National Maximum Taxi Fare Review 2024

July 2024



Executive Summary

Background

The Commission for Taxi Regulation introduced the National Maximum Taxi Fare structure in September 2006, applying a unified tariff structure for all taxis in Ireland. Since then, a Maximum Taxi Fare Review was undertaken approximately every two years to assess any adjustments in changes in the operating costs and market environment facing the taxi industry. The National Transport Authority (NTA) has been responsible for carrying out the Maximum Taxi Fare Reviews since 2011.

This report details the approach and findings of the 2024 National Maximum Taxi Fare Review ("Fare Review"). This fare review was undertaken between November 2023 and March 2024. The most significant economic issues of relevance to the Fare Review are:

1. Inflation and the cost of living;
2. Fuel prices and energy supply;
3. Challenges for the economy related to ongoing disruption due to global geopolitical uncertainty; and
4. Increased public transport availability in Dublin and surrounding areas.

Objectives of the 2024 Fare Review

The objectives of the 2024 Fare Review are to:

1. Estimate the average activity level of taxis in a year based on survey data and Central Statistics Office (CSO) data;
2. Update each element of the Taxi Cost Index (TCI), including the annual fixed and running costs of an average taxi based on the activity levels determined, together with labour costs (based on CSO data); and
3. Assess the appropriateness of the current fare structure and make a recommendation on whether there should be any change in maximum fares chargeable by operators.

Recommendations from Previous Reviews

Review	Max Fare Adjustment	Other Adjustment	Implemented
2010	None	None	None
2012	4% increase	Simplification of the fare structure	Industry and Advisory Committee on SPSVs decided any increase was inappropriate in the 2012 recessionary environment
2014	4% increase	Lowering the distance and time included in the initial charge, clarification of the system of premium rates and abolition of Tariff C (an increased rate for trips above 30km or 85 minutes)	April 2015
2017	3% increase	None	February 2018
2019	4% increase plus 0.5% compensation for cashless payment facilities introduction	Mandatory provision of cashless payment facilities	Due to come into operation on 01 July 2020 but Covid's travel restrictions led to postponement.
2022	Average 12% (11% increase plus 1% compensation for cashless payment facilities introduction) weighted towards premium fare and night-time economy demand	Mandatory provision by drivers of cashless payment facilities to passengers who wished to use a credit / debit card	1st September 2022 To cater for postponed adjustment from 2019 and change required to 2022

In a Nutshell:

Alteration to the maximum national taxi fare requires careful consideration of the wider global economic and financial climate.

For example, Covid disrupted our daily life and ways of socialising and working. Ireland's population was already increasing but this spiked unexpectedly with the war in Ukraine. This conflict also led to much increased fuel costs for drivers.

The 2022 maximum taxi fare weighted average 12% increase adjusted for Ireland's recovery, with higher increases of up to 17% applied to night-time rates to incentivise drivers to operate during the peak demand time of the night-time economy, and lower increases to lower demand periods, with the introduction of card payment terminals.

Market Conditions 2024

In a Nutshell:

This Fare Review showed sustained, steady economic growth in Ireland, with resultant inflationary pressures.

The global economic outlook remains uncertain with a continued series of macroeconomic shocks following Brexit, Covid, the increased geopolitical unrest and potential political regime changes at home and abroad in 2024.

The intervening years since the last national maximum taxi fare update were marked by strong economic growth, record levels of employment and increased consumer spending, all of which generally have positive implications for the taxi industry. Economic activity is strong in Ireland, backed by growth in the export sector, particularly in medicine and pharmaceutical products. Population, gross domestic product (GDP) and international trade activity are strongly correlated with transport demand and will continue to determine demand (OECD, 2019)[1]. The underlying Irish economy continues to grow, but external sources of growth are slowing somewhat. Ireland, as with other countries, faced a series of unpredicted short-macroeconomic shocks that were both costly and painful, particularly to the domestic service sectors, as the night-time and visitor economies collapsed.

In the last decade, uncertainty is a defining feature of the economic climate that taxi drivers faced. Supply chain changes brought about by Brexit affected the taxi industry to a great extent on the purchase of second-hand vehicles, including wheelchair accessible vehicles, traditionally sourced in the United Kingdom. A series of global circumstances limited the capability of taxi and hackney licence holders to secure new/replacement vehicles. The onset of the Covid pandemic marked the beginning

[1] OECD, 2019. International Transport Forum Transport Outlook 2019. https://www.oecd-ilibrary.org/sites/57f51e1e-en/index.html?itemId=/content/component/57f51e1e-en

of a disruptive period with a widespread limitation on travel through restrictions to curb the spread of the disease. In early 2022 geopolitical forces in Ukraine affected the Irish economy, through spikes in energy costs and an increase in Ukrainian refugees, with over 100,000 Ukrainian citizens granted temporary protection to date. Inflation eased in 2023. However, further disruption in Europe resulted from the Israeli-Hamas conflict, with European countries reassessing government expenditures on security. Geopolitical volatility is the biggest risk identified by the World Economic Forum, and more than two billion voters in over fifty countries will partake in national elections in 2024.

In a Nutshell:

The 2024 survey of taxi users suggests the cost of living is affecting taxi demand.

Reduction in taxi use is due to users socialising less and having lower disposal income. There is, also, an increase in alternative forms of transport to taxis, notably public and active transport.

The results of a nationally representative household survey commissioned by the NTA suggest that the cost of living is affecting taxi demand. There was a slight decline in the number of respondents who use taxis (from 83 to 81% of respondents), with a notable reported increase in the proportion of respondents who walk. A greater proportion say they are using taxis less (43%) rather than more (9%). Of those who are using taxis more, the key reason is that a taxi is the best/only public transportation option available to them. Households reported increasingly that the journeys they are taking by taxi are getting shorter. Reasons given for those who use taxis less is that they are not socialising as frequently as before, and they are using taxis less regularly due to having lower levels of disposal income. For this cohort of respondents, taxi use is linked to going out and consuming alcohol. This household survey also reported an increase in alternative transport options available, mainly buses but also trams and trains. This finding is supported by NTA's data on public transport, which shows that 2023 was the busiest year for public transport, as measured by the passenger journeys on Public Service Obligation services. It was the first year that total passenger numbers exceeded 300 million and coincides with enhanced bus services provided across Ireland.

The consumer sentiment of the country should be considered when proposing a fare increase, given there is a reduction in available disposable income and drops in real income (income minus inflation). While incentivising taxi use is key for the industry, the reaction of taxi users to price changes in fares should be considered. In the context of other available public transport options, it should be noted that this Maximum Taxi Fare Review is occurring in the wider context of discounted Leap fares, introduced in 2022, still being in place. The TFI-90 €2 fare and a multi-modal cap on Leap fares remain in operation. The implementation of the TFI 90 minute and "short" fares structure for Leap on bus,

rail and Luas light rail services in the Dublin area eliminates penalties for transferring between public transport services across the Dublin network for those making a multi leg journey. This made public transport in Dublin more affordable. In addition, the age rules for the young adult Leap card were extended as part of budget 2024 to include those aged 25 years, meaning those aged under the age of 26 can avail of a 50 % reduction on public transport fares.

Taxi Cost Index – Methodology

This 2024 Taxi Cost Index (TCI) review was consistent with the methodology of previous reviews. This review sees for the first time the inclusion of electric vehicles and wheelchair accessible taxis in the index, given that they make up 11.5 % and 21 % of the taxi fleet respectively.

Taxi Cost Index - Findings

In a Nutshell:

The maximum fare was increased in 2022.

The recommendation for a 2024 increase is a maximum of 9.0% implemented on a weighted average basis.

The cost of labour continues to dominate the index, accounting for 67% of the total.

Maximum taxi fares were increased following the 2022 Maximum Fare Review, so 2022 is the relevant year for comparisons of the TCI. Utilising an estimate of annual mileage or 'driver activity levels' based on CSO data of 28,034km for 2022 (most recent available published data) the increase in the index is a maximum of 9.0 %. As in previous years, the change in the TCI was calculated based on average activity levels reported by taxi drivers which were reported at 49,800km in 2024. Costs based on the driver survey activity levels increased by 11.1 %. The cost of labour dominates the index, accounting for 67 % of the index and has increased by 9 %. The recommendations for the 2024 increase in the TCI is a maximum of **9.0 %** given the potential impact that an increase in fares would have on consumer demand.

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1 Introduction

1.1 Background

The Commission for Taxi Regulation introduced the National Maximum Taxi Fare structure in September 2006, applying a unified tariff structure for all taxis in Ireland. Since then, a maximum taxi fare review has been carried out approximately every two years to assess any adjustments in changes in the operating costs and market environment facing the taxi industry. Section 24 of the Taxi Regulation Act 2013 empowers NTA to make a "maximum fares order", fixing the maximum fares that may be charged by the driver of a taxi. Prior to making a maximum fares order, NTA undertakes a review to ensure that proposed maximum fare accurately reflects taxi operating costs. The National Transport Authority (NTA) is responsible for carrying out the National Maximum Taxi Fare Reviews since 2011.

This report details the approach and findings of the 2024 National Maximum Taxi Fare Review, which was undertaken in February and March 2024.

1.2 Objectives of the Review

The objectives of the National Maximum Taxi Fare Review are to:

1. Estimate the average activity level of taxis based on survey data and Central Statistics Office data
2. Update each element of the Taxi Cost Index (TCI), including the annual fixed and running costs of an average taxi based on the activity levels determined, together with labour costs (based on CSO data)
3. Assess the appropriateness of the current fare structure in light of market conditions.

1.3 Structure of the Report

The structure of the report is outlined below:

- Section 2 provides background and context for the current Fare Review.
- Section 3 describes recent market developments in the industry, including an outline of wider economic conditions and the supply and demand characteristics evident in the Irish market.
- Section 4 contains a recalculation of the Taxi Cost Index (TCI). The findings of the TCI are used to determine the changes in industry operating costs since 2022.
- Section 5 presents conclusions and recommendations in relation to the maximum fare level.

2. Background to the 2024 National Maximum Taxi Fare Review

2.1 Overview of the Irish Taxi Industry

The Small Public Service Vehicle (SPSV) industry in the Republic of Ireland is made up of taxis, hackneys and limousines. NTA is responsible for the regulation of the SPSV industry in Ireland; a responsibility which includes the regulation of taxi fares. It took over this role from the Commission for Taxi Regulation in 2011. The regulatory framework for the industry comprises the consolidated Taxi Regulation Acts 2013 and 2016, together with Taxi Regulation (Small Public Service Vehicle) Regulations 2015 and 2016 and the Taxi Regulation Act 2013 (Maximum Fares) Order 2022.

The rationale for SPSV regulation is to ensure that passengers have a safe vehicle for their journey, with appropriate insurance in place, driven by a driver who has been vetted by An Garda Síochána and, in the case of taxis, with a pre-established and verified charging system. NTA is the licensing authority for SPSVs and dispatch operators (booking service providers). This includes the granting, renewal and revocation of each vehicle and dispatch operator licence, together with all associated licensing, inspection and compliance activity.

As of February 2024, there were 19,784 SPSV licences in the fleet, which is an increase of 5.3 % compared to February 2022 (18,787). The Fare Review concerns only the fleet of 16,526 taxis, which makes up just below 84 % of the total SPSV fleet (hackneys and limousines are excluded). The fleet of taxis includes standard taxi vehicles and wheelchair-accessible taxis (WAT), and all references to taxis in this report refer to both types of vehicle, unless otherwise stated.

There was significant change in the number of taxi licences in the last 25 years. Taxi licences increased dramatically post-liberalisation, from 4,218 in 2000 to 15,686 by 2005. They continued to increase until 2008 when there was a total of 21,177 taxis, consisting of 19,577 Standard Taxi licences and 1,600 Wheelchair Accessible Taxis, before declining to 16,961 taxis in 2017. Taxi licence numbers began to rise again – reaching 17,814 vehicles in 2019 – followed by a rapid decline during the Covid pandemic in 2020 and 2021. As of February 2024, there were 16,526 taxis in the fleet, which is approximately 2% higher than in 2022, but 7% lower than in 2019 prior to the pandemic.[2]

Section 3.4 will describe the supply of taxis in greater detail, but it is worth noting that taxi supply is still almost four times that of the number of taxis in 2000. This shows the emergence of an industry

[2] SPSV numbers continue to increase: as of end May 2024, taxi numbers had reduced to 5% lower than pre-Covid

that has responded positively to disruptive processes, while also embracing technological innovation and remaining resilient in the face of volatile recent market conditions.

2.2 Structural Changes in the Irish Taxi Industry

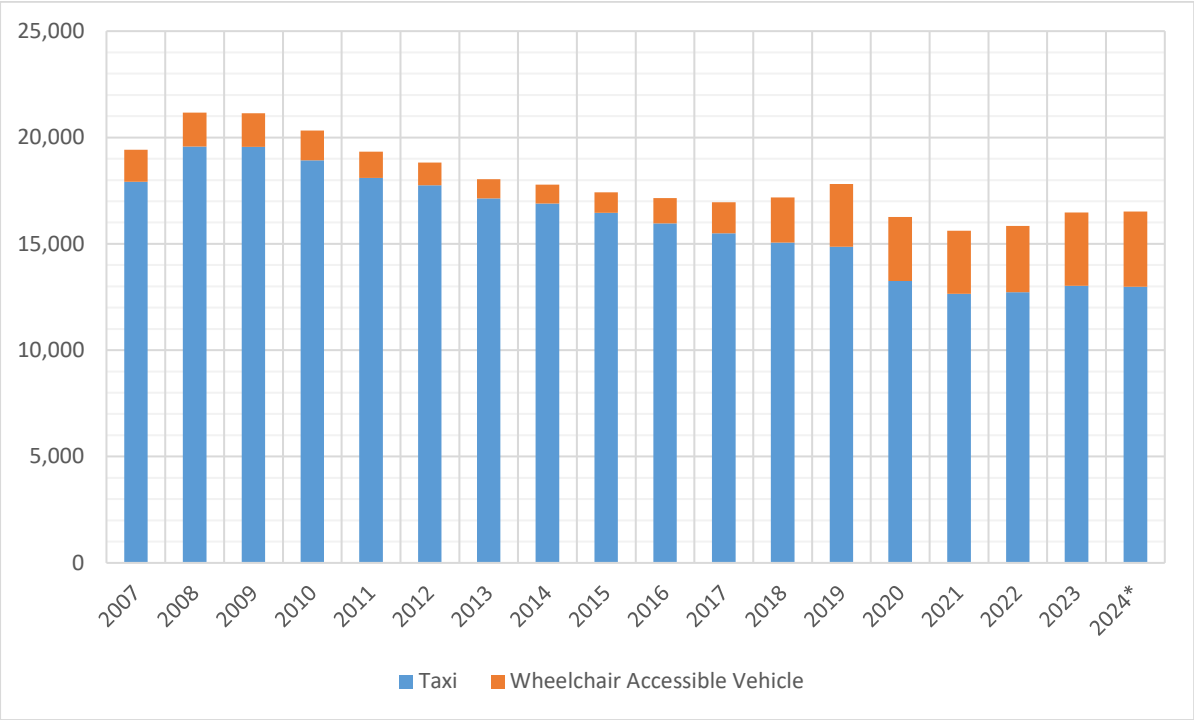
Ireland has had no significant barriers for drivers to enter to the SPSV market for two decades. In this respect it remains in a minority in international terms, and it is unsurprising that the number of SPSVs per capita in Ireland, at 3.7 SPSVs per 1,000 population, far exceeds that in most countries in Europe. Only in parts of the UK, where Scotland has 3.8 SPSVs per 1,000 population and England has 4.6 SPSVs per 1,000 population is there a greater level of supply[2]. Indeed, Denmark, Belgium, Germany, Italy, Sweden, France, Spain and Norway, all have less than half the number of SPSVs per 1,000 population when compared with Ireland. The supply of SPSV in Dublin is also high by international standards at 7.2 SPSVs per 1,000 capita. Cities of comparable size such as Hamburg, and Brussels have between 1.8 and 2.0 SPSVs per capita respectively[3].

The years following the liberalisation of the SPSV industry in 2000 saw an increase in the number of SPSV vehicle licences, rising from 13,637 SPSVs in 2000 to a peak of 27,429 SPSVs in 2008. Since then, with the commencement of an economic recession in 2008 and reduced customer demand, together with higher vehicle standard requirements, the overall SPSV fleet size subsequently declined, but remains markedly high by international comparison.

The composition of the SPSV fleet is changing over time. The growth in the proportion of wheelchair accessible taxis in the fleet is evident (Figure 2-1), with wheelchair accessible taxis comprising 21 % of the taxi fleet in 2024, with the NTA reporting the Wheelchair Accessible Taxi (WAT) fleet was 3,542 as of February 2024. Also notable is the emergence of electric cars in the taxi fleet (eSPSV), currently comprising just under 12 % of the fleet - 1,903 registered eSPSV vehicles (as of February 2024). It is expected this growth of the eSPSVs in the fleet will continue.

[3] NTA Statistics 2024

Figure 2-1: Taxi Fleet, 2007-2024



*Source: NTA Taxi Statistics - February 2024 (*valid as of 29 February 2024)*

2.3 National Maximum Taxi Fare

The National Maximum Taxi Fare structure was established by the Commission for Taxi Regulation in September 2006. Prior to that, different fare structures applied in 34 separate taximeter areas. The National Maximum Taxi Fare structure is a pre-established and verified charging system and this provides transparency and certainty regarding the calculation of fares. This is intended to achieve protection for consumers in relation to pricing and to ensure equity between the travelling public and drivers. This transparent process also gives certainty to drivers, enabling them to make business decisions.

Other objectives when setting the National Maximum Taxi Fare include that fares should be simple and calculated on the basis of time and distance using a pre-programmed meter, with all extras included in the maximum fare calculated and visible on the meter and the receipt issued. These extras include, for example, a €2 booking fee if the taxi is pre-booked, i.e., not engaged at a rank or hailed on the street and €1 charged for each additional adult passenger[4].

[4] https://www.transportforireland.ie/getting-around/by-taxi/customer-information/

The current National Maximum Taxi Fare includes an initial charge, and two tariff bands that are based on the distance travelled. These also vary based on the time of day the journey is taken:

- journeys between 8am and 8pm except on Sundays / public holidays are charged at a standard rate,
- journeys between 8pm and 8am or journeys on Sundays / public holidays are charged at a premium rate; and
- a special premium rate applies during the Christmas and New Year period.

Figure 2-2: Current National Maximum Taxi Fare

National Maximum Taxi Fare

	Applies	Initial Charge *Up to 0.5 km or 85 secs*	Tariff A *Next 14.5 km or 42 mins*	Tariff B *Thereafter*
Standard Rate *(displayed as 1 on the taximeter)*	8am to 8pm Monday to Saturday (except public holidays)	€4.20	€1.30 per km *or* €0.46 per minute Up to total €23.20	€1.65 per km *or* €0.58 per minute
Premium Rate *(displayed as 2 on the taximeter)*	8pm to 8am Monday to Saturday, all day Sundays, most public holidays	€4.80	€1.71 per km *or* €0.60 per minute Up to total €29.60	€2.00 per km *or* €0.71 per minute
Special Premium Rate *(displayed as 3 on the taximeter)*	8pm 24 December to 8am 26 December, 8pm 31 December to 8am 1 January	€4.80	€2.00 per km *or* €0.71 per minute	

Source: National Transport Authority

The current National Maximum Taxi Fare is shown in Figure 2-2, which is in place since 1 September 2022, when fares were increased by 12% on average, heavily weighted towards the premium time period and including the night-time economy hours. This increase was implemented following the completion of the 2022 Fare Review which found that costs had increased between 2017 and 2022. The 2019 Fare Review had recommended an increase of 4.5 %, however, due to the disruption to the taxi industry with the onset of the Covid pandemic, the commencement of the Maximum Fares Order following the 2019 Review was postponed. The increases implemented in 2022 accounted for the 2019 Fare Review also.

2.4 Previous National Maximum Taxi Fare Reviews

The 2010 Fare Review recommended that no change should be made to the 2008 fare levels. However, it did recommend that the removal of Tariff C be considered in the future to simplify the fare structure.

The 2012 Fare Review recommended the application of a fare increase of circa 4 %, coupled with a simplification of the fare structure. The review proposed the removal of Tariff C and a reduction in the initial charge. On foot of the public and industry consultation in 2012, these proposals were not implemented given the recessionary environment.

Prior to 2014, there were three tariff bands in the maximum fare structure. Tariff A applied to the first 14km/40 minutes after the initial charge. Tariff B applied to the following 15km/42 minutes. Tariff C applied to all travel over 30km/85 Minutes. The 2014 Fare Review recommended a fare increase of approximately 4 %, as well as a simplification of the fare structure. The proposed changes were to remove Tariff C, to lower the initial charge, and to clarify the system of premium rates for nighttime work, weekend work and work during the Christmas and New Year periods. These changes were implemented by NTA in April 2015.

The 2017 Fare Review recommended an increase in the maximum fare based on a finding that costs had increased and following this, fares were increased by approximately 3.2 % on average in February 2018.

The 2019 Fare Review recommended an increase in the National Maximum Taxi Fare of 4.5 %, which included a 0.5 % adjustment for the extra costs (transaction fees and hardware provision) for drivers to accept cashless payments. After a public consultation review, the Maximum Fares Order for the increase was prepared, but was not implemented. Prior to the implementation of the proposed increase, the Covid pandemic arrived in Ireland. As a result of the pandemic, and its devastating impact on the SPSV industry, the Advisory Committee on SPSVs and taxi industry representatives at that time recommended that no increase be implemented in 2020. Both NTA and the Department of Transport agreed with this recommendation.

