobility and the EU Green Deal.
- The value of data lies in its **use and re-use**. Currently, there is not enough data available for innovative re-use.
- Data generated by the public sector as well as the value created should be **available for the common good**.

The value of the data economy (EU27)





EUROPEAN STRATEGY FOR DATA (2020)

A common European data space → a « single market for data ».

Including a **mobility data space** to position Europe at the forefront of the development of an intelligent transport system





CONCRETELY?

Vehicle Data
(DG COMP)

Cross-Sectoral

Sectoral

Common European Data Spaces
(DG CNCT)

Mobility Data Space

MDMS
2023
(MOVE)

MMTIS
2017/2023
(MOVE)

Public sector bodies

Data Governance Act
2020
(DG CNCT)

Public sector bodies,
Public undertakings

PSI – Open Data
2019
(DG CNCT)

Private

Data Act
2022
(DG CNCT)

Confidential data

Non-confidential data

Non-confidential data

High Value Datasets
2022
(CNCT)

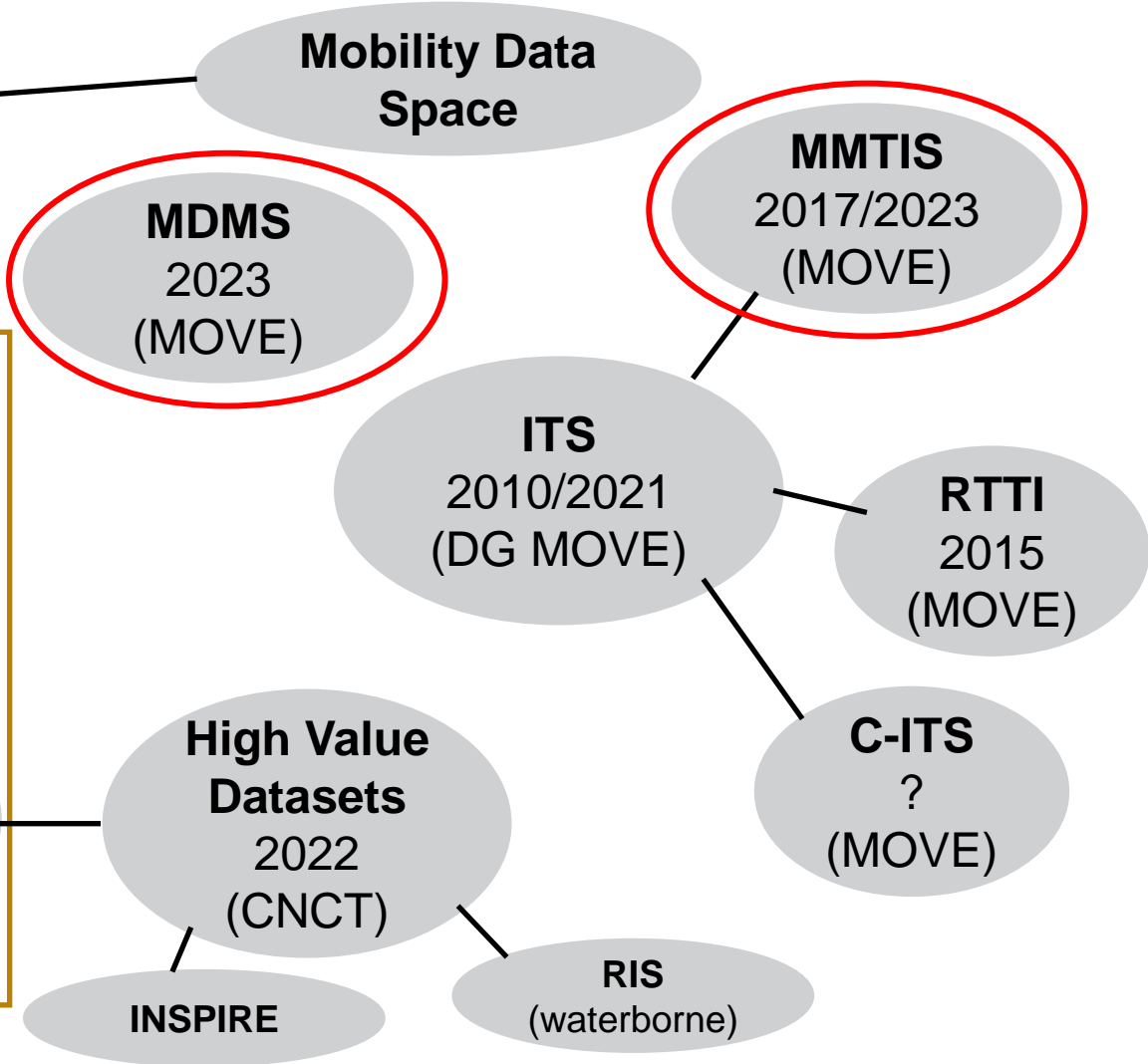
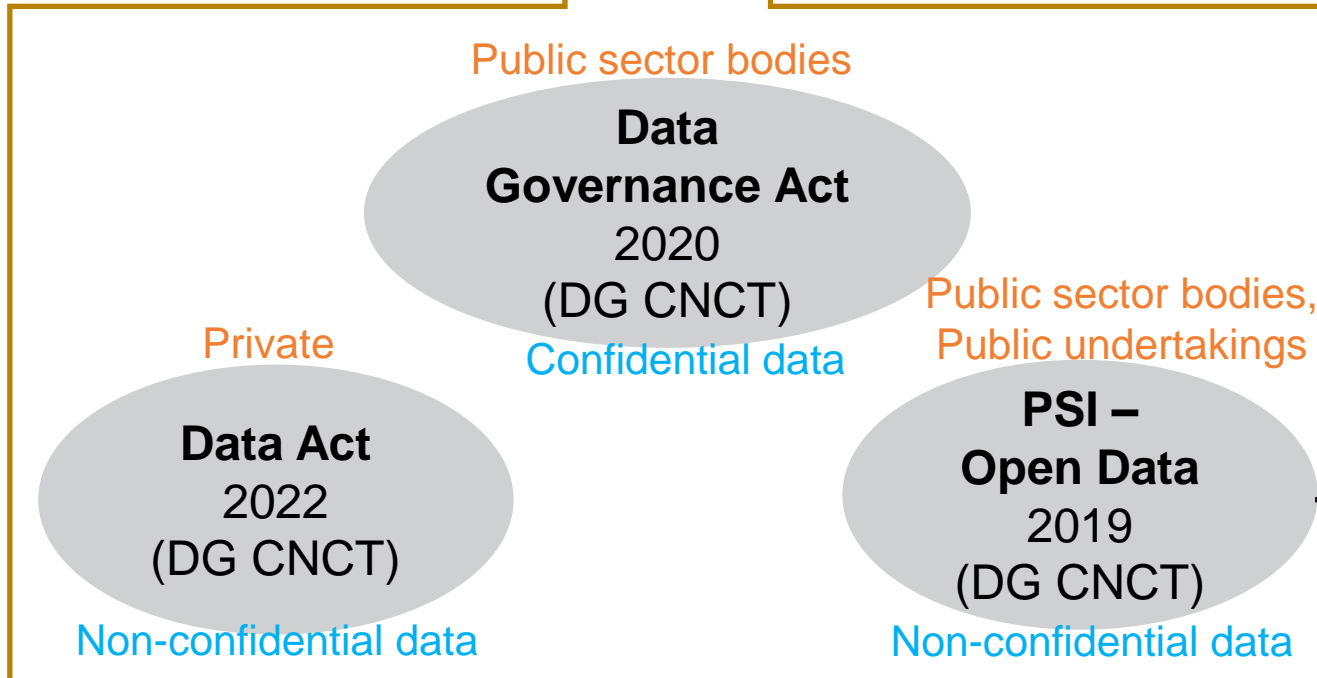
ITS
2010/2021
(DG MOVE)

