

PUBLIC TRANSPORT FARE INTEGRATION



Fare offer

A way to a sustainable life



Fare offer – a point of view

Fare offer is the vision, the statement, of the authorities about how and to what extent is granted the use/access right to the transport public service.



TERMS & CONDITIONS

Opportunities arising from a fare offer

Increasing attractiveness of transport public service

Reducing emissions

Increasing the quality of the service

Better mobility

Better for individual budget

Creation of sources for more investments needed for development



Types of fare offer

Flat fare

- The simplest fare structure is a flat fee with a fixed price for a given service. The fare authorizes a journey, inside a travel duration, in the whole network, irrespective of the number of trip segments required or of the routing taken or breaks made.

Distance fare

- Distance-based systems charge higher fares for rides that cover greater distances. The fares could either be on a route-by-route basis.

Zone fare

- Zoned-based fare systems charge a traveler a price that depends on the number of geographically determined fare zones that are expected to be traversed in a given trip.

Bucharest case: region presentation

Surface of 1,821 km²

Population of 2.31 millions (2019)

Means of transportation 5 (bus, trolleybus, tram, metro, train)

Daily number of trips 2.3 million

Bucharest case - why we decided to choose time based flat fares?

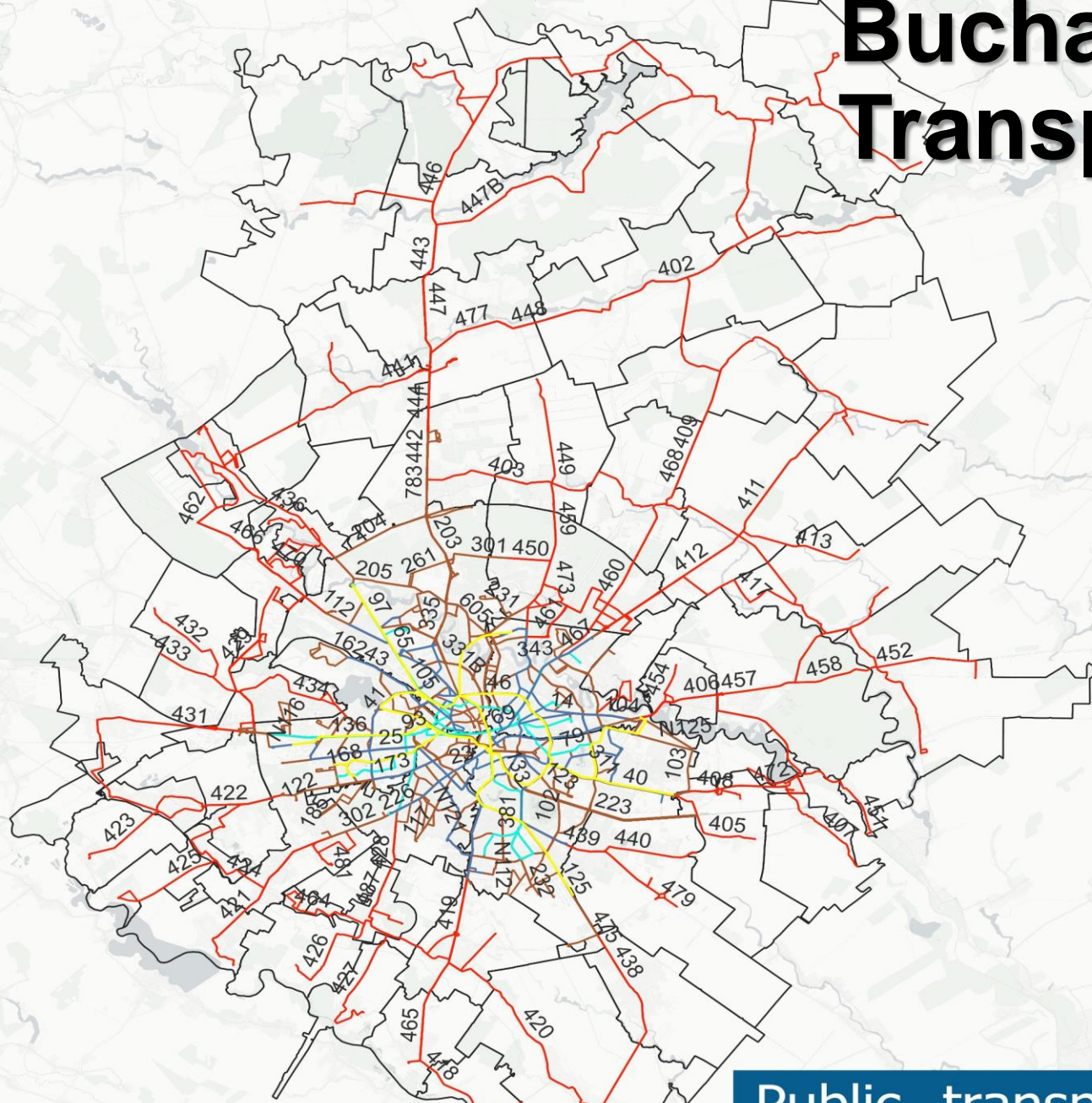
Reasons:

