

Public transport in the Transport Code

Transport market legislation is currently being updated. The objective of this reform is to promote the creation of new service models, ease market entrance, dismantle national regulation that limits competition and reduce the level of public guidance. New provisions will be compiled into the Transport Code, which will be extended in stages to cover all forms of transport. This fact sheet covers proposed changes to public transport.

Operating permit

Current situation: In addition to a public transport license, Finland requires a route-specific scheduled transport licence and, where necessary, a demand-responsive transport license for market-based transport. These are not stipulated in EU regulations. Transport operator training is compulsory.

Proposed changes: The public transport license would be replaced with a passenger transport license, which would also allow transport providers to operate taxi services. The license would be valid for 10 years. The use of scheduled transport and demand-responsive transport licenses would be terminated. The requirement for a transport operator training course would be terminated.

Impact: Entrance to the field is simpler for operators. Companies can expand and diversify their business activities.

Transport information, ticket and payment systems

Current situation: Section 57 of the Public Transport Act states that authorities must be provided information on routes, stops and timetables.

Proposed changes: Essential travel and timetable information would be supplied directly via technical interfaces. Ticket and payment systems would be made interoperable. Interoperability would become a criterion for public procurements.



Figure: Ministry of Transport and

Impact: Travel chains are easier to form. Third-party operators (i.a. MaaS operators) are able to sell tickets.

EU Regulation on public service obligation PSO

Current situation: According to the PSO, competent authorities will be able to pay compensation to public transport operators and/or give an operator exclusive rights to transport provision in a certain area. The obligation does not take a stand on the procedures used to guarantee exclusive rights in Member States. Finland has had national further regulations that apply to market-based transport (scheduled transport licence requirement), which have protected provision of PSO pursuant transport.

Proposed change: Authorities could continue to organise transport services in accordance with the public service obligation. Requirement for scheduled



transport licences would be terminated and possible exclusive rights would, in future, be enforced with an administrative decision. A notification on the launch of activities and changes to activities would have to be submitted to the Finnish Transport Agency 60 days prior to implementation.

Impact: Access to the market becomes easier and administrative burden is alleviated.