



2026/0113(COD)

20.10.2026

DRAFT OPINION

of the Committee on the Internal Market and Consumer Protection

for the Committee on Transport and Tourism

on the proposal for a regulation of the European Parliament and of the Council
on multimodal booking and repealing Regulation (EC) No 80/2009
(COM(2026)0231 – C10-0117/2026 – 2026/0113(COD))

Rapporteur for opinion: Katrin Langensiepen

PA_Legam

SHORT JUSTIFICATION

European passengers continue to face difficulties in searching, finding, combining and booking their preferred travel options, including for cross-border travel and those that are the most sustainable options. The Commission proposed the Multimodal Booking Regulation presented as a part of the Rail Package together with the proposal for a Rail Ticketing Regulation and the revision of the Rail Passengers' Rights Regulation with the overall aim of improving this situation.

The opinion rapporteur generally welcomes the proposed Regulation on the Multimodal Booking and its aim of making it easier for passengers and consumers for searching, comparing and buying the tickets across-boarders, including for multimodal journeys provided for by different operators. The rapporteur also welcomes the aim of increasing transparency and exchange of information on accessibility of different travel options, including by setting rules for the multimodal digital mobility services providers (MDMSs) and transport operators, and thereby supporting sustainable mobility means and advancing the EU' Climate objectives.

In her draft opinion, the rapporteur addresses some of the issues that in her view require further clarifications. For example, this concerns the information received by the MDMSs from transport operators, the detail of information displayed by the MDMSs in the context of the accessibility of transport services for persons with disabilities, as well as clarification of some interlinkages with other relevant EU Single Market legislation.

Furthermore, the rapporteur proposes strengthening complaint and enforcement procedures, including by promoting consumer rights, or enhancing collaboration and coordination between the Commission and the National Enforcement bodies via the established network. The rapporteur's opinion also addresses the need for sufficient human and technical resources ensuring proper enforcement and implementation of the proposed regulation.

Finally, the rapporteur's opinion reflects the need of proper monitoring, evaluation, assessment and review of the functioning of the regulation, involving all relevant stakeholders.

AMENDMENTS

The Committee on the Internal Market and Consumer Protection submits the following to the Committee on Transport and Tourism, as the committee responsible:

Amendment 1 Proposal for a regulation **Recital 17**

Text proposed by the Commission

(17) B2C MDMS providers and B2B MDMS providers should display greenhouse gas and carbon dioxide equivalent emissions' **data where such information *is supplied*** by transport operators. Making such data visible to

Amendment

(17) B2C MDMS providers and B2B MDMS providers should display greenhouse gas and carbon dioxide equivalent emissions' information ***provided*** by transport operators. Making such data visible to users enhances transparency,

users enhances transparency, enables more informed decision-making and supports the broader objective of promoting environmentally sustainable transport choices. By clearly presenting emissions information, MDMS providers can help raise awareness of the environmental impact of different travel options and encourage a shift towards lower-emission alternatives. Since they do not hold the information themselves, MDMS providers should not be bound by any additional obligations on displaying emissions data and should display the data provided by the transport operators in accordance with the applicable legislation. When sharing emissions' data with MDMS providers, transport operators should comply with the requirements laid down in Regulation (EU) XX/XX (CEEU), including where applicable in accordance with the Commission Implementing Regulation (EU) 2024/3170¹³, Article 6 of which provides that airlines are only allowed to display flight emissions in accordance with that Implementing Regulation.

¹³ Commission Implementing Regulation (EU) 2024/3170 of 18 December 2024 laying down detailed provisions concerning the voluntary environmental labelling scheme for the estimation of the environmental performance of flights, established pursuant to Article 14 of Regulation (EU) 2023/2405 of the European Parliament and of the Council (Flight Emissions Label) (OJ L, 2024/3170, 31.12.2024, ELI: http://data.europa.eu/eli/reg_impl/2024/3170/oj).

enables more informed decision-making and supports the broader objective of promoting environmentally sustainable transport choices. By clearly presenting emissions information, MDMS providers can help raise awareness of the environmental impact of different travel options and encourage a shift towards lower-emission alternatives. Since they do not hold the information themselves, MDMS providers should not be bound by any additional obligations on displaying emissions data and should display the data provided by the transport operators in accordance with the applicable legislation. ***Transport operators should ensure that all data provided is accurate, up to date and allows the provider to comply with the rules set out in this Regulation.*** When sharing emissions' data with MDMS providers, transport operators should comply with the requirements laid down in Regulation (EU) XX/XX (CEEU), including where applicable in accordance with the Commission Implementing Regulation (EU) 2024/3170¹³, Article 6 of which provides that airlines are only allowed to display flight emissions in accordance with that Implementing Regulation.

