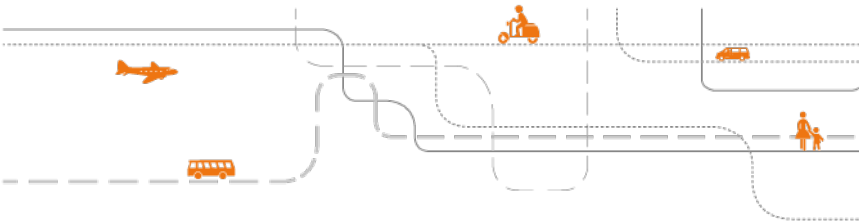


Kollektivtransport i et endret samfunnsbilde

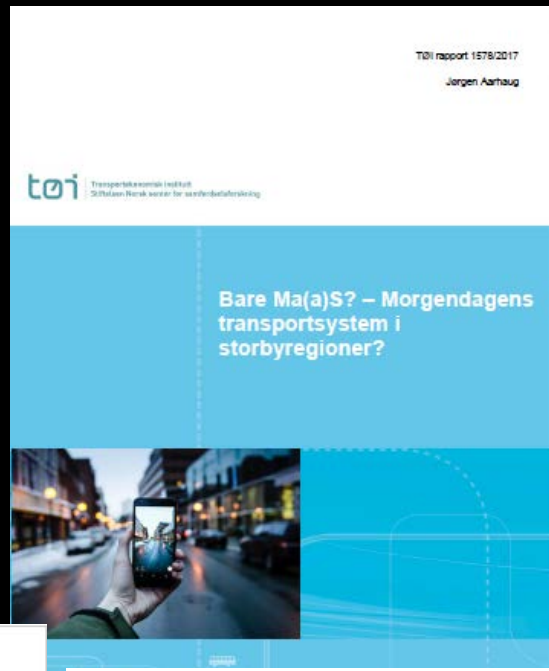
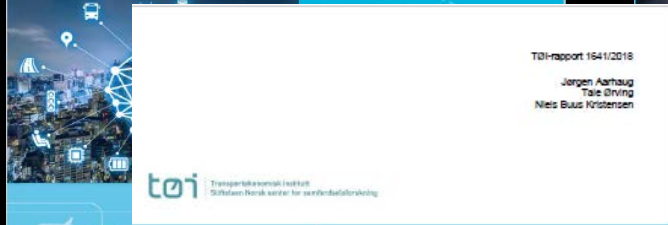
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Implications of ride-sourcing and self-driving vehicles on the need for regulation in unscheduled passenger transport

Jørgen Aarhaug^a, Silvia Olsen

^a Institute of Transport Economics, Gjøssøstien 21, NO-0394, Oslo, Norway

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ABSTRACT

The recent emergence of large-scale ride-sourcing services, such as Uber and Lyft, is a major development in passenger transport. By utilizing fleets of private cars and app technology, these services call into question the definitions of private and commercial transport and challenge the existing transport framework in multiple ways. By operating between commercial and private services, they are partly outside the control of governments and, to some extent, contravene current regulations.

In this paper, we combine the literature on regulation and economic properties of the unscheduled passenger transport markets with scenario analyses for examining how ride-sourcing and automated vehicles affect these markets.

Our main findings are that the underlying economic mechanisms faced in markets dominated by ride-sourcing and automated vehicles have similarities with traditional markets. Hence, regardless of how the services are offered, some need for regulation will remain. However, as the market segments are different and a shift in their relative importance is likely, the possible and suitable forms of regulation will change.

1. Introduction

Since the arrival of ride-sourcing services in 2009, the availability of door-to-door transport in many cities has changed radically. Schaller (2017) has recently described how the habits of New Yorkers have changed in this regard, with enormous growth in market size and loss of market shares for both taxis and transit. Similar developments have been observed in many other cities, including London (Dudley, Hamilton, & Schwann, 2017) and San Francisco (Blake, Dai, Chen, Cervero, & Shaheen, 2016). Although there is still debate around whether ride-sourcing is a substitute for or supplement to public transit (cf. Hall, Palsson, & Price, 2017; Sidonov & Nelson, 2017), ride-sourcing is a new and significant mode of travel in many cities and around the world—at the time of this writing, ride-sourcing companies are still growing rapidly.

