

Taxis and PHV in large cities

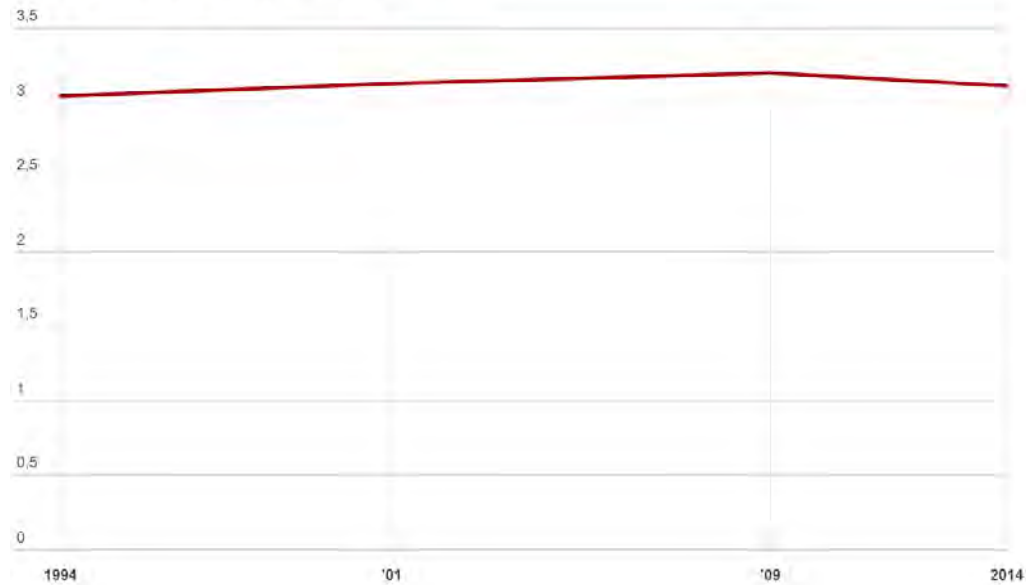
BRUSSELS, JUNE 24TH

Scope and purpose of the study

- Urban transport market in the largest cities: specific, different even from medium-size cities
- Focused on Paris, with many references to London and New York
- Both empirical and theoretical
- Determination of the optimal framework for clients, drivers and society

Urban transport: a stable demand/person

Daily journeys per person in London



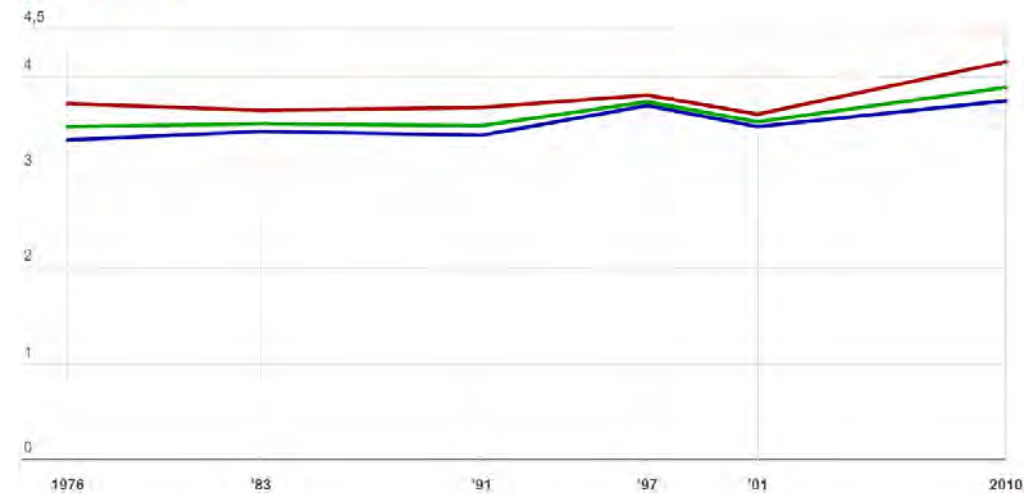
Source: Transport for London



Daily journeys per person in Paris and Inner Suburbs (Petite couronne, or PC)

Ages 6 and over, on workdays.