The 2022 Fare Review recommended an increase of 12 % to reflect the increase in operating costs faced by taxi drivers as per the change in the TCI (between 10.7 and 11.5 %), together with the

introduction of cashless payment facility mandate (1%). This recommendation was implemented on 1 September 2022[5].

NTA had introduced several supports and concessions for the SPSV industry during the Covid pandemic. These reduced the burden of costs to taxi drivers substantially. However, it is important to note that these were not taken into account in the update of the 2022 TCI.

In a Nutshell:

Alterations to the maximum national taxi fare require careful consideration of the wider global economic and financial climate.

Covid disrupted our daily life and ways of socialising and working. Ireland's population was increasing but this was spiked unexpectedly with the war in Ukraine. This conflict also led to much increased fuel costs.

The 2022 maximum taxi fare increase adjusted for Ireland's recovery, with higher rates applied to night-time rates to incentivise drivers to operate during the peak fare time of the night-time economy to help ensure the supply of taxis meets demand.

[5] Taxi Fares Increase and Cashless Payment Facility Regulations - Transport for Ireland

3. Current market conditions

3.1 Introduction

This section of the report sets out the current market conditions in the taxi market, including the general economic context, and taxi demand and supply. It provides a brief overview of the economic environment in Ireland since the 2022 National Maximum Taxi Fare Review. While in previous reviews, demand for taxis was generally linked to external economic conditions like employment and consumer spending, post-Brexit disruptions to trade, the Covid pandemic and conflict in Ukraine represented three serious disruptions to regular societal functioning, particularly with supply chain disruption. There are a set of disruptive socio-demographic forces in operation, which should be taken into consideration. Ireland's population reached over 5 million for the first time in over 150 years, as measured in Census 2022, while net migration up to April 2023 was 77,600 people, compared to 52,700 in the previous year. This is Ireland's second highest year of net migration (it was 104,800 in 2007). Over 100,000 Ukrainian citizens have been granted temporary protection to date. The geopolitical crisis in Ukraine impacted directly on the Irish economy, through resultant spikes in energy costs and disruptions to supply chains in 2022 and the first half of 2023. This led to a sustained inflationary period – following post Covid spending. Inflation eased in 2023.

The most significant economic issues of relevance to the National Maximum Taxi Fare Review identified are:

1. adaptation to climate change;
2. fuel and energy supply;
3. inflation and the cost of living; and
4. challenges for the economy with ongoing geopolitical crises, creating heightened uncertainty.

At the time of writing this review, there is considerable uncertainty regarding the duration of time that the global situation will remain volatile, nor whether there are permanent or definite long-term changes that will result from the geopolitical crises that are affecting Ireland. Against this backdrop, the following sections consider the potential impacts of economic trends on the taxi industry, while reporting on the national survey of taxi users and taxi drivers, undertaken by NTA in February 2024.

3.2 Climate Action

In December 2023, the Department of the Environment, Climate and Communications published the Climate Action Plan 2024, which is the third annual update to the Climate Action Plan[6]. It aligns with legally binding carbon budgets and sectoral emissions ceilings approved and agreed respectively by Government in 2022.

Although the first Climate Action Plan contained an action to switch to electric vehicles while disincentivising fossil-fuelled vehicles, and specifically identifies the necessary step of continuing to "support the greening of the taxi fleet, with incentives made available for Battery Electric Vehicles SPSVs", this statement is not included in Climate Action Plan 2024. Ongoing policy is being developed to integrate the climate action with energy, and energy demand in response to electrification in the transport sector.

2023 was Ireland's warmest year on record, beating the previous warmest year (2022), with the warmest June and the wettest March and July on record. The country was also directly affected by eleven named storms[7]. The transport sector's share of emissions was 19.1 % in 2022, with road transport accounting for 94.7 % of all transport emissions. A focus remains on decarbonising transport, increased public transport and developing options for alternative fuels and electrification of the fleet. It is expected that this will also remain a priority for the taxi industry.

To support the decarbonisation of the SPSV industry, the Electric Small Public Service Vehicle (eSPSV) Grant Scheme was first introduced in 2018 and the scheme has expanded in the intervening years. Between 2018 and 2022, the eSPSV Grant Scheme supported 1,426 SPSV drivers in purchasing electric vehicles. In 2023, 653 drivers were supported at a cost of around €12 million and in 2024, €11.5 million has been allocated for grants via the eSPSV24 Grant Scheme. The scheme is aimed at improving air quality in urban areas, reducing the CO2 emissions of a sector which typically has very high mileage. The scheme is expected to positively influence the uptake of zero emission passenger cars by improving general perception and awareness of the benefits of electric vehicles. The Scheme is funded by the Department of Transport and administered by NTA acting as agents of the Department with delegated authority and as the licensing authority for SPSVs. In February 2024, there are currently over 1,900 electric SPSVs in the fleet, comprising just under 12 % of the fleet.

[6] Department of the Environment, Climate and Communications (2024) Climate Action Plan 2024https://www.gov.ie/en/publication/79659-climate-action-plan-2024/
[7] https://www.met.ie/annual-climate-statement-for-2023

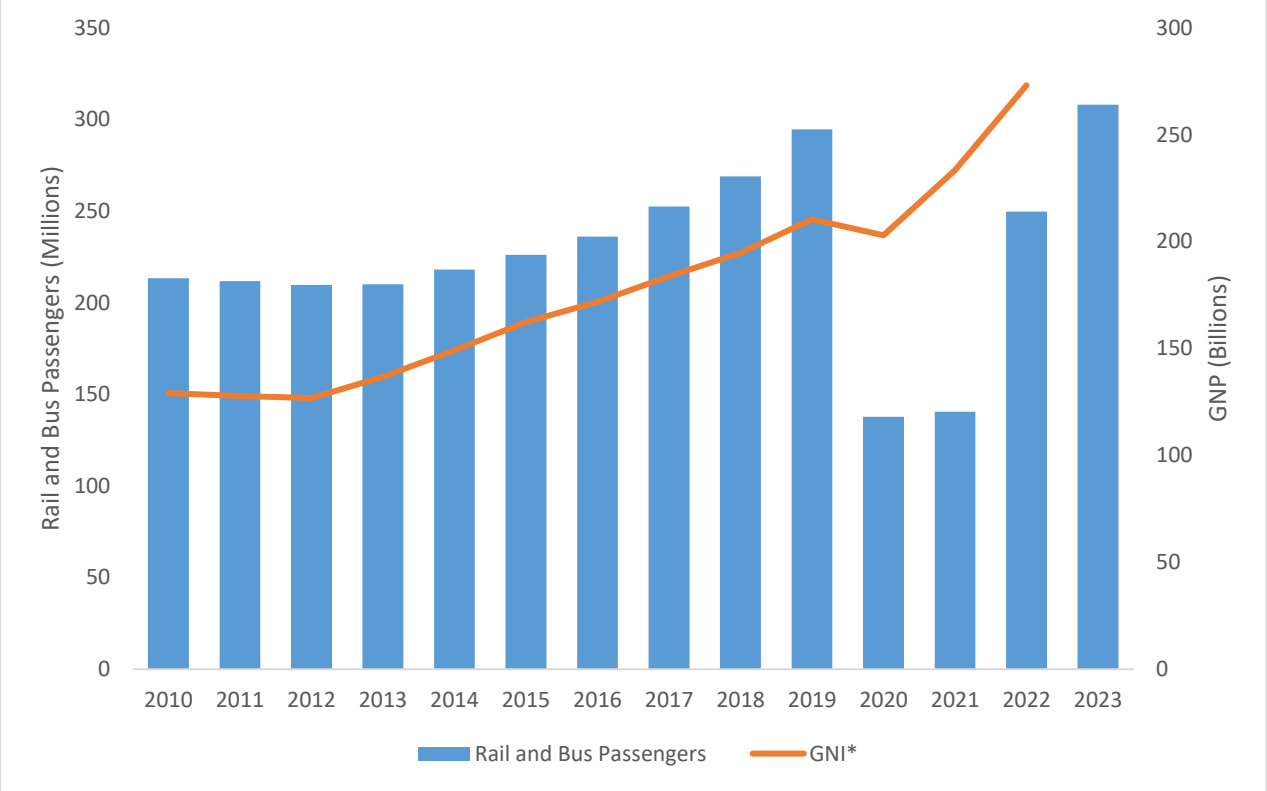
Climate action is increasingly dominating all market considerations, with substantial changes being instituted to address climate change.

3.3 Economic Environment

Historically there is a strong link between economic growth (in terms of Gross National Income - GNI) and public transport usage. As per Figure , recent trends in bus and rail patronage alongside Irish GNI*[8] is presented. There was a significant reduction in public transport use in 2020 due to the Covid pandemic with accompanying travel restrictions and closure of non-essential services, even though GNI* continued to grow at the same time. Lower public transport patronage persisted as GNI* continued to grow until 2023, where patronage exceeded pre-pandemic levels for the first time at 308 million users. This lag can be explained by a hesitancy to return to public transport as well as the shift in work arrangements towards remote online working/working from home and flexible work arrangements. This led to a significant reduction in public transport use amongst workers in some sectors of the economy. There is a discernible switch away from in-person international, national and local meetings, to on-line virtual meetings, for both low carbon (good environmental and social governance practices) and business efficiency reasons. Therefore, though public transport levels have returned to pre-Covid levels, future growth rates remain uncertain as movement patterns have changed radically. As a result, the growth levels we can expect from public transport in the immediate and long-term future are unclear.

[8] GNI* represents 'Modified Gross National Income' which is an indicator designed specifically to measure the size of the Irish economy by excluding the distortionary effects of globalisation. Please see the CSO website for more information. Available at: Modified GNI - CSO - Central Statistics Office

Figure 3-1: Public Transport Passengers and Modified Gross National Income, 2010-2023



Source: NTA Bus and Rail Statistics [9,10] ; CSO Annual National Accounts, 2023[11] (GNI is not yet published for 2023).*

The Department of Transport published their National Investment Framework for Transport in Ireland in 2021[12], and the emerging trend of shared transport was noted – or "Mobility as a Service" (MaaS). Taxis are an integral component of MaaS, and it is noted that taxi shared mobility is expected to play an important role in decarbonising the transport sector in future years.

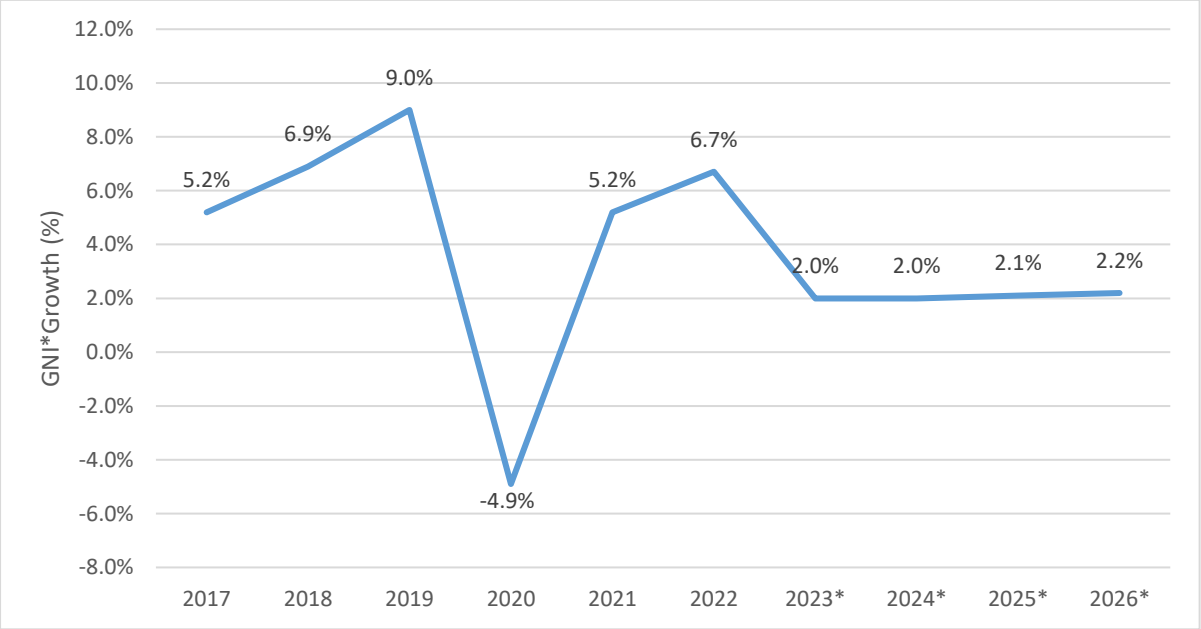
3.3.1 Economic Growth

The three years in Ireland preceding the Covid pandemic, between 2017 and 2019, were marked by strong economic growth, falling unemployment levels, and increased consumer spending; all of which had positive implications for the taxi industry. The economy contracted in 2020, with a fall in Modified Gross National Income (GNI*) of 4.9 %.[13] This drop proved to be transitory, with the economy bouncing back in 2021 and 2022, with a growth rate in GNI* of 6.7 % in 2022. GMI* reached €248.8

[9] NTA Bus and Rail Statistics (nationaltransport.ie)
[10] Record highs for public transport passenger numbers in 2023 - National Transport
[11] NA001 - Modified Gross National Income at Current Market Prices (cso.ie)
[12] Department of Transport (2021) National Investment Framework for Transport in Ireland (NIFTI) https://www.gov.ie - National Investment Framework for Transport in Ireland (NIFTI) (www.gov.ie)
[13] Modified Gross National Income (GNI*) is based on Gross National Income less depreciation of R&D-related service imports and trade in IP, depreciation of aircraft for leasing, and net factor income of re-domiciled PLCs.

billion at 2022-year end. This recovery continued throughout 2023 and Budget 2024 projections (published in October 2023) for 2023 expect GNI* to have grown at a rate of 2 % (finalised figures not yet available). Further growth in GNI* is forecast for the coming years (Figure). The outlook is for continued growth and expansion in the economy, with projected growth of 2 % for 2024 and slightly higher projections for the following two years (2.1% and 2.2% respectively).

Figure 3-2: Irish Real and Projected GNI* Growth (2017-2026)



Source: Department of Finance, Economic and Fiscal Outlook 2024 **=forecast*

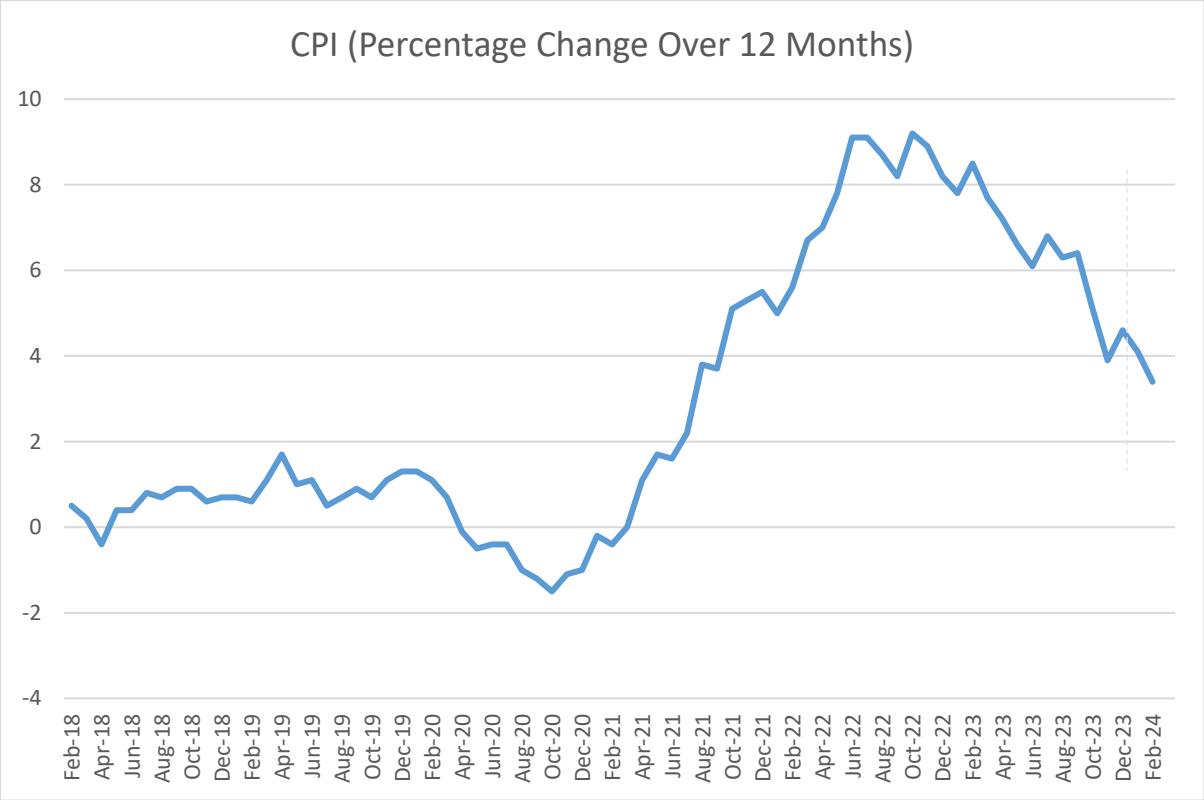
Prevailing economic orthodoxy considers ongoing expansion of the economy as positive from the overall macro-economic management of the economy. There are however obvious capacity constraints, with relentless strong underlying demand putting upward pressure on inflation.

3.3.2 Inflation

Prior to the onset of the Covid pandemic in 2020, the inflation rate in Ireland was low, beneath the Central Bank of Ireland's target of close to but below 2 % (Figure). The pandemic had a significant impact on inflation, with a period of deflation in 2020. Since the beginning of 2021 inflation is increasing, reaching 5.5 % in the 12 months to December 2021. This fell back slightly in the first two months of 2022, but rose to 9.2 % in the 12 months to October 2022 due to the impact that the Russian invasion of Ukraine had on supply chains that were already under mounting pressure. The 12 months to January 2024 had an inflation rate of 4.1 %, which is well above the 2 % target.

The Harmonised Index of Consumer Prices was 5.4 % in 2023, down from 8.1 % in 2022. By the end of 2023, the world's leading central banks increased interest rates in the sharpest upward cycle in decades, in an attempt to curb inflation. Inflation is controlled in the Eurozone by the European Central Bank with a tight monetary policy, who instituted a series of interest rate hiked up to October 2023. The increased cost of borrowing is a handbrake on numerous capital investment projects.

Figure 3-3: Consumer Price Index



Source: Central Statistics Office – CPI[14]

3.3.4 Employment

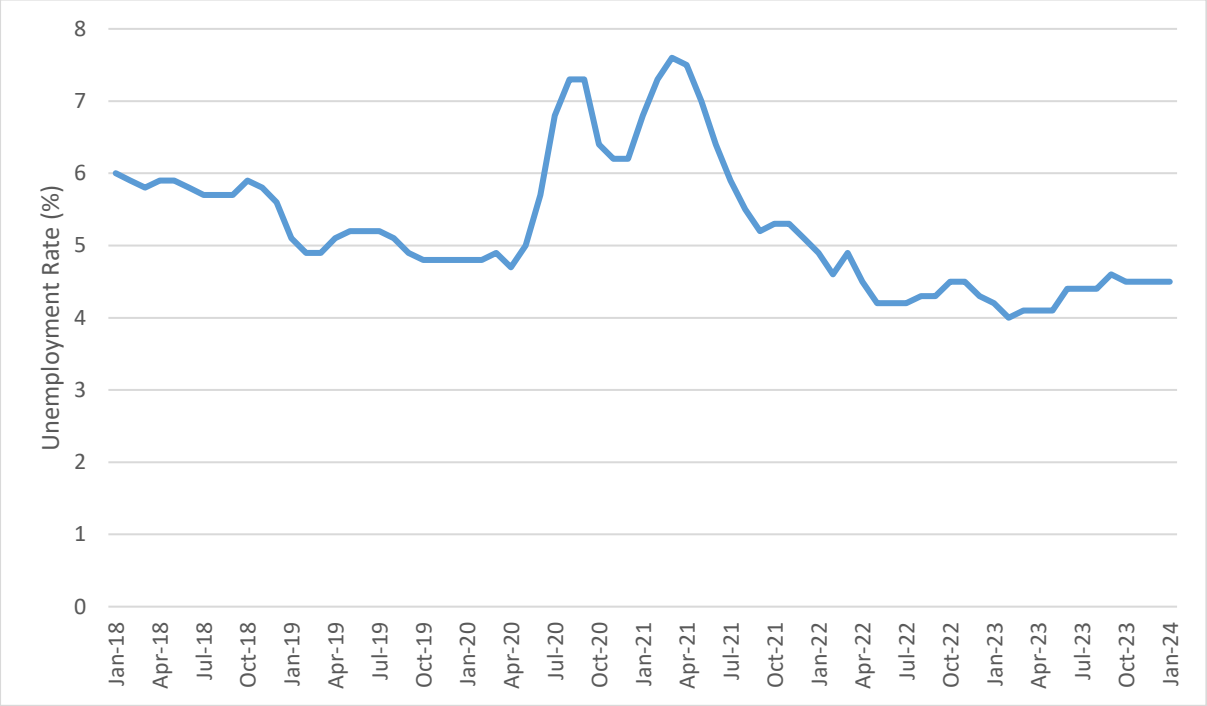
The labour force in Ireland continued to grow to record levels across all regions, with over 2.64 million people in employment in Q2 2023. This is an additional 88,400 people added (3.5% increase) in the year ending Q2 2023, with women making up 70 % of these additional employed. The CSO's population and migration estimates (PEA03) from April 2023 report total net migration of 77,600 people. Noticeably, there were more people nearing retirement age (aged 60-64) who stayed in the labour force (61% employment rate), compared to the previous year (56.3% in Q2 2022). This trend is

[14] CSO CPI – Available at CPM01 - Consumer Price Index (cso.ie)

directly relevant to taxi drivers, as the survey of drivers confirmed this trend also. The rate of youth employment (aged 15-24) was 48 %, reflecting schooling, further training and education for this age group.