- simplicity, hence more convenient. For traveler, as well as for the authority to implement it. The main drawback is the lack of equity.
- relatively, small area covered (the longest diagonal is 60 km).



Simplicity

Bucharest case: Transport map



Public transport network of
Bucharest - Ilfov region

Bucharest case: stages of integration of means

Stage 1

2018 - integration between surface network with the underground (3 types of common tickets)

Stage 2

2021 - updated fare offer (9 types of common tickets)

Stage 3

2022 - integration among 3 types of networks (11 types of new integrated passes, added to the existing 9, launched in the second stage)

Bucharest case: Fare offer for surface network

Metropolitan ticket/pass		Tariff [RON]	Tariff [EUR]
Trips	1 metropolitan trip/ 90 minutes	3	0,6
	2 metropolitan trips / 90 minutes	6	1.2
	10 metropolitan trips / 90 minutes	25	5
Passes	Metropolitan pass/ 24 hours	8	1.6
	Metropolitan pass / 72 hours	20	4
	Metropolitan pass / 7 days	30	6
	Metropolitan pass / 1 month	80	16
	Metropolitan pass reduced 50% / 1 month	40	8
	Metropolitan pass / 6 months	400	80
	Metropolitan pass reduced 50% / 6 months	200	40
	Metropolitan pass / 12 months	700	141
	Metropolitan pass reduced 50% / 12 months	350	70
Fine	Special fare travel - surcharge	80	16

Bucharest case: trips/passes support

Travel cards

- ACTIV (active)
 - Has associated an electronic wallet, that can be loaded with a needed amount of money;
 - To the card can be associated a pass, as well;
 - It is nominal.
- MULTIPLU (multiple)
 - Can be uploaded 2-30 trips, or passes of 24h, 72h, 7 days. It is not nominal.

Credit card: any contactless credit card can be used to pay the trip.

SUPRATAXA (fine): issued by control personnel for travelers without a valid trip/pass

Bucharest case: trips/passes support



Bucharest case: Surface and metro integrated fare offer

Integrated metropolitan ticket/pass		Tariff [RON]	Tariff [EUR]
Trips	1 metropolitan trip and metro /120 minutes	5	1
	2 metropolitan trips and metro /120 minutes	10	2
	10 metropolitan trips and metro /120 minutes	45	9
Passes	Metropolitan pass and metro /24 hours	14	2.83
	Metropolitan pass and metro / 72 hours	35	7
	Metropolitan pass and metro /7 days	50	10
	Metropolitan pass and metro/1 month	140	28
	Metropolitan pass and metro/6 months	700	141
	Metropolitan pass and metro/12 months	1,200	242

Bucharest case: integrated passes

120 minutes integrated trips

- Only 1 euro
- Entire network available (surface, underground and metropolitan train)
- Unlimited transfers among transport means inside 120 minutes

Integration cost benefits

SAMPLE JOURNEY



FIXED PRICING

Basic Rate 3 RON + Basic Rate 3 RON + Basic Rate 3 RON =

INTEGRATED FARE

Boarding 5 RON + Transfer 0 RON + Transfer 0 RON =

45%
SAVINGS

9 RON

~~1,8 €~~



5 RON

1 €

Pilot Project of integration with train

March 2022/ongoing.

