

Transport Business Statistics

Taxi drivers: high wage adjusted labour productivity, but low per capita productivity

Aurora Ortega Sánchez

There are over one million people working in more than 200 thousand enterprises in the 'passenger land transport' sector (the sum of 3 NACE sectors: 60.21 buses & urban railways, etc + 60.22 taxis + 60.23 coach charter, etc). Note that rail transport, other than urban rail (tramway and underground), is not covered here.

The taxi drivers dominate (85%) the number of enterprises. The self-employment rate among taxi drivers is relatively high, 38%. The number of taxi drivers employed per enterprise is close to 1. The taxi drivers have a high wage adjusted labour productivity (185%), but a low per capita productivity (12 thousand ECU). This may be due to high competition among the cars and the persons employed and the low skill level required.

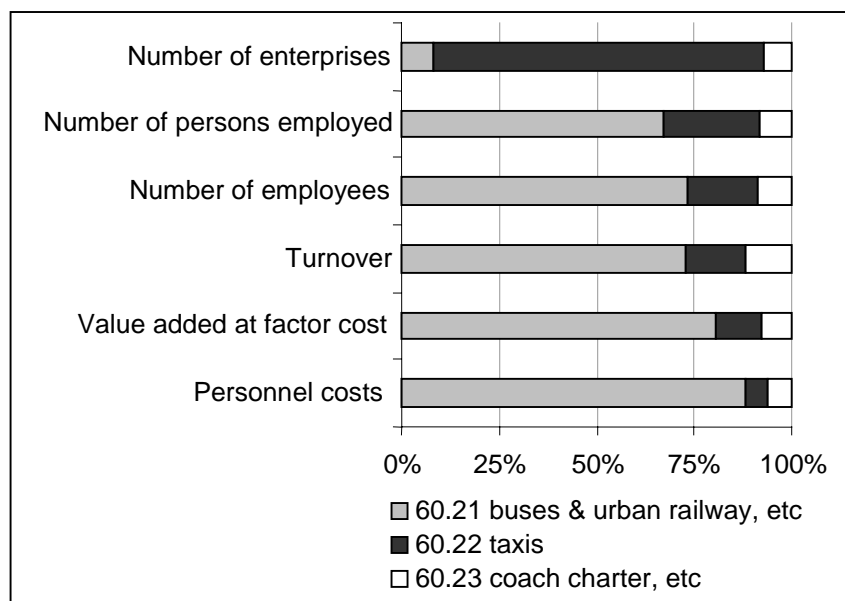


Figure 1: Sub-sector distribution for the 'passenger land transport' sector at EU level

In the 'passenger land transport' sector the wage adjusted labour productivity is 107%, higher than in the transport sector as a whole (94%). As mentioned before, the taxi drivers and also the 'coach charter' sector have a high wage adjusted labour productivity.

The number of persons employed per enterprise is relatively low (5.0) – much due to the taxis. However, the 'buses & urban railway' sector has a relatively high number (41 persons employed per enterprise).

Statistics in focus

INDUSTRY, TRADE AND SERVICES

THEME 4 – 26/1999

SECTORIAL PROFILES

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**One million people working in the 'passenger land transport' sector.
High self-employment rate (38%) among taxi drivers.
41 persons employed per enterprise in the 'buses & urban railway' sector.**

In 1995 the European Single Market numbered more than 142 million persons occupied, 94 million of them in market and non-market services. Market services alone gave work to almost 65 million people in the EU in 1995. Transport services employed 6.5 million persons. Nearly 4 million people were employed in the 'land transport' sector. The 'passenger land transport' enterprises in the EU employed 1.04 million persons.

The biggest sub-sector within passenger land transport is 'buses & urban railway' (60.21) accounting for 67% or 696 thousand persons employed. Second is 'taxis' (60.22) with 25% or 260 thousand persons employed.

There are 890 thousand employees in the 'passenger land transport' sector in the EU. Among them, 73% or 653 thousand work in the 'buses & urban railway' (60.21) sector. 18% or 160 thousand employees work with 'taxis' (60.22).

