

# Consultation Report on the Proposed Taxi Regulation (Taxi Maximum Permissible Age) Regulations 2025



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## 1 Introduction

The National Transport Authority (NTA) is responsible for the regulation of the small public service vehicle (SPSV) industry in Ireland.

As part of NTA's regulatory function, and in accordance with Section 20 of the Taxi Regulation Acts 2013 & 2016 (the Act), NTA may make regulations in respect of the type and age of a vehicle that may be used as an SPSV. Regulation 31 of the Taxi Regulation (Small Public Service Vehicle) Regulations 2015, as amended, specifies the "maximum permissible age" limits for operating a vehicle as a standard taxi, colloquially termed the 10-year rule. Regulation 31 currently includes:

*"(1) Subject to paragraphs (2), (3), (4), (5), (6), (7) and (8) the maximum permissible age of a— Standard taxi, standard hackney or local area hackney is ten years from the date of first registration of the vehicle,...."*

The "maximum permissible age" means the age beyond which a vehicle may no longer be licensed as a taxi. The age of the vehicle is calculated from the exact date on which it was first registered (day, month and year) in any country/jurisdiction.

The Programme for Government 2025 includes the objective to: *"Extend the ten-year vehicle limit for taxis registered in 2015, offering another year of service."* In response to this objective in the Programme for Government, NTA conducted a public consultation on a proposed legislative amendment to Regulation 31.

## 2 Consultation

### 2.1 Legal Basis

NTA proposes to amend Regulation 31 in accordance with the provision of Section 20 of the Act:

*"20. (1) The Authority may make regulations, to be known in this Act as small public service vehicle regulations ("SPSV regulations") in relation to the following:*

*...*

*b) the vehicle standards to be complied with regarding the roadworthiness and suitability of a small public service vehicle, including standards relating to the following:*

*...*

*(ii) the type and age of a vehicle which may be used as a small public service vehicle;"*

## 2.2 Proposal

The material amendment to Regulation 31 in the proposed Regulations consulted on was the addition of a new paragraph 8A:

*“(8A) Notwithstanding anything in paragraph (1), where a standard taxi would, by virtue of the time period specified in the said paragraph (1), reach or have reached its maximum permissible age of ten years between 1 January 2025 and 31 December 2025 (whether before or after the coming into effect of the Taxi Regulation (Taxi Maximum Permissible Age) Regulations 2025), it shall be deemed not to have reached its maximum permissible age until a period of 12 months after the date upon which it would otherwise have reached its maximum permissible age of ten years by virtue of the applicable time period specified in paragraph (1) without the application of this paragraph (8A).”*

## 2.3 Consultation Process

On 18<sup>th</sup> February 2025, NTA published a notice of the proposed *Taxi Regulation (Taxi Maximum Permissible Age) Regulations 2025* (the “proposed Regulations”), together with an associated Information Note on the Latest News and Latest News for SPSV Operators pages of the NTA website. Also on that day, an email was sent to 26,970 SPSV licence holders notifying them of the public consultation.<sup>1</sup> On the 19<sup>th</sup> February, NTA sent notification to 174 TD's on the consultation process by email. Reminders of the consultation were provided across the NTA website on March 5<sup>th</sup>. NTA also notified the Advisory Committee on SPSVs, An Garda Síochána and the Department of Transport of the consultation.

Representations on the proposed Regulations were invited from any interested parties via online form or by post. The period of the consultation was 18<sup>th</sup> February 2025 to 12<sup>th</sup> March 2025 inclusive.

## 2.4 Online Submissions Review and Reporting

The NTA online submission platform was utilised by all but one respondent. The following observations were made, and actions taken following the closure of the consultation:

- The online platform permitted one submission per email address provided. On analysis, a limited number of submissions were highlighted as *potentially* duplicating an existing response. NTA is confident that the number of potential duplicate responses does not impact the outcome of the consultation.

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<sup>1</sup> Numbers equate to those who have provided the relevant contact details to NTA

- NTA analysis also noted that some designations (taxi driver/owner, member of the public/non-industry member, taxi industry representative, other) were potentially inaccurate. The designations remain as selected by the respondents.
- All online responses are provided within this report for reader review.
- An analysis of all comments received was undertaken and the top themes identified. NTA responses to those themes are provided.
- It is noted that respondents' views varied, and in some cases were not clear.

### 3 Submissions

1,832 submissions were received during the consultation process. 1,831 submissions were received via the NTA survey platform published by NTA on its website. A copy of the online form is provided in **Appendix A**. One submission was received by letter.

