



# **Taxis, the first on-demand transport system, urban mobility solution of the future**

**International scientific and technical conference**

**Lisbon, September 20 - 21, 2007  
Calouste Gulbenkian Foundation**

**organised by the Institut pour la ville en mouvement  
(City on the Move)**

**under the patronage of Jacques BARROT,  
Vice-President of the European Commission**

**in partnership with the City of Lisbon, Veolia Transport, the GfK  
Institute, **TAP Air Portugal****

**with the support of the Calouste Gulbenkian Foundation**

## **Draft programme**

**Calouste Gulbenkian Foundation**  
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Bus: 16, 18, 26, 42, 46, 51, 56



**Information: <http://www.ville-en-mouvement.com/uk>**

# Taxis, the first on-demand transport system, tomorrow's urban mobility solution

In New York, it's yellow, in Casablanca white, in London black. In Lisbon, the body colour is beige by municipal order, while in Beijing the customers were asked to choose, but couldn't decide: so it's two colours. While its size and appearance vary from one city or country to another, its door-to-door on-demand service is the same everywhere, and has proved its worth. Fast, comfortable, economical on space and energy, the taxi is an instrument particularly suited to urban lifestyles that involve increasingly long journeys, often at odd times and on irregular routes. It represents an excellent compromise between private and public transport.

However, the taxi finds it hard to identify an economic and social model that will enable it to grow significantly, trapped as it is between the private car, which accounts for a significant proportion of household budgets, and the bus, tram and underground networks, which are the main beneficiaries of public funding.

IVM is seeking to highlight the potential resources of this mode of transport through a number of initiatives: an international conference on technical, organizational and institutional innovations relating to the taxi; a survey in France and abroad on the new roles of the taxi in urban mobility; the organisation of a taxi festival with cultural and performance events involving professionals and the public.

## **An international conference**

**This conference is aimed at professionals, urban transport experts, researchers, municipal officials and politicians. Through a resolutely innovative, forward-looking and cross-disciplinary approach, it seeks foster the exchange of experiences and to bring out new ideas for sustainable mobilities that are consistent with lifestyles in the modern city, where the taxi has a key role to play. The goal of the conference is to analyse the factors that inhibit the growth of taxi services, to evaluate the potential of the taxi, and to propose technical, social, organizational and economic solutions.**

As a method of urban travel, the private car offers many advantages, but it also has disadvantages that often prove prohibitive. As a rule, it provides more comfort than public transport, door-to-door service, the possibility of transporting heavy or bulky objects, etc. In addition, for low-frequency journeys (e.g. areas of low building density or in off-peak hours), the car is more resource-efficient than public transport, for example in areas of low population density or at off-peak hours. However, one of its downsides easily great difficulty of parking in the immediate vicinity of one's destination in dense locations such as town centres or stations and airports. Personal use of a private car also requires a driving licence, the ability to drive and an available vehicle. This is impossible if one is too young or too old, too ill or too disabled, or simply too poor to own a car.

The taxi has none of these limitations, whilst retaining the basic advantages of a private car. It doesn't need to park in the immediate vicinity of the destination and its passengers do not need to be able to drive. Its potential market is considerable, providing a door-to-door service in areas where parking is difficult or impossible, carrying people who are temporarily or permanently unable to drive and in zones and at times where public transport is poor.

## **For standard questions, a diversity of solutions**

In all countries, the need for on-demand transport – i.e. the potential taxi market – can only expand under the combined effect of demographic growth, lifestyle change and urban sprawl.

However, despite growing demand for taxi services and technological advances that can make these services increasingly inexpensive and diversified, it would seem that the taxi is slow in developing its potential.

The main reason for this is the problem of adjusting the different legal and administrative frameworks so that taxi services could develop. This is often compounded by the relative indifference of governments, which assign greater priority (and funding) to other methods of transport.

The obstacles to the development of taxi services differ from one country to the next, and even from one city to the next, and a number of original experiments have been tried in these different contexts, from which we can learn a great deal, whether they succeeded or failed.

## **Through lectures, round tables and personal accounts, there will be a particular focus on three types of innovation:**

- New uses, new public demand
- Innovations services, new technologies and new modes of organisation
- A challenge for the cities: making the taxi part of a global mobility solution

There will be some thirty talks on the cab trade, new demand, organise responses, spontaneous responses, technological responses and integration between taxis and public transport.