RTTI
2015
(MOVE)

C-ITS
?
(MOVE)

INSPIRE

RIS
(waterborne)





EUROPEAN COMMISSION REASONING





MMTIS – DEL. REG. ON MULTIMODAL TRAVEL INFORMATION SERVICES

Basic principles remain the same

- Data must be provided to the national access point (NAP) only when data is already digitalized.
- Exchange of data based on licence agreements; financial compensation shall be possible

Main changes

- New data category: Historic / observed data (static) (by **2025**)
 - link to EU passenger rights regulations
- Obligation to share dynamic data and new data sets (by **2025** on comprehensive TEN-T network; by **2028** everywhere)
 - Occupancy data: no time-table; opt-in possibility for MS?



MMTIS – DEL. REG. ON MULTIMODAL TRAVEL INFORMATION SERVICES

Data enabling the payment and booking for transport services (new art. 5 §6)

- When it is exchanged, it shall be exchanged via APIs agreed by Member States.
- Member States shall agree on these API standards at the latest by 1 December 2027, in cooperation with relevant stakeholders, taking into account technical documents defined in Regulation (EU) No 454/2011 (TAP TSI) and subsequent versions.

Next steps:

- Public consultation?
- Publication in June 2023



The EU's push for MaaS

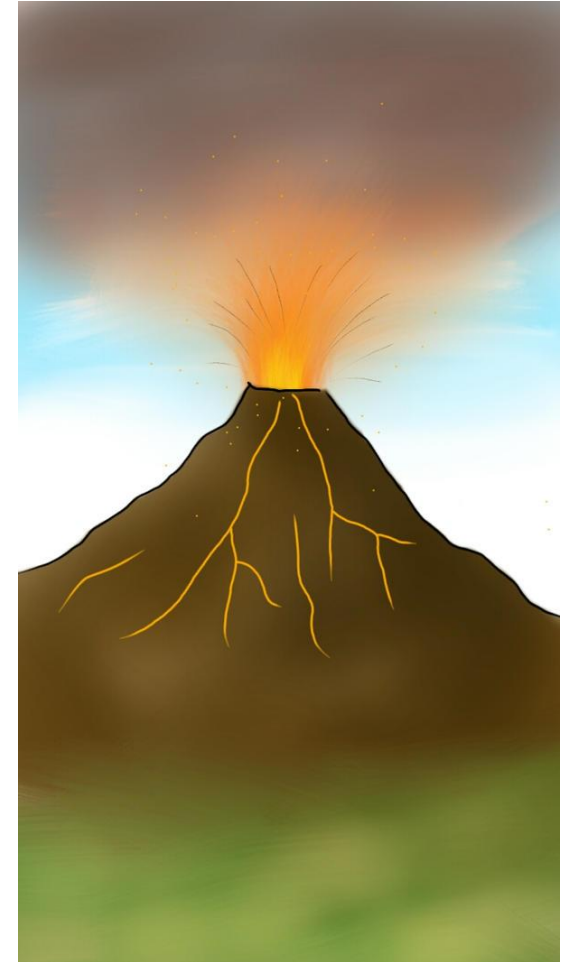




WHY DOES THE EU WANT TO REGULATE TICKETING?

European Parliament: [own initiative report](#) on multimodal ticketing (2015)

- The transport sector is given 10 years to improve the provision of real-time information and multimodal ticketing
- If the sector does not improve the situation sufficiently, **the European Commission shall pass legislation** on this matter.





RECENT STEPS AT EU LEVEL

Various studies in the past years

Smart and Sustainable Mobility Strategy (2020)

Commission announced legislative initiative on multimodal ticketing.