■ Paris ■ Total ■ PC



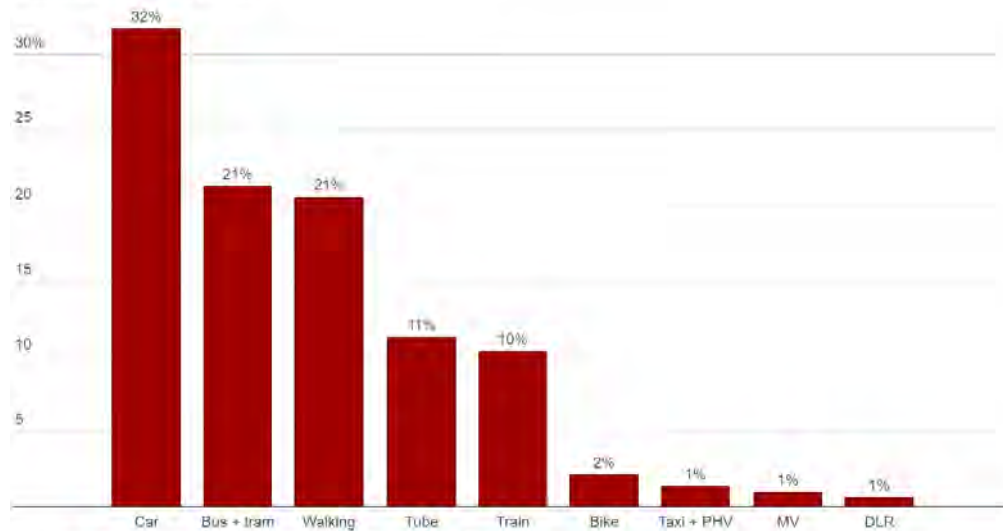
Source: Omid



Taxis + PHV: a small, stable share of urban transports

Daily journeys by mode, London, 2014

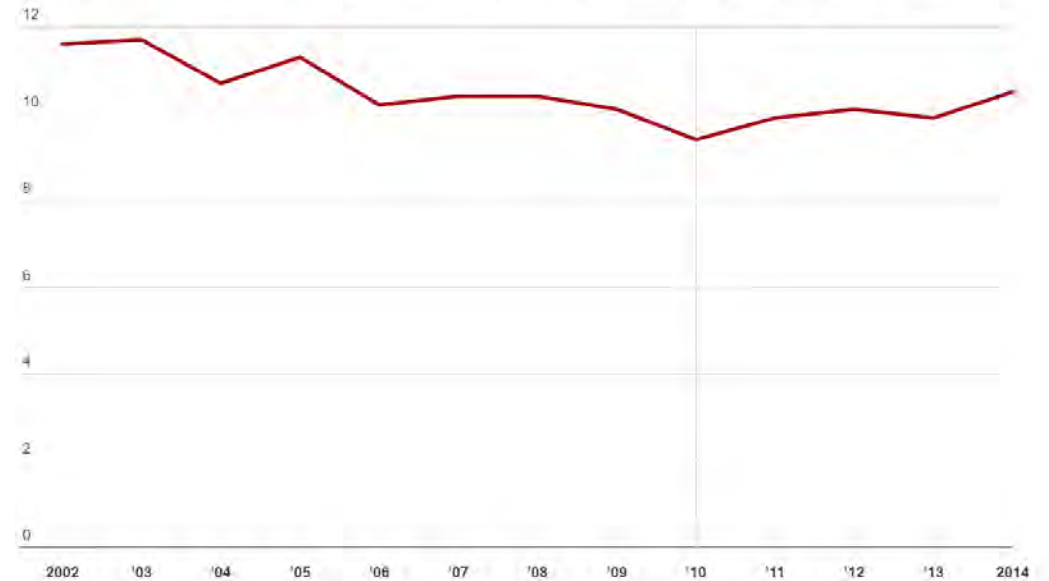
As percentage of total daily journeys



MV: Two- and three-wheeled motor vehicles. DLR: Docklands Light Railway.

