



TAXI

Anytime! Anywhere!

Taxis are part of the
collective public transport chain

Recommendation of the EU public-private
Smart Move High Level Group



Recognise taxis, hire cars with driver services, and car sharing as a valuable and necessary element of the collective public transport chain, and consider the role of taxis in any mobility policy proposals, collective transport funding, research and, in particular, urban mobility planning.

Taxis are part of the collective public transport chain

Taxi services are an individual, mostly door-to-door service, offered to the public predominantly at a local level. By the very nature of their services, taxis are an integral element of the multimodal public transport chain in both urban and rural areas.

Thanks to their flexibility, which equals and sometimes even surpasses the flexibility of the private car, taxis also contribute to empowering other public transport modes, since they complement the multimodal public transport chain with a 24-hour/365-day availability, coupled with a unique door-to-door customised service offered to the individual passenger. Statistical evidence shows that in some cases (night, airport, people with disabilities, and sparsely populated rural areas), taxis are the only or the preferred public mobility service provider.

However, these facts are rarely known or acknowledged by the large majority of the

travelling public and policy decision-makers at all levels, be it EU, national and often even at local level.

As a result:

- taxis are under-represented on the political agenda, and in urban and infrastructure planning and sometimes completely absent from it;
- very often taxis and their image are amalgamated, in particular as far as politicians are concerned, with the private car;
- many potential customers tend to undervalue or even ignore taxi services by not considering them as a potential travel option;
- the mobility potential of taxis in the multimodal public transport chain is often considerably underutilised.

EU public-private High Level Group detailed recommendations¹

1. Users' needs

- Promote cooperation with other modes, such as rail, bus and coach, to ensure better customer services, to improve the competitiveness of the public transport chain in relation to the private car.
- Promote clear taxi fares and widespread fare information to customers in advance of the journey.
- Provide easily accessible and secure taxi stops for both drivers and passengers, including signage and shelters (i.e. at train stations, shopping and sport centres, hospitals, cinemas and theaters, attractions, hotels etc.).

- Give the right for taxis to stop (short-time parking) while serving disabled customers in areas where parking is normally not allowed (e.g. pavements).
- Promote on-demand taxi services.

2. Legislative and administrative frameworks

- Recognise taxis as a necessary part of the collective and public transport chain. Promote the use of taxis in public contracting, including in periods of low demand for conventional public transport (late night and early morning) and for special categories of travellers, such as people with disabilities, schoolchildren etc..

- Recommend the use of bus priority or dedicated lanes in cities by taxis, i.e. as part of EU recommendations and best practices for sustainable urban planning.
- Carry out a study on the impact of access to the profession regime for taxis in EU Member States. As a second step, propose an EU regulation on an adapted access to the profession regime for taxis in Europe, with high quality standards for training.
- Maintain taxis within the scope of the General Working Time Directive.
- Secure a mandatory use of safety belts for all taxi occupants, including the driver (remove EU Member States possibility to exempt drivers from wearing safety belts).

3. Fiscal matters and user charging

- Encourage Member States to apply the lowest VAT rate to taxis, when taxis form part of integrated taxi, bus, tram and metro tickets.
- Exempt taxis from congestion charging in cities (as part of public transport).
- Promote, including through fiscal incentives, the use of alternative fuels and the acquisition of greener vehicles by taxi operators.
- Make taxis eligible to use low-taxed professional diesel.

4. Infrastructure and seamless intermodality

- Mobility planning (city, national) to include a "taxi strategy", including establishing (more) taxi stands (i.e. depending on demand or on the number of inhabitants) and the possibility to use bus priority or dedicated lanes in cities by taxis.

- Facilitate taxi access to the terminal infrastructures of other modes.
- Provide map locations for taxi ranks.

5. Easy access to services through better information and new technologies

- Assist, through EU-financed studies and pilot projects, enhancing the role of taxis as the door-to-door "link and extension" of other public transport modes.
- Promote the inclusion of taxis in multimodal journey planners.

6. Safety and environment

- Promote taxi passenger's driver safety and security, including through the wearing of safety belts by all taxi occupants, including the driver.
- Ensure the enforcement of strict rules and surveillance to prevent "illegal taxi services" and to ensure the safety of customers.

7. City-related aspects

- Urban mobility planning to include a taxi strategy.
- Consider allowing the use of bus stops as taxi ranks when bus lines are not functioning (night, bank holidays etc.).
- Recommend the use of bus priority or dedicated lanes in cities by taxis.

8. International dimension

- The European taxi industry to come with a proposal on the cross-border taxi traffic framework in the first half of 2013.

9. Innovation and best practices

- Promote best practices and innovative taxi projects of making taxis a genuine part of the public transport chain.

1. The work of the EU public-private Smart Move High Level Group (HLG) was launched on 24 May 2012. Its objective and mandate, approved at the first meeting, are to work out policy and business recommendations, and to create an Action Plan on how to substantially increase (double) the share and the number of users of collective passenger transport by road, in particular to double usage of bus, coach and taxis, as an optimal alternative to private car use and a key part of the integrated intermodal transport chain, in cooperation with the other passenger transport modes, such as rail, tram, metro and waterborne services, and with soft mobility modes, such as walking and cycling.

See more at <http://goo.gl/iYJehv>



IRU Permanent Delegation to the European Union

32-34, avenue de Tervueren
Bte 17
B-1040 Brussels
Belgium
Tel: +32-2-743 25 80
Fax: +32-2-743 25 99
E-mail: brussels@iru.org
Web: www.iru.org

EU public-private Smart Move High Level Group vision

Buses, coaches and taxis are a key part of an inclusive and competitive EU public mobility chain:

Together, buses, coaches and taxis form the largest commercial mobility and travel provider in the European Union and its Member States, second only to the private car. Collective short and long-distance transport, especially by buses, coaches and taxis, is the backbone of efficient public mobility and an optimal efficient and sustainable alternative to the private car, offering a 24-hour/365-day availability, coupled with a unique door-to-door customised service. As such, buses, coaches and taxis are well placed to substantially contribute to achieving the ambitious EU objectives for sustainable growth and competitiveness. These modes also fulfill the requirements of EU transport policy, thanks to their intrinsic characteristics of door-to-door flexibility, environmental-friendliness, wide availability and high standards of customer care and accessibility. As an integral part of the social fabric of communities, affordable collective transport is a lifeline to work, education and leisure for all, including for citizens with disabilities, and low-income EU citizens, households, regions and countries.

Doubling the use and the modal share of collective transport to become a formal EU policy and business objective:

It is in the public interest to place buses, coaches and taxis and their role in the mobility and travel chain at the heart of policy making at EU, national and local levels. Setting a clear policy and business target to increase their use and modal share – indeed to double it by 2025 – will facilitate the development of a pro-active public, financial, fiscal, legislative, market and operational environment, which will encourage service provision and thereby produce a shift in travellers' behaviour. This will facilitate achieving an inclusive, efficient and sustainable mobility for all European citizens and visitors, at the lowest cost for society.

Doubling the use of bus and coach services alone is expected to potentially yield a reduction of road fatalities in the EU by up to 1500 per year, with a considerable reduction of serious and less serious injuries; a reduction of CO₂ emissions of between 40 and 50 million tonnes per year, and a reduction of other transport-related airborne pollutants; a significant reduction of congestion in cities, as a result of the expected 10-12% fall in car traffic; and the creation of up to 3 million new sustainable and green jobs - all at the lowest cost to taxpayers.

EU Public-Private
smart
move
High Level Group