Respondents chose their own designation (taxi driver/owner, member of the public/non-industry member, taxi industry representative, other). The table below sets out the stated interest of the respondents, as indicated in their submission.

Interest	Number of Submissions	% of Total Submissions
Taxi Driver / Owner	1,416	77%
Member of Public / Non-Industry Member	378	21%
Other	27	1%
Taxi Industry Representative	11	1%
<b>Total</b>	<b>1,832</b>	<b>100%</b>

#### 3.1 Overall Opinion

84% (1,538) of all respondents agreed “with the proposed change to the Maximum Permissible Age Regulations”, 14% (255) disagreed, and 2% (39) selected “Unsure/No clear Position”. The breakdown of responses is shown below.

Opinion	Number of Respondents	% of Respondents
Agree	1,538	84%
Disagree	255	14%
Unsure / no clear position	39	2%
<b>Total</b>	<b>1,832</b>	<b>100%</b>

The interest type for the vast majority of submissions, and the associated breakdown of their responses, are provided below.

Taxi Driver/Owner	Number of Respondents	% of Respondents
Agree	1,173	83%
Disagree	210	15%
Unsure / no clear position	33	2%
<b>Total</b>	<b>1,416</b>	<b>100%</b>

Member of public / Non-Industry Member	Number of Respondents	% of Respondents
Agree	339	90%
Disagree	36	10%
Unsure / no clear position	3	1%
<b>Total</b>	<b>378</b>	<b>100%</b>

Of the 11 submissions from those designated as Taxi Industry Representatives, one disagreed with the proposal.

### 3.3 Additional commentary: Themes and NTA Responses

Where respondents agreed with the proposal, additional commentary was not requested. Where the respondent disagreed with the proposal, they had the option to indicate their reason for disagreeing.

186 respondents provided additional commentary. All responses are set out in **Appendix B**.

An analysis of the comments provided by those that disagreed with the proposal was undertaken. While respondents' views varied, the main reasons submitted can be classified as follows:

- 1) Roughly half of those who rejected the proposal and provided a comment addressed the specific point of the consultation. Most of these commented that the scope of the proposal was too limited (it should extend to other vehicle types and years) or too late (many potentially impacted vehicle owners had already changed their vehicle). Many stated that the current age rules were appropriate and should not continue to change, citing fleet quality as a factor.

NTA notes that the proposed change to the maximum permissible age that was consulted on fully aligned with the objective of the Programme for Government to *“Extend the ten-year vehicle limit for taxis registered in 2015, offering another year of service.”*

- 2) Roughly half of those who rejected the proposal and provided a comment did not address the specific point being consulted on. These respondents commented on the application of maximum permissible age rules more generally. Most of these respondents stated that a new, higher, standard age rule should be introduced. The specific age proposed varied. Many stated that no age rules should apply as long as other tests, such as the NTA suitability test and the NCT were passed.

NTA notes that the scope of the consultation was limited to the objective of the Programme for Government for a targeted extension of the existing maximum permissible age rules. The application of maximum permissible age rules for SPSVs more generally, was outside the scope of this consultation.

## Appendix A: Online Form

### Data Privacy Statement

Making a submission indicates that you agree with the [NTA Privacy Statement](#) and [NTA Public Consultation Statement of Privacy](#). If you require further information, please contact [privacy@nationaltransport.ie](mailto:privacy@nationaltransport.ie)

### Freedom of Information

NTA is subject to the provisions of the Freedom of Information Act 2014 and, therefore, must consider any request for information made under that Act.

### Publication of submissions

Submissions received to the consultations will be published online and may include the name of the person or organisation who made the submission. We will review submissions before publication in accordance with our [Moderation Policy](#).

I agree



**Your interest \***

Please enter your interest from the list below

- Member of Public / Non-Industry Member
- Taxi Driver / Owner
- Taxi Industry Representative
- Other

**Full Name \***

**Please enter your email address \***

**Please re-enter your e-mail \***

Email addresses may only be used once to make a submission


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## Proposed Change to Maximum Permissible Age Regulations

Your opinion \*

- I agree with the proposed change to Maximum Permissible Age Regulations
- I disagree with the proposed change to Maximum Permissible Age Regulations
- Unsure / no clear position

 I'm not a robot



[← PREVIOUS PAGE](#)

[✓ SUBMIT](#)

## Appendix B: Respondent Comments

Commentary provided by respondents who responded 'disagree'.

