

Project name:	(re)-Regulating mobility & MaaS – lessons learned from the Finnish Transport Act
Date:	28 April 2020
Notes:	Kurt Marquet & Peter Van der Perre
Location:	Zoom webinar

Name	Organisation	Present
<i>Participants list attached</i>		

Agenda
<ol style="list-style-type: none"> Introduction - (re)-Regulating Mobility & MaaS <i>Peter Van der Perre, director ITS.be & Stijn Vandeweyer, director Deloitte</i> The Finnish Transport Act today - public perspective <i>Altti Iiskola, Ministerial advisor Finnish Ministry of Transport and Communications & Sami Sahala, ITS Chief Advisor City of Helsinki</i> Point of view private sector on MaaS Regulation in Finland and abroad <i>Sampo Hietanen, CEO MaaS Global & Laura Eiro, Program Director ITS Finland</i> Discussion & conclusions

Notes & decisions
<p>1. Peter Van der Perre (ITS.be) and Stijn Vandeweyer (Deloitte) welcome all participants in this webinar and introduces the topic for today (see presentation). The Finnish Transport Act is often seen as the best example to enable MaaS. Which best-practices are relevant for the Belgian authorities on all policy levels?</p> <p>2. Altti Iiskola and Sami Sahala share the public perspective on the Finnish transport act by highlighting the existence and current status (see presentation).</p> <p>Q&A:</p> <ul style="list-style-type: none"> Does "essential data" that need to be shared also include information about trips? No it isn't included. This is specified in a governmental decree. Do you believe public transport companies should just open up data or become MaaS player? From our authority perspective we just wanted to have more services. We never wanted to be a MaaS operator ourselves. Who is leading the MaaS regulation discussions in Finland?

The ministry and its agencies.

3.

Sampo Hietanen and Laura Eiro present (1,2) how the private side was involved in the creation of the Finnish transport act and which positive effect it has on their business.

Q&A:

- What is the impact of Whim in Antwerp regarding modal shift?
Too early to say, but in Helsinki we see a very clear positive impact
- What should the Belgian authorities do first?
It is good to have legislation, but other flanking measures are vital as well.

4.

For the discussion Mentimeter was used, giving some interesting points of view (see below).

Some key take-aways:

1. Finnish Transport Act (access to data and services on a non-discriminatory basis) = great -> but watch out for a) timescales, b) the how, c) enforcement
2. Holistic/systemic approach essential -> eg just for legislation aspect: covering taxi as well as tax
3. Customer first = buffet = open ecosystems = "embrace" private initiatives (Sami: "we as the public sector should not be (the only) MaaS providers")

After the webinar Stijn Vandeweyer (Deloitte) shared his take-aways through [this article](#).



AOB:

Other ITS.be events in 2020 – detailed information & Google calendar/Outlook links in [this brochure](#).

- 7/5 10-12h Luxembourg transferring machines/mobility hubs -- *concall*
- 13/5 10-12h: ITS for pedestrians and cyclists -- *concall*
- 28/5 14-16h: MaaS all hands meeting -- *concall*
- 10/6 10-12h: Interoperable ticketing & payment for public transport -- *concall*
- 17/6 10-12h: Follow-up webinar MoDi-project -- *concall*
- 24/6 10-12h: Supporting end-users via (a market for personalised) mobility advisors and by sharing end-user experiences -- *concall*
- **24/9 14-17h: Belgian ITS.be congress Bluepoint Brussels (virtual)**
- 4-8/10 all day: World ITS congress Los Angeles
- 21/10 10-12h: Towards a common C-ITS profile
- 18/11 10-12h: Harmonisation of electromobility information & payment
- 3/12 14-16h: MaaS all hands meeting @Dep MOW Flanders
- 16/12 10-12h: Towards common MaaS APIs - Need for a competence center

Participants list:

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