A growing economy provides work opportunities, and unsurprisingly, unemployment fell to record lows. Ireland neared statistical 'full employment'[15]. There is some debate as to what constitutes full employment in Ireland as it differs from country to country, although it is widely believed to be between 4 and 5 % unemployment. During Covid, unemployment reached 7.6 % in March 2021. By March 2023, unemployment was at a low of 4.1 %, before ending the year at 4.5% in December 2023 – the rate at which it remains at the time of writing (Figure).

Figure 3-4: Monthly Unemployment Rate, Jan 18 – Feb 24



Source: Central Statistics Office – Seasonally Adjusted Monthly Unemployment[16]

With full employment comes labour shortages, and wage inflation is an almost inevitable consequence. CSO data shows average weekly and hourly earnings in Q4 2023 up 2.1 % on comparable data from 12-months prior. Hourly "Other Labour Costs" also rose by 7.4 % over this 12-month period[17]. If this trend is to continue, further wage inflation can be expected throughout the economy,

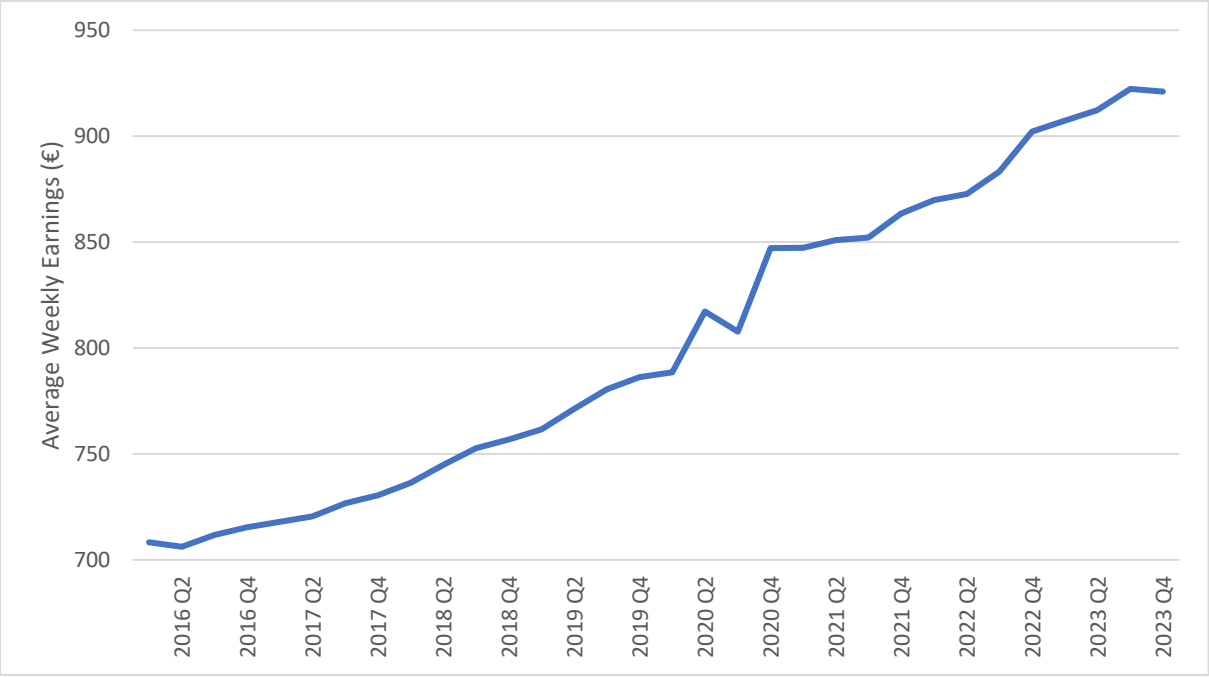
[15] Central Statistics Office, 2022. Monthly Unemployment February 2022.
[16] CSO - MUM01 - Seasonally Adjusted Monthly Unemployment (cso.ie)
[17] Central Statistics Office 2023, Earnings and Labour Costs Quarterly, Q3 2023 – available at: Earnings and Labour Costs Q3 2023 (Final) Q4 2023 (Preliminary Estimates) - Central Statistics Office

reflecting the difficulties faced by employers in obtaining and retaining workers and skilled labour. Wage inflation is a consideration for taxi drivers, particularly given that they can switch and work in other passenger transport, haulage and other industries, where earning potential/income is better than taxi driving.

3.3.5 Earnings

Average weekly earnings across all sectors of the economy steadily rose from a value of €706 in 2016 to €921 in the last quarter of 2023 (Figure). As discussed, high inflation erodes purchasing power and with average weekly earnings in Ireland increasing by only 2.1 % in 2023, real weekly earnings (wage growth minus inflation) fell by 2.5 % in the 12 months to December 2023.[18] This is likely to have a negative impact on taxi demand as customers with less disposable income are likely to socialise less, travel less in general, and/or use less expensive modes of transport such as cycling, walking and public transport. Many households are facing drops in real household income (salaries/wages minus inflation), and will face household expenditure constraints.

Figure 3-5: Average Weekly Earnings (Seasonally Adjusted), Q1 2016 – Q4 2023



Source: Central Statistics Office – All sectors of the economy[19]

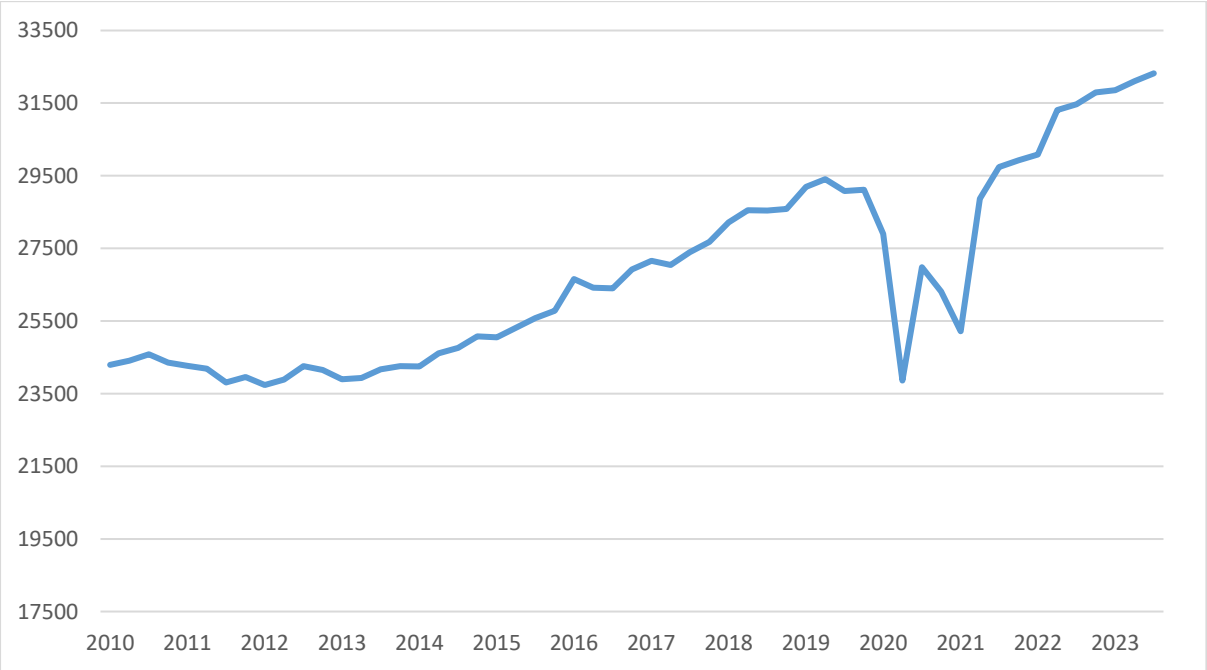
[18] Earnings and Labour Costs Q3 and Q4 2023, CSO – available at: Earnings and Labour Costs Q4 2021. CSO. https://www.cso.ie/en/statistics/earnings/earningsandlabourcosts

[19] EHQ03 - Average Earnings, Hours Worked, Employment and Labour Costs (cso.ie)

3.3.6 Consumer Spending

The pandemic had a major impact on consumer spending, with a considerable drop recorded in annual household expenditure in 2020 and 2021 (Figure). Household expenditure increased in 2023, likely reflecting the inflationary environment, rather than an increase in consumption. Overall, consumer spending recovered since the pandemic, and has resumed along the longer growth trend, evident since 2010. Increased consumption was positive for the domestic retail sector, with a clear steady increase in the Retail Sales Index (RSI) since 2015 (Figure). Retail sales are now higher than they were prior to the pandemic. This indicator is somewhat at odds with the cost-of-living crisis, and other indicators, such as the CSO's Risk of Poverty showed that 13.1 % of people were at risk of poverty in 2022, compared with 11.6 % in 2021. The number of people emigrating from Ireland increased to 59,600 departing the State in 2022, compared with 54,000 people in 2021. Just under half of the emigrants were aged between 25-44 years.

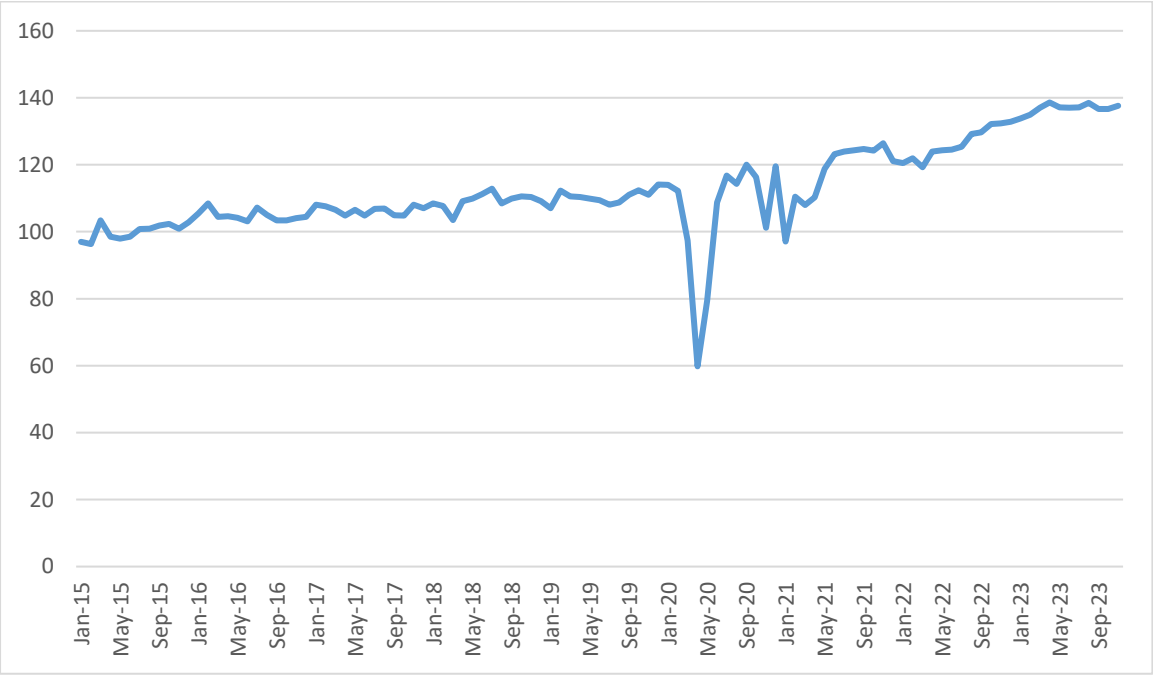
Figure 3-6: Annual Household Expenditure, 2010-2023



Source: Central Statistics Office, Expenditure on Gross National Product[20]

[20] *Central Statistics Office, Expenditure on Gross National Product — available at*: NAQ04 - Expenditure on Gross National Product (cso.ie)

Figure 3-7: Retail Sales Index (RSI), 2015-2023



Source: Central Statistics Office, Retail Sales Index[21]

A strong domestic retail sector has positive implications for the taxi industry as increased consumer spending is associated with higher rates of taxi demand/usage. Demand for taxis is linked to consumer sentiment and spending. Inflation and the subsequent cost of living crisis may distort these findings as households find their purchasing power eroded by increasing prices.

Consumer sentiment is useful to sense check figures. Figure displays how the consumer sentiment index has varied from February 2018 to February 2024.

[21] *Central Statistics Office, Retail Sales Index- Available at* RSM05 - Retail Sales Index (NACE Rev 2) (Base 2015=100) (cso.ie)

Figure 3-8: Consumer Sentiment Index 3-month moving average, 2018-2024



Source: Aecom analysis based on Credit Union/ESRI, Consumer Sentiment Index[22]

The Consumer Sentiment Index measures how confident consumers are in the economy. It was in decline prior to Covid, and while this recovered somewhat in 2021, consumer confidence declined again in 2022, even as domestic restrictions were fully lifted due to inflation and uncertainty/nervousness accompanied Russia's invasion of Ukraine. Consumer sentiment increased again during 2023. Domestic concerns over the cost of living, as well as geopolitical events, continue to have a negative impact on consumer sentiment in early 2024.

3.3.7 Income inequality

Overall, the continued strong growth in the economy of Ireland is positive. However, there are certainly challenges at a household level. ESRI's (2023) third annual report on poverty, income inequality and living standards in Ireland reported that 2021 saw disposable incomes fall or stall for those people in the lower half of the income distribution. This fall in real income were despite a strong labour market recovery in 2021. Measures of income inequality, which were declining in recent years, increased in 2021 also. The study also reports that 2022 saw a sharp and statistically significant rise in the rate of material deprivation.[23] Income inequality is a risk to any society, and overall, less equal

[22] *Credit Union Consumer Sentiment Index – Available at:* For You. Not Profit. - The Irish League of Credit Unions
[23] ESRI (2023). Poverty, Income Inequality and Living Standards in Ireland: Third Annual Report https://www.esri.ie/system/files/publications/JR4_6.pdf

societies tend to have less stable economies. Excessive income inequality can erode social cohesion and lead to political polarisation.

3.3.8 Risks to the Irish Economy

Current risks to the Irish economy include geopolitical developments, high energy prices, high national debt, supply chain issues, housing shortages coupled with continuous increases in house prices and rents.

Geopolitics

There are an increasing number of conflicts emerging, such as the Israel-Hamas conflict, Houthi attacks in the Red Sea, war in Sudan, Syrian civil war and the war in Ukraine. European countries are reassessing government expenditures on security. Geopolitical volatility is the biggest risk identified by the World Economic Forum, and more than two billion voters in over fifty countries will (about 40% of the global population) partake in national elections in 2024.

Energy Prices

The Global Geopolitical environment continues to be unstable, impacting supply chains negatively[24]. The Russian invasion of Ukraine in February 2022 was extremely impactful on the Irish and wider European and Global Economy, with energy prices soaring, peaking in June 2022 as European countries sought to reduce their dependence on Russian oil and gas. This translated to Increased electricity costs (+31.8%) and gas (+45.6%) costs in 2023 (as measured in the Consumer Price Index) The CSO report that for households in the lowest decile (the lowest 10% by income): Electricity, Gas & Other Fuels and Rent were the joint largest contributors to their estimated inflation rate in 2023, disproportionately affecting poorer households who cannot absorb increases to basic household costs.

National Debt

Ireland's national debt rose to €236.3 billion in the third quarter of 2021, up from €227 billion the previous year. However, Ireland's debt-to-GDP ratio remained stable (an indicator of total borrowing as a proportion of the value of all economic activity in a country, as measured by GDP, or Gross Domestic Product), and is now 57 % of the value of GDP[25]. High government debt limits the tools

[24] Brent crude oil - Price - Chart - Historical Data - News (tradingeconomics.com)
[25] Government Finance Statistics Quarter 3 2021, CSO, https://www.cso.ie/en/releasesandpublications/ep/p-gfsq/governmentfinancestatisticsquarter32021/

available to the government to respond to a downturn in the economy. However, the increases in public debt that were evidenced globally as a response to Covid did not create financial instability or create panic or chaos. The EU suspended the rules in its Stability and Growth Pact (anchored in the Maastricht Treaty of 1992) relating to the cap on public debt above 60 % of GDP, marking a fundamental rethink about public management of the economy.

Supply Chain Security

Brexit reduced the economic viability of sourcing used vehicles in the UK for resale into the Irish market due to increased importation costs. A further difficulty arises in relation to sourcing vehicles which have been built to a UK Vehicle Certification Agency (VCA) European Type Approval. When the UK left the EU single market, the UK VCA ceased to be an EU Type Approval Authority. From 31 December 2020 (the end of the transition period), type approvals issued by UK VCA (e11) ceased to be recognised in EU member states. Where a converted vehicle has been registered in Ireland post Dec 2020, evidence that the Type Approval has been transferred to an EU 27 Approval Authority is needed. Trade disruption resulting from lockdowns and border closures due to the Covid pandemic had a major impact on various global supply chains. Transportation costs for shipping increased, a cost passed on to importing businesses.

Initially due to limitations associated with battery technology and associated range, vehicle manufacturers produced electric vehicles that were in the 'small family car' segment. Due to increasing efficiencies and improvements with battery technology, larger vehicles with increased range have now become a reality. There are some supply constraints of electric vehicles. For electric vehicles suitable for taxis, production timing from car manufacturers constrained the supply in 2023.

Housing Crisis

House prices and rents in recent years have risen significantly and continue to rise rapidly, with residential property prices increasing by 7.5 % nationally in 2023, to the highest ever level. This trend looks likely to continue with new supply remaining at an insufficient level to satisfy demand[26]. The housing crisis has the potential to erode Ireland's competitiveness, impacting the country's attractiveness for foreign direct investment and acting as a potential impediment to talent relocating to Ireland due to the negative impact this has on real incomes and purchasing power, and acting as a push factor for talented young people towards emigration.

[26] Residential Property Price Index February 2024, CSO, HPM08 - Rolling 12 Month Market-based Household Purchases of Residential Dwellings (cso.ie), Ireland 2023: The Year in Numbers - Central Statistics Office

Despite a series of macroeconomic shocks, the Irish economy is proving resilient, experiencing growth in economic activity. This growth does not always trickle down, and there are signs of growing inequality in Ireland. Households are feeling the effects of drops in real incomes, due to a sustained inflationary period.

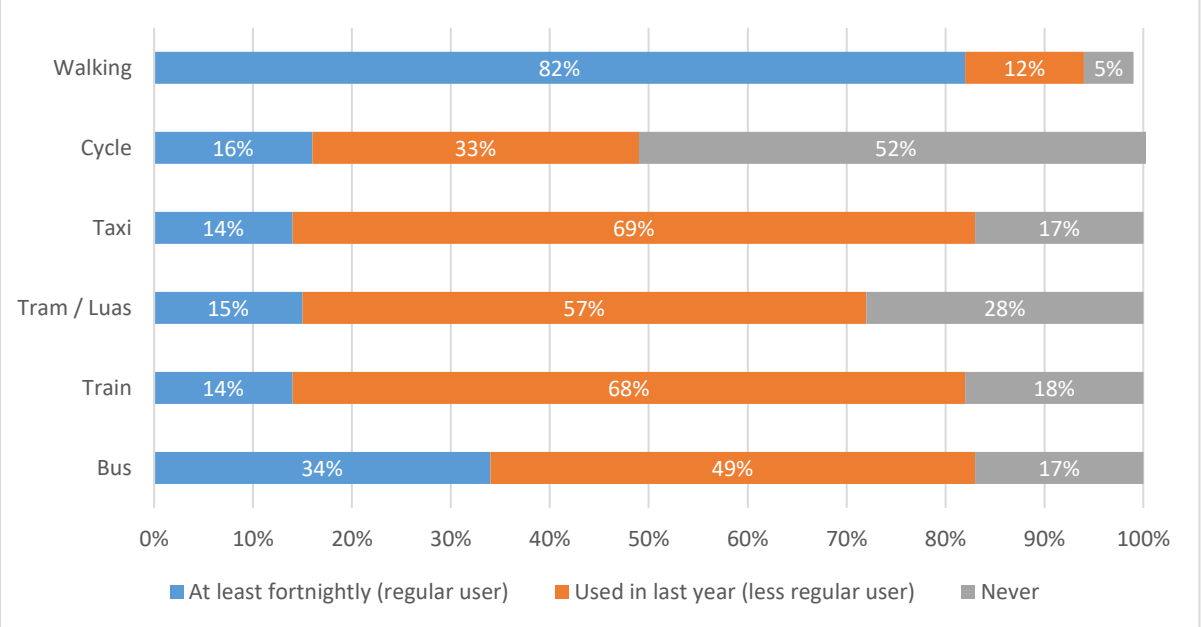
3.4 Market Demand

3.4.1 Trends in Taxi Usage

To collect information on trends in taxi usage, a series of eight surveys were undertaken between 2020 and 2022. The surveys consisted of a nationally representative sample of approximately 1,000 adults in October 2020, February 2021, May 2021, October 2021, February 2022, October 2022, May 2023 and February 2024.

