

David Yassky Commissioner

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TLC PUBLISHES 2014 TAXICAB FACT BOOK

Everything you ever wanted to know about NYC taxicabs!

As the clock ticks away the last few days of 2013, the New York City Taxi and Limousine Commsision (TLC) today publishes its 2014 Taxicab Fact Book, a product of data-gathering capabilities enhaced by the taxi technology systems that have also allowed taxi passengers the convenience of paying by credit card.

The eye-catching, illustration- and graphics-packed 15-page report features hundreds of useful facts and figures about New York City's iconic taxi industry, as well as some fascinating factoids about the other industries regulated by the TLC, including the newly-born Boro Taxi industry. From the averages associated with every aspect of a taxi ride to taxicab economics and interesting notes about the people who drive and ride in them, the report is a treasure trove for taxi fans. The report will be available on the TLC's web site at www.nyc.gov/taxi.

"There's no question that New York City taxicabs are the world's most celebrated," said taxi commissioner David Yassky. "And this report offers readers a crystal-clear window into the people and dynamics of what is probably the most complex and fascinating taxi industry in the world."

Highlights of the report include:

- There are 13.437 medallions
- Trips: 485,000 per day | 175 Million per year
- Passengers: 600,000 per day | 236 Million per year
- The average age of a taxi vehicle is 3.3 years
- A typical taxi travels 70,000 miles per year, enough to travel around the world 2.8 times
- 26% of all passengers at LaGuardia Airport arrive or depart by yellow taxi; 10% of JFK passengers arrive or depart by yellow taxis (another 11% arrive or depart by AirTrain).
- Being a taxi or for-hire vehicle driver is still a heavily male-dominated profession. Only 1% of yellow taxi drivers are female. About 4% of for-hire vehicle (livery and black car) drivers are female.
- Around 49% of taxi passengers report being male; 34% report being female, and 17% prefer not to answer.