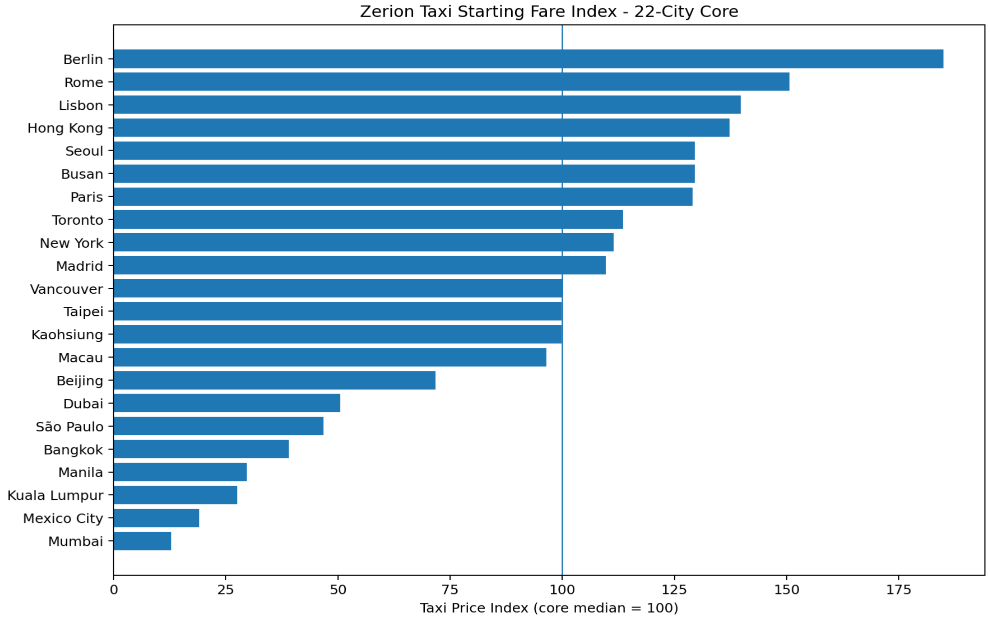
ZERION TAXI INDEX

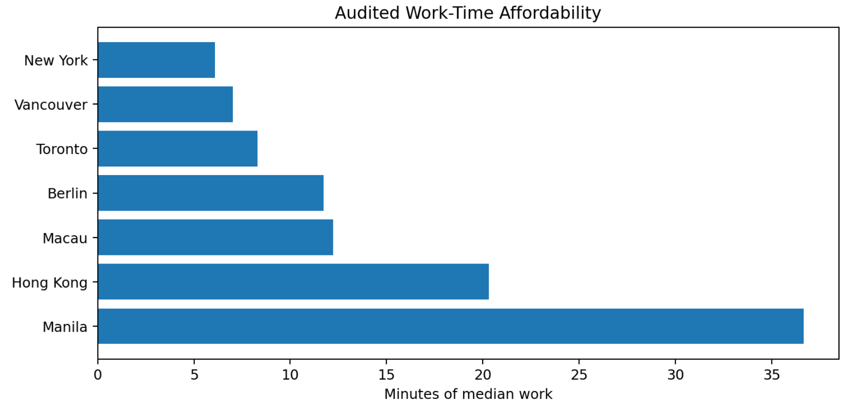
2026 Pilot Edition | Publication Release v1.1

Zerion Research | Alignment over force

The Big Mac Index compares the price of a globally standardized product. The Taxi Index compares the price of a locally produced service - and then asks whether local people can afford it.

RESEARCH UNIVERSE	**34 cities**	CORE CITIES	**22**	CORE MEDIAN START	**US$2.69**
HIGHEST CORE CITY	**Berlin - US$4.98**	LOWEST CORE CITY	**Mumbai - US$0.35**	AUDITED AFFORDABILITY	**7 cities**





Data snapshot: 1 September 2026. Publication date: 2 September 2026. The research universe covers 34 cities; 22 Class-A markets form the strictly comparable Taxi Starting Fare Index core. Work-Time Affordability is published as audited partial coverage, not as a complete global league table.

