

# 1ST SDBTR MDMS IA WORKSHOP MINUTES

**Date:** 22 January 2025

**Time:** 10:30 to 12:30 am CET

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The summary below outlines the content of the presentations made and discussion points raised during this meeting.

## 1. Introduction to the study

- The Commission introduced the policy context for the two proposed Regulations the impact assessment study would be looking into. These include an initiative for **Multimodal Digital Mobility Services (MDMS)**, which aims to regulate MDMS platforms and potentially require them to integrate transport operators, and the **Single Digital Booking and Ticketing Regulation (SDBTR)**, regulating rail operators and the potential obligation for them to make their services available on digital platforms. Both Regulations align with the President of the European Commission's Political Guidelines<sup>1</sup> 2024-2029, and Commissioner Tzitzikostas's mission letter<sup>2</sup>. The Commission underlined that aspects related to rail passenger rights would not be covered by this impact assessment study.
- Questions were raised regarding the **scope of the Regulations**, specifically concerning the modes of transport and trip distances included. The Commission clarified that both Regulations were planned to address long-distance and regional trips. The MDMS proposal will cover all shared long-distance transport modes, whilst the SDBTR initiative should only focus on rail, as greater challenges have been identified in this sector compared to other transport modes.
- There were questions about the rationale behind the **multimodal approach of the MDMS initiative**. The Commission reiterated that the objective was to ensure the platforms integrate as many operators from different modes as possible, to provide comprehensive travel options for consumers.
- A question was raised on **the types of tickets that would be covered under the initiatives**. The Commission acknowledged the ambition to offer passengers all available fares, including the best offer, but noted that the specific types of tickets covered are still under consideration.
- A question was asked about the **goals of the Commission regarding facilitating international rail travel**. The Commission clarified that there is no specific target for the percentage of international rail travel, but the overall goal is to increase (high-speed) rail transport, including both domestic and international travel.

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<sup>1</sup> "To achieve our climate objectives, we also need to make it easier for people to shift to more sustainable options. This is notably the case with mobility. Cross-border train travel is still too difficult for many citizens. People should be able to use open booking systems to purchase trans-European journeys with several providers, without losing their right to reimbursement or compensatory travel. To this end we will propose a Single Digital Booking and Ticketing Regulation, to ensure that Europeans can buy one single ticket on one single platform and get passengers' rights for their whole trip".

<sup>2</sup> [de676935-f28c-41c1-bbd2-e54646c82941\\_en](https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:de676935-f28c-41c1-bbd2-e54646c82941_en)

## 2. Study Methodology

- The consultant performing the study presented an **overview of the study methodology** with the different Tasks involved.
- The preliminary **problem definition, problem drivers and their identified consequences** were presented in further depth. As the study progresses, further analysis will be conducted to validate the problem definitions gathering relevant data from literature review and the stakeholder engagement tools (i.e. survey, interviews, workshops and data requests). The consultant also presented the **draft objectives** of the initiative, designed to align with the preliminary problem definition.
- The **implications of the problems** were also discussed, covering: (i) the limited ability to compare and combine travel options and fares; (ii) obstacles to market entry, lower demand for rail services than optimal, and suboptimal return on public investment; and (iii) potential distortion of competition in ticket distribution.
- **A Mentimeter poll was set up to collect participants views on the problem definition and the relevance of the problem drivers (see poll results in Annex).** For most problem areas/drivers there were mixed responses from participants on the significance of the problems identified. In particular, a “U” shaped response curve was identified with a significant number of poll participants either totally agreeing or totally disagreeing with the existence of the problem and the relevance of its drivers.

The study team indicated that the varying viewpoints could be indicative of different stakeholder groups opinions and indicated that **responses would not be considered on average but nuanced** to consider what different stakeholder views are.

- In the discussion, concerns were expressed about the previous **Regulatory Scrutiny Board’s (RSB) opinion**. The Commission clarified that all the concerns were considered in reworking the study approach aiming specifically to collect relevant data. This was also the rationale behind a more targeted approach on rail compared to the previous approach.
- Questions were raised on how the study will **compare the different policy options and select the preferred ones**. The study team outlined the plan to define a set of policy options by combining different policy measures, and then assess the impact of these options in comparison to the baseline to select the preferred one.

