



## Fact sheet – Taxi services reform

Number 11, 2015

Part of the [Tranzinfo Hot Topics](#) series, this fact sheet offers a selection of the latest material on reform of the taxi services industry.

### Contents:

[Reviews](#)

[Reports and articles](#)

[Media reports](#)

### Reviews

[Taxi review to increase innovation, choice and value](#)

ACT Government media release, 28 January 2015

The ACT Government has launched a review of the Canberra taxi industry to update the regulatory environment.

[Small passenger services review underway](#)

New Zealand Government media release, 20 January 2015

The New Zealand Government has launched a review of the regulatory framework for small passenger services such as taxis and private hire car services, to be completed by mid-2015.

[Competition policy review: draft report](#)

Australian Government, 2014

N.B. Section 9.2 Transport – Taxis pp.137-139

The focus of reform in the taxi industry needs to be twofold: to reduce or eliminate restrictions on the supply of taxis that limit choice and increase prices for consumers, while ensuring that technological change that can benefit consumers is not discouraged.

[Taxi fare freeze recommended as industry faces increasing competition](#)

Independent Pricing and Regulatory Tribunal, 18 December 2014

A [draft report](#) on Sydney taxi fares as well as two consultant reports based on surveys of [taxi drivers](#) and [NSW residents'](#) use of taxi services.

[Cheaper taxi fares: NSW Government halves credit card surcharge for taxi customers](#)

Transport for NSW media release, 11 December 2014

The NSW Government has announced that the surcharge for all electronic payments in taxis will be halved from 10 per cent to five per cent, and follows other recent taxi industry changes.

### [Uber is just the tip of the iceberg](#)

London Assembly, 2014

The London Assembly Transport Committee conducted an in-depth investigation into the London cab industry – [Future proof](#).

### [Taxi Industry Inquiry final recommendations: government response](#)

Victorian Government, 2013

The government agrees with the inquiry's core finding that the industry must embrace competition and move towards effective self-regulation to improve the quality of taxi and hire car services for consumers.

### [Inquiry into microeconomic reform in Western Australia: final report](#)

#### [Chapter 7.2 Taxi Industry](#)

Economic Regulation Authority, 2014

The Economic Regulation Authority has recommended sweeping reforms to the Western Australian taxi industry, saying current regulations are causing high fares, longer waiting times and unreliable services.

### [Review of taxi licence release arrangements](#)

KPMG for Tasmania Department of Infrastructure, Energy and Resources, 2013

The Department engaged KPMG to undertake a review of the licence release arrangements that have been in place since the Taxi and Luxury Hire Car Act 2008 came into force.

### [Customers first: service, safety, choice: Taxi Industry Inquiry final report](#)

Victorian Taxi Services Commission, Sept 2012

The Victorian taxi industry must move away from its current high level of protection and restrictive government regulation to embrace competition and self-regulation. This move is essential not only to improving the standard and quality of taxi services for consumers, but also to securing the long term future of the industry.

### [Back to top](#)

## **Reports and articles**

### [The Innovative Transport Index](#)

US PIRG Education Fund, 2015.

This report reviews the availability of 11 technology-enabled transportation services – including online ridesourcing, carsharing, ridesharing, taxi hailing, static and real-time transit information, multi-modal apps, and virtual transit ticketing - in 70 U.S. cities.

### [Taxis as urban transport](#)

Institute of Transport Economics (TØI), Oslo, 2014.

This report discusses the merits of different regulatory systems, provides a guide for evaluating different forms of regulation, and assesses which system is most suited to the city in question.

### [“Not just a taxi”? For-profit ridesharing, driver strategies, and VMT](#)

Anderson, DN

*Transportation*, Volume 41, Issue 5, Sept. 2014, pp. 1099-1117

One of the most controversial new models of car service is for-profit ridesharing, which combines the for-profit model of taxi service with the overall traffic reduction goals of ridesharing. A preliminary attempt is here made at understanding how for-profit ridesharing compares to traditional taxicab and ridesharing models.

[App-based, on-demand ride services: comparing taxi and ridesourcing trips and user characteristics in San Francisco](#)

University of California Transportation Center (UCTC), 2014.

