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Nocturnal Navigators: The Lived Experiences of Night Taxi Drivers

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About Article

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ABSTRACT

This research uncovers the multiple dimensions of the experiences of taxi drivers plying the city streets of Baguio City at night. With use of a transcendental phenomenological approach, the study was designed to explore the essence of their experiences. Of the recruits, six male night taxi drivers who were engaged and had worked for a minimum of 6 months were included. Data were collected with careful attention to detail, using semi-structured in-depth interviews with full informed consent and at a time convenient to the participants. Content analysis of transcripts identified the layers of motivations, constraints, and aspirations operating in this responsive workforce, and illuminated its strategies to cope as well as its tensions to socialize and fears for their safety. The study stresses the urgent need for comprehensive policy and social support for night taxi drivers. Key recommendations include expedited road improvements in high-risk areas and mandatory, hands-on occupational safety programs. Public awareness initiatives are also crucial to inform citizens about the distinctive value and daily struggles of night taxi drivers, promoting empathy and practical assistance. Future studies should focus on designing targeted interventions to balance their work and life, reduce health risks, and create a career development path in the urban transportation sector, to bring to life a more equitable and sustainable environment for these essential urban transport service providers.

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1. INTRODUCTION

At night, city streets provide an environment of specific obstacles and offerings, particularly for those who work on and in them. By means of this paper, we investigate the multifaceted experiences of taxi drivers of the night in relation to their work, their health, safety and psychosocial conditions. This study is relevant, as it covers a sector that provides, vital and mobile service to cities at night but is less studied, notably in the Philippine Setting. Through recording the voices and experiences of these drivers, the work aims to support policy for improved wellbeing and safety, in their challenging drive to work.

Globally, studies have consistently identified the multiple hazards of night shift taxi driving. Ikeda *et al.* (2021) reported high psychological and physical fatigue among Japanese night taxi drivers, highlighting the negative consequences of fragmented sleep and inadequate rest within shifts. According to their results, 70% of drivers experienced drowsiness and fatigue, and many drivers could not sleep because of work pressure, which induced further physical complaints of musculoskeletal pain (Ikeda *et al.*, 2021). In line, global meta-analyses by Allande-Cussó *et al.* (2025) and Arias-Meléndez *et al.* (2022) highlight higher health risks (depression, anxiety, and stress) in taxi drivers driven by irregular working hours, victimization by abusive passengers and social isolation. These international observations highlight the occupational risks associated with night-time taxi driving and the requirement for focused interventions.

At the national level, there are Philippine studies that started to delve on the occupational health issues among taxi drivers albeit being void of multi-dimensional aspects. Common musculoskeletal, respiratory and cardiovascular problems were observed in Baguio City taxi drivers, which they attributed to prolonged sitting and exposure to urban pollutants (Flores & Simon, 2025). Yet, their quantitative appearance fails to cover subjective experiences and bosses drive choices of drivers speaking to night shifts. This lack is important as driving during the night time is associated with a different set of stressors, including increased risks to safety, as well as social challenges that quantitative data on their own do not represent entirely.

At the local level, the City of Baguio offers a particularly unique setting characterized by highland geography, unpredictable weather systems, and a nocturnal economy exacerbate the tough conditions of night taxi drivers. In spite of these unique circumstances, there is minimal research grounded in the lived experiences of these drivers. Current literature tends to extrapolate findings from metropolitan regions without acknowledging the variation in how factors relate to drivers' health, safety, and psychosocial well-being. To connect this gap, this paper offers a qualitative description of night taxi drivers in Baguio City - who they are and their stories, the socio-environmental process involved in their work.

More research further illustrates the importance of this query. The extent of the mental health pandemic among taxi drivers is further evidenced by the research of TaxiPlus (2021), which showed 75% feeling a significant impact to their mental health as a result of COVID- 19, yet many are apprehensive to seek help for fear of stigma and their driver's license being taken

away. Similarly, safety studies in the United Kingdom (Taxi-Point, 2025) show almost 30% increase in crashes, where crashes involving night-shift drivers are much higher than those involving daytime drivers related to fatigue, visibility problems and speed. Taken together, these results underscore the structural and behavioral health risks of night taxi driving in order to draw attention to the interactive physical and psychosocial vulnerabilities of night taxi drivers; qualitative reports in the context of the Philippines are limited.

While international and national studies address night taxi driving hazards, a critical research gap persists: the lack of qualitative, context-specific studies within the philippines, particularly in baguio city. This study aims to fill that void by investigating the lived experiences of night taxi drivers, offering a more comprehensive understanding of their risks and resilience. The findings will inform local policy, promote driver well-being and safety, and enrich the global discourse on night-time urban mobility.

2. LITERATURE REVIEW

Unique circumstances in the night-time work Taxi drivers face physical, psychological and social risks navigating under quite different conditions than in daytime. Ikeda *et al.* (2021) also conducted a study on Japanese night taxi drivers and found that 70% of them felt sleepy and tired during night-time work, which they attributed mainly to lack of opportunities for rest and naps. The survey found that drivers often felt pressured to choose passenger pickups over taking rest breaks, due to pay incentives based on performance, leading to a build-up of physical complaints, including neck, shoulder, and lower back pain. These results highlight the negative impact of night shift work on physical and psychological health and, thus further advocate the necessity for system changes to increase rest opportunities and minimize risks associated with fatigue

Psychological problems of taxi drivers have been extensively researched, and depression, anxiety, stress are known as the main mental occupational risk. Allande-Cussó *et al.* (2025) have identified risk factors for the mental health of Taxi drivers such as individual resilience, the burden of the social environment, work related organization, as well as environmental exposure. Their report stressed the heightened risks of night shift work, such as disrupted sleep, potentially aggressive passengers and social isolation. The authors emphasized the need to develop mental health interventions and policies that are adapted to these multilevel challenges

A cross-sectional study of Burgel *et al.* (2024) in San Francisco examined psychological distress and unmet mental health needs among urban taxi drivers, discovering 38% showed symptoms of depression. The study also found that mental effort and depression were associated with job strain, effort-reward imbalance, and stressful personal events. Night shift work, physical load, and no-health insurance were important determinants of mental exertion and disrespect from dispatchers and personalizes stressors predicted depressive symptoms. This study demonstrates the interplay between mental health outcomes and occupational stressors and reinforces the need for better workplace support systems for drivers

The pitfalls of working nights for travel, the risk of crashes



is significantly higher at night than during the day. Drivers working the night shift are almost 30% more likely to be involved in accidents because they lose the natural light, are faced with tiredness, have low visibility and travel at faster speeds on quieter roads, Taxi-Point reports (2025). According to the Royal Society for the Prevention of Accidents (RoSPA), speeding is one of the most common contributors to fatal and serious collisions, and this is worrying for people working as night taxi drivers who might feel tempted to speed, especially on empty streets. The study also described escalated possible risks of passenger related security issues during the late hours notably drunk or abusive customers, support for safety devices such as CCTV and contingencies

At risk taxi drivers are known to exist in the night time economy as they work alone, are constantly on the move and face a higher likelihood of becoming a victim. An exploratory research of Paes-Machado & Nascimento (2023) observed the increase in more verbal abuse, physical threats, theft, and physical violence during the night shift taxi drivers than the day shift. The research also highlighted the psychological effects of long hours in such environments, which can cause chronic stress and anxiety. These results underscore the need to consider, in policy aimed at protecting night taxi drivers, both physical safety and mental health

The quality of the sleep and its relation to mental health in night taxi drivers are important issues. Mirpuri *et al.* (2021) showed that poor quality of sleep and short sleep duration (≤ 7 hours) are significantly related to higher rates of depression, anxiety and occupational stress, in professional drivers. These sleeping disorders are exacerbated by the disruption of the circadian rhythms that night-shift work entails, and they negatively influence cognitive performance and accident susceptibility. Such interventions to improve sleep hygiene and rest opportunities for night drivers are warranted (Mirpuri *et al.*, 2021).

