



**DIRECTORATE FOR FINANCIAL AND ENTERPRISE AFFAIRS
COMPETITION COMMITTEE**

Working Party No. 2 on Competition and Regulation

Taxi, ride-sourcing and ride-sharing services - Note by the United States

4 June 2018

This document reproduces a written contribution from the United States submitted for Item 3 of the 65th meeting of Working Party No 2 on Competition and Regulation on 4 June 2018. More documents related to this discussion can be found at www.oecd.org/daf/competition/taxis-and-ride-sharing-services.htm

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United States

1. Introduction

1. In the United States, passenger motor vehicle transportation services are variously regulated at the state or local level. Historically, commercial services included cruising taxis that respond to street hails, taxis that wait for riders at taxi stands, radio-dispatched taxis, prearranged limousine and sedan-type vehicle service, and jitney-type service.
2. Common regulatory features included licensing requirements, formal classifications for various vehicle and service types; entry restrictions such as taxi

2.3. Federal Trade Commission Recent Advocacy Comment Outcomes

2.3.1. Colorado

15. FTC staff submitted comments to the Colorado Public Utilities Commission
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the United States Constitution.⁴⁵ Applicable case law required the court to use a deferential rational basis standard of review in this case.⁴⁶

32. With regard to ride fares, the court observed that the District of Columbia justified distinctions between rides arranged by street hail or traditional dispatch and rides arranged by ride-sharing services. The court found that the ease with which a customer can obtain a predictable estimate of the fare and can comparison shop among ride-sharing services is a significant factor in determining whether the fare is reasonable.⁴⁸

