



Green Deal Priorities; February 2020

1. Open Rail Data & Through Ticketing

There is clear evidence that, in the limited cases where rail market opening has already occurred, results have benefited passengers, taxpayers, the sector and the environment. But private investors need predictable conditions (stability). Two measures should be taken to ensure market conditions that will be less prone to surprises

Urgent need for full transparency at ALL rail ticket sales channels:

Lack of effective ticket distribution is the silent killer for modal shift to passenger rail:

EU citizens should be able to:

1. search and book ALL rail options at ALL rail ticket sales channels, including optimal one-way connections combining different operators and
2. have the confidence that - whatever kind of one-way rail booking they make - they will reach their destination at no extra cost even if there is a missed connection during the journey. **As long as connections are independently approved & feature in a journey planner it should be a through ticket** with passenger rights coverage from beginning until end of the trip!

The current situation allows market dominant incumbents to deny new entrants fair participation in networks that they inherited from taxpayer & also denies them exposure

Competition between different rail tickets sales channels (otherwise known as ‘ticket vendors’) should not be in terms of which ones have better access to data.

- Instead, all licensed ticket vendors – regardless whether they belong to a rail operator or are independent – should receive access to all the same rail data (timetables, real-time information and all fares) and be obliged to show, combine and sell all rail tickets in the most optimal manner i.e. if changing trains provides cheapest and/or fastest connections between any two railways stations in Europe.
- Competition between ticket vendors should **instead** take place in terms of which ones refine rail data in the most optimal manner, in order to make it most attractive and usable for passengers.
- Door-to-door multi-modal journeys could be put together with rail as backbone. These would rival the convenience of using the private individual motor car – achieving real modal shift(!)

Let us not forget: EU taxpayers spend many billions of euros each year on subsidising the rail systems. Therefore, it is only reasonable they should be able to search and book all available rail options and book them in an easy & convenient manner, regardless which ticket vendor they go to. If existing rail options are easier to book, then this will achieve modal shift.

The European Parliament - to its great credit - did what was right for citizens.

On November 15th 2018, MEPs voted in favour of mandatory data sharing and mandatory through ticketing (as part of the revision of EU Rail Passenger Rights Recast).

- Ensuring PSI Directive is fully implemented – no exemption for protectionist state incumbents - and ensuring mandatory through ticketing by means of the 4th Rail Package from 2022 onwards - are complementary ways of achieving this.