¹³ Commission Implementing Regulation (EU) 2024/3170 of 18 December 2024 laying down detailed provisions concerning the voluntary environmental labelling scheme for the estimation of the environmental performance of flights, established pursuant to Article 14 of Regulation (EU) 2023/2405 of the European Parliament and of the Council (Flight Emissions Label) (OJ L, 2024/3170, 31.12.2024, ELI: http://data.europa.eu/eli/reg_impl/2024/3170/oj).

Or. en

Amendment 2

Proposal for a regulation Recital 20

Text proposed by the Commission

(20) Public authorities need data to support the planning of public transport services and the broader mobility system, including the development and evaluation of Sustainable Urban Mobility Plans (SUMP). **MDMS** data can help assess the attractiveness of public transport services, verify the adequacy of current offerings (for example, lines, frequencies, timetables, multimodality efficiency), and evaluate infrastructure (for example, bus lanes, cycle tracks). This data can also support the design of new mobility products, packages, and demand studies.

Amendment

(20) Public authorities need data to support the planning of public transport services and the broader mobility system, including the development and evaluation of Sustainable Urban Mobility Plans (SUMP) **as well as the development of accessible public infrastructures. MDMS providers'** data can help assess the attractiveness of public transport services, verify the adequacy of current offerings (for example, lines, frequencies, timetables, multimodality efficiency), and evaluate infrastructure (for example, bus lanes, cycle tracks). This data can also support the design of new mobility products, packages, and demand studies.

Or. en

Amendment 3

Proposal for a regulation Article 3 – paragraph 1 – point 16

Text proposed by the Commission

(16) 'final price' means the amount that the end user, or the client, pays when purchasing a transport product and which includes the fare and all charges, applicable taxes, surcharges and booking fees, which are unavoidable and foreseeable at the time when the price is shown on the display;

Amendment

(16) 'final price' means the amount that the end user, or the client, pays when purchasing a transport product and which includes the fare and all charges, **including seat and checked baggage**, applicable taxes, surcharges and booking fees, which are unavoidable and foreseeable at the time when the price is shown on the display;

Or. en

Amendment 4

Proposal for a regulation Article 4 – paragraph 7 – subparagraph 2

Text proposed by the Commission

The designating authority shall take its decision on the basis of the information submitted by the B2C MDMS provider in accordance with paragraphs 1, 2 or 3 of this Article or any other information available to it. The B2C MDMS provider shall communicate to the designating authority, upon its request and within a reasonable timeframe, and in any case within ***two months***, any additional information needed for the purpose of the assessment of its significant market presence. B2C MDMS providers which do not submit the requested information within the established timeframe may be designated, without undue delay, based on any other information available to the designating authority.

Amendment

The designating authority shall take its decision on the basis of the information submitted by the B2C MDMS provider in accordance with paragraphs 1, 2 or 3 of this Article or any other information available to it. The B2C MDMS provider shall communicate to the designating authority, upon its request and within a reasonable timeframe, and in any case within ***one month***, any additional information needed for the purpose of the assessment of its significant market presence. B2C MDMS providers which do not submit the requested information within the established timeframe may be designated, without undue delay, based on any other information available to the designating authority.

Or. en

Amendment 5

Proposal for a regulation

Article 5 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Any transport operator offering their transport products and services through a MDMS provider under a commercial agreement shall ensure making available all tickets, fares as well as any type of promotional fares, vouchers, frequent traveller bonuses, including the usage of national discount cards, the European Disability Card, and any extra services that are available through its own channels at the same time.

Or. en

Amendment 6

Proposal for a regulation Article 7 – paragraph 3

Text proposed by the Commission

3. Transport operators shall ensure that **the** data submitted to B2C MDMS providers and B2B MDMS providers is accurate, up to date and allows the provider to comply with the rules set out in this Article.

Amendment

3. **All** transport operators **covered by this Regulation** shall ensure that **all** data submitted to B2C MDMS providers and B2B MDMS providers is accurate, up to date and allows the provider to comply with the rules set out in this Article.

