



REMAINING CHALLENGES FOR EU-WIDE INTEGRATED TICKETING AND PAYMENT SYSTEMS

Annex III.a

Country Report - Austria

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Country reports

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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 fare data access and integrated ticketing or legislation for integrated transport solutions dealing with more than one mode of transport (not even for public companies). Legislation only covers organization of the public transport.</p> <p>The legal basis for the organization of local and regional public transport is the ÖPNRV, Austrian Federal Law (Öffentlicher Personennah- und Regionalverkehrsgesetz 1999 – ÖPNRV-G 1999, Publication reference: Austrian Federal Law Gazette No. 204/1999), which has been in force since 1 January, 2000. The ÖPNRV 1999 as well as the Transport Code contain, however, provisions on timetable access while there is no legislation requiring to disclose other data and real time information to other operators or to other companies.</p> <p>There are no regulatory requirements imposing domestic data formats.</p> <p>Due to the federal structure of the State, federal law only operates at a federal level and the Federal Government cannot oblige provinces and local transport to provide integrated services on a legal basis. Nevertheless, the Government is working on different solutions such as the provision of incentives for transport providers participating in integrated transport schemes.</p> <p>Despite the lack of a specific legal framework, local transport integration is achieved by virtue of private law voluntary agreements between public transports operators who agreed on exchanging their data. This concerns all public transport modes. Integrated transport alliances (Verkehrsverbund) offer passengers in Austria, under application of a uniform tariff system, joint tickets at a discounted rate ("network rate") covering all involved scheduled transport operators (rail, public and private bus operators, and municipal transport companies). Overall, there currently are eight of said integrated transport alliances in Austria that, from the territory covered, mostly align with the federal state boundaries.</p> <p>For the time being, integration is only at national level. There is a new ongoing project, which was kicked off about one and a half year ago, consisting of a cross border cooperation (also based on agreement) with neighbouring countries like Czech Republic, regarding exchange of transport information. In the next future similar agreements will possibly be concluded with other countries such as Slovenia, Italy and Switzerland, mostly covering the modes of transport which are in combination with direct neighbouring countries.</p> <p>There is a strong interest at government level to bring existing transport companies at one table to talk about existing ticketing solutions and set the basis for collaboration, dealing with the main problematic aspects that shall</p>
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	<p>be considered in setting up voluntary agreements on integrated ticketing, especially the allocation of liability, obligation of information toward passengers, the confidentiality of information exchanged (since all public service operators are competitors on the same market), the ownership of data. Dealing with these latter issues Austrian Government means to work on the creation of a neutral database company, not owned by any of the local transport providers, which will be able to solely share relevant and necessary data with the transport operators.</p> <p>The aim is to set up a system requiring a unique economic transaction by 2022.</p>
Status of legislation	Non-existent
Transport mode concerned by legislative/non-legislative initiatives	All public transport modes.
Level of integration (local or cross-border)	Mainly local (but there is a pilot project of an agreement with CZ, and it is envisaged to develop integration on a cross-border level through agreements with other neighbouring countries).
Main challenges and barriers setting up and implementing relevant legislation (according to stakeholders interviewed)	<p>Federal structure of the Country</p> <p>Inequality between transport companies in the private and public sector, due to the fact that private companies are not as bound as public companies by requirements on data disclosure and exchange.</p>

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>National</p> <ul style="list-style-type: none"> - Ministry of Transport, Innovation and Technology – aims at harmonising tariff systems, being the basis for integrated ticketing - Railway operators (Austrian Federal Railways, Private Railway organisations) – are operating their own ticket shops and have not yet shown interest in integrating ticketing 							

		<p>Regional</p> <ul style="list-style-type: none"> - Public Transport Associations – aims at a harmonising the tariff system in their region and are already offering integrated tickets of regional transport operators that are members of the association <p>Local</p> <ul style="list-style-type: none"> a. Local transport operators (e.g. Wiener Linien) - infrastructure service providers for city or province (e.g. Wiener Stadtwerke)
2	Specific rules on access to fare data	There are no particular national rules in the sense of applicable rules originating from regulation concerning access to fare data. However, there is a procedure, established in the area of public transport, to share, collect and publish fare data in a centralised manner on regional/ federal states level.
3	Legal requirements about pricing information	At the present state such information is not publicly accessible.
4	Main difficulties in concluding agreements concerning disclosure of travel and traffic information?	<ul style="list-style-type: none"> • Required long-term funding of pilot initiatives; • Achieving collaboration between relevant key stakeholders; • Creating an organisational framework.
5	Information shared between organisations/companies (e.g. schedules, fares, availability, real time information)	<p>ARGE ÖVV – the umbrella organisation of all public transport associations collects and aligns travel schedules and travel information, including fare data across the regional transport associations. Today ARGE ÖVV is collecting all stops, timetables, schedules and fares as well as disruptions and information on facilities within its data collection centre over harmonised interfaces.</p> <p>Data are pooled together at the data collection centre at ARGE ÖVV and made available (over an interface) to a nationwide, multimodal travel information and routing service, called VAO Platform (Traffic Information Austria). VAO Platform is a white-label platform that offers, again, access to its service through an interface, so that specifically tailored end-user services (including fare data) can be built upon this while-label backend.</p>
6	How can collaboration between companies be fostered to improve access to fare data?	National authorities can set actions to raise awareness on the Delegated Regulation No. 2017/1926 as well as new commercial trends that can impact the local actors in the long term. It can also provide a platform for discussion on integrated ticketing and pricing. In Austria, this platform is the ITS Austria (Association for Intelligent transport systems comprising public organisations, infrastructure service providers, organisations from industry and research).

7	Are companies/organisation reluctant to share certain type of information? Why?	Given that companies are often competitors on the market and the main vehicle of competition is pricing, a greater collaboration in regard to fare data, going beyond the exchange of tariff information towards integrated pricing, is not provided on a voluntary basis.
8	Can voluntary agreements between companies foster further collaboration?	No. Voluntary agreements will not foster further cooperation. In the opposite, there must be a clear need or compulsion from the market to set up voluntary agreements.
9	Initiatives on fare data access. (Legislation, projects, etc.)	PRIO Austria PRIO Austria is a Programme Support Action (PSA) running under the CEF (Connecting European Facility) Programme, which started in January 2017. It supports the implementation of open data under the requirements of the ITS Directive. The European Delegated Regulation No. 2017/1926, supplementing the ITS Directive 2010/40/EU, requires that all Member States shall provide data for multimodal travel information services. The purpose of the regulation is to foster the provision of data for union-wide multimodal travel information services by using harmonised specifications and standards as well as defined requirements.
10	What should be done at European/national/regional/local level to foster the sharing of fare data with other players?	Implement the Delegated Regulation 2017/1926 and provide data on the National Access Point in a harmonised format.

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