## 3. Stakeholder engagement programme

- The study will involve multiple stakeholder engagement options including:
  - o **a survey** tailored to different stakeholder groups, including public authorities, MDMS providers, MDMS platforms, and operators.
  - o **targeted interviews** to follow up on survey results and focusing on specific issues.
  - o And a series of **three workshops** to communicate on study progress (the present being the first one). The second workshop is planned for March to discuss the policy measures and potential impacts.
- The survey will be launched in mid-February and run until late March. Ricardo put an emphasis on the importance of gathering data on costs and cost savings from stakeholders to support the impact assessment.
- Questions were raised about how the survey will be distributed and whether participants from the current workshop will receive the initial invitation. The study team confirmed that the survey will be distributed as widely as possible, and that participants from the current workshop will also receive the initial invitation. The team further invited stakeholders to send their interest in participating in the project by email.

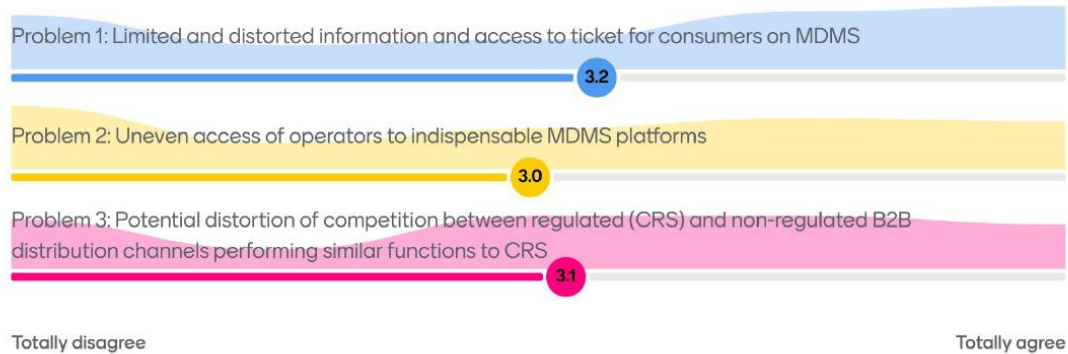
- Concerns were expressed about the representativeness of the stakeholder engagement process and how the study will ensure that different stakeholder groups are adequately represented. The challenge of ensuring representativeness was acknowledged by the study team who stated that they will tailor the survey questions to different stakeholder groups to capture a range of perspectives and consider the different volumes of responses coming from different stakeholder groups when analysing the survey results. However, the views gathered are unlikely to be statistically representative (except for the Eurobarometer).

## Annex – Results of the Mentimeter presented during the workshop



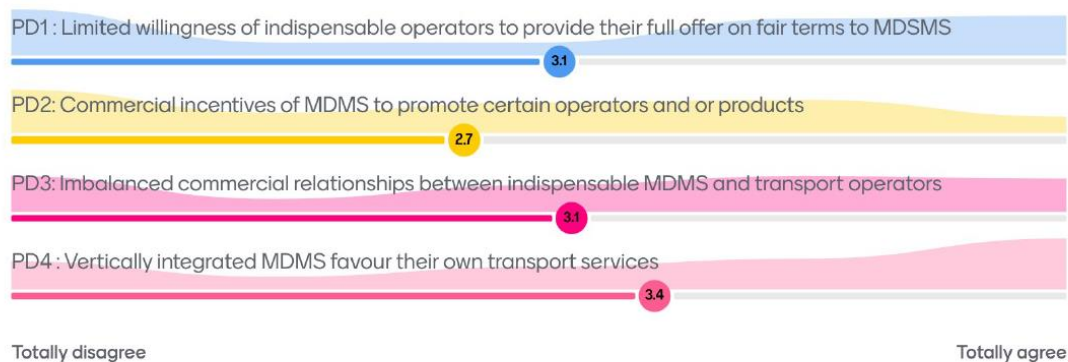
Problem 1

Do you agree with the problems identified?