Although automated vehicles operate with a combination of tech-

companies—e.g. GM, BMW, Ford and VW—aiming to achieve level 4 automated vehicles (full self-driving automation within a defined area) as early as 2020–2024. Tesla, and Google through their subsidiary Waymo, have suggested that they will operate level 4 vehicles on the market even earlier, based on their ongoing pilots. If—or when—this is achieved, it will likely have a significant impact on the way cars are used and owned, including implications for the kinds of door-to-door services offered to the travelling public in cities, both how they are offered and who is offering them.

In this paper, we describe and discuss the implications of ride-sourcing and self-driving vehicles on regulations within the unscheduled passenger transport markets. We begin with our theory section, presenting some of the economic mechanisms that point towards regulation in these markets. Recognizing both the global scope of these innovations and the European and North American focus in current theory and literature, we have conducted expert interviews and an



Taxis and crowd-taxis: sharing as a private activity and public concern

Merethe Dotterud Leiren

Center for International Climate and Environmental Research (CICERO), Oslo, Norway, merethe.leiren@cicero.oslo.no

Jørgen Aarhaug

Institute of Transport Economics, Oslo, Norway, jorgen.aarhaug@toi.no

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Abstract: The sharing economy has generated interest among economists for its customer focus and potential to enhance competition. However, it has also caused uproar in industries which have felt competitive pressure, for example among the established stakeholders in the taxi industry. While regulations currently impose considerable costs on the taxi industry, they do not cover virtual transport innovations such as Uber. The lack of a level playing field between taxis and such 'crowd-taxis' has generated media attention and conflict. Taxi owners worry about decreasing revenues and taxi drivers about poor working conditions. Other concerns are related to poor transport preparedness, accessibility issues, quality assurance and tax evasion. Despite considerable media attention, there has so far been a lack of scholarly literature addressing the consequences of the sharing economy in the transport sector. Focusing on the Norwegian taxi market, we argue that crowd-taxis will likely produce a range of unanticipated effects, necessitating regulation. For example, crowd-taxis may contribute to a loss of transport preparedness in rural areas. The findings are based on first and secondary data and 19 interviews.

Keywords: Sharing economy, Transport, Crowdfunding

Samfunnsbildet endres



Mer informasjon tilgjengelig enklere

lavere transaksjonskostnader

nye måter å tilby tjenester på

...ikke nødvendig vis så mange nye tjenester

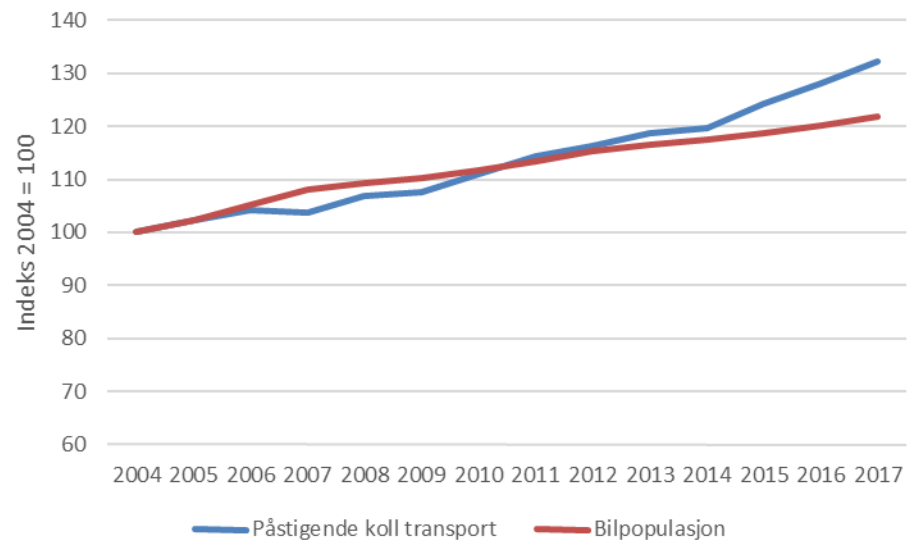
Konsekvensen for

Kollektivtransporten



Det blir enklere å reise kollektivt

men kan bli vanskeligere å nå nye reisende



Alt blir bedre, særlig alternativene



Hva betyr dette?

- Individider vs kollektive løsninger
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 - *Økonomisk*
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jaa@toi.no