



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

*Annex III.p*

*Country Report - Luxembourg*

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## Country reports

### LUXEMBOURG

#### 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>National legislation on transport is made up of Law dated 19 June 2009 in the matter of order and safety in public transport; Law of 13 September 2013 amending (a) the amended law of 29 June 2004 on (b) the Law of 19 June 2009 on order and safety in transport audiences; Grand-Ducal Regulation of 3 September 1980 ensuring the safety of regular passenger transport services by road; and Ministerial Regulation of 14 July 2017 fixing public transport fares. This latter does not contain any provision on fare data access.</p> <p>According to Art. 4 of the Grand-Ducal Regulation of 27 September 2005, determining the conditions for implementing the provisions of Article 22 of the Law of 29 June 2004 on public transport, the Minister shall establish tariffs that determine the conditions and rates of carriage of passengers.</p> <p>Despite there is no specific legislation on integrated ticketing, the coalition agreement of the Bettel-Schneider-Braz government put in place on 5 December 2018, envisaged to introduce an entirely free public transport system in the first quarter of 2020. Therefore, the Government proposed a bill which will make public transport free by 1 March 2020. In particular, the use of public transport will be free in 2nd class on the national network (while 1st class rates will not change, as well as the transport services which are not managed or coordinated by the State) and the RegioZone cross-border pricing will be geared down. A working group is therefore responsible for reviewing all current legislative texts on public transport and, if necessary, for amending the same.</p> <p>In 2014 mKaat was launched, a contactless smart card using RFID (Radio Frequency Identification) which serves as a support for all occasional tickets and subscriptions on the CFL, Luxtram, RGTR, AVL and TICE networks, the five public transport networks in Luxembourg. Its implementation is supervised by the Luxembourg State through the Verkéiersverbond. The mKaat is also used as an access card for self-service bicycle services, secure bicycle parking and the national network of charging stations for electric cars. It will eventually be used as a subscription card for car sharing and access to park and ride facilities. It is therefore valid throughout the national public transport network financed by the State on the Luxembourg territory.</p> <p>With the implementation of the free transport bill, the mKaat will not disappear, especially as it will continue to provide access to park and ride facilities, mBoxes and the network of charging stations for Charge electric cars.</p>
<p><b>Status of legislation</b></p>	<p>Law on free public transport will be in force in March 2020.</p>

<b>Transport mode concerned by legislative/non-legislative initiatives</b>	Coach, Bus, Train.
<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

#	Key fare component	Transport Mode							
		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?	National – Ministry of Transport.  Regional – Municipalities.  The authorities do not regulate or promote integrated ticketing, it is based on free will.							
2	Specific rules on access to fare data	For public transport – in terms of schedules and real time information – it is published on the main web portal, and open data platform. An interested party can then collect this data.							
3	Legal requirements about pricing information	It is considered a public information – no rules.							
4	Main difficulties in concluding agreements concerning disclosure of travel and traffic information?	No difficulties identified.							
5	Information shared between organisations/companies (e.g. schedules, fares, availability, real time information)	The market is very small, all providers cooperate and exchange data together. There is a card scheme under which this data is shared.							
6	How can collaboration between companies be fostered to improve access to fare data?	Legal framework, however, the collaboration itself should be based on free will.							
7	Are companies/organisation reluctant to share certain type of information? Why?	No, if they gain profits.							
8	Can voluntary agreements between companies foster further collaboration?	No opinion.							
9	Initiatives on fare data access.	Only small initiatives. In general, all initiatives are done through							

	(Legislation, projects, etc.)	agreements.
<b>10</b>	What should be done at European/national/regional/local level to foster the sharing of fare data with other players?	EU regulation or directive transposed at national level regarding sharing of fare data.



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