Source: Transport for London

Total number of taxi and PHV journeys per person by year, England

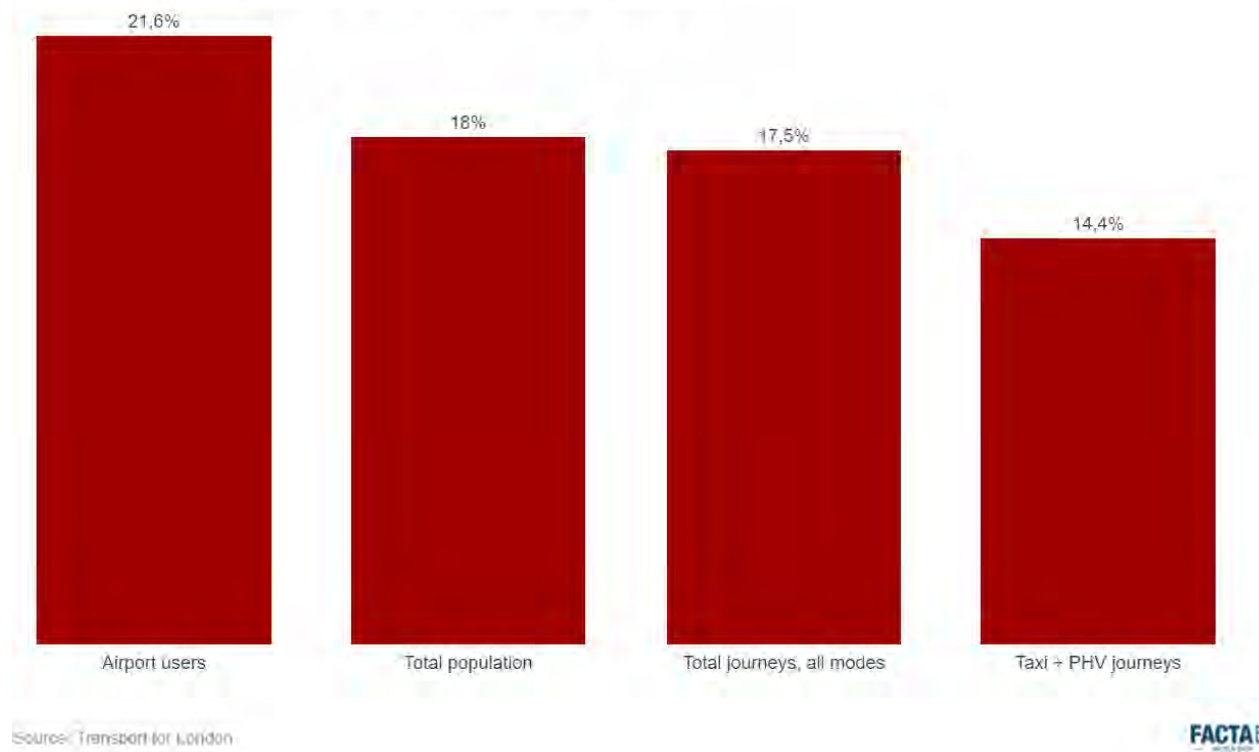


Source: Department for Transport

Taxis + PHV market share is not expanding

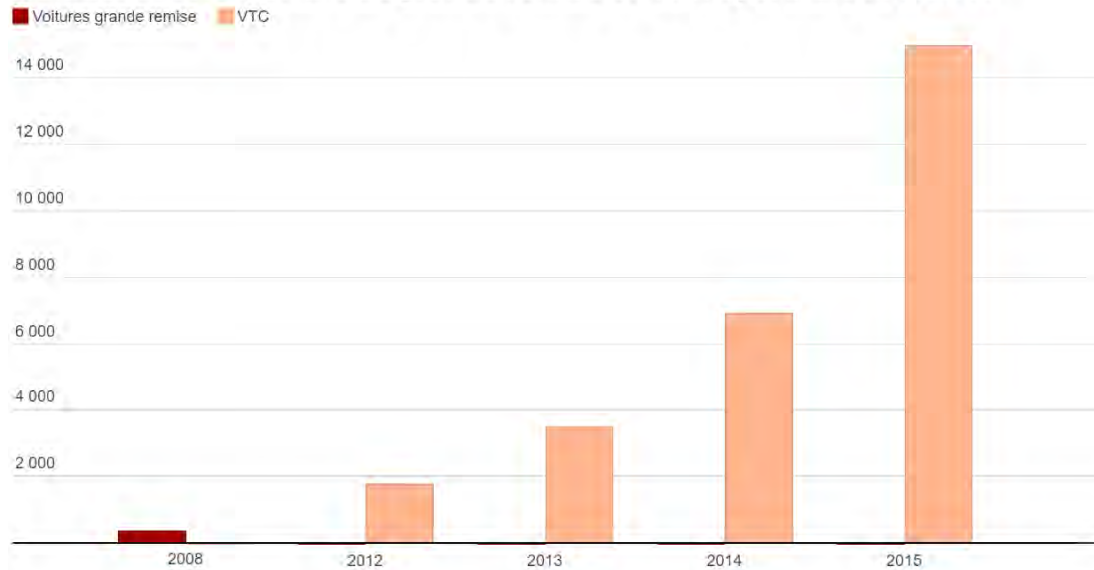
Change in London population and travel behaviour, 2000–2014

Variation for each indicator, between 2000 and 2014. Airports: Heathrow, Gatwick, City.



PHV apps: a massive supply shock

Number of PHV (voiture de grande remise or VTC) operators in France