1. Taxi Starting Fare Snapshot - 34-City Research Universe

This is the broadest public view of the indicator. All 34 researched cities are shown here so the starting-fare finding is genuinely global. The 22 Class-A markets form the strictly comparable core; the 12 non-core markets remain visible but are not assigned a comparable USD rank or Taxi Price Index.

City	Starting fare / range	Status	Core USD / Index
Bangkok	THB 35.00	**Core**	$1.05 / 39.1
Beijing	CNY 13.00	**Core**	$1.93 / 71.8
Berlin	EUR 4.30	**Core**	$4.98 / 185.0
Busan	KRW 4,800.00	**Core**	$3.49 / 129.6
Dubai	AED 5.00	**Core**	$1.36 / 50.5
Fukuoka	JPY 570-600	**Official exception**	-
Ho Chi Minh City	VND 16000	**Operator benchmark**	-
Hong Kong	HKD 29.00	**Core**	$3.70 / 137.3
Jakarta	IDR 9000	**Operator benchmark**	-
Kaohsiung	TWD 85.00	**Core**	$2.69 / 99.8
Kuala Lumpur	MYR 3.00	**Core**	$0.74 / 27.6
Lisbon	EUR 3.25	**Core**	$3.77 / 139.8
London	GBP 4.40	**Official exception**	-
Los Angeles	USD 3.65	**Official exception**	-
Macau	MOP 21.00	**Core**	$2.60 / 96.5
Madrid	EUR 2.55	**Core**	$2.96 / 109.7
Manila	PHP 50.00	**Core**	$0.80 / 29.7

City	Starting fare / range	Status	Core USD / Index
Melbourne	AUD 5.25-5.40	**Official exception**	-
Mexico City	MXN 8.74	**Core**	$0.51 / 19.1
Mumbai	INR 33.00	**Core**	$0.35 / 12.9
New York	USD 3.00	**Core**	$3.00 / 111.4
Osaka	JPY 500-600	**Official exception**	-
Paris	EUR 3.00	**Core**	$3.48 / 129.1
Rome	EUR 3.50	**Core**	$4.06 / 150.6
Seoul	KRW 4,800.00	**Core**	$3.49 / 129.6
Shanghai	CNY 14-16	**Official exception**	-
Singapore	SGD 4.40-5.20	**Official exception**	-
Sydney	AUD 5.17	**Official exception**	-
São Paulo	BRL 6.55	**Core**	$1.26 / 46.8
Taipei	TWD 85.00	**Core**	$2.69 / 99.8
Tokyo	JPY 500	**Official exception**	-
Toronto	CAD 4.25	**Core**	$3.06 / 113.6
Vancouver	CAD 3.75	**Core**	$2.70 / 100.2
Zürich	-	**Excluded**	-

Important: Core USD / Index values are shown only for the 22 Class-A cities. Non-core starting fares are still core findings of the 34-city research universe, but their tariff structure prevents a like-for-like rank without introducing false precision.

2. Taxi Starting Fare Index - 22-City Core

The core contains only Class-A markets with one defensible official citywide standard daytime starting tariff. The Taxi Price Index is Starting Fare (USD) divided by the 22-city core median, multiplied by 100. The core median is therefore 100.

