



REMAINING CHALLENGES FOR EU-WIDE INTEGRATED TICKETING AND PAYMENT SYSTEMS

Annex III.r

Country Report - Norway

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Country reports

NORWAY

Legislative framework

General description of legal framework:

Legislation in place and legislative initiatives mandating access to fare data and integrated ticketing schemes / Non legislative initiatives

Norway has different legislations for the different modes of transport. The publicly owned transport is easier to integrate than private transport, since the legislation is stronger for the former. Specific rules on Fare Data Access as well as legal requirements on disclosure of pricing information, which differ depending on the transport mode, exist in the country. As to transport modes concerned by such legislation, bus, tram, metro, rail and ferry have common rules and an obligation to make such data available, while air does not have the same rules.

In particular, bus, tram, metro, rail and ferry are required to deliver such data to recipients, as established by national authorities. In addition, there is an ongoing process to create a new system for this purpose, introducing the requirements defined in the MMTIS delegated act (EU/2017/1926) as well. These data will be made publicly available in the National Access Point, in NeTEx format.

As to the level of regulation, it is noted that most public transport is on the regional level. Rail is on the national level. Some aspects, like NAP and standardization are regulated on the national level.

There is also legislation requiring transport operators operating domestic passenger services to participate in a common information and integrated ticketing schemes. Its main elements are NAP with network data, time tables and fare data, and some real time data, which will be mandatory for all modes of transport. The Government is creating a new model for products and prices, that is planned to be operational in 2019 and fully inclusive of fare data in 2020. A new scheme for interoperable account based ticketing will be mandatory in the long term for all publicly owned PTAs and PTOs, and open for other public transport companies that wish to enrol.

Delivery of data, as standardized by the government, is mandatory. The government may also set requirements to new or updated ticketing systems.

With reference to domestic multimodal ticketing, on the other hand, Norway has national standards for travel cards and mobile ticketing with QR codes, and an ongoing project aiming to implement a new interoperable platform for account based (id-based) ticketing; for cross-border ticketing the country cooperates in the existing UiC solutions for rail through Entur (the common Norwegian rail ticketing company), delivering data to MERITS, PRIFIS and Hermes, and Entur is a sales agent for Silverrailtech. In addition, Entur sells tickets for the relations between Norway and Sweden in their own systems, in accordance with agreements between Norwegian and Swedish rail authorities. Norwegian authorities do not participate in any projects for delivering new cross-border ticketing solutions.

	<p>Non-legislative initiatives concerning integrated ticketing:</p> <p>Harmonization of fare rules, to make it easy for customers to understand and less costly to implement different products in different channels; a flexible approach allowing flexibility and support for local needs and innovation without preventing the necessary interoperability for integrated solutions; detailed common specifications for interoperability, specifically regarding the ticket or id medium and interface between backend systems; extensive interoperability testing and certification to ensure that different vendors have implemented the specifications in the same way; harmonization of marketing and market rollout.</p>
Status of legislation	In force.
Transport mode concerned by legislative/non-legislative initiatives	<p>Rail for cross-border. For national multi modal ticketing bus, tram, metro, rail and boat will be supported for the country public transport.</p> <p>Other forms of mobility, like car and bicycle sharing, can also be supported in the underlying product model, but those are not included in the first phase.</p>
Level of integration (local or cross-border)	Local and cross-border (rail) – only by agreement.
Main challenges and barriers setting up and implementing relevant legislation (according to stakeholders interviewed)	<p>For the fare data it is necessary to support all local products and tariff rules. This requires constant effort and financing to keep central solutions up to date with local regulations. It also takes a lot of effort and follow up to achieve consolidated practices and data quality, so that the public may perceive the data as a complete solution. Some parties may be reluctant, mainly due to cost. For ticketing systems different parties will have different ambitions, different level of resources and different level of maturity. This makes it difficult to keep them in sync, solution-wise.</p> <p>Harmonization of fare rules are always difficult, since the different regions have full freedom in this aspect, and these are politically decided (i.e. anything might happen). Technical aspects are easier to manage, but to establish necessary integration it may have an impact on local freedom, either in regard of flexibility or time to market for changes.</p>

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