

Meeting of the Advisory Committee on SPSVs

28th May 2026, 10.30 am.

NTA Office, Haymarket House, Smithfield, Dublin.

Present:

Interim Chairperson	Ms. Catherine Flanagan
<i>Representing</i>	
Small Public Service Vehicle and Driver Interests	Mr. Anthony Kelly Mr. Shajedul Chowdhury
Special Interest or Expertise in Matters Relating to the Functions of the Authority, the Advisory Committee or Related Matters	Mr. Alan Fox Mr. Harpreet Singh Mr. Der Calnan
The Interests of Business	Mr. Paul Nolan
The Interests of Consumers	Mr. Adrian Cummins
An Garda Síochána	Superintendent Seán O'Reardon
The Interests of Local Authorities	Mr. Brendan O'Brien
The Interests of Persons with Disabilities	Mr. John Fulham

Apologies:

The Interests of Older Persons	Ms. Mai Quaid
Small Public Service Vehicle and Driver Interests	Mr. Alan Cooley Mr. Francis Doheny
Special Interest or Expertise in Matters Relating to the Functions of the Authority, the Advisory Committee or Related Matters	Ms. Christine O'Connor

NTA Representatives in Attendance

Mr. Kevin O'Brien, *Director of Transport Regulation*

Ms. Jen Moran, *Secretary to the Advisory Committee on SPSVs*

1. Confirm attendance, apologies and any conflicts of interest.

Interim chair noted apologies and clarified if there were any conflicts of interest; none were raised. Interim Chair requested the Committee each introduce themselves to the new Member, Superintendent Seán O'Reardon. Interim Chair clarified the minutes from April's meeting will be sent by email for Members to approve.

2. Correspondence received:

i. Letter received from Mr Jim Waldron

Interim Chair discussed the letter received Mr Jim Waldron on 7th May and the response she issued out to him on 11th May. Interim Chair highlighted how each Committee Member has been appointed by the Minister. Interim Chair asked if anyone wanted to raise anything further regarding this; no Member did and the matter was deemed closed.

ii. Reply from Office of the Commissioner for Data Protection

Interim Chair asked Members if they felt a meeting would be of interest. Interim Chair discussed the email sent on 7th May to Data Protection Commission enquiring if they could present to the Committee; their response pointed to the guidance document.

Interim Chair also discussed the Guidance for Controllers document; one of the main conclusions from it being driver security, something raised previously in the year. Interim Chair asked for inputs regarding this.

Member requested a Data Protection Officer attend a meeting to discuss this further as he strongly recommends the use of dash cams, in relation to when potentially false accusations are raised. Interim Chair mentioned other issues such as overcharging. She questioned if exceptions would occur based on journalistic reasons, if the footage could get released publicly as a result; highlighting the right to privacy in such cases. A request that someone attend to discuss data protection further was made by another Member who felt it would be useful to be well advised on this topic. It was highlighted that there is an obligation from the person who owns the dash cam to provide the footage upon request.

Member discussed how the use of CCTV and dash cams have been very useful to disprove accusations. Suggestion of uploading footage onto a portal, a system where this can be automatically uploaded, recommending it be kept for at least 30 days. Another Member disagreed; doesn't think it necessary for the footage to be held in a centralised location where someone else would own the footage as drivers are self-employed so it is their responsibility.

Member outlined how they feel CCTV/dash cams are beneficial on many different fronts; safety in addition to dispute resolution where in the case of a crash it could clarify the circumstances. Member agreed there are benefits but GDPR still remains the biggest issue. It was asked if other countries have it as mandatory; Member was unsure but mentioned private hire vehicles in London as an example where it is in use. Interim Chair confirmed she will extend an invitation to the Data Protection Commission.

3. Matters Arising

Interim Chair brought up the recent news that Ireland will not reach its climate action targets. Member discussed the savings made by using Electric Vehicles, including hybrids. Member highlighted how a target was never set out for how much of the fleet

should be EVs; how providing a target would mean it could be discussed if this had been met or not.

Member raised the charging stations issue; if fleet targets are set, they could match up with the infrastructure required. Another Member highlighted that a lot of drivers would choose EVs if they could charge them at home. Member queried the EV options available for new entrants to the industry with WAVs; how there are limited options which are very expensive.