The physical health of cabbies is also related to their mental health. BURGEL and Elshatarat (2023) indicated that chronic stress, anxiety and depression increase the risk of cardiovascular diseases in taxi drivers, and that there is an intertwining between the poor state of their mental and physical health. They recommended that an integrated health program for this occupational group should consider the psychosocial and physical health risks. This all-encompassing approach is crucial to enhance the general well-being of night taxi drivers

Cultural and structural factors significantly impact the mental health experiences of taxi drivers. This is supported by the studies of Arias-Meléndez *et al.* (2025) and Jaydarifard *et al.* (2023) who emphasized that precarious working conditions, long hours, economic instability, and lack of social support contribute to heightened rates of depression, anxiety, and stress among drivers globally.

Isolating night taxi driving is an added factor in mental health issues, he said. Facey (2022) explored the complex experiences of immigrant taxi drivers who alluded to the fact that they experience additional obstacles such as discrimination, minimal social support and cultural dislocation in their unique profile that heighten psychological distress. Many of these drivers do not have access to community resources, and experience

systemic inequities which place them at high risk of COVID-19 and exacerbate socioeconomic disparities in response to the pandemic, emphasizing the requirement for sensitivity in support services which meet the needs of the diverse driver populations (Facey, 2022).

Economic factors are in addition an important factor of night time taxi drivers' experiences. Based on Flores and Simon (2025), a lot of transport drivers in the Baguio City have long-hour or extreme-intensity of driving, working on more than 22–24 hours just to cope up the needs in life. This overtime leads to physical fatigue, a higher likelihood of accident, psychological collapse. In an analysis of the Uber working conditions, it was suggested the need to regulate working hours and ensure just compensation to protect drivers' health and safety

Measures have been suggested to improve the safety of night taxi drivers by using technology. Taxi-Point (2025) suggested the use of CCTV cameras and dashcams to discourage passenger bad behaviour and that they could be used for recording disputes. Contacting dispatchers for help immediately and safety protocols were also suggested as important safety procedures. These technologies help protect drivers but also enhance the safety of passengers (Taxi-Point, 2025).

The influence of support and organizational support for occupational hazards is essential. Arias-Meléndez *et al.* (2022) analyzed occupational stress among professional drivers and concluded that supportive management, clear communication and accessing mental health resources are associated with lower levels of stress. Their results indicate that taxi companies that implement such measures may enhance driver well-being and job satisfaction, especially among night-shift drivers (Arias-Meléndez *et al.*, 2022).

Finally, the specific city topography and ecology of Baguio City makes the night taxi driving context unique. It is worth noting that the city has mountains which, together with its weather variability and mountains make driving difficult and risky, especially in nocturnal hours (Flores & Simon, 2025). These local factors highlight the need for place-specific research and interventions to reduce occupational health and safety risks among Baguio's night taxi drivers appropriately.

3. METHODOLOGY

In this research, transcendental phenomenology has been carefully used as a method to penetrate into the essence of experience of night taxi drivers. Based on Husserlian philosophy the researchers applied this approach through an intentional epoché (bracketing), through which all pre-understandings and preconceptions about the phenomenon of interest are suspended. But equally there was this drastically thick description that could be achieved precisely because judgment was being so rigorously suspended—an unexpurgated look at drivers' inner experience. The secondary analysis centered on recognizing textural (what the phenomenon was) and structural (how participants experienced it) descriptions towards a synthesized comprehension of the invariant essences of being a night taxi driver. This organized approach helped get to a point where you can look past the specific stories and find the overall patterns and interpretations in order to get an in-depth view behind the scenes of this after dark gig.



Participants

The study included six male night taxi drivers (23-55 years) with taxi driving experience of 2-20 years and night driving duration of 6 months-5 years. A purposive sample of participants was used to enable their first-person perspectives to be strongly pertinent to the phenomenon of interest. The main inclusion criterion was working as a night taxi driver in Baguio, Cordillera Administrative Region, Philippines at the time of the study (July 2025), making it more likely for drivers to directly experience the nightly work-related environment. In addition, respondents had to have at least 6 month experience driving as a night taxi driver to have relatively strong exposure to the particular routines, difficulties and societal aspects characteristic for this work schedule. With the varying age and experience levels of participants in general taxi driving and specialized night shifts, we sought to represent a wide range of perspectives, while keeping a focus on the general experience of nocturnal navigation.

Data Gathering Procedure

The data for this study was collected in an organized manner through in-depth informal interviews with each of the six subjects. Before initiating any interviews, a detailed informed consent was carefully conducted. All potential participants were provided a verbal explanation about the purpose of the study, the voluntary nature of participation, guarantee of anonymity and confidentiality, and the right to withdraw from the study at any time without penalty. They were not included in the study until they fully understood the study and explicitly agreed to participate as indicated by the signed informed consent forms. Interview timeframe was then scheduled with each participant at a date and time respective to their availability and duty lapse, in most cases on free time or in their off-hours to avoid interrupting their working routine and to promote involvement. Conducted by means of semi-structured interviews, using a flexible schedule of open-ended questions, these interviews led to rich and detailed life stories of night taxi drivers, which provided an evocative insight into their lived experiences.

Data Analysis

Thematic analysis of the interview transcripts was performed in a systematic manner based on the work of Saldaña (2015), namely with a four-stage process to guide the transformation of raw data into themes that were of significance. This process was inductive and meticulous, beginning with coding, in which researchers carefully read and reread each transcript, highlighting phrases, sentences, or paragraphs that encapsulated main ideas, emotions, or behaviors that were revealed by participants. These initial codes were descriptive in nature- a label that would help to reduce the data to a more manageable size and package human meaning in a smaller unit. At this point, the focus was on completeness, capturing all potentially relevant facets of drivers' experiences.

The next step was the creation of code categories and then the generation of a higher level of categories, after which we began to develop first and second order concepts. In this stage, the researchers began to gather similar codes in terms

of sense units; and they identified some regularities and relationships that did not belong to that specific experience. This process was iterative and involved continuous comparison between and within codes and the wider dataset, to develop representative categories that were both distinct from one another and inclusive. The last stage of analysis was the examination of upper level categories and converting them into overall themes through analytic induction. At this stage the interpretative process became deeper with re-viewing the categories in relation to the research questions and whole dataset to construct significant themes in a meaningful way that reflected the essential lived experiences of the night taxi drivers. Guided by Saldaña, this systematic approach provided a clear and transparent process from raw qualitative data to strong and well- substantiated thematic findings.

Establishing Rigor and Trustworthiness

Different steps were adopted in order to establish the trustworthiness and reliability of this study which focused on the experiences of night taxi drivers.

The participants further had an opportunity to verify the meaning and context of the interpretations of the experiences they narrated. Data credibility was established by rich data produced from in-depth, semi structured interviews and member checking where the research participants were able to confirm the accuracy and applicability of the interpretations of their lived experiences.

Confirmability was enhanced through an extensive audit trail of research decisions (e.g. detailed field notes and verbatim interview transcripts), as well as systematic coding decisions, informed by Saldaña's approach to thematic analysis, which facilitated transparency across the analytical process.

A thick description was provided to describe pertinent aspects of the night taxi drivers, their work context in Baguio City, Benguet, Philippines, and the emerging research findings to facilitate the reader to assess the transferability of the results for a similar setting or for a population.

Finally, dependability was achieved by a strong code-recode process during the thematic analysis training, peer briefing making sure interpreted data are consistent with the participant's understanding, and a clear audit trail of all stages of the entire research method, to make sure that the analysis was consistent and able to be replicated.

Ethical Considerations

All measures were taken in this study to adhere to the principles of ethics and to avoid any harm in the process. All night taxi drivers agreed to participate in the study following informed consent regarding the purpose of the study, its procedures for data collection, the potential risks and benefits, and the voluntary nature of participation prior to data collection. Rigorous precautions were taken to ensure their anonymity and confidentiality, all personal and identifying details were de-identified from the qualitative data and the transcripts were encrypted and stored in password-protected files. Care was taken to maximize beneficence, and although avoiding some of the potential discomfort or harm from the study, the results were carefully constructed to provide maximum possible utility



in furthering comprehension and championing this critical workforce.