## Scientific committee of the conference

### Scientific management

**François Ascher**, Professor at University Paris 8,  
Chairman of IVM's Scientific and Strategy Council.

**Richard Darbéra**, Scientific Director of the international conference  
researcher at the National Centre for Scientific Research (CNRS),  
Laboratoire Techniques, Territoires et Sociétés (LATTS)

**Jose Manuel Viegas**, member of IVM's Scientific and Strategy Council,  
Chairman of the firm Transportes Inovação e sistemas (TIS),  
Professor at the Lisbon Higher Technical Institute

**Nicole Sechet**, manager of the taxi project  
member of IVM's Steering Committee,  
senior executive at the PSA Peugeot-Citroën Group

### City on the Move Institute

**Mireille Apel- Muller**, Chief Executive of IVM

**Annick Mallardeau**, coordinator of the taxi project

**Angélique Almeida**, assistant to the Scientific Director,  
student specialising in transport and mobility at the National School of Civil Engineering (ENPC)  
and at the Paris Institute of Urban Planning (IUP)

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The survey was carried out by GfK, in partnership with the City on the Move Institute.

### **GfK Institute**

GfK, the world's 4th largest market research and marketing consultancy group, is a major player in ad-hoc surveys, distributor and consumer panels, audience ratings and the health professions. Present in 63 countries with 8000 employees, GfK offers its clients solid expertise in market research, an international culture and high-value-added consultancy services to underpin marketing decisions.

GfK Custom Research France, a specialist in ad hoc international surveys, is supporting IVM by conducting an international online quantitative survey (Amsterdam, New-York, London, Paris, Lisbon) to determine the current and future role of the taxi in urban travel and in comparison with other private and public methods of transport.

# PLANNED PROGRAMME

**Thursday, September 20, 2007** (Auditorium)

**9 a.m.**

**Official opening of the conference**

**9:15 a.m.**

**Introduction**

**The problem of the taxi: half car, half public transport, growing needs, a swarm of responses**

**Richard Darbéra**, Scientific Director of the conference, researcher at the National Centre for Scientific research (CNRS), teacher at the Paris Institute of Urban Planning (IUP), University Paris 12

As a method of urban travel, the private car offers many advantages, but it also has disadvantages that often prove prohibitive.

The taxi has none of these limitations, whilst retaining the basic advantages of a private car. It doesn't need to park in the immediate vicinity of the destination and its passengers do not need to be able to drive. Its potential market is considerable, providing a door-to-door service in areas where parking is difficult or impossible, carrying people who are temporarily or permanently unable to drive and in zones and at times where public transport is poor.

In the OECD countries, the need for on-demand transportation, i.e. the potential demand for taxis, can only grow as populations age, the family unit fragments and urban sprawl increases.

In the developing countries, where public transport services have trouble keeping pace with the often anarchic process of urban development, most of the population – which doesn't have access to a private car – uses different forms of taxis, sometimes illegal, for specific purposes. In response to this demand, taxis take very varied forms, from the moped to the community van.

However, the multiplicity of responses is not confined to the developing countries.

**9:30 a.m.**

**Taxi and urbanity**

**Jacques Lévy**, teacher of geography and spatial development, Federal Polytechnic of Lausanne, Director of the Chôros Laboratory, Lausanne, Switzerland

The taxi is one of the most interesting forms of transportation in terms of an overview of mobility. It combines many of the advantages of walking, public transport and the private car. However, in big cities in the developed countries, it suffers from two disadvantages which prevent its advantages being perceived and exploited. On the supply side, a certain number of cities are seeing their taxi network weakened by the types of company that offer this service and by the highly controlled and relatively unproductive economic model under which they operate. On the demand side, the legacy of the “carriage”, with its individualistic appearance and strong aristocratic connotations, has excluded taxis from public transport policy-making since the middle of the 20th century. In both cases, it is clear that – as a component of transport policy – the “taxi” strategy involves a high level of political intervention. It is up to politicians to identify and satisfy urban needs, whilst developing a model of mobility (and beyond that, of urbanity) in keeping with their undertakings. This undoubtedly entails including the taxi as a major player in the public debate on transportation. From this perspective, this paper will focus on identifying the specific contribution of the taxi within the framework of a general bias in favour of managed urbanity, which requires close attention to public spaces and to the “public rhythms” which are their logical consequence.

