



Linking travel information services

Linking Alps, final event, 20th september 2022

Rail, road, airport and travel data regulation in France : the role of ART (Transport Regulation Authority)



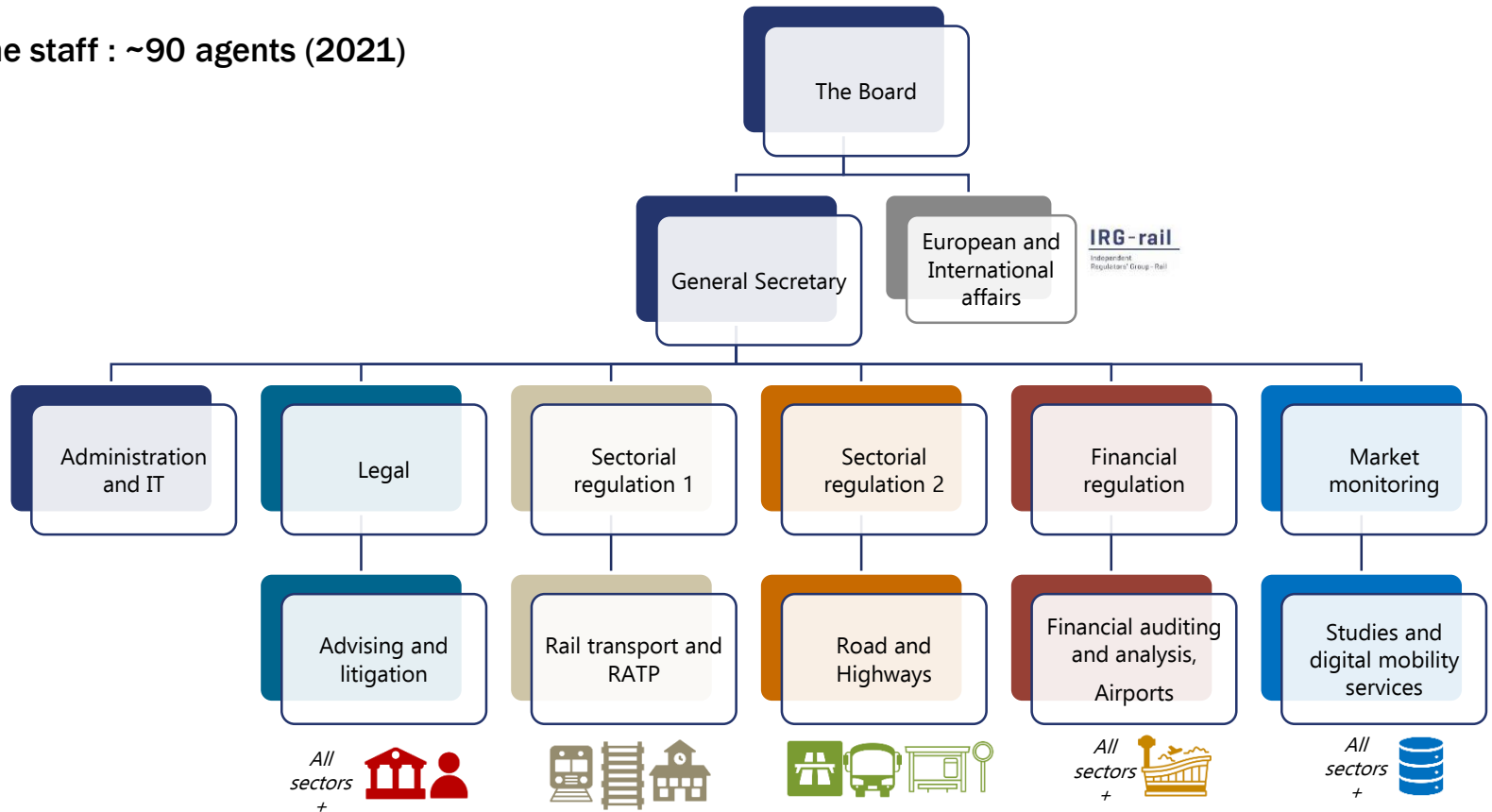
Marseille, France → Nice, France | Fri, 10 Sep | Add return | 1 Adult, No discount ca | Search

Option	Train	Class	From	To	Price
2ND CHEAPEST	TER	17483	Marseille-St Charles	Nice Ville	€37
			11:58	14:40	▲ 1 Total price
			0 Changes		
2ND FASTEST	OUA	6173	Marseille-St Charles	Nice Ville	€38
			12:27	15:08	▲ 1 Total price
			0 Changes		