From the most recent survey in February 2024, 83 % of adults were taxi users, and 14 % use taxis fortnightly (or more frequently, see Figure). This shows that most adults are taxi users but are not necessarily regular users (using a taxi at least once a fortnight, if not more).

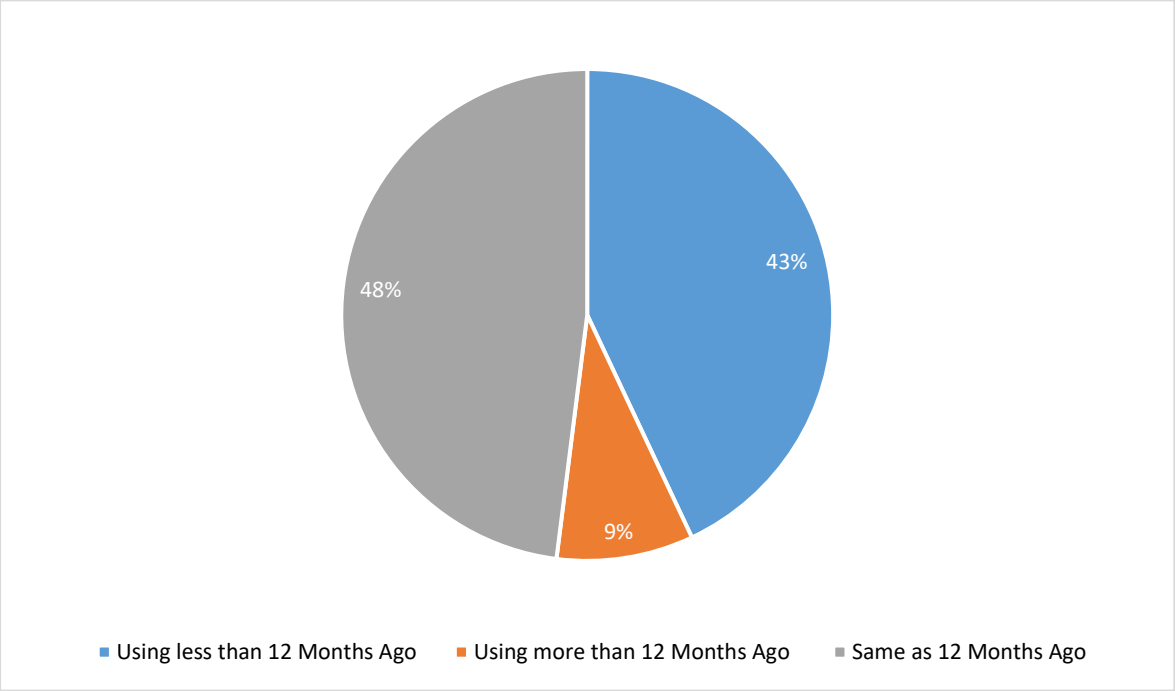
Figure 3-9: Frequency of forms of transport use among adults, February 2024



Source: 2024 National Maximum Taxi Fare Review – Taxi User Survey

Figure shows that of those who are taxi users, 43 % use taxis less often than they did 12 months ago. 9 % of taxi users reported they increased their usage in the past year, while 43 % reported no change at February 2024.

Figure 3-10: Usage of taxis when compared to 12 months ago



Source: 2024 National Maximum Taxi Fare Review – Taxi User Survey

Among those who decreased their usage of taxis, the primary reasons reported are:

- Due to going out less often (44%)
- Due to having less disposable income (44%)
- Modal switch – towards use of active modes (32%)
- Modal switch – they use their car more often (24%)
- Increased amount of time spent working from home (9%)
- To minimise the risk of contracting Covid/illness (4%)
- Other reasons (9%).

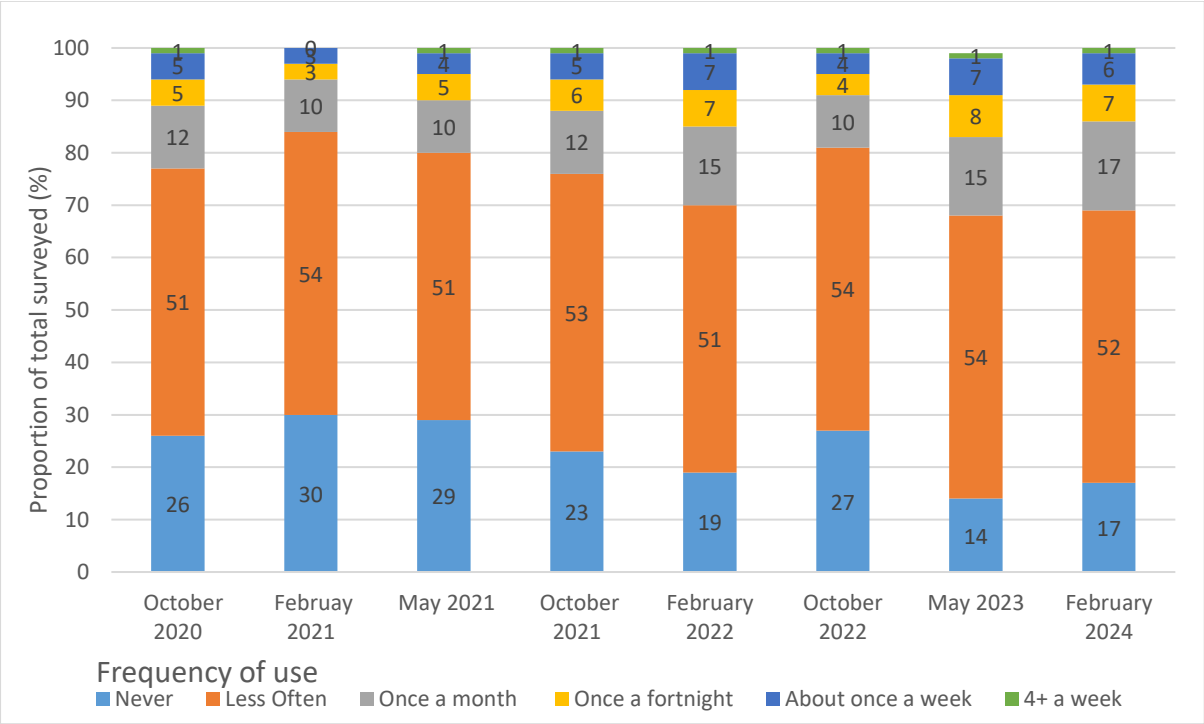
For those that increased their usage, the primary reasons reported are:

- Unavailability of other public transport (46%)
- An increase in disposable income (22%)
- Feeling more protected from Covid in a taxi than on mass public transport (14%)

- No longer having a car available (13%)
- No longer having a scooter available (4%)
- Other reasons (22%).

7% of those surveyed use a taxi weekly (with 1% of respondents taking more than four trips per week).

Figure 3-11: Frequency of using taxi services, 2020 – 2024



Source: NTA Taxi Consumer Research

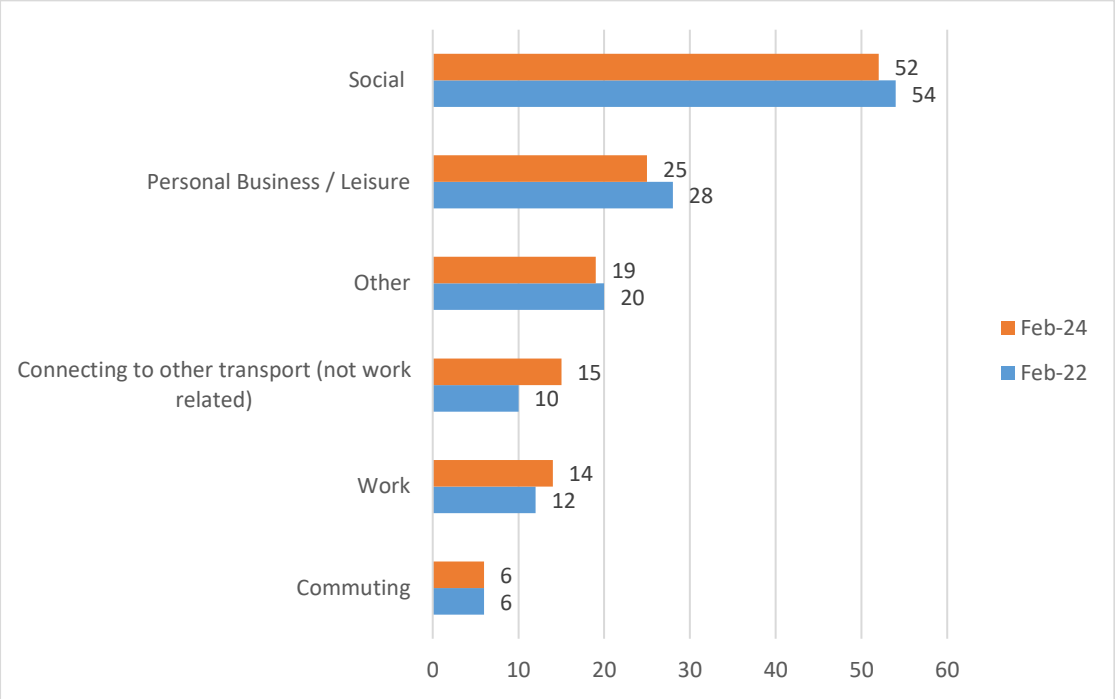
3.4.2 Reasons for Using Taxis

Customers who had used a taxi in the last fortnight were asked about their reason for using a taxi on the last occasion. Figure shows that in February 2024, 52 % of people said that their last trip was for social purposes, whilst 28 % said that their trip was for personal business or leisure related reasons. 15 % of respondents said their last trip was related to connecting to other transport links, whilst work specific trips and commuting made up 14 and 6 % of responses respectively.

The breakdown of reasons for using a taxi reported in the most recent survey is similar to the findings of the February 2022 survey as is illustrated by Figure . Slightly more respondents in February 2024 reported that their last trip was for social, personal business or leisure reasons compared to February 2022, while fewer respondents reported that their last trip involved connecting to other transport or was a work trip.

Table shows a more detailed breakdown of the reasons for using a taxi on the last occasion and a comparison of results from February 2024 with three previous surveys.

Figure 3-12: Reason cited by taxi users for using a taxi on the last occasion, February 2024 and February 2022 Surveys



Source: NTA Taxi Consumer Research

Table 3-1 Reason cited by taxi users for using taxi on last occasion October 2022 – February 2024

Reason Cited	February 2022	October 2022	May 2023	February 2024
In the course of business / work	7	8	5	6
Going to the Airport (work related)	5	5	5	7
Going to the train/bus station/ferry (work related)	1	3	3	4
Commuting to/from work	4	5	3	6
Shopping trip (or leisure related)	8	8	8	10
Personal reasons / hospital appointment, etc.	13	8	12	10
Going to visit friends/family	9	7	7	7
Socialising / recreational (night out, going to cinema, etc.)	43	36	36	37
Had been drinking alcohol so I couldn't drive	23	23	21	28
Going to the airport (leisure related)	7	15	13	12
Going to the train/bus station/ ferry (leisure related)	3	4	4	3
Prefer not to travel on public transport	2	2	1	2
Having something delivered/collected	0	1	0	0
I was lost so I took a taxi	0	0	1	1
It was raining/bad weather	7	3	4	5
Taxis are quicker door to door	6	2	5	6
Too much luggage/bags for public transport	2	1	2	3
Taxis take me exactly where I want to go	8	5	7	6
Wheelchair accessible taxis are the only form of transport available to me	0	1	0	0
Other (please specify)	4	3	3	3

Source: NTA Taxi Consumer Research

When taxi users were asked whether they had other forms of transport available to them for their last taxi trip, 65 % confirmed they had other transport (bus, own car or friends being the most available to them). The two main reasons for selecting a taxi over alternative travel options were the ease and convenience of use and that they were quicker and more reliable than alternatives.

3.4.3 Methods of Ordering Taxis

Table 3-1 shows a demographic breakdown of the methods of ordering a taxi. Overall, using an app service was the most popular method for ordering a taxi (32%), closely followed by a phone call (27%). In comparison to February 2022, there was a slight increase in the use of app services (+2 percentage points) and a decrease in respondents who said they ordered by phone (-5 percentage points). Using an app is the most common method among those aged up to 49 and among respondents living in Dublin and the rest of Leinster, while phone is more common among those aged over 50 and among residents of Munster and Connacht/Ulster.

The proportion of taxi users who found their last taxi through queuing at a taxi rank has increased marginally from 18 % in 2022 to 19 % in 2024, while the number hailing a taxi on-street remained the same as before at 15 %. 5 % of respondents in 2024 said their last taxi was ordered by a company on their behalf.

Table 3-1 Method of ordering a taxi on last occasion (excluding "don't know" responses) Feb 2024

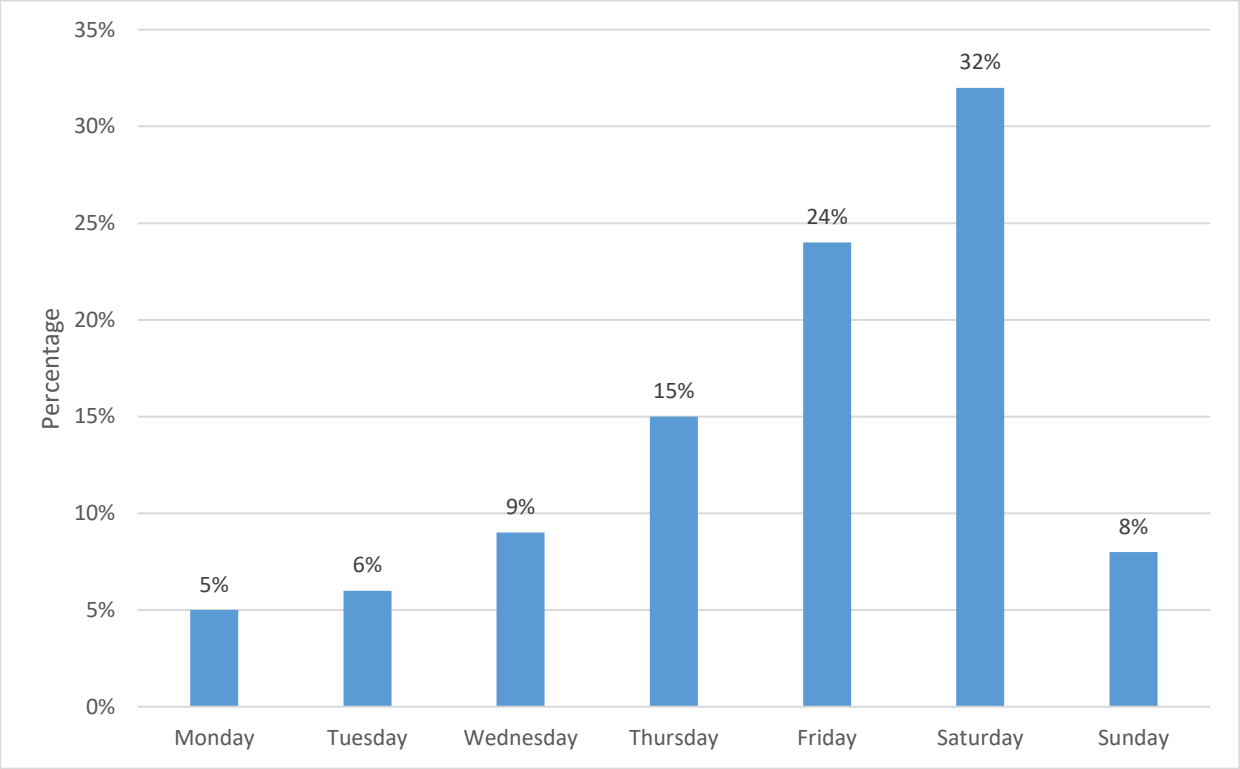
		Age					Region			
Mode	***Overall***	***18-24***	***25-34***	***35-49***	***50-64***	***65+***	***Dublin***	***Rest of Leinster***	***Munster***	***Conn / Ulster***
	%	%	%	%	%	%	%	%	%	%
App service	***32***	39	52	29	23	19	47	39	21	25
Phone call	***27***	28	15	25	34	37	15	35	35	28
Queued at a taxi rank	***19***	15	16	20	19	28	13	20	22	28
Hailed on the street	***15***	8	13	20	20	11	21	11	14	14
Company Ordered Taxi	***5***	9	3	6	1	5	5	3	7	6
Other	***0***	-	-	1	1	-	-	1	1	-

Source: NTA Taxi Consumer Research

3.4.4 Demand Pattern for Taxi Services

Figure shows the distribution of passenger's most recent trip, by day of the week. The demand for taxi services peaks on Fridays and Saturdays, with 56 % of survey respondents having taken their most recent trip on one of these two days. This reflects the most common reason for taxi use being for social or personal business/leisure purposes. Taxi use on these two days combined was marginally lower in 2022, at 55 % and in 2019, at 54 %.

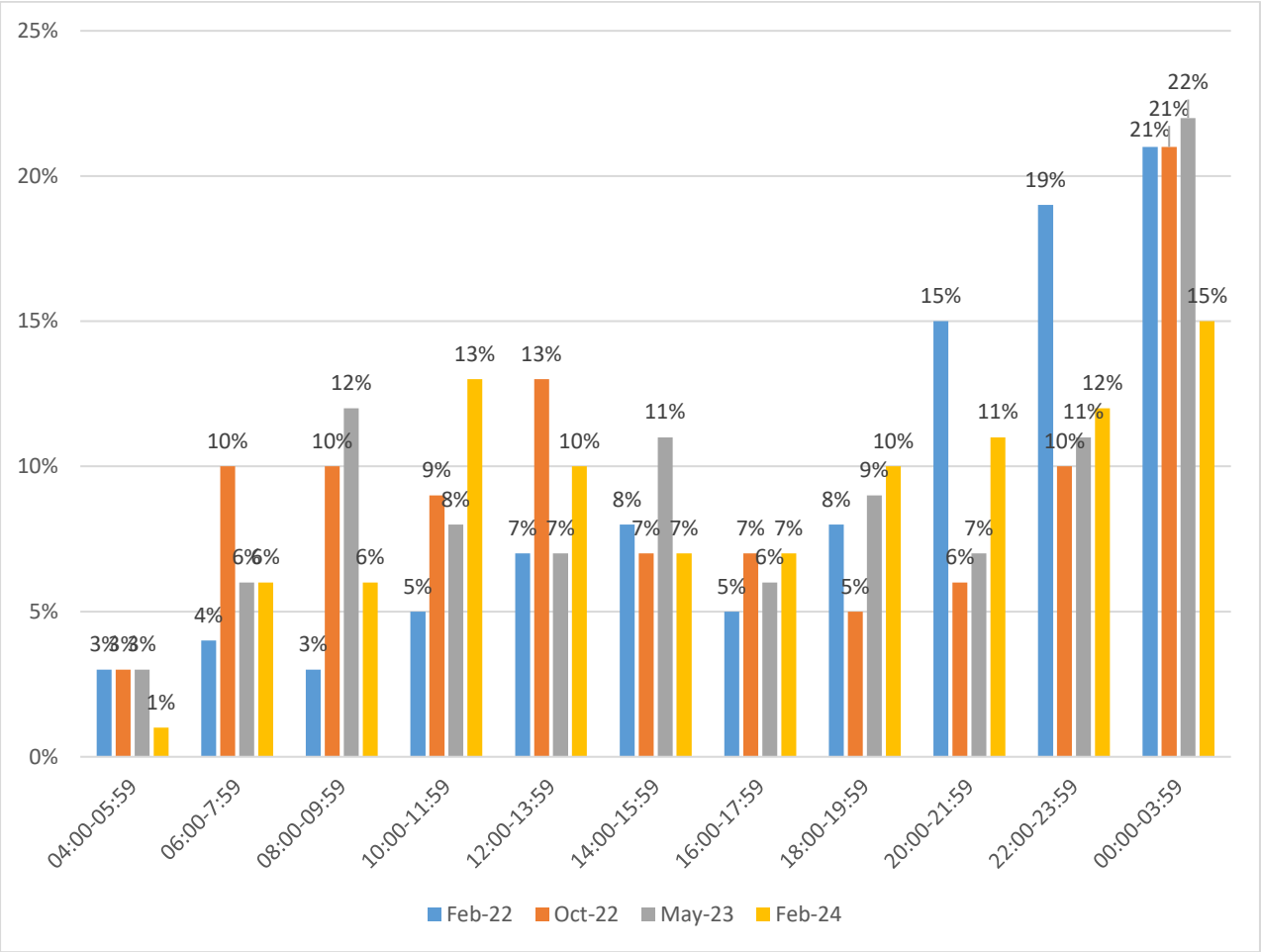
Figure 3-13: Distribution of taxi users by day of the week of most recent trip, February 2024



Source: NTA Taxi Survey – Taxi Users – February 2024

Figure shows the distribution of taxi users by the time band in which their last trip was taken. In February 2024 (represented by yellow bars), 48 % of taxi users reported taking their most recent taxi between 6pm and 4am, with 21 % of journeys between 6pm and 10pm, 12 % of journeys between 10pm and midnight, and 15 % of journeys between midnight and 4am. The survey suggests there has been a shift in taxi use away from the evening with the proportion of last trips taken between the hours of 8pm and 6am falling significantly when contrasted with the February 2022 survey and a shift evident towards daytime taxi use. This may be related to the impact of cost-of-living increases on the nighttime economy, increased public transport availability at night-time, or an actual or perceived lack of taxi availability during later hours.