Rank	City	Local Fare	Inc. km	Start USD	Index	Eff. Min USD	Work min	Wage
1	Berlin	EUR 4.30	0.000	$4.98	185.0	$4.98	11.74	W-B
2	Rome	EUR 3.50	0.000	$4.06	150.6	$10.43	-	W-C
3	Lisbon	EUR 3.25	1.800	$3.77	139.8	$3.77	-	W-C
4	Hong Kong	HKD 29.00	2.000	$3.70	137.3	$3.70	20.30	W-A
5	Seoul	KRW 4,800.00	1.600	$3.49	129.6	$3.49	-	W-C
5	Busan	KRW 4,800.00	2.000	$3.49	129.6	$3.49	-	W-C
7	Paris	EUR 3.00	0.000	$3.48	129.1	$9.27	-	W-C
8	Toronto	CAD 4.25	0.000	$3.06	113.6	$3.06	8.29	W-B
9	New York	USD 3.00	0.000	$3.00	111.4	$4.50	6.10	W-A
10	Madrid	EUR 2.55	0.000	$2.96	109.7	$2.96	-	W-C
11	Vancouver	CAD 3.75	0.046	$2.70	100.2	$2.70	7.03	W-B
12	Taipei	TWD 85.00	1.250	$2.69	99.8	$2.69	-	W-C
12	Kaohsiung	TWD 85.00	1.250	$2.69	99.8	$2.69	-	W-C
14	Macau	MOP 21.00	1.600	$2.60	96.5	$2.60	12.23	W-B
15	Beijing	CNY 13.00	3.000	$1.93	71.8	$2.08	-	W-C
16	Dubai	AED 5.00	0.000	$1.36	50.5	$1.36	-	W-X
17	São Paulo	BRL 6.55	0.000	$1.26	46.8	$1.26	-	W-C
18	Bangkok	THB 35.00	1.000	$1.05	39.1	$1.05	-	W-C
19	Manila	PHP 50.00	-	$0.80	29.7	$0.80	36.65	W-B
20	Kuala Lumpur	MYR 3.00	1.000	$0.74	27.6	$0.74	-	W-C
21	Mexico City	MXN 8.74	0.000	$0.51	19.1	$0.51	-	W-C
22	Mumbai	INR 33.00	1.500	$0.35	12.9	$0.35	-	W-C

Reading the index: values above 100 indicate a higher nominal taxi-access cost than the core median; values below 100 indicate a lower nominal access cost. The measure is intentionally the starting/access fare, not a standardized trip distance.

3. Work-Time Affordability - Audited Coverage

Work-Time Affordability asks how many minutes of median work are required to pay the taxi starting fare. It is calculated entirely in local currency: Starting Fare / Median Hourly Earnings x 60. W-A observations are direct official local median-hourly wages. W-B observations are qualified official equivalents or geographic/vintage fallbacks.

City	Taxi Fare	Hourly Denom.	Work min	Wage	Release	Geography	Period	Qualification
New York	USD 3.00	USD 29.53	6.10	W-A	Core-ready	New York-Newark-Jersey City MSA	May 2025	BLS OEWS current metro direct median.
Vancouver	CAD 3.75	CAD 32.00	7.03	W-B	Qualified research	British Columbia	Effective 17 Jul 2026	Current official provincial median fallback.
Toronto	CAD 4.25	CAD 30.77	8.29	W-B	Qualified research	Ontario	Effective 17 Jul 2026	Current official provincial median fallback.
Berlin	EUR 4.30	EUR 21.97	11.74	W-B	Qualified research	Berlin	April 2024	Direct local median hourly wage; older vintage.
Macau	MOP 21.00	MOP 103.02	12.23	W-B	Qualified research	Macao - employed residents	Q3 2025	Official ratio-of-medians hourly equivalent.
Hong Kong	HKD 29.00	HKD 85.70	20.30	W-A	Core-ready	Hong Kong	May-June 2025	Direct territory-wide employee median hourly wage.
Manila	PHP 50.00	PHP 81.85	36.65	W-B	Qualified research	National Capital Region (NCR)	2022 OWS	PSA standardized-hourly equivalent using official 206 hours/month rule.

Publication caution: the seven-city table is an audited sample, not a complete global affordability ranking. Only New York and Hong Kong are currently W-A/core-ready. Qualified W-B results remain visible because the source and limitation are explicit.

4. Official Exceptions and Non-Core Markets

These 12 markets remain in the research universe but are excluded from the 22-city core. The exclusion is methodological rather than editorial: maximums, fare bands, operator-set ranges, named operator benchmarks and structurally non-uniform markets are not silently mixed with fixed statutory fares.