4. RESULTS AND DISCUSSION

Theme 1: Reasons and Drive

The main trend that emerges from the replies is the complexity of issues and motivations leading to the adoption of the night job by taxi drivers. Reasons for this are limited alternatives to service at night, working environment (low traffic, more passengers, less traffic congestion at night), daytime work availability due to household chores, career progression, financial motivation. The night shift is considered necessary but also has strategic significance in terms of drivers' work-life balance, skill building, and income. Equally important factors which influence a croupier's decision to participate in night driving are social factors and job availability.

Subtheme 1: Limited Employment Opportunities and Fixed Scheduling

Most of the participants said they could not find work elsewhere and are resigned to working scheduled night shifts. With no other options they find themselves on the night drive for money. They work in structured shifts, which can be from 6 pm to 6 am, dominating their schedule and lifestyle.

Participant Alpha: "Awan sabali nga trabaho nga ammu. Per schedule gamin ti araramiden mi. Ti schedule ko ket agstart ti 6pm ti rabii tapos ag-end ti 6am ti agsapa. Tig two weeks kami tapos agsinnukat kami." (I do not know any other job. We have schedules. I start at 6pm in evening and I end at 6am in the morning. Every two weeks, we change shift.)

Participant Delta: "Wala akong ibang alam na trabaho kundi driver lang." (I do not know any other job other than being a driver.)

Participant Delta added: "6 PM to 6 AM ang work ko." (6 PM to 6 AM is the schedule of my work.)

Participant Echo: "8pm to 8am ti shift ko." (My shift is 8pm to 8am.)

The lack of job opportunities is a frequent reason for entering night taxi work and can be more common in urban areas where other jobs are rarely available or are out of reach (Rodriguez & Santos, 2021). A fixed schedule offers predictability, but it can also limit flexibility, with implications for drivers' social and family lives (Kim *et al.*, 2022). This subtheme highlights the structural barriers of the taxi driver's labor market, which require support of policies to provide employment options and flexible scheduling.

Subtheme 2: Better Working Conditions and Social Influence

Improved work conditions and social context, are also influential for the experiences of night taxi drivers. Night driving is favorable for some in that there's fewer cars on the road, more passengers about, and, even though there can be hazards through the cover of darkness, not least the fare-dodgers, drivers can get on and turn a good few rollicking miles in a night's work. Moreover, social networks and peer influence had a great influence on drivers' choice to work

during the hours, evidenced by the support of co-workers. All these factors, as a whole, are likely to increase the likelihood of drivers accepting and adhering to night shifts, indicating the interaction between functional gains and social dynamics in the occupational choices made.

Participant Bravo: "Isu lang ti mabalin nga pagtrabahuak. Mas adadu pasahero ken awan met lang traffic nu rabii. Dagidyay met lang kakadwak nga taxi driver nag awis kenyak. Agrugi ak 6pm malpas ak ti 3am." (It is the only available work for me. There are more passengers at night and no traffic. My fellow taxi drivers influenced me to drive at night. I work at 6pm until 3 am.)

The fact that there's less traffic, and that passengers are more inclined to book taxis, make night cab driving seem more attractive in Participant Bravo's response, so that he can perform more efficient and potentially lucrative shifts. This is consistent with findings that driving during night-time shifts supports a less congested driving context that diminishes stress due to traffic congestion and helps drivers maximize earnings (Kadoya *et al.*, 2021). Drivers for whom the labor is scheduled at these hours can enjoy a safer, and less fatiguing, environment with minimal traffic at nightly local times, and with less fatigue these drivers may generally be healthier as well.

Additionally, the impact of taxi drivers' social networks is a major determinant of taking a shift of work at night. I liked Bravo's comment about it being his colleagues who prompted him to get into nights, it shows the power of peer support and shared experiences around job roles. For example, at that time, literature on social influence to labor's decisions note that peer support might help to raise satisfaction and commitment by creating a feeling of belonging (Smith & Johnson, 2023). In so doing, better working conditions, in conjunction with positive social influence, foster a supportive environment for night taxi drivers to respond effectively to stressors related to the specific nature of their work.

Subtheme 3: Work-Life Balance and Family Responsibilities

Balancing work and family is of particular significance to night taxi drivers, whom often have to juggle arduous work routines with household duties. The night shifts, which offer some benefits at work, nevertheless compel drivers to juggle daytime familial responsibilities like looking after children and doing housework. The holding of these two positions of driver and parent puts a unique demand on individuals who are attempting to perform both professional and parental roles when driving and in many cases requires skilful negotiation and personal sacrifice in the management of time to ensure that work and family life are maintained in balance.

Participant Charlie: "Adda gamin araramidek aldaw sunga night ti dutik. Agtultulod ak agsapa ti ubing ko nga adda agskwela. Alas sais ti rabii hangana alas sais ti agsapa ti dutik." (I have things to do during the day. I bring my children to school. I start 6pm in the evening until 6am in the morning.)

The comments of one participant, Charlie, reflect the tightrope that night taxi drivers walk between the demands of daytime family and nocturnal working life. Clocking on at 6 PM and off



at 6 AM, Charlie makes sure they have hoovered the house and taken the children to school. This schedule corresponds to the challenging time schedule that night drivers have to face, being in charge of providing enough attention to their family and arranging the night shift in a way that allows them to cope with the physical challenges of working at night. Hints may be that such schedules are related to tension in family relationships as well as personal well-being, because of the disruption of night work to normal social and family life (Kadoya *et al.*, 2021). Furthermore, burnout and fatigue are more common in night driving, which affects performance at work and time with family. Reference studies conducted by Johnson and Lee (2021) highlight how night-shift workers commonly struggle to adjust schedules with the family time, which may conflict and become emotionally stressful. However, by adopting effective coping responses (e.g., structured schedules, social support), the negative impact of these are minimized, as is the potential conflict between professional and family activities for those drivers still able to be employed. Therefore, work-life balance should be a priority for the enhancement of health care for night taxi drivers.

Subtheme 4: Financial Motivation and Ownership

Financial incentive and vehicle ownership are the important drivers shaping the work regimes and income strategies of nighttime taxi drivers. Taxi ownership offers drivers more freedom in setting their working hours and the potential to earn more per shift by working during busy hours, predominantly at night. Working nights is an additional source of income and they coordinate with other drivers on an informal basis, to make the best use of the vehicles. It is within the framework of this system of financial incentives and ownership that night taxi drivers are organized and weigh economic goals against operational requirements.

Participant Foxtrot: "Bagik daytoy taxi. Sayang isu pay nga income agbyahe ti rabii." (I own the taxi. Driving at night is still an additional income.)

Participant Foxtrot also added: "Aggarahe jay driver ti 8pm ket sublatek hangana 6am." (My driver will return the taxi at 8pm then I will drive next until 6am.)

Participant Foxtrot's narrative reflects on the financial incentives and operational independence of taxi ownership. Because Foxtrot owns his car, he is able to maximize high times and increase his earnings while working those hours, emphasizing the economic reasons for working nights. Ranging from a shift-sharing arrangement between drivers—one driver returns the taxi at 8 PM, and the other starts at 6 in the morning—that is a rational strategy to achieve higher vehicle use and hence, higher income. This is consistent with Kim and Park's (2021) study, which indicated that ownership of work gives drive more freedom, possible for high income, and flexible working hours, but especially if they need to form schedule covering all day.

Second, the pecuniary incentive of ownership can affect drivers' commitment and job satisfaction. As Foxtrot's case demonstrates, the potential to earn income on top of civilian employment at night can motivate employees to adapt to the demands of working throughout the night. The study of

Hernandez and Lee (2022) showed that being owner of the taxi may have a stabilized income stream and can likely handle financial stress as compared to the driver who pays boundary fee and lease the taxi. Ownership and financial motivations are, therefore, interrelated in the work decisions and economic welfare of night taxi drivers.

Theme 2: Routines of Night Taxi Drivers

This captures the complex realities of drivers working at night. Their experiences are informed by the particular sorts of passengers they carry; the subjectivities, bodies, and techniques they use to survive working at night; the social relations and attitudes they meet; and the tactical operations they engage in to ensure communication and safety. These dimensions sum up to present an image of the night taxi drivers as adaptable and resourceful beings who confront adversity and maintain their lives.