Opinion	Number of Respondents
Agree	1,538
<b>Disagree</b>	<b>255 (186 commented)</b>
Unsure / no clear position	39
Total	1,832

Commentary
I believe Customer deserve to get into clean and nice-looking car. Year does not make any difference. I believe every driver should think ahead and change their car after 10 years of service.
This in my view has come too late for drivers that had to purchase new vehicles in January and February 2025 while the government and the N T A sat on their hands .This was addressed in the Dail last year and The then minister for transport said it was nothing to do with him. Useless!!!
There is necessary to keep the taxi fleet new and safe, as the older car can cause a lot of potential dangerous to the public and environment
I am driving for over 30 years as a Taxi driver, and it has taken a long time to get to a good standard of vehicle. don't start now going backwards. I have seen some terrible cars that were allowed on the road that was not safe. don't go back to those days.
Due to the cost of new cars and especially wheelchair cars are too expensive and if a car passes and NCT I think 15 years is a correct time for to change.
I disagree that a 2015 car should be not allowed to continue work if it has a valid nct
I bought my 2017 taxi in January 2020 in March 2020 I couldn't work for a number of months due to covid. It should be extended for all taxis not just for 2015 taxis.
Keeping fresh cars in the fleet is a must. 10 years from 1st registration
I had to change my 151 taxi before 9th March 2025, these changes should have been made before owners left the industry or had to put severe financial hardship on themselves. Now ye want to change legislation. Shame on ye. The people running the industry should resign, useless and don't listen.
10 years is old enough to be a taxi
Doesn't effect me
Inconsistent Standards. The current regulations permit wheelchair accessible taxis and hackneys to operate for 15 years from first registration, while standard taxis are limited to 10 years. This creates an unjustified disparity in treatment between vehicle types.
All taxis should be subject to the 15 year rule, if a wheelchair accessible taxi can be in use for 15 years then a standard taxi can be, both vehicle types require substantial investment. The ten year rule for standard taxis places a significant financial burden on taxi drivers.
Should not extend some poor quality taxis out there
If a car is clean straight and passes an n c t there should be no 10 year limit when covid happened the rules didn't apply to suit the NTA and w/c vehicles get longer yet they are still a car like any other car

I changed my car this year because off the law I should have some sort come back after investing 30,000 euros
One year doesn't seem enough. There are plenty of quality older cars
I've a 2017 Toyota and I'm not getting extra year and I was off the road for over a year due to covid. If it's just 2015 cars then I object. Every car on the road up to 2020 should be given an extra year.
I had to invest in new car to stay in industry. Why should others not do same
I don't agree as it is not fair on drivers you changed there cars all ready and then next year we will have 2016 drivers looking for an extension
Most of the 5-10 years old taxis are falling apart. Not road worthy. Even for the wheelchair taxis are giving 15 years and most of them are giving very bad reputation for Ireland. I think 10 years old taxi it has around 500.000 kilometres what is more than enough.
I believe when a taxi reaches its 10 birthday the local superintendent should have the power to extend that taxi for another year if he believes the vehicle has been kept to a high standard. There are plenty of taxis like Audis/ Mercedes / BMWs that are 10 years old that are still at a high standard
I think a 10 year rule is fair, I also think you should release a few more licenses to women especially
The NTA gave back 2 years extension to all taxis but not 151? 151 suffered the loss of revenue just like all other taxis that were off the road, we have 06 taxis coming off the road at the same time as a 151 taxi how did the NTA do the maths? I find this to be discrimination.
I don't agree with the change of the rule , but I wish NTA will release some salon licence especially for women drivers the rent market is an extortion
Q: -what happened the drivers already changed vehicles which was registered in January & February 2015 . Believe to late option and not fare the drivers already changed or bought new vehicles
Drivers and owners need to invest in vehicles. Especially multi plate owners. It'll also make the fleet safer and environmentally friendly.
I think the taxi age should be extended by 5 years bringing the age of vehicle to 15 years from first registration If the vehicle is properly there is no reason why a taxi can't operate up to 15 years
I recommend 8 years rule
All Hackney/Taxi vehicles should be allowed to operate up to 18 years after first registration once it displays a valid NCT cert and the NCT should be yearly and not the ridiculous cash cow test every six months which is the current situation. I'm leaving the industry this year as it's a shambles
Once a vehicle passes its suitability it should be accepted as a taxi no matter the age. I have a 2015 ford tourneo custom and it's still like new and I have to change the vehicle in March at a huge cost. 2015 weren't given an extension due to covid
We already have old enough vehicles operating so there is no need to keep more vehicles in same category
Age should be higher who effected during covid 19
I think the rule should change to a 12 year rule as most independent drivers could not afford a new car to replace their old car, but most could afford a five year old suitable car and keep for 7 years
Need to have a good clean and comfortable car up in the years has we have some of the best in Europe.
all taxis are in pristine condition due to yearly nct and sgs testing