The self-employment rate for 'passenger land transport' at EU and euro-zone level is 14%. 'Taxis' account for the highest self-employment rate, 38% at EU-level. The two other sub-sectors have a relatively low level of self-employment.

Year	Nace Rev. 1	Number of persons employed	Number of employees	Ratio employees / employed	Average number of persons employed per enterprise
EU-15 1996	(60.2A)	1 040 000	890 000	0.86	5.0
	(60.21)	696 000	653 000	0.94	40.9
	(60.22)	260 000	160 000	0.62	1.5
	(60.23)	84 000	77 000	0.92	5.6
EUR-11 1996	(60.2A)	840 000	720 000	0.86	4.5
	(60.21)	555 000	532 000	0.96	46.3
	(60.22)	212 000	120 000	0.57	1.3
	(60.23)	73 000	68 000	0.93	6.1
B 1995	(60.2A)	27 299	24 843	0.91	:
DK 1996		:	:	:	:
D 1996		:	:	:	:
EL 1996		:	:	:	:
E 1996		:	:	:	:
F 1996		173 305	146 248	0.84	5.1
IRL 1996		:	:	:	:
I 1995		134 451	110 851	0.82	6.3
L 1996		1 867	1 689	0.90	10.6
NL 1996		:	:	:	:
A 1996		35 613	31 910	0.90	7.8
P 1996		:	:	:	:
FIN 1997		18 044	13 584	0.75	2.2
S 1996		:	35 321	:	:
UK 1996		:	:	:	:

Table 1: Number of persons employed and employees in the 'passenger land transport' sector (60.2A) and its sub-sectors: 'Buses & urban railway' (60.21), 'taxis' (60.22) and 'coach charter' (60.23)

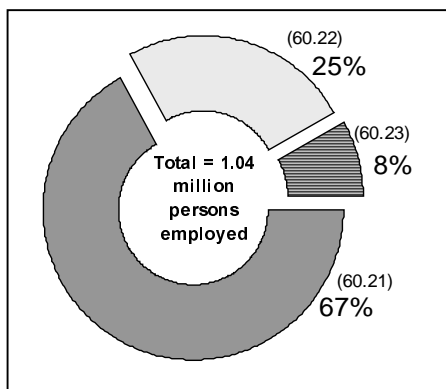


Figure 2: Sub-sector distribution of number of persons employed for the 'passenger land transport' sector in the EU

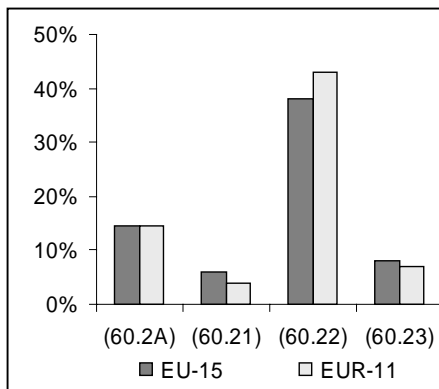


Figure 3: Self-employment in the 'passenger land transport' sector and its sub-sectors

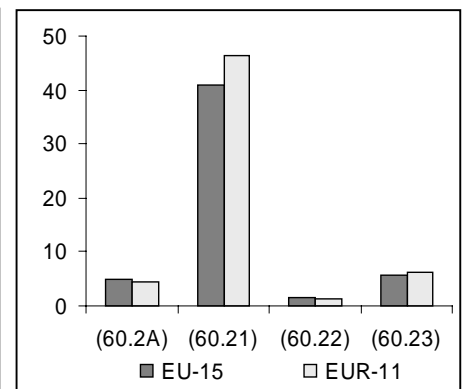


Figure 4: Average number of persons employed per enterprise in the 'passenger land transport' sector and its sub-sectors

There is an average of 5.0 persons employed per enterprise in the 'passenger land transport' sector, at EU-15 level. For 'buses & urban railway' (60.21) the average is much higher, 41 persons employed per enterprise. On the other end of the scale is 'taxis' (60.22) with just 1.5 persons employed per enterprise. This figure goes hand in hand with the high self-employment figure for this sub-sector.

