

TAXI DRIVER RESEARCH 2026

March 2026



Contents

1 Introduction

2 Profile of sample and vehicle

3 Current working trends

4 Other costs

5 Use of apps and dispatch companies

6 Electric vehicles

7 Key findings

In some instances throughout this report, the figures in any one chart may not add to 100%. While in some cases this may be down to the fact that the respondent was given multiple answer options and allowed to select more than one.

In others, where the figures are one or two percentage points off 100%, the reason is likely to be rounding. This is a standard occurrence in market research statistics and does not negate the accuracy of findings.

1. INTRODUCTION



In some instances throughout this report, the figures in any one chart may not add to 100%. While in some cases this may be down to the fact that the respondent was given multiple answer options and allowed to select more than one.

In others, where the figures are one or two percentage points off 100%, the reason is likely to be rounding. This is a standard occurrence in market research statistics and does not negate the accuracy of findings.

Background & Objectives

This report details the findings of a **representative survey of taxi drivers in Ireland**.

Results from February 2024 are included where available for comparison purposes.

The core objective of this survey was:

To understand the current operating costs for taxi drivers in Ireland in terms of their vehicle, usage of third-party booking services and the working hours.

This research aimed to understand:

- Other costs associated with operating a taxi
- Current working and payment trends among taxi drivers
- Experiences of those who drive an electric vehicle taxi



Research Objectives & Methodology

A representative survey of taxi users in Ireland

Sample Size

654 Taxi Drivers

148 WAT (Wheelchair
Accessible Taxi) Drivers

55 Electric Eehicle Drivers

Quota Controls

Quota controls in place on region, split of taxi renters and owners, split of WAT owners and renters as well as electric vehicle taxi owners.

Weights:

Corrective weighting on region, split of owners/renters, WAT owners and renters and those with electric vehicle taxis was applied to ensure that we had a representative sample of drivers.

Fieldwork Dates

2024: 9th February – 11th March
2024

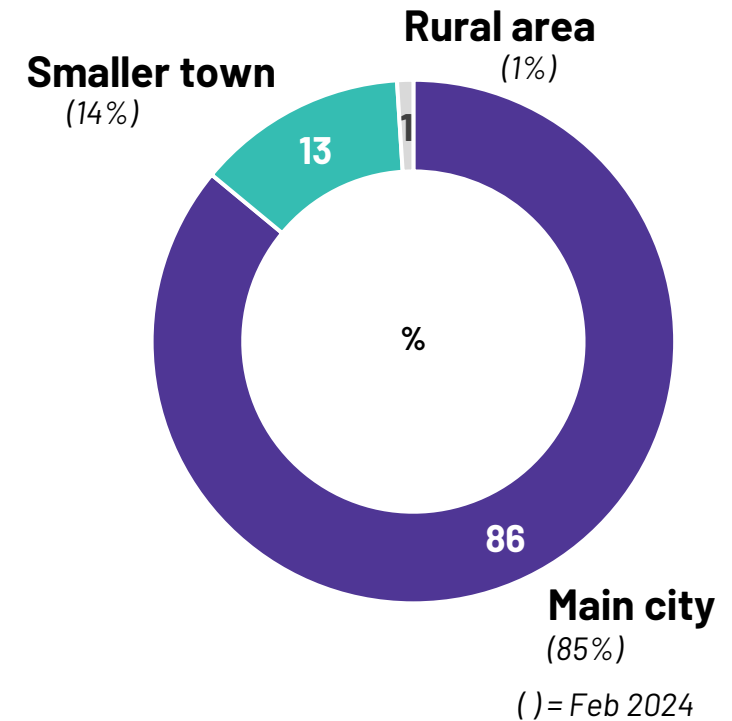
2026: 26th January – 18th March
2026

CATI Interviewing

Consistent with previous waves interviewing was undertaken by experienced telephone interviewers.

2. PROFILE OF SAMPLE AND VEHICLE

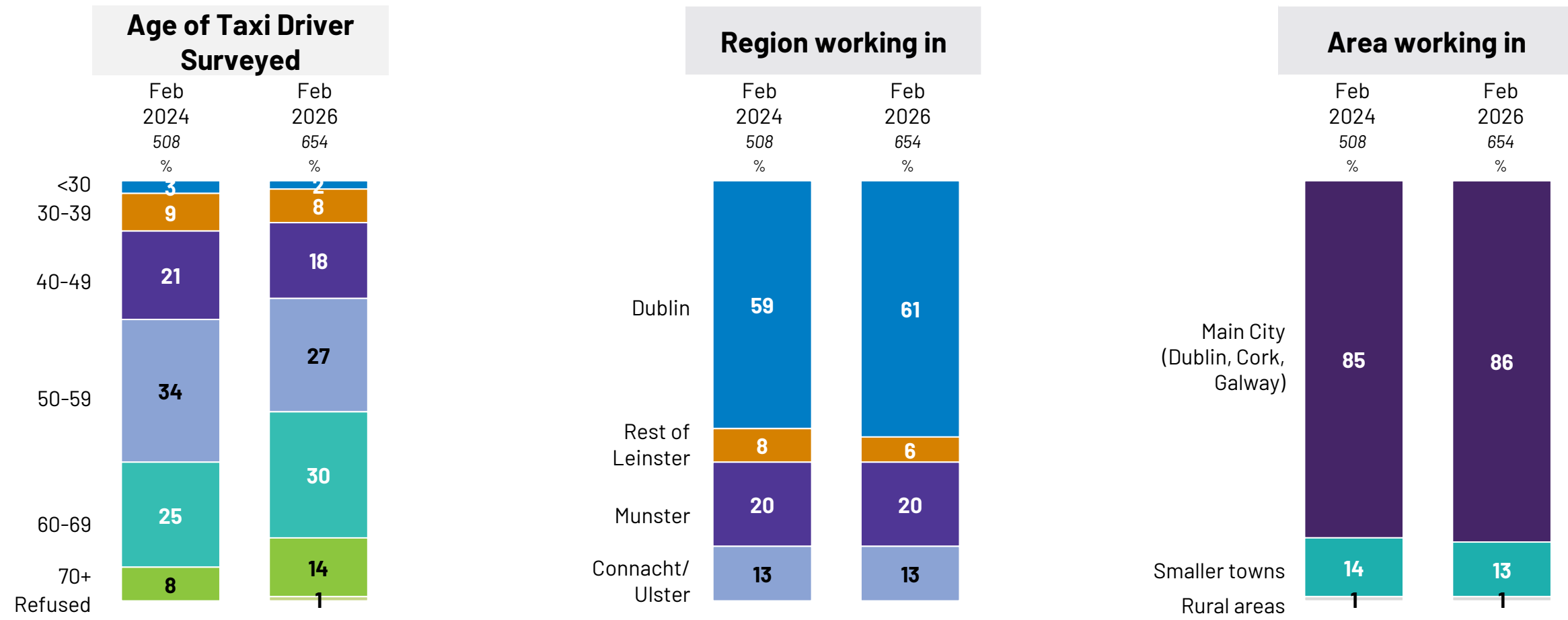
**86% of drivers
operate in a
main city with
13% operating in
smaller towns**



Base: 654 taxi drivers

Slightly older driver profile with 44% over the age of 60 years old.

The incidence of drivers working in a main city remains in line with 2024 results.

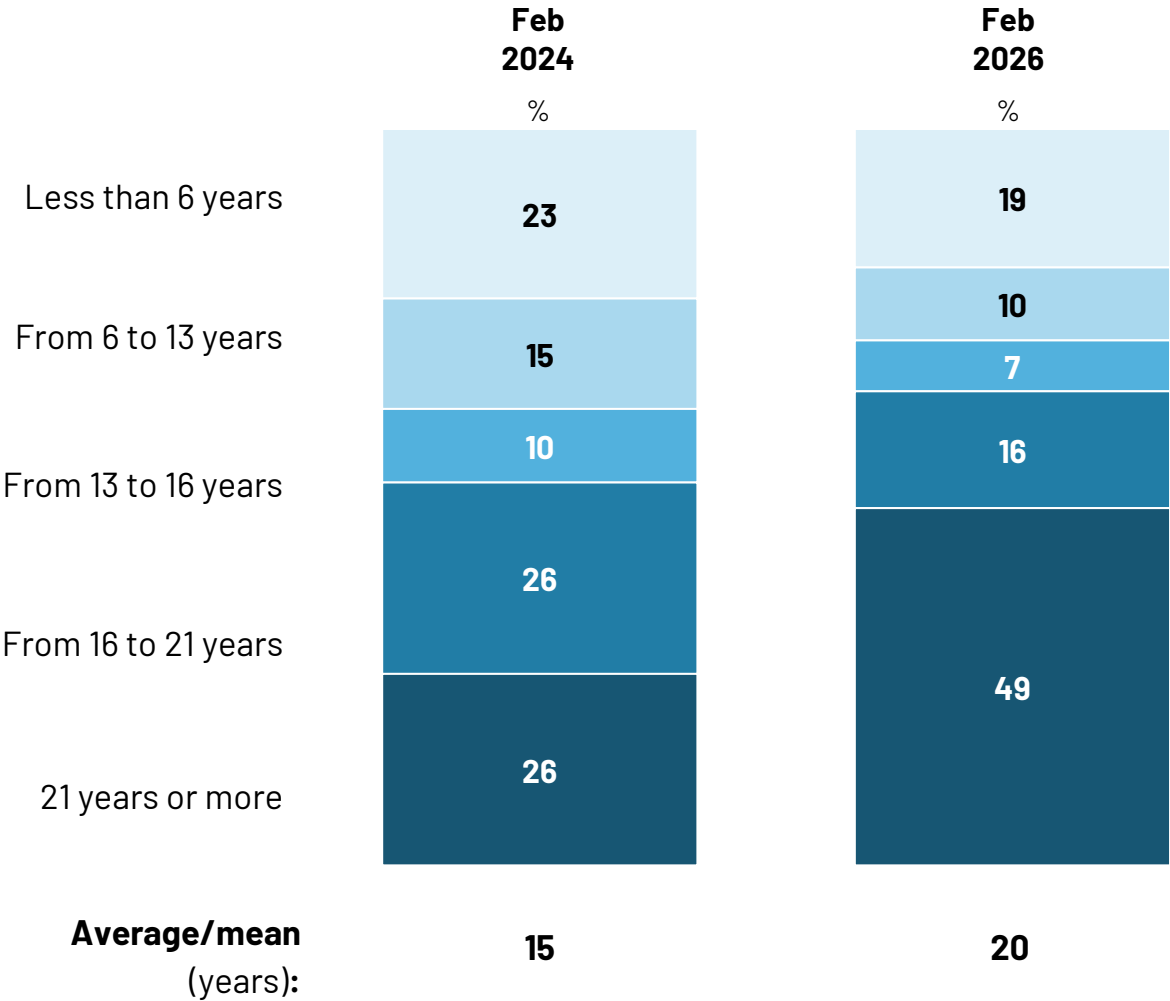


Base: 654 taxi drivers

20 years is the average length of tenure, increasing from 15 years in 2024.

Results show a significant increase of 23% in the number of drivers working for over 21 years vs February '24

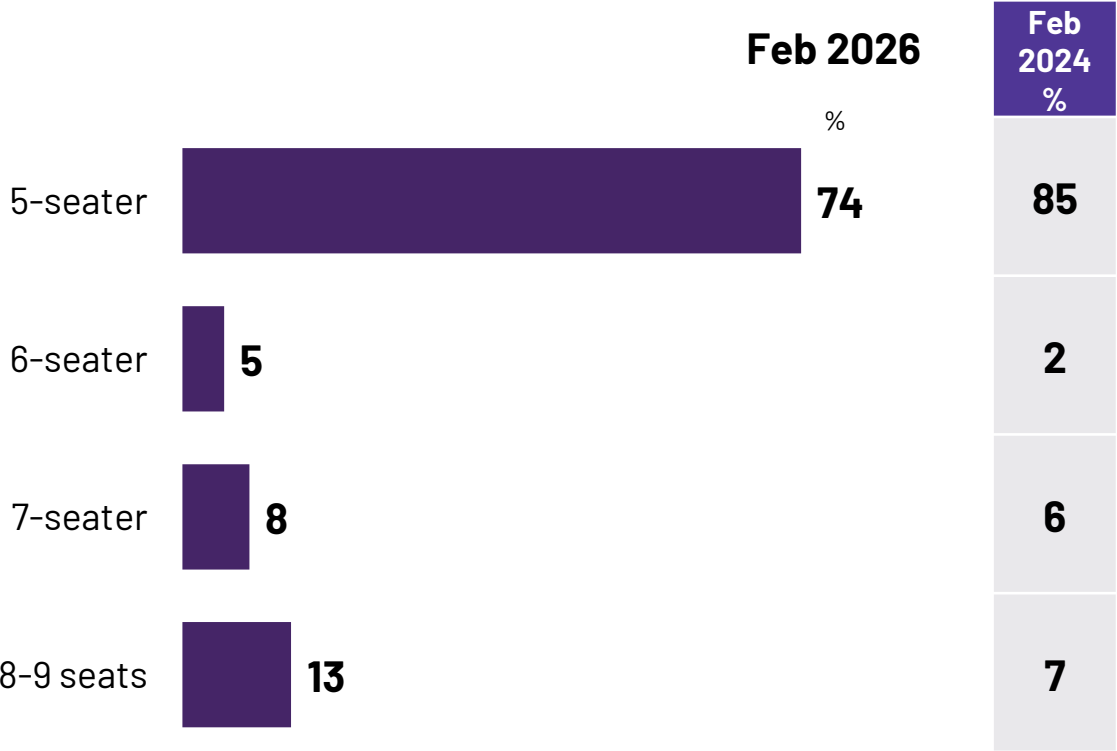
Just under one in five drivers are in the first 6 years of their career.



Base: 654 taxi drivers

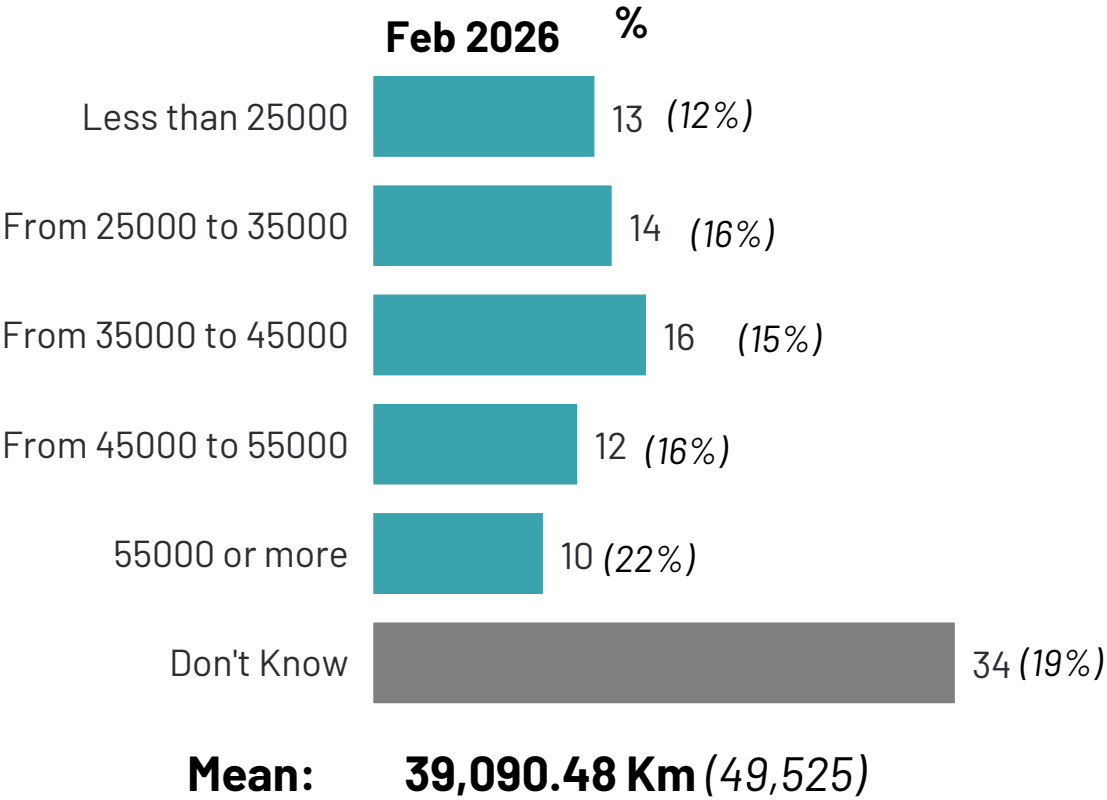
Vehicle capacity:
increase in larger
vehicles with 26%
of taxis' 6+ seaters
or larger

13% of taxis are 8+ seaters,
increasing from 7%



Base: 654 taxi drivers

On average taxi drivers do 39,090 Kms a year.



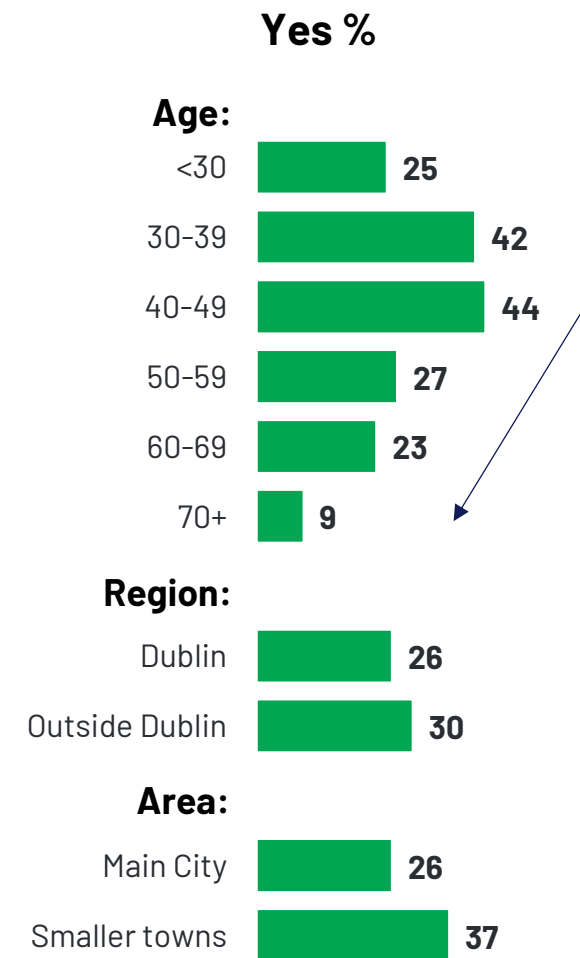
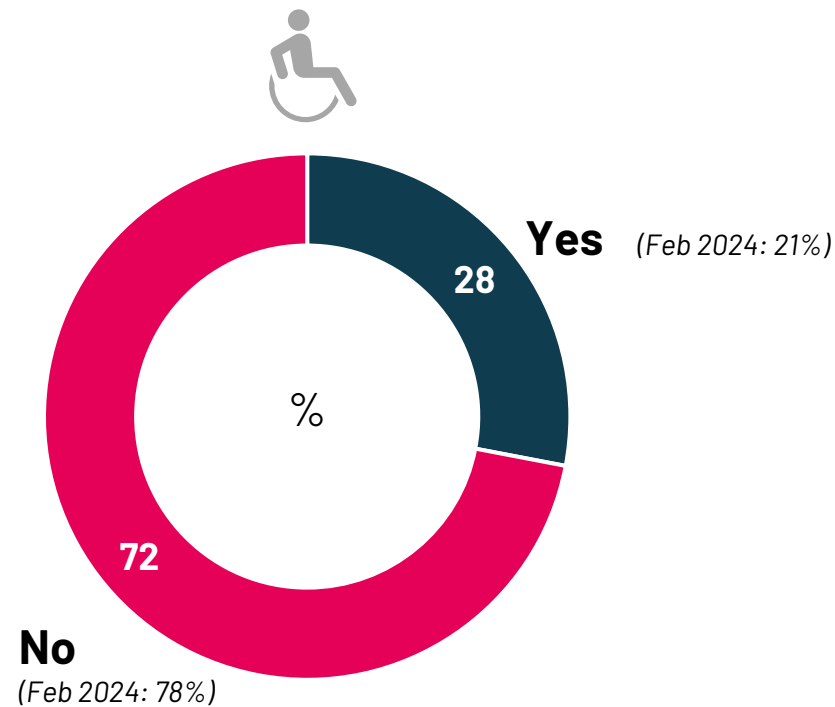
WAT	Full Battery Electric - BEV	Standard vehicle
148	195	320
%	%	%
13	13	13
10	21	13
15	17	16
12	20	8
9	12	10
42	17	40
39,583.05	38,071.32	40,304.59

() = 2024 results

Base: 654 taxi drivers

28% drive Wheelchair Accessible vehicles, increasing from 21% in 2024

Drivers between the ages of 30-49 years old are more likely to drive a Wheelchair Accessible vehicle.



Base: 654 taxi drivers

**Taxi drivers who
have Wheelchair
Accessible vehicles
report on average**

23%

**of their jobs relate to
chair or mobility
assistance**

Base: 148 drivers of a WAT

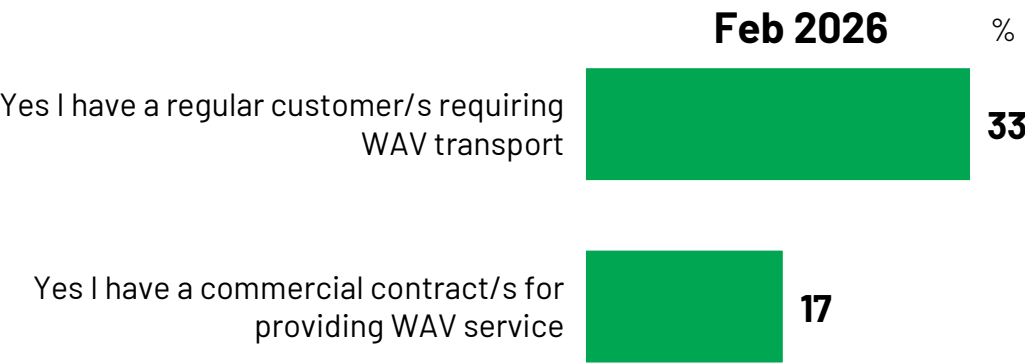


A third of Wheelchair Accessible Taxis have regular customers that require a WAT to travel

Drivers with regular customers or commercial contracts complete an average of 8.6 trips per week for these clients.

