"The impact of taxi drivers' characteristics on the propensity to do business: Case study from a sharing economy"

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THE IMPACT OF TAXI DRIVERS' CHARACTERISTICS ON THE PROPENSITY TO DO BUSINESS: CASE STUDY FROM A SHARING ECONOMY

Abstract

This paper aims to quantify the impact of selected demographic, financial, and economic factors on the propensity to do business in the taxi sector of the sharing economy. The sample comprised 375 taxi drivers from the Czech Republic and Slovak Republic. Data were collected using the query method via a questionnaire in April 2022. The structure of the respondents is divided into shared taxi service providers (N = 294) and traditional taxi service providers (N = 69). The study selected 14 factors: demographic (4), financial (7), and economic (3). The SEM approach was applied to evaluate the hypotheses. Shared taxi providers have a stronger propensity to do business than traditional taxi drivers. Demographic characteristics of a traditional taxi driver are the most significant factors with a strong influence on the propensity to do business ($\beta S = 0.525 > \beta T = 0.425$). On the other hand, the financial and economic characteristics of shared taxi drivers strongly influence the propensity to do business ($\beta T = 0.565 > \beta S = 0.212$). The characteristics of the enterprise are on the verge of significance in relation to the tendency to do business with shared taxi drivers, as opposed to traditional taxi drivers. For traditional taxi drivers, there is a strong influence of the characteristics of the enterprise on the propensity to do business ($\beta T = 0.476 > \beta S = 0.026$). This study contributes to understanding how participating in sharing economy may stimulate the propensity to do business.

Keywords	shared taxi, traditional taxi drivers, ridesharing, tendency to do business, SEM, sharing economy, circular economy, taxi sector
JEL Classification	D16, L20, M30, R40

INTRODUCTION

The term "sharing economy" (also known as collaborative economy, collaborative consumption, or gig economy) and many similar terms refer to similar concepts and patterns of behavior that revolve around the provision, sharing, giving, and receiving products and services among individuals, often through various online platforms, rather than traditional purchasing from business and institutions (Perkumiené et al., 2021).

Sharing is a form of social exchange that is either free or limited in cost (Ključnikov et al., 2018; Eckhardt & Bardhi, 2015; Pu et al., 2021). Information technologies have brought many innovations to the realm of digital sharing. The sharing economy, which arises from peer-to-peer lending, exchanging, and gifting among individuals, represents a new economic-technological phenomenon that enables access to ownership (Hamari et al., 2016), with a key aspect being the sharing of individuals' private assets (Bencsik et al., 2019). Peer-to-peer activities allow the online purchase and sale of goods and services through in-

formation technologies and online platforms, facilitating shared utilization or consumption of resources (Cheng et al., 2018; Edward et al., 2023).

The growth of business platforms in the sharing economy is driven by the internet and mobile technologies, rapid advancements in analytics, artificial intelligence, big data, and shifting consumer preferences and patterns. Business models based on shared economy platforms often facilitate direct interactions and transactions between individuals in unprecedented ways (Caldieraro et al., 2018).

Ridesharing, as a form of the sharing economy, brings significant benefits and impacts to the economy and society (Ngo, 2015). This new form of transportation and service provision fundamentally changes the traditional model of taxi services.

Firstly, ridesharing enables more efficient utilization of available resources such as vehicles and drivers (Schwieterman & Smith, 2018; Van et al., 2022). Through ridesharing platforms, individuals can simultaneously use their vehicles and share their journeys with other passengers, reducing transportation costs and helping alleviate traffic congestion in urban areas (Etminani-Ghasrodashti & Hamidi, 2019). It also provides new opportunities for entrepreneurship and income generation (Chen et al., 2017). Individuals who own a vehicle can leverage ridesharing platforms to provide services to other passengers and earn additional income. This model offers flexibility and the ability to work at one's own pace, which appeals to many people (Cramer & Krueger, 2016).

Although the ridesharing economy is expected to grow significantly in the coming years, research on the theme is in its infancy and heavily reliant on various contradictory theories and concepts. At the same time, there is a lack of more profound research into the entrepreneurial prerequisites of ridesharing providers.

1. LITERATURE REVIEW AND HYPOTHESES

Entrepreneurship is gaining attention on a global level because it contributes to streamlining resource utilization and addresses the issue of unemployment. The growing numbers of start-ups and emerging businesses demonstrate economic growth (Jonek-Kowalska & Wolniak, 2021; Devkota et al., 2022). Current research increasingly focuses on factors determining individual entrepreneurial behavior (Fiernaningsih et al., 2023).

The initiation of entrepreneurship is often triggered by two main motivational factors: either the individual is pushed by immediate necessity or pulled by market opportunities (Fairlie & Fossen, 2018). In this case, the business has often been developed in its innovative, sophisticated forms (Bilan et al., 2017; Oliinyk et al., 2023). While opportunity-based entrepreneurship is associated with perceiving and exploiting opportunities, necessity-based entrepreneurship is related to factors such as poverty (Moradi et al., 2020), unemployment (Massar et al., 2020), and economic recession (González-Pernía et al., 2018).