City	Class	Fare / Range	Regime	Measure	Why non-core
Fukuoka	B	JPY 600 / 570-600	Regulated fare band	Approved ordinary-car initial-fare band	Official ¥570-¥600 band; no single citywide start.
London	B	GBP 4.40 / 4.40	Minimum-fare system	Regulated minimum fare	£4.40 is a minimum fare, not a technical flagfall.
Los Angeles	B	USD 3.65 / 3.65	Regulated maximum	Flag drop	US$3.65 is a regulated maximum, not one compulsory fare.
Melbourne	B	AUD 5.40 / 5.25-5.40	Regulated maximum / alternatives	Daytime unbooked flagfall	Multiple permitted maximum structures.
Osaka	B	JPY 600 / 500-600	Regulated fare band	Representative standard fare	Alternative approved initial-fare structures exist.
Shanghai	B	CNY 14 / 14-16	Regulated base with variation	Standard cruise-taxi start	Vehicle/operator variation prevents one uniform observation.
Singapore	B	SGD 4.80 / 4.40-5.20	Operator-set official range	Display-only range midpoint	Operators set fares independently within official range.
Sydney	B	AUD 5.17 / 5.17	Regulated maximum	Maximum rank/hail hire charge	Official maximum; providers may charge less.
Tokyo	B	JPY 500 / 500	Regulated band / max reference	Ordinary-car max/reference initial fare	Approved fare-band framework; reference is not universal.
Ho Chi Minh City	C	VND 16000 / 16000	Operator benchmark	Vinasun 5-seat benchmark	Named operator benchmark; no single statutory city fare.
Jakarta	C	IDR 9000 / 9000	Operator benchmark	Bluebird regular benchmark	Named operator benchmark; no single statutory city fare.
Zürich	X	CHF - / -	Operator-set tariff blocks	No single citywide fare	Structural exclusion: no defensible single observation.

5. Publication Methodology v1.1

Rule	Publication definition
Purpose	An intuitive city-level indicator of the cost of accessing a locally produced urban service, with a separate work-time affordability layer.
Headline question	What does it cost to get into a standard taxi around the world?
Observation definition	Standard licensed street/rank metered taxi; ordinary weekday daytime tariff; standard vehicle; non-airport; non-booked; no night, holiday, airport or app surcharge.
Snapshot date	Taxi tariffs and FX are frozen to 1 September 2026. Publication date: 2 September 2026.
Core universe	Class A only: one defensible official citywide standard starting tariff. 22 cities qualify in this edition.
Class B	Official fare exists but is a maximum, approved range/band, reference tariff or minimum-fare substitute. Published separately.
Class C	Named major-operator benchmark where no single citywide tariff exists. Published separately.
Class X	No defensible single city observation. Documented but not ranked.
Taxi Price Index	Starting Fare USD / median Starting Fare USD of the 22-city core x 100.
Starting vs minimum	Starting fare is the headline access-price concept. Effective Minimum is shown separately where a lowest unavoidable ordinary payment is officially knowable.
Work-Time Affordability	Starting Fare (local currency) / audited median-hourly earnings denominator x 60.
W-A	Direct official median hourly employee earnings at city/metro/territory geography and sufficiently current.
W-B	Qualified official denominator: broader-geography fallback, agency-standardized equivalent, ratio of matched official medians, or older direct local median.
No forced filling	Means are not substituted for medians; monthly or annual medians are not divided by generic assumed hours; broad geography is not silently relabeled as local.
FX discipline	One common FX snapshot is used across the release. ECB reference rates cover most currencies; TWD uses Taiwan CBC; AED and MOP use official linked-rate regimes.
Future 2 km layer	A standardized 2 km fare / Taxi PPP layer remains under development because starting fares buy materially different initial distances across cities.
Positioning	The Taxi Index complements, rather than replaces, the Big Mac Index, CPI or official PPP statistics.

6. FX Snapshot - 1 September 2026

All nominal USD comparisons use one frozen release-date snapshot. This avoids mixing tariff dates with FX conversions captured on different days.