**10:15 a.m.**  
**coffee break**

**10:30 a.m.**  
**TAXI USERS: THEIR HABITS, THEIR NEW REQUIREMENTS**  
**Taxis in London, Lisbon, Paris, Amsterdam, New York,**  
**survey with 3000 users**

**Survey presented by Nicolas Cardon**, Director of the Automobile Section at GfK Custom Research France

The GfK Institute, in partnership with IVM, conducted this international survey with 3000 actual or potential taxi users in five big cities: Lisbon, Paris, Amsterdam, London and New York. It makes it possible to carry out a comparative analysis of practices, but also of what the inhabitants of these cities expect from their taxi services.

**11 a.m.**  
**Round table: the emergence of new demand**

From first contact with the city for visitors getting off a plane or train, to emergency solution for people on the move at night, the taxi fulfils extremely diverse and often essential functions. In addition, new patterns of consumption and urban mobility, and democratic and environmental imperatives, call both for new services and for new economic models capable of producing them. Taxis can offer original or innovative services for foreign tourists, for people with reduced mobility, for children, for the richest or the poorest citizens, for hotel guests, and for the carriage of packets or large objects, etc.

Discussion following the presentation of the results of the GfK survey attended by representatives of consumers, taxi services and transport businesses, and by politicians and civil servants.

**Round table led by Jérôme Monnet**, Associate Professor and PhD in geography, Professor in the Department of geography and development at the University of Toulouse-Le Mirail, teacher and researcher at the French Institute of Urban Planning (IFU)

**Participants:**

**Nicolas Cardon**, Director of the Automobile Section at Institut GfK Custom Research France

**Joël Meissonnier**, socio-anthropologist, teacher and researcher, Galatasaray University, Department of Sociology, Istanbul

**Caroline Dupuis**, Head of Transportation, Roads and Travel, City of Paris

**12:15 p.m.**  
**discussion**

**12:30 p.m.**  
**lunch break**

**2 p.m.**

## **Changes in urban transport and taxis**

**Georges Amar**, Head of the Forecasting and Innovation Development Unit at the Independent Paris Transport Authority (RATP)

Urban mobility is on the rise everywhere, at different rates and in different forms (number or length of journeys). And this growth is not sustainable. At the same time as it grows, the nature of mobility is changing: it is becoming simultaneously increasingly individualised and increasingly communicative. The spacetimes of mobility are becoming focal points of social and economic exchange. In the face of these changes in functions and uses, “20th-century transport solutions” are largely inappropriate. That is why the sphere of urban mobility is one of those which is experiencing and will experience intense levels of innovation in the decades to come.

These will, of course, be fed by the huge scientific and technological advances currently underway, and made more acute by environmental emergencies and economic competition. But they are also – and this is what matters – made possible by a genuine conceptual turnaround.

What we are seeing in the world of transportation is a change similar to that in IT and the new information and communication technologies: computational power and hardware have become just one part – albeit important – of performance, leaving ever more space for software, in the most diverse forms.

The world of transport is currently undergoing a conceptual transformation in one of its fundamental notions, the notion of “mode of transport”. This is the revolution of *transmodality*, which applies both to public transport and the private car.

The taxi is one of the stimulating components in the transformation of urban transport.

**2:30 p.m.**

## **Improving public transport by integrating the taxi**

**Mark Joseph**, Chief Executive Officer and Vice Chairman, Veolia Transportation North America

Veolia Transport is one of the world’s leading public transportation companies. For over 5000 public authorities Veolia Transport not only operates buses trains, metros, ferries etc. itself, but also organises mobility where these mass transit systems do not offer an attractive service, are not cost effective or are simply not accessible.

Here, taxi firms have been a crucial partner in developing attractive public transport offerings e.g. at “off-peak” times, in low demand zones and for people with special mobility needs.

Often, these “low demand” services are directly linked with our public transport provisions as they have an important role as feeders, transporting passengers to and from major train, metro or bus stations.

For those services, taxi companies play a very important role as subcontractors. However, taxis are also an important partner providing mobility for citizens with mobility challenges. Authorities all over the world are introducing flexible dedicated services. Veolia Transport has developed all the skills and tools needed to broker services between authorities, eligible passengers and taxi and other transportation firms. Veolia Transport handles transport requests in call centres, pools those journeys and allocates them to taxi and other transportation companies. Quality and real-time service is very important, therefore efficient call centres, “up to date” software and special skills in dealing with people with mobility problems are core qualities of Veolia Transport.