Data are available only for 6 countries. Among them, the Member State with the highest number of persons employed is France, with 173 thousand. Italy is second with 136 thousand.

Finland records having the highest self-employment rate for the 'passenger land transport' sector under those countries for which data is already available.

Italy and France are second and third with self-employment rates of 18% and 16% respectively for the 'passenger land transport' sector.

Italy, the only Member State with data available for the sub-sectors, records a high self-employment rate in 'taxis' (60.22), 81%. The self-employment rate is there also relatively high (43%) for 'coach charter' (60.23). In the sub-sector 'buses & urban railway' (60.21) the self-employment rate is below 3%.

Belgium records the lowest self-employment rate (9%) for the 'passenger land transport' sector followed by Luxembourg, with a 10% share.

Facing only a low number of enterprises, Luxembourg has the highest number of employed per enterprise (10.6 persons) for the 'passenger land transport' sector.

In Italy, the only country with data available, the sub-sector 'buses & urban railway' (60.21) showed a high level of persons employed per enterprise, 44. The other sub-sectors recorded few persons employed per enterprise: 1.3 for 'taxis' (60.22) and close to 3 in the case of 'coach charter' (60.23).

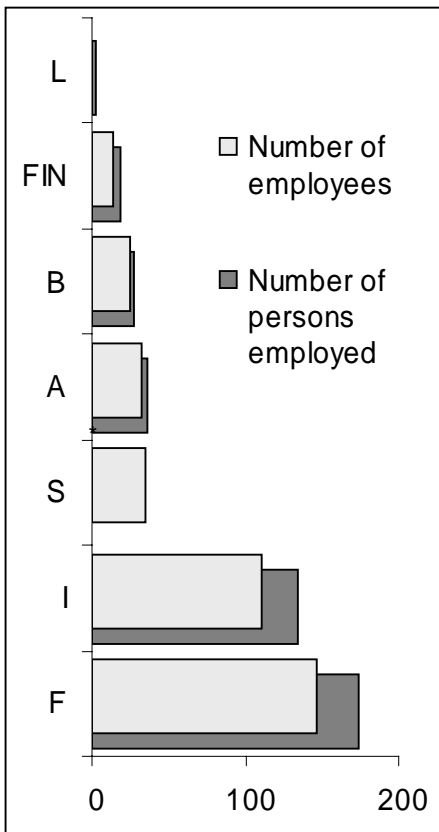


Figure 5: *Employment* figures for the 'passenger land transport' sector

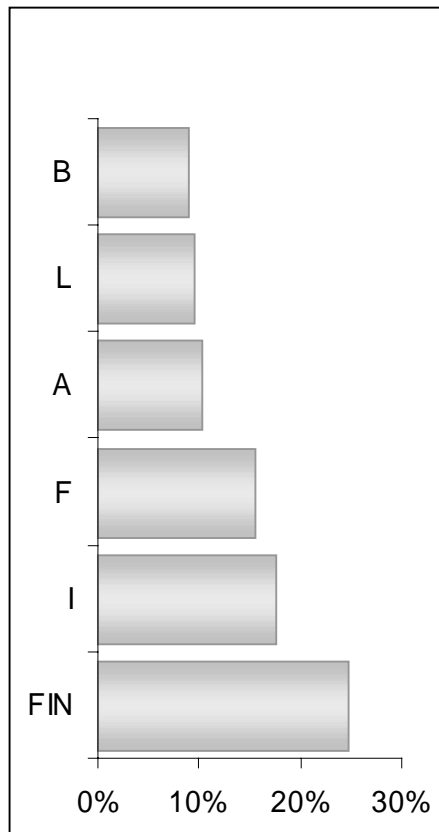


Figure 6: *Self-employment* in the 'passenger land transport' sector