Source: Official reports



London PHVs



New York PHVs



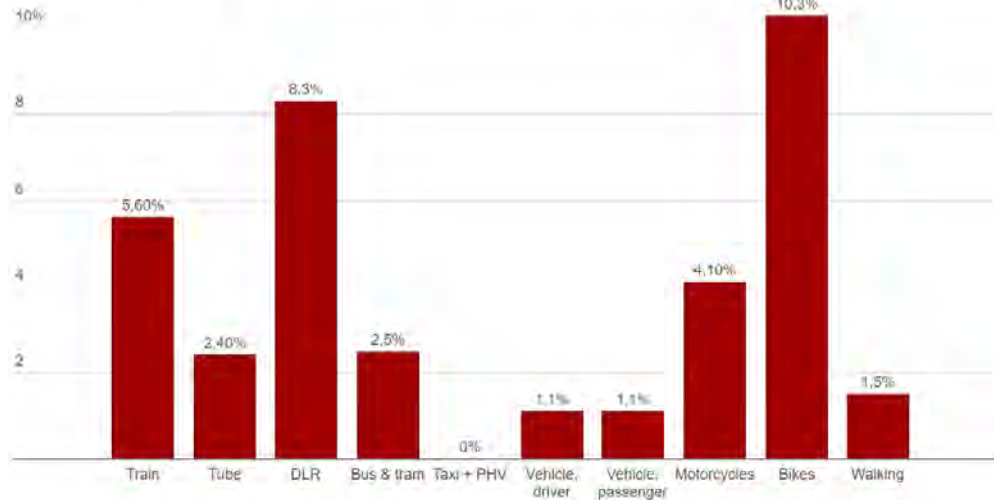
Source: NYC Taxi & Limousine Commission



Taxis vs PHV: redistribution of market shares

Change in number of journeys per mode, between 2013 and 2014, in London

DLR - Docklands Light Railway



Source: Transport for London



Change in total number of journeys, between Q2 2014 and Q2 2015, in Manhattan 'core'

Comparison of figures for two quarters. Taxis: yellow cabs only. Manhattan 'core': zone exclusively served by yellow cabs.



