



REMAINING CHALLENGES FOR EU-WIDE INTEGRATED TICKETING AND PAYMENT SYSTEMS

Annex III.c

Country Report - Bulgaria

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Country reports

BULGARIA

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 are no specific rules on integrated ticketing schemes, however, there are different rules on access to pricing information (for each transport mode):</p> <ul style="list-style-type: none"> - for railway transport: the rules about giving access to pricing information are specified in Ordinance No 43 dated 11.09.2001 for the carriage of passengers, baggage and parcels by rail, issued by the Minister of Transport and Communications; - for road transport: according to Art. 5, para. 1 of Carriage by Road Act, prices for public passenger and freight services are freely formed on the basis of supply and demand, with the exception of taxi fares for passengers. In accordance with Art. 24a, para. 11 of Carriage by Road Act, the municipal councils set out the minimum and maximum rates for the taxi transportation of passengers per kilometer according to the respective tariff, valid for the territory of the respective municipality, where the taxi transportation permit for passengers is issued; - for air transport: Art. 22 of Regulation (EC) No 1008/2008 of the European Parliament and of the Council of 24 September 2008 on common rules for the operation of air services in the Community stipulates that "Community air carriers shall freely set air fares and air rates for intra-Community air services" and that "any remaining restrictions on pricing are superseded". Such kind of provision is also set forth in the current international agreements with regards to air transport. In addition, Directorate General "Civil Aviation Administration" - a state budget-supported legal entity within the Ministry of Transport, Information Technology and Communications, is responsible for the transparency of pricing for airline tickets and, being a supervisory body, it monitors the implementation of the obligations of the air carriers under Art. 23 of Regulation (EC) No 1008/2008 concerning the information and non-discrimination. The airlines are required to inform consumers about the price, they have to pay, and to specify the components that form the final price. <p>Some pieces of legislation provide for the display of information on ticket prices:</p> <ul style="list-style-type: none"> - Ordinance No 2 of 15 March 2002 for the conditions and the procedure for approval of transport schemes and for the public transport of passengers by buses, under Art. 31, para. 2, provides that in case of carriage of passengers in the territory of the Republic of Bulgaria the information relating to ticket prices should be placed by the carriers on a visible place in the vehicles. - Ordinance No 11 of 31 October 2002 for International carriage of passengers and goods by road, under Art. 40, para. 6 and Art. 45d, para. 7, provides that in case of carriage of passengers on international coach lines information
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	<p>relating to ticket prices should be placed on a visible place by the carriers.</p> <p>- Ordinance No 34 of 1999 for Taxi passenger carriage, under Art. 21, para. 1, point. 7, provides that information for taxi fare should be displayed by the carrier in the following places: right front window; dashboard and both rear doors on the taxi car.</p> <p>- Ordinance No 33 of 3.11.1999 for Public passenger and freight transport on the Bulgarian territory, under Art. 55, para. 1, point 3, provides that the following visual information is available in the bus stations: a list of serviced bus lines and their courses, announced for performance by buses equipped for the transportation of disabled persons and persons with reduced mobility, ticket prices and work time at each ticket office.</p>
Status of legislation	In force (laws on access to pricing information)
Transport mode concerned by legislative/non-legislative initiatives	All transport modes.
Level of integration (local or cross-border)	Local
Main challenges and barriers setting up and implementing relevant legislation (according to stakeholders interviewed)	N/A

Market Situation

#	Transport Mode									
	Key fare component	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>The railway authorities in Bulgaria are the Ministry of Transport, Information Technology and Communications and the Rail Regulatory Body – Railway Administration Executive Agency.</p> <p>The contracting entities of the three types of transport schemes (National, District and Municipal) are the mayors of the respective municipalities.</p>								
2	Specific rules on access to fare data	Regarding bus transportation, in accordance with Art. 31, para. 2 of ORDINANCE No 2 of 15 March 2002, the information relating to ticket prices should be placed by the carriers in a visible place in the vehicles.								

		<p>International coaches must display information relating to ticket prices in visible place by the carriers.</p> <p>Taxi fare should be displayed by the carrier in the following places: right front window; dashboard and both rear doors on the taxi car.</p>
3	Legal requirements about pricing information	<p>The rules about giving access to pricing information are specified in ORDINANCE No 43 of 11.09.2001. According to this law, prices for public passenger and freight services are freely established on the basis of supply and demand, with the exception of taxi fares for passengers.</p> <p>In accordance with Art. 24a, para. 11 of Carriage by Road Act, the municipal councils set out the minimum and maximum rates for the taxi transportation of passengers per kilometer according to the respective tariff, valid for the territory of the respective municipality, where the taxi transportation permit for passengers is issued.</p>
4	Main difficulties in concluding agreements concerning disclosure of travel and traffic information?	No difficulties were encountered.
5	Information shared between organisations/companies (e.g. schedules, fares, availability, real time information)	There is no information regarding the shared information.
6	How can collaboration between companies be fostered to improve access to fare data?	No proposal submitted.
7	Are companies/organisation reluctant to share certain type of information? Why?	No Information provided.
8	Can voluntary agreements between companies foster further collaboration?	No Information provided.
9	Initiatives on fare data access. (Legislation, projects, etc.)	No Information provided.
10	What should be done at European/national/regional/local level to foster the sharing of fare data with other players?	No proposal submitted.

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