

9th Florence Intermodal Forum

Towards EU-wide Intermodal Ticketing

2 May 2022 @ 09:00 – 17:00 CET

Florence, Villa Salviati



www.eui.eu



European University Institute

- The European University Institute (EUI) was set up in 1972 by the EEC Member States to provide advanced academic training to doctoral researchers and to promote research at the highest level
- EUI carries out research in a European perspective in Economics, Law, History and Civilisation, and the Political and Social Sciences
- Each year more than 100 doctoral theses are defended at the EUI
- As of 1994, a 5th Faculty was added: the Robert Schuman Center for Advanced Studies

Florence School of Regulation

- A project within the Robert Schuman Centre of the European University Institute (EUI) focusing on regulatory policies, and working closely with the European Commission Funded by donations.
- Founded in 2004 by three European regulators in the energy sector. Enlarged in 2009 to Telecommunications and Media
- FSR-Transport was founded in 2010 by Professor Finger, focusing originally on railway regulatory policy. Today, we cover rail, air, urban, maritime and intermodal transport
- Team: Juan Montero, Matthias Finger, Irina Lapenkova, Teodora Serafimova.

Previous events



EXECUTIVE SEMINAR

Air Ticket Distribution and the Regulation (EU) 2020/1041 on the Code of Conduct for Computerised Reservation Systems

Organised by
Transport Area of the European School of Regulation (ESR) experts, FSR, Transport University Institute

In collaboration with
European Commission - Directorate-General for Mobility and Transport

Date
26th November, 2020 (10:00 AM - 5:00 PM) at ESR (online, Zoom)

13 Mar 2020

INTRODUCTION

Regulation (EU) 2020/1041 is a Code of Conduct for computerised reservation systems (CRS) in the Code of Conduct (CoC) and a regulatory framework for market participants in the market for CRS. CRS are computerised reservation systems used by travel agents, airlines and airlines, online travel agencies, and other intermediaries to provide a wide range of services to airlines, including ticketing, booking, and other travel-related services. CRS are also used by airlines to provide services to other airlines, such as the provision of aircraft (but not seats to CRS). The Code of Conduct applies only to air transport services as well as to air transport services distributed to a CRS and to air-transport services.

The Code of Conduct was first established in 1995 with the adoption of Regulation (EEC) No 2407/95. The main objective of the Code of Conduct was to ensure that the market for CRS was fair and competitive and that the interests of airlines and other market participants were protected. The Code of Conduct was revised in 2005 and 2010 to reflect changes in the market and to address new challenges.

On 7 December 2020 the Commission adopted an Action Plan which includes implementing the objectives and responsibilities of the Code of Conduct in the context of the digital market. The Action Plan highlights that the EU wants to ensure that the market for CRS is fair and competitive and that the interests of airlines and other market participants are protected. The Action Plan also highlights that the EU wants to ensure that the market for CRS is fair and competitive and that the interests of airlines and other market participants are protected.



EUROPEAN TRANSPORT SCHOOL EXPERTS SEMINAR

Europe's First Multi-modal Ticketing and Payment System

POLICY BRIEF

The multi-modal ticketing and payment system is a key element of the European Union's digital market strategy. It will enable passengers to book and pay for their travel across different modes of transport, including air, rail, and road. This will simplify the travel process and reduce costs for passengers. The system will also enable airlines and other transport providers to offer more competitive prices and services. The system is expected to be implemented by 2025.

Principles of the Day

- 31 participants in the room representing policy makers, local and regional authorities, platforms, associations, operators, civil society and academics, among others
- After the event an “Observer” (summarizing policy brief) will be published.
- Chatham House rules



- Introduction by DG MOVE
- 4 thematic sessions, each kick-started with 4 short input presentations and followed by an open discussion involving **all** participants

A. Interoperability-*How to ensure technical integrity of operators to be part of a MDMS? How to ensure compliance with local, regional or national sustainable mobility goals?*

B. Access to Data-*What are the data-sharing obligations? How to ensure that data shared with the public authorities is in compliance with the GDPR? How to avoid misappropriation of commercially sensitive data (intermediaries)? What lessons can be drawn from the air ticket distribution market?*

C. Rail Through-ticketing-*There is currently only a very limited offer of through-tickets. How to ensure journey continuation (under through-tickets or combined separate tickets)?*

D. Passenger Rights-*How to reconcile the demands of multimodal mobility with specificities in each transport mode? What are the gaps in multimodal mobility in terms of passenger rights? How to ensure real-time info, liability, solvency?*

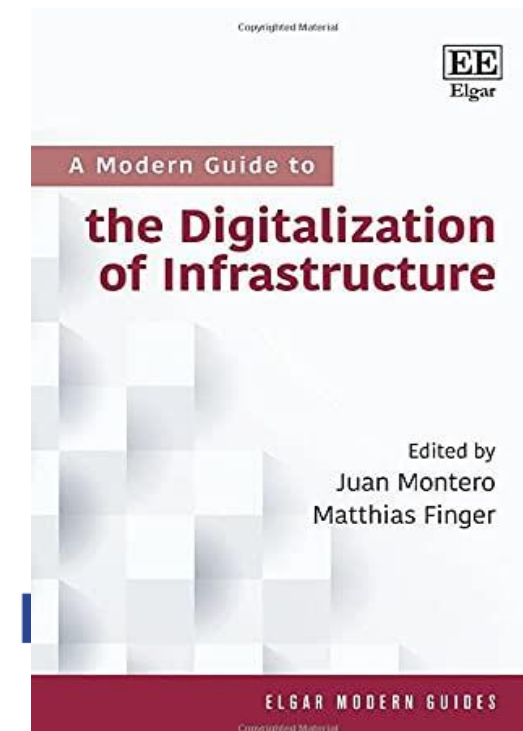
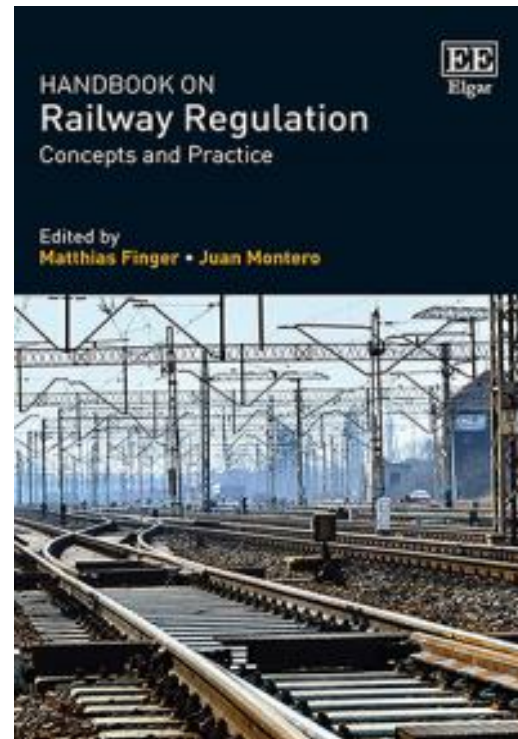
- Concluding remarks

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