Why are cars discriminated look at the age of wheelchair taxis all should have the same taxi life Unlike private cars taxis or kept in pristine condition
Like thousands of other drivers who invested in new vehicles, I don't feel it's a level playing field if we have to compete with cars that are almost 15 years old and virtually worthless. It's time to give the customers a quality service.
Too many old vehicles high pollution
Further lowering standard of taxis/ public transport
I don't think there should be any limit to maximum permissible age for taxis as long as there serviced properly and often
I think as a taxi driver I should be able to drive a car or a wheelchair accessible car witch ever car I like as it my job it's wrong on how much people are charging to rent a taxi and plate 360 euro a week you should let all taxi drivers pick what they want to drive and let them get there own plate
Fleet should be maintained to the highest standard possible
The way cars / WAV are been made these days and valid NCT it should be 10 years for both, also Suitability test should come under NCT also .
I personally think cars should be taken off the road for psvs after 10 years but I think the Nta really needs to look at the wav grants the people applying for them seem to be taking up to 5 grants at a time and not taking any of them and the drivers that really need them are missing out
The older the car wills be the more breakdowns on road will be
2015 cars in the fleet are in great condition and no need to change them, if they keep passing NCT well that should be good enough, car are lasting longer these days so get rid of 9 year rule
I believe that a person who looks after their car to be in a good service condition can be a driver for over 10 years. I don't believe the age limit regulation needs to be changed
I strongly oppose the proposed extension. Uber prioritizes Uber Green, and FreeNow promotes Taxi Comfort. Older cars will be left at taxi ranks. These vehicles are often subleased by garages with ties to inspectors, raising safety and emissions concerns. Modernizing the fleet is essential. Thanks!
A taxi should be 12 years old, my taxi 182D i had to pay while COVID-19 going on it was very hard
There should be no age restriction on cars and wheelchairs vehicle most drivers think the same
I think that once a vehicle passes its annual NCT inspection. It should be permitted to be used as a taxi regardless of age
Very unfair changing now, with no provisions for other owners that have had to change this year and last year. Making them all change at 10/15 years keep the vehicle's at the present agreement to the highest of standards. Totally against it.
It's not the age but condition and maintenance. There are 30 year hgv buses working and doing an over 100k a year. This is discrimination.
I think the 10 year rule is fair.
As long as my car passes the NCT and SGS it should be allowed too be a taxi
Unfair on drivers who have changed their 2015 cars already.
A taxi with low mileage should be allowed to work regardless of age.. For instance.. Some cars 3 years old have more miles on the clock than others at 15 years.. My point being.. Mileage is more harder on a taxi than its age.. So cap the mileage. Not the years..

It's a terrible decision that 2011 cars can be on the road but 2015 cars can not drive to be taxi while 2015 taxis were parked at the drive ways for 2 years during the covid.
Any car that passes a yearly nct should be allowed on the road as a public service vehicle, as long as it is maintained to a high standard
Taxi should be same as wheelchair taxi 15 years
I agree that taxis should be more than 10 years, 12 years sounds reasonable.
Once the car is nct pass and clean
It should have been an extension for every vehicle at the time the extension was agreed in the first place
A car should be judged on condition and not age. Bring in stricter relicensing based on condition- cleanliness- bodywork etc. there is bus eireann buses on the road and they are over 15 years old and they don't look nice.
My car registration is 162 I was out of work because of COVID and stead at home I would like a 2year extension because of COVID
If a wav can work for 15 years then I don't understand why an ordinary taxi can't do the same. Limousines have no age limit although they have to be nct'd every 6 months after 10 years. I was in Lanzarote recently. Got a taxi. A 1994 Merc with 730k on the clock. Perfect condition inside & out.
I have 2015 Toyota Prius hybrid it's very good car and pass taxi NCT as well but I has suitability test on 27 January I go there my car pass test but the give the same expiry date disks the said you need to renew car have seen 2000 models cars on the road still running on the road but my car is 2015
I'm saying "NO" because it's unfair for other taxi drivers! If there is 10 years age limit for taxis, then those 10 years should be for everyone without exemptions! There's still 27 years (1998) old taxis on the road and I think that it shouldn't be like this!
There are many taxis on the road well over the permissible age and in very good condition. If they pass the NCT & SUITABILITY why take them off the road. Your proposal does nothing for , in my case , cars with an end of life in 2029. This proposal would not create an even playing field .
All taxis should have got the extra 2 years not just a few
The whole permissible age regulation needs to be looked at. There are 25 year old vans being driven around as taxis. It's a joke. Keep the 10 year rule and ENFORCE it
I was forced to change my vehicle as it had reached 10 years in early Jan causing me to go into debt to change my vehicle. So for me your proposal has come too late and should have been considered and acted on before the end of 2024 so taxi owners could have had clarity on their position
I strongly disagree with the proposed change to the maximum ages. Taxis & Hackneys should at least have a 15yr age limit given the increased costs in sourcing and paying for a modern fleet. Not to mention the ludicrous prices being charged for 8 seaters, by the time you recoup some costs the vehicle
Once the is Nct and road worthy y should be allowed use them it's to much a cost to the taxi driver as the work is not out there any more less. People use taxis now it's too expensive
Some day a taxi driver will bring the NTA to court stating the case that if his car passes the Nct and the Small Public Vehicle Service Check it is therefore deemed okay to be used as a public taxi and should not depend on the year of the car's manufacture
52739, licensed since 2018 no age extension. There's drivers with early 2015 cars who have already changed on anticipation of a 2015 10 year rule. Age limits have to start somewhere.
Why only cars up to 2015?? Every taxi that was Licensed during covid should be given a extension,

