



REMAINING CHALLENGES FOR EU-WIDE INTEGRATED TICKETING AND PAYMENT SYSTEMS

Annex III.e

Country Report - Czech Republic

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Country reports

CZECH REPUBLIC

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 on integrated ticketing or fare data access.</p> <p>At present, the public transport system is owned by the competent authorities in respect of the territorial level of the service: urban services are owned and provided under the conditions set forth by the Municipalities in which they serve and the national Railway System is provided by both public and private companies.</p> <p>The legal framework on public transports is composed on a “case by case” basis with Ministry’s decree authorising the application of a particular general conditions set-up by the companies and applied to the customer.</p> <p>At present, the only Municipality that has integrated its fares and systems is Prague, unifying the ticketing system and improving the connection between its different lines. Prague has a service named Prague Integrated Transport which includes all available means of Prague public transport (metro, trams, cableway, city bus lines, commuter bus lines, railway transport and ferries). This service is entirely run by the Municipality and the fares are established for the whole public transport system only for single tickets, and long term passes solely include buses, trams and tube lines.</p> <p>In 2014 the Transportation Ministry of Czech Republic has published a Policy statement in which it has outlined the public transport development by 2020, in perspective of 2050, foreseeing a deeper integration of ticketing, fares and transport systems in order to improve and to implement integration also with other EU systems and aims, underlining the positive effects of this integration to the environment and to urban life in terms of traffic and services through the cities.</p> <p>More importantly, in this statement, the Ministry has depicted this new vision of public transport as a “Public Logistic System” rather than a simple way to provide a public service.</p>
<p>Status of legislation</p>	<p>Non-existent.</p>
<p>Transport mode concerned by legislative/non-legislative initiatives</p>	<p>Public transport in Prague.</p>
<p>Level of integration (local or cross-border)</p>	<p>Local.</p>

Main challenges and barriers setting up and implementing relevant legislation (according to stakeholders interviewed)	N/A.
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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?	<p>National: Ministry of Transport</p> <p>Regional: regional authorities</p> <p>Municipal: cities and towns</p>							
2	Specific rules on access to fare data	No legislation applies to access to fare data in the Czech Republic. Fare data in the Czech Republic is mostly shared through agreements.							
3	Legal requirements about pricing information	As in the case of access to fare data, there are no legal requirements about pricing information. This information is either publicly available through the operator's webpage or shared based on agreements.							
4	Main difficulties in concluding agreements concerning disclosure of travel and traffic information?	Most operators consider this information as their business secret. Each operator in the Czech Republic applies different pricing rules and they are unwilling to share this information (how their fares are calculated).							
5	Information shared between organisations/companies (e.g. schedules, fares, availability, real time information)	<p>All the schedules and fares as well as availability are publicly available in the operators' webpages.</p> <p>As of 2020, the Czech Republic will establish a unified tariff system which plans to establish unified tariffs for both buses and trains. The responsible authority will be the Ministry of Transport, responsible for collecting the data from the operators. The Ministry will guarantee the data protection and it will lead the discussion between the operators.</p>							
6	How can collaboration between companies be fostered to improve access to fare data?	The united tariff is seen as a way to foster collaboration, with the Ministry serving as a guarantee against the misuse of data.							
7	Are companies/organisation reluctant to share certain type of information? Why?	It depends on the operator, most of them see this information as a business secret.							
8	Can voluntary agreements between companies foster further collaboration?	Since the unified tariff will be applicable as of 2020, voluntary agreements will not be necessary.							
9	Initiatives on fare data access.	Unified tariff – each company participating in the scheme will get							

	(Legislation, projects, etc.)	their share based on the kilometres the passengers have travelled.
10	What should be done at European/national/regional/local level to foster the sharing of fare data with other players?	So far it is necessary to see how successful the united tariff will be. The Czech Republic takes inspiration from similar schemes in the Great Britain and Switzerland, hence it is hoped for the scheme to be successful.

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9

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