

Sustainable Urban Transport: Taxis

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Agenda

- Background on Transport Regulation in Bolivia
- Taxis in Bolivia
- Sustainable Urban Transport
 - Taxis



Regulation of Urban Transport (Bolivia)

- 1985:
 - DS 21060: Municipal (local) Governments establish modalities and tariffs in their jurisdiction.
 - The ENTA (national) is abolished
 - The EMTAs (municipal) are set up
 - Free registration for taxis.
 - Different types of taxis:
 - Exclusive taxis
 - Shared taxis
 - Fixed-itinerary taxis



Regulation of Urban Transport (Bolivia)

- 1994:
 - Law 1600: Creates a national entity for regulating transport
- 1999:
 - Law 2028: Municipalities must coordinate the provision of services with regulating agencies
 - DS 25461: National regulating agency sets the tariffs for urban transport.
 - National authority fixes tariffs on the national level
- 2006:
 - DS 28710: Ratifies competencies on the national level.
- 2009:
 - Political Constitution of the State: recognizes urban transport as a municipal competence
- 2010:
 - Law 031: Ratifies municipal competence. Regulation will be based on national parameters.



Exclusive Taxis

- Do not use taxi meters
 - Tariffs are not regulated
 - There is no fixed fare
 - They do not vary by distance - time
 - Fares charged for short stretches
 - In some cities this varies according to the number of passengers.
- Access:
 - Directly in the street
 - By telephone call
 - Short journeys unproductive



Shared Taxis

- The first passenger establishes a destination
 - The next passengers consult the destination and agree on stops.
 - Stops can be on the way to or after the destination.
 - Access: directly in the street
- Return is generally an empty ride.
- Problems with safety



Fixed-itinerary Taxis

- These are “buses” with 4 passengers.
 - The itinerary is defined
 - They compete with mass transport
- Low surface occupation per passenger



Criteria for Sustainable Urban Transport

- Mass transport:
 - Most of the traffic must take place on lines of high transport capacity:
 - Rapid-transit articulated buses
 - Trains or subways
- Tariffs should include their externality
 - Social costs
 - Social benefits
 - Subsidies



Taxis: Externalities

- Social costs
 - More surface per passenger
 - Congestion
 - More consumption per passenger
 - Contamination
 - Insecurity
 - Assaults on drivers
 - Quicknappings



Taxis: Externalities

Answers

- Regulated tariffs
 - Do not depend on the number of passengers
 - Incentive to share – not obligatory
 - Efficient costs and externalities
- Reduce insecurity:
 - Easy identification: Colors, signs, numbers
 - Safety devices
 - No cash
 - Anti-panic, safety separator



Taxis: Externalities

Answers

- Congestion control
 - Restricted access to congested zones
 - Coupons for daytime
- Reduced contamination
 - Use of clean energies: GNV and others
 - GNV: 2%
 - Age of fleet
 - 7% under 10 years old
 - Average: 18 years old
- Avoid unproductive journeys
 - Taxi stops
 - Wide geographical distribution
 - Share stops
 - Prioritize stops that connect with mass transport
 - Access by telephone
 - Share access by stops



Thank you

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