First preparation started in October 2021.



Integration: all surface modes on Bucharest-Ilfov, metro network, railway on Railway North Station- Otopeni Route



TRANSPORT AUTHORITIES

- TPBI
- The Ministry of Transport and Infrastructure,
- The Railway Reform Authority

Transport operators:

- SURFACE TRANSPORT- Societatea de Transport București (STB SA) for all surface transport for Bucharest-Ilfov (administrator of TAS)
- METRO- Metrorex SA
- RAILWAY - CFR Călători SA and Transferoviar Călători SRL

OBJECTIVE

- Creating new facilities for passengers (visitors and inhabitants)
- Understanding the constraints for integration: technical, legal, institutional, etc) and the way to eliminate the barriers;
- Understanding the possibility and ways for scaling al regional to national level;
- Evaluation of costs;
- Working together within different stakeholders;
- Identification of measures to increase the public transport modal share.

Bucharest case: Surface, metro and train integrated fare offer

Integrated metropolitan ticket/pass	surface – metro [RON/EUR]	surface – train [RON/EUR]	metro – train [RON/EUR]	surface – metro - train [RON/EUR]
Integrated metropolitan pass /24 hours	14/2.83	-	-	20/4
Integrated metropolitan pass / 72 hours	35/7	-	-	40/8
Integrated metropolitan pass / 1 month	140/28	140/28	140/28	210/42
Integrated metropolitan pass / 6 months	700/141	800/161	800/161	1,100/222
Integrated metropolitan pass / 12 months	1,200/242	1,400/283	1,400/283	2,000/404

Integration cost benefits

A smoother
travel
experience
for
passengers

- There is no need to waste time acquiring several tickets;
- There is only one ticket, so it is easy to work with it;
- Unlimited trips with one ticket across entire network;
- Using 24h the whole transport network with an integrated ticket, which is 4 euro, is cheaper than buying individual tickets.

Bucharest case: integration of metropolitan networks with train

The **integrated metropolitan pass** valid on all transport networks is available in five options:

- Tourist Travel Pass – valid for 24 or 72 hours
- Integrated Metropolitan Pass – valid for 1 / 6 / 12 months

Where can they be purchased?

- 24 / 72 Tourist Travel Passes:
 - can be bought as a single-use cards at the vending points operated by all transport carriers: STB SA, Metrorex SA, CFR Călători SA and Transferoviar Călători SRL;
 - can be uploaded on pre-existing travel cards at the vending points operated by STB SA or Metrorex SA.

2. 1 / 6 / 12 months Integrated Metropolitan Passes. Can be purchased or uploaded on travel cards at the ticket offices operated by STB SA or Metrorex SA.

Bucharest case: integration of metropolitan networks with train

VIZITEAZĂ BUCUREȘTI - ILFOV CU UN SINGUR TICHET!

VISIT BUCHAREST - ILFOV WITH ONLY ONE TICKET!

CARD CĂLĂTORIE TURIST / TOURIST TRAVEL CARD

Valabil pe **AUTOBUZ / TROLEIBUZ / TRAMVAI + METROU + TREN (Gara de Nord - Aeroport Otopeni)**

Valid on **BUS / TROLLEY / TRAM + METRO + TRAIN (North Railway Station - Otopeni Airport)**

24 h ➤ 20 ron

72 h ➤ 40 ron

Cardul trebuie validat la prima călătorie.