Subtheme 1: Passenger Demographics

Night shift passenger characteristics considerably impact the work and experiences of taxi drivers. Those who favor taking rides during the nighttime gather in certain urban locations including bus terminals, bars, call centers, markets, and commercial areas. These places represent the economic activities in the night city and a variety of passenger types, such as night workers, leisure runners and mobile passengers. The knowledge of these demographic patterns is crucial for taxi drivers to forecast the demand levels, also the routes and type of customers to serve at different times of the night.

Participant Alpha: "Kaaduwan pasahero ket ijay bus station ken ijay inuman ken dagitoy busy areas. Jay naulimek nga area key ijay barangay." (Most passengers are from the bus station, bars and busy areas. The silent areas are in the barangay areas.)

Participant Bravo: "Kaaduwan ket ditoy Magsaysay ke ijay Malcolm ti ayan pasaheros." (Most passengers are located at Magsaysay and along Malcom.)

Participant Charlie: "Ka-busy an nga areas ket call center ken inuman ijay market." (The busiest areas are call centers, bars are in the market.)

Participant Delta: "Mga pasahero galing sa market, galing sa bar at night worker." (The passenger are usually from the market, bars and night workers.)

Participant Echo: "Adu pasaheros ijay night spots, bar, call center, bus terminal." (There are a lot of passengers among night spots, bars, call centers and bus terminals.)

Participant Foxtrot: "Kaaduan ng pasahero ket ijay town." (Most of the passengers are from the central business district.)

Responses from respondents clearly refer to main places where night time passengers meet together to wait for buses such as bus stations, bars, call points, markets and central business districts. Alpha, Bravo and Echo focus on passengers travelling in crowded city areas and transport points, whilst Delta and Charlie represent night workers and leisure customers as main parts of the nighttime population. These results are in line with previous research focusing on the importance of the Urban Night Economies in impacts on transportation demand, as nightlife establishments and late night working



places create big passenger flows (Kadoya *et al.*, 2021). Such demographic variety makes taxi drivers flexible since what any one passenger would require or expect varies with the setting and time of night.

Additionally, concentrating passengers in key areas helps drivers plan their shifts to increase earnings and minimize their time idling. The position of the Central Business District (CBD) as a major source of trip attractor also seems to reinforce the argument that economic hubs also continue to be hotspots of demand for taxi services at night. According to Murray and Dhanani (2020), urban hotspots are at the heart of the night transport network with crucial functions in decision-taking and service availability by drivers. As a result, the information of passenger demographic in night shift can help drivers operate more efficiently and remain responsive to passengers' needs.

Subtheme 2: Break Routines

Break routines among night taxi drivers are essential strategies to maintain alertness, manage fatigue, and sustain performance during long and often irregular working hours. Given the limited availability of food establishments at night, drivers often prepare meals in advance or rely on quick breaks during lulls in passenger demand. Coffee consumption emerges as a common and practical stimulant to combat drowsiness and enhance vigilance. These adaptive break routines reflect the drivers' efforts to balance physiological needs with the demands of continuous night driving.

Participant Alpha: "Ti ikastak bago ak agmaneho ket mangan ak pay santo isingit ko ti miryenda nu haan ak nga busy." (I eat first before I start to work then I take my break when I am not busy anymore.)

Participant Bravo: "Agbalbalon ak ta close ti panganan nu maminsan." (I bring packed meals since restaurants are usually close at night.)

Participant Charlie: "Nu awan pasaheros ket santo agkape ak." (If there are no passengers, it is the time I take my coffee.)

Participant Delta: "Pag walang pasahero, sumsaglit magkape." (If there are no passengers, I go for coffee.)

Participant Echo: "Anytime nu awan pasahero ket mabalin agkape." (I drink coffee anytime that there are no passengers.)

Participant Foxtrot: "Agkape ak nu makaturturog ak." (I take coffee break if I feel sleepy.)

The drivers indicate that taking breaks is often a mixture of proactive and situational behavior. Alpha and Bravo both also discuss with each the significance of eating both before, and during breaks, with Bravo pointing out how one needed to take a packed meal with them as restaurants were closed on the night shift. This practice mirrors findings by Knutsson (2021) where meal preparation is cited as an important adaptive strategy to shift workers' lack of access to food during nondaytime hours. Charlie, Delta, Echo and Foxtrot highlight the coffee break to be an essential part of their patterns, especially when there are no passengers or when they are feeling sleepy. The stimulating effect of caffeine to uphold alertness has been well-established in studies among night shift workers and has been shown to also result in decreased fatigue and enhanced cognitive performance (Smith *et al.*, 2022).

Such break routines do not only promote physical well-being,

but also act in favor of safety and operation efficiency. If a driver would like to rest some when demand is low, it will not affect operational level, and the drive can continue to maximize his time. Furthermore, the tactical response against sleepiness when using coffee is also important because of the increased accident risk due to fatigue while driving at night (Folkard & Tucker, 2020). Collectively, these adaptive behaviors stress the relevance of self-care strategies to cope with the specific constraints of night taxi driving, which in turn favor the long term vigilance and safe driving practices.

Subtheme 3: Social Interactions and Perceptions

The job is a mix of social experiences, from a fun ride with a good group of passengers to a memorable emergency. Their own what the public think attitude is not clearly defined but inclines towards the positive and the indifferent, and especially towards the honest, the patient, and the hardworking.

Participant Alpha: "Han malipatan nga experience dagitoy emergency kasla disgrasya ken stroke nga itaray ospital." (My unforgettable experience was during emergency like accidents and stroke passengers that needs to be rushed to the hospital.)

Participant Bravo: "No agkikinanyaw dyay pasahero ko ken nu makibagay da met piman." (Even if the passengers are joking with one other, they still try to get along with us.)

Participant Charlie: "Awan met maibagak nu paggep pangakita tattao kenyan." (I have no comment with how people perceive us.)

Participant Delta: "Ok naman yung tingin nila sa amin." (I think how the people see us is just Ok.)

Participant Echo: "Mayat met kaaduan kanu ket honest ti taxi drivers." (I think how people see us is good. Most are honest taxi drivers.)

Participant Foxtrot: "Ti ibagbaga ti tattao ket nagaget da ken naanus ti taxi drivers." (People see taxi drivers as kind, patient and industrious)

Remarks of participants illustrate a wide variety of social encounters of drivers, with special emphasis on empathy and solidarity in emergency situations. Alpha's tale of zipping passengers in medical crises (from accidents to strokes) to the hospital underscores the critical, and tender, part drivers frequently serve beyond the pure service of taking people places. All of this in a proof point that not only does driving have a sense of urgency and responsibility that falls entirely on the shoulders of the driver, but also that at the same time these types of situations can scar their view of what they are doing. They do however; there is a more humorous and upbeat social side as Bravo has noticed passengers joking and chatting up the drivers, this is also showing that, despite their short relationship, mutual respect and friendship can be built even though in small doses.

In terms of public perceptions, overall, the comments are positive or neutral towards drivers. Charlie doesn't care what people think of them, but others such as Delta, Echo, and Foxtrot have a lot to boast of. Echo's focus on truthfully, and Foxtrot's characterization of drivers as kind, patient, and hardworking illustrate these shared societal values that likely help to preserve partners' trust and goodwill among



passengers. Such perceptions are critical in that they affect the motivation and job satisfaction of drivers. Taken together, the findings indicate that drivers are part of a complex social world in which moments of crisis and daily encounters combine to influence the drivers' own experiences, as well as the public perception of their work.

Theme 3: Challenges and Difficulties Experiences by Night Taxi Drivers

There are many challenges for night taxi drivers, including safety concerns, problematic passenger behaviors, health and fatigue issues, as well as issues to do with running and financial matters. The situation is compounded by poor infrastructure; few means of communication and the stress of working at night. Drivers employ coping mechanisms including steering clear of long jobs, the latest technology like dashcams, as well as health management with vitamins and taking a rest. Yet despite these measures, the difficulties pose a threat to their safety, security and financial stability.

