

The different Spanish competition authorities ask the autonomous communities to avoid imposing unnecessary and disproportionate requirements in the regulation of the taxi sector and chauffeur-driven transport vehicles (VTC).

- In a [joint statement](#) issued at their annual meeting, they call for regulation that does not harm consumers.
- In some autonomous communities, the regulations adopted hinder the provision of VTC services.
- In those regions where the provision of urban services has not been regulated, VTC operators are exposed to the risk of being unable to offer their services.

Las Palmas de Gran Canaria, 18 November 2022.- The CNMC and the competition authorities of Andalusia, Aragon, Castilla y León, Catalonia, Valencia, Galicia, Extremadura and the Basque Country have agreed on a [Joint Statement](#) on the chauffeur-driven transport vehicles (VTC) sector during the [XIV Conference on the Defence of Competition](#).

In this document, they request the autonomous communities to ensure that the regulation they adopt for this sector does not harm consumers or reduce competition in the overall market for taxis and VTCs.

Changes since October 2022

[Royal Decree-Law 13/2018](#) modified the regulation of chauffeur-driven vehicle hire services (VTC in Spanish) and established that, from October 2022, national authorisations will only allow **inter-city services** (services provided in more than one municipality).

The Royal Decree-law also allowed autonomous communities to regulate **urban services** (within a single municipality) in their respective territories.

Some autonomous communities have regulated urban VTC services, but have imposed conditions that are difficult to comply with, thus reducing the appeal of these services for consumers and hindering their competitiveness vis-à-vis taxis.

Other autonomous communities have not yet regulated this sector after Royal Decree-Law 13/2018. In these territories, VTC operators risk not being allowed to provide urban services.

Joint Statement by the Working Group

In view of this situation, the Working Group of Councils of Competition Authorities calls on the competent authorities of the autonomous communities to effectively regulate the provision of urban VTC services in their territories and to ensure that the regulations do not introduce unnecessary or disproportionate requirements in terms of the general interest.

They also remind the autonomous communities that the adoption of any limitation or restriction that alters the functioning of the market must respect the principles of necessity, proportionality and non-discrimination.

Finally, they stress that any regulatory or administrative measure that may restrict or limit access to a given market or the ability of companies to compete in that market should be subject to prior consultation of the competition authorities.

The Working Group of Councils of Competition Authorities is made up of representatives of the following councils: the National Commission on Markets and Competition; the Basque Competition Authority; the Catalan Competition Authority, the Galician Competition Commission; the Competition and Economic Regulation Agency of Andalusia; the Commission for the Defence of Competition of the Valencian Community; the Competition Jury of Extremadura; the Court for the Defence of Competition of Aragon, and the Court for the Defence of Competition of Castilla y León.