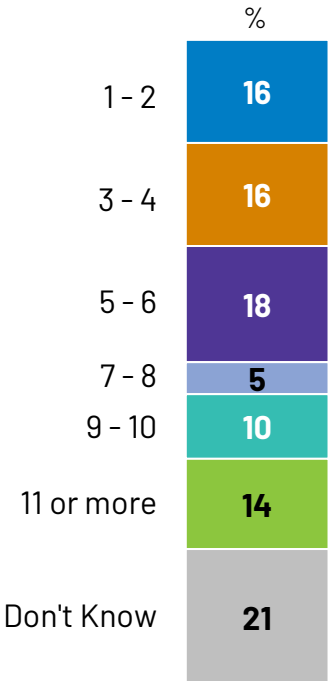
Regular customer requiring WAT services

Base: WAT taxi owner 148



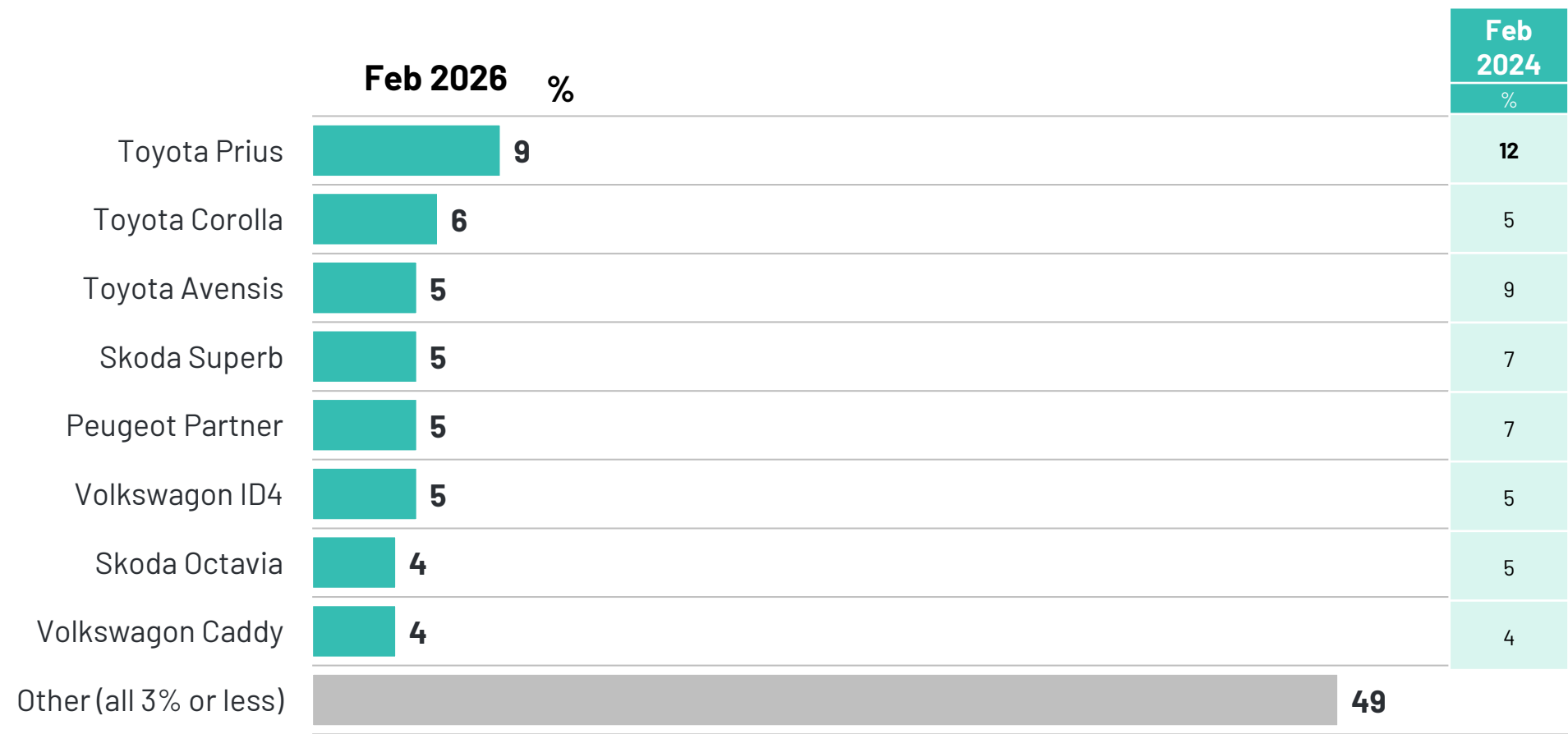
No. of related trips per week for WATcustomer

Base: WAT taxi owner with regular customers/commercial contracts 49



Average: 8.6

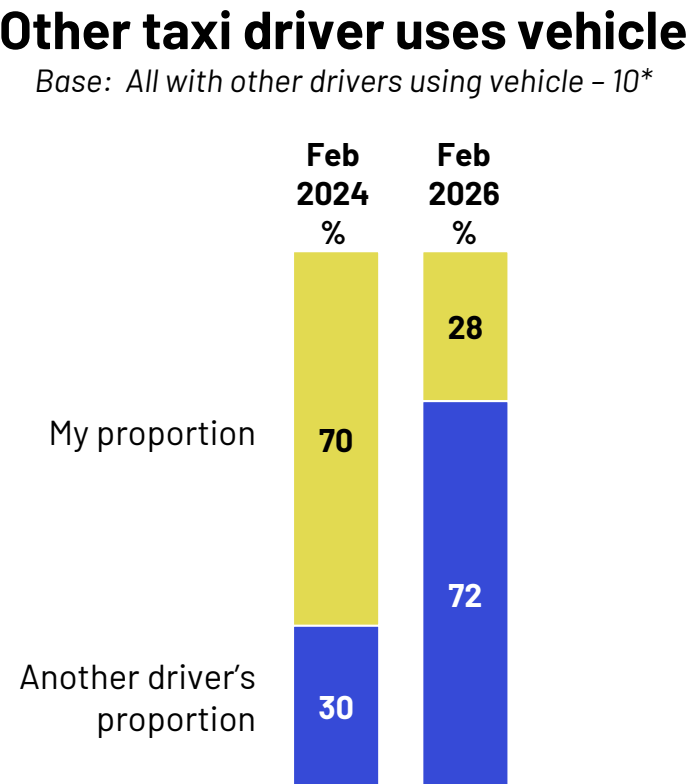
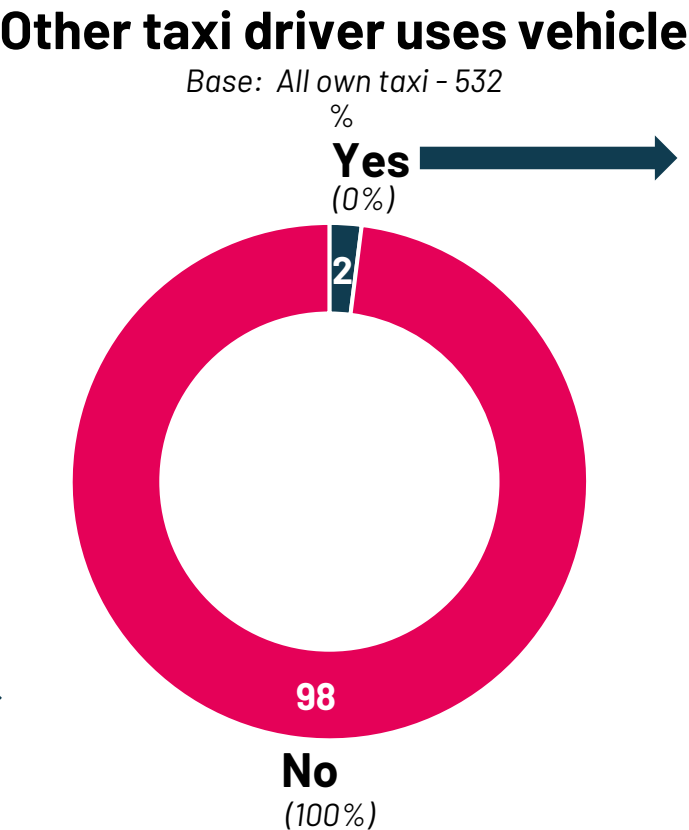
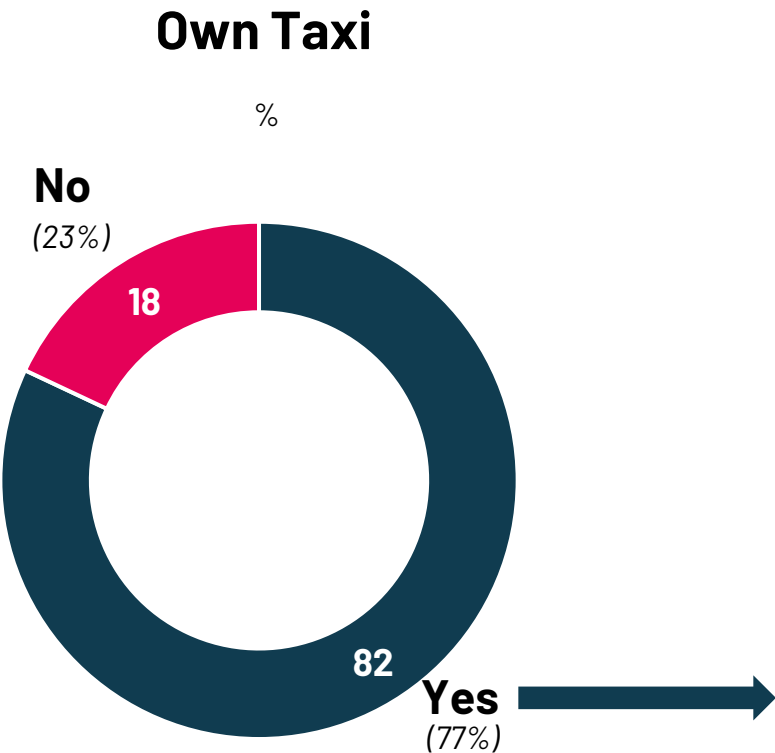
In 2026 drivers have a wider range of makes/models. A Toyota Prius remains most popular (9%, -3%pts).



Base: 654 taxi drivers

Taxi ownership and use:

Over four in five drivers own their taxi, increasing from 77% in 2024. Of those who own their taxi only 2% have another driver using their vehicle.



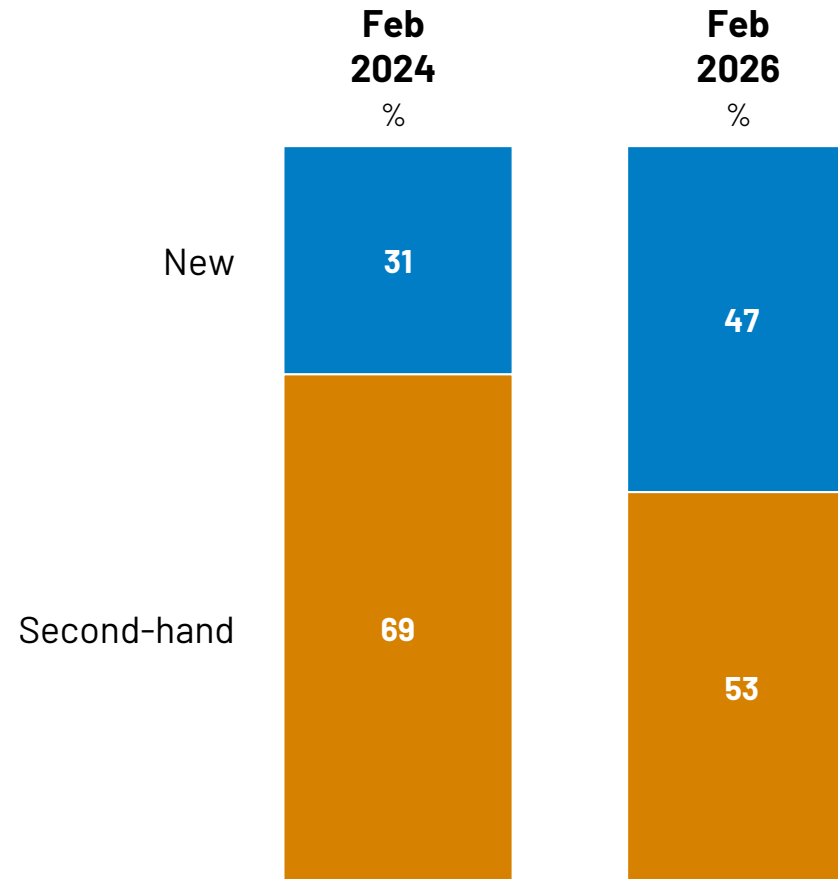
*Caution: small base

() = Feb 2024

Base: 654 taxi drivers

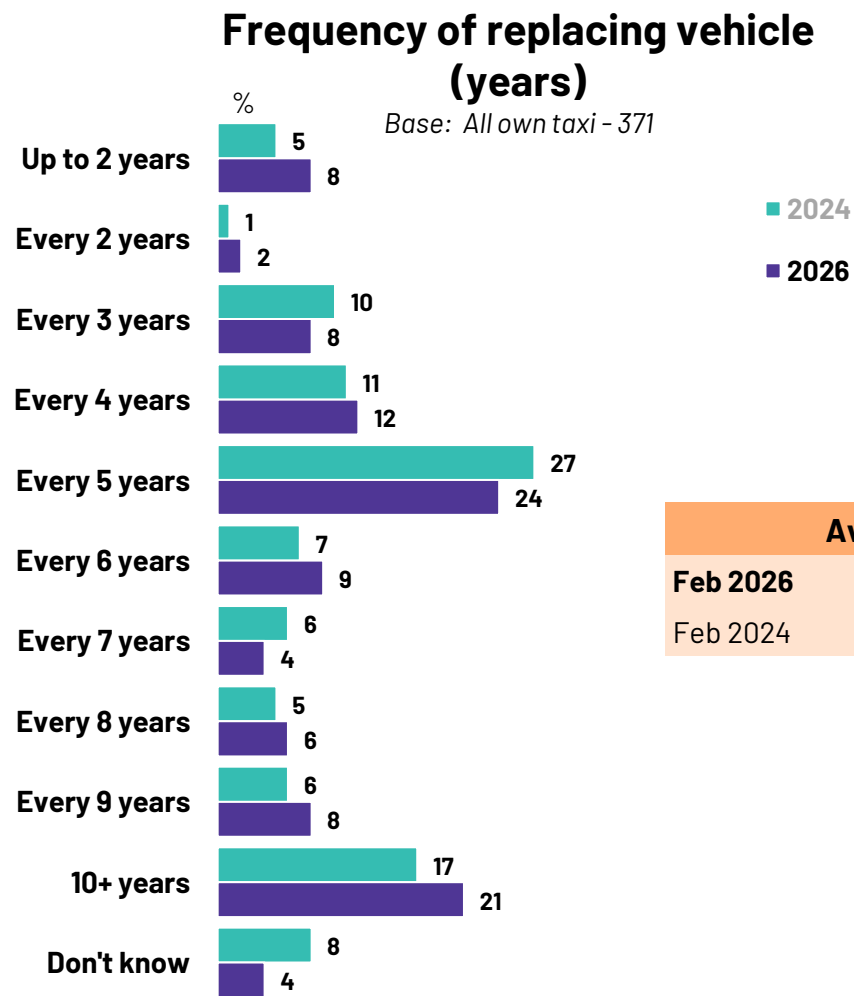
47% of drivers bought their vehicle new

Increase over time in having purchased a new vehicle (+16%pts vs Feb '24).

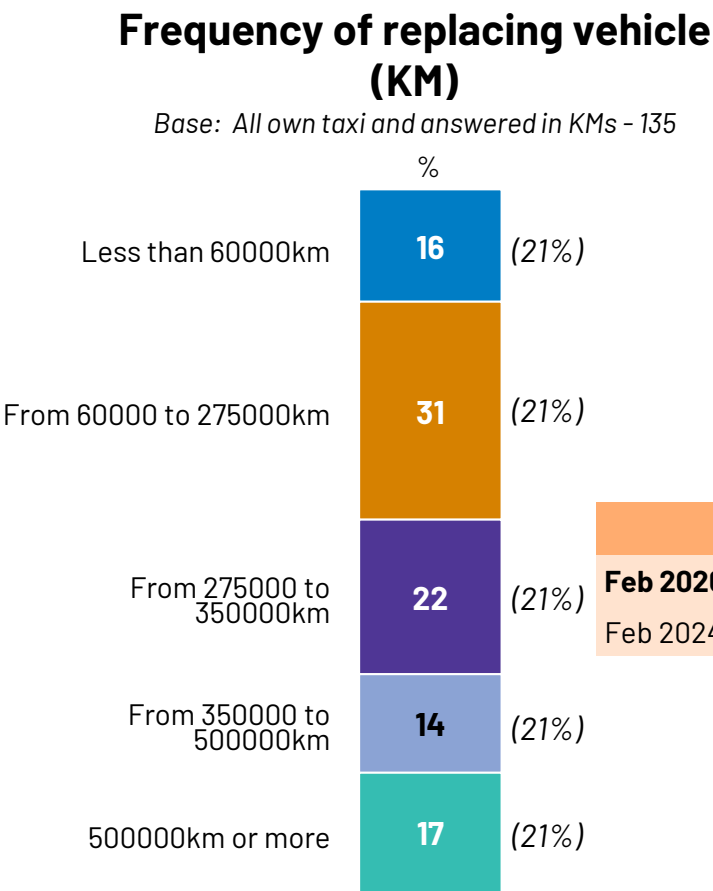


Base: 532 taxi drivers with own vehicle

On average drivers replace their vehicle after 6.67 years or after doing 282,745 Kms



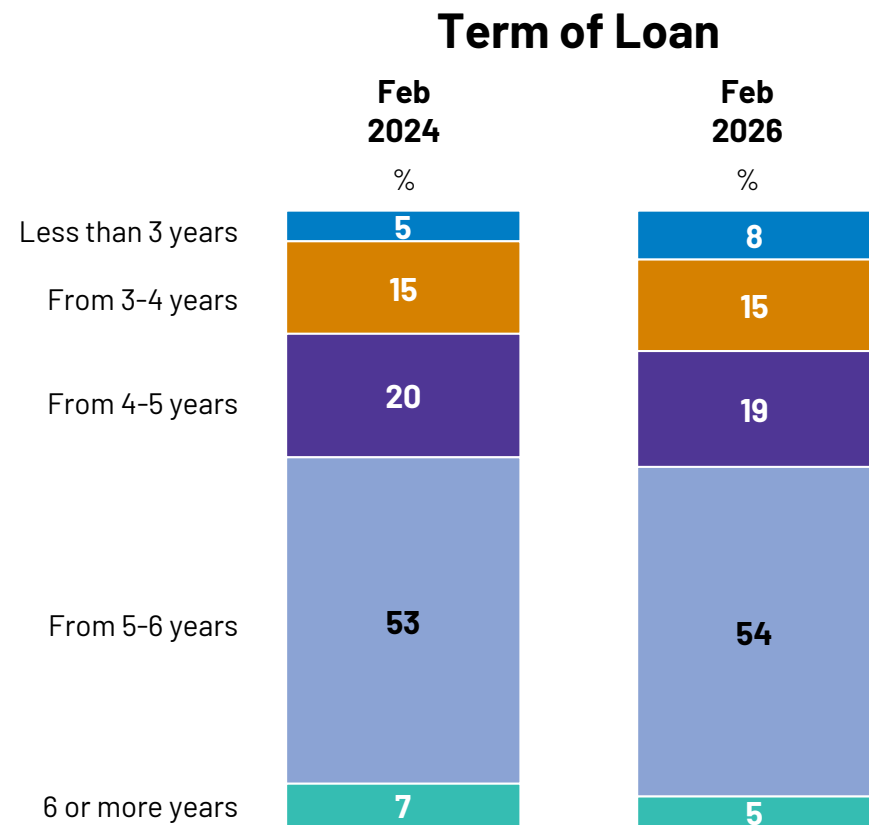
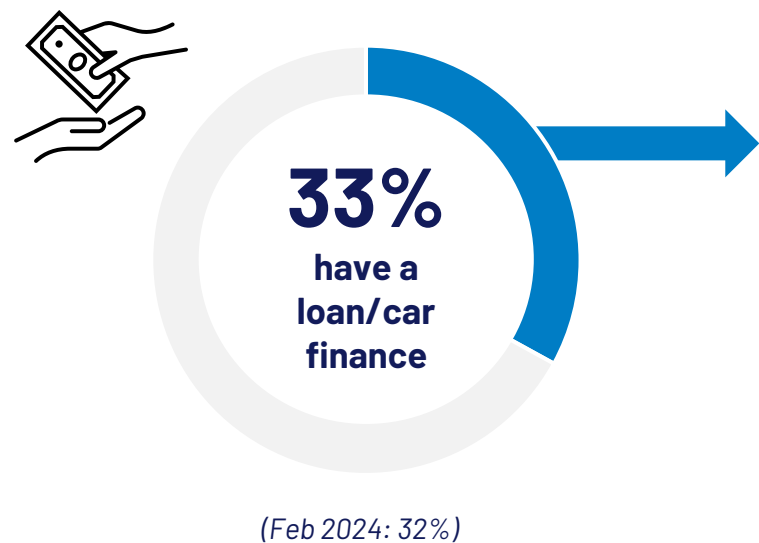
Average	
Feb 2026	6.67 years
Feb 2024	6.25 years



Average	
Feb 2026	282,745 KM
Feb 2024	246,150 KM

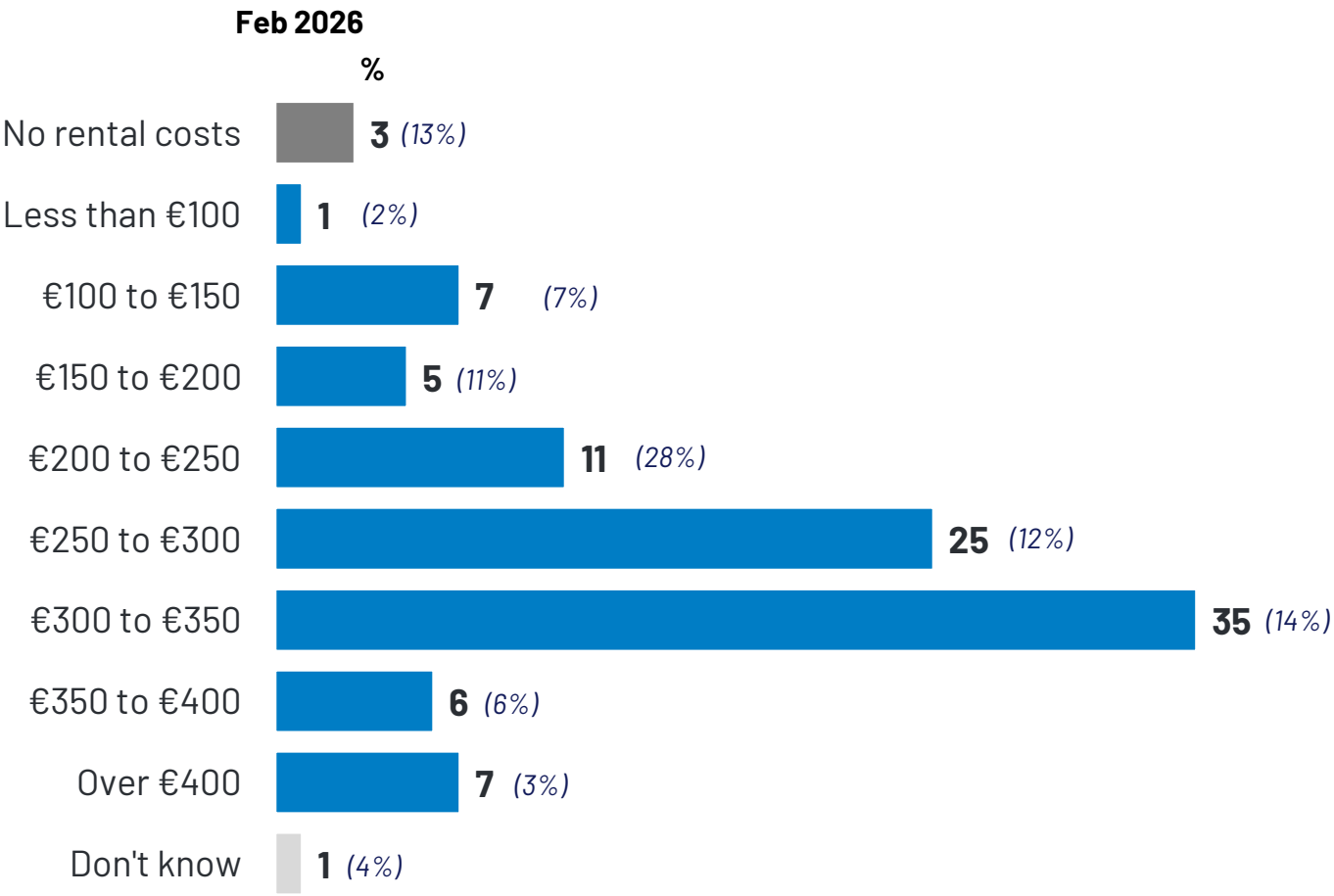
Base: 532 taxi drivers with own vehicle

A third of drivers have a car loan with 54% having a term of 5-6 years, in line with February '24