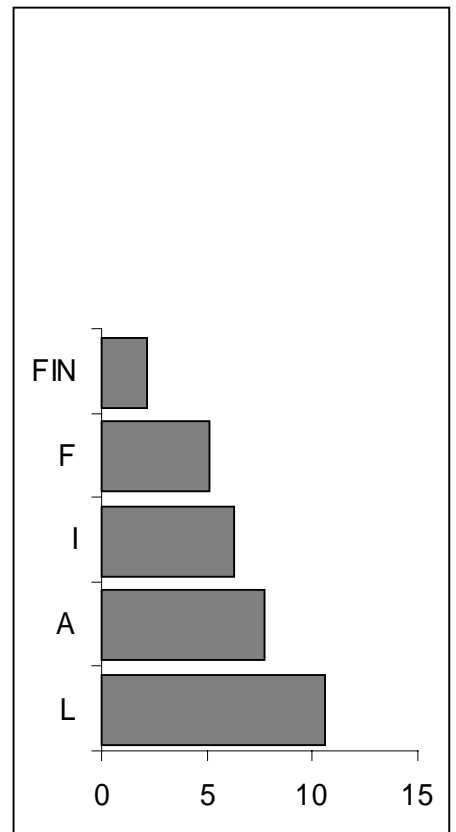


Figure 7: *Average number of persons employed per enterprise* in the 'passenger land transport' sector

**Low turnover per person employed in the 'passenger land transport' sector
— at EU level: 65% lower than in the transport sector as a whole.**

Nace Year	Rev. 1	Turnover	
		Turnover (million ECU)	per person employed (1000 ECU)
EU-15 1996	(60.2A)	45 000	43.3
	(60.21)	33 000	47.4
	(60.22)	7 000	26.9
	(60.23)	5 000	59.5
EUR-11 1996	(60.2A)	35 000	41.6
	(60.21)	26 000	46.8
	(60.22)	5 000	23.6
	(60.23)	4 000	54.8
B	1995 (60.2A)	1 557	57.0
DK	1996	:	:
D	1996	:	:
EL	1996	:	:
E	1996	:	:
F	1996	7 903	45.6
IRL	1996	:	:
I	1996	3 465	25.5
L	1996	66	35.6
NL	1996	1 630	:
A	1995	1 606	45.1
P	1996	:	:
FIN	1997	928	51.6
S	1996	3 285	:
UK	1996	6 127	:

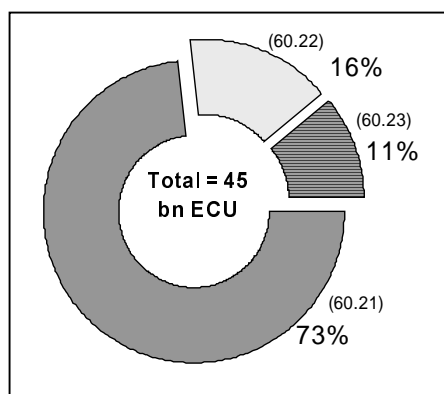


Figure 8: Sub-sector distribution of turnover for the 'passenger land transport' sector in the EU

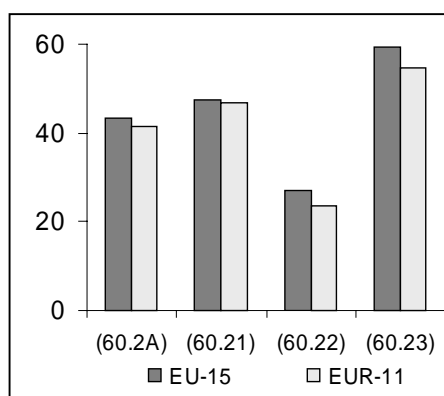


Figure 9: Turnover per person employed (1000 ECU)

Turnover in the 'passenger land transport' at EU level amounts to 45 bn ECU. The majority, 73% or 33 bn ECU, goes into the 'buses & urban railway' (60.21) sub-sector.

Turnover per person employed in the 'passenger land transport' sector is 43.3 thousand ECU, 65% lower than in the transport sector as a whole. In the sub-sector 'coach charter' (60.23) the level of turnover is relatively high, 59.5 thousand ECU per person employed. In 'taxis' (60.22) it is particularly low, just below 27 thousand ECU per person employed.

