

Message 001

Communication from the Commission - TRIS/(2025) 0154

Directive (EU) 2015/1535

Notification: 2025/0028/NL

Notification of a draft text from a Member State

Notification – Notification – Notifizierung – Нотификация – Oznámení – Notifikation – Γνωστοποίηση – Notificación – Teavitamine – Ilmoitus – Obavijest – Bejelentés – Notifica – Pranešimas – Paziņojums – Notifika – Kennisgeving – Zawiadomienie – Notificação – Notificare – Oznámenie – Obvestilo – Anmälan – Fógra a thabhairt

Does not open the delays - N'ouvre pas de délai - Kein Fristbeginn - Не се предвижда период на прекъсване - Nezahajuje prodlení - Fristerne indledes ikke - Καμμία έναρξη προθεσμίας - No abre el plazo - Viivituste perioodi ei avata - Määräaika ei ala tästä - Ne otvara razdoblje kašnjenja - Nem nyitja meg a késésekét - Non fa decorrere la mora - Atidējimai nepradedami - Atlikšanas laikposms nesākas - Ma jiftaħ il-perijodi ta' dewmien - Geen termijnbegin - Nie otwiera opóźnień - Não inicia o prazo - Nu deschide perioadele de stagnare - Nezačína oneskorenia - Ne uvaja zamud - Inleder ingen frist - Ní osclaíonn sé na moilleanna

MSG: 20250154.EN

1. MSG 001 IND 2025 0028 NL EN 21-01-2025 NL NOTIF

2. Netherlands

3A. Douane Groningen, CDIU

3B. Ministerie van Infrastructuur en Waterstaat, Hoofddirectie Bestuurlijk Juridische Zaken, Afdeling Spoor en Weg

4. 2025/0028/NL - X00M - GOODS AND MISCELLANEOUS PRODUCTS

5. Regulation on the Central Taxi Transport Database

6. This draft Regulation concerns the establishment of rules for devices or applications (an ICT solution) that can be used by taxi operators to provide taxi transport data to a central database managed by the government.

7.

8. In the Netherlands, a registration and retention obligation for taxi transport data, including working and rest times and journey data, applies to the taxi company (the carrier). At present, this registration is performed using a taxi on-board computer (abbreviated: BCT), which is a device built into a taxi vehicle used for the decentralised storage of taxi transport data. It has been decided to introduce a new central system. This new central system is called the Central Taxi Transport Database (abbreviated: CDT). The taxi transport data must be registered and submitted to this central system (a database).

Articles 8, 9 and 10 of this Regulation may contain technical regulations. Article 8 lays down the characteristics that the means of registration must have or contain. Article 9 lays down the characteristics that the central application must have or contain. Article 10 lays down the requirements relating to information security. Article 10 also requires a carrier to use an ICT solution and an organisation certified for ISO 27001. The certification is carried out by a certification body accredited by the Accreditation Council or another accreditation body recognised in a Member State of the EU.

The above is a mutual recognition provision that relates to information security. The origin of the devices or apps (the ICT solution) is not relevant. Every company in the EU can offer an ICT solution to carriers in the Netherlands. The devices or applications must have the prescribed functionalities and features as set out in the Regulation in order to actually be used legitimately by carriers.

9. In the Netherlands, the carrier is obliged to register taxi transport data. The Taxi On-Board Computer (BCT) is currently being used for this purpose. Due to problems relating, among other things, to the enforcement of data in this system, a new system has been chosen in which this taxi transport data must be registered, namely the Central Taxi Transport Database (CDT). In order to be able to provide the data, a carrier must use a means of registration. The means of registration is currently the BCT, and soon it will also be possible to register using the CDT. Taxi drivers must comply with the rules on rest and working hours, among others. The rules apply because of road safety. This is a compelling reason of public interest. The rules of the CDT are non-discriminatory, as they apply to all means of registration that carriers are allowed to use.

The requirements are proportionate. Indeed, the aim is to obtain reliable taxi transport data for enforcement purposes. This cannot be achieved in this way by other, less intrusive means. They are therefore necessary. It is only through these rules that it can be verified that taxi drivers comply with rest and working hours.

10. Numbers or titles of basic texts: There are no basic texts

11. No

12.

13. No

14. No

15. No

16.

TBT aspects: No

SPS aspects: No

European Commission

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