



REMAINING CHALLENGES FOR EU-WIDE INTEGRATED TICKETING AND PAYMENT SYSTEMS

Annex III.m

Country Report - Ireland

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Country reports

IRELAND

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>Integrated ticketing is regulated in Ireland by means of the Dublin Transport Authority Act 2008 (No. 15 of 2008), the Public Transport Regulation Act 2009 (No. 37 of 2009) (also amending the Dublin Act). Part of the rules set out by the NTA for the operation of the Integrated Ticketing Scheme requires that tickets are integrated on Leap Card. This was set out in a direction (instruction) issued under Section 58 of the Dublin Transport Authority Act 2008. Section 58 of the Dublin Transport Authority Act 2008 gives NTA the authority/power to require licenced public transport operators to join the Leap Card Integrated Ticketing Scheme.</p> <p>In detail, Chapter 3 of the Dublin Transport Authority Act 2008 contains detailed and specific provisions on “Integrated ticketing scheme” (Article 58), “Fares scheme” (Article 59), “Integrated public transport information scheme” (article 60), and revokes the previous Transport (Railway Infrastructure) Act 2001 (Additional Functions) (Integrated Ticketing) Order 2002 (S.I. No. 84 of 2002).</p> <p>Under the provisions set forth in the Dublin Transport Authority Act 2008 and the Public Transport Regulation Act 2009, the Minister for Transport also established the National Transport Authority (Irish: Údarás Náisiúnta Iompair) or NTA, i.e. the transport statutory body for Greater Dublin and the public transport licensing agency for Ireland. The Authority also has legal responsibility for the development of an integrated transport system within the Greater Dublin Area (GDA) – Counties Dublin, Kildare, Meath and Wicklow. In April, 2010, the remit of the National Transport Authority was extended, under Statutory Instrument 139, to include the provision of integrated information schemes for public transport in the cities and counties of Cork, Galway, Limerick and Waterford and the contiguous areas of those counties.</p> <p>As to legislation on fare data access it is noted that, in the context of direct award contracts with the PSO operators, the NTA requires full disclosure of data. However this data is not systematically available and is not provided in the same formats. There are no rules providing for access to fare data for 3rd parties.</p> <p>General consumer protection laws (e.g. Sale of goods and services act) and the Passenger Rights (article 17 of EC 1371/2007). Regulates the disclosure of pricing information.</p> <p>The integrated ticketing scheme for public transport launched in Dublin and subsequently extended nationwide is the Leap Card. The scheme is operated and maintained by the NTA. It was launched in 2012 following nine years of preparation to allow travellers to switch between Dublin Bus, Luas, Dart, Irish Rail DART and commuter rail services as well as some Bus Éireann services and Wexfordbus services, using one card. Although it was implemented with reference to the majority of public transports services in the cities in Ireland,</p>
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	<p>the Leap card is not typically used on longer distance (inter-city) bus and rail services and some privately owned bus companies running purely commercial services (non-PSO) do not currently participate in the Leap Card integrated ticketing scheme. By law, the NTA may at its discretion require those companies to participate in the Leap Card scheme, although for several reasons (cost and possible revenue liability implications) the NTA did not invoke such requirement.</p> <p>In addition, it is noted that there are efforts underway to standardise real-time passenger information (RTPI) data formats. Where a transport operator participates in the Leap Card integrated ticketing scheme, data formats are mandatory and controlled by NTA (for usage data and for ticket definitions).</p>
Status of legislation	In force.
Transport mode concerned by legislative/non-legislative initiatives	Public transport, Bus, rail, tram.
Level of integration (local or cross-border)	Local.
Main challenges and barriers setting up and implementing relevant legislation (according to stakeholders interviewed)	<p>Due to the relatively small size of the transport market in Ireland and the fact that the ticketing equipment market is currently dominated by just two suppliers (one for heavy/light rail, one for bus) that are already technically integrated into/with the current integrated ticketing system (Leap Card) there is a considerable technical barrier for a new entrant. A new entrant would have to overcome the incumbent technical advantage, which would be very difficult in a competitive public procurement process. Although it is possible to envisage a public procurement so structured as to mitigate some of the incumbent advantages, it is almost impossible to practically overcome the advantage enjoyed by an incumbent. Furthermore the incumbents are heavily vertically integrated into the context of public transport operators, which makes it very difficult to entirely replace them.</p> <p>Other mentioned challenges are: maintaining commercial confidentiality of sales and usage of data pertaining to privately owned commercial transport services in a competitive environment; agreement on cost of the operation for the integrated ticketing scheme; responsibilities and liabilities for revenues; revenue allocation/apportionment methods and transparency, responsibilities for tier (customer facing) devices.</p>

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>Ministry of Transport.</p> <p>Local transport is handled by the municipalities.</p>							
2	Specific rules on access to fare data	<p>Fare data are available through different systems, such as timetables, bus stops etc. This is a condition to acquire a licence to be able to operate in the country.</p> <p>Private operators govern their own data.</p>							
3	Legal requirements about pricing information	No legal requirements.							
4	Main difficulties in concluding agreements concerning disclosure of travel and traffic information?	None.							
5	Information shared between organisations/companies (e.g. schedules, fares, availability, real time information)	Public operators make this data available.							
6	How can collaboration between companies be fostered to improve access to fare data?	<p>Providing enough benefits to create incentives for collaboration.</p> <p>Confidentiality of commercial information must be guaranteed.</p>							
7	Are companies/organisation reluctant to share certain type of information? Why?	Yes, if benefits outweigh the costs.							
8	Can voluntary agreements between companies foster further collaboration?	Unlikely – private companies might not see the need to be a part of the bigger system.							
9	Initiatives on fare data access. (Legislation, projects, etc.)	None							
10	What should be done at European/national/regional/local level to foster the sharing of fare data with other players?	<p>Policy and regulation should facilitate mobility as a service as a concept. Rules can be set, but they need to be appropriate taking into account national frameworks.</p> <p>In the Irish context, sharing data is necessary for fulfilling the vision for mobility service. There is also the question of Northern Ireland as the region is not integrated to the national context.</p>							

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