In the Member States with data available, turnover per person employed for the 'passenger land transport' sector never exceeds the average for the whole transport sector (125 thousand ECU / person employed).

The Member State with the highest turnover per person employed is Belgium, with 57 thousand ECU. Second is Finland, with 52 thousand ECU per person employed. Italy has the lowest turnover per person employed, 25 thousand ECU.

France has the highest turnover (7.9 bn ECU) among Member States with data available for the 'passenger land transport' sector. The United Kingdom is second with 6.1 bn ECU and Italy is third with 3.5 bn ECU.

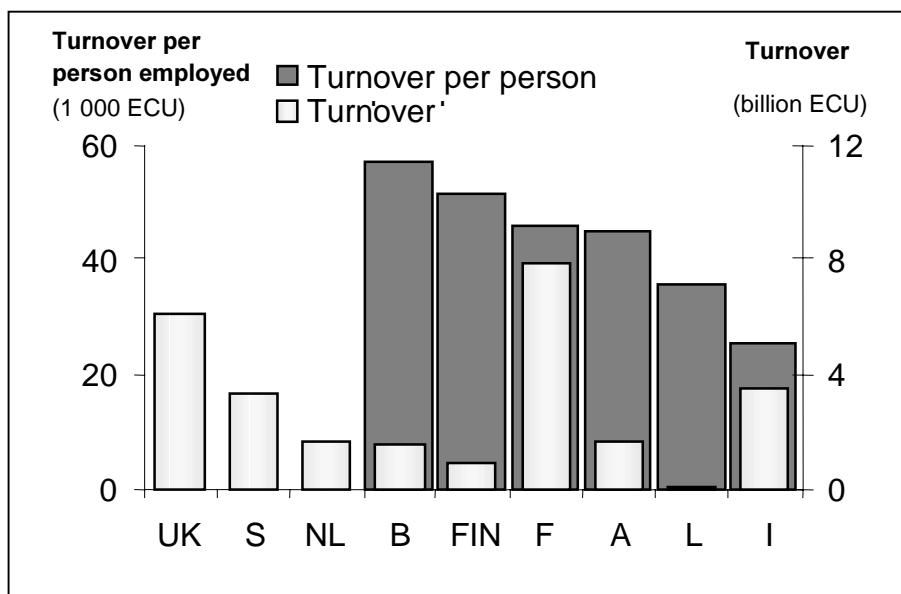


Figure 10: Turnover per person employed (1000 ECU on the left scale) and turnover (billion ECU on the right scale)

Highest wage adjusted labour productivity in Finland for the 'passenger land transport sector. Luxembourg has the highest per capita productivity.

Year	Nace Rev. 1	Value added at factor cost (million ECU)	Personnel costs (million ECU)	Wage adjusted labour productivity (%)	Per capita productivity (1000 ECU)	Personnel costs per employee (1000 ECU)
EU-15 1996	(60.2A)	25 000	20 000	107	24	22
	(60.21)	20 200	18 000	104	29	28
	(60.22)	3 000	1 000	185	12	6
	(60.23)	2 000	1 000	183	24	13
EUR-11 1996	(60.2A)	20 000	16 000	107	24	22
	(60.21)	17 000	14 000	116	31	26
	(60.22)	2 000	1 000	113	9	8
	(60.23)	1 000	1 000	93	14	15
B	1995 (60.2A)	1 038	825	114	38	33
DK	1996	:	:	:	:	:
D	1996	:	:	:	:	:
EL	1996	:	:	:	:	:
E	1996	:	:	:	:	:
F	1996	4 350	4 851	76	25	33
IRL	1996	:	:	:	:	:
I	1996	4 698	4 016	96	35	36
L	1996	76	59	117	41	35
NL	1996	1 762	1 194	:	:	:
A	1995	1 193	826	129	33	26
P	1996	:	:	:	:	:
FIN	1997	676	340	150	37	25
S	1996	823	1 087	:	:	31
UK	1996	3 518	2 240	:	:	:

The wealth created, measured by the value-added at factor cost, by EU passenger land transport enterprises amounts to 25 bn ECU. The sub-sector with the highest value-added is 'buses & urban railway' (60.21) with 80% or 20 bn.