Currency	Conversion	USD per local	Rule / source	Authority
USD	Base currency	1.000000	USD base	ECB reference page
EUR	USD per EUR	1.159000	ECB 1 Sep 2026	ECB
CAD	USD per CAD	0.720055	ECB cross-rate	ECB
CNY	USD per CNY	0.148759	ECB cross-rate	ECB
HKD	USD per HKD	0.127535	ECB cross-rate	ECB
INR	USD per INR	0.010532	ECB cross-rate	ECB
KRW	USD per KRW	0.000727	ECB cross-rate	ECB
MXN	USD per MXN	0.058821	ECB cross-rate	ECB
MYR	USD per MYR	0.247554	ECB cross-rate	ECB
PHP	USD per PHP	0.016018	ECB cross-rate	ECB
THB	USD per THB	0.030062	ECB cross-rate	ECB
BRL	USD per BRL	0.192349	ECB cross-rate	ECB
TWD	USD per TWD	0.031613	CBC: NT$31.633/US$	Taiwan CBC
AED	USD per AED	0.272294	Official USD peg	CBUAE
MOP	USD per MOP	0.123820	HKD-linked rate	AMCM

ECB reference rates	Open official source
Taiwan CBC FX history	Open official source
CBUAE exchange-rate regime	Open official source
AMCM Macao currency link	Open official source

7. Source Register - Fare Sources

Every core and exception observation is traceable to an official regulator, government source, official taxi body, or clearly labeled operator benchmark. Links below are clickable.

City	Class	Fare-source authority	Link
Bangkok	A - Core	qrverify.dlt.go.th	Official source
Beijing	A - Core	beijing.gov.cn	Official source
Berlin	A - Core	berlin.de	Official source
Busan	A - Core	busan.go.kr	Official source
Dubai	A - Core	rta.ae	Official source
Fukuoka	B - Non-core	wwwtb.mlit.go.jp	Official source
Ho Chi Minh City	C - Non-core	vinasun.vn	Official source
Hong Kong	A - Core	td.gov.hk	Official source
Jakarta	C - Non-core	bluebirdgroup.com	Official source
Kaohsiung	A - Core	tbkc.gov.tw	Official source
Kuala Lumpur	A - Core	apad.gov.my	Official source
Lisbon	A - Core	visitportugal.com	Official source
London	B - Non-core	content.tfl.gov.uk	Official source
Los Angeles	B - Non-core	ens.lacity.org	Official source
Macau	A - Core	dsat.gov.mo	Official source
Madrid	A - Core	madrid.es	Official source
Manila	A - Core	ltfrb.gov.ph	Official source
Melbourne	B - Non-core	safetransport.vic.gov.au	Official source
Mexico City	A - Core	semovi.cdmx.gob.mx	Official source
Mumbai	A - Core	transport.maharashtra.gov.in	Official source
New York	A - Core	home4.nyc.gov	Official source
Osaka	B - Non-core	pref.osaka.lg.jp	Official source
Paris	A - Core	paris.fr	Official source

City	Class	Fare-source authority	Link
Rome	A - Core	comune.roma.it	Official source
Seoul	A - Core	news.seoul.go.kr	Official source
Shanghai	B - Non-core	jtw.sh.gov.cn	Official source
Singapore	B - Non-core	lta.gov.sg	Official source
Sydney	B - Non-core	transportnsw.info	Official source
São Paulo	A - Core	prefeitura.sp.gov.br	Official source
Taipei	A - Core	pto.gov.taipei	Official source
Tokyo	B - Non-core	wwwtb.mlit.go.jp	Official source
Toronto	A - Core	toronto.ca	Official source
Vancouver	A - Core	ptboard.bc.ca	Official source
Zürich	X - Non-core	zh.ch	Official source

8. Source Register - Audited Wage Denominators

City	Wage quality	Authority / domain	Reference period	Link
New York	W-A	bls.gov	May 2025	Official source
Vancouver	W-B	canada.ca	Effective 17 Jul 2026	Official source
Toronto	W-B	canada.ca	Effective 17 Jul 2026	Official source
Berlin	W-B	download.statistik-berlin-brandenburg.de	April 2024	Official source
Macau	W-B	dsec.gov.mo	Q3 2025	Official source
Hong Kong	W-A	censtatd.gov.hk	May-June 2025	Official source
Manila	W-B	psa.gov.ph	2022 OWS	Official source

Independent research indicator. Zerion Research has prioritized reproducibility and explicit exclusions over false completeness. A missing value or non-core classification is intentional when official statistical or tariff structures are not sufficiently comparable.

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