



2nd Taxi of the Future (TOF) Reflection Group Meeting

Thursday, 9 March 2017

09:30 – 14:00

The Hotel Brussels

Boulevard de Waterloo 38

1000 Brussels, Belgium

Provisional Agenda

The objective of the second meeting of the IRU Taxi of the Future reflection group is to present and debate the preliminary findings of the ongoing study, focusing on the main identified trends affecting mobility in general and taxis in particular, and a future scenario for the expected development of the main taxi segments.

The meeting will be divided into four sessions of thirty five minutes each, including short presentations and dedicated debates with the participants.

Thursday, 9 March 2017

09:30 – 10:00 **Welcome Coffee**

Welcome speech

10:00 – 10:05 Mr Hubert Andela, President, IRU Group “Taxis and Hire Cars with Drivers”

Adoption of the provisional agenda

10:05 – 10:15 Ms Mary Crass, Chair, IRU Global Taxi Network (UpTop) Advisory Committee/Head of Institutional Relations and Summit, International Transport Forum (ITF)

Session 1 on “Future business models”

10:15 – 10:50 *We do not know which technological changes will occur in the years leading up to 2030. We do however know that the technology that has become available the last five to ten years has changed the possibilities for doing business in the market for unscheduled door-to-door passenger transport. This involves more of the market being taken by pre-booking, through apps, and less by cruising/curb. This is both a consequence of network economics and a driving force behind this. We also observe that new technologies, such*

as self-driving vehicles, are coming.

There have traditionally been many different business models in the taxi industry, from the integrated taxi company to the vehicle leaser. Will technological change force a change in these models? If so, in what directions?

Keynote presentation by Mr Serge Metz, Secretary General, UNIT, to be followed by a debate with participants.

10:50 – 11:00

Coffee Break

Session 2 on “Regulation”

11:00 – 11:35

Taxi regulation has a long history, both as a real-life phenomenon and as an academic exercise. However, the changes that have occurred the last five to ten years have changed the context; the main difference being that pre-booking services now are provided by global players rather than players at the city level. So, that although the transport service offered is local, the provider or facilitator need no longer be. This has clear implications for regulations, both in terms of at what level regulation has to be, the relative power of the regulator and the regulated, and along which dimensions it is necessary and convenient to regulate.

- ➔ *How are the landscape level changes in technology affecting the need for regulation?*
- ➔ *At what geopolitical level should regulations be formulated? (city, state, national or international?) (what tasks at what level)*
- ➔ *Which objectives should be the target of regulation? (environment, safety, city space, competition). And which parameters should be regulated (vehicle standards, driver competence, vehicle numbers, prices, market share (if so how and at what level?), others?).*
- ➔ *How do we imagine this being affected by self-driving vehicles?*
- ➔ *And how will it be affected by a large-scale introduction of MaaS actors?*

Keynote presentation by Prof Richard Darberá, University of Paris XII Val-de-Marne, to be followed by a debate with participants.

Session 3 on “Travel chains/mode choice”

11:35 – 12:05

With increased focus on increasing the use of mass transit / scheduled public transport, there is the associated problem of handling the transport services not provided well by mass transit /scheduled public transport. This is both relating to the “first-and-last-mile” problem and the issue of providing transport services to those who are not able to use ordinary public transport.

- ➔ *What will be the role of taxis in a future with increased use of public transport and decreased use of private car?*
- ➔ *Will taxi prices be (relatively) lower in 2030 (e.g. because of lower transaction costs), and if so, what will be the consequences for travel chains and mode choice, particularly the first and last mile? Can we assume that authorities will be collaborating with taxi operators more actively in 2030, to extend and expand the*

	<p>use of public transit?</p> <p>→ If both mass transit /scheduled public transport is provided by automated vehicles, and automated vehicles are also available for individual door-to-door transport, what are the consequences? How does this affect the role of the taxi?</p> <p>Keynote presentation by Ms Olga Petrik, Modeller/Analyst, International Transport Forum (ITF), to be followed by a debate with participants.</p>
12:05 – 12:15	Coffee Break
Session 4 on “Future market scenario and the way towards fully sustainable taxi operations”	
12:15 – 13:00	Presentation by Jørgen Aarhaug, Senior Research Economist and Silvia Olsen, Chief Research Scientist, Institute of Transport Economics (TØ) to be followed by a debate with participants.
Conclusions	
13:00 – 14:00	Lunch Break
