



# REMAINING CHALLENGES FOR EU-WIDE INTEGRATED TICKETING AND PAYMENT SYSTEMS

*Annex III.k*

*Country Report - Greece*

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WAVESTONE

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## Country reports

### GREECE

#### Legislative framework

<p><b>General description of legal framework:</b></p> <p><b>Legislation in place and legislative initiatives mandating access to fare data and integrated ticketing schemes / Non legislative initiatives</b></p>	<p>In December 2013 was launched a project whose object was the integrated electronic ticketing across all forms of public transport. According to OASA, commuters can choose between two options: the integrated ATH.ENA ticket and the ATH.ENA card.</p> <p>There is an Integrated ticket system development project which focuses on the creation of a uniform transfer license based on the European RCT2 standard (ticket and booking together in one chunk). It is a national project implemented by TRAINOSE. The project is open to general use and belongs to the ticketing issuing system. Project financing came from private resources. In its implementation, no specifications and standards of Intelligent Transportation Systems (ITS) have been applied and the project is not part of any legislative framework related to the implementation and operation of ITS.</p>
<b>Status of legislation</b>	Non-existent.
<b>Transport mode concerned by legislative/non-legislative initiatives</b>	Public transport.
<b>Level of integration (local or cross-border)</b>	Local.
<b>Main challenges and barriers setting up and implementing relevant legislation (according to stakeholders interviewed)</b>	N/A

#### Market situation

#	Transport Mode								
	Key fare component	Air	Bike sharing	Bus	Car-pooling and car sharing	Metro, Tram	Rail	Road	Taxi, water taxi
1	Authorities in charge of mobility and transport at national, regional and local level. Are they active in	Ministry of Transport is supervising all public transport OASA in Athens THITA in Thessaloniki							

	the promotion of integrated ticketing?	City bus operators (one per city) in other cities Interurban bus operators (one per prefecture)
2	Specific rules on access to fare data	This depends on the specific agreement of each operator. For example, OASA data (key PT stakeholder in Greece for road transport) are mostly accessed through open APIs. Other means of transport for Greece include ships/ferries for transport to the islands. There is the potential of fare data use for means that require reservation, such as flights & ferries from GDS (global distribution systems). Still, interurban buses services in Greece (KTEL) do not use such systems.
3	Legal requirements about pricing information	There are no generic rules, it depends on the agreement with each operator.
4	Main difficulties in concluding agreements concerning disclosure of travel and traffic information?	Lack of trust, commercial reasons, competition, lack of communication, no unified/minimum legal framework or regulatory obligation.
5	Information shared between organisations/companies (e.g. schedules, fares, availability, real time information)	Flights and ferries disclose fare data (i.e. expand sales channels). However, Interurban buses (KTEL) do not disclose their information in order to sell tickets through additional sales channels.
6	How can collaboration between companies be fostered to improve access to fare data?	Equity rules in completion, legal protection, transparency, financial benefits, increased visibility (all at the same time). Authorities should work on definition of liability burdens.
7	Are companies/organisation reluctant to share certain type of information? Why?	No, if they convinced that they will increase their income.
8	Can voluntary agreements between companies foster further collaboration?	No opinion - if a fare collection investment is funded by public funds then all data should be open; data of interest to passengers should be open to use by third parties but without direct financial benefit. Reselling of tickets or reservations however, should be open to private agreements based on best practices from air transport.
9	Initiatives on fare data access. (Legislation, projects, etc.)	Integrated smart card ticketing project in Athens.
10	What should be done at European/national/regional/local level to foster the sharing of fare data with other players?	Mobility as a service initiative(s) by Public or private sector & regulation as a safety pillar.

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