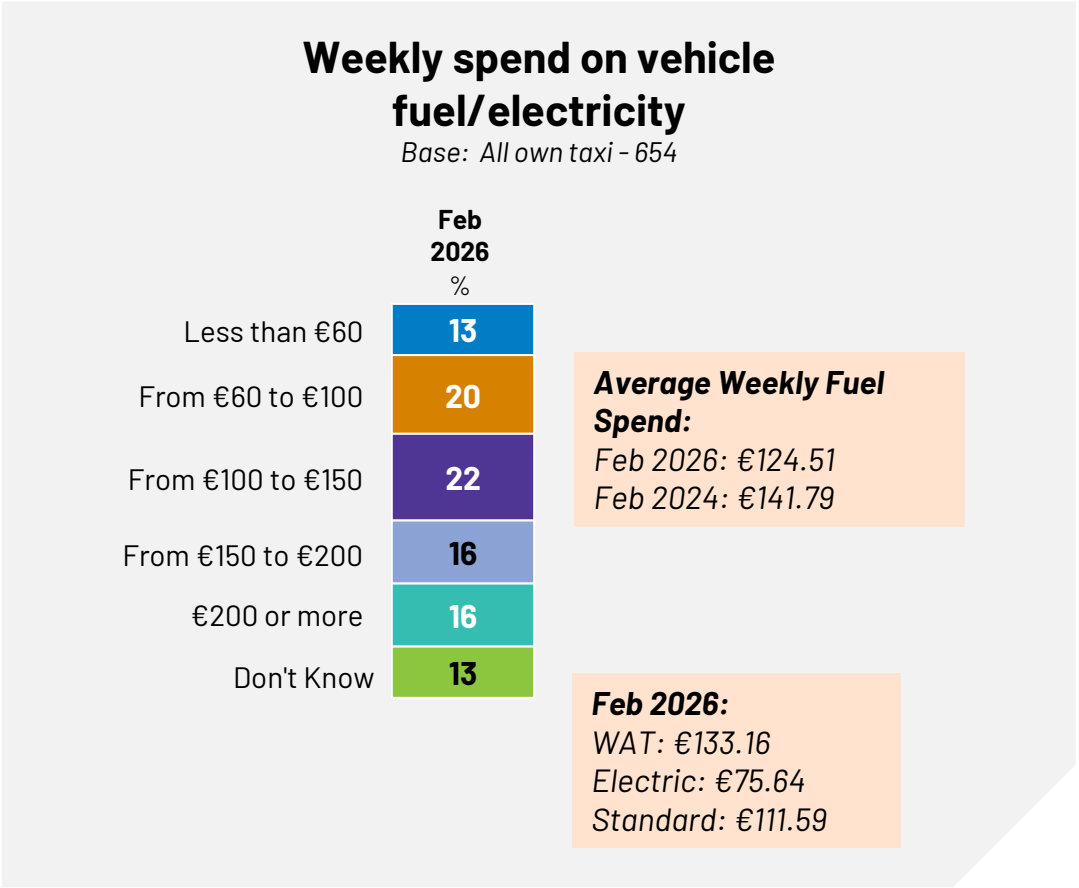
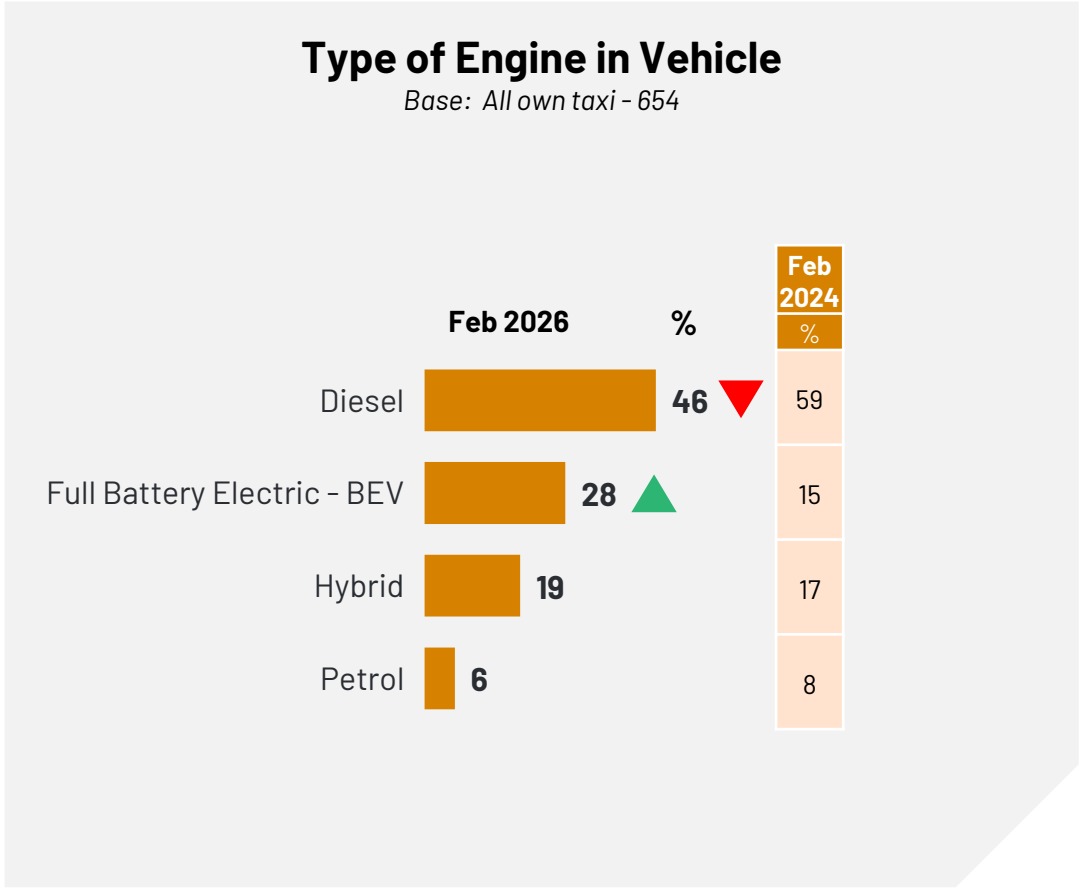
Base: 654 taxi drivers

Of those who rent a taxi, 35% state the cost per week is between €300 and €350



Base: 122 taxi drivers who rent a taxi
() 2024

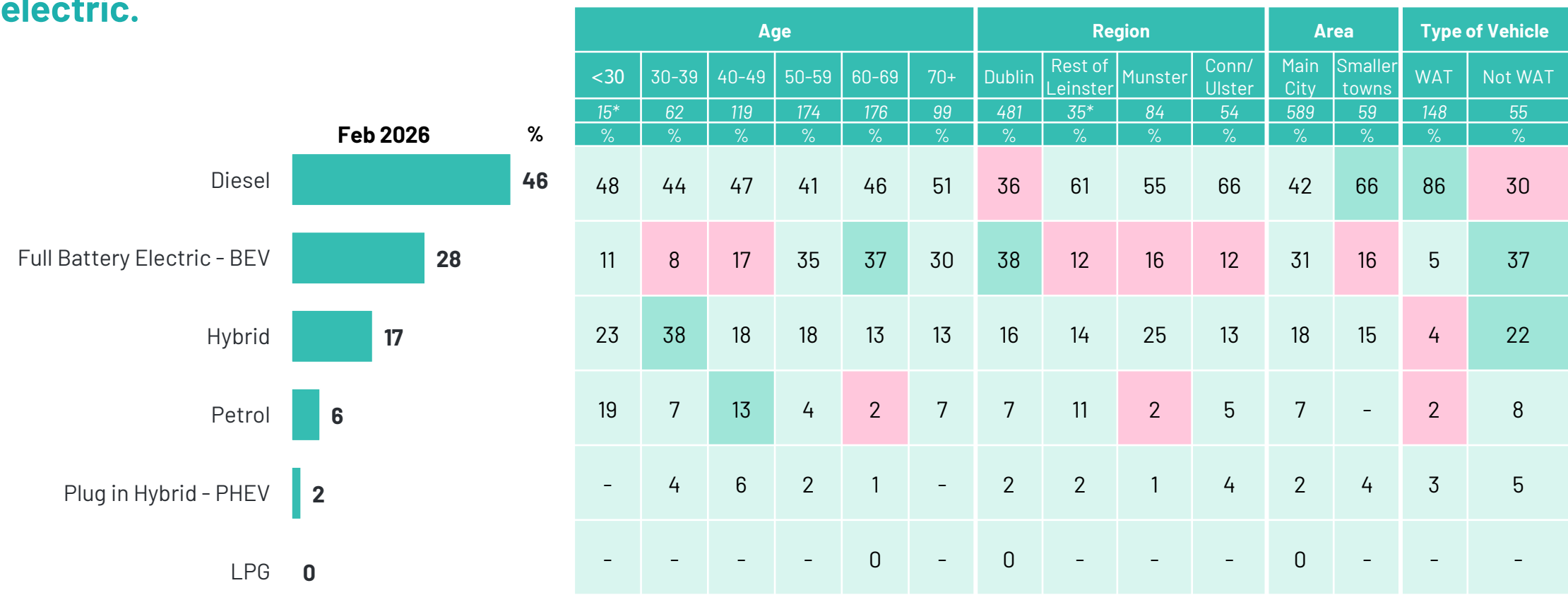
Evident shift towards electric vehicles (28%, +13%pts). Average fuel spend is at €124.51 per week, slightly lower than February '24 (€141.79)



Base: 654 taxi drivers

Engine type:

Higher prevalence of diesel taxis in smaller towns and wheelchair accessible vehicles. Taxi drivers aged 60-69, those working in Dublin and non-wheelchair accessible taxis are more likely to be fully electric.



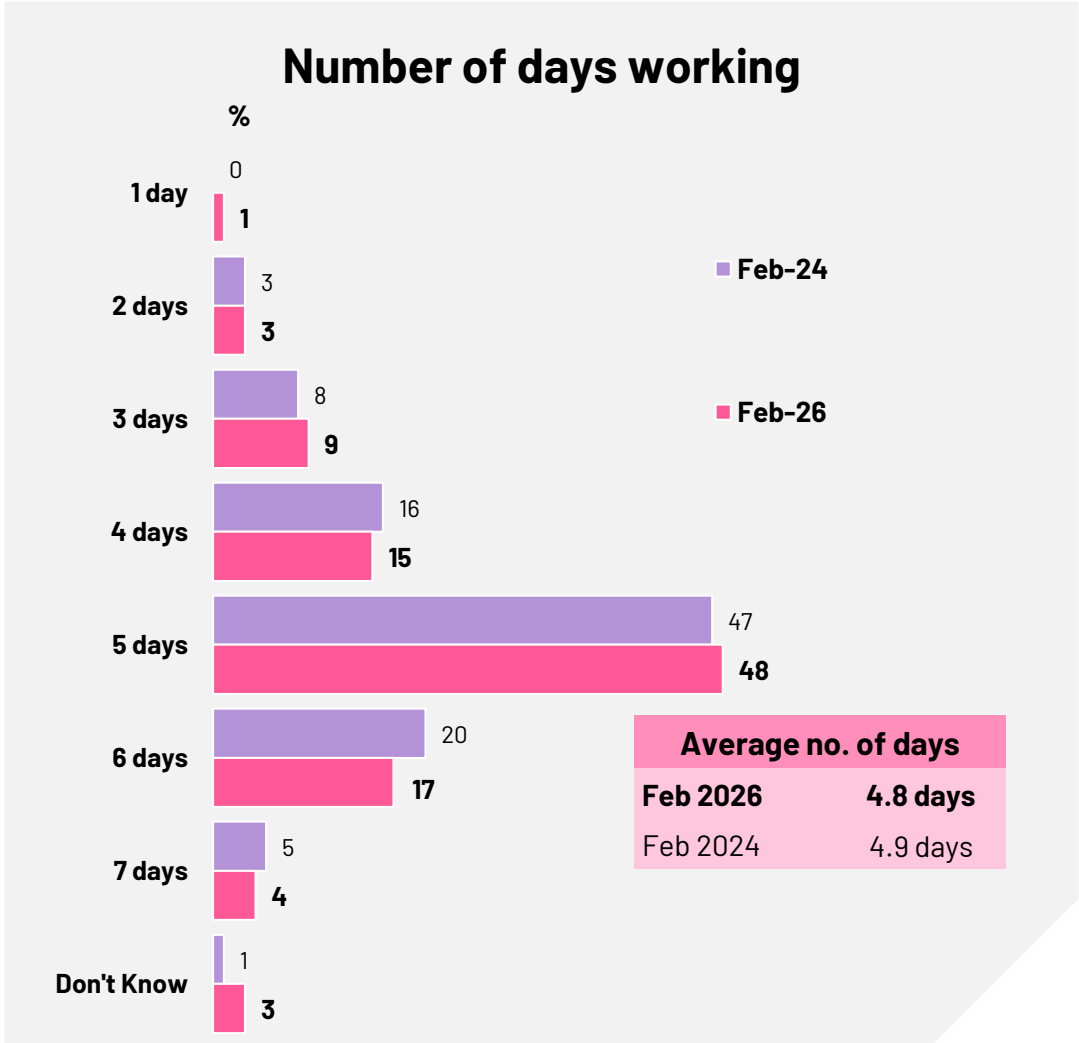
Base: 654 taxi drivers

*caution low base

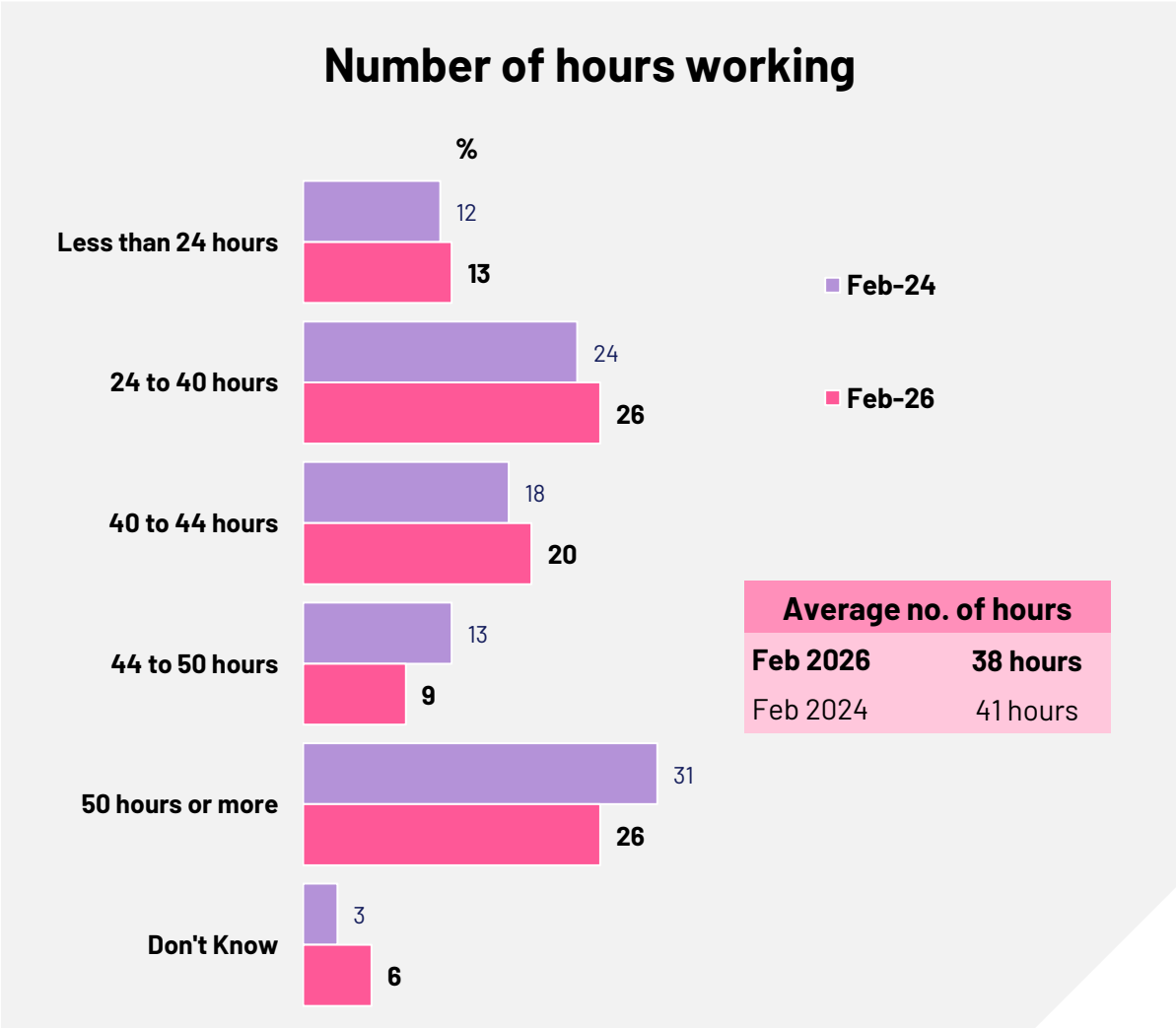
3. CURRENT WORKING TRENDS



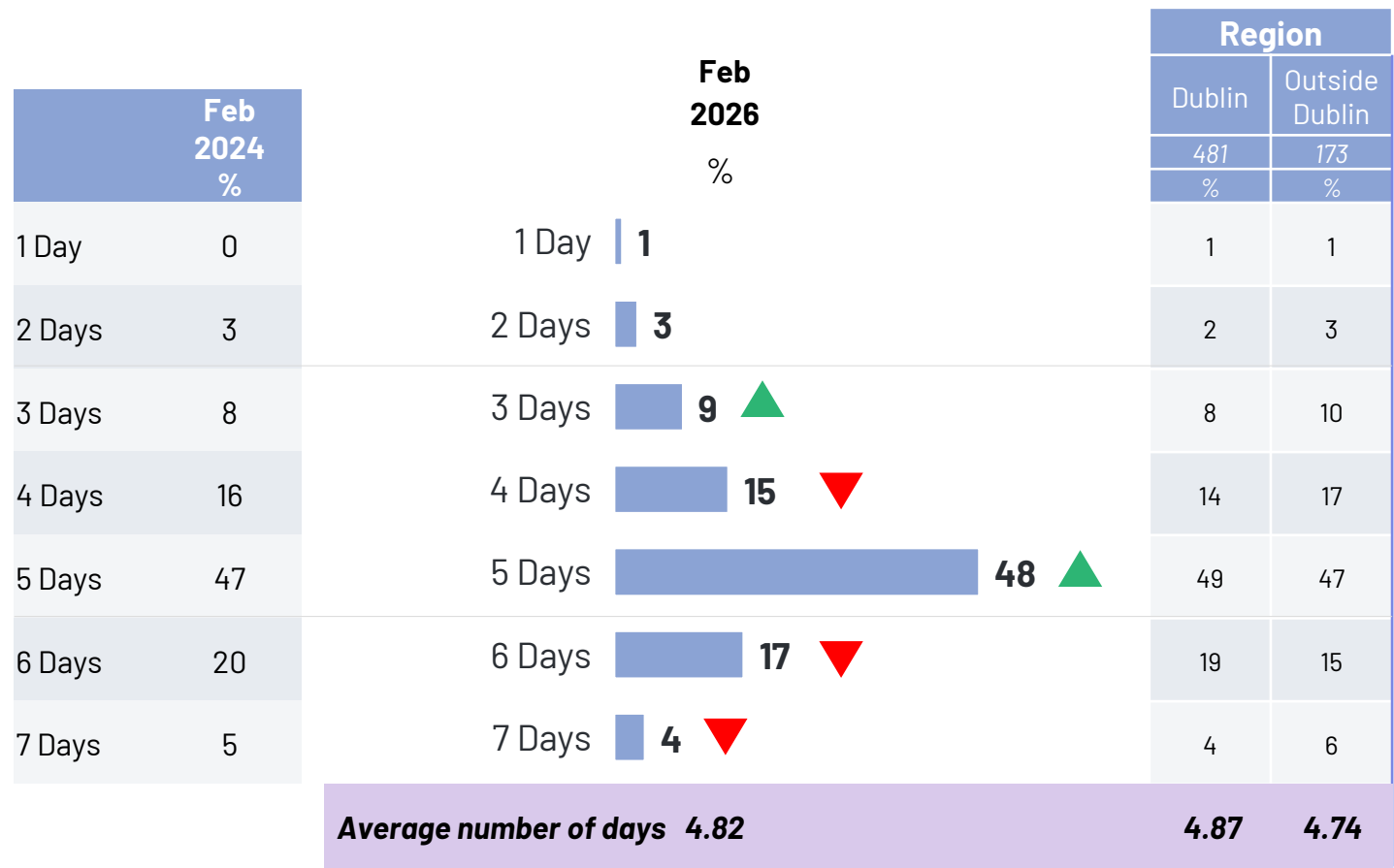
The typical driver works approximately 5 days per week, logging around 38 hours



Base: 654 taxi drivers



Fewer drivers state they work 6 or 7 days a week



Base: 654 taxi drivers

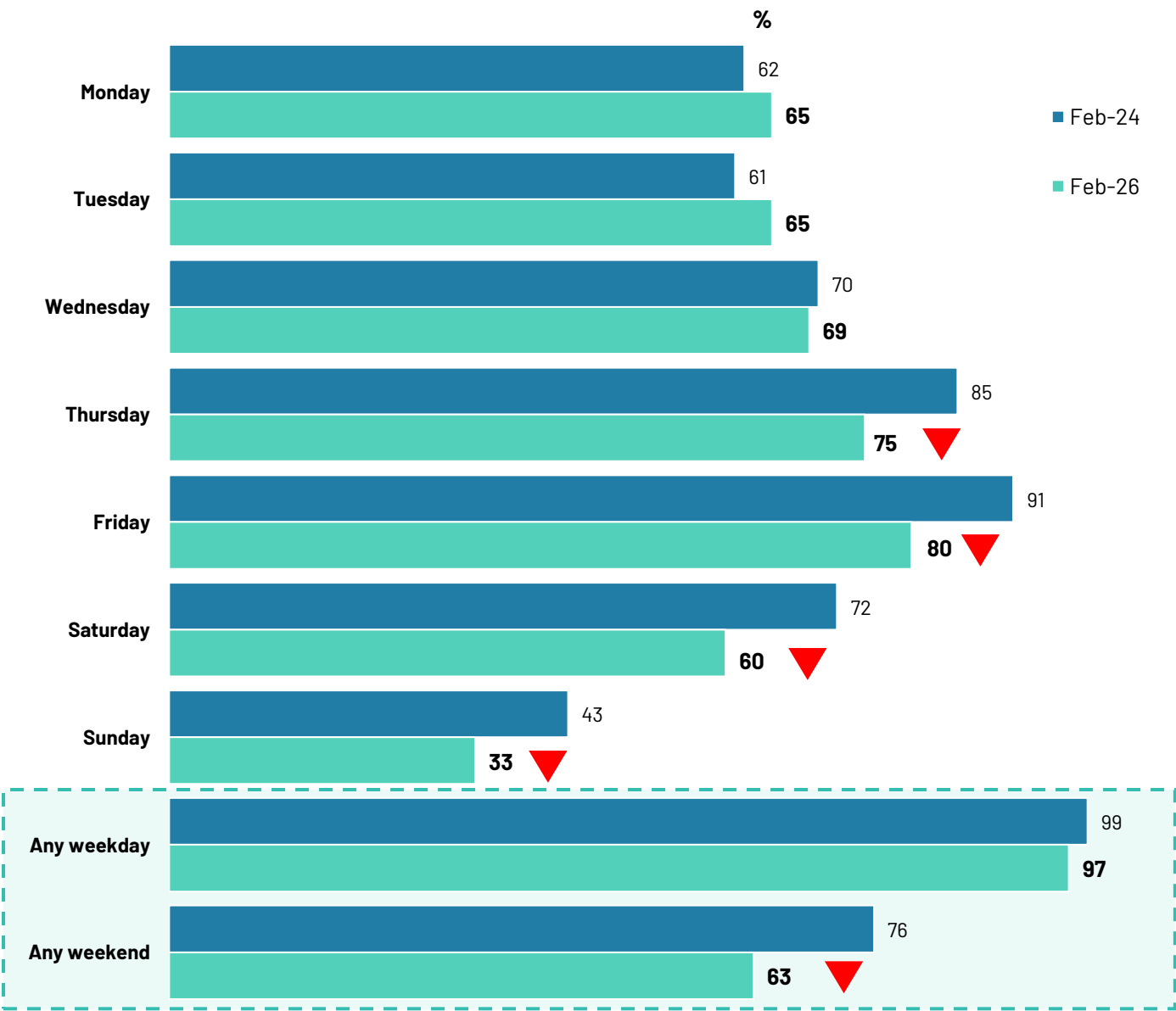
Days typically work:

Incidence of working Monday to Wednesday is maintained however there is a decrease in working from Thursday through to the rest of the week.