Taxi fares are very high, we need to give quality service to match prices , 10 year cars do not give the quality's service, my opinion is taxi Hackney and wheelchair taxis should be no more than 7 years old or 250.000 km, this will start to bring the taxi fleet to better standard.

Give at least 15 years any car

We need more age regulation how its possible 2015 vehicle will expire in 2025 even everything is working perfectly

I drive a 2016 BMW 520 with 100000 miles

first cars are very expensive so where to get 85000 euro 9 seaters van plus conversion on wheelchair 8000 euro, second even if you get financial loan and you want to buy, you do not have enough cars in market last year 4 of my friend have got approved grant from NTA but they could not find cars buy

Taxis should have no age limit once Nct's approve quality of vehicle

10 years should be the maximum age. The public wants modern up to date taxis that's clean and reliable. No need to add another year. I updated my taxi so others should do the same. They had plenty of time and extension already. Don't spoil them

Hi NTA is not fair to extend because my friend got 142 car and he don't get permission everyone should get treated same way

I propose that all taxi car should be used for 15 years. The ten year rule for standard taxi is discriminatory in nature.  
Instead of extending to 11 years, it should be extended to 5 years as wheelchair cars have 15 years permit.  
I think NTA should understand that cars are now 50000 to £70000

Age limit of standard hackney and taxi vehicles should be increased to 12 years across the fleet to counteract the rising cost of buying a vehicle.  
The current rule is forcing drivers out of the industry

Too late as most have changed already

I think this rule is unfair, we all working different some of us working much less hours(less mileage), different brand of cars has different reliability and of course some drivers take car about car much more then others. Age should only factor, I think mileage is better option 500k km maximum

I UNDERSTAND THE NTA'S RULING ON THE 9 YEAR RULE HOWEVER I FEEL THE STANDARD ON MODERN CAR QUALITY HAS IMPROVED AND SOME CAR MODELS DIFER TO OTHER CAR BRANDS WITH QUALITY AND LONGEVITY.  
PERHAPS A MORE DETAILED REVEIW ON PARTICULAR VEHICLES OVER 9 YEARS OF AGE COULD BE EXAMINED.

I prefer to be picked up in a 151 car than a 07 car

It will be extremely unfair to the drivers of 151 cars who had to destroy perfectly good cars last year and this year and cost a lot off expense to go electric.

You gave extensions to all other taxis, why not 151? You will be putting people out of jobs and in the big picture, in turn nobody will be able to access public transport with the ghost buses !!

My taxi expires 25/06/2025 which means I can only drive for another year which is 11 years and other older taxis can drive for between 11 and 15 years.  
My taxi is in excellent condition and I think all taxis should all be to operate for a minimum 15 years or subject to the taxi suitability test.

The culture of extensions on cars should finish, as it gives advantage to one driver financially, while burdening the other specially Wheelchair driver to go for new vehicles, other than that, the Taxi fleet should look modern and new as new and modern cars are more comfortable and provide a better