Personnel costs for the EU passenger land transport enterprises amount to nearly 20 bn. Almost 18 bn or 90% of these costs comes from the 'buses & urban railway' (60.21) sub-sector.

Where data is available (or publishable), the wage adjusted labour productivity is highest in Finland (150%).

Table 3: Value added at factor cost and personnel costs for the 'passenger land transport' sector Note: For UK the Value added is measured at basic prices.

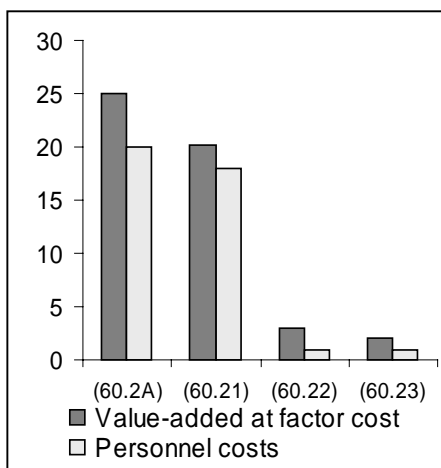


Figure 11: Value-added at factor cost and personnel costs at EU-level for 'passenger land transport' (billion ECU)

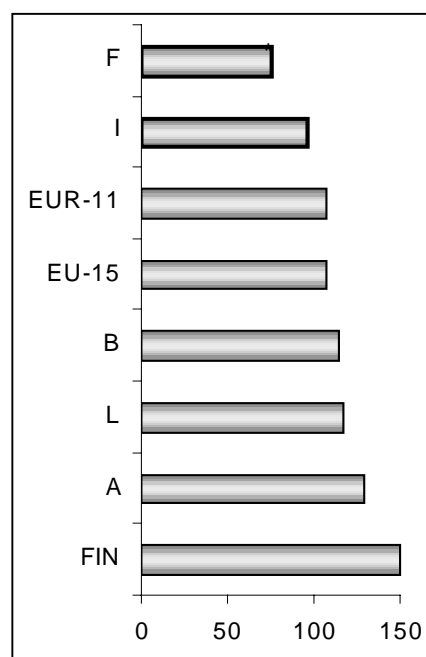


Figure 12: Wage adjusted labour productivity (%)

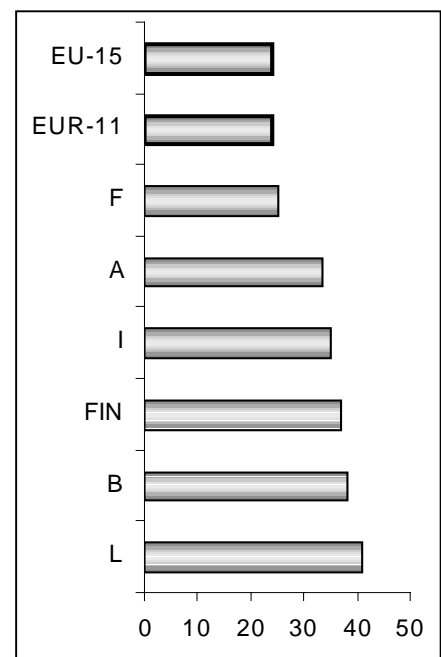


Figure 13: Per capita productivity (1000 ECU)

Wage adjusted labour productivity for the 'passenger land transport' at EU level is 107% as well as within the euro-zone. This is higher than in the EU transport sector (94%). The sub-sector with the highest wage adjusted labour productivity is 'taxis' (60.22) with 185%. Second is 'coach charter' (60.23) with 183% and third 'buses & urban railway' (20.21) with 104%.

As stated before Finland is the Member State with the highest wage adjusted labour productivity. Second is Austria with 129% and third is Luxembourg with 117%. France has the lowest value with 76% under the countries for which data is available.

