



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

*Annex III.v*

*Country Report - Slovenia*

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WAVESTONE

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## Country reports

### SLOVENIA

#### 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>The roll-out of a national multimodal public transport ticketing scheme began on September 2016, IJPP (or IPPT) project and it is managed and supervised by Ministry of Infrastructure in the Republic of Slovenia and led by Slovenian Railways. The scheme is designed to integrate all public transportation providers in Slovenia, including the national railways under a unified ticketing and fare collection system, enabling passengers to use trains, interurban buses and urban transport, without the need to separate tickets. Tickets are uploaded into a smart card available free of charge at any ticket office in the IPPT sales network, which spans the entire country. The card can then be used on any mode provided by any operator on the route-based regional network or the zone-based urban networks in Ljubljana and Maribor.</p> <p>As to the technical aspects, this involved the establishment of a management organisation of to support automated fare collection and electronic data management. Implementation of IPPT required introduction of a single electronic smart card and a single tariff, together with harmonisation of operators' respective systems. The new IT systems have been supplied by Margento, which previously provided back office support for the urban and suburban transport networks in Ljubljana and Koper, as well as the Urbana mobile ticketing system in Ljubljana.</p> <p>As to rules facilitating ticket integration, the central government is working on the National transport card scheme. Integrated travel card system has not yet been implemented as the project for the implementation of integrated public transport system is currently in its draft phase at the Ministry of Infrastructure and Spatial Planning.</p> <p>It should define how the overall system will work on a technical, procedural and commercial level. Its purpose is to achieve and maintain integration and interoperability of the transport ticketing and ticketing related systems (such as, e.g., passenger information system) between the business entities in the public transport ecosystem as well as to avoid technology and supplier lock, enable competition on ticket sales and innovative fare products.</p> <p>With regards to disclosure of pricing information, it is noted that pricing for regulated market (PSO) is part of the legislation, and pricing information is publicly available; while there is no legal requirement about disclosure of pricing for free market.</p> <p>While there are not any data formats regulatory requirements in Slovenia's legal framework, they are foreseen in concession contracts and particularly refer to timetables and single ticket format.</p> <p>Participation in the national passenger information system and national ticketing scheme is required by legislation and is obligatory for the intercity bus and rail and voluntary for the city bus. Requirements for rules and</p>
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	<p>standards are specified in the concession contract.</p> <p>In 2017, on the basis of Government's Decision no. 37000-3/2015/8, the Ministry of Infrastructure adopted a Resolution on the National Programme for the Development of Transport in the Republic of Slovenia until 2030 which envisages a series of measures in the sustainable mobility section to improve the role of public transport.</p> <p>Among the priorities set in the Programme for the ministry responsible for transport, it is envisaged to launch the "introduction of a single integrated ticket system that foresees harmonised system in the Republic of Slovenia timetables, tariffs and settlement systems between transport operators, good management of PPT, providing information to passengers and promotion of PPT."</p> <p>Non-legislative initiatives concerning integrated ticketing:</p> <p>There is a local initiative from rail operator SŽ and bus operator Arriva (former Kam-Bus) concerning regular monthly ticket Ljubljana-Kamnik for rail and bus.</p>
<b>Status of legislation</b>	In progress.
<b>Transport mode concerned by legislative/non-legislative initiatives</b>	All public transport.
<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>	Reducing the cost of fare collection; increasing the level of ticketing convenience for passengers; technology; fair competition.

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