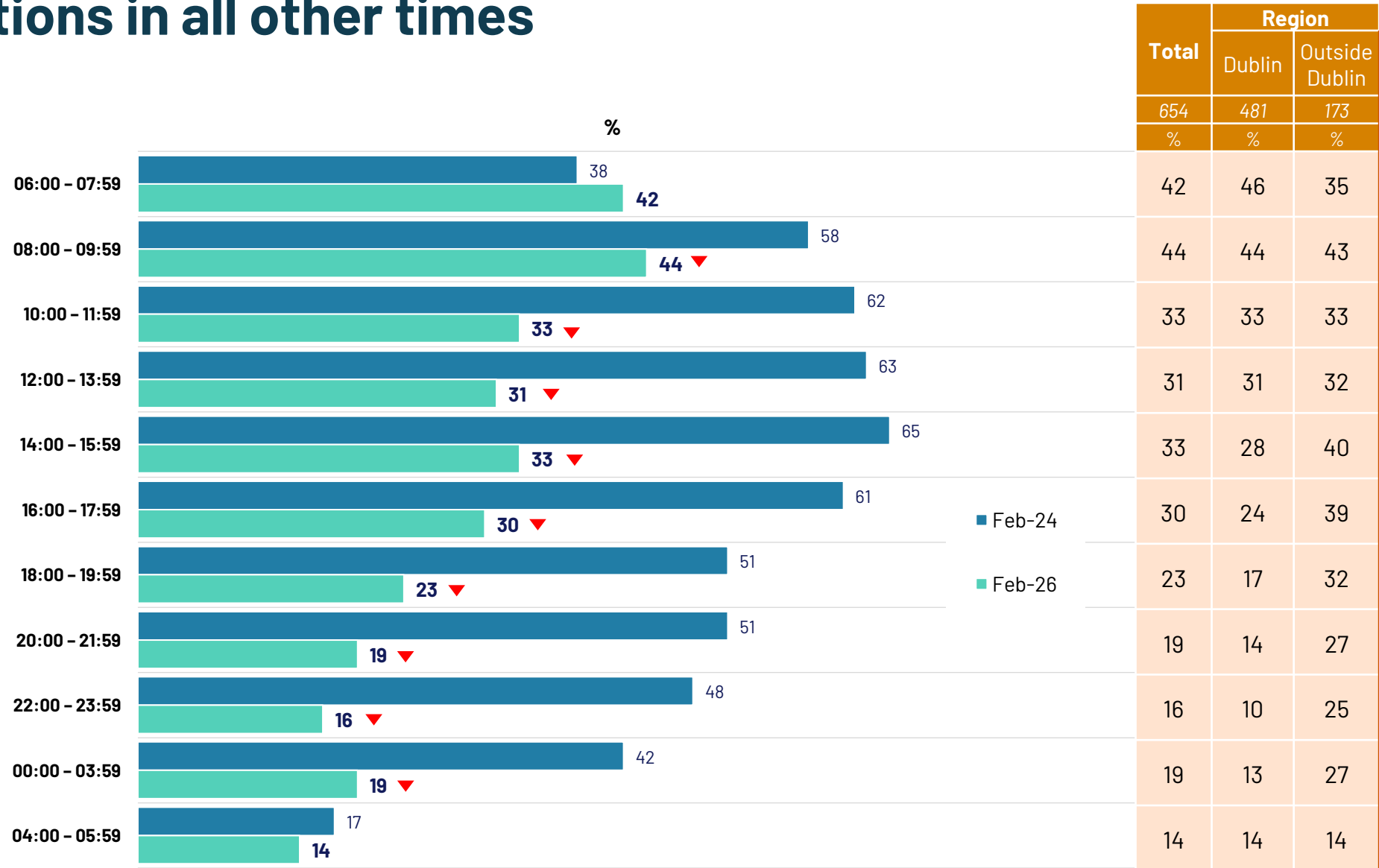
Incidence of working on the weekend decreases - 13%pts to 63%

Working remains most common on Fridays and Thursdays.

Base: 654 taxi drivers



Incidence of working between 04:00-08:00 maintained, significant reductions in all other times

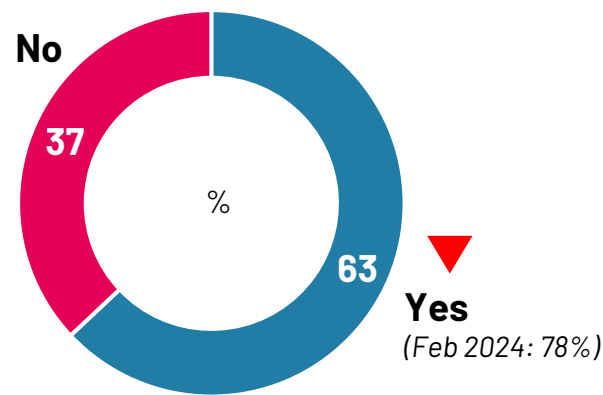


Base: 654 taxi drivers

63% of taxi drivers who no longer work nights used to work nights

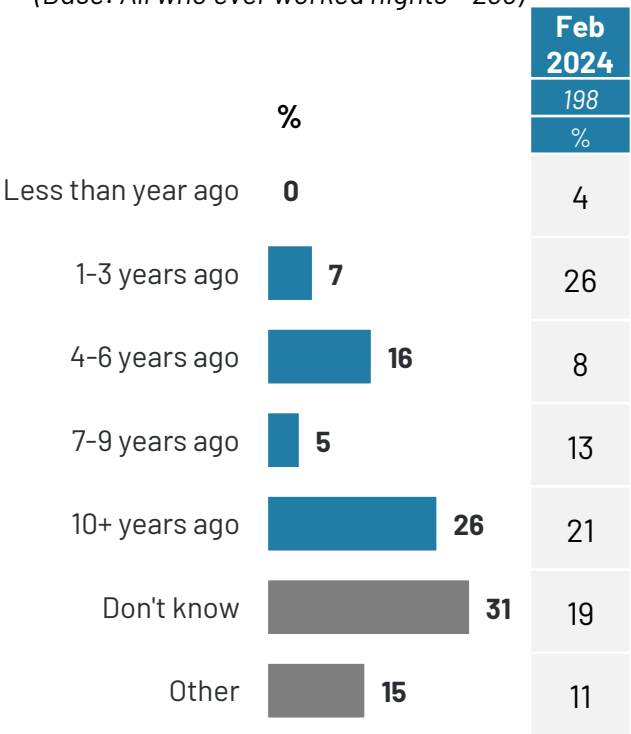
Of the drivers who used to work nights and no longer do, 23% state they stopped 1-6 years ago. The key reason for stopping working nights is personal safety (39%).

Ever Worked Nights



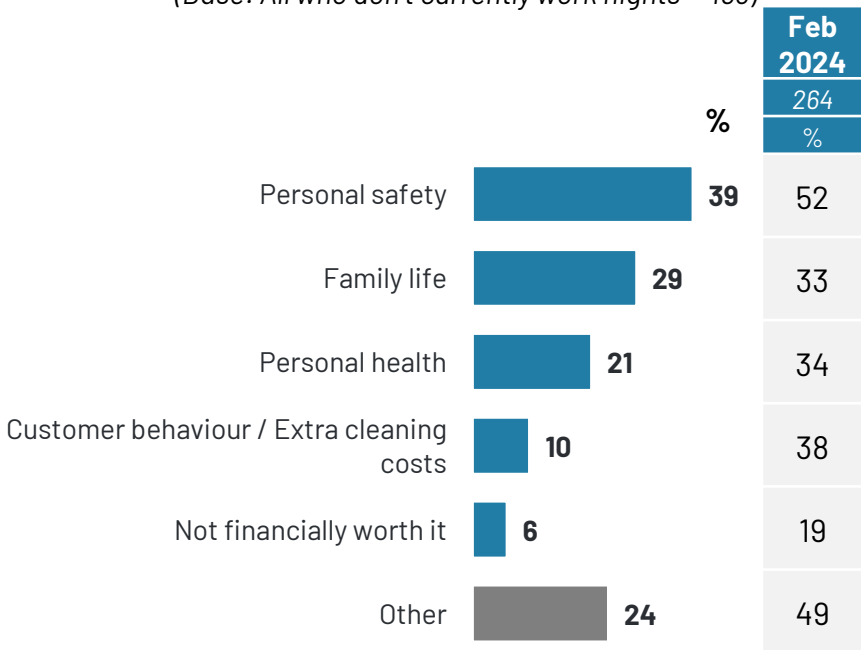
When stopped working nights

(Base: All who ever worked nights – 289)



Reasons for stopping working nights

(Base: All who don't currently work nights – 483)



Base: All Taxi Drivers do not work 12pm to 5.59am - 483

What would encourage drivers to work nights?

73% of drivers who no longer work nights state nothing would encourage them to work nights, increasing from 53%.

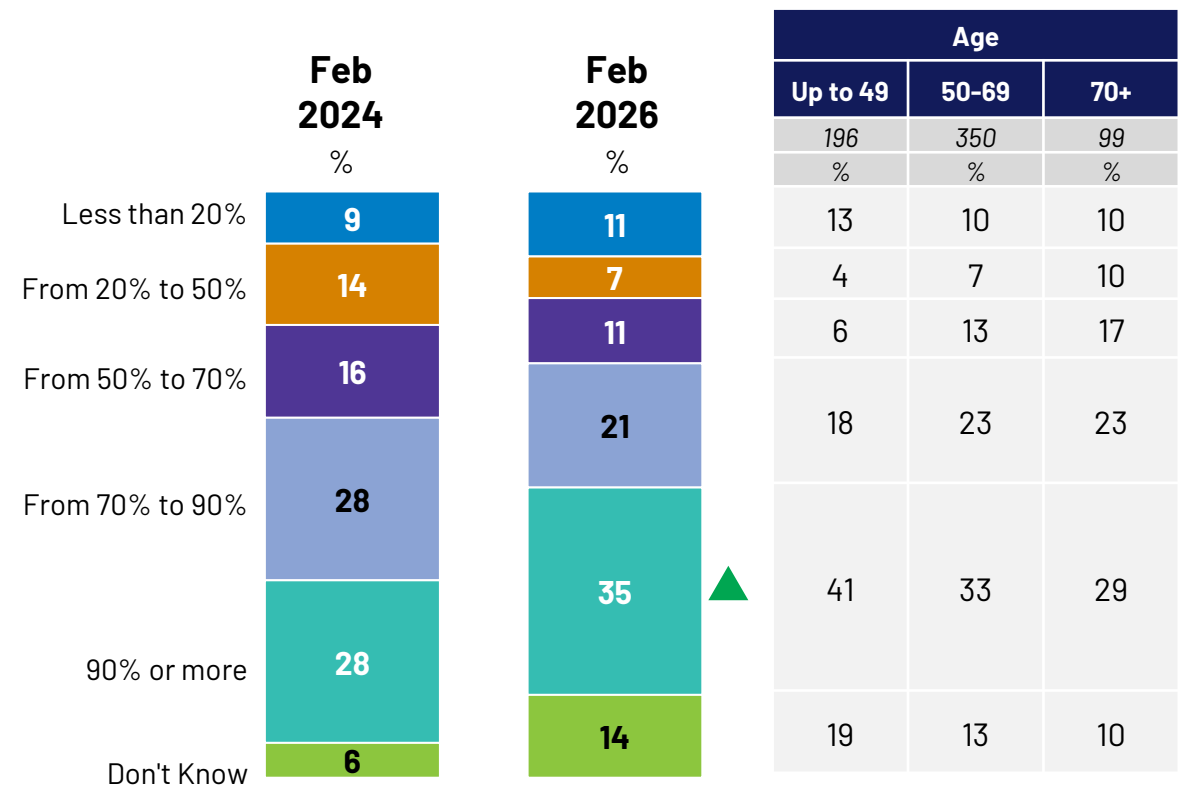
Reasons would encourage drivers to work nights			Feb 2024
	%		%
Nothing would encourage or persuade me	73 		53
I still work nights/Weekends	9		-
Earning potential/Guaranteed work/Busier/More demand	5		3
Earn more money/Higher rate/Fare increase	4		10
Better Garda presence. response/Increased security/Better safety	3		11
Unable/Not up to it - semi-retired, too old, health reasons, stressful	2		4
Unsafe/Too dangerous/Risky - too much hassle	2		7
Provide better in-car security/Grant e.g. camera in taxi, CCTV, panic button...	1		1
Too much anti-social behaviour/Drunks	1		5
Unsuitable due to family obligations	1		1
Better legislation/Laws to protect taxi driver	0		1
Efficient/More/App bookings	0		5
Less traffic	0		1
Prefer/Only work day time hours	0		1
Don't know/Not applicable/Nothing/None/No	0		5
Other	2		8

Base: All Taxi Drivers do not work 12pm to 5.59am - 483

4. OTHER COSTS

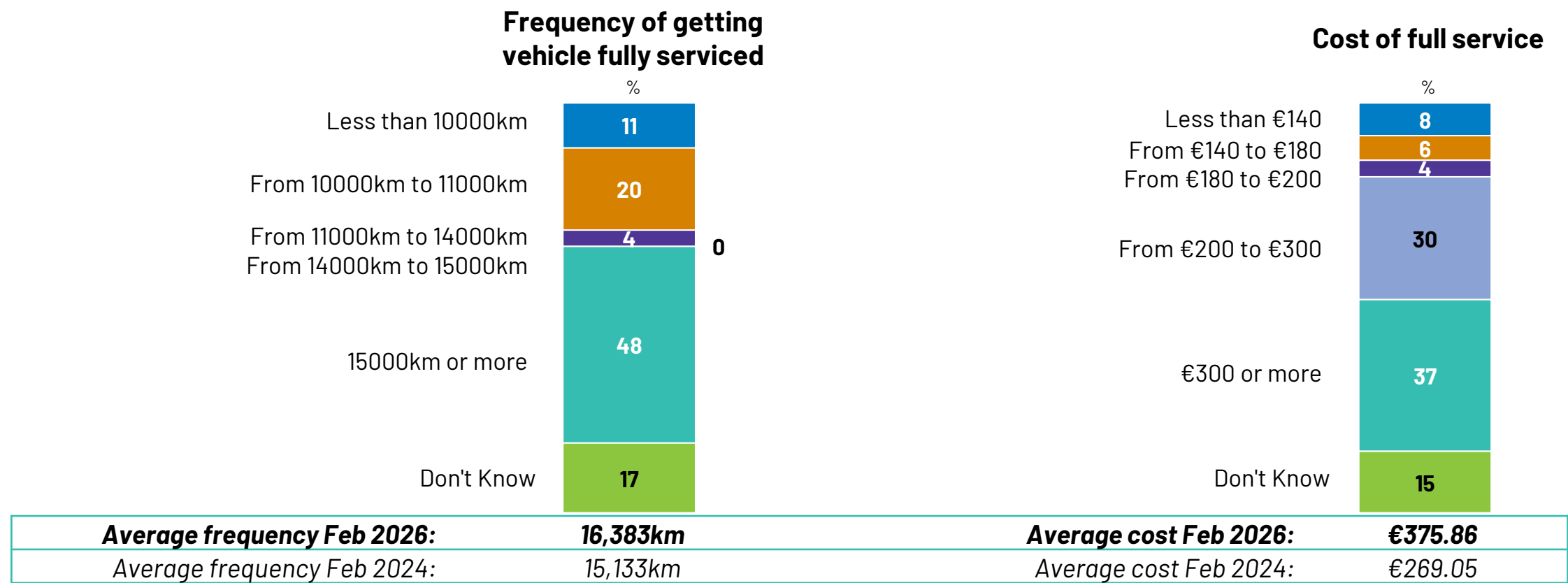
A close-up, high-angle shot of a person's hand holding a black high-pressure water spray gun. A powerful jet of water is directed at the side of a dark-colored car. The car's surface is heavily covered in thick, white soap suds, particularly around the wheel arch and door area. The background is a wet, reflective surface, possibly a car wash floor, showing distorted reflections of the car and the person. The overall scene conveys a sense of thorough cleaning and maintenance.

35% of drivers state 90% or more trips are paid for by cashless payments, increasing from 28%



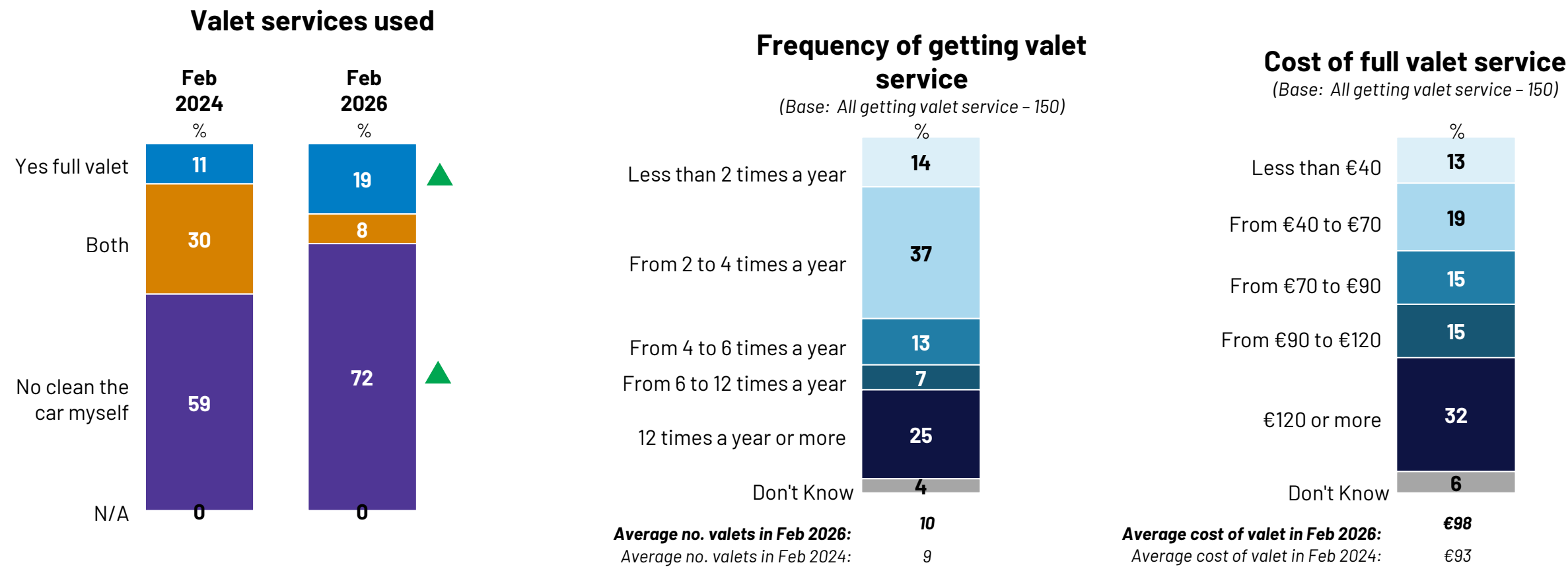
Base: 654 taxi drivers

On average drivers service their vehicles after 16,383 Kms at an average cost of €375.86, an increase of €106.81



Base: 532 taxi drivers with own vehicle

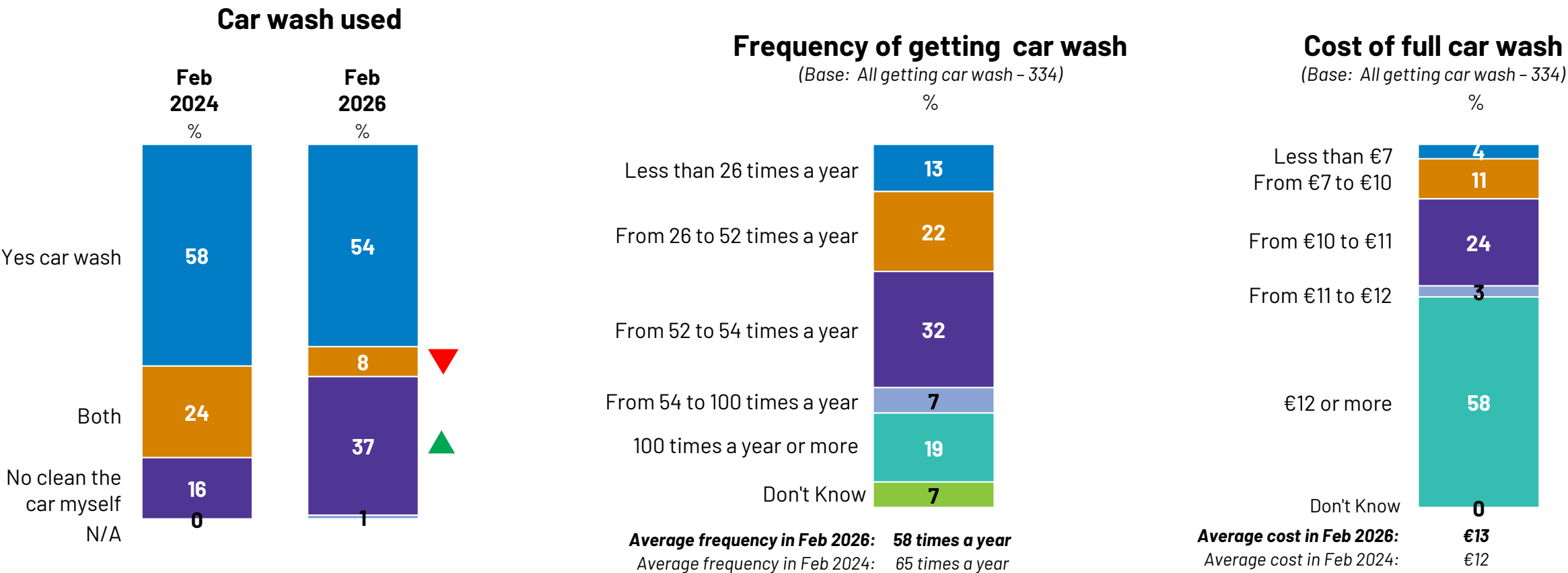
27% of drivers do a full valet service of their vehicle, on average 10 times a year at an average cost of €98, +€5 from February '24
There has been an increase in drivers cleaning their car themselves to 72% (+13%pts).