Another way of calculating labour productivity is to divide the value-added at factor cost by the number of persons employed making the 'per capita productivity'.

The EU per capita productivity for the 'passenger land transport' sector is 24 thousand ECU. This is one third lower than for the whole transport sector (35 thousand ECU). The sub-sector with the highest per capita productivity is 'buses & urban railway' (60.21) with 29 thousand ECU. Second is 'coach charter' (60.23) with 24 thousand ECU. The third and last sub-sector is 'taxis' (60.22) with just 12 thousand ECU. This low value can be due to high competition in some Member States.

Highest per capita productivity among Member States occurs in Luxembourg (41 thousand ECU), followed by Belgium (38 thousand ECU). France has the lowest value (25 thousand ECU) under those countries for which data is available.

The personnel costs per employee for the 'passenger land transport' amounts to 22 thousand ECU, which is lower than in the transport sector as a whole (31 thousand ECU). Where data is available the personnel costs per employee are highest in Italy (36 thousand ECU) and Luxembourg (35 thousand ECU). Personnel costs per employee are lowest in Austria (26 thousand ECU).

Taxis dominate the number of enterprises.

	Nace Rev. 1	Number of enterprises
EU-15	(60.2A)	210 000
	(60.21)	17 000
	(60.22)	178 000
	(60.23)	15 000
EUR-11	(60.2A)	186 000
	(60.21)	12 000
	(60.22)	162 000
	(60.23)	12 000

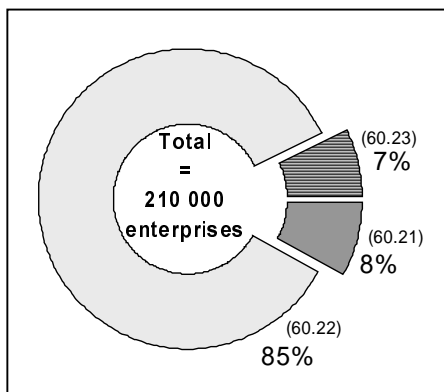


Figure 14: Sub-sector distribution of the number of enterprises for the 'passenger land transport' sector in the EU

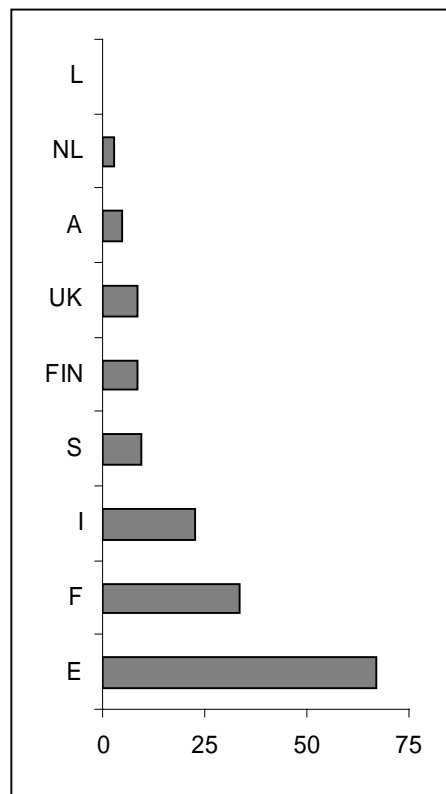


Figure 15: Number of enterprises for the 'Passenger land transport' sector

Jahr	Personenbe- Land- förderung im verkehr im Landverkehr	
	(60)	(60.2A)
B 1996	:	:
DK 1996	:	:
D 1996	:	:
EL 1996	:	:
E 1997	203 351	66 911
F 1996	79 488	33 713
IRL 1996	2 593	:
I 1996	139 012	22 859
L 1996	578	176
NL 1995	10 866	2 808
A 1996	9 398	4 593
P 1996	17 056	:
FIN 1997	20 315	8 645
S 1996	26 243	9 594
UK 1996	47 566	8 412

There are 210 thousand 'passenger land transport' enterprises active in the EU-15, 89% within the euro-zone. The sub-sector with the highest number of enterprises is 'taxi operation' (60.22) accounting for 85% or 178 thousand enterprises.