Subtheme 1: Safety and Security Challenges

Safety issues are top concerns for night-time taxi drivers, as the risks from darkness, faulty road signals and the probability of violent passengers or drunk drivers using the taxi, are larger. These risks can be intensified by the lack of communication tools like radios, and it is up to the drivers to remain alert to hazards. To protect themselves from these dangers, some drivers take preventive steps such as installed dashcams and using communication tool to call for help in case of emergency. These hazards illustrate the difficult safety landscape that night taxi drivers negotiate to keep themselves and their passengers safe.

Participant Alpha: "Dakami nga awan radyo nak et kanayun nga alerto." ("In terms of safety, we must be alert at all times specially for us with no radio.")

Participant Alpha: "Ti maysa concern ko ket nu night shift ket naka-off dyay traffic light ken nu ti masabat mu nga nakainum nga driver." ("One of my concerns during night shift is the traffic lights being off and drunk drivers.")

Participant Bravo: "Para ti safety, nagpa install ak ti dashcam." ("For safety, I had a dashcam installed.")

Participant Charlie: "Nu safety ket, adda met kitdi daytoy radio nga isu ususaren mi mangtawag kakadwa to adda emergency." ("In terms of safety, we have radios that we use to call one another in case or emergency.")

Participant Delta: "Para safe, kailangan alerto lagi." ("To be safe, we must always stay alert.")

Participant Foxtrot: "Precaution kanayun karkaro nu kasla alanganin pasahero." ("Precaution always specially if the passenger seems questionable.")

Participant Foxtrot: "Narigat rabii han unay makita ti kalsada." ("It is difficult to drive during the night because it is dark making it hard to see.")

The responses of the participants indicate several dimensions of safety and security problems from night taxi work. Alpha and Delta note the need for vigilance at all times, and particularly in the absence of radios and the nonoperational state of traffic lights can lead to accidents. The additional risk of encountering

drunk drivers with road condition issues similar to impaired driving and road condition problems in the literature emphasizes the increased threat of driving at night (Kadoya *et al.*, 2021). Charlie's reference to radios for emergency communication demonstrates the importance of peer support and real-time intervention for driver safety.

Moreover, Bravo installs a dashcam in advance, using a technological way to keep security, and evidence in disputes or accident cases, and also in a sense a potential deterrent to the crime. Foxtrot's hesitance around suspicious riders and struggles to see the road at low light also point out that vulnerabilities on the road at night can take many forms. Research by Lee *et al.* (2020) echoes these concerns, highlighting that risks and factors such as: impaired visibility and passengers – related threats can add to stress and vulnerability for nighttime drivers. Cumulatively, these responses and findings underscore the need for both through behavioral vigilance and technological interventions as means to enhance the safety and security of night taxi work.

Subtheme 2: Passenger-related Challenges

Passenger issues are another facet of night taxi driving, including pick-ups and heightened levels of disruptive passengers. These interactions could be as overseeing disruptive behavior, or dealing with drunk passengers off the rails. Highway drivers often depend on patience and humility as well as verbal strategies to defuse conflicts and stay safe. Having a grasp on these challenges is vital to understanding the social dynamics and emotional labor of night-time work in the taxi trade.

Participant Alpha: "Nu nabartek, sabayak lang isuda. Kais-storyak lang isuda." ("If they are drunk, I just converse with them.")

Participant Bravo: "Tapos ijay Lakandula ta agugulo da no mabartek da." ("In the Lakandula areas, there are often fights among the drunk people.")

Participant Bravo: "Nu dagitoy narigat nga pasahero ket pakumbaba ken pasensya lang talaga." ("For difficult passengers, just be humble and truly patient.")

Participant Charlie: "Nu met pasaway ti pasahero ket kasaok lang isuda. Sabayan lang isuda." ("If the passenger is difficult, I just talk to them or just go with the flow of their conversations.")

Participant Delta: "Sa mga pasaway na pasahero, sumasabay ako sa kwento nila." ("For difficult passengers, I just get along with them.")

Participant Echo: "Han ko malipatan karu dyay nabartek nga problemado." ("I cannot forget my experience with passengers who are drunk and problematic.")

Participant Foxtrot: "Dagidyay nabartek ket sabayak lang nu enya ibaga da." ("For drunk drivers, I just go along with them.")

The participant's report constantly emphasized drunk passengers as a common challenge they encounter when on night shift. Alpha, Bravo, Echo, and Foxtrot share stories of drunk passengers, remarking that one never knows when they will become rowdy, with the possibility of fighting around Lakandula. These findings are also consistent with evidence that passenger-initiated alcohol behaviour on board



contributes to the likelihood of conflict and safety incidents in night transport services (Murray & Dhanani, 2020). Some of Drivers' coping strategies include talking to and giving in to others, as well as having to maintain cool and be patient so as to not to provoke people, demonstrating the emotional labor of dealing with problem passengers (Smith & Johnson, 2023).

What is even more, the replies repeatedly emphasize coolness and patience as virtues in dealing with difficult passengers. Bravo, Charlie, and Delta cite "going with the flow" or "getting along" with difficult passengers as a pragmatic response to keep peace and reduce conflict. This approach is also consistent with research regarding customer support work in high stress environments, where empathy and adaptive communication can minimize conflict and enhance the outcome of service experiences (Lee *et al.*, 2021). In general, passenger related risks in night shift require not only driving capacity but also social skills and control over emotions for taxi drivers.

Subtheme 3: Health and Fatigue Challenges

Health and fatigue risks are important issues for night taxi drivers, for whom broken sleep and long working hours are common. Drivers use different strategies to help them stay awake and focused on the road, like vitamins, hydration, coffee, and exercise to fight fatigue. Others also use social and recreational activities to help them relax and feel refreshed. Moreover, having health insurances (e.g., PhilHealth and SSS) may also serve as a back up to address health issues suggesting that physical needs in night driving are also interplaying through personal and structural support.

Participant Alpha: "Para ti puyat ken bannog, adda met ti Vitamins ko ken mangan nga usto." ("As for fatigue and lack of sleep, I take Vitamins and eat right and enough foods.")

Participant Bravo: "Para ti puyat ken bannog, inum ti 1 liter of danum ket agkape met lang." ("For fatigue and lack of sleep, I drink 1 liter of water and drink coffee as well.")

Participant Charlie: "Nu para bannog ket aginumak ti alak ket agexercise ak." ("For fatigue, I drink alcohol and exercise.")

Participant Delta: "Sa pagod at tulog, kung minsan umiinom ako ng vitamins." ("For fatigue and lack of sleep, I sometimes take vitamins.")

Participant Foxtrot: "Nu ti bannug ken puyat ket dagitoy alaga nga isu "past time" ken nu maminsan ket arak." ("For fatigue and sleeplessness, I have domestic animals at home to take care of as my past time. Sometimes, I drink alcohol as well.")

Participant Alpha, Bravo, Charlie, Delta, Foxtrot: "Adda Philhealth ko." / "Adda Philhealth ken SSS ko." / "Philhealth lang adda kenyak." / "Philhealth meron lang ako." ("I have Philhealth and/or SSS.")

Participant responses highlight how night time taxi drivers use various techniques to cope with fatigue and health issues. Alpha, Bravo and Delta all mention nutrition, hydration and vitamin replacements are central to the control of their fatigue. Bravo *et al.*'s reference to consumption of water and coffee is consistent with previous findings that keeping hydrated and caffeine intake is beneficial in enhancing alertness when working at night (Kadoya *et al.*, 2021). Charlie and Foxtrot included alcohol use and exercise as means of coping, an

approach that is somewhat broader, but alcohol as a strategy to deal with fatigue, in general, is not recommended because it can have negative consequences for quality of sleep and health (Smith *et al.*, 2022).

Health insurance programs (i.e., PhilHealth and SSS) reported to be accessed by all respondents, pointed to the value of institutional mechanisms in promoting the welfare of drivers. Such benefits may increase the ability to obtain health care and engage in preventive health, which is important because night work has been associated with increased health risks. Reports from Johnson and Lee (2021) highlight that health insurance and organized workplace health initiatives are critical to counteracting some of the deleterious impacts of shift work including chronic fatigue and health-related problems. Altogether, personal health practices and social health protection constitute a comprehensive strategy for addressing the challenging health issues confronting with night taxi drivers.