Veolia Transport sees taxi companies as special partners.

**3 p.m.**

**Eight keys to keeping taxi issues from becoming a political hot potato**

**Bruce Schaller**, Directeur, Schaller Consulting, New York

How can cities encourage and foster innovative taxi services? What are the keys to a well-functioning taxi system that serves the needs of customers, ensures a financially healthy industry, builds a constructive relationship between regulators and taxi operators and drivers, and looks to the future?

Too often, regulatory systems serve to insulate existing companies from market pressures and restrict entry of potential competitors. Yet the experience with deregulation, which was intended to counteract this tendency, has not fulfilled the hopes of its proponents. This presentation will outline methods that have proven successful in the United States to meet service and regulatory goals. The presentation will cover:

- Identifying shared goals for regulators and taxi operators that serve as a foundation for effective regulatory policy and a financially healthy industry;
- Building constructive relationships between regulators and the taxi industry;
- Processes, tools and mechanisms that combine regulation and market-based measures to foster a competitive, accountable and innovative industry.

The presentation will draw on the author's extensive experience with implementing regulatory reforms in a diverse set of U.S. cities to outline a middle ground between traditional regulatory systems and full deregulation of the industry.

**3:30 p.m.**

**coffee break**

**3:45 p.m.**

**Innovations in taxi services**

The taxi business is often governed by a regulatory framework which has, at best, only partially evolved with economic realities. In these circumstances, opening up the business to new demand requires a revision of rules that sometimes date back a very long time. People who have invested financially and psychologically in the business in its current regulatory form, are likely to be damaged. Faced with this likelihood, they often manage to block any kind of reform.

There are many examples of projects that have never seen the light of day because they fail to overcome vested interests. However, postponing the necessary reforms only aggravates the imbalances and makes the process more dangerous each time, and change more costly for everyone.

However, there are also many examples of newly created services and successful reforms. Some of them will be described in this round table, and their strategy discussed. Examples of failed reforms and the reasons for their failure will also be analysed.

**Session led by José Manuel Viegas**, Professor at the Lisbon Higher Technical Institute, Chairman of Transportes, Inovação e Sistemas (TIS), Lisbon

**Participants:**

**An executive from Veolia Transport** on the Baltimore experiment in the US

**Bina C. Balakrishnan**, consultant, Transportation Planning & Engineering, Mumbai

**Derek Halden**, director of transport planning consultancy, DHC, Edinburgh

**Andrés Borthagaray**, directeur exécutif du Conseil du plan stratégique de la ville de Buenos Aires

**Jacques Poirson**, consultant, association TransAPT, Apt

**Michaela Popescu**, Director of the Taxi Department, Minister for the Brussels-Capital Region

**5:15 p.m.**

**General plenary discussion**

**led by Sylvain Allemand**, journalist

**Participants:**

**Aziz Senni**, ATA France (subject to confirmation)

**Geoffrey Riesel**, **Chairman and chief executive officer of Radio Taxi Group Ltd** (subject to confirmation)

**Cyril Masson**, City Bird (subject to confirmation)

**Francesc Angles**, Vice-President of the firm Interfacom, maker of Taxitronic products, Barcelona

**Mathieu Flonneau**, Lecturer in Modern History, University Paris I Panthéon-Sorbonne, Centre for 20th-Century Social History, Paris, France,

**Claude Arnaud**, chairman and chief executive officer, research and innovation, Veolia Transport

**6:15 p.m.**

**End of proceedings in the auditorium**

**8 p.m.**

**Dinner at the invitation of the City of Lisbon**

## **Friday, September 21, 2007 (Auditorium)**

**9 a.m.**

### **Using taxis to bridge the gap between individual and collective transport**

**Session led by José Manuel Viegas**, Professor at the Lisbon Higher Technical Institute, Chairman of Transportes, Inovação e Sistemas (TIS), Lisbon

As urbanization spreads and personal agendas become less standardized, individual transport has been gaining advantage in the search for a good match between lifestyles and mobility solutions. The consequences at the aggregate level are familiar: road congestion, environmental deterioration and problems of social inclusion for those without a car. Public transport still has a very important role to play, but an increasing number of trips fall outside its reach, as they are so dispersed in time and in space that no economically efficient service pattern can be devised.