Figure 3-14: Taxi User Survey – Time Last Used a Taxi



Source: NTA Taxi Consumer Research

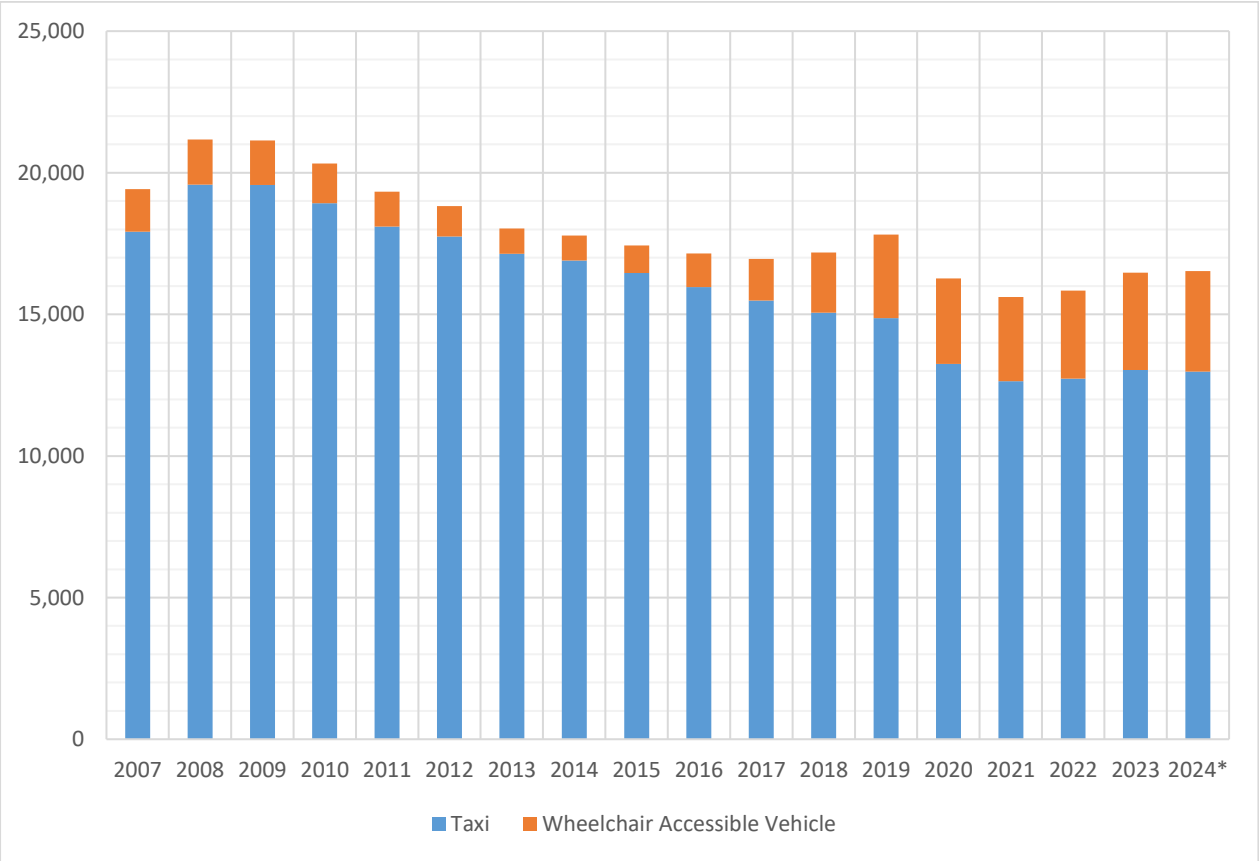
3.5 Market Supply

3.5.1 Aggregate Supply of Taxi Services

The period between 2017 and 2019 saw the first increase in the national taxi fleet since 2009, however, the Covid pandemic was a significant contributing factor in the nearly 9% decline in fleet numbers recorded in 2020. In recent years, the size of the fleet has increased again but the number of taxis remains below the 2019 total.

As of February 2024, there were 16,526 taxis in service in Ireland. This number includes 3,542 Wheelchair Accessible Taxis (WAT), or 21 % of the fleet. This represents a significant increase in the proportion of WATs in service from 2015, when they numbered less than 6% of the total taxi supply. This increase can be largely attributed to three policy changes: a 2010 decision to issue new taxi and hackney licences for wheelchair accessible taxis only; changes to the size specification for WATs introduced in 2014, which meant that operators could purchase smaller, appropriate WATs than heretofore; and the introduction of a grant scheme for WATs by NTA in 2014. This current grant scheme provides grants to drivers of between €4,000 and €17,500 (depending on the age of the vehicle) for the purchase and replacement of WATs. The maximum grant level available was increased in 2023, from €7,500. The increase in the proportion of WATs within the taxi fleet between 2007 and 2024 is shown in Figure .

Figure 3-15: Trends in Taxi Supply, 2007-2024



Source: NTA Taxi Statistics, February 2024

The uptake of the WAT grant scheme is evident from Table 3.4, with 4,068 grants allocated for the purchase of a WAT between 2014 and 2023, with an associated funding of almost €23 million given over that period.

Table 3-2 also presents the number of eSPSV grants administered since the eSPSV scheme began in 2018. The scheme has seen funding increase significantly since 2021, with a total of 1,966 eSPSV grants allocated in this period, with associated funding of €37.8 million. This is indicative of the emerging changes to the taxi fleet, evidence of technology adoption by the taxi drivers, with resultant cost efficiencies – particularly lower electricity costs to power the battery, but also lower maintenance costs to run the electric vehicle.

Table 3-2 NTA Grant Schemes for SPSV 2014-present

	NTA Grant Scheme for SPSV			
	Wheelchair Accessible Taxi Funding		Electric Special Purpose Service Vehicles Funding	
Year	Number of WAT Grants	Total Funding Value	Number of eSPSV Grants	Total Funding Value
2014	128	€819,000	-	-
2015	153	€871,000	-	-
2016	335	€1,987,500	-	-
2017	284	€1,747,500	-	-
2018	761	€3,366,000	46	€269,000
2019	1039	€4,420,000	35	€189,000
2020	264	€1,240,500	20	€159,000
2021	379	€1,605,500	689	€13,332,500
2022	312	€1,320,500	636	€11,900,000
2023	411	€5,542,500	653	€12,009,500
Total	**4,066**	**€22,920,000**	**2,079**	**€37,859,000**

Source: NTA Taxi Statistics, February 2024

3.5.2 Vehicle Age

NTA is required by regulation to seek to promote the provision and maintenance of quality services by SPSVs and their drivers. For this reason, there is a vehicle age limit for SPSVs. In Ireland, prior to the Covid pandemic, most taxis and hackneys were required to be less than 10 years old (for saloon vehicles) or 15 years old (for WAVs), with exceptions for a minority of licence holders. However, in 2020 and 2021, in response to the Covid pandemic, NTA enacted emergency regulations relating to the maximum permissible age of taxis and hackneys, with these changes initially ensuring no impacted vehicle would be required to exit the fleet solely due to age until 2023. However, in 2022, a series of global circumstances further worsened the capability of SPSV licence holders to secure new vehicles. Therefore, in November 2022, NTA introduced new regulations permitting an extension to the final operation date of vehicles due to reach their maximum permissible age between 13th March 2020 and 31st December 2024. Table 3-3 below summarises the most recent extensions. NTA does not expect

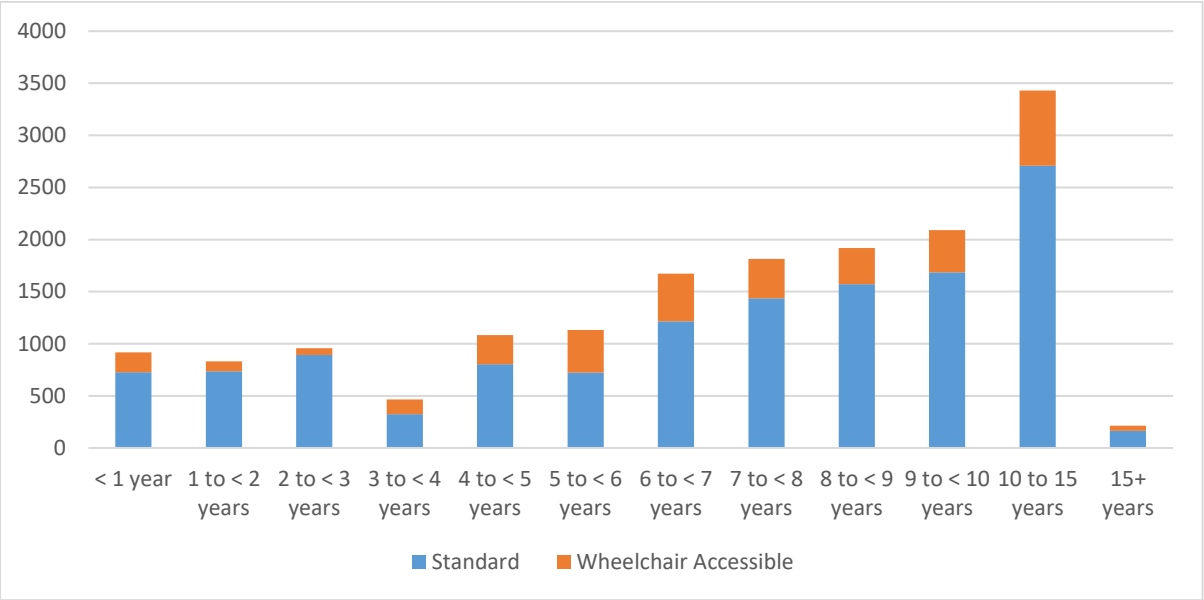
any further maximum permissible age extensions. As a result of the extensions, 3,200 of the SPSV fleet now exceed the maximum permissible age that existed prior to the pandemic. This will be regularised completely, with all taxis and hackneys returning to the requirement to be less than 10 years old (for saloon vehicles) or 15 years old (for WAVs), by 31 December 2027.

Table 3-3 Summary of the emergency extensions to maximum permissible age (MPA) rules

Original Final Operation Date	Extension (Years)	Contingency Final Operation Date
2020*	5	2025
2021	4	2025
2022	4	2026
2023	3	2026
2024	3	2027
**From 13 March 2020 when the Covid pandemic began to impact the SPSV industry*		

More generally, the age profile of taxis has increased in recent years. Data from 2019, before the pandemic, shows that 47% of taxis were five years old or less - by the end of 2022, this proportion had fallen to 33 % and in February 2024 this proportion remained at 33 %. International comparison shows that the existing age limits applied to SPSVs in different jurisdictions varies, but that the maximum permissible age in Ireland is at the older end, when compared to many other countries. For example, in the UK, local authorities usually apply either a maximum permissible age or an emission standard. The maximum permissible age rarely exceeds 10 years for saloon vehicles. Even in those few regions where a higher age limit than Ireland exists, this often only applies to WAVs (as in Ireland), or to a taxi in a city that requires a bespoke, expensive taxi vehicle – for example, in London. In Continental Europe, many regions have an age limit below ten years, with seven being common in France and Belgium.

Figure 3-16: Age Profile of Taxi Fleet in 2024 (Vehicle Licences)

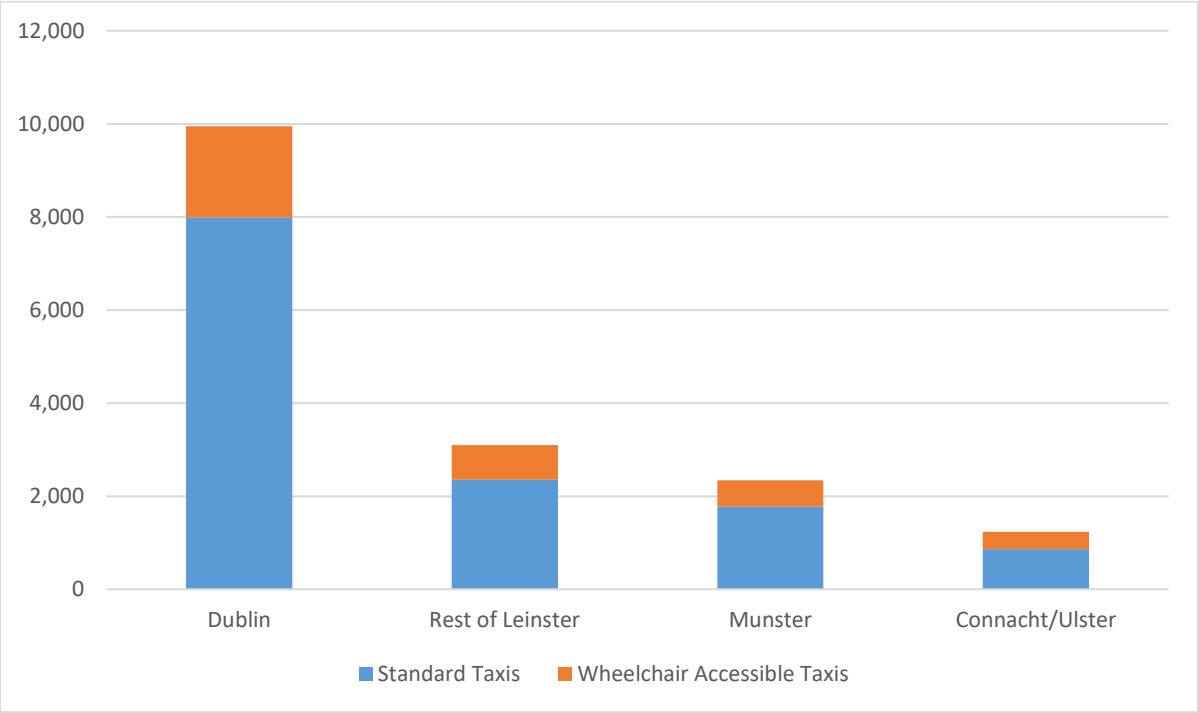


Source: NTA Taxi Statistics, February 2024

3.5.3 Regional Breakdown of Supply

Analysing taxi numbers at a regional level reveals the majority (60%) of taxi licences are associated with addresses throughout the county of Dublin. A taxi is of course not limited to operation in a specific geographical location (only a taxi driver is), however the associated address can be taken as a proxy for the operational location. This 60% Dublin figure is followed by the rest of Leinster at 19%, Munster at 14 % and Connacht/Ulster at 7 %. The number of licenced vehicles by region is shown in Figure .

Figure 3-17: Proportion of Valid Taxi Licences by Region, 2024



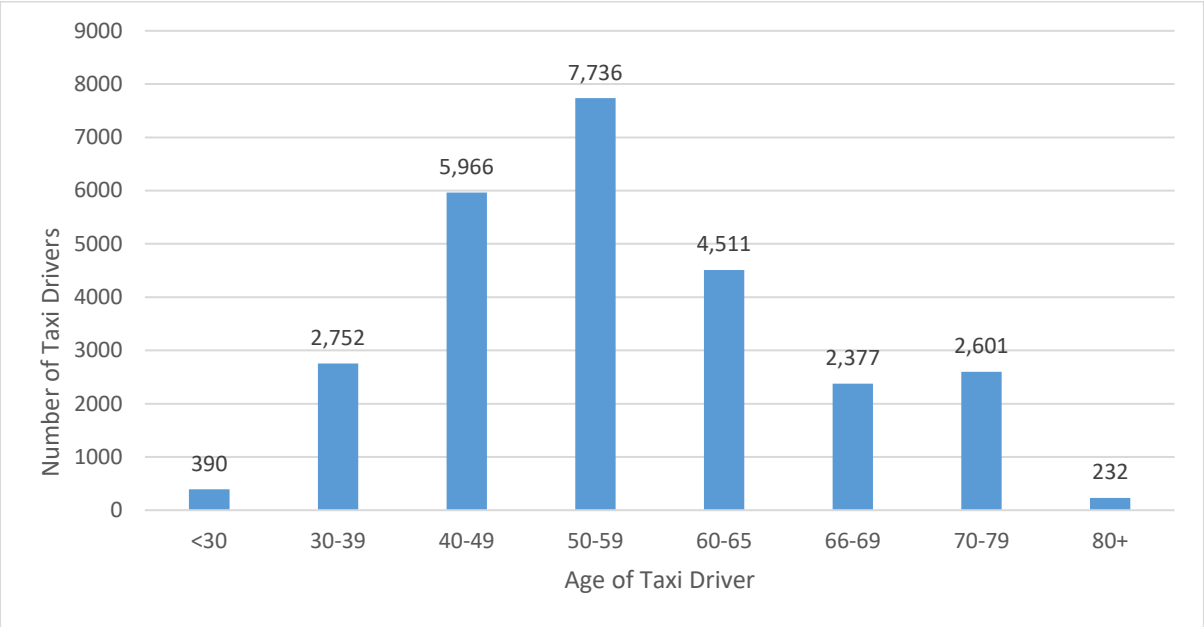
Source: NTA Taxi Statistics, February 2024

The distribution of other categories of SPSVs including hackneys and limousines follows a different pattern to that of taxis. Over three quarters of limousines (76%) and almost all hackneys (over 99%) are located outside Dublin. Therefore, to compare per capita service, it is useful to include all categories of SPSVs. However, the distribution of SPSVs is still skewed towards Dublin where there are 7.2 SPSVs per thousand population (versus 2.5 outside of Dublin).

3.5.4 Taxi Driver Age Profile

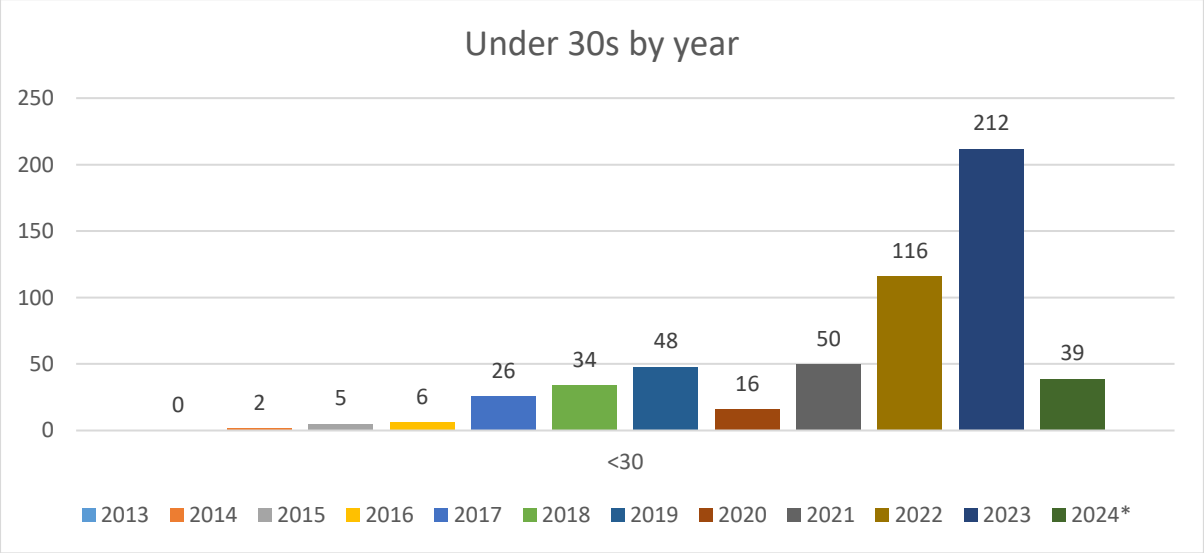
Figure shows the distribution of currently licenced taxi drivers by age. One fifth (20%) of drivers are more than 65 years old, while two thirds (66%) are over 50 years old. However, 12% of drivers are now under 40 years old which indicates the attractiveness of the industry to a younger cohort of drivers following the 2018 and 2022 NTA driver recruitment campaigns. The older age profile results from the fact that drivers historically mainly took up driving a taxi only after some time working in another career and are often attracted to the flexible nature of the industry. For many SPSV drivers, the industry presents an opportunity to earn supplemental income, which is additional to income from other sources (e.g. pension).