Subtheme 4: Route Challenges

Night taxi drivers often face severe routing difficulties that lead to an unpleasant driving experience and a low service quality. These issues typically arise where passengers ask drivers to travel to a small, dilapidated or unlit road where it is very difficult to drive, particularly at night. Drivers have to deal with potholes, tight turning spaces, steep inclines and winding tracks, all of which require increased attention and adaptability. Such challenges not only add pressure physically and psychologically on the drivers but are also doubttable in security and efficiency of night taxi operations.

Participant Alpha: "Nu pasaheros, adda dyay iturong da ka ngem nalipit ken lubak kalsada." ("Some passengers lead me to very narrow road with potholes.")

Participant Bravo: "Daduma nga pasahero adadayo pay dyay isursuro da ket nalipit problema pagbweltaan." ("Some passengers are pointing to destinations with narrow roads and not enough space to turn around.")

Participant Charlie: "Wen adda dagiti pasaheros nga ipapilit da nga nalawa ti pagbweltaan jay papanan da ngem haan gayam." ("There are passengers who lie telling us that their area have enough space to turn around.")

Participant Delta: "Yung tinuturo na daan dun din ako natutu, yung ibang kalsada lubak-lubak." ("I learn the roads from the passenger's directions. However, the roads are bumpy and uneven.")

Participant Delta: "Yung daan, paakayat at liko-liko." ("The roads are often uphill and full of curves.")

Participant Foxtrot: "Ada dyay agiturong paganaan ket nalipit awan pay silaw na." ("There are passengers who direct us to very narrow roads that does not even have lights.")

The participants' replies highlight a set of similar issues that night taxi drivers face, concerning the state of the roads and passenger instructions. Alpha and Bravo mentioned single-track roads with potholes and little room for maneuver, which could distract drivers and emphasize the likelihood of crashes. These were consistent with Zhang and wang (2021) research in which the authors found that poor road infrastructure and limitation in maneuvers space was a significant predictor of



driver stress and operation safety at night. Also, Charlie and Foxtrot have their work cut out for them when passengers give false or misrepresented reports of road conditions, leaving the drivers to determine for themselves how best to steer around them.

Further, Delta's snarky remarks about bumpy, uneven roads and winding uphill paths highlight the physical toll drivers take to keep the car in control and the passengers comfortable. Road features like these require more effort and can contribute to overall fatigue, and this is borne out by research into the risks associated with night driving (Lee *et al.*, 2020). The problems are further aggravated by insufficient street light coverage, as claimed by Foxtrot, which lead to low visibility and accident-prone environment (Kumar & Singh, 2019). Together, these issues address the needs for upgrading urban road infrastructure and better navigational assisting to increase safeness and service level during night-time taxi operation.

Subtheme 5: Boundary Payment

Boundary payments are a very important financial factor to night-taxi drivers in the decision on daily income and operational attitude. These payments, which are commonly referred to as compulsory payments or a share of revenues paid to taxi associations, operators and boundary holders, are determined by ownership status and contingent circumstances. There are taxi drivers who are owners of their taxis and are not required to make payment but others have to sacrifice a certain amount of their earnings. Dynamic financial landscape is a result of variable demand for taxis: influenced by weather and special occasions, and it hampers the potential of the drivers to generate consistently sum of money for bond payment.

Participant Alpha: "Para ijay boundary, I-alak dyay bingay ko." ("As for the boundary, I just get what is proportionate to it.")

Participant Bravo: "Bagik dyay taxi sunga awn ti boundary." ("I own the taxi so I do not need to pay for boundary.")

Participant Charlie: "Nu para boundary met ket ibawas ko bingay ko." ("For boundary, I deduct my share.")

Participant Delta: "Kinukuha ko sa kita para makumpleto ko yung boundary." ("I get from the earnings the payment for the boundary.")

Participant Delta: "Kung minsan matumal, kung may celebration medyo bawi." ("There are times that it is slow but during celebration, we are able to recoup.")

Participant Foxtrot: "Nakapsut nu pinagtutudo, Makabawi met nu holiday." ("It is slow during the rainy days then we recoup during the holidays.")

The responses of the participants demonstrate the different techniques of boundary negotiation that taxi drivers employ. Alpha and Charlie refer to proportionate deduction from their earnings for boundary fees, indicating the general drivers do lemma between work and compulsory paring. Delta and Foxtrot (in their own words) share the effect of external conditions, like weather and holidays, on their revenue stream; they mention that a period of downtime on a rainy day or off-season can be tough going, whereas festivities and vacations should be a chance to make up for the deficits. This cyclical income pattern is also consistent with findings by Hernandez and Lee (2022)

that the amounts of informal fees in taxi driving are affected by demand cycles, consequently impacting the financial stability and stress of drivers.

By contrast, Bravo's declaration that he owns and operates a taxi and therefore does not have to pay boundary fees serves to underscore the financial benefit of ownership which can make it more profitable, and less reliant on third-party payments. Nevertheless, ownership has additional costs and burdens of responsibilities, as Kim and Park (2021) pointed out that although ownership may enhance net income, drivers are also in charge of the handling of the maintenance, licensing, and other operational costs. Collectively, boundary payments constitute a financially complex boundary for night taxi drivers, subject to access ownership, market forces and external factors, which require supportive financial tactics to maintain a livelihood.

Theme 4: Personal and Happy Life

The night taxi drivers are in a maze where part of their job meets with their lives as persons and with their families. Their night work may involve the concessions made to their lifestyle with lack of sleep and minor involvement in family gatherings. Despite these difficulties, many drivers balance the need to support their families during rest days while receiving forgiveness from their families, although many still worried about safety and health. Their capacity to reconcile work and family life is similarly shaped by financial responsibilities and ownership status.

Subtheme 1: Family Bonding and Time

Family togetherness, and bonding time constitute an important part of night taxi drivers' life, mainly concentrated during their official rest day. The nature of weird working hours of night shifts and long hours of service means that when drivers are not working, they want to spend time with their family. Drivers are likely to spend time with families, taking children to school, telling stories, going out when they could and eating at a restaurant. For these moments of connectivity offer emotional sustenance and equilibrium, giving drivers a way to work through the trying aspects of their night shifts and achieve a balanced work-life integration.

Participant Alpha: "Nu rest day ket dyay family ko met ti kadowak." ("During rest day, I am with my family.")

Participant Bravo: "Nu Sabado ken Dominggo met ketdi ket hannak pumasada ta kadowak pamilyak." ("I do not work during Saturday and Sunday to be with my family.")

Participant Charlie: "Makibonding ak annak ko nu itulod ko isuda ket agstorya ak isuda." ("I bond with my children when I bring them to school. I tell them stories along the way.")

Participant Delta: "Kung rest day, magkakasama kami lumalabas kung minsan." ("During rest day, we sometimes go out as a family.")

Participant Echo: "Nu rest day ijay kami agkakadwa. Kasla bonding." ("During rest day, we stay together as a family. It is like our bonding time.")

Participant Foxtrot: "Nu rest day ket kayat da rumwar ket apan kami mangan." ("During rest day, if my family wants to go out, we eat outside.")

The responses of the participants also stress the value of rest



days as family days. Alpha, Bravo, Delta, Echo, and Foxtrot refer to several things to do on rest days. It can mean resting at home altogether, going out, or having a meal together as a time to bond and relax. The reference to bonding with children on school runs in Charlie's is a reminder that even the most mundane of jobs can become a precious time in which to connect. These results are similar to those observed in shift workers, for whom the quality family time is vital for emotional well-being and for reducing the social isolation that employees working nonstandard- work hours often experience (Mirpuri *et al.*, 2021).

Additionally, with scheduled weekends and rest days specifically set aside for family time, night cabbies further enact intentional role balancing between work and family. The findings from Johnson and Lee (2021) may indicate that these work-life balance strategies are vital in order to decrease levels of stress and to improve life satisfaction among night shift workers. By nurturing family bonding in time away from work, drivers may recharge the emotional battery, reinforce family ties, and build resilience to the emotional and physical challenges of night driving. In this way, the time spent with family is identified as a key consideration in terms of night taxi drivers' adaptation and well-being.

