

Message 001

Communication from the Commission - TRIS/(2025) 0407

Directive (EU) 2015/1535

Notification: 2025/0085/IT

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 - 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: 20250407.EN

1. MSG 001 IND 2025 0085 IT EN 12-02-2025 IT NOTIF

2. Italy

3A. Ministero delle imprese e del Made in Italy

Dipartimento Mercato e Tutela

Direzione Generale Consumatori e Mercato

Divisione II. Normativa tecnica - Sicurezza e conformità dei prodotti, qualità prodotti e servizi

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3B. Ministero delle infrastrutture e dei trasporti

Dipartimento per i trasporti e la navigazione

Direzione Generale per la motorizzazione e Direzione Generale per la sicurezza stradale e l'autotrasporto

4. 2025/0085/IT - SERV60 - Internet services

5. Decree of the President of the Council of Ministers laying down "Rules governing the activity of technological platforms for intermediation between supply and demand for non-scheduled public car services pursuant to Article 10a(8) of Decree-Law 14 of

6. Technological platforms for intermediation between supply and demand for non-scheduled public car services

7.

8. The Decree, adopted in implementation of the provisions of Article 10a(8) of Decree-Law No 135 of 14 December 2018, converted, with amendments, into Law No 12 of 11 February 2019, consists of 10 articles and governs the activity of technological platforms for intermediation between supply and demand for non-scheduled public car services (taxi and rental with driver) and the related use of new technologies. This activity of intermediation through technological platforms must be carried out in compliance with the principles of neutrality (it cannot constitute a means of circumvention of the legislation and, in particular, of Framework Law No 21 of 1992 which distinguishes between taxi and car rental with driver services and which connects them to a reference territory, namely the municipality issuing the relevant licences), typicality (the booking or assignment of individual transport services takes into account the specificities of the two services, so that the booking must arrive at the depot for the car rental with driver service while the taxi remains a 'rank' service), territoriality (the assignment of reservations to carriers by the intermediation platforms takes place in compliance with the territorial constraints identified by the framework law) and equal access to the platform by users, drivers and carriers.

The decree provides for the registration of platforms in a public register and identifies uniform requirements and obligations for operators, with the primary aim of ensuring that the use of platforms is carried out in accordance with the regulatory constraints on the conditions for the provision of taxi and car rental with driver services: the mandatory or non-mandatory nature of the service; the differentiated or undifferentiated nature of the users; the territorial scope of reference; the different scheme for determining the price of the transport service.

The underlying rationale of the measure lies in the requirement that the use of technological tools must remain neutral with respect to the regulation of public transport services, without radically altering their nature.

9. The main purpose of the measure is to prevent the use of technological intermediation platforms from becoming a tool to facilitate phenomena of unregulated activities. In this perspective, the use of the platform must take the form of mere access to digital tools that also oversee the non-scheduled public transport sector, without prejudice to the constraints set by the reference framework legislation (Law No 21 of 1992), as mentioned in point 8.

10. References to basic texts:

11. No

12.

13. No

14. No

15. No

16.

TBT aspects: No

SPS aspects: No

European Commission

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