

InformNorden 2025

Trends in transport regulation

Insights from France, Germany & the EU

Thomas Geier, Secretary General
thomas.geier@emta.com

EMTA is the **association of metropolitan transport authorities in Europe**.

As a unique community, we build on the expertise and experience of our members to advocate for sustainable mobility and public transport – the backbone of successful metropolitan areas.

The areas served by our **35 members** are home to **110+ million Europeans**.

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EUROPEAN METROPOLITAN
TRANSPORT AUTHORITIES



FRANCE



2019 Mobility Orientation Law

“LOM”

**Loi
d'Orientation des
Mobilités**

Comprehensive piece of legislation designed to improve everyday mobility in France.

**Supports low-emission fleets,
Requires more sustainable commuting,
Prioritizes investment to improve everyday mobility,
Regulates new mobility solutions and multimodal platforms,
Clarifies and refines the role of Mobility Organising Authorities.**

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- Mobility and urban logistics planning
- Defining public services (fixed line and on-demand PT)
- Organizing public transport (and shared mobility where necessary)
- Regulate commercial / free-floating services
- Finance mobility services and infrastructure
 - “Versement mobilité » tax levy power
- Promote multimodality through physical and digital infrastructure
- Coordinate and relevant stakeholders in the area

**2019
Mobility
Orientation
Law**

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Allocation of the Mobility Organising Authority role

Municipalities: Have lost influence in mobility governance to inter municipal bodies

Inter-Municipal-bodies: By default, hold the role of MOA.

Regions: organise region-wide mobility in accordance with policies set by the MOAs in their territory; Act as local MOA whenever intermunicipal bodies do not take up the role.

Mixed forms: intermunicipal bodies can transfer their competences to specific organisations that then act as MOA for their joined territories

GERMANY



**2021
Amendment to the
Passenger
Transport
Law**

“PBefG”

Review to clarify the legal status of new mobility services to enable such services while protecting public value.

The law differentiates two types of on-demand transport service:

Line-based on-demand transport

- Part of a public transport offer and produced with the purpose to supplement traditional public transport systems
- Requires advance booking (e.g., via app or phone).
- No fixed route, but operates within defined service times and areas.
- Fare integrated with public transport (surcharges possible)
- Must comply with accessibility and other public transport standards.

Bundled demand transport

- Occasional transport of non-affiliated groups with different start- and endpoints of passengers in one vehicle, not integrated with PT offer
- Requires booking in advance, no spontaneous pick-up
- Commercially operated, often with a profit motive; No obligation to operate
- No fixed fare system, but minimum prices are set by the licensing authority.
- Operations and drivers require license from local licensing authority

**2021
Autonomous
Driving Act**

&

**2022
Autonomous
Vehicle Approval
and Operation
Ordinance**

Autonomous Driving Act: Germany's pioneering law is the foundation for allowing driverless vehicles to operate under specific conditions.

It supersedes previous regulations that largely restricted testing and mandated a driver be present.

Autonomous Vehicle Approval and Operation Ordinance: Details the requirements for vehicle approval, operational areas, and the duties of manufacturers, operators, and technical supervisors.

It governs the process for bringing Level 4 vehicles from research to regular service.

- **Area of operations are granted by federal state authorities**
- **Vehicle approval for level 4 vehicles is granted by Federal Road Transport Authority (KBA)**

EU



Regulation in Preparation:

**SDBTR – Single
Digital Booking
and Ticketing
Regulation**

**MDMS – Multimodal
Digital Mobility
Services Regulation**

Proposal expected in Q1 2026

SDBTR to enable cross-border, multi-operator train travel under one ticket

MDMS to enable multimodal integration of transport services into digital mobility platforms

Passenger Rights Act to be reviewed in accordance

- Local public transport (metro, tram, bus) are out of scope of the regulation package.
- Train services are in scope of these regulations
- The status of metropolitan public transport fares, that integrate train services in their territory requires clarification
- Despite being out of scope, metropolitan public transport should consider itself as vital first-/last-mile networks and develop B2B sales options accordingly

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