Interim Chair discussed how the demand for energy in North Dublin is increasing due to housing developments, the airport and the Metrolink, and how the down time involved in charging an EV hire car could mean an increase in static rental cars at the airport.

Member highlighted the use of large DC fast chargers where you can recharge within 20 minutes, cited BP Pulse in the UK who operate industrial charging points. Member said the savings from domestic grants offered for solar panels should be highlighted to drivers, would encourage charging at home and at the cheapest time – overnight. Joined up thinking across Transport, Climate Action, Housing and Public Expenditure should support an integrated approach.

Member asked if there would be any action for the Advisory Committee regarding climate action. Interim Chair says the Minister can be written to and that it would be meaningful for recommendations to be made that point to the achievement of these targets.

Interim Chair queried the situation at Dublin Airport in regard to the holding area and annual permit fees charged to the drivers; DAA permits were mentioned. Waiting a long time for a fare was raised as an issue. Cork Airport has a straightforward queuing system with no permit required.

Interim Chair confirmed she responded to the Taxis for Ireland Coalition request to attend a meeting, as the Committee had indicated later in the year would be more appropriate. A Member questioned the reason the meeting was requested; Interim Chair reminded him that this was outlined in the email sent and highlighted strategy is not within the remit of the Advisory Committee, only to put forward advice to the Minister.

Interim Chair opened a discussion on the recent presentation from the Competition and Consumer Protection Commission (CCPC). When a Member questioned the reason for their report, Interim Chair highlighted that any gap in the consumer market or perceived absence of competition is raised by CCPC and can be raised by anyone using their dedicated line.

Interim Chair felt CCPC took on board the issue raised about the starting point of their report. Members discussed how the final recommendations did not seem to reflect the questions asked in the survey. Interim Chair noted a follow-up action on pre-2008 figures and the committee's own availability to share data. Member discussed the

deregulation that occurred, looking for figures prior to this, to inform what the overall trend looks like. Member requested for the slides from CCPC's presentation to be shared with the Committee; Interim Chair confirmed this as another action. Member questioned the data used to put together the report and the starting point they picked. Interim Chair highlighted how the survey was carried out in January/February but included consumer's recent experiences.

Interim Chair highlighted how the Minister's public response confirmed there was no intention of introducing ride-sharing at this time. A Member stated that CCPC might push for further action but it is not something they can mandate.

NTA Representative joined the meeting

4. Presentation by NTA on NTA Regulatory Strategy 2026-28

The NTA presented the SPSV Regulation Strategic Workplan 2026-2028, and how the recommendations put forward by the Advisory Committee last June are a key influence on it. The NTA discussed how gathering and utilising operational data would help better understand the market that now exists. Though the NTA do not currently have this operational data, the NTA will propose obtaining this as part of the Dispatch Operator (DO) licensing framework (review already underway). A Member drew a distinction between app-based DOs and DOs that service large corporate clients. The use of smart taxi meters, a recommendation put forward by the Advisory Committee, will be explored by the NTA.

Referring to sustainability; the NTA highlighted how SPSV drivers are moving towards electrification. The NTA intends to bring forward a SPSV decarbonisation plan, in tandem with the current grants scheme offered.

The recent review of the Local Area Hackney scheme was highlighted by the NTA with its potential to help with rural demand. The NTA discussed the recent inflationary period and that a maximum fare review will reflect this in its outcome.

A WAV services review confirmed to be carried out in 2027; there will be a focus on the quality of WAV service provision and what can be done to improve a WAV passenger's experience.

The NTA highlighted a new self-service option for drivers with the upcoming introduction of an online licence management platform.

Interim Chair stated the detail included in the SPSV Regulation Strategic Workplan is very positive and noted that many of the recommendations made by the Committee had been included.

NTA indicated that the strategy would be published on the NTA website

NTA Representative left the meeting

5. Wrap-up and next meeting

Interim Chair asked the Committee their feedback in regards to a Member's suggestion to have a meeting in August. An email will be circulated to establish if a minimum of five Committee Members can attend.

It was confirmed that the NTA can facilitate dial-in to meetings if a Member is unable to attend in person.

Meeting concluded at 12.30pm.

The next meeting will take place on Thursday 30th July at the NTA offices.