



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

*Annex III.b*

*Country Report - Belgium*

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## Country reports

### BELGIUM

#### 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>In the Belgium federal context, where decisional power is shared between the federal authority and the three Regions, namely the Brussels-Capital Region, Flanders and Wallonia, transport competences are shared among these four entities. There are thus four Public Transport Operators, each one autonomous and dependent from a different Minister, i.e. SNCB-Railway (Federal), STIB (Brussel), TEC (Wallonia), De Lijn (Flanders). The four operators have different politics on Open Data. Although there is no regulation requiring transport operators of domestic passenger services to participate in common information and integrated ticketing schemes for the supply of integrated tickets, however, the four public transport operators entered into an agreement to develop a common card, i.e. the MoBIB card, and the associated exchanges mechanisms. The card is managed by a private company (Belgian Mobility Card) created in 2010 and owned by the four public transport operators. There are no laws or regulations requiring them to use the latter.</p> <p>There is not specific legislation on integrated ticketing.</p> <p>The Decree of the Flemish Parliament dated 26 March 2004, concerning freedom of information and access to government data, mandates public agencies to share to an open data platform their fare data.</p> <p>There are no data formats regulatory requirements in domestic legislation, but there is a Belgian format (BELTAC) which is an agreement among operators (not a regulatory requirement).</p> <p>With reference to the sub-urban offer development (RER), a growing number of political initiatives push towards a common system but no initiative has been undertaken so far.</p> <p>Non-legislative initiatives concerning integrated ticketing:</p> <p>Public transport operators are working together in BMC. On a cross border level, there are ticketing operators associations, which are Smart Ticketing Alliance, E-Ticketing Schemes Association in Public transport; and Calypso Networks Association.</p>
<p><b>Status of legislation</b></p>	<p>Non-existent</p>
<p><b>Transport mode concerned by legislative/non-legislative initiatives</b></p>	<p>All public transport modes.</p>

<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>	Governance between different operators; maintaining the compatibility between systems from different manufacturers; having a common view with four operators depending on four different ministers.

### 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?	National level: FPS Mobility and Transport  Regional: The regions of Flanders, Wallonia and Brussels  Local: Municipalities							
2	Specific rules on access to fare data	In Belgium, there is a law in the matter of Transparency by the administrations ("openbaarheid van bestuur"), which obliges all public transport companies to make their data public. However, this law applies only to data that is covered by a PSO contract. All commercial data belongs to the transport companies.  In Flanders, The Flemish Decree of 26 March 2004 relating to access to government information obliges public agencies to share their fare data to an open data platform.							
3	Legal requirements about pricing information	Only the information covered by PSO contract must be made public. There are no rules concerning access to pricing information for other companies.							
4	Main difficulties in concluding agreements concerning disclosure of travel and traffic information?	There are no observed difficulties.							
5	Information shared between organisations/companies (e.g. schedules, fares, availability, real time information)	The public transportation companies are obliged to have the schedule of the other public transportation companies included in their route planner. In general, there is a prevailing mutual cooperation and trust between the operators.							
6	How can collaboration between companies be fostered to improve access to fare data?	Implementation of the National Access Point. This is currently in process.							
7	Are companies/organisation reluctant to share certain type of information? Why?	The companies wish to preserve their autonomy and operator-customer relationship. They are very reluctant to share any type of information that would jeopardise the same.							
8	Can voluntary agreements between companies foster further	Yes, but it is preferable that they stay voluntary. However, the agreements need to be standardised as they currently differ. These							

	collaboration?	differences make it harder for third parties to join them.
<b>9</b>	Initiatives on fare data access. (Legislation, projects, etc.)	Implement the National Access Point in Belgium.  Initiative of an Open Source Route Planner.
<b>10</b>	What should be done at European/national/regional/local level to foster the sharing of fare data with other players?	Standardisation of agreements, additional legal framework and funding.



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