Base: 532 taxi drivers with own vehicle

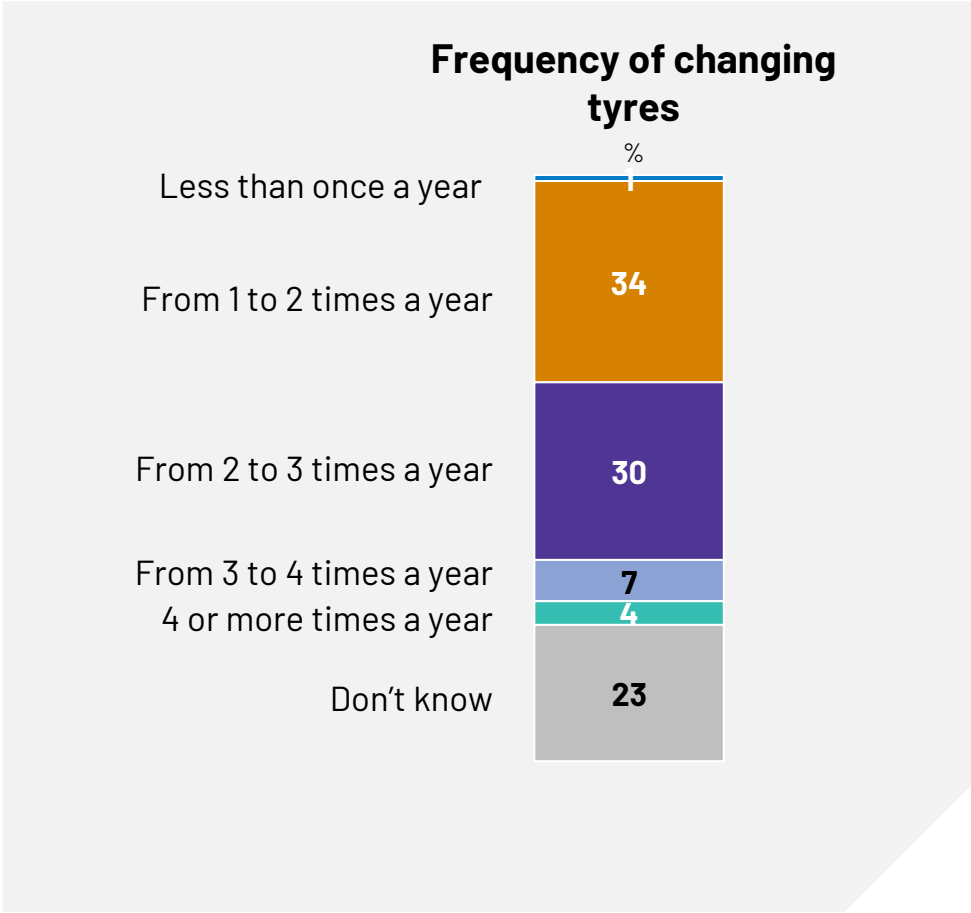
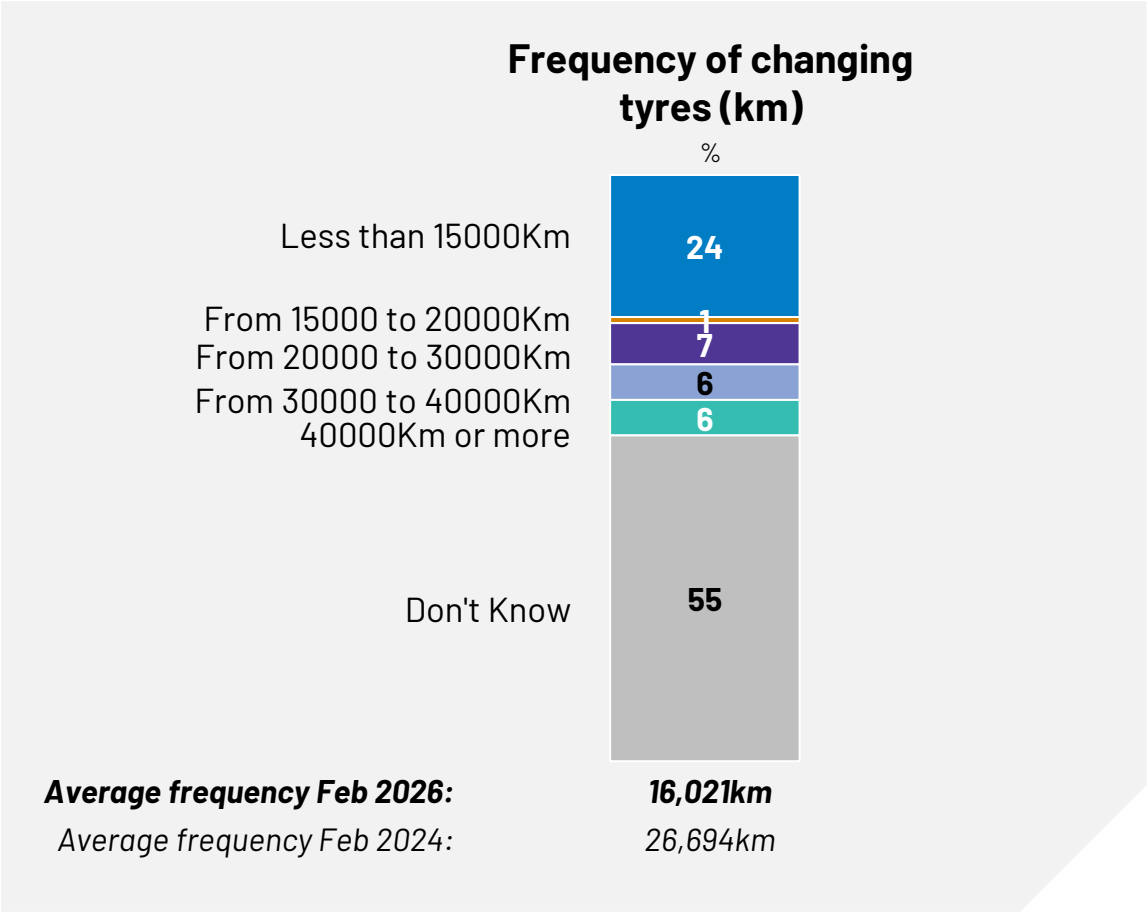
On average drivers get their car washed 58 times year at an average cost of €13

In 2026 there is trend towards more drivers cleaning their vehicle themselves (up 21%pts).



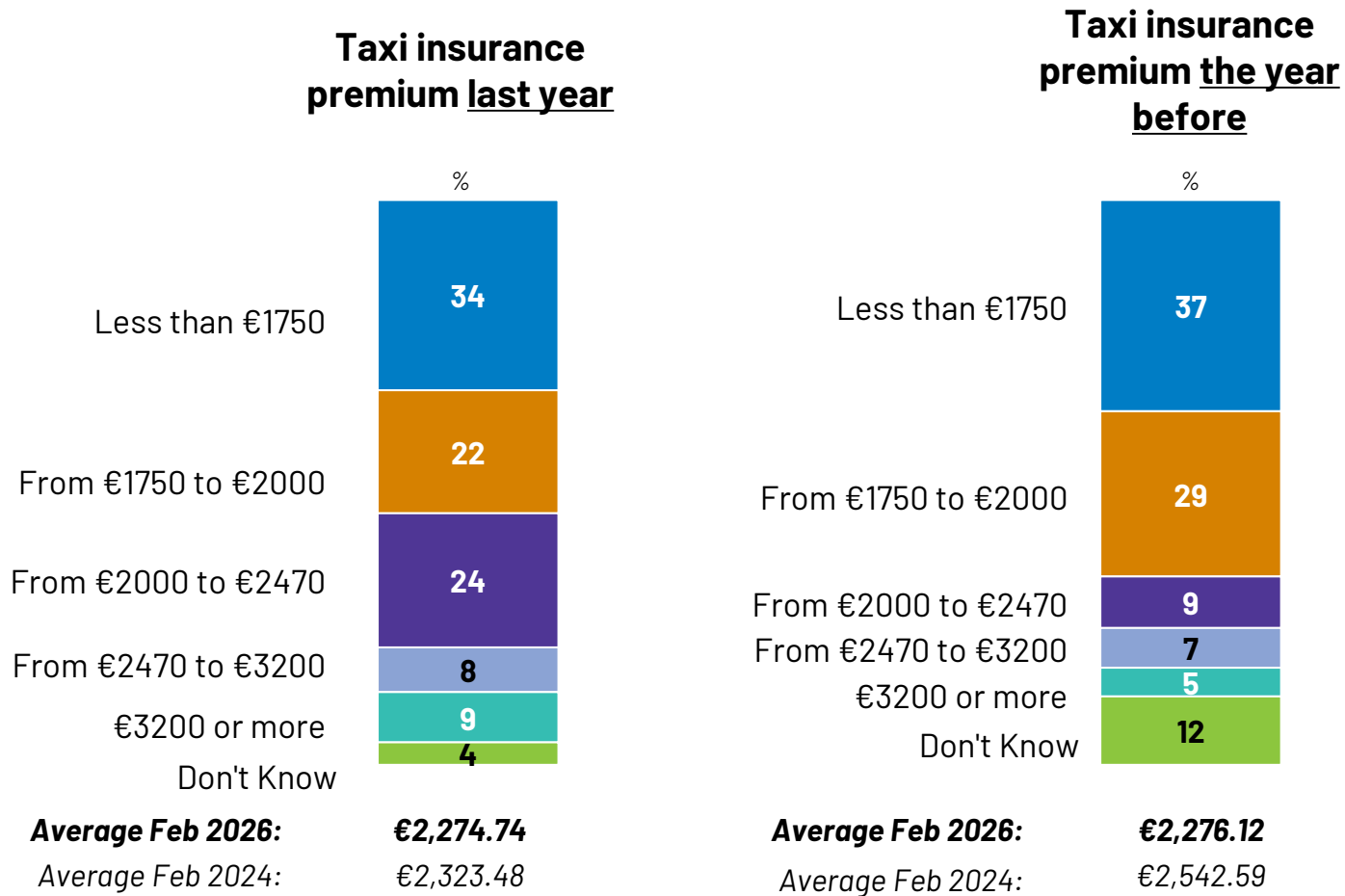
Base: 371 taxi drivers with own vehicle

65% of drivers state they change their tyres between 1 and 3 times a year



Base: 532 taxi drivers with own vehicle

The average cost of taxi insurance last year was €2,274.74, almost the same as the cost the year before



Base: 654 taxi drivers

Taxi insurance by length of tenure:

Taxi insurance premium last year

	Total	Years Operating as Taxi Driver			
		Less than 10	10-15	10+	15+
Base	532	47*	81	440	383
	%	%	%	%	%
Less than 1,750	34	16	25	34	36
From 1,750 to 2,000	22	-	24	23	23
From 2,001 to 2,470	24	5	35	26	25
From 2,471 to 3,200	8	6	9	8	8
3,201 or more	9	54	4	5	5
Don't know	4	19	2	3	3
Mean (€)	2,274.74	3,893.72	2,058.76	2,171.86	2,183.94

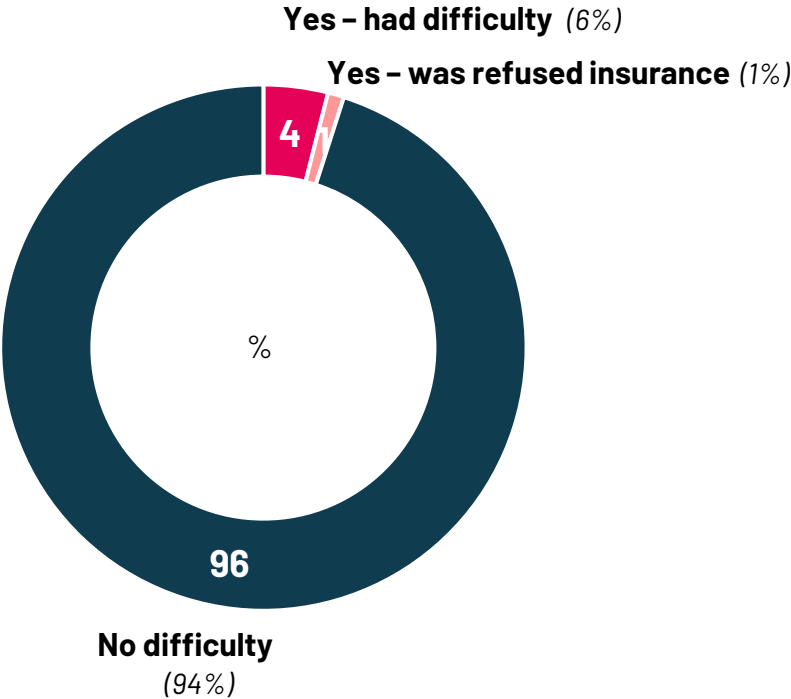
Taxi insurance premium the year before

	Total	Years Operating as Taxi Driver			
		Less than 10	10-15	10+	15+
Base	532	47*	81	440	383
	%	%	%	%	%
Less than 1,750	37	4	28	40	42
From 1,750 to 2,000	29	2	34	32	32
From 2,001 to 2,470	9	3	9	10	10
From 2,471 to 3,200	7	2	12	7	6
3,201 or more	5	23	6	4	3
Don't know	12	66	12	8	7
Mean (€)	2,276.12	4,136.76	2,044.47	2,140.42	2,143.53

Base: 532 taxi drivers with own vehicle

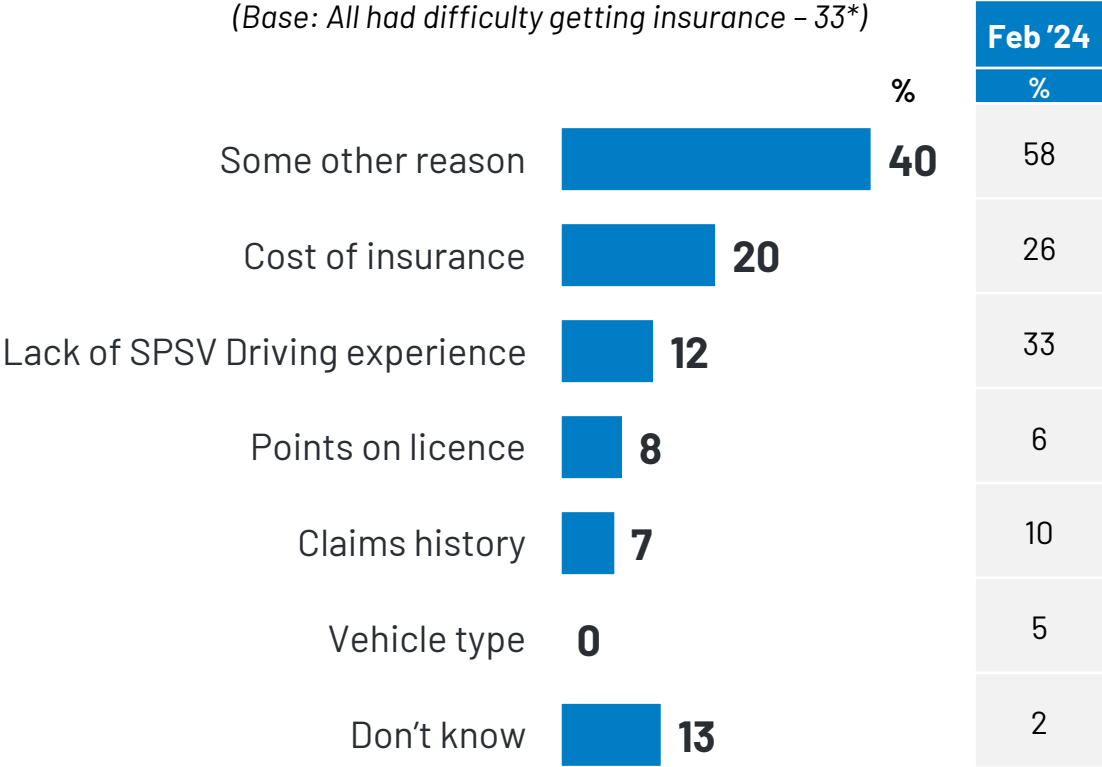
*Caution: Small base size

95% of drivers had no difficulty renewing their taxi insurance



Reason for difficulty in getting insurance renewal

(Base: All had difficulty getting insurance - 33*)



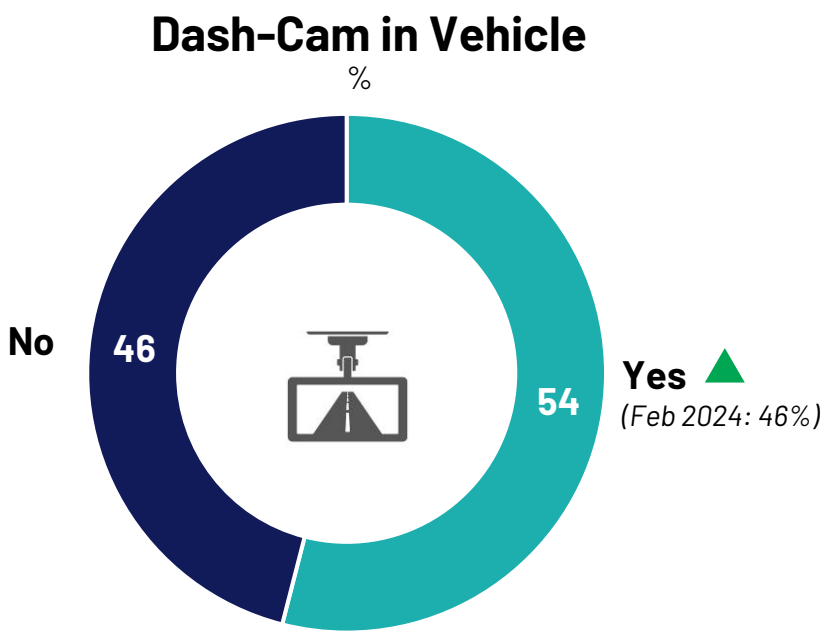
() = Feb 2024

Base: 654 taxi drivers

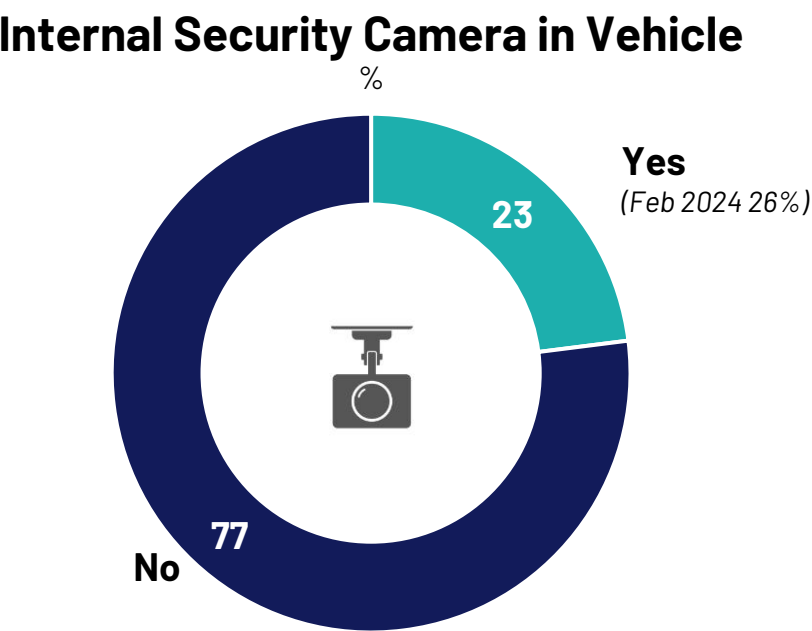
*Caution low base

Incidence of dash-cam and internal security camera:

54% of driver have a dash cam (up 8%)



Average spend on a dash-cam Feb 2026: €244.97
Average spend on a dash-cam Feb 2024: €213.13

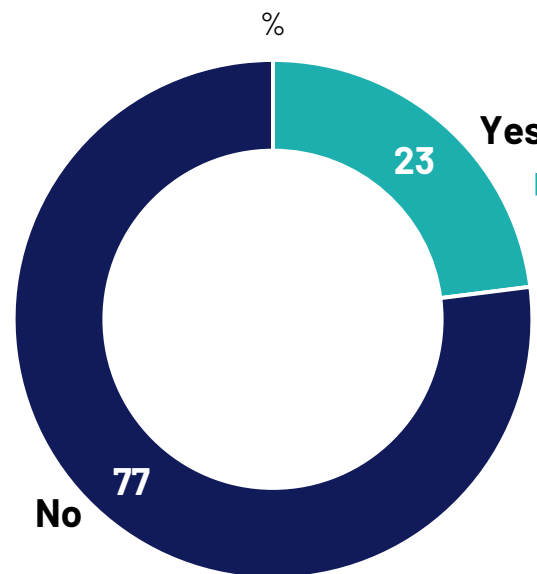


Average spend on a security camera Feb 2026: €272.35
Average spend on a security camera Feb 2024: €244.44

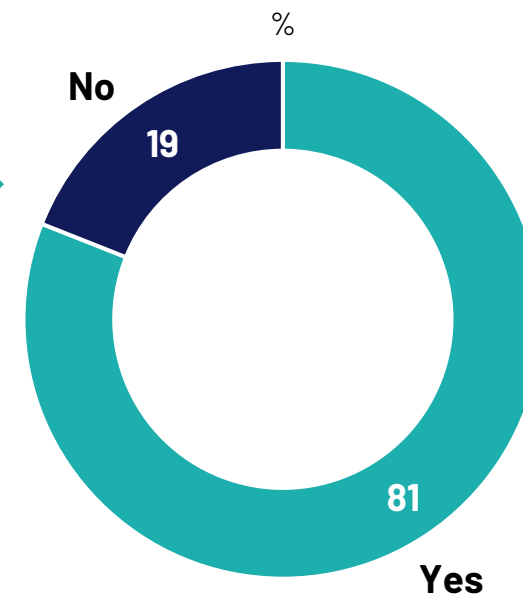
Base: 654 taxi drivers

Of the 23% of drivers who have an internal security camera, 81% are aware of their obligations under GDPR

Internal Security Camera in Vehicle



Awareness of obligations under GDPR



Base: 142 taxi drivers was an internal security camera

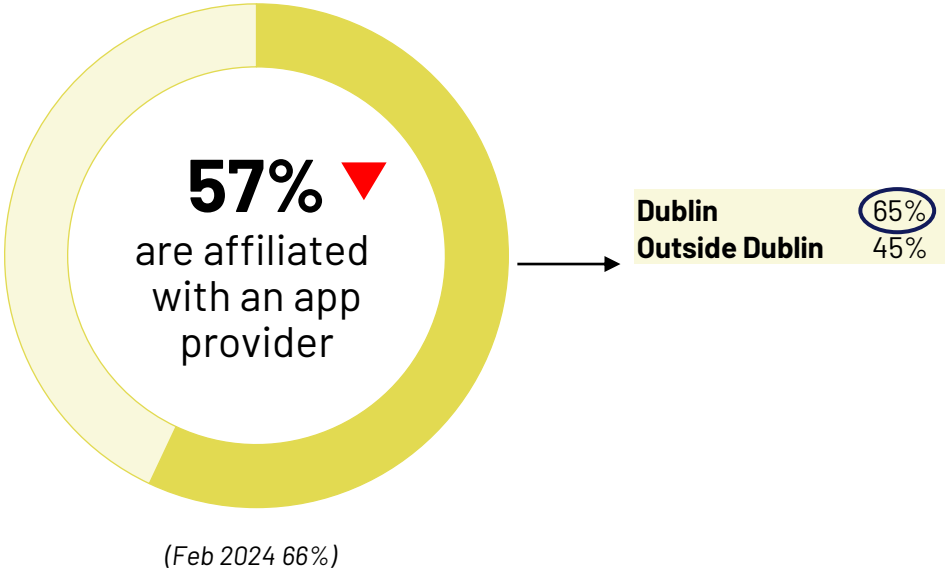
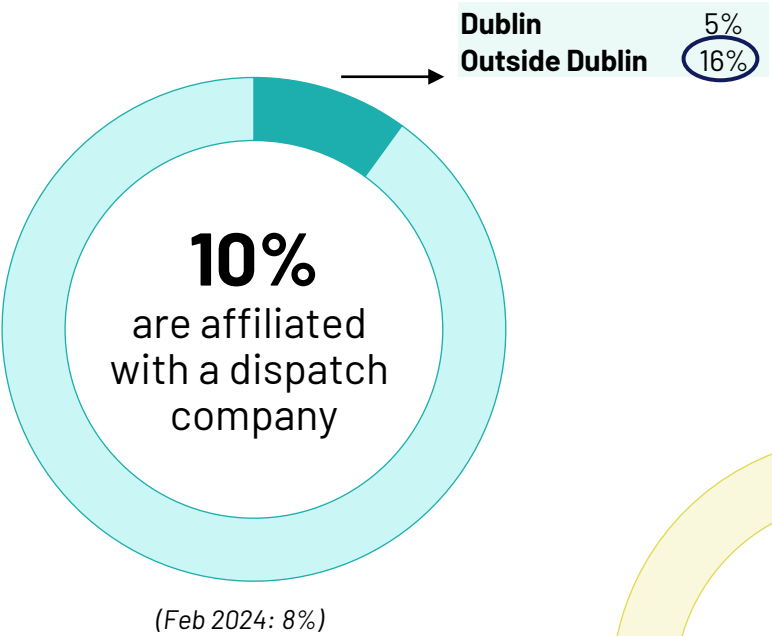
5. USE OF APPS AND DISPATCH COMPANIES

Taxi Driver Affiliates:

