

Traveling cross borders. Why is seamless multimodal and cross scheme integration still so difficult?

Discussion

- Ralph Gambetta, Chairman, Smart Ticketing Alliance
- Tuomas Savikangas, Director, Technology, HSL,
- Juha Ranta, COO, Waltti Solutions Oy,
- Tiia Orjasniemi, Ministerial Advisor, from from Ministry of Transport and Communications



2 700 000
walking

1 000 000 trips
using HSL services

205 640
transport on the border of
capital region on the main
roads 1, 3, 4, 7, 45 ja 51

Daily life in Finland

22 438 finns
abroad
(15 % work)

138 000 Tampere
transport services

7 000 000 trips
by car

200 000 school
transport trips

23 %

10 800
foreigners to
Finland
(27 % work)

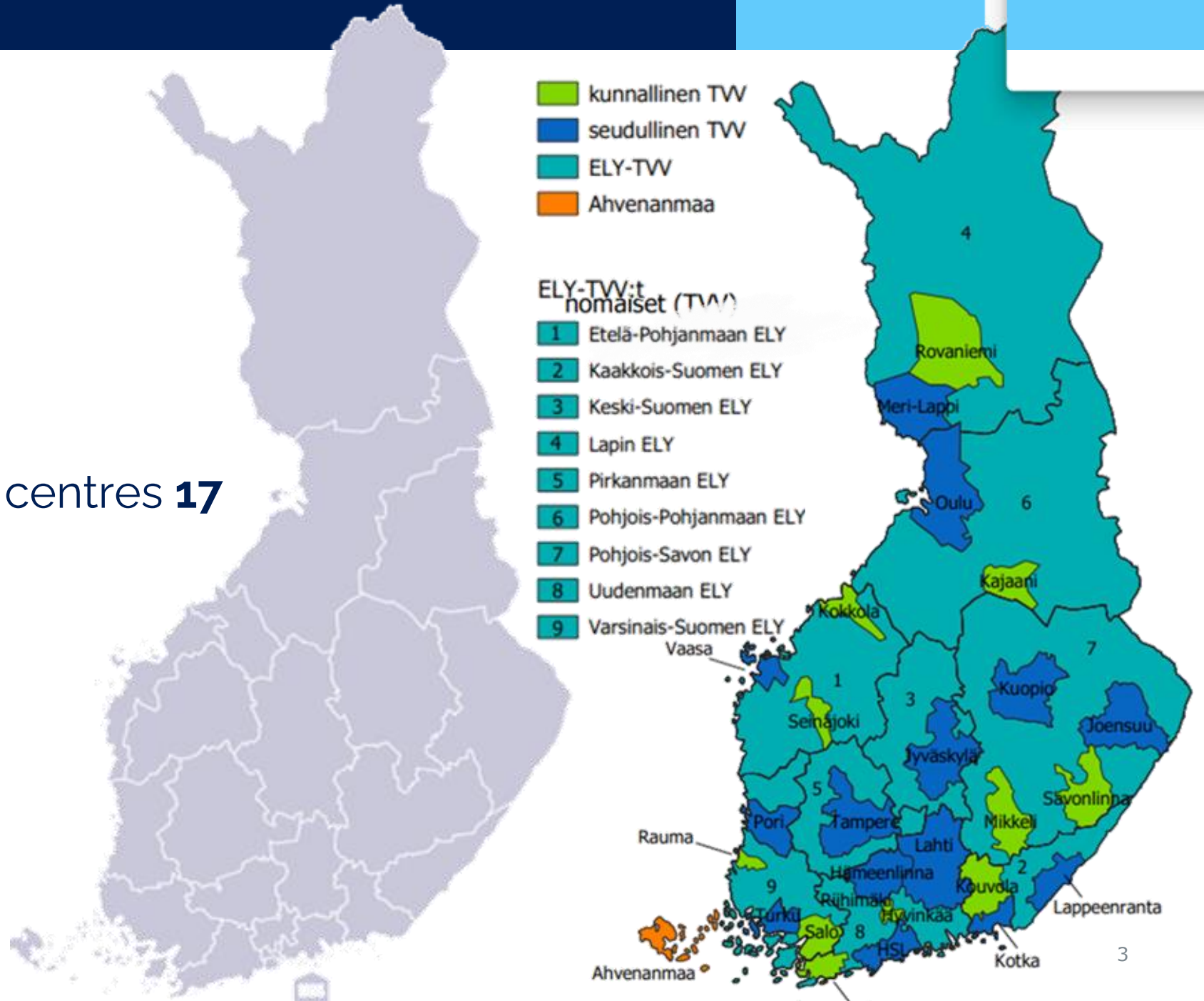
10 000 Kela-
taxi trips
to hospital

900 000
trips to school walking,
biking or driven by
parents

of us don't go
anywhere

Administration and PTA borders

- Municipalities, **309**
- Welfare regions **21**
- Kela **1**, travel dispatch centres **17**
- PTA, **36**, PTA on rail **2**



Questions

- What is the purpose of a single transport market in Europe, and which objectives should be achieved?
- How can digital ticketing support these objectives and impact the development of a single transport market?
- How can digital ticketing be designed to maximize its potential for future viability in Europe?
- Who should set the standards for digital ticketing in Europe, and what tasks and responsibilities will be assigned to this role?
- To what extent should a European-wide standard for digital ticketing be established and integrated into individual transport companies?
- What level of willingness to co-operate?
- How to cross PTA boundaries?
- How to cross technical borders?
- How to cross tariff borders?
- Iata for aviation, UIC for railways, Who for PTO/PTA?

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