Or. en

Amendment 7

Proposal for a regulation Article 7 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

5a. The ranking criteria and obligations for B2C MDMS providers shall be without prejudice to stricter measures mandated under the Unfair Commercial Practices Directive 2005/29/EC or the Digital Fairness Act 2026/XX.

Or. en

Amendment 8

Proposal for a regulation Article 7 – paragraph 6

Text proposed by the Commission

6. B2C MDMS providers and B2B MDMS providers shall always present final prices to end users or business users when displaying transport products or a combination of transport products. For air services, those shall be presented in accordance with Article 23 of Regulation (EC) No 1008/2008.

Amendment

6. B2C MDMS providers and B2B MDMS providers shall always present final prices, **including seat and checked baggage**, to end users or business users when displaying transport products or a combination of transport products. For air services, those shall be presented in accordance with Article 23 of Regulation

Amendment 9

Proposal for a regulation

Article 7 – paragraph 8 a (new)

Text proposed by the Commission

Amendment

8a. When displaying multimodal travel options B2C MDMS providers and B2B MDMS providers shall display information concerning the criteria set out in paragraph 5 g, specifically regarding accessible transport services for persons with disabilities, received by the transport operators. The information provided by the transport operators shall include elements such as size and weight limitations for the transport of mobility equipment, number of mobility devices allowed per passenger, boarding arrangement including availability of accessible restrooms and wheelchair space on board of the vehicle, availability of assistance services for persons with disabilities, including the process requesting assistance and minimum advance notice requirements for assistance requests, and minimum connective time for persons with disabilities.

Or. en

Amendment 10

Proposal for a regulation

Article 9 – paragraph 1

Text proposed by the Commission

Amendment

1. MDMS providers shall display clear, transparent and accessible information on the GHG emissions or CO₂ equivalent emissions, as applicable, of transport products, **wherever such**

1. MDMS providers shall display clear, transparent and accessible information on the GHG emissions or CO₂ equivalent emissions, as applicable, of transport products **received from** transport

information is made available by transport operators. That information shall be displayed as provided by the transport operator, in accordance with Regulation (EU) XXX of the European Parliament and of the Council CEEU, including where applicable in accordance with Implementing Regulation (EU) 2024/3170.

operators. That information shall be displayed as provided by the transport operator, in accordance with Regulation (EU) XXX of the European Parliament and of the Council CEEU, including where applicable in accordance with Implementing Regulation (EU) 2024/3170.

Or. en

Amendment 11

Proposal for a regulation Article 10 – paragraph 1

Text proposed by the Commission

1. Upon request of a public transport authority, and provided that they offer transport products within the territory under the responsibility of that authority, **B2C** MDMS providers shall transmit passenger volumes data in each transport mode covered by the MDMS. Such data shall be used exclusively to improve the effectiveness of public transport policies and sustainable mobility policies falling under the responsibility of that authority. The data shall be aggregated and anonymised. B2C MDMS providers shall only be required to share data already in their possession and shall not be obliged to produce new data in response to a request from a public transport authority.

Amendment

1. Upon request of a public transport authority, and provided that they offer transport products within the territory under the responsibility of that authority, **both B2C and B2B** MDMS providers shall transmit passenger volumes data in each transport mode covered by the MDMS. Such data shall be used exclusively to improve the effectiveness **and accessibility** of public transport policies and sustainable mobility policies falling under the responsibility of that authority. The data shall be aggregated and anonymised. B2C MDMS providers shall only be required to share data already in their possession and shall not be obliged to produce new data in response to a request from a public transport authority.

Or. en

Amendment 12

Proposal for a regulation Article 12 – paragraph 1

Text proposed by the Commission

1. Member States shall designate a national enforcement body to be responsible for the enforcement of this

Amendment

1. Member States shall designate a national enforcement body to be responsible for the enforcement of this

Regulation. Member States shall ensure that their national enforcement body has all the necessary administrative and financial resources **and has** the necessary expertise to adequately carry out the tasks under this Regulation.

Regulation. Member States shall ensure that their national enforcement body has all the necessary administrative and financial resources, ***all the necessary technical means as well as sufficient personnel and all*** the necessary expertise to adequately carry out the tasks under this Regulation.