<p>If a taxi passes the nct then it should be allowed to be operated as a taxi.  We see buses that are 25 years old on the roads carrying children to school so what is the difference between the bus and the taxi.  Taxis should be allowed to operate once they are passes by the nct.</p>
<p>My vehicle is 162 and I've to change next year after spending 30000 I bought just before Covid and I feel I should get an extension as I was unable to work for the Covid period so I affectivlly got 4 years from car instead of 6 and then trying to get finance to change the car next year is impossible</p>
<p>Keep the taxi fleet to a good standard in which in turn has better kept vehicles and safety for driver and passenger and other road users or have the option for more new executive style vehicles</p>
<p>The 10 year rule is a good one. There's no need for further extensions to age. The are 06 to 12 registered taxis in operation that are crocks. The important issue affecting the industry is not the age of a taxi, its being allowed to sell your vehicle license (Plate) as when you wish to do so.</p>
<p>Why only 12 months ...I personally think that the nta already gave 3 years because of covid to taxis from 2015 downwards where as you are now only offering us above 2015 only 1 year. Very unfair ..3 years should be the extension ..listen to the full time drivers for once</p>
<p>So if they now decide to extend the 2015 cars, then 151 plates won't be included in the new law, but 152 will. Meanwhile, 131-132 and 141-142 will still be allowed on the roads, while many 151 plates won't. This is complete chaos in the system!</p>
<p>9 years old is enough</p>
<p>This is a discriminatory and unnecessary change - will push more taxis out of service, the industry is already stretched.</p>
<p>Most of the drivers that owns a car before COVID-19 should get an extension not limited to 2014 alone. We all went through hardships of COVID-19 and we are struggling up till now. I am a living examples I bought my car in 2018 shortly before Pandemic and i really struggled to pay credit union still</p>
<p>Some driver buy new car other 3/4/5 years old, these would have a longer shelf life than new ones. This should be reflected in the end date of the car. Obviously there would be a minimum and maximum date.</p>
<p>Unless the age extensions are stopped now it will become a year on year issue</p>
<p>Car can be given up to 13 to 15 years.  Car are very expensive to use under 10years and change it to new one.  There can be strict NCT and suitability check on cars above 10 years</p>
<p>Taxis should not be more than 10 years old. More older the car the more polluting it is. In fact NTA should ban total combustion engine vehicles and only allow plugin and electric vehicles in new registrations.</p>
<p>I don't see the reason to change the already-agreed regulation. Licence holders have been aware for 10 years that the regulation was in force, i.e., they knew when they were purchasing or driving a 2015-registered vehicle, that they would need to replace it by the appropriate date in 2025.</p>
<p>Older cars on road and are not as good 151</p>
<p>Taxis should be allowed to operate if the vehicle passes NCT and passes the taxi suitability test regardless.  Some decent drivers have not got the means to change cars due to family circumstances and cost of living, I find this a big factor with many drivers with older cars .  Thanks very much.</p>
<p>Covid &amp; cost of living crisis which caused a 50% increase in mortgage payments means all licenses should be extended by 2 years in the interest of equality</p>



it should not have age limit once it passed NCT as it is the proof from the national of Ireland approved the safeness of the test which carry out the standard of the vehicles are road safety to be use
What is the difference between 2014 and 2015 none?.
I think there is some ageism at play here and age should not be an indicator which dictates the propensity to work.
Very unfair and unjust, as a driver of 66 years , with a perfect great car in every way, for me to having to change, and borrow at my age, I probably won't be able to get finance at my age and made to give up what I love doing, for many years, and having to retire so early , please don't proceed .
I think in my opinion, 10 years for regular Taxis and 15 years for wheelchair accessible Taxis okay as purchasing new vehicles for the industry is very difficult the operators.
I'm turning 57 and being driving Taxi's for 22years and with the age rules it forcing the older drivers off the road because we won't be able to keep affording to buy new taxis
Should not be a maximum age and all should be assessed individually regardless of age.
If the car is NCT every 6 months what's the problem. I've sat in Mercedes 15 to 20 years old and still in excellent condition..
I think it's ridiculous when you're taking 15 cars off the road and leaving 12/13 and 14 as you're getting extra years for Covid
I think the proposed 12 months maximum age extension is too small for vehicles first registered in 2015. There is no obvious justification why 2013 and 2014 vehicles got 36 months extension despite being older and whereas 2015 vehicles are more modern and perhaps with more advanced features.
We were all affected by covid 19 my car is a perfect 2016 car that has to be scrapped next year I think we should all be treated the same and given extension on cars from. 2019 when covid started.
Age should be increased at least 3 years (36 month)
I have a perfectly fine vehicle 161.. I am 66yrs of age.. my vehicle is well maintained and serviced regularly. The extension of my car should of been across the board.. I also was out of work for almost 2 years due to Covid.. vehicle off the road ..so it's been robbed of 2 yrs of work. Please recon
This looks like a joke. What about the cars registered January/February/March? I had car registered 27.1.2015. I contacted NTA multiple times, also my TD. Response was always the same: no, this won't be extended, ... Now I had to get loans and get a different car and now you coming with this? Bit Late
Drivers new for 10 years they'll have to change cars in 2025. They can trade in to electric car for as cheap as 5k (leaf,mg) or Tesla for 10-12k after all the grants for the next 10 years. If driver can not afford 80€ a month (€5k/60 monthly payments), they need to rethink of what they're doing
NTA PLEASE EXTEND THE CAR USED FOR TAXI 15 YEARS JUST THE WAY YOU GAVE WHEELCHAIR CARS 15 YEARS . EQUALLY BEFORE THE LAW IS CRITICAL
There should be no age on any Taxi once the road once it passes the legal requirements and roadworthy test are complete
I disagree because some of the cars like mine are still presentable, looking relatively new, working perfectly well in good condition and Well serviced despite their age. I disagree because the age limit regulations does not put into consideration current economic situation affecting operators
I think it should return to 15 year rule with nct every 6 months for cars over 10years old perfectly good cars 10 years old a shame having to take them off the road