Card must be validated on the first trip.

CĂLĂTOREȘTE ORIUNDE ÎN BUCUREȘTI - ILFOV CU UN SINGUR ABONAMENT!

TRAVEL ANYWHERE IN BUCHAREST - ILFOV WITH A SINGLE PASS!

ABONAMENT METROPOLITAN INTEGRAT / METROPOLITAN INTEGRATED PASS

Valabil pe **AUTOBUZ / TROLEIBUZ / TRAMVAI + METROU + TREN (Gara de Nord - Aeroport Otopeni)**

Valid on **BUS / TROLLEY / TRAM + METRO + TRAIN (North Railway Station - Otopeni Airport)**

1 lună / month ➤ 210 ron

6 luni / months ➤ 1.100 ron

12 luni / months ➤ 2.000 ron

Bucharest case - planning a trip

Planning can be made using some applications



InfoTB



Google Maps

Payment methods

Selling points - 173

Vending machines- 5

Contactless credit card

24PAY app

Online

SMS



Payment methods – mobile app 24Pay

24Pay allows the payment to be made using the mobile phone, enrolling a credit card.

There is no need for a travel card. Tickets/passes are automatically activated after transaction confirmation, without the need of validation.

The ticket/pass is saved in the application, so it can be presented to be checked by the control team.



24 pay

**Noua aplicație de plată
a transportului public în
București**

Descarcă GRATUIT aplicația din:

Ticket/pass control

Control of tickets/passes is made using:

- dedicated electronic devices, or the validators. They are able to check travel cards, smartphones;
- The validators for credit cards;
- A visual inspection for payments by SMS made through mobile phones.

Travel ticket/pass control scheme

Travel title	Surface transport		Metro		Train	
	Validation	Title Control	Validation	Title Control	Validation	Title Control
Pass 1 month	They do not need validation	Checked in the control application	It is validated	Not necessary	They aren't validated	Checked in the control application
Pass 6 months						
Pass 12 months						
24 h	It is validated at the first journey regardless of the carrier (area, subway, railway)	Checked in the control application	It is validated	Valid until the last minute before the expiration of the established period. Allows the trip until the exit of the station from metro	It is validated at the first journey regardless of the carrier (surface, subway, railway)	Checked in the control application
72 h	It is validated at the first journey regardless of the carrier (area, subway, railway)		It is validated	Valid until the last minute before the expiration of the established period. Allows the trip until the exit of the station from metro	It is validated at the first journey regardless of the carrier (surface, subway, railway)	

Principles of operation the travel information

Currently all the information related to the traveler's journey is stored on the transport ticket – that is a **card centric approach**. 'Closed-Loop' systems, have been around for years and provide a robust solution in which transactions are primarily stored on the card and only secondarily in the readers and then in the local and/or central back-offices.

However, this approach has some drawbacks.

It is of interest to switch to the account based system in the future, for the advantages it offers.

Conclusions

After three month of implementation we've noticed some migration to integrated tickets

Scaling through integration faced some technical barriers, because of different IT systems for each transport network

Need of future investments, including those related to integration

Open data needed

Therefore, legislation need to be improved

More marketing/communication - Henry Coanda International Airport - metropolitan public transport info point

Conclusions

The level of integration is not completely satisfactory. Some shortcomings:

- there is only one metropolitan train line. Should be extended the network;
- there isn't one single application for planning, booking and/or acquiring tickets/passes. Now, someone needs to access two applications. INFOTB for planning the trip, and PAY24 for paying it;
- taxis and bicycles are not included. There is not a full travel experience. Maybe, in time.

The management system of trips is card-centric. For a more pleasant travel experience of people would be of interest switching to an account based system.



Contact

Bucharest-Ilfov Intercommunity Development Association for Public Transport
(TPBI)

www.tpbi.ro , office@tpbi.ro

Tudor Vladimirescu Boulevard, no. 22, Green Gate Building, District 5, Bucharest, Romania

THANK YOU!