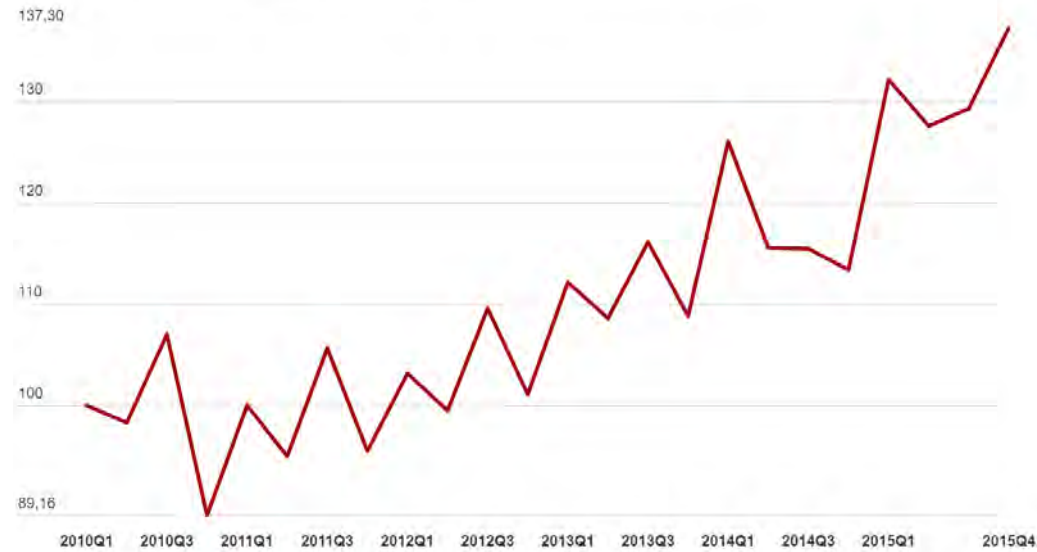
Source: NYC Taxi & Limousine Commission's first quarter of 2015 quarterly report



Taxi market is distressed in Paris...

Average time between two journeys for Paris taxi drivers

Basis 100 Q1 2010, quarterly averages. For drivers affiliated, all journeys combined.



Source: Syndicat des conducteurs de taxis-parisiens (SCTR)



Average price for transfer of Paris taxi parking authorization (licence)

In euros. Monthly averages.



Source: Taximini



... and elsewhere

Daily New York taxi journeys

Monthly averages. Yellow cabs only.



Source: NYC Taxi & Limousine Commission



New York taxi licence transactions

Average monthly value (in thousands of dollars) of yellow cab medallion transfers.



Source: NYC Taxi & Limousine Commission



Full deregulation of taxi/PHV fails

Change in taxi and PHV numbers, Ireland

For all of Ireland. February 2016 data for 2015.

■ Drivers ■ Vehicles



Source: National Transport Authority, Ireland

Challenges from an uncontrolled market

- Oversupply of drivers and vehicles, contributing to worsen congestion in large cities without a corresponding increase of demand
- Higher risks of fraud, accidents, and criminal offenses against clients/between drivers
- Higher turnover, lower experience and qualifications, weakened investments in cars and services due to lower revenues

Towards an efficient two-tier framework

- A strictly regulated taxi industry, with controlled tariffs and fleets, exclusive prerogatives of street hailing, ranks, access to bus lanes...
- A competitive market for ride booking, with an unrestricted fleet of PHV with free pricing
- Common regulations regarding criminal records, cars' safety, age and insurance, taxes, maximum work time...
- To implement these rules, open data from taxi and PHV intermediaries for regulators