57% of drivers are affiliated with an app provider, decreasing from 66%

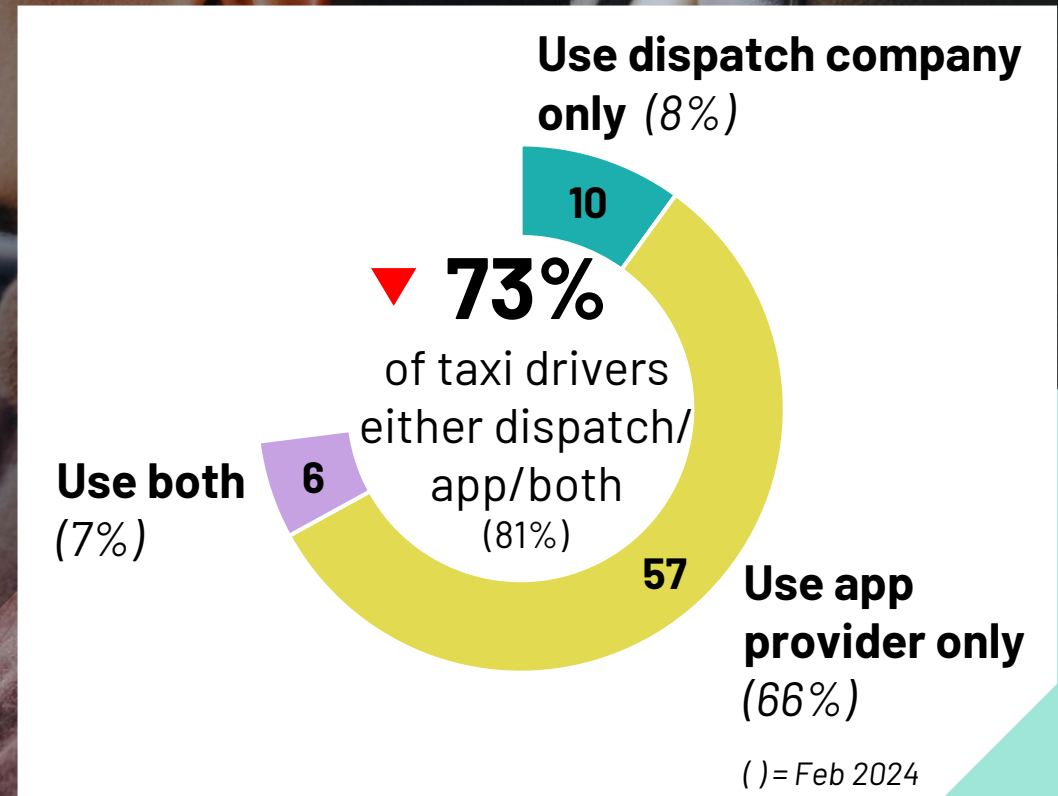
One in ten drivers are affiliated with a dispatch company

Drivers in Dublin are more likely to use an app with higher use of a dispatch company outside of Dublin



Base: 654 taxi drivers

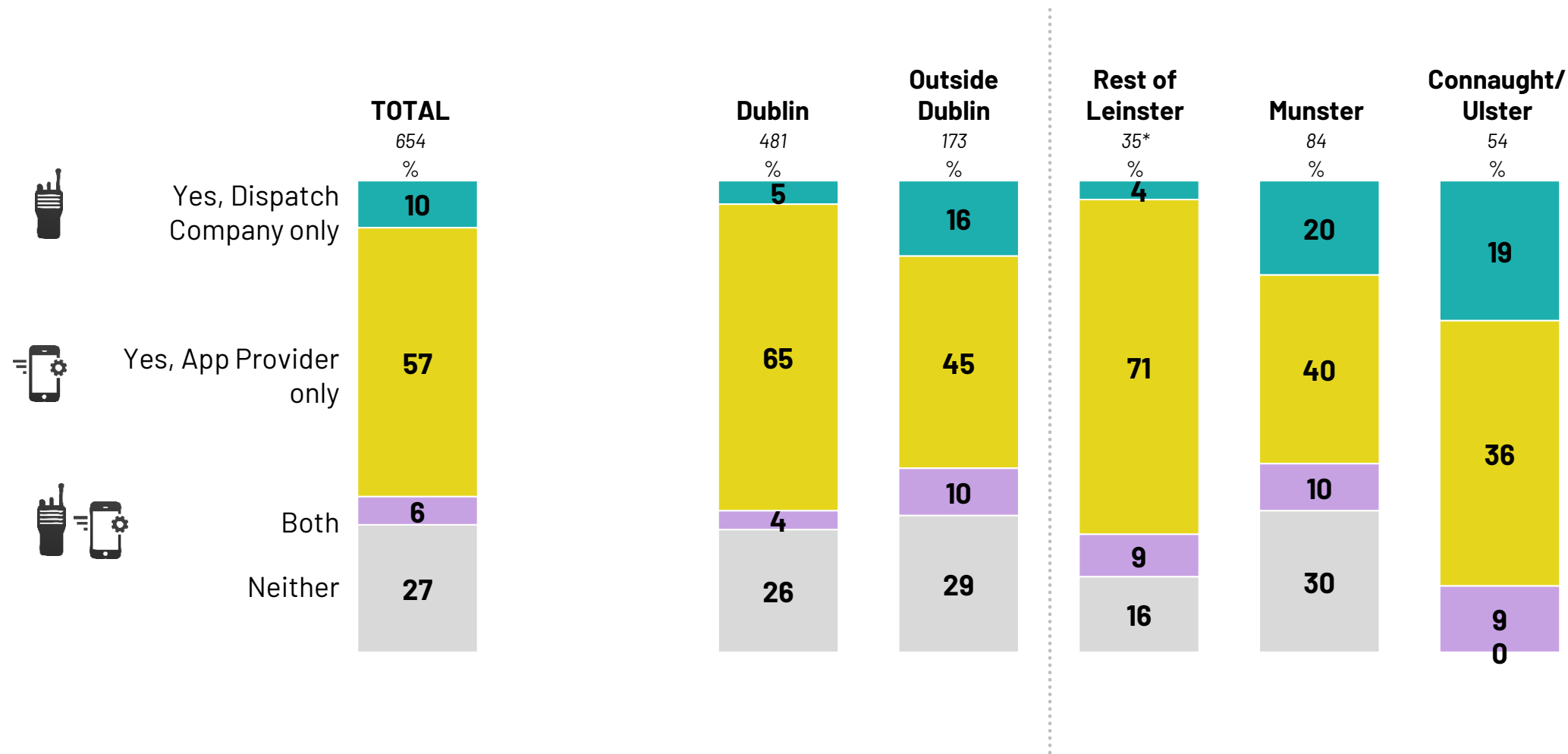
**27% of drivers
don't use a
dispatch company
or app, increasing
from 18%**



Base: 654 taxi drivers

Use of apps/dispatch companies:

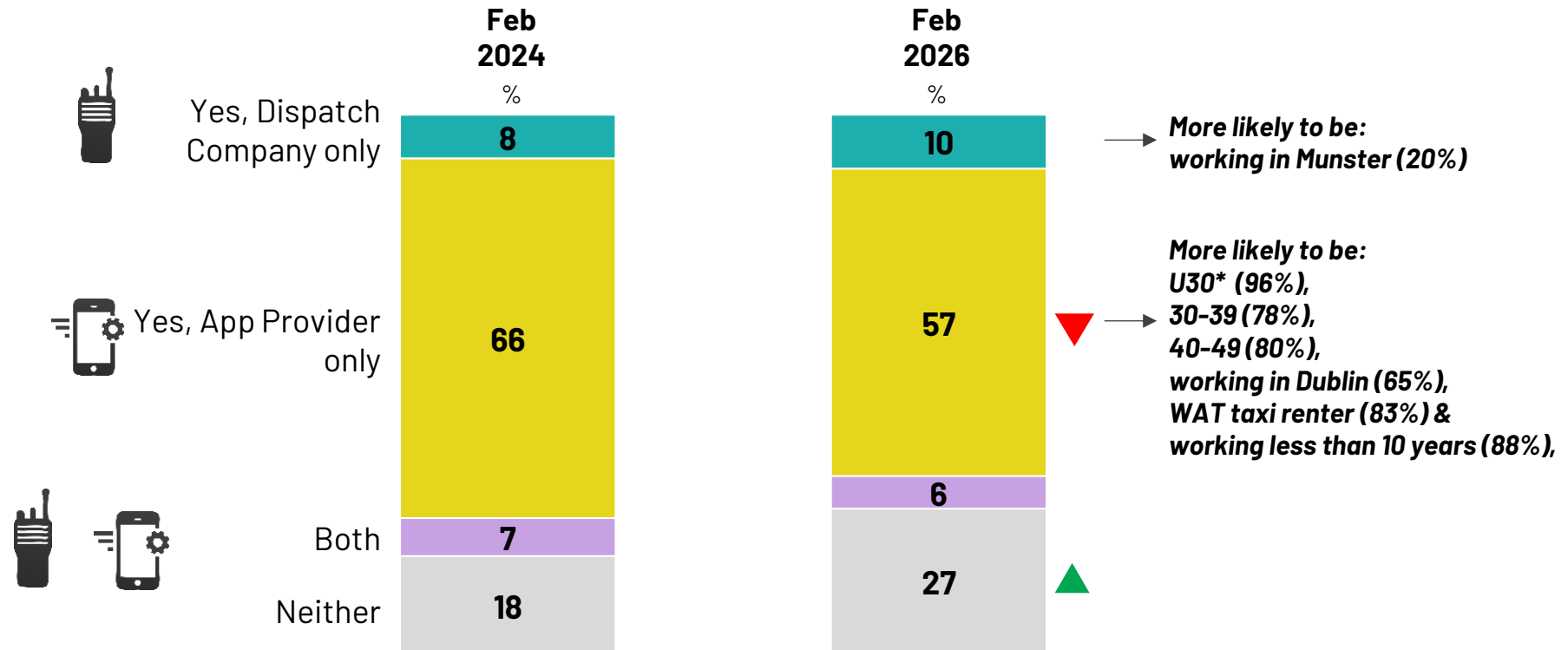
Use of dispatch companies only is highest in Connaught/Ulster. Use of apps only is highest in Dublin



Base: 654 taxi drivers

*caution low base

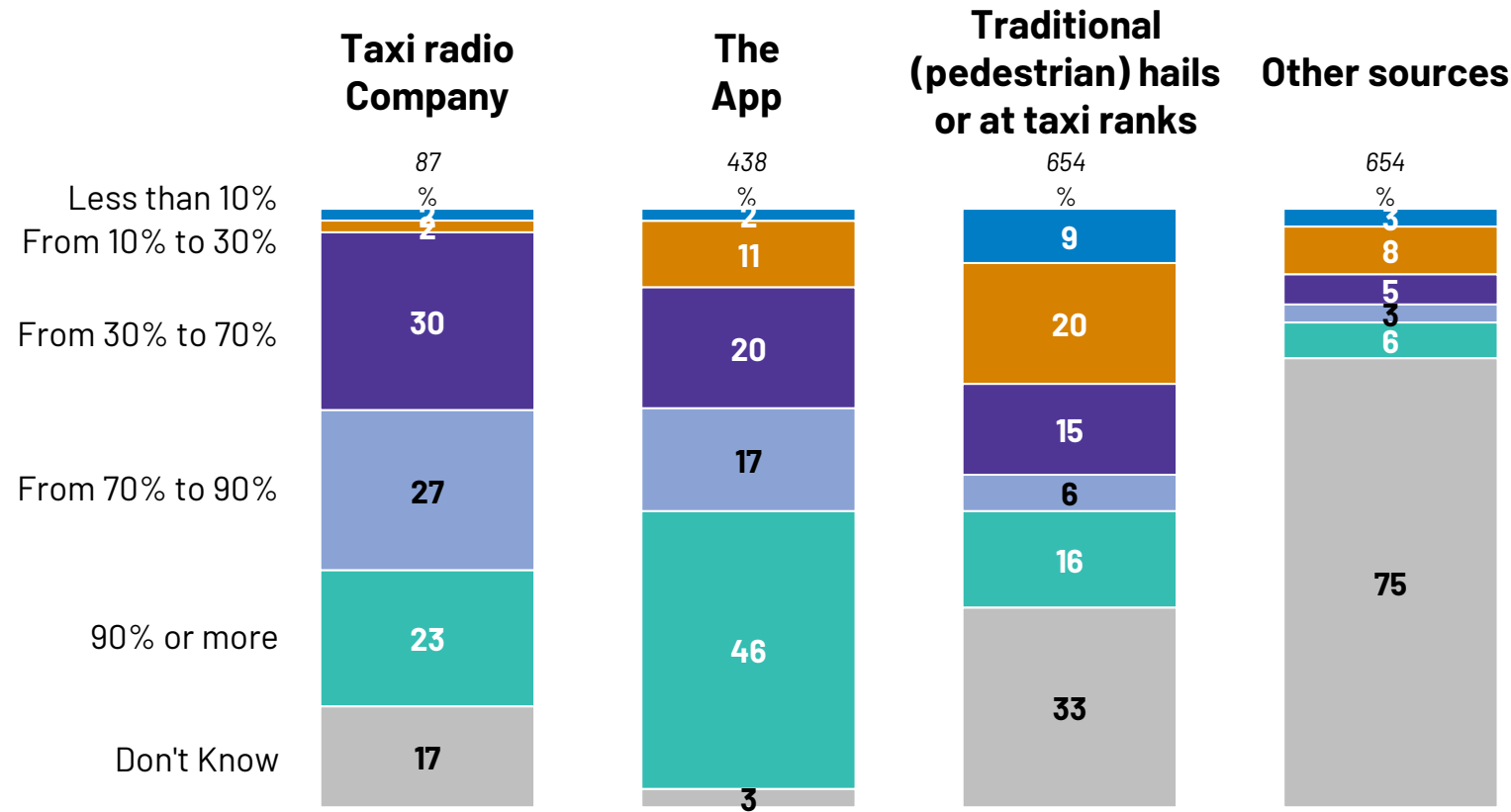
App-only usage remains the most popular method but has decreased



Base: 654 taxi drivers

Method of finding work

The app accounts for the largest percentage of work with 46% stating 90% or more of their work is acquired through an app. Traditional hailing accounts for a lower percentage of work.



Base: 654 taxi drivers

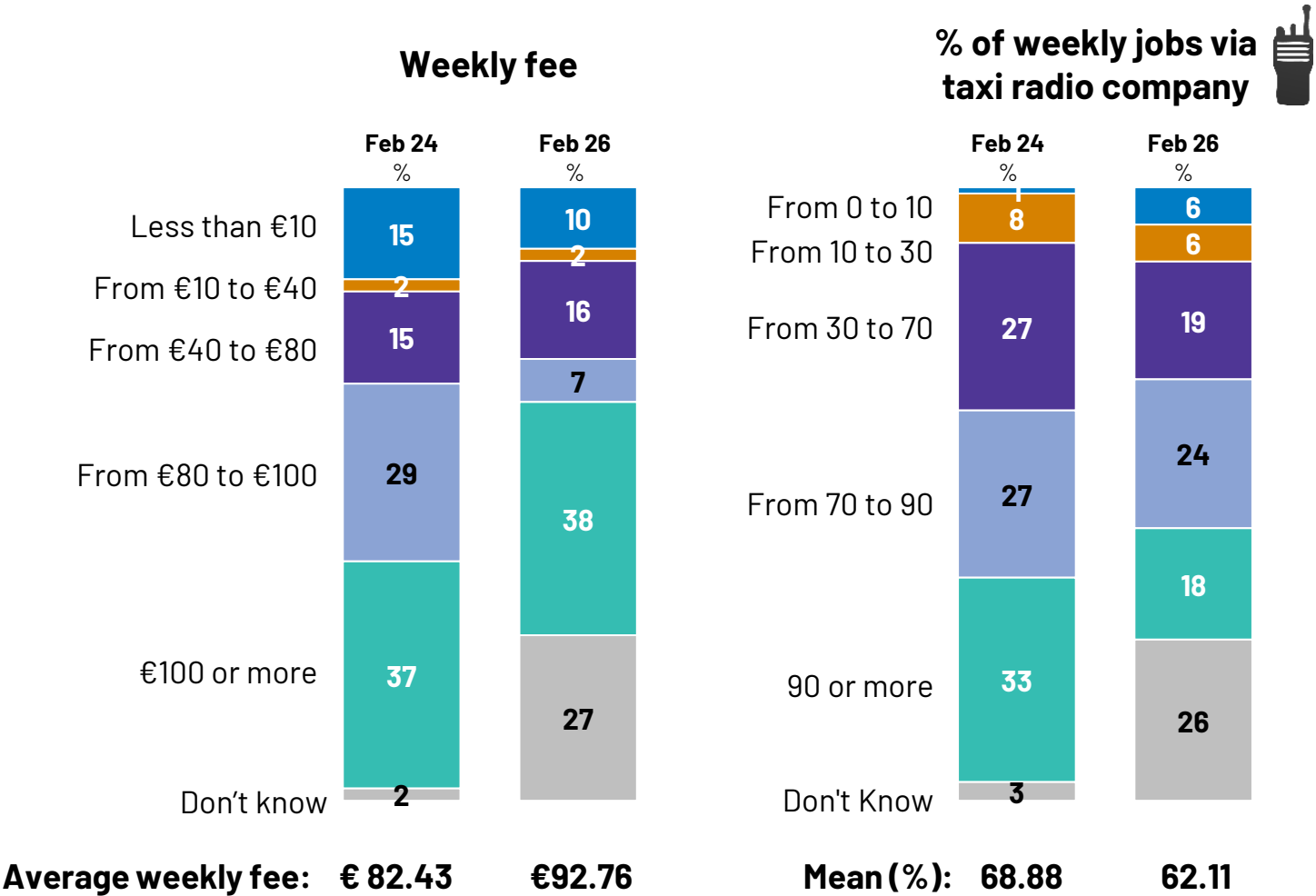
Weekly fee and percentage of jobs via radio/dispatch company:

The average weekly fee charged by radio dispatch companies increased +€10.33 to €92.76.

March 26:

Average weekly fee: €92.76
(Feb 2024 €82.43)

Median: €100 (Feb 2024: €85.00)



Base: 87 taxi drivers who use a radio company

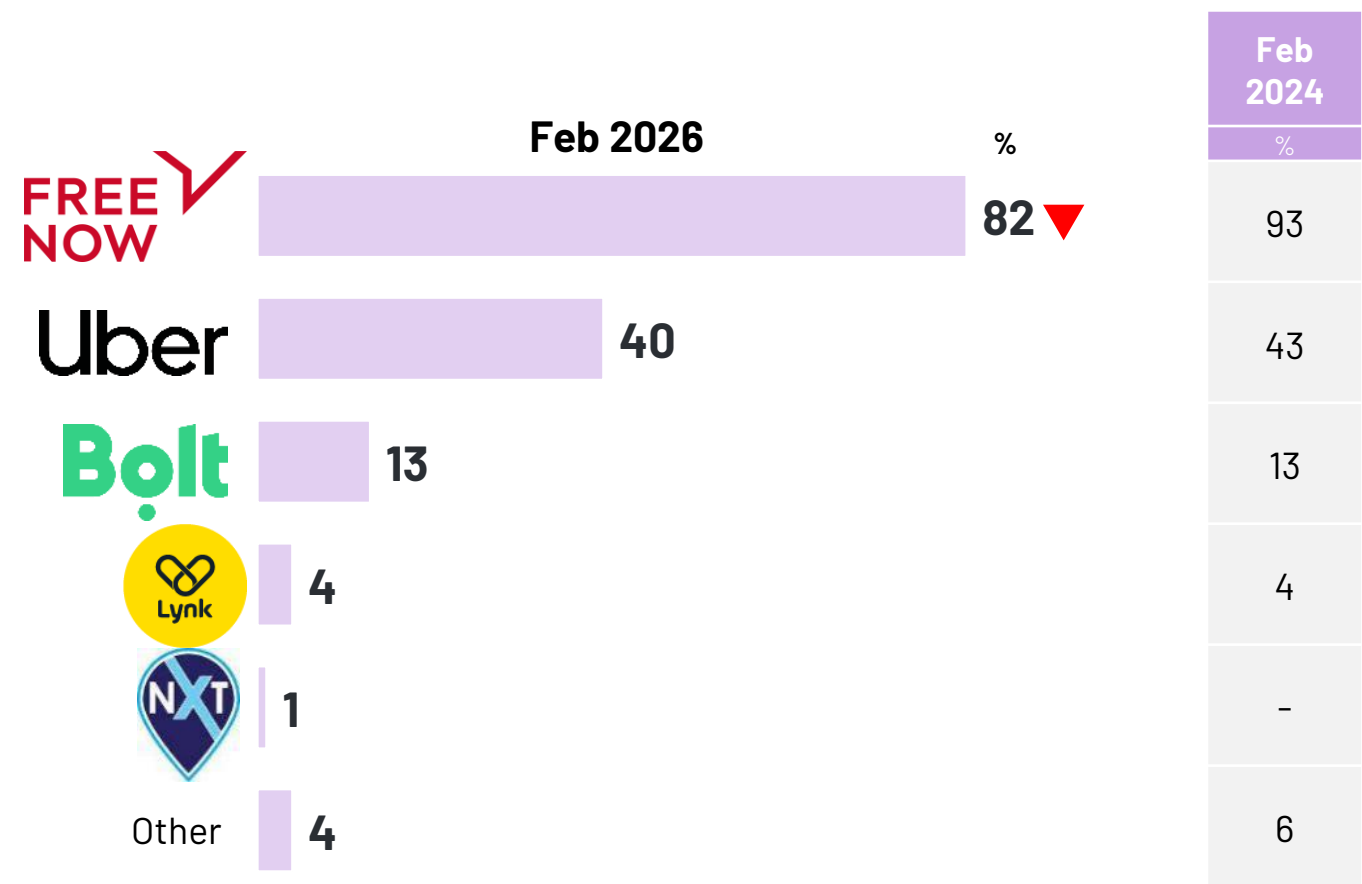
Profile of Taxi Drivers and Dispatch Operator Types

		All Taxi Drivers	Yes, Dispatch Company only 	Yes, App Provider only 	Both  
Base:		654	48*	399	39*
		%	%	%	%
Age	Under 30*	2	-	3	-
	30-39*	8	2	11	17
	40-49	18	12	26	17
	50-59	27	28	27	33
	60-69	30	39	21	21
	70+*	14	17	10	7
Region	Dublin	59	30	68	39
	Rest of Leinster	8	3	10	12
	Munster	20	41	14	31
	Conn/Ulster	13	25	8	18
Type of Driver	Any Owner	50	64	45	38
	Rent	19	15	19	35
WAV Owner	Yes	28	17	30	30
	No	72	83	70	70

Base: 654 taxi drivers

*Caution low base

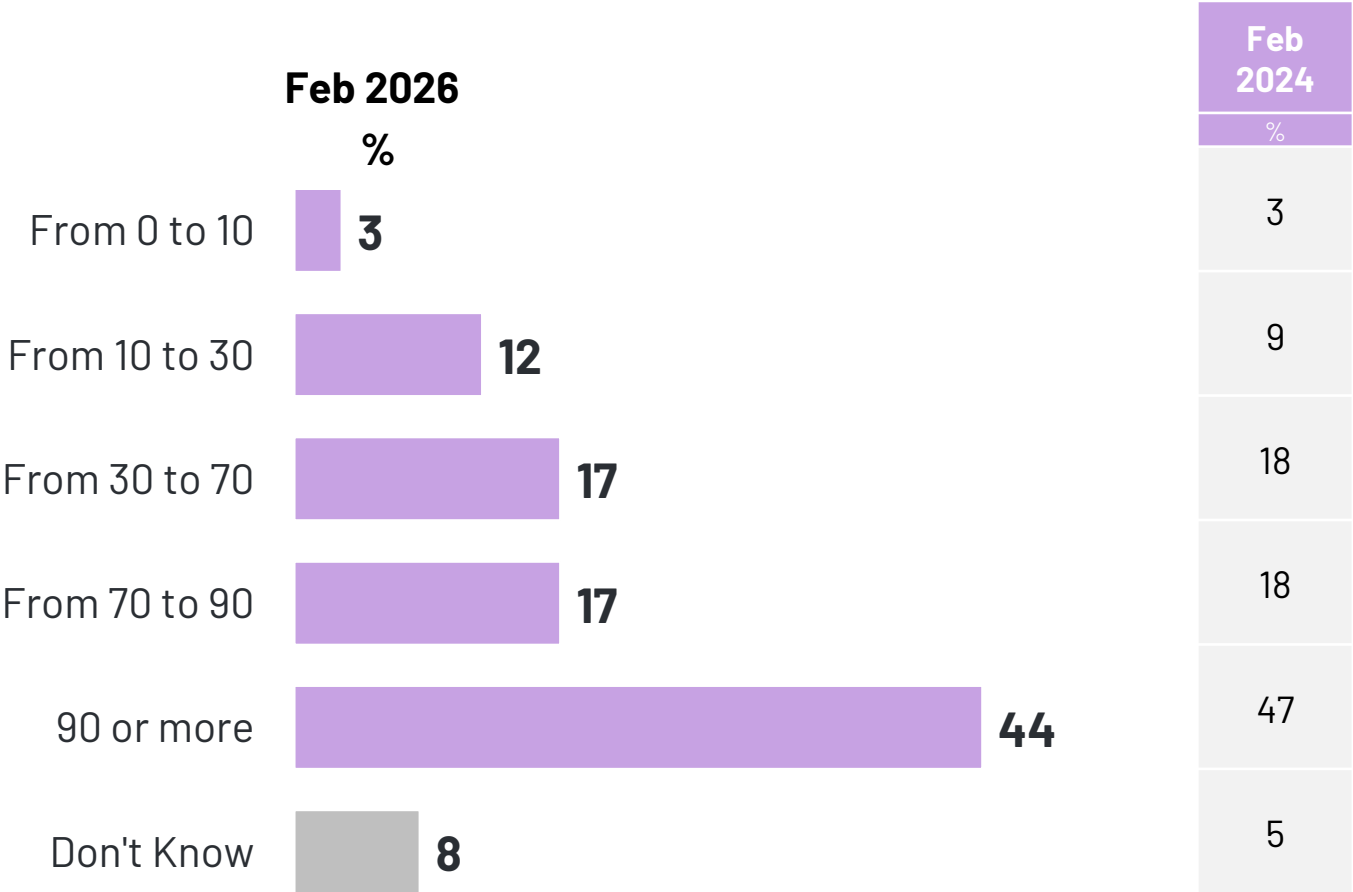
Driver usage of apps for bookings



Base: 438 taxi drivers using booking apps

Weekly jobs via app:

Of those using booking apps 61% state 70% or more of their weekly jobs come through the app.