Figure 3-18: Age Profile of Taxi Drivers, February 2024



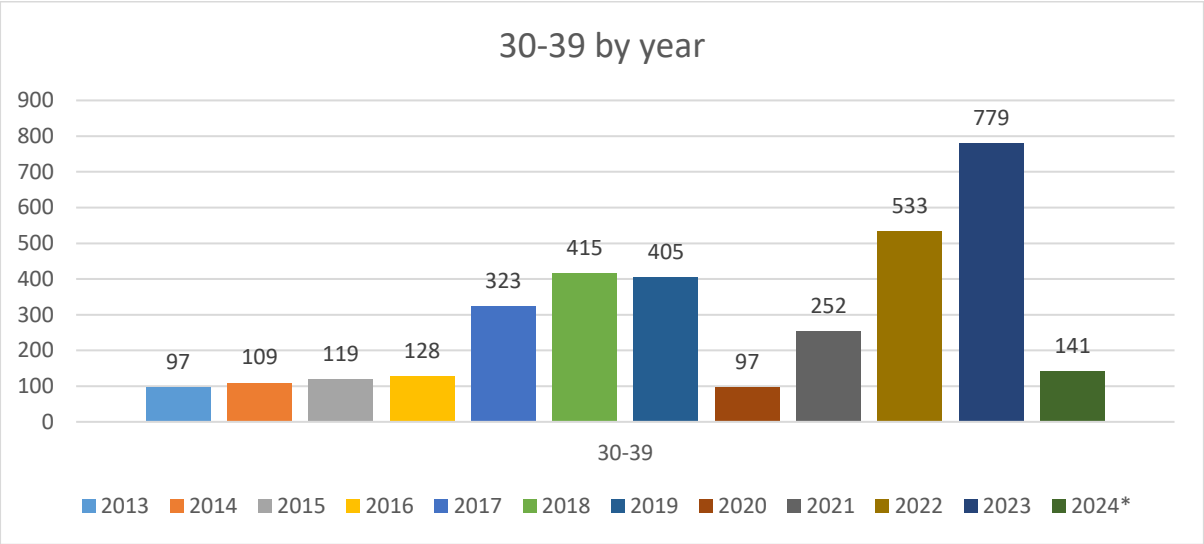
Source: NTA Taxi Statistics, 2024

Figure 3-19: Age Profile of SPSV Driver Entry Test successful candidates, Feb 2024



Source: NTA Taxi Statistics, 2024

Figure 3-20: Age Profile of SPSV Driver Entry Test successful candidates, Feb 2024

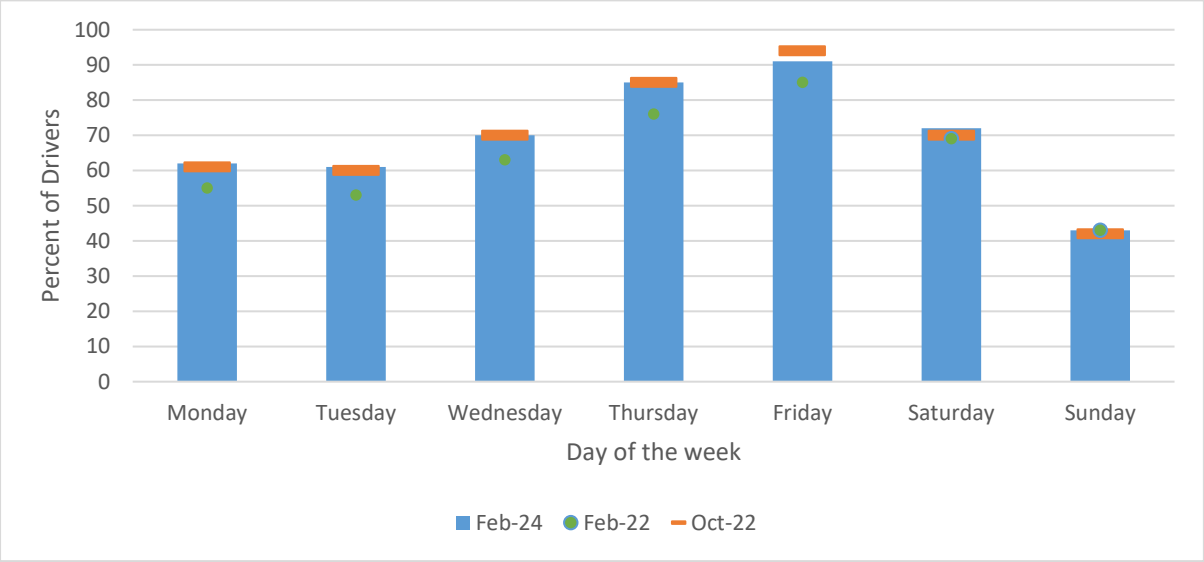


Source: NTA Taxi Statistics, 2024

3.5.5 Patterns of Supply

According to the Driver Survey, taxi drivers have an average working week of 4.9 days. Figure 3-3 shows the days of the week normally worked by taxi drivers. Friday is the most common working day, with 91 % of drivers working on a Friday, followed closely by Thursday at 85 %. Sunday is the least common day with 43 % of drivers reporting that they work on Sundays.

Figure 3-3: Days in the week worked by taxi drivers, February 2024, October 2022 and February 2022



Source: NTA Taxi Driver Research, 2024

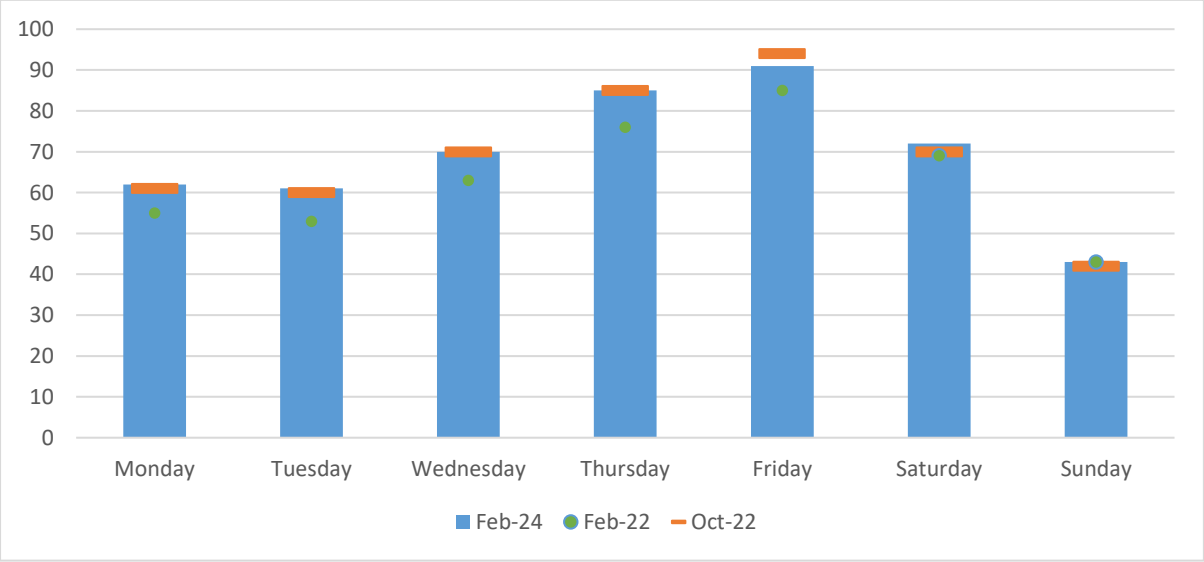
Figure 3-4 shows the times normally worked by taxi drivers. 17 % of taxi drivers reported working between 4am and 6am, while 38 % reported working between 6am and 8am. The orange bars in Figure 3-4 show the times normally worked in February 2022, which were the survey results at the time of the last TCI review. The comparison between the two survey results shows a clear shift away from working nights for taxi drivers, with just 42 % of taxi drivers reporting that they work between the hours of midnight and 4am (down from 51% in the 2022 review) and those working between the hours of 6pm and 8pm (51% down from 59%), 8pm and 10pm (51% down from 59%) and 10pm and midnight (48% down from 55%) all lower in 2024 when compared to the survey in February 2022.

A cohort of drivers (52%) reported they do not work between midnight and 6am currently and 78 % of these stated they worked nights previously. This cohort were asked the main reasons why they stopped working at nights and whether anything would encourage them to work nights. The majority of those who do not work nights stated that the reasons were due to personal safety concerns (52%)

and concerns related to customer behaviour (38%) which represent increases for these reasons in comparison to the February 2022 survey when they stood at 34 and 28 % respectively. Over a third of those who do not work nights stated it was due to personal health reasons (34%), followed by 33 % stating it was due to family life, while 19 % stated that it was not financially worth it.

53 % of those drivers who do not currently work at night indicated that nothing could persuade them to work nights, whilst only 10 % said the opportunity to earn more money or a fare increase would encourage them, down from 30 % in February 2022. 11 % stated that they would work nights if there were better safety measures in place such as increased garda presence, up from 5 % in February/March 2022.

Figure 3-4: Times normally worked by taxi drivers February 2024, October 2022 and February 2022



Source: 2024 National Maximum Taxi Fare Review – Driver Survey

3.5.6 Modes of Supply

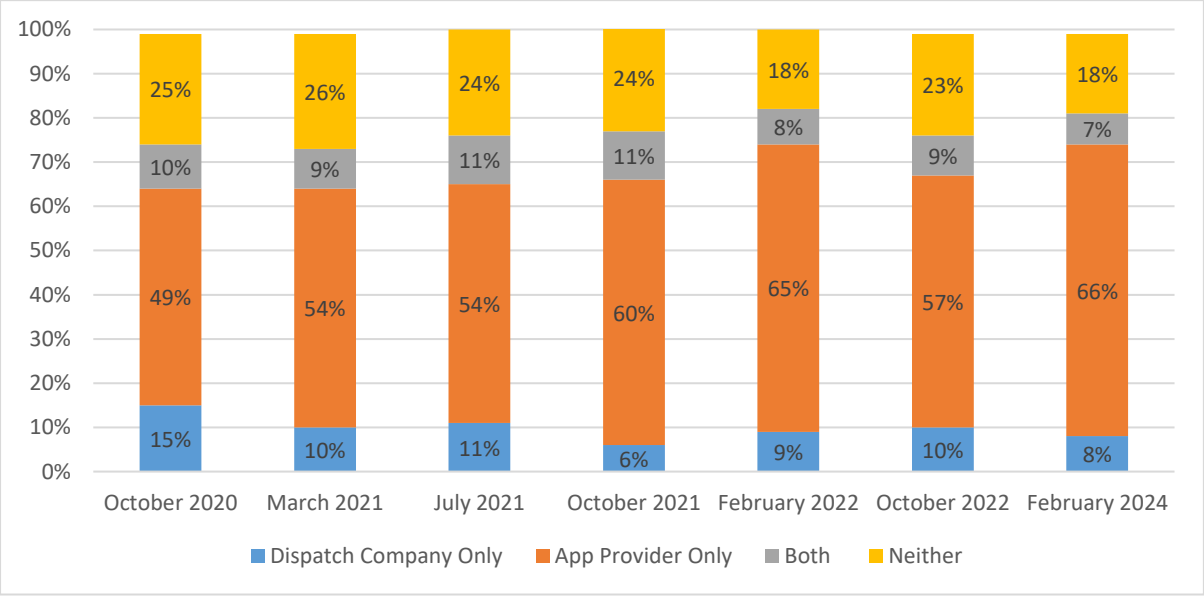
In this report, 'traditional dispatch radio operator' is intended to refer to dispatch operators/radio companies who offer a fixed cost affiliation model for drivers (referred to in previous versions of the Taxi Cost Index as a radio rental cost – typically a fixed weekly fee). Historically, it came in the form of a CB radio in the taxi, used by the taxi company base, to distribute jobs to drivers in the locality from telephone orders received from customers. Now, the CB radio is rarely found, with taxi companies distributing jobs to drivers via mobile phone alert or an in-house only app which is not available to users. In contrast, newer app booking online services typically offer a commission-based model – where the app service provider retains a percentage of the fare for each trip from the driver and the

app is marketed to consumers to book a taxi directly, mostly in recent times in return for a technology / contract fee for using the app service on top of the taximeter calculated maximum fare.

Figure 3-5 shows the proportion of drivers surveyed who are affiliated with traditional radio dispatch operators and/or app services from October 2020 to February 2024. 18 % of drivers do not use either a traditional radio dispatch operator or an app service, which represents a significant decrease compared to 2022, when this figure was 23 %. The proportion of drivers using a traditional radio dispatch operator fell from 15 % in October 2020 to 8 % in February 2024, while the proportion using an app service has increased from 49 % in 2020 to 66 % in 2024. The proportion using both a traditional radio dispatch operator and an app service fell from 10 % in 2020 to 8 % in 2024.

This data confirms an ongoing trend toward the use of apps in the taxi industry, and indeed the reliance of drivers on apps and mobile devices even in conjunction with dispatch companies, who use location technologies to allocate jobs via drivers' mobile phones.

Figure 3-5: Affiliation to traditional dispatch operator/app services among taxi drivers, October 2020-February 2024



Source: 2024 National Maximum Taxi Fare Review – Driver Survey

Amongst drivers who do not use an app service, 11 % said that they 'prefer street work' when asked why they don't use an app service, compared to 33 % in 2022. 31 % reported that they do not use an app service due to the commission/charges applied to each fare.

The 2022 survey consumer research showed an increase in taxi journeys originating at taxi ranks or being hailed directly by customers in comparison to surveys undertaken during 2020 and 2021, as more drivers and customers returned to the streets in the evenings. The 2024 survey showed similar proportions of people using these methods of obtaining a taxi in February 2024 as in February 2022. This direct hail/rank practice does not attract the commission payable by drivers to a third-party app provider (10-15% of the fare), and so has its attractions for drivers when customers on street are plentiful, such as in Dublin on a Saturday evening. A direct hail or taking from a rank also does not incur the permitted extra of a booking charge of €2 to the customer.

Whilst NTA has statutory responsibility for regulating (licensing and enforcement) the SPSV industry, taxi drivers are self-employed individuals and as such decide on their own business strategies, working hours and locations of work within the regulatory framework. Affiliation with a booking service provider or accepting work when so affiliated is not regulated by NTA. As a result, NTA is limited in its ability to intervene in demand issues outside of incentivising drivers to operate during peak times or in particular locations and conducting awareness campaigns to attract new entrants to the industry.

3.5.7 Public Transport Availability

One contributor to the reduction in night-time use of taxis displayed in Figure may be the increased availability of public transport at night-time across the country, but especially in Dublin. In recent years, NTA have placed a significant focus on the expansion of night-time bus services in Dublin and surrounding areas as well as other towns and cities across Ireland. The availability of buses at night-time in the Greater Dublin area has significantly increased. Dublin Bus now operates ten 24-hour services 7-days a week and these include some services extending as far from the city centre as Blanchardstown, Adamstown and Maynooth. Additionally, twelve Nitelink bus routes operate on Friday and Saturday nights serving a wide range of destinations including Ashbourne and Greystones.

The roll out of the Connecting Ireland Rural Mobility Plan has improved the availability of bus services in other parts of Ireland generally, as 65 new and enhanced bus services in towns and townlands were launched during 2023. One of the principles mentioned in the Connecting Ireland Rural Mobility Plan is the potential to provide services for socialising and evening retail where there is demand. While not all new and enhanced services implemented as part of the plan operate in the evening time, several services do, particular on weekend days. Some examples include:

- In Tipperary, Route 322 between Nenagh and Portumna offers a departure from Nenagh at 10.15pm on most days of the week.
- In Cavan, enhancements to Route C2 and Route C3 have resulted in three additional evening return services on Fridays and Saturdays, with the latest departure being from Cavan Bus Station towards Redhills at 11.35pm.
- In Wexford, a new service between Hook Head and New Ross, Route 399, operates during the daytime only on weekdays, but on Fridays and Saturdays there are two additional services in each direction in the evenings, with the latest departure being from New Ross at 11.30pm.

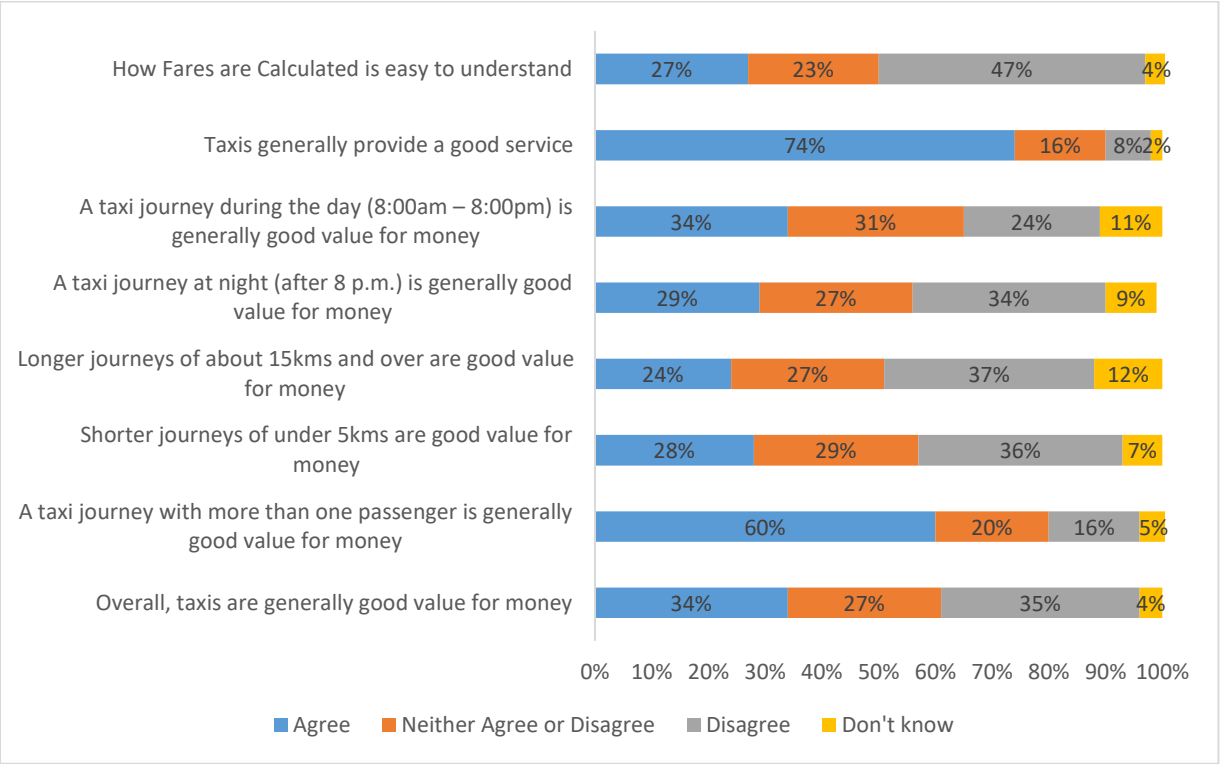
3.6 Market conditions at current fare structure

3.6.1 Perceptions and awareness of current fare levels and structure

Taxi users were asked about their perceptions of the value for money offered by taxi services. The breakdown of responses to these questions from the February 2024 survey is shown in Figure 3-6. Overall, 34 % of taxi users agree that taxis are good value for money, while 35 % disagree. This is relatively consistent with the response from the February 2022 survey (35%) but indicates a decline in perceived value for money compared to the 2019 survey results, when 50 % agreed that taxis are good value for money and 18 % disagreed. Survey respondents were also asked about the value for money of specific journey types. In comparison to February 2022, the proportion of respondents agreeing that taxi journeys during the day are good value for money was slightly higher in February 2024 (34%, up from 32%), while the proportion agreeing that taxi journeys at night (after 8pm) are good value for money was slightly lower in February 2024 (29%, down from 31%).

With regard to the fare structure, 27 % agree that the calculation of taxi fares is easy to understand; this again is consistent with the responses from February 2022 (26%) and remains lower than in 2019, when it was 44 %. The reduction in 2022 was initially attributed to people's unfamiliarity with the fare structure due to decreased taxi use. However, the persistence of this trend in 2024 suggests other factors may be at play. One possible influence is the rise of app-based taxi booking services, which now impose additional charges on consumers for using their app. These fees are private consumer to business contract fees, not governed by the Maximum Fare Order established by NTA. Booking app providers state that such fees are based on many factors including time of trip, type of vehicle and market conditions and demand and that they are used to fund safety initiatives, enhance the app experience for the consumer, marketing campaigns, driver incentives to accept work from the apps, etc. Despite the vague descriptions provided by the app companies, there is no clear guidance on how these fees are determined. The inclusion of such contract charges to use the apps may contribute to users finding the fare structure less accessible and harder to understand.

Figure 3-6: Consumer perceptions of taxis and value for money (VFM) in current fare structure



Source: 2024 National Maximum Taxi Fare Review – Taxi User Survey

The cost of transport was one of two divisions within the CSO's Consumer Price Index that decreased in 2023 (-4.5%). The cost of using subsidised public transport services (PSO services) reduced in recent years. Fares on subsidised public transport services were initially reduced by an average of 20% in April 2022. This was among the temporary measures included in the Government's package to reduce the cost of living. Minister Ryan said at the time "People are coming under more and more pressure as the price of essentials continues to increase". Budget 2024 retained the 20 % discount for all users of PSO services, as well as retaining the 90-minute fare which allows people to travel within the TFI network in Dublin on just one fare using the leap card (€2 for adults, €1 for young adults/students and 65c for children) and also introduced a further extension to the discounts which can be availed of using the young adult Leap card, which now provides a 50 % discount on public transport fares for those aged 25 years and under (this measure had previously been in place for those aged 23 and under). As two elements of a suite of measures being introduced by the government in 2024, the retention of the overall fare reduction and the extension of eligibility for the young adult Leap card will go some way to easing some of the financial strain that households and young people are experiencing. The reduction in price for alternative public transport services may be contributing to the decline in consumers' perception of taxi journeys' value for money.

