



REMAINING CHALLENGES FOR EU-WIDE INTEGRATED TICKETING AND PAYMENT SYSTEMS

Annex III.s

Country Report - Portugal

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Valdani Vicari & Associati
ECONOMICS & POLICY

WAVESTONE

Written by Simona Frazzani, Igor Taranic, Martin Jensen, Alessandro Zamboni, Kletia Noti, Martina Piantoni.

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Contact: Isabelle Vandoorne

E-mail: Isabelle.VANDOORNE@ec.europa.eu

*European Commission
B-1049 Brussels*

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Country reports

PORTUGAL

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>There is no specific legislation of integrated ticketing and fare data access.</p> <p>At present, Portugal has ruled his Urban Public transport system under Law 53/2015 which has mostly reformed the legal framework of the Metropolitan Transport Authorities of Lisbon and Oporto. Their mandate is to regulate, plan and implement the system of the cities, in cooperation or not with operators from the private sector with assignment of the services to private subjects towards public tenders. These authorities have also the mandate to organise and to set up the fares of the services.</p> <p>The State, under such law, has the authority on national railway systems and on what exceeds the territorial competences of Lisbon and Oporto Authorities.</p> <p>For the remaining urban services, Law 53/2015 vests the Municipalities with the task to manage and set up the Urban Public Transport System, giving them the option to merge and jointly exercise the public transport service and to create inter-municipal authorities which can establish interregional transport services.</p>
Status of legislation	Non-existent.
Transport mode concerned by legislative/non-legislative initiatives	Legislative initiative is preeminent as a general legal system, integrated by inter-administrative and inter-municipal contracts which will set-up the concrete transport system.
Level of integration (local or cross-border)	Local and interregional
Main challenges and barriers setting up and implementing relevant legislation (according to stakeholders interviewed)	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 – Institute for Mobility and Transport; Authority for Mobility and Transport Regional/local – Transport Authorities (Metropolitan Areas; Municipal Communities and Municipalities)							
2	Specific rules on access to fare data	Public Transport (PT) Operators have to publish pricing information on sales points and on their websites.							
3	Legal requirements about pricing information	Public Transport (PT) Operators have to publish pricing information on sales points and on their websites.							
4	Main difficulties in concluding agreements concerning disclosure of travel and traffic information?	Data sharing/compatibility costs; competition between PT operators.							
5	Information shared between organisations/companies (e.g. schedules, fares, availability, real time information)	There are partnerships for sharing schedules and fares.							
6	How can collaboration between companies be fostered to improve access to fare data?	To simplify (and provide better access to) fare data, the Lisbon Metropolitan Area has approved a common brand for all buses (operated by private and public companies) on its jurisdiction area and the creation of an integrated ticketing system. This system is expected to significantly improve the access (and simplicity) to fare data. The Metropolitan Area of Porto will follow a similar model.							
7	Are companies/organisation reluctant to share certain type of information? Why?	Maybe. It is important to demonstrate that easy fare data access is an important factor to increase the number of PT passengers. Also, the costs of sharing that data should be reduced by promoting a broader use of standards (open data/NeTEx).							
8	Can voluntary agreements between companies foster further collaboration?	Probably.							
9	Initiatives on fare data access. (Legislation, projects, etc.)	Otlis, a partnership between Companhia Carris de Ferro, CP - Comboios de Portugal, Metropolitano de Lisboa, Transtejo/Soflusa, S.A., Barraqueiro Transportes, Transportes Sul do Tejo and Rodoviária de Lisboa; but this model will probably be changing soon.							
10	What should be done at European/national/regional/local level to foster the sharing of fare data with other players?	National authorities and the European Commission should work together in promoting the use of open data and/or standards like NeTEx that can simplify the aggregation and comparison of data from different PT operators. Foster the development of existing software that are able to import/export/convert data between the most commonly used data formats (e.g. GTFS) and standards like NeTEx.							

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