Or. en

Amendment 13

Proposal for a regulation Article 12 – paragraph 6

Text proposed by the Commission

6. Where a B2C MDMS provider or a B2B MDMS provider does not have any establishment in the Union, any national enforcement body shall be competent to enforce this Regulation in relation to that provider.

Amendment

6. Where a B2C MDMS provider or a B2B MDMS provider does not have any establishment in the Union, any national enforcement body shall be competent to enforce this Regulation in relation to that provider. ***In such cases the respective national enforcement body shall, without undue delay, notify the Commission about such procedure and shall coordinate with the National Enforcement Bodies Network.***

Or. en

Amendment 14

Proposal for a regulation Article 13 – paragraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(ca) taking pro-active measures such as investigations on its own initiative to prevent potential breaches of this regulation and to ensure its correct implementation;

Or. en

Amendment 15

Proposal for a regulation

Article 14 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Consumer organisations shall have the right to lodge a complaint alleging a breach of this Regulation with the national enforcement body of a Member State, where such a breach can affect collective consumers rights or interests. The complaint shall be lodged with the competent national enforcement body of the Member State in which the alleged breaches of this Regulation are identified.

Or. en

Amendment 16

Proposal for a regulation

Article 15 – paragraph 1

Text proposed by the Commission

Amendment

1. Member States shall lay down the rules on penalties applicable to infringements of this Regulation. Those penalties shall be effective, proportionate, dissuasive and non-discriminatory.

1. Member States shall lay down the rules on penalties applicable to infringements of this Regulation. Those penalties shall be effective, proportionate, dissuasive and non-discriminatory. ***The Commission shall facilitate the sharing of experience and best practice among the Member States to ensure the implementation and level of penalties is comparable.***

Or. en

Amendment 17

Proposal for a regulation

Article 18 – paragraph 1

Text proposed by the Commission

Amendment

By [dd/mm/20yy - five years after the date

By [dd/mm/20yy - five years after the date

of application of this Regulation], the Commission shall evaluate the implementation of this Regulation and submit a report to the European Parliament and the Council on its main findings.

of application of this Regulation], the Commission shall evaluate the implementation of this Regulation and submit a report to the European Parliament and the Council on its main findings. ***In particular, the report shall assess the effects of the working of multimodal bookings, functioning of the neutral display and ranking criteria, the implementation of obligations and cooperation between B2C and B2B MDMS and transport providers, including, with respect to the fair business practices, the quality and accuracy of data sharing, the work of the national enforcement bodies, as well as the impact on passengers and consumers including persons with disabilities. The report shall further evaluate whether the exemption of MDMS providers with the SME status should be replaced with a more differentiated approach. The Commission shall ensure that all relevant stakeholders including social partners, CSOs, consumer organisations and academia are consulted in the monitoring and review process.***

Or. en

ANNEX: DECLARATION OF INPUT

Pursuant to Article 8 of Annex I to the Rules of Procedure, the rapporteur for opinion declares that she included in her draft opinion input on matters pertaining to the subject of the file that she received, in the preparation of the draft opinion, from the following interest representatives falling within the scope of the Interinstitutional Agreement on a mandatory transparency register¹, or from the following representatives of public authorities of third countries, including their diplomatic missions and embassies:

1. Interest representatives falling within the scope of the Interinstitutional Agreement on a mandatory transparency register
Access Partnership
ADAC
BEUC
DiscoverAble
ECTAA – The European Travel Agents’ and Tour Operators’ Associations
EDF – European Disability Forum
EU Travel Tech
Germanwatch
Permanent Representation of Ireland to the European Union
Skyscanner
Trainline
VZBV
2. Representatives of public authorities of third countries, including their diplomatic missions and embassies
None

The list above is drawn up under the exclusive responsibility of the rapporteur for opinion.

Where natural persons are identified in the list by their name, by their function or by both, the rapporteur for opinion declares that she has submitted to the natural persons concerned the European Parliament's Data Protection Notice No 484 (<https://www.europarl.europa.eu/data-protect/index.do>), which sets out the conditions applicable to the processing of their personal data and the rights linked to that processing.

¹ Interinstitutional Agreement of 20 May 2021 between the European Parliament, the Council of the European Union and the European Commission on a mandatory transparency register (OJ L 207, 11.6.2021, p. 1, ELI: http://data.europa.eu/eli/agree_interinst/2021/611/oj).