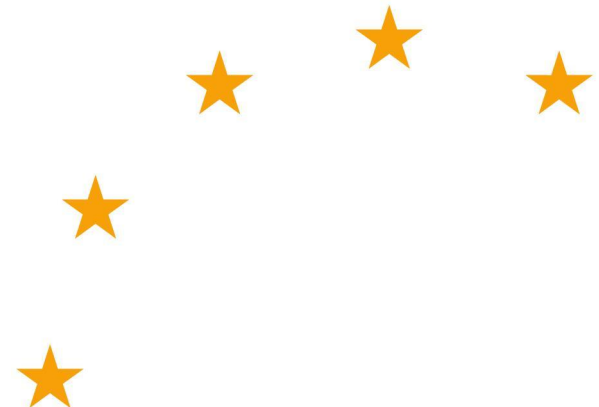


Upcoming EU legislation - Ticketing & MaaS

by Annabelle Huet,
Nordic PT Advisor in Brussels

annabelle.huet@uitp.org





GENERAL BACKGROUND

An overarching Strategy

&

Concrete legislative proposals

➤ *Smart and Sustainable Mobility Strategy*

- Published on Dec 9th 2020 & available [here](#)
- UITP's official reaction to the Strategy is [here](#)

Including:

- ★ a recognition of the importance of daily mobility
- ★ but...not enough of an emphasis on modal shift
- ★ a sectoral vision for the upcoming initiatives on ticketing, alternative fuels infrastructure, and investment funding opportunities

➤ *Revision of the ITS Directive*

A framework directive with important delegated regulations:

- Regulation 2017/1926 MMTIS
- Upcoming regulation on C-ITS

A revision that should:

- expand the scope of travel information services covered in MMTIS
- accelerate the adoption of the C-ITS Regulation
- expand the scope of road traffic information services required to cities

EU-wide multimodal ticketing

NEW legislation on the reselling of ticketing services by third parties

- planned for 2022
- piloted by DG MOVE Unit B.4
- content still uncertain

Coupled with:

- an analysis of current public service contracts and reselling conditions
- probable guidelines on ticketing and public service obligations

MaaS & Lobbying at EU Level

Multiple interest groups at work:

- The MaaS alliance & Co
- Other platform players & new entrants
- UITP & other public transport representatives (EMTA, Polis...)

The European Commission's position:

All of these interests need to be balanced to achieve a win-win legislation for all.

➤ Possible outcomes (1/2)

For now the different scenarios are:

- soft law: guidelines & best practices on data sharing clauses in public service contracts (**unlikely**)
- regulation -: minimum set of standard clauses to ensure reselling of tickets by third parties is always possible (**most probable**)
- regulation + +: compulsory sets of data to be made available under pre-defined conditions for re-use to ensure reselling of tickets across the EU (**possible but unlikely for now**)

Possible outcomes (2/2)

The French license agreement as a possible model for a European one:

- compulsory identification of the reuser
- financial compensation above a certain threshold
- requirement for compatibility with mobility strategy of the PTA
- neutrality, non-discrimination and transparency
- reciprocity of data



Possible complications...!

Other connected legislation not piloted by the transport sector:

- **Future Data Act with:**
 - B2B data sharing
 - B2G data sharing
- **European Mobility Data Spaces**
- **Data Governance Act**
- **Digital Services Act**

This cross-sectoral legislation runs the risk of contradicting, adding new obligations to, or distorting transport-specific legislation