

Ridesharing

What roles can regional public transport authorities in Sweden play?



**Får man verkligen
göra så?
(episode 1)**



**Burden & Stenberg (2022)
Konkurrens och kommunal
kompetens**



**Smith (2022)
Omdefinierad roll för
kollektivtrafiken**

A legal definition of ridesharing is missing*. There are legal aspects to consider though.

Can a regional public transport authority only procure buses, trains, trams, and ferries, or can it support ridesharing services as well?

Yes.

However, it must not distort or impede the commercial market. And just because one can, it's not certain that one should.

This legal analysis is grounded in three key concepts:

1. **Market**, as employed in the Swedish Competition Act (2008:579) and in EU competition legislation.
2. **Municipal competence**, as defined in the Swedish Local Government Act (2017:725), complemented by relevant legal precedents.
3. **Public transport**, examined through the lens of the Swedish Public Transportation Act (2010:1065) and Proposition 2009/10:200, which draws upon the EU regulation on Public Transport.

It should be part of the authority's mission, and one must ensure that it does not compete with existing "interchangeable products" within the geographic market.



Redefined **role** for public transport

What?

How is public transport defined & what does it look like IRL?

Why?

What are the main missions of regional public transport?

In reform?

How is the future role of public transport envisioned?



GÖRAN SMITH

Director



RISE Research Institutes of Sweden
Unit - Mobility in Transformation
Division - Mobility & Systems

goran.smith@ri.se; +46(0)10-228 43 25