

**What do we know about taxis?
Mapping and analyses
of data sources**

**Summary
Report 2018:9**

**What do we know about taxis?
Mapping and analyses
of data sources**

Summary
Report 2018:9

Transport Analysis

Address: Torsgatan 30

SE-113 21 Stockholm

Phone: 010 414 42 00

Fax: 010 414 42 10

E-mail: trafikanalys@trafa.se

Webaddress: www.trafa.se

Publisher: Brita Saxton

Publication date: 2018-06-21

Summary

Taxis are used to perform many different tasks in the transport system. Because of this versatility, there is currently no simple way of obtaining an overall picture of the taxi industry, which must be viewed from various perspectives to gain a comprehensive overview. This mapping reports on the information sources available with respect to taxis, covering taxi trips, traffic, and finances, and uses these sources in conducting certain analyses. There are basically five such sources, i.e., the Company Database (CD) and Structural Business Statistics (SBS) from Statistics Sweden, the National Travel Survey (NTS Sweden) from Transport Analysis, the Road Traffic Database from the Swedish Transport Agency (also known as the Vehicle Database), and the Mileage Database from Transport Analysis and Statistics Sweden.

Because of deficiencies in the breakdown of businesses by industry code, the financial statistics on the taxi industry have a major blind spot, i.e., the order centres (OCs). In the report, we have identified the most important OCs to the best of our ability, and the analysis consequently offers certain insights into, for example, the scope and profitability of OCs as compared with taxi service companies. Each of the roughly 6700 taxi service companies has an average annual turnover of SEK 2.2 million and 2.9 employees per workplace, for an average of SEK 765,000 per employee. Each of the 164 dedicated OC workplaces has an average annual turnover of SEK 58 million and 10 employees, for an average of SEK 5.6 million per employee. However, much of the turnover overlaps between the two industries, as they are financially intertwined.

Regional analyses indicate that the biggest OCs are found in the urban counties, while the biggest taxi service companies are found in the counties of Kalmar, Västerbotten, and Dalarna. The taxi service companies established in the form of sole proprietorships have significantly higher turnover per employee than do those established as limited liability corporations.

Travel by taxi can be studied via the National Travel Survey, but because taxi rides are so limited in scope (constituting only 0.4% of all trips), the uncertainties are considerable, even when six years of surveys are consolidated. One deficiency of the NTS is that it includes only people registered in the Swedish Population Register, though it may be assumed that temporary visitors constitute a certain share of taxi users. Nor is it possible to distinguish school transport service by taxi from school transport service by bus.

Analyses of the Vehicle Database indicate the breakdown of taxi vehicles using alternative fuels by county of registration. The mileage data can also be broken down by different fuel types and county.

The various data sources can be combined to some extent, and key figures are presented here with respect to the number of shifts worked, occupancy, number of rides, and share of paid kilometres.

Transport Analysis recommends making it easier to isolate OCs in the financial statistics, for example, by Statistics Sweden establishing a separate industry code. Another possibility is that of implementing the proposal that OCs be subject to permit requirements.

Another recommendation is to test the feasibility of a separate survey targeting the taxi industry, in part to capture trips made by school transport services and patient transport services. A large share of such trips can presumably be captured via OCs. The new Accounting Centres (ACs) offer a new possibility in terms of capturing data. Legislative changes would likely be needed for these documentary bases to be usable for statistical purposes.



Transport Analysis is a Swedish agency for transport policy analysis. We analyse and evaluate proposed and implemented measures within the sphere of transport policy. We are also responsible for official statistics in the transport and communication sectors. Transport Analysis was established in April 2010 with its head office in Stockholm and a branch office in Östersund.