Subtheme 2: Family Concerns and Safety

Family and safety are important concerns for night drivers of taxi set-ups, with the schedules of night shift drivers causing worries to family members. Though the families usually understand the need for earning more by working in nights, but they also prefer their family members to work in the day time, because they feel that night work is risky and develop health problems. Such a process demonstrates the dialectical relationship between economic demands and family concerns, illuminating the emotional and relational complexity through which night taxi drivers negotiate the demand of work and the expectation from family.

Participant Alpha: "Dyay daduma ok lang kenya night shift ngem ni baket ko ket madi na ta delikado kanu." ("For others, night shift duty is ok but my wife is against it because she believed that it is not safe.")

Participant Bravo: "Wen met maawatan met pamilyak nga night duty ak." ("My family can understand why I need to have duty at night.")

Participant Charlie: "Maawatan met pamilyak ngem kayat da koma ket day shift." ("My family can understand my work at night but they prefer that I take the day shift.")

Participant Delta: "Naiintidihan naman nila kung bakit night shift." ("My family can understand why I need to work during the night shift.")

Participant Echo: "Wen maawatan met pamilyak ta kailangan isu pay nga income." ("Yes. My family can understand because it is needed and still an additional income.")

Participant Foxtrot: "Maawatan met ketdi pamilyak nu apay agbyahe ak ti rabii." ("My family can understand why I take the night shift.")

Participant responses show a common acceptance among families in why drivers choose to work the night shift, for financial reasons, in particular. Charlie and Delta and Echo and

Foxtrot all reveal that their families understand the rationale behind night work and the value of such work as a contributor to the household income. But then Charlie tells us that his family likes day shifts, which implies a hidden concern for safety and health that the night shift has the reputation of not providing. This is consistent with literature where it is suggested that the families of night shift workers are concerned about the possibility of accidents and illnesses, fatigue, and social isolation of the night shift worker and what they do and its impact on family members (Burgel *et al.*, 2024).

In addition, this mutual understanding between families, although comforting, does not ease the emotional burden for drivers who feel guilty about having to work while balancing their responsibilities to their close ones. Such research on night shift workers have underlined that family support is important for dealing with stress related to irregular working hours, but continuously feeling unsafe and having safety concerns also increased psychological stress levels of work and reduced the perception of job fulfillment (Kadoya *et al.*, 2021). Consequently, resolution of family issues through safety enhancements and communication may reduce tension and create a more supportive climate for night taxi drivers and their families.

Subtheme 3: Health Sacrifices

Sacrifice of health is a major result of night taxi driving, with drivers sacrificing the most vital part of their health, especially sleep, as a result of overnight work. And it is not just physical health; its social engagement and family engagement too. The loss of social life (inability to socialize with family members and participate in non-work activities) demonstrates the more general effect of night shifts on drivers' quality of life, and the personal cost of maintaining a livelihood through night driving.

Participant Bravo: "Sakripisyo talaga ti turog ta mapiltian ka agpuyat." ("The most I sacrifice is sleep because you work at night.")

Participant Foxtrot: "Nu maminsan ket hanak ag-attend occasion gapu ti puyat." ("I cannot attend occasions sometimes due to sleeplessness.")

Participant Alpha: "Nu night shift ka, marigatan ka agattend ti canyao, kasar, burial kajay." ("If work night shift, it limits your ability to attend family gatherings such as Canyao, weddings and burial, etc.")

Participant Charlie: "Marigatan ak maka-attend kasar ken nu adda natayan." ("I have difficulty attending weddings, burials, and wake.")

Participant Echo: "Han ak unayen ti Basketball ken haan ko kanayun makadwa anak ko." ("I am no longer able to play basketball that much and I cannot always accompany my children.")

The answers from the participants unanimously emphasize that sleep loss is the main health concession experienced by night taxi drivers. Bravo's comment about losing sleep because of night work is exactly right and, and Foxtrot's Alpha's following comments highlight the kinds of sacrifice they have to make in terms of sacrificing time with family and friends, even at something as unconventional as weddings and the such. These results are in line with previous studies, which stress the importance of promoting sleep among night shift workers and



the associations between sleep problems and their physical health and social isolation (Kadoya *et al.*, 2021). It is all about feeling the desire for being socially isolated and the inability to maintain the social role increases loneliness or stress that finally affects psyche.

Further, Echo's comment about being less physically active and spending less time with children is indicative of the more general trade-offs that come with being a night driver. Less physical activity and less family interaction present long-term health dangers and worsen family relationships that only add to the problems of night taxi drivers. These observations are also supported by research from Johnson and Lee (2021) that suggested working night shifts were likely to affect work-life integration and well-being. Night taxi drivers reported that to mitigate negative impacts on family relationships and on their own health they needed to work safely and securely, share their worries about working, and be supported.

Theme 5: Perceptions and Future of Taxi Drivers

Night taxi drivers perceived that their work is difficult and demanding and wanted the public to understand and recognize the fact that they are working under harsh conditions. Some express the desire to get a better job, to get on in life and recover their personal health, say by giving up heavy drinking or controlling fatigue. Safety continues to be prioritized, advice to take caution, and infrastructure to be enhanced. Tourism's impact is perceived positively and enhances their work experience. While a few resign themselves to the grim reality, others chart migration or upward mobility to foreign shores, signifying a forward-looking world view of progress and security.

Subtheme 1: Public Awareness and Recognition

There is no attention in the general public and among politicians for the night-taxi driver, despite the fact that the work largely is characterized by very hard-working conditions. Drivers want more empathy from the public about the physical and emotional toll of: -Feeling tired -The lack of good sleep -the dangers of the job -what it is like to navigate nightshifts. This subtheme emphasizes the contrast between drivers' lived experiences and perceptions from the more general public and highlights the importance for greater empathy and recognition of drivers' role for urban mobility at nightscape.

Participant Alpha: "Kayat ko maamuan tattao rigat ti night taxi drivers." ("I wish other people to know how hard it for us night taxi drivers.")

Participant Bravo: "Maawatan kuma tattao nga narigat met lang ti agpasada ti taxi." ("I hope people will also understand that driving a taxi is also difficult.")

Participant Charlie: "Jay safety kuma maamuwan tattao tapnu ammu da ti kasanu ti agtaxi driver." ("I want the people to understand safety so they can understand how to night taxi drivers are.")

Participant Delta: "Sana alam din mga tao yung pagod at puyat." ("I wish that people will also know that it is tiring and it deprives sleep.")

Responses of participants suggest the common desire of the night taxi drivers for the public to have a clearer understanding

of the challenges of their job. Alpha and Bravo, both express the importance of the public acknowledging the intense training and difficult environment of the late-night taxi driver; and Delta focuses the reader on the fatigue and disorientation of the taxi drivers who face the public during these times of day. This need for comprehension is consistent with previous studies demonstrating that night taxicab drivers often perceive themselves to be unappreciated and misunderstood, resulting in increased level of stress and lower job satisfaction (Mirpuri *et al.*, 2020). Educating the public about the physical and mental challenges of driving at night may help improve respect and support for these workers.

Also, Charlie emphasizes that safety awareness is a cool aspect of public recognition. Knowledge of safety risks encountered by night drivers may enable more responsible passenger behavior and community solidarity, and safer workplace environment (Kadoya *et al.*, 2021). Improved public awareness on what night taxi driving really is not only benefits the driver, but also the quality of the service and the safety of urban transport. For this reason, sowing the seeds that bridge the discrepancy of driver experience and public perception is fundamental for engendering a new culture of night taxi driving.

Subtheme 2: Personal Improvement and Well-being

Personal development and health are a matter of paramount importance for night taxi drivers, who experience specific physical and psychological problems, related with the overnight work. Desired not to regard a heavy drinker want to get rid of the habits of patience, improve the quality of sleep, ease the night shift to the pressure. These reflections emphasize self-care, resilience and the need for realistic expectations to maintain health and job performance in the difficult work environment of night taxi driving.

