

Message 001

Communication from the Commission - TRIS/(2025) 2050

Directive (EU) 2015/1535

Notification: 2025/0416/CZ

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 - Atidėjimai 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: 20252050.EN

1. MSG 001 IND 2025 0416 CZ EN 31-07-2025 CZ NOTIF

2. Czechia

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4. 2025/0416/CZ - T40T - Urban and road transport

5. GENERALLY BINDING DECREE of the Capital City of Prague stipulating compliance with special technical requirements for taxi vehicles as a condition for commencing or offering taxi services within the

territory of the Capital City of Prague.

6. Authorisation to provide taxi services within the territory of the Capital City of Prague from 1 May 2027 will be granted only for category M1 vehicles meeting at least the Euro 6d emission standard, and from 1 January 2030 only for electric or hydrogen-powered vehicles.

7.

8. Draft GENERALLY BINDING DECREE of the Capital City of Prague stipulating compliance with special technical requirements for taxi vehicles as a condition for commencing or offering taxi services within the territory of the Capital City of Prague.

The Generally Binding Decree lays down the following conditions:

- from 1 May 2027, carriers may commence or offer taxi services within the territory of the Capital City of Prague only using taxi vehicles that meet the Euro 6d emission standard or higher, and
- from 1 January 2030, only using vehicles powered exclusively by electricity or hydrogen.

The draft legislation contains a reference to the following basic text: § 44(3)(d) of Act No 131/2000 on the Capital City of Prague.

Versions of the basic text effective as of 31 December 2025, until 31 December 2026, and from 1 January 2027 have been entered into the database. This basic text has not been subject to notification.

The draft legislation contains a reference to the following basic text: § 21b(2) of Act No 111/1994 on road transport, as amended by Act No 304/2017 and Act No 115/2020.

Versions of the basic text effective until 30 June 2026 and from 1 July 2026 have been entered into the database. This basic text has not been subject to notification.

Keywords: taxi service, passenger transport, zero-emission vehicle

References to European legislation: Regulation (EC) No 715/2007 of the European Parliament and of the Council, as amended, Commission Regulation (EU) No 2017/1151, as amended. Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services.

9. The primary reason for tightening the requirements for taxi vehicles is the protection of public health from harmful substances in the air (NO_x, PM₁₀, PM_{2.5} and others). The proposed instrument involves imposing stricter requirements on taxi vehicles, which typically cover a high mileage within the territory of the Capital

City of Prague.

1) Transport is the main source of air pollution in the territory of the Capital City of Prague. According to data from the Czech Hydrometeorological Institute, transport accounts for 80 % of nitrogen oxide (NO_x) emissions and 60 % of suspended particulate matter (PM₁₀) emissions.

2) NO_x, particulate matter and other pollutants produced by incomplete fuel combustion or fuel evaporation, as well as by friction and abrasion from brakes, tyres, and road surfaces, have a significant impact on human health; they increase the risk of respiratory and cardiovascular diseases, exacerbate the symptoms of asthmatics and persons with chronic illnesses, and contribute to premature deaths.

3) Despite successful compliance with the existing legal limits in recent years, annual average concentrations of pollutants remain high in many parts of Prague.

4) From 2030, stricter limits than those currently in place will apply to pollutants in the outdoor environment. For nitrogen dioxide (NO₂) the annual limit value will be reduced from 40 µg/m³ to 20 µg/m³, for PM, from 20 µg/m³ to 10 µg/m³ and for PM₁₀ from 40 µg/m³ to 20 µg/m³.

5) The renewal of the taxi vehicle fleet registered in the Capital City of Prague virtually came to a standstill in 2017. In 2024, the average age of registered passenger vehicles used as taxis was 10.3 years. Euro 3 to Euro 5 vehicles (i.e. 10 to 24 years old) accounted for more than 50% of all registrations.

6) The total number of registered passenger vehicles used as taxis has increased exponentially since 2021, reaching a record high of 16 290 registrations in 2024, compared with an average of 2 070 registrations per year between 2010 and 2017.

7) Reducing the impact of transport on human health is one of the seven strategic goals for the development of sustainable mobility in Prague and its surroundings, endorsed by three consecutive political administrations of the Capital City of Prague. The Sustainable Mobility Plan for Prague and its surroundings, which declares this goal, was approved by the Assembly of the Capital City of Prague in 2019 and reaffirmed through the 2024–2026 Action Plan, adopted by the Council of the Capital City of Prague in June 2024. The present Decree is one of the air quality improvement measures that needs to be adopted in order for pollutant concentrations in the air to gradually decrease in Prague, reach nearly half the values for NO₂ and reduce PM_{2.5}, thereby enabling compliance with the limits applicable from 2030. The measure is included in the Strategy for the Promotion of Alternative Fuels, and the requirement to improve air quality also stems from the Strategic Plan of the Capital City of Prague.

10. Reference(s) to basic text(s):

11. No

12.

13. No

14. No

15. Yes

16.

TBT aspects: No

SPS aspects: No

European Commission

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