Ridesourcing's usage and impacts are not well understood. Key questions include: how ridesourcing and taxis compare with respect to trip types, customers, and locations served; whether ridesourcing complements or competes with public transit; and potential impacts on vehicle miles travelled. Survey results are compared with matched-pair taxi trip data and results of a previous taxi user survey.

[Future taxi deregulation will not look familiar](#)

Cator Institute, Washington, 2014.

Future taxi deregulation will be different from past deregulation schemes thanks to relatively new changes in technology that allow passengers to overcome knowledge problems that led to price increases in deregulated taxi markets.

[Taxi alternatives and booking apps](#)

Choice 20 June 2014.

How to get the most out of taxi booking apps such as Uber, goCatch, and Ingogo.

[The economic effects of government regulation: evidence from the New York taxicab market](#)

Cetin, T & Eryigit, KY

*Transport Policy*, volume 25, January 2013, pp. 169-177

This paper empirically investigates the economic effects of government regulation in a regulated taxicab market. The evidence presented shows that regulation of the New York taxicab market increases medallion prices, and this increase in medallion prices pressures on taxi fares.

[Back to top](#)

## **Media reports**

[Uber offers cities an olive branch: your valuable trip data](#)

*Washington Post*, 13 January 2015

Uber has announced its intention to share trip data with local governments.

[Los Angeles to require taxis to use Uber-style mobile apps.](#)

*Reuters*, 15 January 2015

In a bid to help licensed taxis compete with ride-sharing services such as Uber and Lyft, taxi drivers in Los Angeles will be required to use an "e-hail" app which allows users to hail a taxi from their mobile phone. NYC Council is considering a [similar move](#).

[Uber offers to share transportation data, create jobs in exchange for regulation in Australia](#)

*ABC News*, 13 February 2015.

Controversial ride-sharing application Uber could open up its rich trove of transportation data to Australian governments in exchange for regulating its discount taxi service UberX.

[Fast-growing sharing economy threatens established transport and accommodation players](#)

*IBIS World*, 25 February 2015

The emergence of sharing economy platforms, such as Uber and Airbnb, has provided a new form of competition for established transport and accommodation providers.

[Global number of car sharing users to reach 650 million by 2030, says ABI Research](#)

*BusinessWire*, 9 March 2015

According to ABI Research, successive forms of vehicle sharing represent paradigm shifts in uptake and popularity, with each new generation seeing adoption rates at least an order of magnitude larger than the previous.

[WA Uber drivers threatened with prosecution](#)

*The New Daily*, 16 December 2014

The WA Department of Transport has targeted 24 individuals involved with the controversial Uber ride-sharing service, with a view to prosecutions for operating unlicensed taxi services.

[Taxi service UberBlack approved for South Australia](#)

*ABC News*, 12 December 2014

New Uber service UberBlack will be allowed to operate in South Australia under the same laws that regulate the taxi and hire car industry.

[Uber car sharing to replace waiting for a taxi that never comes](#)

*Starts at 60 (Blog)*, 30 November 2014

A personal account of a positive experience of using Uber.

[Back to top](#)

**This fact sheet was produced by the South Australian Dept. of Planning, Transport and Infrastructure Library, part of Tranzinfo, the Australian and New Zealand network of land transport libraries.**

**Australia**

Air Services Australia

ARRB Group, MG Lay Library

Centre for Automotive Safety Research Library

Commonwealth Department of Infrastructure and Regional Development Library

Hargrave-Andrew Library, Monash University

Hobart City Council Corporate Library

Jacobs Library

Main Roads Western Australia Library

Queensland Department of Transport and Main Roads Library

Transport Library, Transport for NSW

SA Department of Planning, Transport & Infrastructure Library

SMEC Library

Tasmanian Department of State Growth Library

University of Tasmania Launceston Campus, incorporating former Australian Maritime College Library

Victorian Government Library Service

WA Department for Transport Library

**New Zealand**

Ministry of Transport Library

New Zealand Transport Agency Library

Opus International Consultants Library

Traffic Design Group

**Tranzinfo**

The Australian and New Zealand network of transport libraries