

Message 001

Communication from the Commission - TRIS/(2025) 2811

Directive (EU) 2015/1535

Notification: 2025/0581/LU

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 - Nezahtuje 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: 20252811.EN

1. MSG 001 IND 2025 0581 LU EN 09-10-2025 LU NOTIF

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4. 2025/0581/LU - T40T - Urban and road transport

5. Draft Law organising the occasional remunerated transport of persons by taxis and private hire vehicles

6. Taxis and Private hire vehicles (PHV)

7.

8. The draft Law organising the occasional remunerated transport of persons by taxis and private hire vehicles (PHV) addresses the rapid development of the sector in Luxembourg. The current legislative framework, including the amended Law of 5 July 2016 on taxi services, no longer corresponds to economic, technological and environmental realities.

The draft Law was drawn up in consultation with stakeholders in the sector, including operators, intermediaries, PHV representatives and public administrations, incorporating international best practices. It also provides for the possibility of conducting scientific trials in the field of occasional remunerated transport.

9. The aim of the draft Law is to:

- introduce the concept of a booking agent with the obligation to apply for authorisation to operate as such in order to cope with technical developments in the market while ensuring that labour law rights are guaranteed;
- simplify procedures through the digitisation of processes (applications, complaints, duplicates, etc.) for the administration, operators, drivers and users;
- strengthen customer protection through better driver training and fare transparency (prices known in advance for booked journeys);
- ensure competitiveness and economic viability via entry quotas (numerus clausus), adjusted gradually and abolished as of 1 January 2030, to enable a smooth transition to a competitive market;
- make operations safe by imposing requirements for training, good repute and technical equipment guaranteeing the safety of users and drivers.

10. References to the basic texts:

11. No

12.

13. No

14. No

15. Yes

16.

TBT aspects: No

SPS aspects: No

European Commission

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