A powerful concept in reducing congestion is that of *Modal Alternation*, which means that people use different modes of transport in different circumstances, as required. For this to happen, real progress has to be made towards easily accessible information on available travel options and their attributes, as well as towards integrated pricing across modes.

This concept should be applied not only to individual and collective transport, but also to taxis, as they can often provide a better fit to citizens' requirements, especially if there is some innovation at the technological and regulatory levels, allowing for new business models to develop around the "collective taxi" service.

This could lead to a new mix of transport modes in urban mobility, delivering better value for citizens, higher sustainability and more efficient use of road space, and yet requiring less subsidy.

**9:30 a.m.**

### **The use of taxis for special and integrated public transport services**

**Yngve Westerlund**, Sr Consultant, MobistikUtveckling, Göteborg

**Marcel Otto**, Project Leader, Ministry of Transport, Water and Infrastructure

The ageing populations in the Western world have made it urgent to expand and improve taxi services for accessible and integrated public transport. In Scandinavia, 3-4 % of the population is entitled to heavily subsidized Special Transport Services (STS). In Sweden, about half of the taxi industry's revenues come from the public sector. In the city of Göteborg, the STS Authority handles about 1.4 million trips per year by procuring centrally coordinated transport services with 80 special vehicles and about 400 taxi cabs from different companies in the private sector.

In the Netherlands, an open shared-ride taxi scheme called RegioTaxi has been implemented over large parts of the country, fully coordinated with STS and some other target-groups such as medical transport.

In Sweden and Denmark, authorities contract with local taxi companies to provide "Complementary Transport" in rural areas where demand is too small for scheduled bus services.

In the future, STS and open shared taxi will increasingly be used as feeder services to a fully accessible mainstream public transport system. Then there is a need to develop and benchmark even more sophisticated scheduling systems and new accessible maxi-taxi vehicles.

A modernized taxi industry will become a highly important actor in such an integrated transport system.

**10 a.m.**

**The march towards mobility centres in Europe's cities**

**Richard Darbéra**

How do you bring together the taxi and the customer? In the early days of the business, there were only two answers: either the taxi “plied its trade” by cruising the streets in search of customers, or customers headed for predetermined points where taxis lined up in “taxi ranks”. Two technologies, first the telephone, then the radio, revolutionised this system. Each in turn brought significant gains in productivity by reducing waiting time and journeys without passengers.

A new revolution is taking place: the web, encrypted telecommunications and GPS systems have begun to transform the organisation of the taxi industry. With these technologies, it is now possible for a single mobility centre to provide 24/7 service for customers thousands of kilometres away, and to find them a taxi to collect them immediately, subject to local traffic conditions.

The potential productivity gains are so great that taxi services in all the world's big cities are gradually incorporating these technologies. This is happening at different rates and by different methods, which reflect the wide diversity of local conditions.

**10:30 a.m.**

**coffee break**

**10:45 a.m.**

**Round table: incorporating taxis into urban transport systems – a challenge for a policy of sustainable mobility**

Public transport, which the Americans call mass transit, is particularly suitable for carrying large numbers of people in dense areas, but it is finding hard to keep pace, at a reasonable cost, with changes in lifestyles, nonstandard timetables, dispersed housing, etc.

However, abandoning off-peak and end-of-line markets would only accelerate the move towards individual transport, which would in turn reduce demand on currently profitable lines, and in the long run simply further isolate those who, for various reasons, have no access to the private car.

Aware of these problems, local authorities and transport operators have introduced solutions that use taxis as a backup for public transport in areas and periods where the use of large capacity vehicles would cost too much. However, integrating taxis into public transport systems is not always easy, given that these two activities have radically different industrial structures and professional cultures.

The round table will describe different practical experiments, along with their issues in terms of urban policy, will discuss what makes them successful and will outline some potential options based on the findings of the conference.

**Round table led by François Ascher**, Professor at University Paris 8, Chairman of IVM's Scientific and Strategy Council

**Participants:**

**Chantal Duchène**, Director-General of the Transport Authorities Group (GART), expert adviser to the Council of Europe, Paris

**Oscar Figueroa**, economist, PhD in urban planning, Director of the Masters Programme in Urban Development at the Urban Studies Institute of the Catholic University of Santiago de Chili