Multimodal Passenger Mobility Forum (MPMF) – started working in 2022

- Assist the Commission in the preparation of policy initiatives in the field of sustainable multimodal mobility for passengers
- Platform for structured dialogue, exchange of technical knowledge, cooperation and coordination between Union Member States and relevant public and private stakeholders



MDMS – REGULATION ON MULTIMODAL DIGITAL MOBILITY SERVICES

MDMS are defined as digital platforms providing information on traffic and travel data, such as location of transport facilities, schedules, availability or fares for more than one transport operator (i.e. even if the trips taken are with the same mode – rail, bus, air, etc.), which **may include features enabling the making of **reservations, bookings or payments or the issuing of tickets.****

Further to this definition:

- Scope also covers platforms with only transport mode.
- The following stakeholders are covered by this definition: online travel agents, travel management companies, CRS/GDS (including new B2B content aggregators performing similar functions), meta-search engines, **MaaS services deployed at local level, operators developing their own platform** (when several competing operators are included).
- The following distribution methods are not covered by this definition: direct distribution, Direct Connect systems, codeshare agreements, rail-air partnerships.



MDMS – REGULATION ON MULTIMODAL DIGITAL MOBILITY SERVICES

REQUIREMENTS FOR MDMS

- Neutral display (no self-preferencing)
- FRAND principles (voluntarily or as obligation for all new MDMS-PTO agreements)
- Standards for B2C ticketing APIs (set by the sector or by the Commission)
- Obligation for MDMS in a dominant market position (>50% of ticket sales via this platform, out of all tickets sold by platforms) to comply with FRAND principles and to enter into commercial agreements with willing operators (based on FRAND principles)
- Reporting obligations
- Information on GHG emissions, if such information is provided by the operators
- Inclusion of active modes in MDMS and alignment with SUMP
- Data-sharing with public authorities



MDMS – REGULATION ON MULTIMODAL DIGITAL MOBILITY SERVICES

REQUIREMENTS FOR OPERATORS / PTAs (?)

- Data accuracy
- FRAND principles (voluntarily or as obligation for all new MDMS-PTO agreements)
- Standards for B2C ticketing APIs (set by the sector or by the Commission)
- Obligation to enter into commercial agreements (based on FRAND terms) with any interested MDMS for
 - long-distance and regional transport operators in a **predominant market position** (>50% of passenger market),
 - all PSO services on urban/peri-urban heavy rail; regular bus and coach services >50km,
 - open-access cross-border services >50km .
- ? Obligation for *all* operators to enable the *re-linking* of tickets on MDMS ?
- Reporting obligations
- Railways: Journey continuation (with any operator)



MDMS – REGULATION ON MULTIMODAL DIGITAL MOBILITY SERVICES

REQUIREMENTS FOR MEMBER STATES

- Set up enforcement / dispute settlement authorities
- Reporting to the Commission?

WHICH TYPES OF TICKETS?

- Commission considers excluding subscription tickets from the FRAND principles when operators must share content → only single tickets for public transport

Next steps:

- Finish the Commission's impact assessment / details of the regulation
- Publication in September 2023



Conclusion





ROLE OF PUBLIC TRANSPORT?

How will public transport's role evolve...

- in relation to our customers?
- as data-based companies?

PT is often considered by policy-makers as „data holders“ – whereas we are much more! (Social and sustainable mobility provider)