If a vehicle passes both nct and suitability test it should be eligible for taxi and hackney use.
If a car is road worthy that should designate taxi usage. What can be done to improve the situation is regulators do a more thorough check on roadside inspections.
Increase the age limit back to 14 yrs the cost of living and the steep rise of used cars the cost need to come down and an age increase Wil greatly help thanks
As a taxi driver I have invented a lot of money for a wheelchair accessible vehicle, as long as my car is suitable for work it should be permitted to operate as a taxi. Thanks
The 10 year rule is there to maintain standards and is set. Editing the rule helps some drivers but what about drivers who have just left the industry because their vehicle is past 10 years or driver who have went and purchased a new vehicle because of the rule. Where do they stand?
because of high cost of replace car/ minibus (9 seat) i think if they pass NCT and taxi regulation age should not come into it .Electric car are ok for city but county and village as electric will not do. The time need to charge and A to B distance night work is 8 hours without charge
There is no reason to increase age limit. This only lowers the standard off vehicles on the road. If we keep extending when do we stop. Good vehicle replacement grants available at the moment. all taxi drivers know when time is up. We are told every yr so u can prepare for change when necessary.no excuses
I believe that all taxis should have got the two year extension during covid. I drive a 161 lexus, and yet I see 2008 cars on a regular basis as taxis
10 years is old enough
If the vehicle passes an nct and is in good condition it should be able to work
If you trust the inspection criteria put in place by the NTA ,suitability test and NCT test then the life age of the vehicle should not be the defining factor of purpose of suitability.
Why not include hackneys
I think more important introduce new licence available for all otherwise it's unfair for just few people get facilities .
Why not include hackney cars in the proposal they are trying to make a living too all industries are finding it hard to make a living
It's already very hard to get money in taxi And rent very high Should be 15 years And car only depends on engine And not depends on years All car clear nct before suitability
It is to late to change now if a change was to take place it should have been done 6 months ago
Need to be kept up to date if we are to progress with system
Once the Taxi is in good working order like before the age limit should be removed. The tinted windows should also be allowed as it is very hard to buy a second hand car without tinted windows.
The issue to the taxi driver is the cost of the vehicle which when spread over 10 years represents a large outlay. A better idea would be to reduce the initial cost of the vehicle by allowing it to be purchased VAT and VRT free. This also encourages Taxi Drivers to invest in New Vehicles.
With current cost of living and cost incurred to maintain a car, I recommend to give at least 12 year life span for all cars used as taxi from the date of registration. Thank you
If a car is clean and reliable in good condition there is no need to change it

I disagree with the proposed change due to the fact that some of us with 2015 cars have already changed our cars due to the earlier ten years age limit since you refused to listen to our complaints on this issue before January,2025.( See my case reference number CA173807 of 15/5/2024.

It should increase a lot more especially at night. It has gotten so dangerous to work at night a slight increase in the night time rates is not enough. No wonder you can't get a taxi at night. Wake up and smell the coffee.

1, why only taxis are subject to this regulation 2 giving accessible vehicles a 15 year age regulation is discriminatory against drivers of non accessible vehicles or maybe discriminatory against users of said vehicles..

3 any car that passes an NCT and suitability test should be deemed acceptable.

If your vehicle is well kept, and has passed the NCT as inspected, then you are good to work with it as a taxi cab.

Should be 15 years for a new car once it passes the nct

Maximum permissible age for all standard taxis should be 15 years, due to car market inflation it's difficult to keep up with costs of changing the car. Focus should only be on the suitability of the car because some cars are in great condition even after 10 years.

All taxis (not just wheelchair accessible ones) should have a 15 year life span (if it is passing the vehicle suitability at each inspection)

Age limit should be for everyone the same, without any exemption!