**Valérie Bénard**, project manager, Eurocities, Brussels (subject to confirmation)

**12:15 p.m.**

**General plenary discussion**

**with François Ascher, Richard Darbéra, José Manuel Viegas and Xavier Fels,  
Secretary-General of IVM**

**What are the future prospects for the taxi?**

**What can be done to further its development?**

**12:45 p.m.**

**lunch**

**2:30 p.m.**

**Start of the Taxi Festival programme**

# **DRAFT PROGRAMME / ROOM 1**

**Thursday, September 20, 2007** (Room 1)

**11 a.m.**

**Presentation of case studies and experiments**

## **A NEW BUSINESS FOR NEW DEMAND?**

### **The trade**

The reason why cabdrivers are a source of inspiration for thriller writers and moviemakers is because it is a profession apart: a profession of movement, of the night, of chance encounters... In this current period of transformation, what new skills does the cabdriver require? What decisions does he have to make in choosing his customers, identifying the safest routes? What relations does he have with other users of public space? What obstacles does he encounter in exercising his trade?

### **City night: dream taxi time, taxi dream time. The forgotten night of the Parisian taxi**

**Yves Jouffe**, sociologist at the City Mobility Transport Laboratory (LVMT), National Civil Engineering School (ENPC), National Research Institute on Transport and Transport Safety (INRETS), Catt University of Marne la Vallée (UMLV), Paris

### **Taxi service integration in Buenos Aires: the union view**

**Jorge Omar Viviani**, Secretary-General of the National Association of Taxi Drivers, Argentina

### **Moped-taxis and urban insecurity in northern Cameroon, case study on the town of Ngaoundere**

**Abdoukarim Sadou**, doctoral researcher, Department of History, Faculty of Arts and Human Sciences, University of Ngaoundéré

### **New demand**

Who takes a taxi? For what reason? On what occasion? At what time? Why? People with reduced mobility, children travelling to school in rural areas, old people, people living in areas with no access to public transport, night owls, ... What new markets can these new mobilities offer taxis?

### **Day-to-day mobility potential for an ageing population: potential for new “on-demand transport” markets**

**Jimmy Armoogum**, design engineer at the Transport Economics and Sociology Department (DEST), recherche Methods for european surveys of travel behaviour (MEST), National Research Institute on Transport and Transport Safety (INRETS), Paris

**Yves Bussière**, Professor, urbanisation, culture and society (UCS), National Institute for Scientific Research (INRS), University of Quebec, Associate Professor at the Department of Geography, member of the Transport Research Centre (CRT), University of Montréal

**Jean-Loup Madre**, Director of Research, Transport Economics and Sociology Department (DEST), scientific research director, Methods for European surveys of Travel Behaviour (MEST) and Technologies for european surveys of travel behaviour (TEST), National Research Institute for Transport and Transport Safety (INRETS-DEST), Paris

## **NEW RESPONSES**

### **Organised response**

Local authorities, transport firms and also the voluntary sector are already aware of these new needs. These organisations are turning to taxis to meet specific demand: extension to a regular public transport route at off-peak times or in areas with low population density, transport for children or school transport in rural areas, people with reduced mobility... In their specifications, they have needs that do not always match traditional services...

### **Improving Access to Taxis: Meeting the needs of disabled and older people**

**Philip Oxley**, independent consultant, report author, expert consultant to the International road transport union (IRU) and the European conference of ministers of transport (ECMT) on access to taxi services

**Marc Billiet**, IRU Permanent Delegation to the EU

**Mary Crass**, principal administrator, transport policy division, ECMT, Paris

**Donald Macdonald**, head of bus & coach policy & engineering standards, Department for Transport, UK

**Ann Frye**, independent consultant and joint chair of the Taxi task force

### **Accessible Taxis – A new concept to be developed**

**Carlos Pereira**, head of the surveys, projects and statistics division at SNRIPD, Instituto Nacional de Reabilitação, Lisbon

**12 a.m.**

**Discussion with the speakers based around presentations**

**12:30 p.m.**

**lunch break**

**3:45 p.m.**

**Presentation of case studies and experiments**

### **Spontaneous response**

Taxi-based approaches and solutions to remedy the lack of response by the authorities, innovative practices, clandestine or informal taxi services, service taxis. Solutions that are emerging from private companies, various bodies, associations or individuals outside the usual transport organisation controlled by official transport structures. Natural adjustment of taxi use, capacity or type (community taxicabs, moped taxis, minicabs, etc.), to meet specific needs.