Who we are: a multi-sectorial regulator with transversal/dedicated departments and cross competences

- The staff : ~90 agents (2021)



Our main missions

- **Extend and deepen knowledge of supply and demand of the regulated markets**
 - Analyse (and predict) changes in mobility behaviours
 - Perform market tests, analyse market practices and costs
 - Enhance information and objectivity for public debates and public decisions
- **Ensure equitable and non-discriminatory framework for rail, road, and air transport markets**
 - Ensure access of all transport operators to essential facilities (railway infrastructure, rail and road stations, « national » airports, other service facilities) under transparent conditions
 - Establish perimeters between public and « open access » services
 - Ensure the independence of infrastructure managers
 - Monitor highway procurement procedures for works, supplies and services as well as for operation contracts in related facilities (restaurants, gas stations)
- **Reduce the degree of information asymmetry**
 - Reduce imbalance of information from monopoly positions (eg. rail sector or highway concessions)
- **Ensure that the charging schemes provide appropriate and consistent economic signals**
 - Reduce barriers to entry of alternative operators
 - Analyse the motives of changes of charging levels (airports, highways)
 - Control the financial trajectory of the rail infrastructure manager (SNCF Réseau)

Regulatory framework

Multimodal travel information services

Multimodal digital mobility services

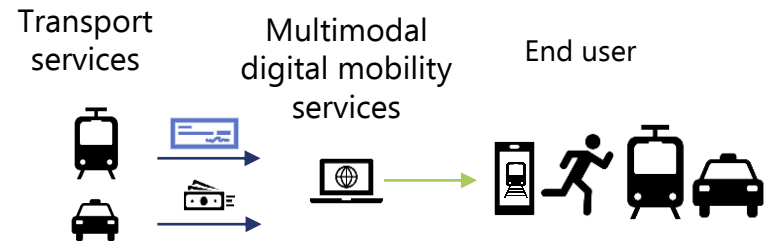
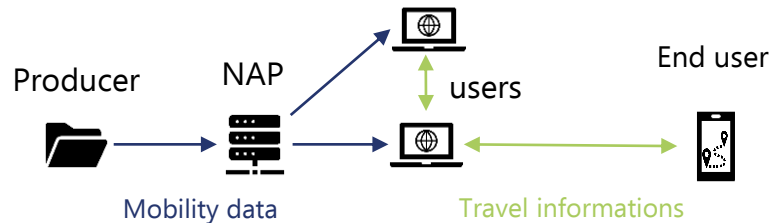
Directive 2010/40/UE
(intelligent transport systems)

...under revision
(extension to multimodal digital mobility services)

Delegated regulation (UE) 2017/1926,
under revision

Ongoing work about new regulation

- Regulatory framework for action a) of the ITS directive.



Law n°2019-1428 « mobility act »

- Real time data must be provided to NAP.
- Assesment of compliance : ART is in charge to control the compliance with requirements of both delegated regulation and mobility act
- ART can settle disputes and sanction any infregements .

- Definition of a multimodal digital service
- Mandatory acces to a range of rgional and local transportation.
- ART can settle disputes and sanction any infregements.

multimodal travel information services

- how to provide a whole range of multimodal itineraries for travelers :
 - By calculating all itineraries possible based on mobility data available : open-data and NAP
 - By sharing itineraries between MMTIS : distributed journey planner (linking travel information services) and OJP
- What is the approach of a regulatory body :
 - If there is any existing « market », it is necessary :
 - to give equal access to each actors,
 - to verify neutrality and transparency
 - To avoid market bias and rent
 - If there is no current market:
 - None sector regulation is needed
 - The sector regulator must monitor the possible appearance of a market

Linking travel information services

- A legal and technical possibility, but currently just at a theoretical level
- A large potential market exists
 - national or european MMTIS : interest to share precise local mobility information
 - Local or regional MMTIS : interest to complete their travel informations with the closest MMTIS or for long distance transport informations
 - Some projects (such as linking alps) : POC (use cases)
- Some limits :
 - none of these projects can be considered at the moment as a real distributed journey planner
 - the proposed routes are not always adapted to the requesting service

Currently, for distributed journey planning or travel information linking :

- None real use case,
- Nor any interest express at a French scale,
- No sectorial regulation needed

If any market would appear, the sectorial regulator will ensure that it can develop according to the defined rules and without any player being able to take advantage of a dominant position or hinder the exchanges.

Autorité
DE RÉGULATION
DES TRANSPORTS



Thank you