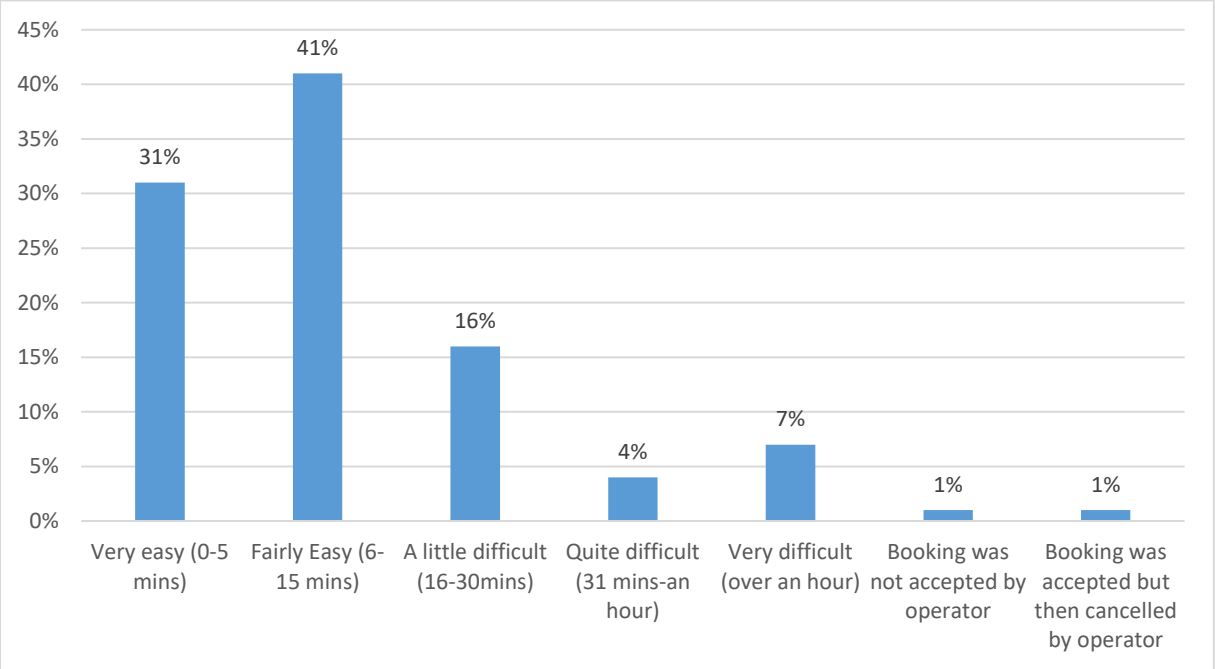
3.6.2 Waiting Times

The waiting times reported by taxi users with respect to their most recent taxi trip provide a useful indication of the availability of taxi services as distinct from the number of drivers and taxis licenced to provide those services.

Overall, 72 % of taxi users waited 15 minutes or less for a taxi on the last occasion they used one (Figure 3-7). In February 2024, 31 % of users found it very easy to get a taxi, waiting under five minutes. This proportion has decreased from 37 % in the February 2022 survey (see Table 3-4 below), indicating greater waiting times for users, with 16 % of respondents saying they waited between 16 and 30 minutes for a taxi, up from 11 % in 2022.

11 % of taxi users had to wait 31 minutes or more on their last occasion they used one.

Figure 3-7: Length of time survey respondents had to wait for a taxi on last trip, February 2024



Source: 2024 National Maximum Taxi Fare Review – Taxi User Survey

Table 3-4: Length of time waiting for last taxi, February 2022 - 2024

Length of time survey respondent had to wait for taxi on last trip	*February 2022 (%)*	*October 2022 (%)*	*May 2023 (%)*	*February 2024 (%)*
Very easy (0 – 5 mins)	37	35	40	31
Fairly easy (6 – 15 mins)	42	38	41	41
A little difficult (16 – 30 mins)	11	15	12	16
Quite difficult (31 mins – 1 hour)	5	6	4	4
Very Difficult (over 1 hour)	5	5	3	7
Booking was not accepted by operator	*Not asked*	1	0	1
Booking was accepted then cancelled by operator	*Not asked*	1	0	1

3.7 Summary of Trends in Market Demand and Supply

3.7.1 Market Demand

- Overall, taxi use in general appears to have declined compared to 12 months ago as 43 % of consumer survey respondents reported using taxis less than they did one year ago, while 9 % reported using taxi services more frequently than they did one year ago.
- Among those using taxi services less than they did one year ago, 44 % noted they are going out or socialising less and 44 % also noted that they have less disposable income.
- 52 % of taxi users reported that on the last occasion they used a taxi they were making a trip for reasons related to socialising, 25 % were travelling for personal business or leisure, 14 % for work purposes and 6 % for commuting.
- App services have overtaken telephone as the most popular method of ordering a taxi nationally at 32 % in February 2024; however, telephone was still second most popular with 27 % of respondents ordering a taxi via the telephone on the last occasion. There are other demographic differences in app use - app services are the most popular method of ordering a taxi in Dublin and the rest of Leinster where app services are most freely available and established for the longest period. App services are also particularly popular among those aged under 50.
- Demand for taxis is strongest on Fridays and Saturdays and there has been little change overall in how demand is distributed throughout different days of the week since the February 2022 survey, with the main difference being a reduction in the proportion of users who took their last trip on a Monday.
- 49 % of taxi users took their last taxi trip between 6pm and 4am, a decline from 63 % in February 2022. 16 % of taxi users took their last trip between the hours of midnight and 4am (down from 21% in 2022) and 12 % were between the hours of 10pm and midnight (down from 19% in 2022).

3.7.2 Waiting Times

- 72 % of taxi users waited 15 minutes or less for a taxi on the last occasion they used one (81% in 2022).
- 31 % of users found it very easy to get a taxi, waiting under five minutes (37% in 2022).
- 11 % of taxi users had to wait 31 minutes or more (10% in 2022)

3.7.3 Perceptions and Attitudes towards current fare structure

- Perceptions of value for money are similar to perceptions in 2022 with 34 % of respondents agreeing that taxis are good value for money (35% in 2022), though this is a decline from 50% in 2019. 35 % of respondents disagree with the statement that taxis are good value for money, down slightly from 38 % in 2022 but up significantly from 18 % in 2019.
- 27 % of taxi users agreed that the fare structure was easy to understand; almost on par with the 26 % observed in 2022 but a decline from 44 % in 2019.

3.7.4 Market Supply

- The size of the national taxi fleet increased between 2022 and 2024 from 15,838 to 16,526 vehicles. 21 % of taxis are now wheelchair accessible taxis, and approximately 11 % are electric vehicles.
- 60 % of taxi drivers are entitled to pick up passengers from taxi ranks and pedestrian hails in Dublin, with the remainder spread nationally.
- When considering all SPSVs, (including hackneys and limousines) there are 7.2 SPSVs per thousand population in Dublin, versus 3.7 per thousand population for the country as a whole.
- In common with taxi age profiles internationally, 12 % of drivers are under 40 years old, while almost two thirds (66%) are over 50 years old. 20 % of drivers are over 65 years old.
- Friday is the most common day worked by taxi drivers, while Sunday is the least common day worked. The proportion of drivers who work late at night and early in the morning is lower that the proportion who work in the daytime. Among drivers who do not work nights, 53 % said that nothing could convince them to work nights whilst 10 % said they would consider working nights if they could earn more money / if fares were higher, which is a reduction from the 30 % who said this in 2022.
- Taxi ranks and pedestrian hails remain a significant source of jobs for taxi drivers, often preferred to pre-booked work given the associated company/app charges.
- The proportion of drivers who are affiliated with a traditional radio dispatch operator has continued to fall since 2019 and the use of dispatch operators is much higher outside of Dublin (23%) than in Dublin (11%).

3.7.5 Improvement in Public Transport Services and Affordability

- The cost of using subsidised public transport services (PSO) has reduced in recent years.
- Fares on subsidised PT services initially reduced by an average of 20 % in April 2022, this was retained in Budget 2024.

- 90-minute fare allows people to travel within the TFI network in Dublin on just one fare using the leap card (€2 for adults, €1 for young adults/students, €0.65 for children)
- Extension of young adult leap card to serve those aged 25 years and under.
- Increased PT services at night by Dublin bus and by Nitelink.

4 Taxi Cost Index

4.1 Background

The Taxi Cost Index (TCI) is a quantitative tool used by NTA to assess the change in the costs associated with operating a taxi. The TCI is recalculated approximately every two years based on published price indices and industry prices and provides a standardised approach for analysing cost changes in the taxi industry and assessing the need for fare adjustments.

The Fare Reviews completed between 2006 and 2012 were generally based on an updating for inflation of major cost components of the TCI derived in 2006. The 2014 Fare Review involved a rebasing of the TCI to incorporate a wider range of costs faced by the taxi industry, and this was later updated in the 2017, 2019 and 2022 reviews.

4.2 Index objectives and structure

Individual taxi drivers face unique and diverse operating costs that depend on their individual operating characteristics, as well as wider market conditions. The TCI does not seek to represent the overall cost faced by any individual driver, but rather provide an estimate of the costs faced by taxi drivers on average. This approach is guided by the following principles:

- The TCI must be representative and reflect the changes in costs faced by a significant proportion of the industry.
- It should reflect a fair return for the labour provided by the taxi driver.
- It should be based on a driver that follows industry-leading practice.
- The costs included in the TCI consist of all major running and fixed costs, as well as a labour cost component, with the costs being combined to achieve an overall indicative cost of taxi operation per annum.

4.3 Approach to calculating the Taxi Cost Index

Prices for the individual cost components were primarily sourced through industry research. Publicly available data provided precise industry prices associated with vehicle and equipment maintenance

that more accurately reflect the costs incurred by a typical taxi driver. Where a range of estimates existed, averages and weighted averages are calculated from the various price points.

4.4 Key Assumptions

4.4.1 Activity Levels

Costs related to fuel, maintenance and equipment replacement will vary based on a driver's activity levels, and as such, it was necessary to have estimates of the distance covered by the average taxi driver in a year. Since 2017, the TCI uses two estimates of driver activity levels to calculate running costs. This approach captures the range of estimates available for driver activity levels and is consistent with previous reviews and other jurisdictions.[27] The main source used to estimate activity levels in the 2024 taxi fare review is CSO data on vehicle mileage. After adjusting for personal mileage, the average annual distance travelled by taxi drivers in 2022 was estimated to be **28,034km**. The methodology and validation for this calculation is outlined in detail in Appendix A. This estimate is slightly lower than the estimate of **30,352km** which was used in the 2022 Fare Review which was based on 2019 activity levels.

Another estimate of annual driver distance travelled is derived from a survey of taxi drivers conducted as part of each Fare Review. In the 2024 taxi driver survey, the average distance driven reported by drivers who were surveyed was **49,800km**. This estimate is higher than the average distance reported in the 2019 survey of **42,000km**, which was used in the 2022 fare review**.**

4.4.2 Labour Costs

Labour costs are included in the TCI, as the value of drivers' time is the largest cost component of providing taxi services. The inclusion of labour costs should also help to ensure that changes to drivers' earnings are comparable to other workers in the economy. Labour costs within the TCI are treated as a constant value, unlike running costs which are calculated based on estimated activity levels. This approach is consistent with previous years.

To measure labour costs, it is necessary to consider the opportunity cost of driving a taxi, or the income a driver could have earned by working in a comparable industry. The Earnings, Hours and Employment Costs Survey (EHECS) undertaken by the CSO provides quarterly estimates of weekly earnings for different occupational categories, including "production, transport, craft and other manual workers", with values for the last couple of years (for which data is available) shown below in Table 4-1 and

[27] The 2014 Fare Review compared estimates with those reported in other jurisdictions, such as Northern Ireland, Hamburg and Norway.

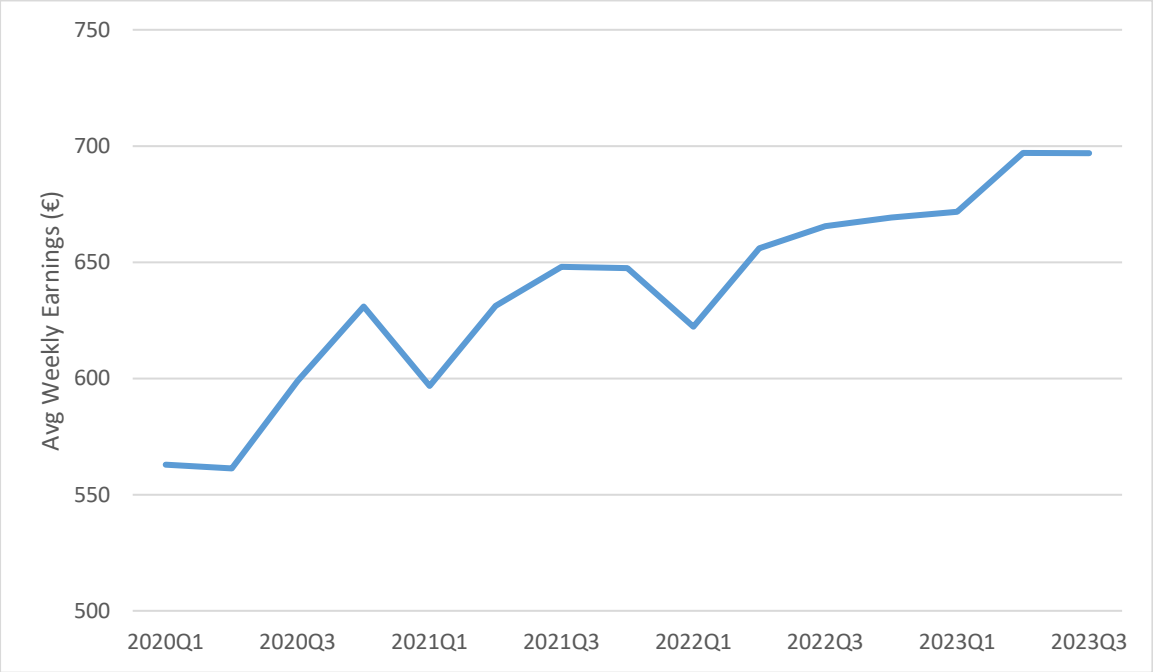
Figure 4-1. Car, taxi and lorry drivers fall into this category, meaning that earnings data can be used to estimate taxi drivers' labour costs. The average weekly wage over the four most recent quarters (for which data is available at the time of writing) was €684 which, based on a 48-week working year, represents an annual labour cost of €32,819.

Table 4-1: Earnings, Hours and Employment Costs Survey weekly earnings estimate by quarter

EHECS Weekly Earnings for Production, Transport, Craft and Other Manual Workers												
Year	2021				2022				2023			
Quarter	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Avg. Weekly Earnings	€597	€631	€648	€648	€622	€656	€666	€669	€672	€697	€697	TBC

Source: CSO Estimates of Average Earnings Dataset[28]

Figure 4-1: Earnings, Hours and Employment Costs Survey weekly earnings estimate by quarter for Production, Transport, Craft and Other Manual Workers.



Source: CSO Estimates of Average Earnings

[28] Earnings, Hours and Employment Costs Survey – Available at: EHQ13 - Estimates of Average Earnings (cso.ie)

4.4.3 Car models

Five vehicles were included in the 2024 TCI Update. The inclusion of a WAT and an EV for the first time represents a change compared to previous TCIs when only the three most common vehicles in the fleet were included, which historically have all been standard/saloon petrol, diesel or hybrid vehicles.

WATs now make up over 21 % of the taxi fleet. The Peugeot Partner was the most common WAT in the fleet as of February 2024. However, the Peugeot Rifter was selected as the vehicle to represent all WATs in the TCI, both because the Rifter replaced the Partner in the Peugeot fleet from 2019 and because it is smaller and more affordable than the next most common WAT, the Volkswagen Caddy.

Approximately 1,900 taxis are electric vehicles, which is a significant increase since the 2022 fare review when the number was around 800. Therefore, the proportion of EVs was deemed significant enough for inclusion in the 2024 TCI, particularly as their number is predicted to continue to grow in the coming years, so trends will emerge. The Volkswagen ID.4 was selected to represent the EVs in the fleet given that it is a mid-range EV and the most common EV in the fleet currently.

Hybrid vehicles made up just over 26 % of the overall fleet in February 2024 and all but one of these vehicles were saloon taxis. The Toyota Prius, which is also the most common vehicle in the overall fleet was chosen to represent this category in the 2024 TCI.

Two saloon vehicles were then selected to represent the remaining 41 % of the fleet which are ICE (internal combustion engine - petrol or diesel) saloon vehicles and these were weighted in accordance with their relative prevalence in the existing fleet. These were the Skoda Superb (22%) and the Skoda Octavia (18%). The Skoda Superb was the second most common standard/saloon vehicle in the fleet in February 2024. The Skoda Octavia was the fourth most common standard/saloon vehicle in the fleet in February 2024[29].

For the purpose of calculating costs in the 2024 TCI, the Octavia and the Superb are assumed to have diesel engines, with the Octavia assumed to have a 1.6 litre engine capacity and the Superb a 2.0 litre capacity. The Toyota Prius is assumed to have a petrol-hybrid engine and 1.8 litre engine capacity. The Peugeot Rifter was assumed to be operating with a 1.5 litre diesel engine. A weighted average of the

[29] The Toyota Avensis was slightly more common in the existing fleet in February 2024 (919) than then Skoda Octavia (910). However, the Avensis was discontinued by Toyota in 2018.

five models is used in the calculation of vehicle finance, fuel, and maintenance costs. All regular maintenance is based on frequencies informed by manufacturers' recommendations and industry best-practice. The breakdown of the fleet and the vehicles represented in the TCI review is shown in Table 4-2 below.

Table 4-2: Vehicle Breakdown of Fleet and their representation in the TCI

Vehicle Type	Vehicle Type Weighting	Fuel Type	Make	Model	Weighting in TCI	Actual % of total taxi fleet as of February 24
Saloon	78.57%	Hybrid	Toyota	Prius	26.19%	18.31%
		ICE	Skoda	Superb	22.38%	6.65%
				Octavia	18.49%	5.50%
		Electric Vehicle	Volkswagen	ID.4	11.51%	2.66%
WAT	21.43%	ICE	Peugeot	Rifter	21.43%	1.07%

5. 2024 Taxi Cost Index

The three main cost categories for the 2024 TCI are running, fixed and labour costs. Two separate TCIs were constructed; one for each activity level as outlined in Section 4.4.1. Each of these costs refers to one year of operations for a taxi. Some fixed costs are not incurred every year. These costs have been annualised based on the actual frequency with which they are incurred or in some cases, a reasonable assumption based on industry best practice. A description of each line item that makes up the cost components within the TCI is illustrated in the tables below.

Table 5-1: Description of annual running cost components

Index Component	Description
Fuel	Annual cost of fuel
Servicing	Cost of major and minor services
Cleaning	Cost of major valets and minor cleans
Tyres	Cost of tyre replacements
Spares	Cost of spares required to keep car appropriately maintained
Miscellaneous Running Costs	This component is included to provide a contingency for any additional costs incurred while operating a taxi

Table 5-2: Description of annual fixed cost components

Index Component	Description
Car Purchase and Finance	Annualised cost of a car loan, net of resale value
Insurance	Cost of insuring a taxi – driver profile dependent
Affiliations - traditional dispatch operator/ app service	Covers the cost of affiliation to a traditional dispatch operator or app service
Equipment Replacement – regulatory requirements	Annualised cost of equipment required by taxi regulations, including meters, printers, roof signs, branding and necessary safety kit (fire extinguisher, first aid kit)
Taxi Vehicle Licence Renewal	Annualised cost of renewing a taxi vehicle licence
Motor Tax	Annual motor tax payable for the vehicle
Airport Charges	Charge for operating at an airport
National Car Test (NCT)	Cost of undertaking a periodic NCT test
Meter Verification	Annualised cost of meter verification
Meter Calibration & Programme	Annualised cost of meter calibration and programming
SPSV Drivers Licence	Annualised cost of a taxi driver licence
National Drivers Licence	Annualised cost of a State driver licence

Table 5-3: Description of annual labour cost components

Index Component	Description
Labour Costs	Estimate of driver earnings

The following section outlines the methodology and values used for each cost component.

5.1 Running Costs

Annual running costs refer to day-to-day costs associated with operating a taxi. These costs include fuel, servicing, cleaning and tyres. Running costs within the TCI are based on estimated driver activity levels. The two separate activity levels were estimated and running costs based on both activity levels are shown below in table 4-6.

Table 5-4: Running Costs

	Activity Level	
	2024 CSO Estimate	2024 Drivers' estimate
Index Component	*28,034 km*	*49,800 km*
Fuel	€1,969	€3,486
Servicing	€462	€820
Cleaning	€1,311	€1,311
Tyres	€417	€741
Spares	€295	€524
Miscellaneous Running Costs	€300	€300
Total Running Costs	**€4,754**	**€7,182**

- **Fuel:** A weighted average of fuel consumption rates per kilometre was calculated for ICE and hybrid car models listed above, with average diesel and petrol prices for the 12 months ending February 2024 sourced from the CSO. To incorporate EVs into the TCI, EV running costs were calculated separately through a similar exercise of calculating the electricity cost per kilometre travelled and including this cost in proportion to the role that EVs have in the taxi fleet. The impact of the inclusion of EVs in this TCI was relatively small in terms of running costs due to EVs only making up 11.5 % of the fleet, though this is likely to increase in future. It was necessary to make some assumptions regarding the use of different types of charging facilities to calculate EV charging costs and this was based on prior market research and consultation undertaken by the NTA.

- **Servicing:** Servicing costs are calculated using a weighted average of costs for the five car models. Intervals for major and minor services are based on manufacturers' specifications, and costs are sourced from main dealers and published information.

- **Cleaning:** In line with previous Fare Reviews, it was assumed that taxi drivers get two "major valets" per annum and two "minor cleans" per week. The average cost of a minor clean was estimated at €11 for a standard vehicle and €13 for a WAT, which covers either the cost of a car wash or the cost of a drivers' time if they choose to undertake it themselves. The average cost of a major clean or valet was estimated at €84 for a standard vehicle and €97 for a WAT.