If it's 10 years, then 10 years should be for everyone, otherwise it's discrimination to those who didn't get an extension!

The proposal is not considering drivers like me whose taxi is expiring in early 26 .A taxi that is expiring on 12/25 gets an extension of one year while I have to change in early 26. A proper solution would be to change the 10 year rule to 12 years which gives every driver the same opportunity no di

taxi passes the strict guidelines of an NCT/Suitability Test, it is still road worthy to carry out the duties of operations. I was driving a 2015 Skoda with the date of expiry I've had to reinvest in a newer taxi at a great expense, my 2015 taxi never failed a NCT. So it should still be operational

My taxi was off the road for 18 months during Covid and so I'm losing that much time. Also there is only 110,000 km on it and in perfect condition and may be in better condition than a newer car, so it doesn't make sense to go by age. The suitability test should decide if the car is still suitable.

Why ask now ,i had to change my car it was 2015 k80 on clock ,perfect working order i had to borrow money off credit union,

Extend age to reflect that the vehicle passes both NCT and annual inspection.

If A CAR passes NCT it should be OK for business. and petrol prices should be without TAX..

I disagree as the rule has already impacted many drivers, including myself. If you push back the ten year rule, those drivers must be made whole. The NTA are ruining lives over this. It's also interesting Ann Graham resigned just before the rule came in. Is there a connection?

I drive a 161D taxi. And during covid it was lying up for 2 years. It's due to be 10 years old on the 1st of February 2026. I feel it's ridiculous, Even allow us the 2 years we lost out on during covid. My car is in perfect condition compared to some out there. I can't afford to get a new one ??????

I disagree with the proposals as they are as I think that all active licences during the COVID times should have been given an extension and a lot of taxi owners will not benefit from this as they have 2016/2017 upwards are being discriminated against in this process , ast is very selective .

The age limit should be for everyone same if it's 10 years must be 10 years for everyone without any exemption. It is the most important to keep taxi service at it's acceptable and safe level.

I think that if your car goes through a nct successfully and goes through a suitability test successfully that should be enough i just had to take a 2015 mercedes off With 202000 km

Cost of Wheelchair is €70k minimum especially since all new licenses are wheelchairs. This has put the prices up ridiculously (due to demand and supply). It is either licenses be reverted to choices or increase years to 20 yrs and not 15. Drivers are working more than 12 hrs to cover costs.

I think it's not enough to keep people in the industry, my wheelchair taxi is 15 years old in Feb 26 and due to the cost of replacing a wheelchair accessible vehicle it's impossible to keep the licence on so unless ye extend this age limit further ye will lose more licences operating as taxis.

Those vehicles that were not granted extension should all a 15yr life.  
E.g., 2017 and onwards years

I agree with extending the term from 10years back to the 15 year rule but I don't agree with extending the 151 and 152 cars because I had a 151 and it was up on the first of march and had to get rid of it I ring and asked for a extension and was told no so I don't think it's fair if you extend

The current proposal under review (31. (8A)) proposes to extend by 12 months the maximum permissible age of a Standard Taxi that falls due for retirement in the current year, 2025.  
I would like to appeal for the inclusion of Wheelchair Accessible Taxi's in this proposed extension.

All vehicles should b 15 years why are wheelchair assessable 15 years and taxis 10 doesn't make sense when buses can run for 20 years and look at the many people they carry the whole system is destroyed that's why we are losing taxis so no I don't agree with adding on a year! Should be adding on 5

I do not agree that our cars should be changed after 10 years. My car is spotless never was involved in crash and everyone one is always saying how clean inside and outside and it never gives me trouble. I think we should be left to keep them until 15yrs even though we may have to NCT them twice a y

Taxis over ten years in good condition and up to the standards of NCT and quality control of nta should be allowed to ply for hire. My 15DVW Passat is in pristine condition.

All taxis that where unable to operate during covid lockdown should get an extension of 1 or 2 years in the interest of fairness and equality and keeping the 10 year rule as it stands

My taxi is a 2016 ford mondeo , i would like to see some exemption allowed for drivers who were unable to work in 2020 and part of 2021 due to COVID. I would appreciate some feedback on this. Thank you.

On taxi car is done in 5 years 10 years is too much after within 10 years car will like a scrap box . So 10 years is more then enough

Very cheap little vans now replacing mercedes cars. Silly nonsense.

It's grossly unfair that I have to get rid of a 151 in April and I see 06 ect cars going around .Covid was the same for all of us .Up to 142 got extensions but after that the 151 s + have to go .

I strongly recommend that as long as a taxi can pass through the nct and suitability successfully, it be allowed to carry on working. Thanks

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