### **Underground taxis or tailored services: an original experiment. Cas de Batna (Algeria)**

**Farès Boubakour**, University Professor, Economics and Management Faculty, University of Batna

### **Scheduled taxis, taxibuses, and autonomous swarming taxi networks – The future of demand responsive transport in Scotland**

**Derek Halden**, director of transport planning consultancy (DHC), Edinburgh

### **Mobility entrepreneurs: taxis and mototaxis in Rio de Janeiro (Brazil)**

**Caterine Reginensi**, anthropologist, Toulouse National Higher School of Architecture (ENSAT)

**Sarah Wickenburg**, 5th-year architecture student, Toulouse National Higher School of Architecture (ENSAT)

## **Collective taxi services in Morocco's big cities: an alternative to the failings of official transport**

**Julien Le Tellier**, geographer, post-Doc at the Ministry of Foreign Affairs, Jacques Berque Centre for Human and Social Science Research (CJB), Rabat

## **Moped-taxis in African towns south of the Sahara**

**Lourdes Diaz Olvera**, researcher at the Transport Economics Laboratory, State National Civil Engineering School (ENTPE), University of Lyon 2

**Didier Plat**, researcher at the Transport Economics Laboratory, State National Civil Engineering School (ENTPE), University of Lyon 2

**Pascal Pochet**, researcher at the Transport Economics Laboratory, State National Civil Engineering School (ENTPE), University of Lyon 2

**Maïdadi Sahabana**, researcher at the Douala Urban Community

**4:35 p.m.**

## **Discussion with the speakers based around presentations**

**5. p.m. to 6:30 p.m.**

### **Poster session**

These papers will not be delivered orally, but sent to participants in advance. A number of posters may also be shown that. On the other hand, the authors will be present to respond at a question and answer session.

## **An experience of taxi-based on-demand transport in the countryside**

**Jacques Poirson**, consultant, Association TransAPT

## **The integration of “moped-taxis” into public transport in Cameroon – Government left behind by informal solutions: *a potential solution to the problem of mobility and employment in sub-Saharan Africa***

**Célestin Kaffo**, geography researcher, National Institute of Cartography (INC), Yaoundé

**Pierre Kamdem**, doctor of geography, Spaces, Society, Culture Research Centre (CRESC), University of Paris 13

**Célestin Kaffo**, geography researcher, National Institute of Cartography (INC), Yaoundé

**Louis Marie Diebo**, FLSH, Department of Geography, University of Dschang

## **The moped-taxi, a diminishing transport method in the cities of Central and West Africa: the town of Garoua in Cameroon**

**Abdoulkarim Sadou**, doctoral researcher, Department of History, Faculty of Arts and Human Sciences, University of Ngaoundéré

## **Role and future of the collective taxi in Pondichery (Southern India) from the perspective of sustainable urban development**

**Jeanne Riot**, master's degree researcher, Laboratory for the Identity and Knowledge of Changing Territories and Environments (ICOTEM), University of Poitiers

## **Istanbul: will the completion of price integration in public transport include taxis?**

**Joël Meissonnier**, socio-anthropologist, teacher and researcher, Galatasaray University, Department of Sociology, Istanbul

**Istanbul: unusual uses that question the taxi as a transport method**

**Joël Meissonnier**, socio-anthropologist, teacher and researcher, Galatasaray University, Department of Sociology, Istanbul

**Ezgi Düzenli**, student at the University of Galatasaray, Department Sociology, Istanbul

**Between innovation, missed opportunities and blockages, a history of parisian taxis in the first half of the 20<sup>th</sup> century**

**Mathieu Flonneau**, Lecturer in Modern History, University Paris I Panthéon-Sorbonne, Centre for 20th-Century Social History, Paris, France,

**The taxi, an integral part of a sustainable public mobility service**

**Chantal Duchène**, Director-General of the Transport Authorities Group (GART), expert adviser to the Council of Europe, Paris, France

**The inclusion of taxis into the main collective transportation system in Santiago de Chile**

**Oscar Figueroa**, economist, PhD in urban planning, Director of the Masters Programme in Urban Development at the Urban Studies Institute of the Catholic University of Santiago de Chili

**Friday, September 21, 2007** (Room 1)

**10 :45 a.m.**

**Presentation of case studies and experiments**

## **THE NEW RESPONSES (cont.)**

### **Technological response**

Internet, telecommunications, GPS guidance, a constantly expanding range of ever cheaper technologies is opening up possibilities for new on-demand transport services, such as community taxis, which adapt and optimise their routes in real-time to meet demand as it arises. These new possibilities are helping to bring about a profound transformation both in the exercise of the trade and in the different uses of the taxi.