- **Tyres:** As per previous TCIs, drivers were assumed to replace their tyres every 36,000 kilometres. The average cost of purchasing and fitting a full set of tyres is estimated from a sample of major suppliers and calculated for both activity levels.

- **Spares:** A rate of €900 per 100,000km was set in the 2014 Fare Review to cover the replacement of spare parts such as batteries, windscreen wipers, shock absorbers, brake pads and discs. This rate is indexed to inflation using the CSO sub-index of 'Spare parts and accessories for personal transport equipment', which has increased by approximately 17 % over the period from 2014 to 2023. In the 2024 TCI this rate has been adjusted to €1,053 per 100,000km.

- **Miscellaneous Running Costs:** A number of discretionary cost items were removed from the 2014 TCI and replaced with a general cost component of €300 for these miscellaneous running costs. This rate has remained constant since then.

5.2 Fixed Costs

Annual fixed costs refer to those that are incurred independent of driver activity levels. Fixed costs listed in this section include those relating to car purchase and finance, insurance, expenditure on affiliation to traditional dispatch operators and/or app services, and equipment required under regulations. A full breakdown of fixed costs is provided in Table 4-7.

Some fixed costs are not incurred every year. These costs have been annualised based on the frequency with which they are incurred (either actual or assumed based on industry best practice).

Table 5-5: Fixed Costs per annum

Index Component	2024 Cost
Car Purchase and Finance	€5,021
Insurance	€1,895
Radio and app service affiliation costs	€2,997
Equipment Replacement – regulatory requirements	€322
Taxi Vehicle Licence Renewal	€134
Motor Tax	€95
Airport Charges	€33
National Car Test (NCT)	€67
Meter Verification	€43
Meter Calibration and Programming	€60
SPSV Driver Licence	€50
National Driver Licence	€6
Total Fixed Costs	**€10,723**

- **Car Purchase and Finance:** The annual cost of vehicle financing is calculated based on a weighted average price of a 5-year term loan for the five car models listed in section 0: Toyota Prius, Skoda Octavia, Skoda Superb, Peugeot Rifter and Volkswagen ID.4. According to the Taxi Driver Survey 2024, the most popular term of loan is between five and six years. The cost of finance has been calculated using average rates from a sample of major lenders. The cost of car purchase and finance shown above is net of the average resale value. The cost of purchase used in the calculation is also net of NTA grants for WATs and eSPSVs. It is assumed that vehicles are purchased at an average age of 3 years and resold at 8 years, except for the ID.4,

which has been assumed to be bought new and sold after 5 years of use. Purchase/resale values for the ICE and hybrid saloon vehicles were sourced from Motor Trade Publishers. The purchase value for the Peugeot Rifter was based on the advertised price of a taxi ready 2020 Peugeot Rifter being sold by Wheelchair Cars Ireland in March 2024. The resale value for the Peugeot Rifter was based on valuation by Motor Trade Publishers for a similar vehicle of the appropriate age and mileage but without conversion for wheelchair accessibility[30]. The purchase value for a new Volkswagen ID.4 (Pro 77 kWh spec) was obtained from Volkswagen. There is significant uncertainty regarding the future resale value of EVs with high mileage due to the current pace of technological change and the low number of equivalent used electric vehicles currently on the market. In the absence of a reliable source of information, a low future resale value of €5,000 was assumed for the ID.4[31].

- **Insurance:** The insured history of a driver is critical to how insurance costs for SPSV drivers are determined. Insurance brokers were consulted in relation to the likely insurance costs which would be incurred by a typical 'experienced' representative driver with a clean licence, 5-year-old Toyota Prius and seven years no claims bonus on a taxi policy. An average estimate of €1,680 was obtained. Estimates were also obtained for a typical 'newer' driver, with around 2-3 years of SPSV experience. An average estimate of €2,706 was obtained for this driver. Weighting these figures by the proportion of experienced and new drivers operating in the taxi industry[32], gives an average insurance cost of €1,895. It should be noted that these estimates exclude any discounts.

  This is in line with what was calculated in 2022 which represented a 30 % reduction in insurance costs since the 2017 TCI and reflects increased competition in the wider taxi and motor insurance markets in Ireland, which has resulted in better prices for customers. Similar reductions have also been witnessed in the consumer motor insurance market, with the CSO Consumer Price Index recording more than a 60 % reduction in motor insurance prices between 2016 and 2024.

[30] Motor Trade Publishers can only value vehicles as standard and do not account for accessibility modifications

[31] While this assumed future resale value assumes a very significant level of depreciation in comparison to the other vehicles in the TCI, it was chosen to reflect the fact that the battery will be out of warranty after 5 years of use as taxi.

[32] As per NTA Statistics in February 2024

- **Traditional Dispatch Operator/App Service Affiliation:** A significant proportion of the taxi industry incurs costs associated with affiliation to a traditional dispatch operator, an app service or both. Historically, prior to 2022, the full annual cost of a radio dispatch company was allocated in this category of the TCI. In 2022, to reflect the reduction in use of traditional radio dispatch company services and the large shift towards app services, the cost of both types of services was estimated from the Driver Survey and weighted by the proportion of drivers who use either or both services. This has been repeated using the most recent Driver Survey results and resulted in a total annual weighted cost of €2,997 for affiliation to either app provider or radio company. This cost has increased from €2,839 in 2022.

- In the 2024 Driver Survey, 74 % of drivers used an app (7 % of whom also used a traditional radio dispatch company) and 8 % used a dispatch company only (without using an app). Of the drivers who use apps, they estimate that on average 64 % of their jobs come from apps, indicating that just under half (47%) of all trips taken are booked via apps. There is little difference between the 2022 and 2024 surveys in this regard, with the percentage of drivers using apps having increased by one percentage point and the percentage who use a traditional dispatch company having decreased by two percentage points.

- **Equipment replacement – regulatory requirements:** Several pieces of equipment are required by current regulations to operate a taxi, including a taximeter, printer, taxi roof sign and official taxi door signage. Taxi operators are also required to have a safety kit in the vehicle, which includes a fire extinguisher, first aid kit, triangle, hi-vis vest, and torch. The annual cost of this equipment was estimated based on a review of major suppliers and is based on a five-year replacement cycle. This category also includes the cost of removing tinted windows or 'privacy glass', which often comes pre-installed in new and second-hand cars sourced from the private market. The cost of replacing tinted windows was estimated based on market research and weighted by the five vehicles listed in section 4.4.3. As with vehicle purchase and finance, a five-year replacement cycle was assumed. The cashless payment terminal was catered for in the cumulative 1% increase in fares in 2022 across all fares irrespective of method of payment.

- **Taxi Vehicle Licence Renewal**: The renewal of a taxi licence for 12 months is €150 for a standard vehicle and €75 for a WAT. The weighted average of this cost has been included in the TCI which equates to €134 (assuming the renewal is completed prior to the expiry of the prior licence).

- **Airport Charges:** To operate from taxi stands at Dublin and Shannon airports, taxi drivers are required to purchase an airport permit. A maximum of 1,800 permits can be issued (accounting for approximately 11% of the fleet), and these permits cost €300 per annum. While this cost can vary depending on the payment plan the driver selects, it was assumed that drivers pay in one annual instalment.

- **National Car Test (NCT):** Taxis that are less than ten years old are required to undergo the NCT annually at a cost of €55. However, taxis that are over ten years old (22% of the fleet) require two NCTs a year, at an annual cost of €110. The cost listed has been weighted to reflect these different testing requirements, given the age of the fleet.

- **Meter Calibration and Programming:** It has been assumed that meter reprogramming can be required every two years, and a cost of €120 per occurrence is used. The current cost of LMS Verification is €86.10 (inclusive of VAT). Over two years this equates to €43.05 per year for Verification (unchanged since the last fare review) and €60 for reprogramming and calibration.

- **Other Costs:** The cost of motor tax and driver licences have been sourced from publicly available data. The cost of driver licences has been annualised as follows:
  - An SPSV Drivers Licence must be renewed every five years.
  - A standard Driving Licence must be renewed every ten years.

5.3 Labour Costs

As outlined in Section 0, average annual labour costs are the main cost included in the TCI. Based on CSO data for average weekly earnings of 'Production, transport, craft and other manual workers', an annual labour cost of €32,819 was calculated.

Table 5-6: Labour Costs

Index Component	2024 Costs
Labour Costs	€ 32,819

Labour is the largest component of the TCI, meaning that changes in labour costs generally have the greatest impact on the direction and magnitude of the TCI from year-to-year. (See Table B.3 in Appendix B for how this component of the TCI has increased since 2012). The labour costs increased by 9 % since the previous update to the TCI.

5.4 Total Costs

The total costs of operating a taxi consist of running, fixed and labour costs. As running costs are determined by driver activity levels, the running costs and total costs shown in Table 4-9 are based on both the CSO estimate of activity levels and estimates from the Taxi Driver Survey. Labour costs are treated as a constant in the TCI, while fixed costs are also not impacted by changes in activity levels.

Table 5-7: 2024 Taxi Cost Index

	Activity Level	
	2024 CSO Estimate	2024 Drivers' Estimate
Index Component	28,034 km	49,800 km
Running Costs	€ 4,754	€ 7,182
Fixed Costs	€ 10,723	€ 10,723
Labour Costs	€ 32,819	€ 32,819
Total Costs	**€ 48,296**	**€ 50,724**

5.5 Summary and Conclusion

The results of the 2024 National Maximum Taxi Fare Review are summarised and compared to the 2022 TCI are shown in Table 4-10. A fare increase was implemented following the 2022 Fare Review, meaning that 2022 is the relevant comparator year for the purpose of the 2024 Fare Review.

Table 5-8: Adjusted TCI changes, 2022-2024

	CSO Activity Levels		Driver Reported Activity Levels	
Year	**2022**	**2024**	**2022**	**2024**
KM	*30,352 km*	*28,034 km*	*42,000 km*	*49,800 Km*
Running Costs	€4,873	€4,754	€6,217	€7,182
Fixed Costs	€9,360	€10,723	€9,360	€10,723

Labour Costs	€30,083	€32,819	€30,083	€32,819
Total Costs	**€44,316**	**€48,296**	**€45,659**	**€50,724**
% Change 2022-2024		**9.0%**		**11.1%**

The largest component of the TCI is the labour costs, which amount to more than two thirds of the total TCI in 2024. Fixed costs make up just over one fifth of the TCI, while the remainder is comprised of running costs. The labour component of the TCI was the same in 2022, at 68 %, but lower in 2017 and 2019 at 60 % and 62 % respectively, which shows that wage inflation is the main driver of increases in the TCI over time. Fixed costs have risen between 2022 and 2024 and key contributor has been an increase in vehicle purchase and financing costs. However, fixed costs in 2024 remain lower than in 2017 and 2019, due to the continuation of lower insurance premiums in comparison to 2017 and 2019 and the reduced reliance on traditional radio dispatch operators. Running costs have reduced slightly in comparison to 2022, driven by a reduction in fuel costs as well as lower estimated activity levels.

6. Recommendation

Overall, the TCI increased between 9.0 and 11.1 % between 2022 and 2024.

On the basis that estimates of driver activity levels based on CSO data are considered more reliable than estimates of activity levels based on the Driver Survey, the recommended 2024 TCI increase is a maximum of **9.0 %** above 2022 levels**.** The main drivers of the TCI are the increased labour costs and increased car purchase and finance costs.

Appendix A – Estimating Activity Levels

Activity levels are employed in the TCI to calculate changes in those operating costs which vary according to activity levels, for example fuel consumption, tyre replacement, vehicle spares and servicing. Annual driver distance travelled is used as a proxy for activity levels in the TCI. Assuming all other factors remain constant, a reduction in activity levels has the impact of reducing the costs associated with operating a taxi and vice versa.

Estimating Activity Levels based on 2022 CSO Data

The most objective source of data for annual vehicle distance travelled can be found in traffic volume data from the Central Statistics Office (CSO). The CSO estimates annual vehicle distance travelled for taxis using data from the National Car Testing Service (NCT) and the Road Safety Authority. However, an identified limitation of the CSO mileage data is that it represents both personal mileage and work mileage. Assuming that taxi drivers do not have to 'commute' per se, in order to isolate the level of operating activity, it is necessary to remove personal mileage from the CSO estimate.

Average personal mileage can be estimated at a high level by taking annual distance travelled for private cars and subsequently removing annual commuting mileage. The annual distance travelled while commuting has been estimated at 8,064 kilometers, using 2022 census data and assuming a 48-week working year.

2022 activity levels have been carried forward to the 2024 National Maximum Taxi Fare Review, as activity levels for 2023 are not yet available at the time of writing. Small PSVs travelled an average of 35,393km in 2022. To estimate the average annual operating distance, personal mileage was subtracted from this figure, as shown below:

$$\therefore 2022\ average\ annual\ \boldsymbol{operating}\ km\ = 2022\ average\ annual\ km\ - Personal\ km$$

$$\therefore 2022\ average\ annual\ operating\ km\ = 35{,}393km - 7359km$$

$$\therefore 2022\ average\ annual\ operating\ km\ = 28{,}034km$$

Estimating Activity Levels Using the 2024 Driver Survey (Sample Weighting)

In the Driver Survey, taxi drivers were also asked about their annual activity levels. There were significant differences in the results based on whether the driver drove a standard or wheelchair accessible taxi (WAT), with drivers of WATs stating that they drive more than 5,000km more on average per year than those in standard vehicles and Electric Vehicles. As the survey sample contained

significantly more WAT drivers than the national average, it was decided to re-weight these figures based on the actual proportion of WAT and standard taxi drivers. This gave a combined estimated activity level of 49,800km for drivers.

Table A.1: Driver Estimates of Annual Activity Levels

	Driver Estimate of Annual Activity Levels	Proportion of Fleet
Standard Vehicle	48,800	67%
Wheelchair Accessible Taxi	54,300	21%
Electric Vehicles	47,000	12%
Weighted Average	**49,771km**	

Running costs in the TCI were therefore calculated based on both activity levels: the CSO average distance travelled of 28,034km and the driver survey activity of 49,800km.

Appendix B – Comparison with Previous Taxi Cost Indices

This section contains a comparison of the 2024 TCI and previous TCIs since 2012. TCIs since 2014 have been calculated using estimates of activity levels from both the CSO and the Driver Survey, while the 2012 TCI was recalculated in the 2014 National Maximum Taxi Fare Review to produce a comparable estimate of running costs.

Table B.1: Historic TCIs using Estimates of Activity Levels Based on CSO Data

Component	Comparable 2012	2014 (27,804km)	2017 (32,624km)	2019 (29,951km)	2022 (30,352km)	2024 (28,034km)
Fuel	€ 2,061.39	€ 1,950	€ 1,918	€ 1,869.00	€ 2,389.80	€1,969.21
Servicing	€ 554.65	€ 353	€ 437	€ 454.00	€ 435.96	€461.76
Cleaning	€ 776.94	€ 892.00	€ 988	€ 966.00	€ 1,073.42	€1,311.26
Tyres	€ 273.80	€ 278.00	€ 373	€ 376.00	€ 389.36	€416.93
Spares	€ 241.88	€ 252.00	€ 294	€ 270.00	€ 284.09	€295.20
Miscellaneous Running Costs	€ 313.17	€ 300.00	€ 300	€ 300.00	€ 300.00	€300
Total Running Costs	€ 4,222	€ 4,026	€ 4,309	€ 4,235	€ 4,873	€4,754
Car Purchase and Finance	€ 2,677.55	€ 3,014	€ 3,534	€ 3,655	€ 3,898.76	€5,021.47
Insurance	€ 1,951	€ 1,817	€ 2,400	€ 2,190	€ 1,867.00	€1,895.36
Affiliation – traditional radio operator/app service	€ 4,600	€ 4,628	€ 4,752	€ 4,800	€ 2,872.32	€2,997.27
Equipment Replacement - regulatory requirements	€ 265.41	€ 298	€ 298	€ 300	€ 229.89	€321.59
Taxi Vehicle Licence Renewal	€ 125	€ 125	€ 150	€ 150	€ 150	€133.93
Road Tax	€ 88	€ 95	€ 95	€ 95	€ 95.00	€95.00
Airport Charges	€ 36.62	€ 35.48	€ 38	€ 37	€ 41.28	€32.68
NCT Testing	€ 73.56	€ 66	€ 67	€ 62	€ 61.85	€67.13
Meter Verification	€ 46.13	€ 43	€ 43	€ 43	€ 43.05	€43.05
Meter Calibration and Programming	€ 45.00	€ 45	€ 45	€ 45	€ 45.00	€60
SPSV Driver's Licence	€ 50	€ 50	€ 50	€ 50	€ 50.00	€50
National Driver's Licence	€ 2.50	€ 5.50	€ 6.00	€ 6.00	€ 5.50	€5.50
Total Fixed Costs	€ 9,961	€ 10,222	€ 11,478	€ 11,433	€ 9,360	**€10,723**
Total Labour Costs	€ 25,712	€ 24,246	€ 23,945	€ 25,878	€ 30,083	€32,819
TCI Total	**€ 39,895**	**€ 38,493**	**€ 39,732**	**€ 41,546**	**€ 44,316**	**€48,296**

Table B.2: Historic TCIs using Estimates of Activity Levels Based on Driver Survey Data

Component	Comparable 2012	2014 (62,052km)	2017 (49,000km)	2019 (42,000km)	2022 (42,000km)	2024 (49,800km)
Fuel	€ 4,600.55	€ 4,352.00	€ 2,881.00	€ 2,621.00	€ 3,306.92	€3,486
Servicing	€ 1,237.85	€ 798.00	€ 656.00	€ 637.00	€ 603.26	€820
Cleaning	€ 776.94	€ 892.00	€ 988.00	€ 966.00	€ 1,073.42	€1,311
Tyres	€ 611.07	€ 621.00	€ 560.00	€ 527.00	€ 538.78	€741
Spares	€ 539.81	€ 563.00	€ 441.00	€ 378.00	€ 393.12	€524
Miscellaneous Running Costs	€ 313.17	€ 300.00	€ 300.00	€ 300.00	€ 300.00	€300
Total Running Costs	€ 8,079	€ 7,517	€ 5,825	€ 5,429	€ 6,216	**€7,182**
Car Purchase and Finance	€2,677,55	€ 3,014.00	€ 3,534.00	€ 3,655.00	€ 3,898.76	€5,021.47
Insurance	€ 1,951.00	€ 1,817.00	€ 2,400	€ 2,190.00	€ 1,867.00	€1,895.36
Affiliation – traditional radio operator/app service	€ 4,600.00	€ 4,628.00	€ 4,752	€ 4,800.00	€ 2,872.32	€2,997.27
Equipment Replacement - regulatory requirements	€ 265.41	€ 298.00	€ 298.00	300	€ 229.89	€321.59
Taxi Vehicle Licence Renewal	€ 125.00	€ 125.00	€ 150	150	€ 150	€133.93
Road Tax	€ 88.00	€ 95.00	€ 95.00	95	€ 95.00	€95.00
Airport Charges	€ 36.62	€ 35.00	€ 38.00	37	€ 41.28	€32.68
NCT Testing	€ 73.56	€ 66.00	€ 67.00	62	€ 61.85	€67.13
Meter Verification	€ 46.13	€ 43.00	€ 43.00	43	€ 43.05	€43.05
Meter Calibration and Programming	€ 45.00	€ 45.00	€ 45.00	45	€ 45.00	€60
SPSV Driver's Licence	€ 50.00	€ 50.00	€ 50.00	50	€ 50.00	€50
National Driver's Licence	€ 2.50	€ 5.50	€ 6.00	6	€ 5.50	€5.50
Total Fixed Costs	€ 9,961	€ 10,222	€ 11,478	€ 11,433	€ 9,360	**€10,802**
Total Labour Costs	€ 25,712	€ 24,246	€ 23,945	€ 25,878	€ 30,083	€32,819
TCI Total	**€ 43,752**	**€ 41,984**	**€ 41,248**	**€ 42,740**	**€ 45,658**	**€50,724**

Table B.3 shows the three main components of the TCI from 2012 to 2024, showing how the proportions have changed. These figures are taken from D.1 and D.2 above. In 2024, the labour costs comprise the highest proportion of the TCI, at over two thirds of the overall index for both the estimates for activity levels based on CSO data and Driver Survey data. These have increased over time for both TCIs. The fixed costs are the second biggest component of the TCI, comprising approximately one fifth of the total index. Running costs are the smaller component of the index, making up 11 % of the CSO Activity based TCI (which has remained consistent since 2012), and 14 % of the Driver Survey Activity TCI (down from 18 % in 2012). These proportions clearly show the dominance of labour costs in the overall TCI, and that running costs – such as fuel (even though prices may be volatile) – have a much smaller influence over the TCI.

Table B.3 Composition of Historic Taxi Cost Indexes

	Estimates of Activity Levels Based on CSO Data					
Component	Comparable 2012	2014 (27,804km)	2017 (32,624km)	2019 (29,951km)	2022 (30,352km)	2024 (28,034km)
Running Costs	11%	10%	11%	10%	11%	10%
Fixed Costs	25%	27%	29%	28%	21%	22%
Labour Costs	64%	63%	60%	62%	68%	68%
	Estimates of Activity Levels Based on Driver Survey Data					
	2012 (Comparable with 2014 Figure)	2014 (62,052km)	2017 (49,000km)	2019 (42,000km)	2022 (42,000km)	2024 (49,800km)
Running Costs	18%	18%	14%	13%	14%	14%
Fixed Costs	23%	24%	28%	27%	20%	21%
Labour Costs	59%	58%	58%	61%	66%	65%