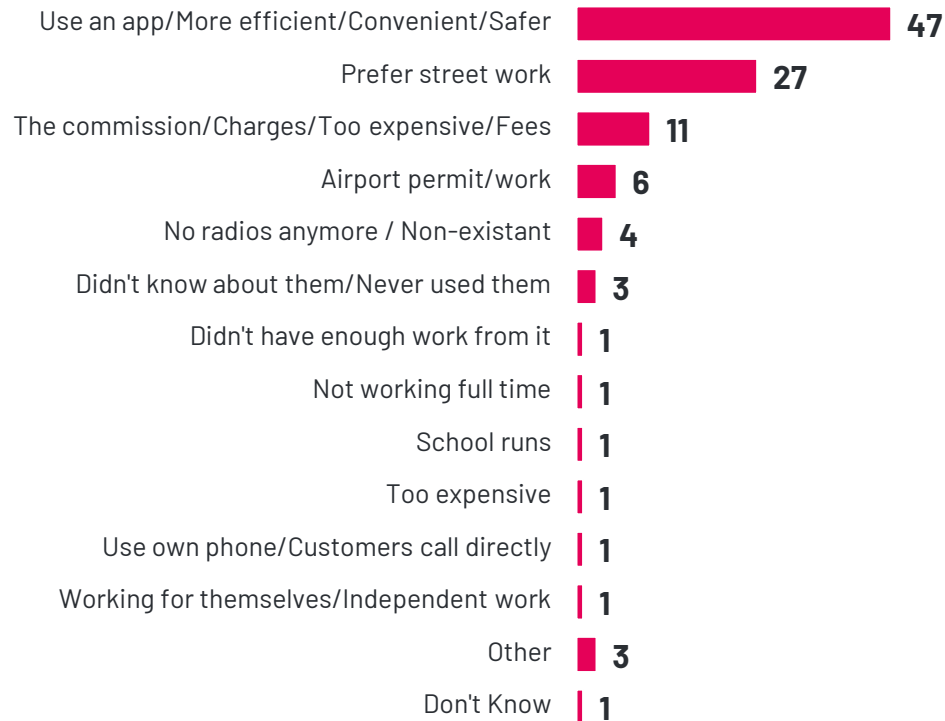


Base: 438 taxi drivers using booking apps

Reasons for not using a radio company/app services:

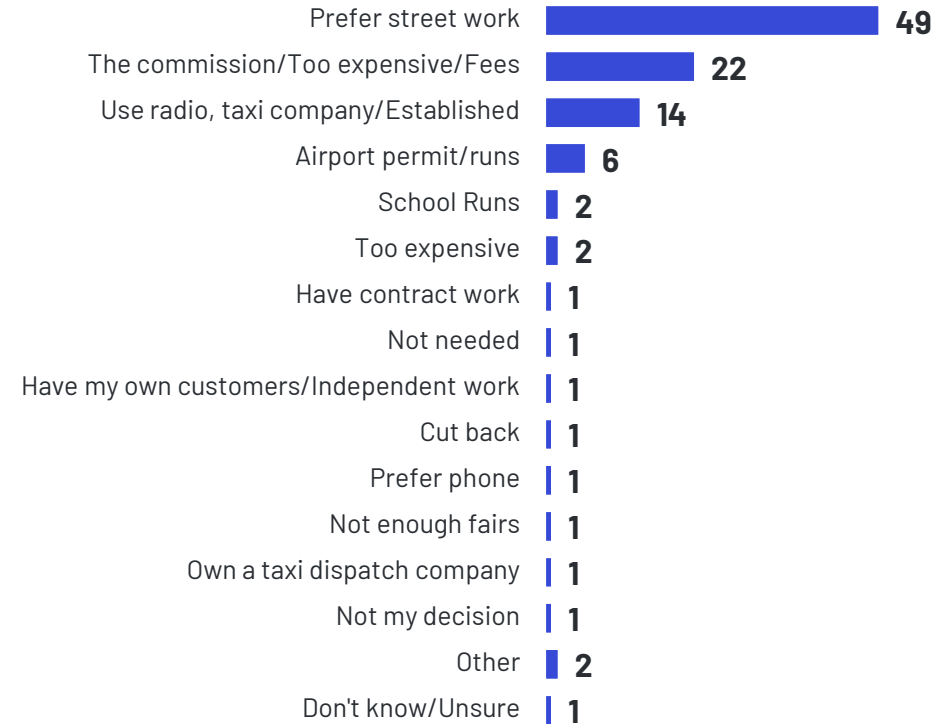
Reasons for not using a radio company

Base: Taxi Drivers not using radio company - 565 %



Reasons for not using an app service

Base: Taxi Drivers not using app service - 214 %



Base: 654 taxi drivers

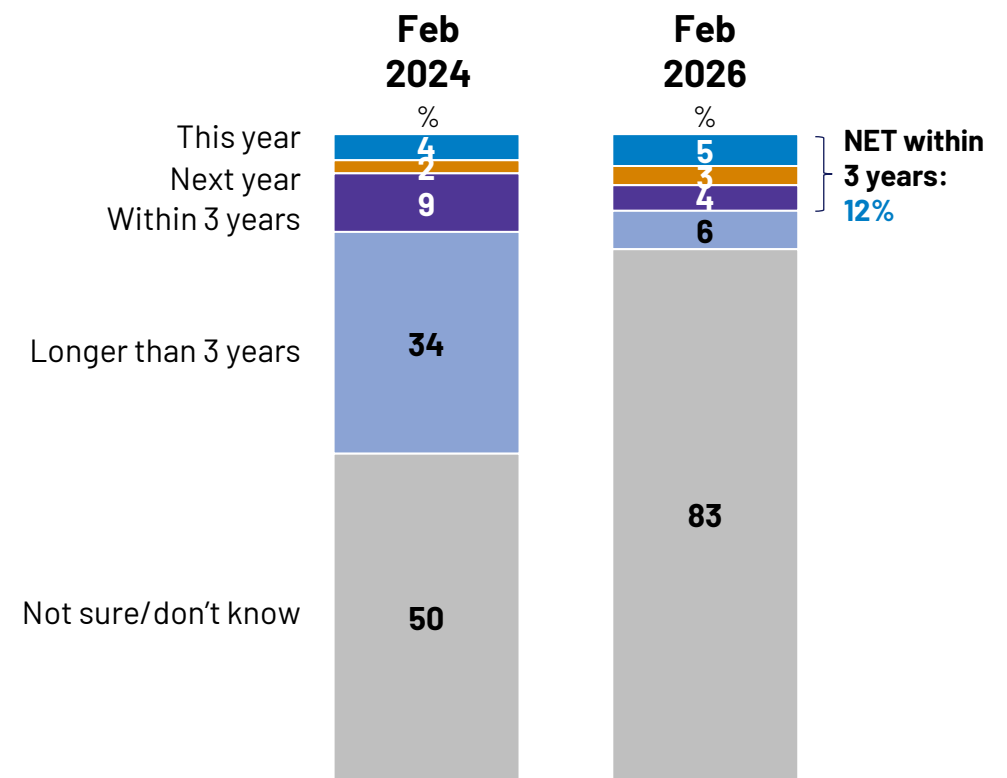
6. ELECTRIC VEHICLES



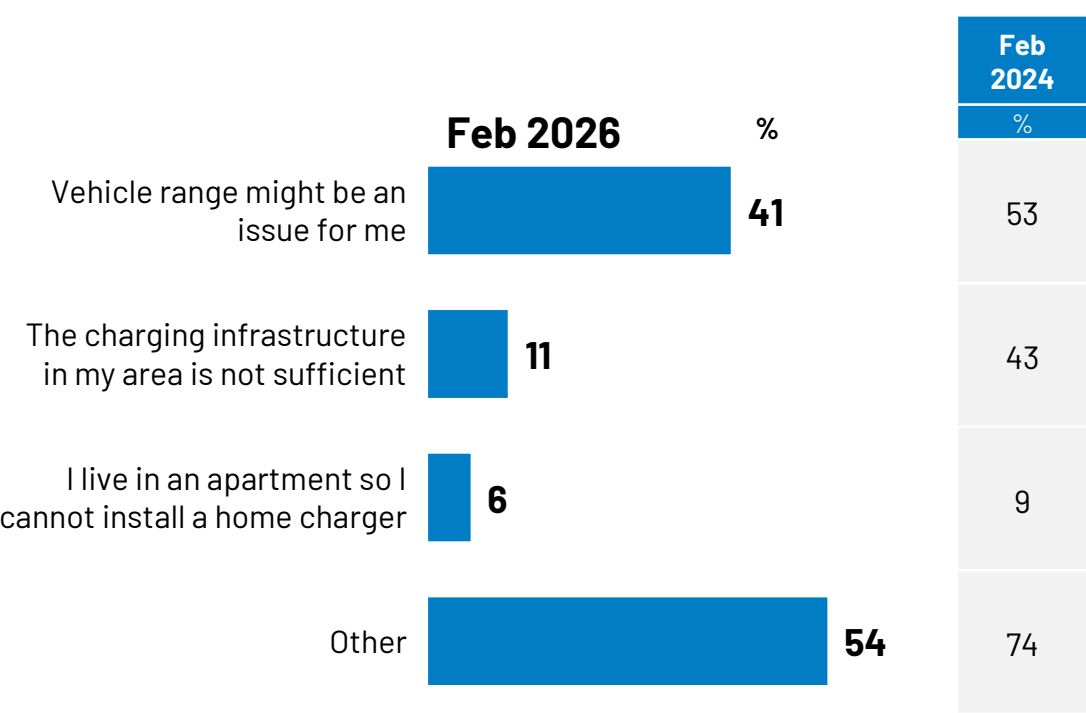
Plans to transition to electric vehicle:

83% of non-electric vehicle drivers state they are unsure of when they will transition to fully electric.

Plan to transition to full battery electric vehicle

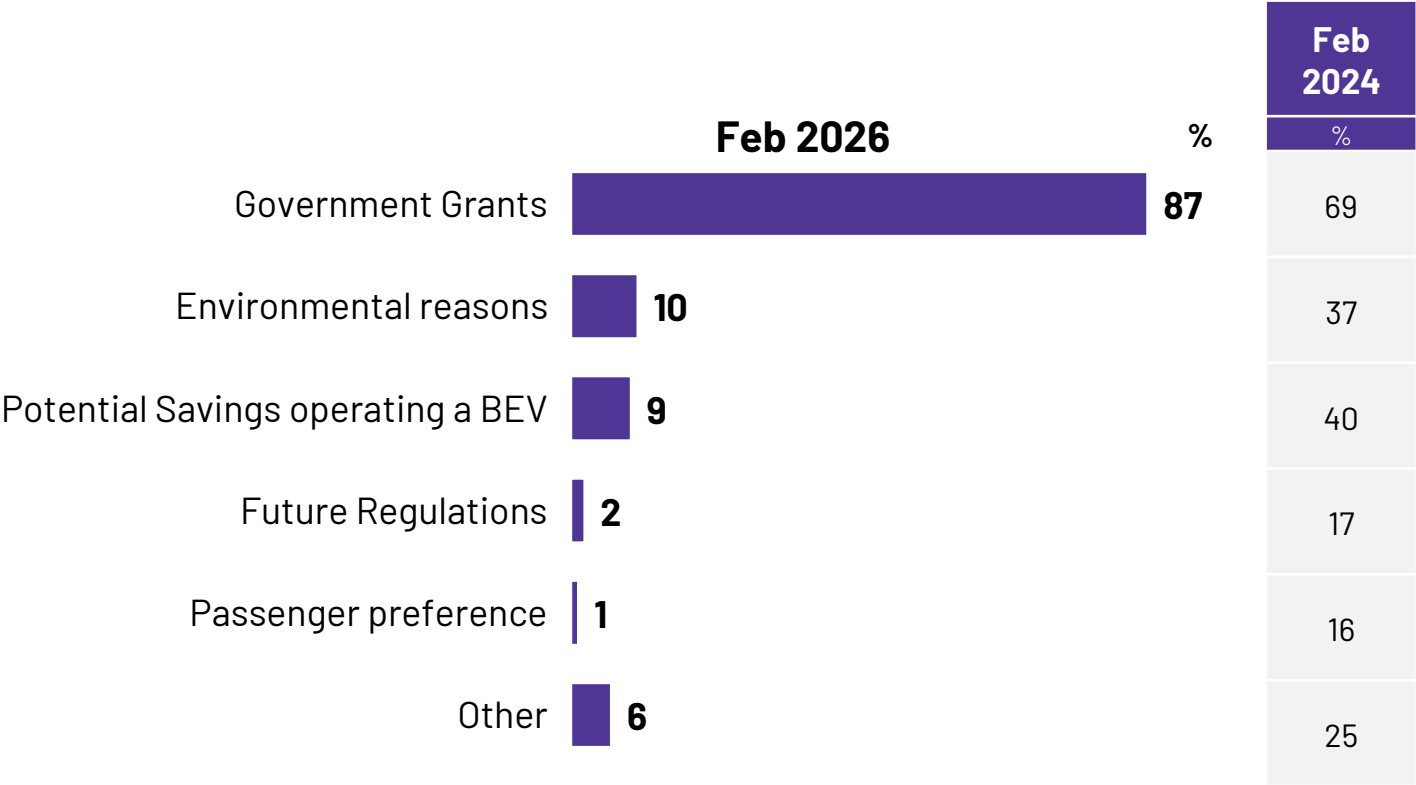


Concerns about transitioning to an electric vehicle



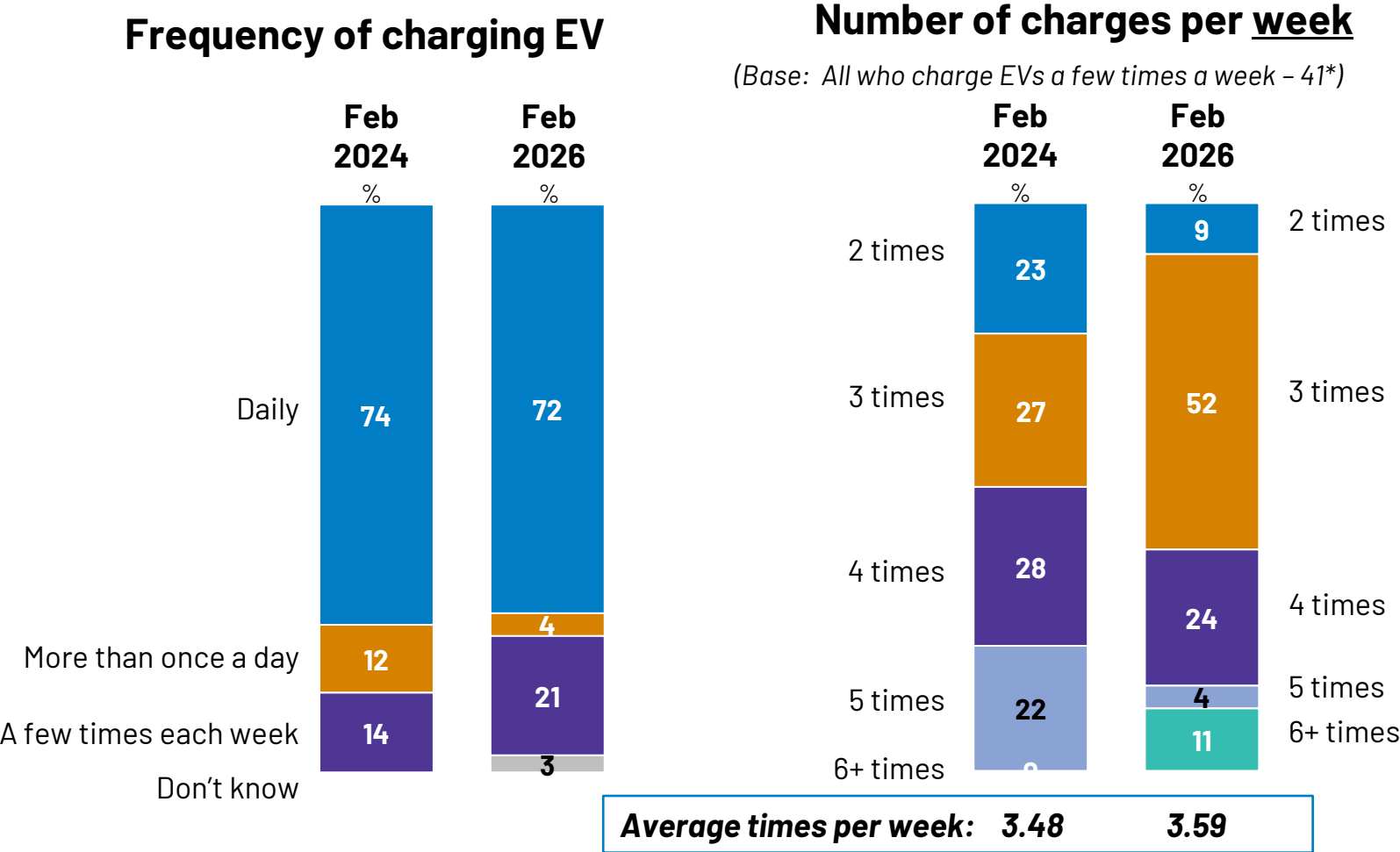
Base: All not driving electric vehicle - 459

Government grants are the key motivators to purchasing an electric vehicle



Base: All EV owners - 195

72% of EV drivers charge their vehicle daily

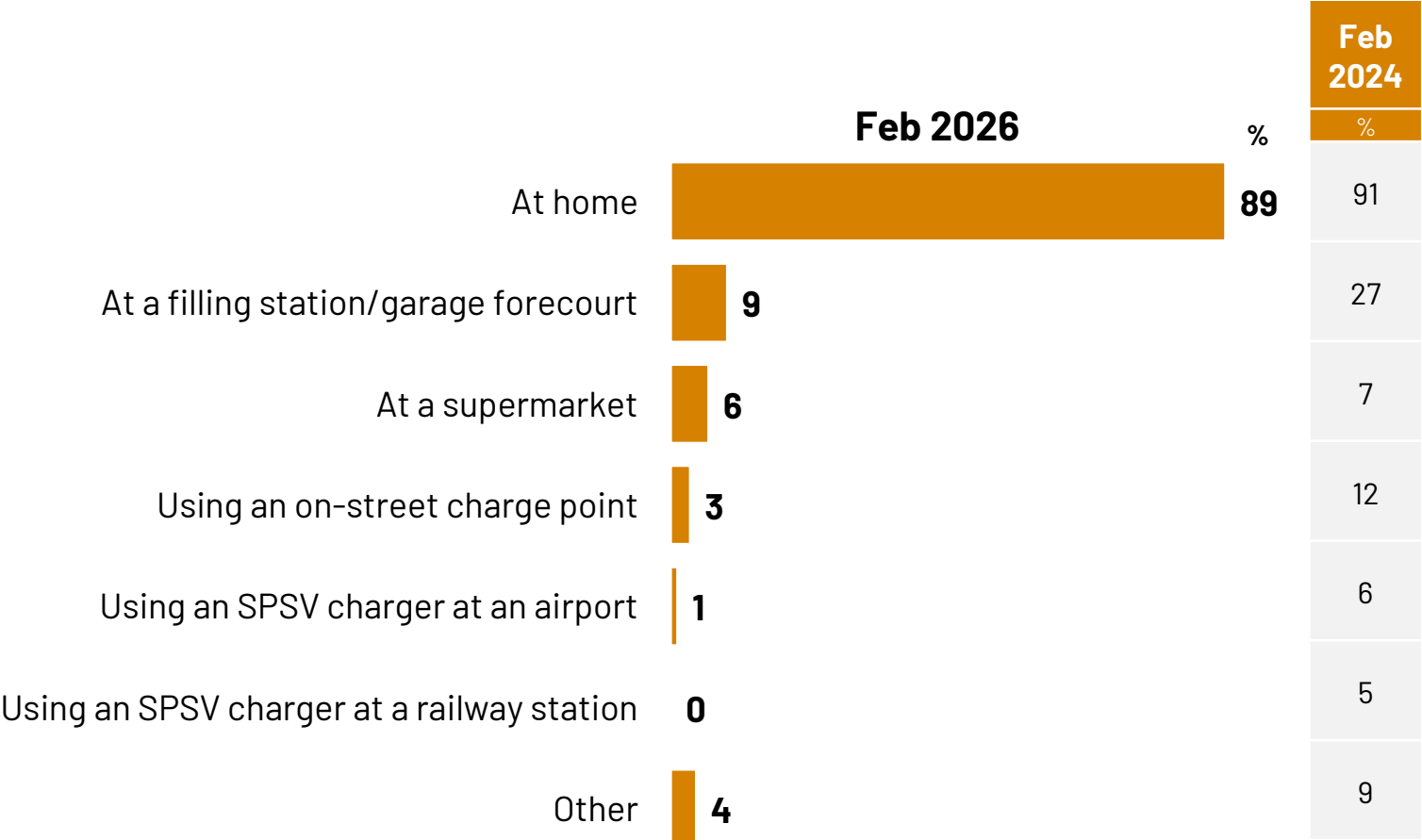


€95.48 is the average weekly saving on running costs for an electric taxi

Base: All EV owners - 195

*Caution low base

89% of EV drivers charge their vehicle at home

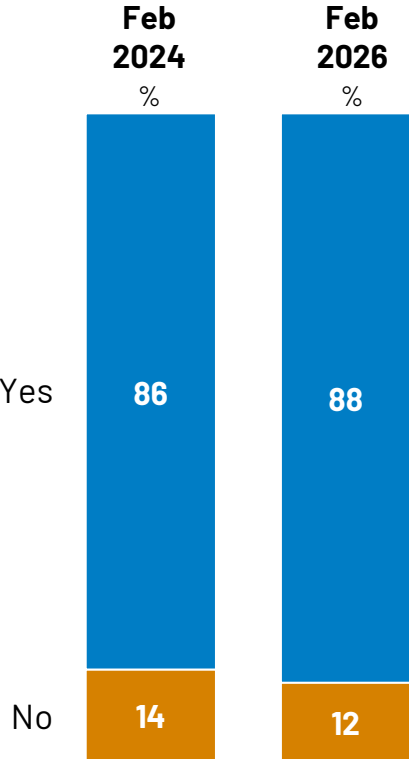


Base: All EV owners - 195

EV charger at home:

