

(English version)

**Question for written answer E-000735/26
to the Commission
Cynthia Ní Mhurchú (Renew)
(23 February 2026)**

Subject: Taxi regulation, availability and consumer access

Recent research by the Competition and Consumer Protection Commission (CCPC) highlights significant concerns regarding taxi availability and consumer access in Ireland, particularly outside major urban areas, and finds that regulatory barriers may be limiting competition, innovation and consumer choice. In the light of these findings, how does the Commission assess the compatibility of restrictive national taxi licensing regimes with EU internal market and competition principles, particularly where such regimes may limit consumer access, rural mobility and the availability of safe late-night transport options?

Submitted: 23.2.2026

**Answer given by Mr Tzitzikostas on behalf of the European Commission
(22 April 2026)**

There is no specific EU legislation on local transport-on-demand (taxis and private hire vehicles with drivers (PHV)). It follows that it is for the Member States to regulate the sector, in conformity with the general rules of the Treaties on the internal market.

In particular, transport services are covered by the freedom of establishment (Article 49 of the Treaty on the Functioning of the European Union), which precludes any national measure which hampers or renders less attractive the exercise by EU nationals of the freedom of establishment.

Member States may nevertheless justify such restrictions in view of overriding reasons related to the general interest, provided that the restrictions are appropriate for attaining the objective pursued and do not go beyond what is necessary for attaining that objective.

The Commission's Notice on well-functioning and sustainable local passenger transport-on-demand (taxis and PHV) ⁽¹⁾ aims at clarifying the limits of how Member States can regulate the sector.

⁽¹⁾ OJ C 62, 4.2.2022, p. 1.