The Member State with the highest number of enterprises in the 'passenger land transport' sector is Spain with 67 thousand. Second is France with 34 thousand. The figure for the UK seems to be very low, but is the reported one from the Member State.

Table 4: Number of enterprises for the 'passenger land transport' sector

➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

60.2A 'Passenger land transport' (without 'road haulage transport' or 'transport via railways')

This is a sum of three sectors in the NACE Rev. 1 – the statistical classification of economic activities. It is at 4-digit level. These groups include: **60.2A** =

60.21 ('Other scheduled passenger land transport' or the popular term used here: 'buses & urban railway') +

60.22 ('Taxi operation' or the popular term used here: 'taxis') +

60.23 ('Other land passenger transport' or the popular term used here: 'coach charter').

The term comes from the 'Council Regulation No 58/97 concerning structural business statistics. However there it is called 'Other land transport' without 'freight transport by road'. Member States supply Eurostat with data on this aggregate. Few Member States supply with data for the three sub-sectors.

Examples of activities: (sub)urban transport of passengers on scheduled routes carried out with motor bus, tramway, street car, trolley-bus, underground and elevated railways, etc; interurban transport, except by rail, of passenger on scheduled routes; operation of school buses, town-to-airport/station lines, funicular railways, aerial cable-ways, etc. Taxi operation also includes other rental of private cars with operator. Other land passenger transport includes other non-scheduled passenger road transport, charters, excursions and other occasional coach services.

Nace codes 60.1 'transport via railways' and 60.24 – 'road haulage transport' are excluded.

16 13 0 Number of employees

This heading is defined as a count of the number of employees. Employees are defined as all persons who, by agreement, work for another resident institutional unit and receive remuneration.

Self-employed person

Self-employed persons are defined as persons who are the sole owners, or joint owners, of the unincorporated enterprise in which they work.

16 11 0 Number of persons employed

This covers all persons – both employed and self-employed.

12 11 0 Turnover

Turnover comprises the totals invoiced by the observation unit during the reference period, and this corresponds to market sales of goods or services supplied to third parties.

12 14 0 Value added at basic prices

Value added at basic prices is calculated as follows: Turnover - Purchases of goods and services +/- Change in stocks of goods and services + Capitalised production + Operating subsidies linked to products.

12 15 0 Value added at factor cost

Value added at factor cost is calculated as follows: Value added at basic prices + Operating subsidies linked to production - Duties and taxes linked to production (other than VAT and other taxes directly linked to turnover) linked to production.

13 31 0 Personnel costs

Personnel costs are defined as the total remuneration, in cash or in kind, payable by an employer to an employee in return for work done by the latter during the reference period. Personnel costs can be calculated as follows: Wages and salaries + Social security costs

Wage adjusted labour productivity

According to the "Database of concepts and definitions, CODED – Business Methods": "Value added at factor cost" / ("Personnel costs" * ("Number of persons employed" / "Number of employees"))

Per capita productivity

According to the same manual this ratio should be: "Value added at market prices" / "Number of persons employed". Proxy used in this statistics in focus is: "Value added at factor cost" / "Number of persons employed".

Estimations

All EU-15 and EUR-11 figures are estimated, by summing available and estimated data.

All estimated figures are marked with grey background.

Figures for missing Member States have been estimated using known data from "bigger" aggregates or similar aggregates to create ratios and weighted structures. The weighted structure means a ratio between two variable's jointly available figures.

Estimating missing values for Number of persons employed: weighted structure using available data in NACE code 60.

Estimating missing values for Number of employees: weighted structure using available data for Number of persons employed.

Estimating missing values for Turnover: weighted structure using available data in Number of Enterprises.

Estimating missing values for Value-added at factor cost: weighted structure using available and estimated data in Turnover.

Estimating missing values for Personnel costs: weighted structure using available and estimated data for Value-added at factor cost.

Estimating missing values for Number of enterprises: weighted structure using available data in NACE code 60.

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➤ Databases

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