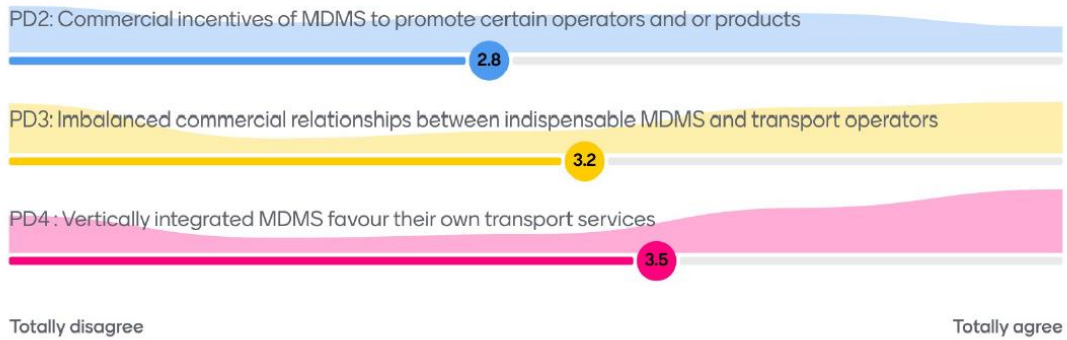
Problem 1

Do you agree that the Problem Drivers (PD1, PD2, PD3 and PD4) sufficiently identify the causes that lead to **Problem 1**?



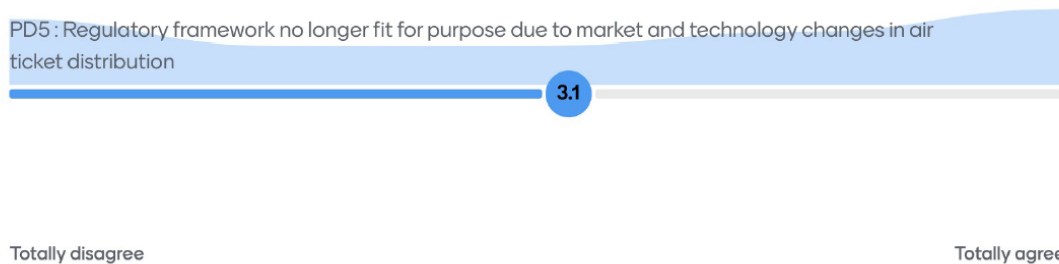
Problem 2

Do you agree that the Problem Drivers (PD2, PD3 and PD4) sufficiently identify the causes that lead to **Problem 2**?



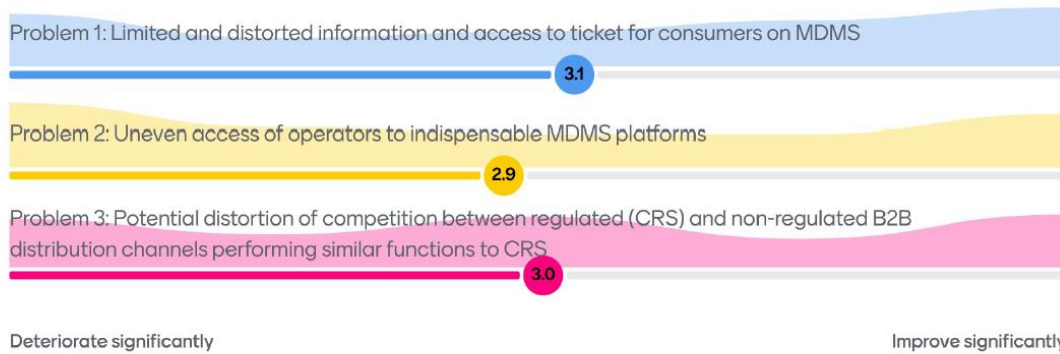
Problem 3

Do you agree that the Problem Driver (PD5) sufficiently identifies the causes that lead to **Problem 3**?



Problem evolution

Looking ahead, **how would you expect the specified problems to evolve** without further EU action?



Deteriorate significantly

Improve significantly