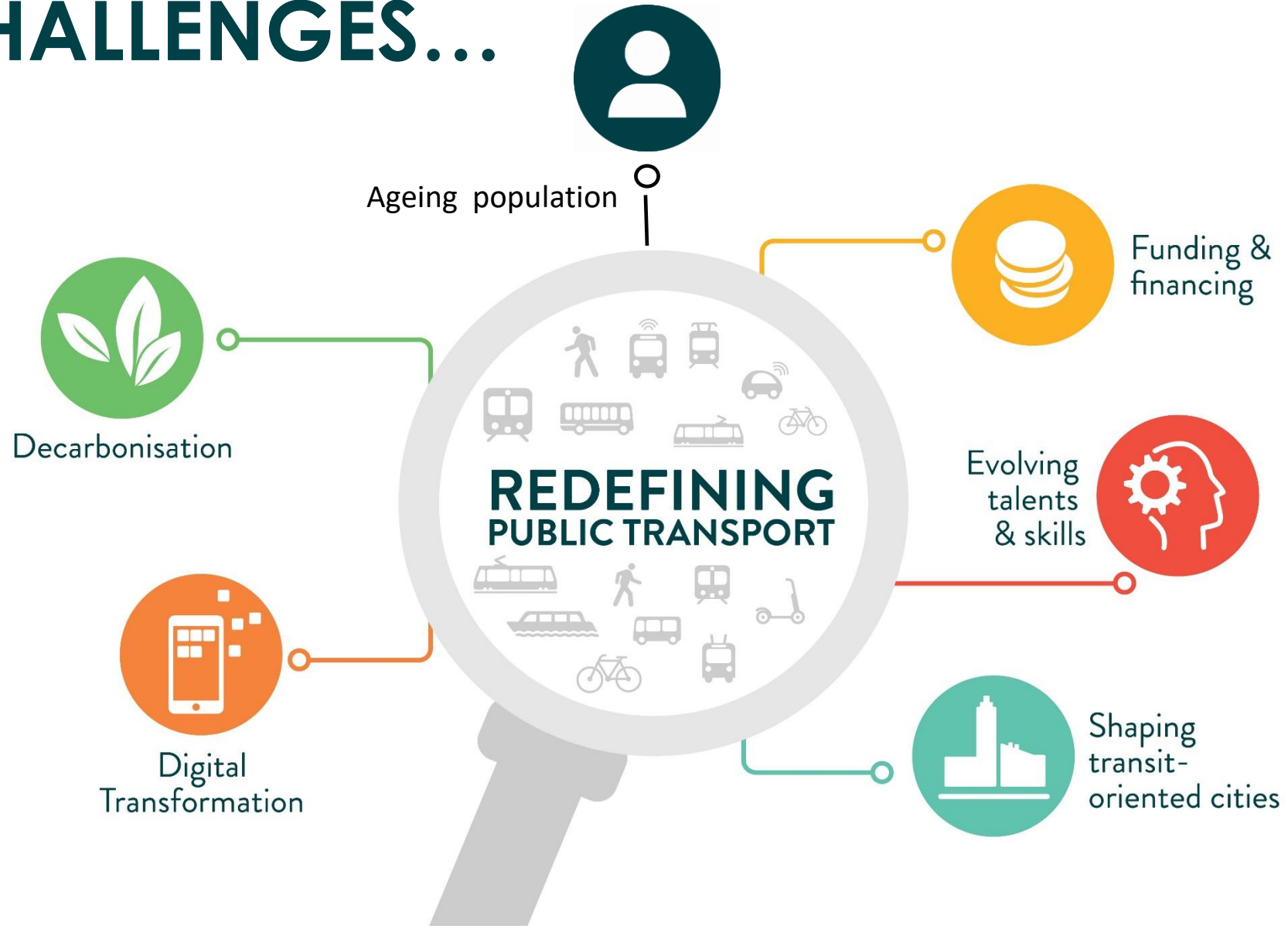
Core messages:

- Data management has a cost
- Data reciprocity / fairness is key for cooperation
- Safeguarding public services !
- There is no guarantee that MDMS actually contributes to more sustainable mobility & modal shift





DIGITALISATION IS JUST ONE OF MANY CHALLENGES...





DIGITALISATION IS JUST ONE OF MANY CHALLENGES...



Ageing population

energy crisis



Decarbonisation

post-COVID mobility



Digital Transformation

**REDEFINING
PUBLIC TRANSPORT**



Funding & financing

staff shortage

Evolving talents & skills



Shaping transit-oriented cities





THANK YOU

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