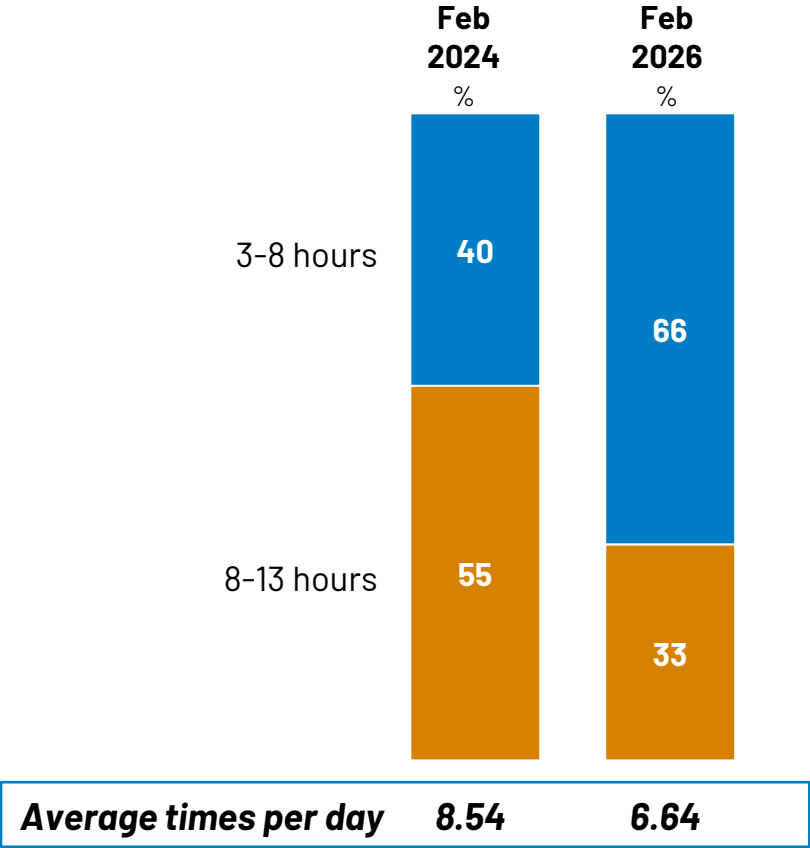
Charging time is significantly down, with at home charge use significantly up

EV charger at home



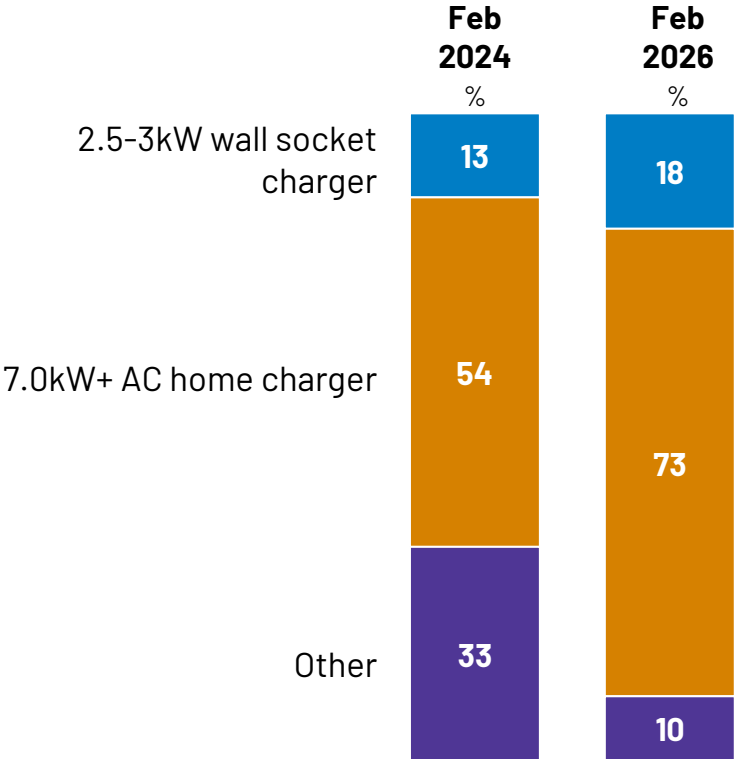
Hours to fully charge EV at home

(Base: All with EV charger at home – 170)



Type of charger at home

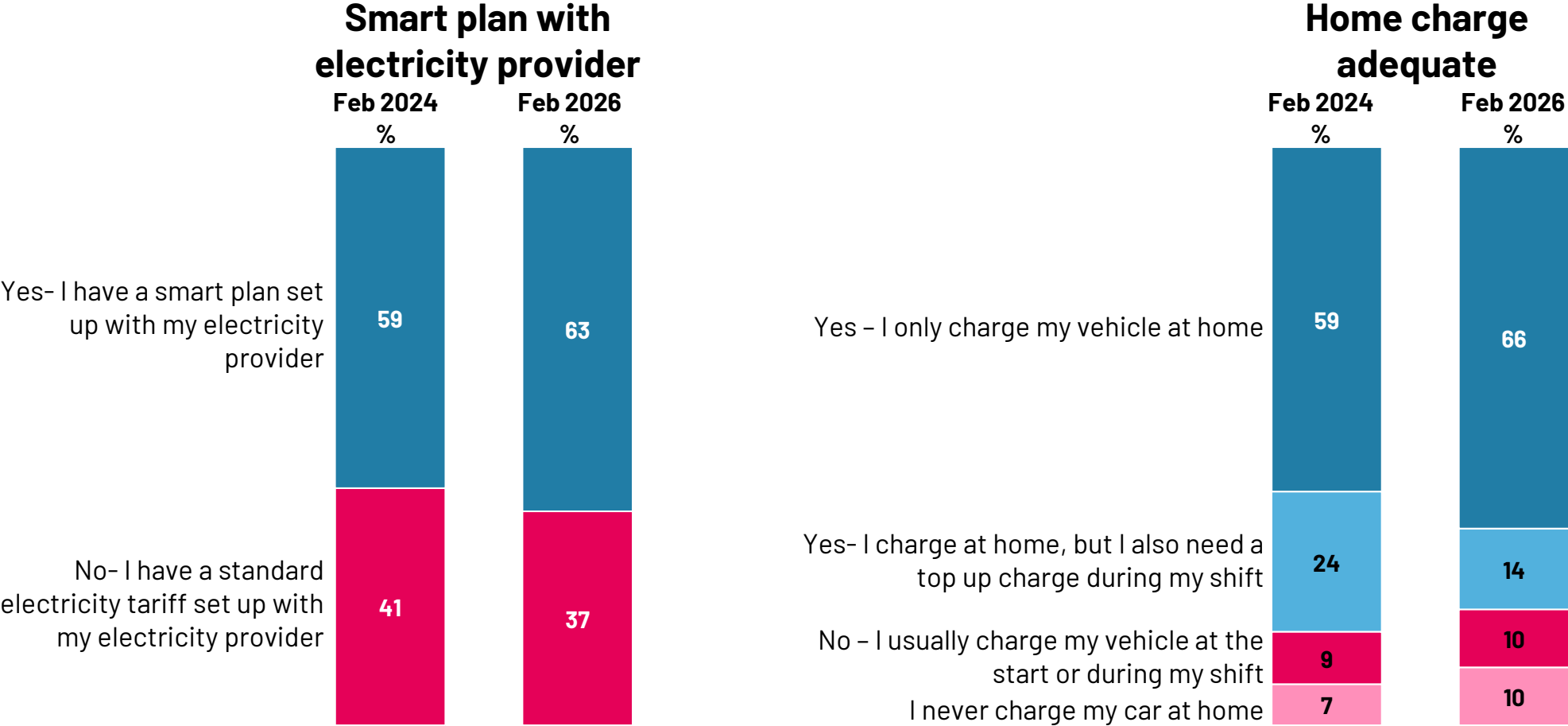
(Base: All with EV charger at home – 170)



Base: All EV owners – 195

Smart plan and adequacy of home charger:

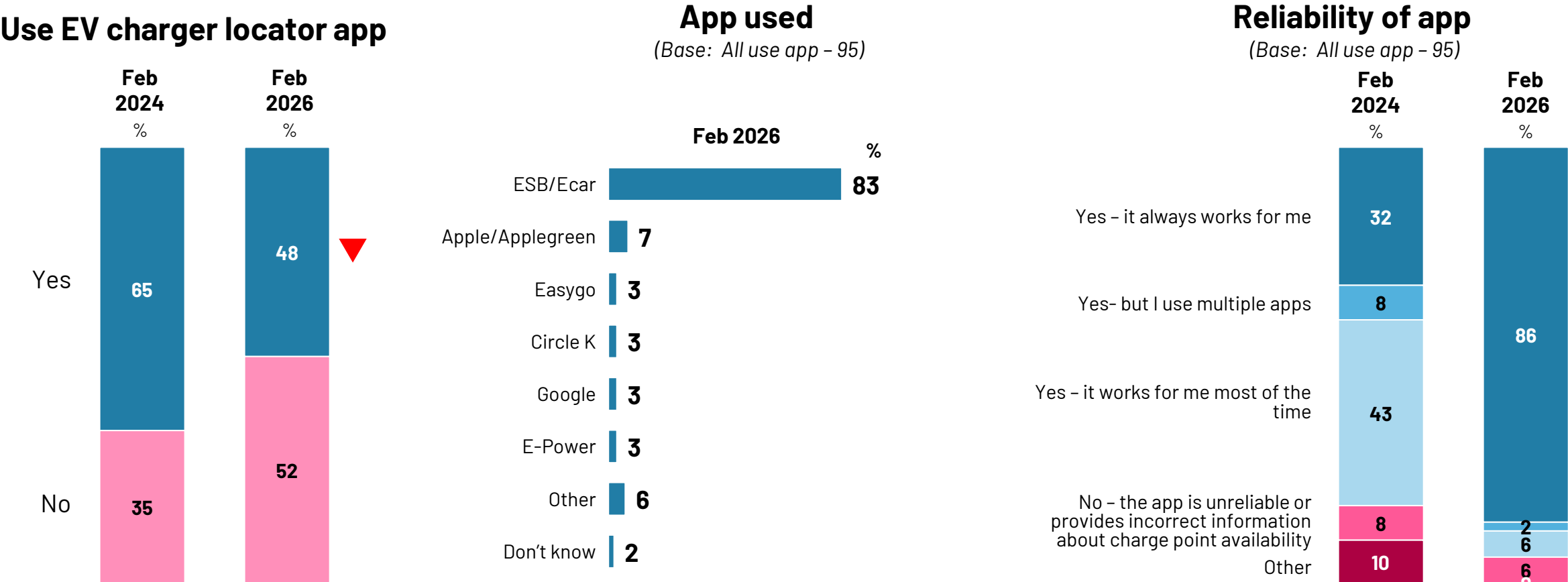
63% of EV drivers have a smart plan set up with their electricity provider with two in three operating a full shift without needing to charge.



Base: All EV owners - 195

EV charger locator apps:

83% use the ESB ecars charging app

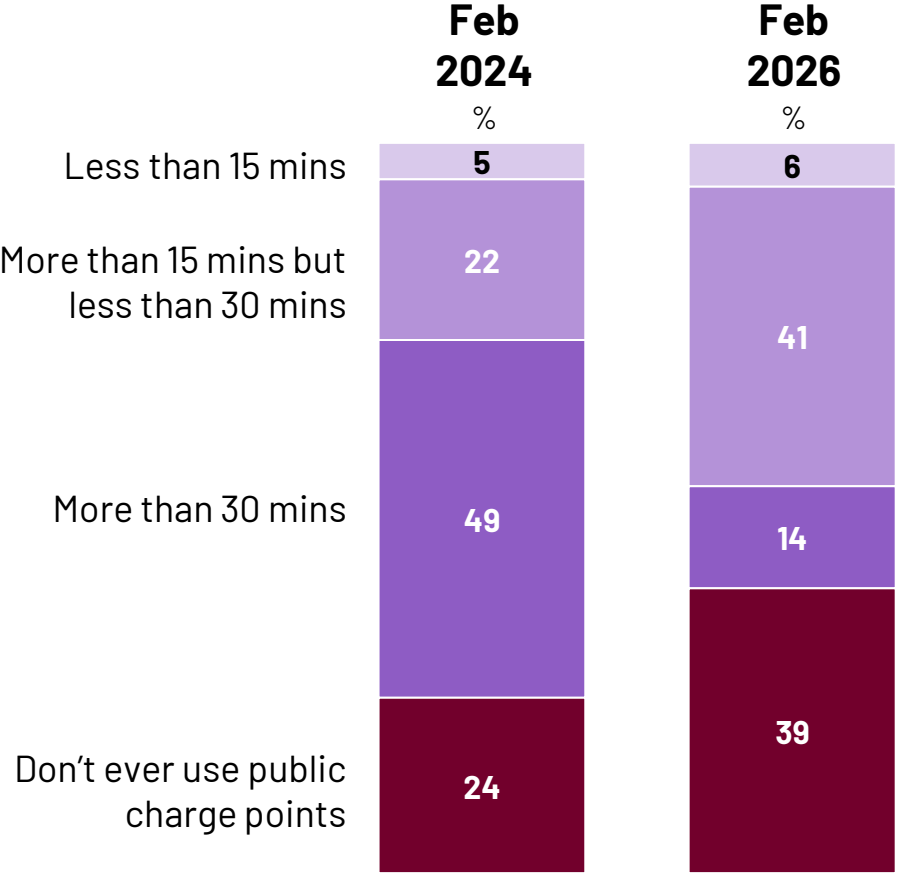


Base: All EV owners – 195

Using a public charging point:

47% state a full charge takes less than 30 mins, improving from 27%

Less use of public chargers in 2026.

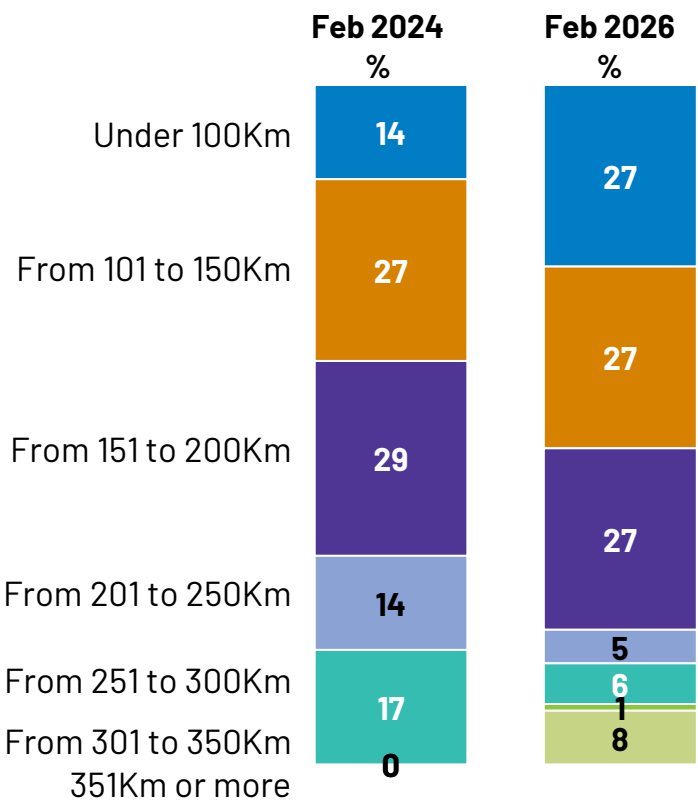


Base: All EV owners - 195

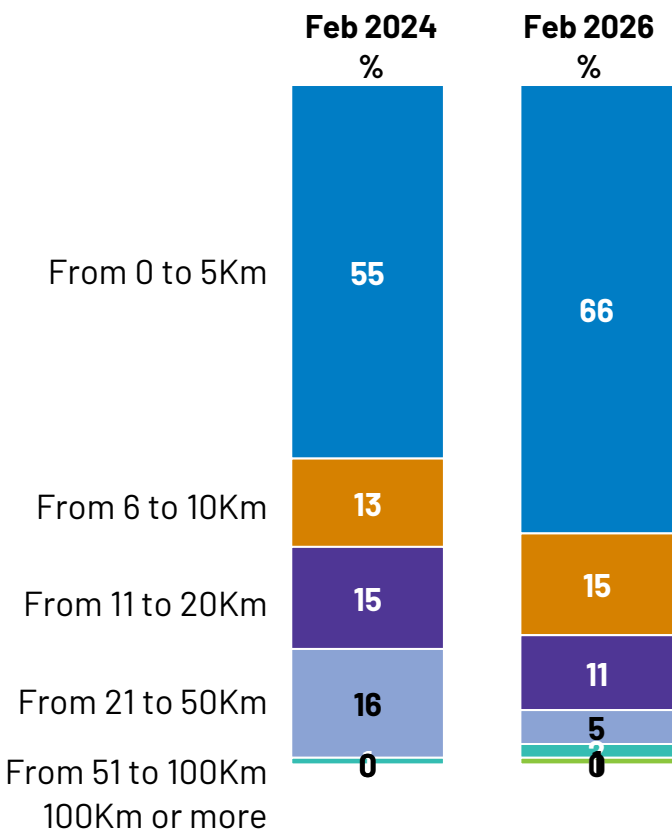
Distance travelled:

Just over four in five EV drivers travel less than 200Kms per day with two in three traveling less than 5Kms from home to their working area.

Kilometres travelled on a normal working day



Kilometres travelled from home to working area

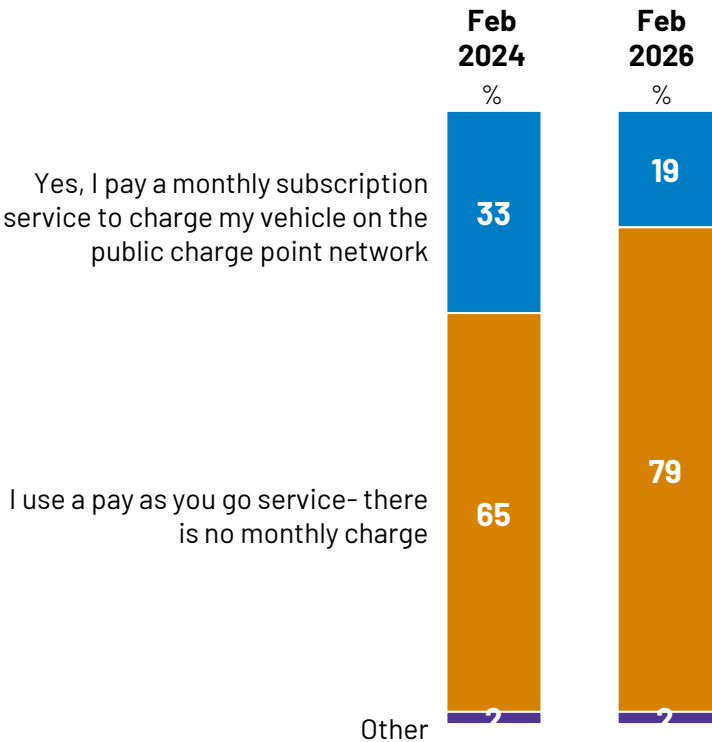


Base: All EV owners - 195

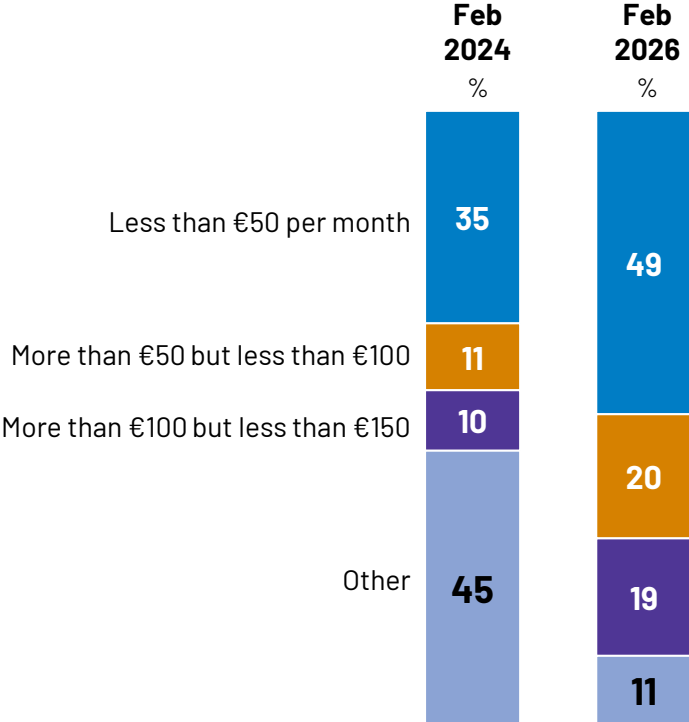
EV charging:

79% of electric vehicle drivers use a pay as you go service, with 69% being charged less than €100 a month. Appetite is highest for charging points at filling stations and on-street.

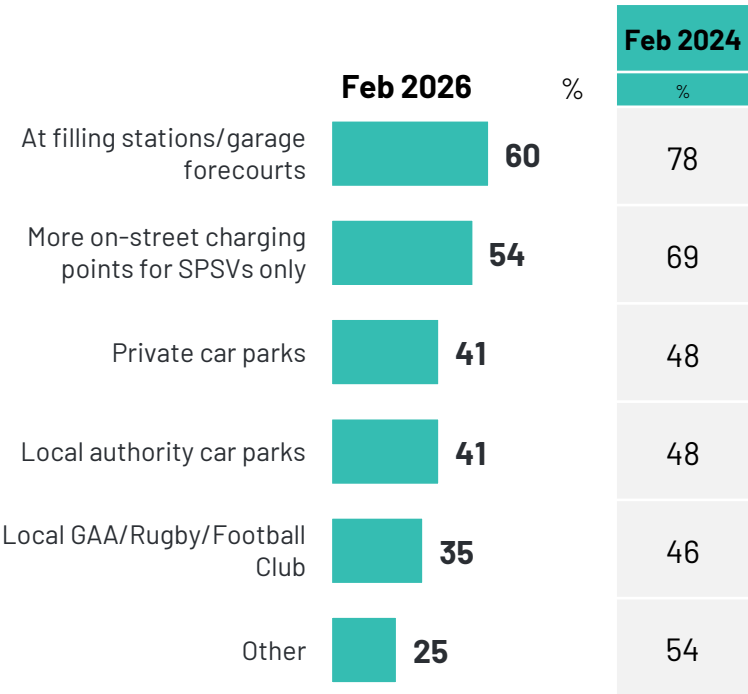
Monthly subscription or a pay as you go EV charging service



Monthly cost of charging on public charging points



Like to see more SPSV chargers installed



Base: All EV owners using charge points – 120

7. KEY FINDINGS

86% of drivers are **operating in main cities.**



On average taxi drivers do 39,090.40 Kms a year.



Average weekly fuel/electricity spend is at €124.51



28% drive a WAT, of which an average of 23% of their jobs relate to chair or mobility assistance.



Most taxis are diesel (46%) with fully electric increasing from 15% to 28%



47% of drivers bought their vehicle new, up 16%

Current working trends

On average drivers work 4.8 days a week for an average of 38 hours, a slight decrease.

Thursday and Friday remain the most common days to work.

Incidence of working Monday to Wednesday is maintained, however there is a decrease in working from Thursday through Sunday.

Fewer drivers state they work 6 or 7 days a week.

63% of drivers used to work nights but no longer do so, the key reason for stopping being personal safety (39%).

73% state no amount of money would entice them to work nights again.

Apps and dispatch companies

73% of taxi drivers use either a dispatch company, an app provider or both.

Electric vehicles

Of those driving an electric vehicle, on average drivers save €95.48 a week in running costs.

72% of EV drivers charge their vehicle daily.

89% of driver's charge their vehicle at home.

47% state a full charge using a public charge point now takes less than 30 mins

Other costs

Average costs among users:

- Average vehicle service cost: €375.86
- Valet: €98
- Car wash: €13
- Insurance premium last year €2,274.74 and the year before €2,276.12
- Dash cam: €244.97
- Internal security camera in vehicle: €272.35

