



REMAINING CHALLENGES FOR EU-WIDE INTEGRATED TICKETING AND PAYMENT SYSTEMS

Annex III.f

Country Report – Denmark

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Country reports

DENMARK

Legislative framework

<p>General description of legal framework:</p> <p>Legislation in place and legislative initiatives mandating access to fare data and integrated ticketing schemes / Non legislative initiatives</p>	<p>A legislative proposal - L 129 Proposal for a law amending the Danish Transport Companies Act and the Railway Act - was presented by the Minister of Transport, Building and Housing to the Danish Parliament in December 2018 with the purpose of promoting increased data sharing and third party resale of tickets from the public transport sector.</p> <p>The bill proposes that the functions of the travel card and the travel plan be grouped together in one digital mobility service under one company with one joint board. The joint company must thus work for the integration of the travel plan and the travel card as products and services. The purpose of this is to ensure a targeted and common strategy for a total digital service and a total prioritization of development initiatives for both products. By combining the tasks, the goal is that knowledge, competencies and managerial capacity can be used more efficiently, and that a higher degree of synergy and coherence is also ensured in the adopted decisions. In order to support the company's freedom of action to make decisions on a basis that is commercially reasonable for the owners, the Bill proposes to lay down some general framework conditions for the company as well as tasks aimed at promoting modern public transport and the development of mobility services. The implementation of the company's development tasks is resolved by the Board of Directors and is laid down in a business plan that must contain a strategy and timetable for the implementation. Besides the proposal for a business plan, consideration is given to the fact that not all of the company's development tasks can be expected to be implemented from the date of entry into force of the Act, which is why the business plan makes room for the company's purpose to be developed on a commercial basis in line with technological and digital development. It was also proposed that that public transport companies must provide selected static and dynamic transport data to third parties free of charge. Transport data mainly means information relating to the means of transport in question, including, among other things, in relation to the capacity and location of the means of transport, which makes it possible to develop digital mobility services where the user can search, plan, book and pay the entire journey. Thus, the bill does not imply that person-related information should be shared, including sensitive personal data, travel patterns or location of the traveller's position, etc. Moreover, the publicly-based mobility service and any new, privately-initiated mobility services will - as other enterprises - be subject to the rules laid down in the Data Protection Regulation and the Data Protection Act.</p> <p>In particular, according to Article 6 of the proposal, § 27 of the Act on Transport Companies and the Railway Act should be amended as follows:</p> <p>The traffic companies, Bornholm Regionskommune, Metroselskabet I / S and DSB must, in a public limited company, known as Rejsekort & Rejseplan A / S, operate and develop an electronic travel plan system for information on travel times, travel planning and prices, etc., and an electronic travel card</p>
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	<p>system for ticketing and payment etc.</p> <p>Para 7 et seq. of the same Article specify that:</p> <p>7. Rejekort & Rejseplan A / S must give announced island municipalities, cf. 3, and railway companies that perform public service contracts on contract, be able to connect to the electronic itinerary and travel card system;</p> <p>8. Rejekort & Rejseplan A / S must give third parties access to view their transport data in the itinerary and travel card system;</p> <p>9. Rejekort & Rejseplan A / S must prepare a business plan that must contain a strategy to:</p> <ul style="list-style-type: none"> - assemble the electronic itinerary and travel card system in one mobility service, - create the best possible framework for third party access to the company's services and - provide the best possible access for third party resale of tickets. <p>10. Rejekort & Rejseplan A / S must once a year submit a report to the Minister of Transport, Building and Housing, where the company explains the implementation of the mandatory items in the company's business plan, cf. 9, no. 1-3.</p> <p>11. The Minister of Transport, Building and Housing may lay down more detailed rules on the Travel Card & Travel Plan A / S' operation and development of the travel plan and travel card system, including the financing of operations and development, the prioritization of development efforts and objective conditions for connection to itinerary and travel plans. travel card system.</p> <p>In addition, § 27(a) should be amended as follows:</p> <p>1. The traffic companies, Bornholm Regionskommune, Metroselskabet I / S and DSB shall make transport data available to third parties free of charge under the direction of Rejekort & Rejseplan A / S.</p> <p>2. Railway undertakings that carry out public service traffic on contract shall make transport data available to third parties free of charge under the auspices of the Travel and Travel Plan A / S.</p> <p>3. The Minister of Transport, Building and Housing may lay down more detailed rules on transport data, which Travel Credit & Travel Plan A / S shall make available to third parties, as well as standard formats for the sharing of transport data to which Travel Card & Travel Plan A / S shall apply.</p> <p>4. The Minister of Transport, Building and Housing can lay down more detailed rules on the further development of the travel plan and travel card system's computer systems.</p>
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Status of legislation	In progress: the proposal is expected to be adopted by the Parliament by the end of February 2019.
Transport mode concerned by legislative/non-legislative initiatives	Public transport.
Level of integration (local or cross-border)	Local.
Main challenges and barriers setting up and implementing relevant legislation (according to stakeholders interviewed)	Legislation is still to be implemented.

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 the promotion of integrated ticketing?	The Danish Transport, Construction and Housing Authority is in charge of implementing national regulation regarding mobility and transport in Denmark. At regional and local level, the regional authorities and municipalities are responsible for the level of public transport.							
2	Specific rules on access to fare data	There are no specific rules on access to fare data in Denmark.							
3	Legal requirements about pricing information	There are no specific rules on access to pricing information in Denmark.							
4	Main difficulties in concluding agreements concerning disclosure of travel and traffic information?	No difficulties encountered.							
5	Information shared between organisations/companies (e.g. schedules, fares, availability, real time information)	There is an agreement among different public transport companies on sharing travel and traffic information on "Rejseplanen" ("Travelplanner"). The agreement is based on the cooperation between different public transport companies (mainly public bus operators) and train operators such as DSB and Arriva.							
6	How can collaboration between companies be fostered to improve access to fare data?	A common benefit (ec. more customers, more revenue) for all transport companies can help collaboration regarding access to fare data.							
7	Are companies/organisation reluctant to share certain type of information? Why?	In principle, no – if it is beneficial for them.							
8	Can voluntary agreements between companies foster further	Yes, voluntary agreements could be sufficient in some cases, but in case the voluntary agreements discriminates other companies, ,							

	collaboration?	the member states need to implement regulation to ensure non-discriminant conducts while trying to “enter” the market of fare data and traffic information.
9	Initiatives on fare data access. (Legislation, projects, etc.)	The Danish Transport, Construction and Housing Authority is involved in both legislation and different projects across the different regions and regarding the different modes of transport.
10	What should be done at European/national/regional/local level to foster the sharing of fare data with other players?	The role of the authorities should be reduced to a minimum, making sure that no companies are discriminated when joining the common platform of fare data and travel information.

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