



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

*Annex III.h*

*Country Report - Finland*

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Written by Simona Frazzani, Igor Taranic, Martin Jensen, Alessandro Zamboni, Kletia Noti, Martina Piantoni.

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*Contact:* Isabelle Vandoorne

*E-mail:* Isabelle.VANDOORNE@ec.europa.eu

*European Commission  
B-1049 Brussels*

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## Country reports

### FINLAND

#### 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>Specific rules on access to fare data exist in Finland and apply to all transport modes.</p> <p>Concerning disclosure of pricing information, there are two alternatives: a transport service provider is obliged to either provide data about the exact price of a journey or indicate the elements of the price.</p> <p>There is no data formats regulatory requirements at domestic level, however all the transport service providers are obligated to produce information on their transport services in a machine-readable format.</p> <p>The Act on Transport Services achieves interoperability by setting obligations for transport operators to provide access to essential data and sales interfaces, opening their relevant data on mobility services via an open interface. Other mobility service providers and combination services also have to be given access to the interfaces for ticket and payment systems. The obligation to provide access to sales interfaces in ticket and payment systems applies to those road and rail passenger transport operators, who manage a ticket and payment system. They are obliged to provide access to their sales interface enabling the purchase of a standard-rate single-journey ticket.</p> <p>In order to make it possible to examine transport as a whole single service, the opening of data plays a central role in the Act, and is emphasised in the second stage thereof. The core idea of the Finnish Government is, in fact, that future transport will rely on the interoperability of information and information systems, as well as the openness of interfaces. This is why the Act lays down provisions for the interoperability of ticket and payment systems and for the handling of matters through open interfaces. Opening of data is continued with regard to data on the use of mobility services. The Finnish Transport Agency is obligated to open data received on the use of services through open interface, in a form where it cannot be linked to individual users, service providers or services.</p> <p>Offering trip chains and combined services is eased by enabling acting on another's behalf - a new concept in the Act on Transport Services - in which case for instance the provider of a combined service could incorporate tickets for all modes of transport, car hire service, various serial and seasonal products as well as discounts into a combined mobility service by acting on the customer's wishes or on the customer's behalf in different services.</p> <p>The law requires, in addition, to open an Application Programming interface (API) for public and private service providers so that all can be integrated into one seamless and multimodal travel chain that can be paid by one mobile system and all transport modes can be integrated into one holistic system. This creates a possibility for everyone to attach themselves to one ticket system which includes all different opportunities to move from one place to</p>
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	<p>another, helping companies in the sector to come up with better solutions for users. Under this scheme, infrastructure can connect different transport modes and collect data, which can be applied to provide further possibilities for all kinds of other services.</p> <p>The Act also deals with the reform of the regulation on transport registers, strengthening the possibilities of those in the register to use their own data themselves and to benefit from better mobility services.</p> <p>With the entry into force of the new Act on Transport Services, Finland became a pioneer of smart mobility services.</p> <p>Government Decree on essential data concerning mobility services, entered into force on 1 January 2018, provides for essential data concerning mobility services, which shall be, in accordance with Part III, chapter 2, section 1 of the Act on Transport Services, made available through connection to an information system (open interface) in a standard, easy to edit, and computer-readable format. It lists all essential data concerning passenger transport services (Section 2); stations, ports and other terminals (Section 3); leasing and commercial sharing services for means of transport (Section 4); general commercial parking services (Section 5); brokering and dispatch services (Section 6).</p> <p>To help the stakeholders implementing the aforementioned ticket and payment system obligations the Ministry of Transport and Communications created a project called "Interoperability of ticket and payment systems" led by FICORA. The aim of the project is to lay down the specifications of the technical sales interface solution and a code of conduct to facilitate the conclusion of contracts between operators.</p> <p>The Finnish Transport Agency also contributes to the work with the rest of the administrative sector of the Ministry of Transport and Communications to promote interoperable ticket and payment systems.</p>
<b>Status of legislation</b>	<p>The Finnish Transport Act entered partially into force on 1 July 2018 (except for the provisions relating to the introduction of intelligent transport systems linked to the ITS Directive which were introduced on 1 October 2017). Most parts of the Act, among which are the provisions on the interoperability of data and information systems, are instead applicable as of 1 January 2018. Finally, the third stage of the Act entered into force on 1 January 2019. It expands the sales interface obligations from single-journey tickets to season tickets and from road and rail transport to all modes of passenger transport.</p>
<b>Transport mode concerned by legislative/non-legislative initiatives</b>	<p>Local.</p>
<b>Level of integration (local or cross-border)</b>	<p>Smaller companies' ignorance or reluctance to invest in their technical systems.</p>
<b>Main challenges and barriers</b>	<p>N/A</p>

setting up and implementing relevant legislation (according to stakeholders interviewed)	
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## 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?	National: Ministry of Transport and Communication and the Finnish Transport Agency  Regional: provincial administrations, such as Helsinki Regional Transport Authority							
2	Specific rules on access to fare data	The Act on Transport Services in Finland establishes the preconditions for the digitalisation of transport and enables a comprehensive overview of the transport system. The intention is to link different transport services, such as taxis and train journeys, into travel chains. At the same time, the Act facilitates market entry for new companies and alleviates the regulations in the transport sector. <sup>1</sup>  The Act covers all modes of transport. It sets forth the requirements for opening of data registers as well as ticketing and payment systems in public transport. Moreover, the Act sets obligations for service providers to open their relevant data on mobility services via an open interface. Other mobility service providers and combination services also have to be given access to the interfaces for ticket and payment systems. The data is opened to the National Access Points (NAP) operated by The Finnish Transport Agency. The Act also requires providers to disclose pricing information.  The required information consists of the essential information on routes, stops, timetables, prices and accessibility related to their services. This information must be provided through an open interface and in a format that is computer-readable (e.g. GTFS, XML, JSON).							
3	Legal requirements about pricing information								
4	Main difficulties in concluding agreements concerning disclosure of travel and traffic information?								
5	Information shared between organisations/companies (e.g. schedules, fares, availability, real time information)								
6	How can collaboration between companies be fostered to improve access to fare data?								
7	Are companies/organisation reluctant to share certain type of information? Why?								
8	Can voluntary agreements between companies foster further collaboration?								
9	Initiatives on fare data access. (Legislation, projects, etc.)								
10	What should be done at European/national/regional/local level to foster the sharing of fare data with other players?								

<sup>1</sup> <https://www.liikennevirasto.fi/web/en/transport-system/the-act-on-transport-services#.W7yKCGgzblU>



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