Participant Alpha: "Kayat ko mabaliwan dyay bartek ta isu maysa nga gumastos ak." ("I wish to change my heavy drinking because I seem to spend some money on it.")

Participant Bravo: "Atiddog nga pasensya ken anus para ti kayat na agrabaho ti rabii." ("For those who want this job, you need to have very long patience.")

Participant Charlie: "Kayat ko nalaka makaturug tapnu kuma diretso turog ko ti aldaw." ("I want to be able to sleep easily so I can sleep straight during the day.")

Participant Echo: "Para ijay hana kayat ti puyat, night shift driver ket haan nga para kanyam." ("To those who cannot tolerate being awake at night. This is not the job for you.")

Participant Foxtrot: "Narigat ti night shift." ("It is difficult to take the night shift.")

The answers from participants highlight the challenge of the personal health care of the self in the night shifts. Alpha's goal to limit heavy drinking suggests a recognition of some of the financial and health costs associated with other coping behaviors. Bravo's focus on patience and perseverance also speaks to the psychological fortitude needed to handle the strain of night work. Echo and Foxtrot's comments are indicative of the hard work of night shifts and the need to tolerate being awake. These findings are consistent with the research showing that night shift workers need to establish adaptable methods and self-control to counter the consequences of irregular working



hours on mental and physical health (Kadoya *et al.*, 2021). Charlie also longs for better daytime sleep, reflecting a common challenge faced by night workers in terms of obtaining quality sleep that is conducive to good health and safety. Bad and disrupted sleep have been widely recognized as a challenge for night shift workers who are often subject to sleepiness and impaired cognitive performance (Burgel *et al.*, 2024). Tackling such issues through personal development initiatives and supportive interventions will improve drivers' quality of life and the sustainability of the job. Fundamentally, promoting well-being is integral to supporting night taxi drivers in reconciling the demands of work with health and life balance.

Subtheme 3: Career Aspirations and Transition

Career aspiration and transition are key concerns for night taxi drivers in that many drivers regard their current occupation as a temporary job or a means to another job. A large number of drivers have expressed aspirations to get better or higher-paying jobs, go to school for a trade, become taxi drivers or work overseas. Such aspirations seem to reflect a future-oriented perspective seeking to advance their economic position and working conditions, which points out the dynamism of their career trajectories given the challenges regarding night driving.

Participant Alpha: "Makabiruk ak kuma maymayat nga trabahok." ("I wish to find a better job.")

Participant Charlie: "Haan ko plano agbayag. Agbiruk ak sabali nga trabaho. I-apply ko jay nalpas ko nga vocational course (mechanic) ijay abroad." ("It is not my plan to have this work for a long time. I want to look for work where I can apply my vocational course (mechanic) abroad.")

Participant Delta: "Siguro sa susunod na 4-8 years operator na kami ng misis ko." ("Hopefully in the next 4-8 years, me and my wife will become operators.")

Participant Echo: "Han ko balak nga kastoy ingingana, sapay kuma ta jay application mi ket ma aproban. Dyay Visa." ("I do not plan to be like this for a very long time. I hope that our application for visa will be granted.")

Participant Foxtrot: "Isardeng ko agmaneho ti night shift nu makabiruk ak ti kasukat ko." ("I plan to stop once there will be another driver to take the night shift.")

There is a consistent message from participants that they would like to leave night driving and have better jobs and opportunities for their career. Alpha and Echo express their wishes for better jobs and work abroad, with Echo explicitly citing visas to change as a use his skills to go abroad show how skills development can help promote career mobility and escape the uncertainties of night taxi work. These dreams correspond to findings that night shift employees consider their jobs as transitional, and are likely to actively search for another job to get a new future (Mirpuri *et al.*, 2021).

Moreover, Delta and Foxtrot reveal that changes are coming in the taxi industry even for them, with Delta hoping to become an operator with his wife and Foxtrot looking to give up night driving once a replacement can be trained. Indeed, such inside-life career mobility is an adaptive response to seeking better work conditions and income security. There is evidence from study on occupational mobility among taxi drivers that transitioning into ownership or managerial positions can

contribute to increased income and life satisfaction (Burgel *et al.*, 2024). On the whole, these career preferences and transitions highlight the significance of support structures and opportunities that offer night taxi drivers upward mobility and a career that is self-sustaining.

Subtheme 4: Safety Awareness and Advice

Safety awareness and advice are also important topics of the night taxi drivers, demonstrating that they are aware of the particular risks of night work. They stress the need to be perpetually alert and keep to traffic laws, as well as improvements to infrastructure like functioning traffic lights to make the streets safer. Other key practices include patience and vigilance, especially for speed limits. These findings highlight the commitment of drivers to co-create with others the conditions for safer work among themselves and their colleagues on night shifts.

Participant Alpha: "Ag-aanad kuma kanayun nga kakadwa nga taxi drivers." ("My advice for my fellow night taxi drivers is to always observe safety.")

Participant Charlie: "I on da kuma ti amin nga traffic lights ti rabii." ("I suggest that they put on the traffic lights at night.")

Participant Delta: "Sana hindi ako mag over speeding lalo na at 20-30 kph dito." ("I wish I will not go over speeding specially that 20-30kph is being implemented.")

Participant Echo: "Inanusan lang dumteng to inyaman ti plano." ("My advice is to be patient. Your plan will materials when it is time.")

Participant Foxtrot: "Basta panunuten kanayun ti safety." ("Always think of safety.")

The comments in aggregate by participants emphasizes the importance of increased safety awareness of night taxi drivers. The frequent reminders from Alpha and Foxtrot to "always go for safety first" and "always do safety" show a mutual recognition that constant attention was necessary to minimize the risks of driving at night. Charlie's idea of checking on whether the traffic lights were functioning at night highlights just one of the many infrastructural aspects that potentially have a large bearing on road safety, also consistent with other literature that found poor illuminations as well as signals that do not work contribute significantly to nighttime accidents (Johnson & Lee, 2021). Delta's initiative to ensure that they did not exceed the approved speed, takes into account how drivers have clocked regulations which aimed at reducing accidents, more so as well as made the driver pay more attention to safety. By advising practice in patience, Echo adds a psychological dimension to the otherwise practical suggestions on ensuring the safety of driving at night. Patience may decrease hazardous habits, including aggressive driving, and help the drivers in managing fatigue and stress, which are stimulated in night shifts (Knutsson, 2021). Cumulatively, these safety suggestions bring to attention the fact that a comprehensive approach, which involves behavioral control, regulations and infrastructural provisions, will promote safety and well-being of night taxi drivers. Such knowledge and advises by the drivers in the community are useful in promoting safety in night-time taxi operations.



5. CONCLUSION

By examining the lives of night taxi drivers, a complex mix of reasons, patterns, difficulties and hopes is revealed. Generally, people become drivers of this profession because they get limited job opportunities during the day, better environment at night in terms of less traffic and more number of passengers, family responsibility due to which they are bound to work in day and the factor is earning potential. But their rides are defined by the cast of characters who ride, the tight windows for a break, ranging interactions with people and real fears about safety. This really does underscore the urgency for better infrastructure, better safety provisions, more awareness of the distinct hardships that these essential workers confront.

This is a workforce, what we observe globally, that is very resilient, that's very good at adjusting to adverse conditions. Drivers have their methods of coping, from planning meals consciously, to taking timely coffee breaks, to using safety tools like dash cameras proactively. They face every kind of passenger, from pleasant interactions to difficult encounters with drunken individuals. Although many drivers seek improved working conditions, better pay and opportunities to change careers, they also have a powerful sense of community and understand both the risks and rewards of their work. Attending to health and safety of night taxi drivers is important for drivers' welfare, as well as the quality of urban transportation.

Finally, this study of drivers of night taxi cars has relevance in terms of pointed policy measures as well as social support. Further research needs to be dedicated in finding concrete vehicles to address these problems, a road to making roads better, safer, and more appreciated by the general public that they benefit from. And discovering new ways to make it work more efficiently so they can lead healthier lives, and make progress in their careers, is vital to creating a more equitable and sustainable system of urban transportation.

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