### **Taxis: a permanent tool of dynamic, large-scale on-demand transport**

**Robert Clavel**, project manager for innovative transportation, Networks, Transport and Urban Planning Research Centre (CERTU), Lyon

### **Parataxi! the potential for focused DRT (demand responsive transport) to satisfy new demands outwith traditional bus services**

**James Michael Cooper**, senior research fellow, TRi Head of TRi Taxi Studies Group, Napier University, Edinburgh

### **Learning lessons from implementation of flexible transport services and guidelines for further integration**

**John D. Nelson**, professor of transport studies, Centre for transport research, University of Aberdeen

### **Evaluation of collective taxi systems by event-driven simulations**

**Guy Cohen**, Professor at the National School of Civil Engineering (ENPC), member of the Centre for Teaching and Research in Mathematics and Scientific Computation (CERMICS), head of the *Optimization and Systems* team, Paris

**Eugénie Lioris**, doctoral researcher (CERMICS-ENPC) and National IT and Automatic Systems Research Institute (INRIA), Paris

### **Integration between taxis and public transport**

In today's ever more extensive cities, where people's need to move around – for different reasons, to multiple destinations, at any time – is growing, the challenge for local authorities and transport firm's, within the framework of a sustainable mobility policy, is to develop a public mobility service that combines, links and organises all modes of transport: here, the taxi becomes a part of the service, whether in terms of organisation, information, synergies, prices, etc.

### **Collective taxis and moped-taxis: an intermodal pairing for better urban transport integration in Lomé**

**Assogba Guezere**, doctoral researcher at the University of Lomé, Assistant Lecturer at the University of Kara

### **Pitfalls and conflicts in the integration of taxis in urban mobility systems**

**Rosário Macário**, Assistant Professor at the Department of Civil Engineering and Architecture at the Instituto Superior Técnico, Lisbon Technical University, and director in Transport, innovation and systems (TIS), Lisbon

**11:45 a.m. to 12:15 p.m.**

**Discussion with the speakers based around presentations**

## **IVM, LABORATORY OF URBAN MOBILITIES**

### **A network of partners, instigator of ideas, experiments, projects and knowledge.**

Launched by PSA Peugeot Citroën in June 2000, the Institut pour la ville en mouvement [City on the Move] seeks to contribute to the emergence of innovative solutions for urban mobilities.

It brings together representatives of the corporate and academic world, researchers and actors from the social, cultural and voluntary sectors, alongside municipal authorities, to work on joint action-research projects.

IVM's remit is to test concrete solutions, to facilitate international comparisons, to identify the most original approaches to urban planning and architectural design, to mobilise experts and expertise from multiple disciplines, disseminate knowledge and raise public awareness of the challenge that mobilities present for the societies of today.

### **A fundamental need: movement**

In today's urban societies, the ability to move around has become an indispensable skill. The rights to work, to housing, to education, to leisure, to family life, to health, are all dependent on a sort of "generic" right: the right to mobility.

Enabling all population groups to move freely, to access urban amenities and services, to access the workplace, working to make the different forms of public and private transport more compatible and more interconnected, increasing the autonomy, the comfort, the pleasure, the environmental quality and the safety of each and every person in the city: all these represent challenges for our society, new solutions to be found.

### **IVM International Chair**

The issues around mobility are no respecters of boundaries. Urbanists, geographers, sociologists, ethnologists or economists... Everywhere in the world, experts are researching the impact of mobility issues. To enhance understanding of their work and promote the development of international debate, in June 2001 the IVM created an academic Chair in partnership with the Cité Descartes in Marne-La-Vallée, near Paris. The activities of this Chair are led by a scientific committee, chaired by Jean-Pierre Orfeuill, Professor at the Paris Institute of Urban Planning. Primarily aimed at researchers and professionals in the field, the role of the Chair is to:

- facilitate international academic exchanges on the themes propagated by the Institute: mobility as a value, new trends in urban transportation, assistance with mobility...
- to stimulate and steer ideas and debate on mobilities.
- to disseminate studies and research that can potentially contribute to new solutions.

Every year, an international seminar is held where researchers and professionals from different disciplines meet to explore societal issues.

Information, articles, surveys, programs on the IVM website: <http://www.ville-en-mouvement.com/uk>