Global network

2013: 170 Members in 74 countries

...and 26 CRIPA Members in 22 countries
This is the IRU
IRU Partner Organisations

- **Global partners**
  - UN, UNCTAD, UNDP, UNEP, UNMAS, UNOHRLLS, UNGC, UNWTO, ILO, IMO, ITF, WCO, WHO, WTO

- **Regional partners**
  - AU, AULT, BSEC, CAREC, CIS, CTC, Customs Union, ECO, EEC, EU Institutions, EurAsEC, GUAM, OAS, OSCE, SCO, TRACECA, UNECA, UNECE, UNECLAC, UNESCAP, UNESCWA

- **International Financial Institutions**
  - Asian Development Bank (ADB), African Development Bank (AFDB), Islamic Development Bank (IDB), World Bank
Facilitation of road transport

- **Passenger Transport**
  - Driving and rest time rules
  - Access to cities and touristic sites
  - Harmonisation of Low Emission Zones
  - IRU Coach Star Classification System
  - OmniBUS: A Global Agreement for Scheduled Bus Services
  - Taxis – part of the public transport chain
IRU

Make the Smart Move

Bus & Coach
smart move

A joint industry campaign
to double the use of buses
and coaches and achieve
sustainable mobility for all.

JOIN US!

www.busandcoach.travel
Benefits of doubling the use of buses and coaches only (the EU case)

Reduction of road fatalities in the EU by up to 1500 per year, with a considerable reduction of serious and less serious injuries

Reduction of CO$_2$ emissions of between 40-50 million tonnes per year, and a reduction of other transport-related airborne pollutants

Significant reduction of congestion in cities, as a result of the expected 10-12% fall in car traffic

Creation of up to 3 million new sustainable and green jobs
A representative public-private High Level Group (HLG), composed of representatives from EU Institutions, bus, coach and taxi companies, partner transport modes, trade associations, travel agents, tour organisers, researchers and stakeholders from the civil society.

**Addressing**

- Intercity and long distance regular lines by bus and coach
- Group tourism by coach
- Urban mobility and commuting, including taxis

**To deliver in 2013:**

a) Policy and business recommendations to double the use of buses, coaches and taxis
b) An Action Plan, for the period 2013/2015-2030
Taxi – Anytime, Anywhere

- 24/7 availability, with customised door-to-door service
- Safe travel with professional drivers
- Green today, greener tomorrow
- with the comfort and accessibility that customers want!

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IRU.org/taxi

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1. Recognise taxis as part of public transport
2. Improve image
3. Increase use
Taxis as part of the public transport chain

Taxi is the most flexible form of public transport available

24-hour/365-day availability
Taxis as part of the public transport chain

- Journeys to/from airports*
- Night-time journeys*
- Business journeys*

Walking and cycling
Other public transport modes
Private car
Taxi
Taxis play an important social role

Social transport services performed by Danish taxi operators (share in %)

- 22% Escorting children
- 8% Services to disabled customers
- 15% Healthcare journeys
- 10% Escorting elderly people
- 10% Railway/bus supplementary transport services
- 15% Party-related services
- 4% Tourist transport services
- 16% Other

* The Danish Taxi Council (DTR), 2011.
The ongoing APPS revolution
IRU Best Practices for Taxi Drivers

The Taxi Driver’s Checklist

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Free download from: http://www.iru.org/en_taxidriverschecklists
Establish at UN level - as a global UN objective - the ambitious and yet realistic objective of doubling the use of collective passenger transport by 2030.

Create a UN High Level Group (HLG) of key public and private stakeholders to work out a proposal for a UN framework on how to achieve the objective of “doubling”.

Create, as a follow up, similar HLGs at regional and/or national level to work out specific regional/national plans.

Involve actively private industry and customers into this process.
Working together for a better future since 1948