There exists a consensus in available scientific studies regarding why people choose entrepreneurship. Entrepreneurs are presumed to be agents facing uncertainty and possessing a certain risk propensity. Regarding the relationship between risk propensity and entrepreneurship, research indicates that a higher willingness to take risks significantly and positively correlates with the likelihood of engaging in entrepreneurship (Selina, 2022).

The propensity to do business can be understood as the intention to start a new venture and choose an alternative career path instead of traditional employment (Ward et al., 2019; Yi, 2020). The propensity to do business is the best predictor for measuring entrepreneurial behavior (Ajzen & Sheikh, 2013). Previous research has found that individuals with a high level of entrepreneurial inclination positively and significantly affect future entrepreneurial behavior (Neneh, 2019). Also, awareness of circularity principles and circular

mindset significantly affect the development of sharing economy (Zhidebekkyzy et al., 2022).

Both personal and contextual factors influence the propensity to do business. Personal factors include entrepreneurial experiences, personality traits (Widagdo & Roz, 2022), skills, education (Lose, 2021), family background, cultural background, and gender (Fayolle & Liñán, 2014). Contextual factors encompass economic variables, such as the decline in the number of businesses, market change, and changes in government regulations, as well as social phenomena, including the COVID-19 pandemic.

General profiles of entrepreneurs often include optimism and other entrepreneurial characteristics, including self-confidence, high expectations, and willingness to take risks. Some empirical studies explore how these entrepreneurial characteristics influence specific entrepreneurial decisions in investments, the creation of new ventures, and achieving work-life balance (Campo & Luis, 2010). The latest international research studies on the propensity to do business predominantly focus on university students.

In their study on a sample of 804 university students in the Chinese Zhejiang province, Wu et al. (2022) present their interrelationships and factors influencing propensity to do business. The results demonstrated significant differences in the characteristics of propensity to do business based on gender, entrepreneurial experience, participation in entrepreneurial competitions, and involvement in self-employment within the family context. Additionally, entrepreneurial education was found to have a significant and positive relationship with entrepreneurial self-efficacy and propensity to do business. Entrepreneurial self-efficacy was strongly and positively associated with the propensity to do business.

Cater et al. (2022) focused on 353 university students studying business and entrepreneurship in the USA. Based on the premise that the propensity to do business has been identified as a clear predictor of future entrepreneurial behavior in previous research, they examined three widely recognized predictors of entrepreneurial inclination: risk-taking propensity, creativity, and locus of control. The

results indicated a strong and positive relationship between students' inclination for risk-taking and creativity, their propensity to do business, and intentions to start their own businesses. These findings align with previous research, which has consistently demonstrated that individuals with higher levels of creativity and risk-taking propensity have a greater inclination toward entrepreneurship than those with lower levels of risk-taking propensity and creativity.

The data in the research study by other authors (Shahzad et al., 2021) were collected from 416 business students from six universities in Pakistan's public and private sectors. These results showed that self-motivation, family support, peer influence, and institutional support positively and significantly influence the propensity to do business. The mediating role of entrepreneurial skills, risk-taking propensity, and innovativeness strengthens entrepreneurial intentions among young graduates. Shahzad et al. (2021) conducted a categorical analysis to explain the characteristics of individuals motivated to start their own start-ups. The results revealed a significant difference in the grouping variables related to gender and education. Similar gender differences in students' propensity to do business are also proved by Barrientos-Báez et al. (2022) and Rodríguez Loor and Muñoz-Fernández (2022). Further, the gender differences in perception of business perspectives caused by complex demographic factors lead to gender-related differences in business behavior (Apostol, 2022).

Motivating the general public to share their assets differs from inspiring entrepreneurs to start businesses in a traditional sense (Kim et al., 2020). Therefore, understanding the formation of entrepreneurial intention and inclination is fundamental in expanding knowledge about entrepreneurship in an innovative, sharing economy.

The sharing economy provides less demanding alternatives to traditional entrepreneurial ventures by allowing individuals to become self-employed. Additionally, the experience of working in the sharing economy could serve as a transitional step toward establishing a new independent business, acting as a catalyst for entrepreneurial aspirations (Barrios et al., 2022; Frenken & Schor, 2017).

The development of the sharing economy can stimulate microentrepreneurship (Zhang et al., 2019) by providing individuals with experiences in online income-generating activities on platforms, helping them overcome concerns related to risks. Conversely, online platforms can be perceived as entrepreneurial incubators shaping workers' identities and fostering their propensity to do business (Bellesia et al., 2019).

Based on all of the above, the aim of the paper is to quantify the impact of selected demographic, financial, and economic factors on the propensity to do business in the taxi sector of the shared economy. To achieve the objective of the study, the following statistical hypotheses were formulated:

H1_A: *Respondent demographic characteristics affect shared taxi drivers' propensity to do business in the taxi sector of the shared economy.*

H1_B: *Respondent demographic characteristics affect traditional taxi drivers' propensity to do business in the taxi sector of the shared economy.*

H2_A: *Business characteristics affect shared taxi drivers' propensity to do business in the taxi sector of the shared economy.*

H2_B: *Business characteristics affect traditional taxi drivers' propensity to do business in the taxi sector of the shared economy.*

H3_A: *Financial and economic characteristics affect shared taxi drivers' propensity to do business in the taxi sector of the shared economy.*

H3_B: *Financial and economic characteristics affect traditional taxi drivers' propensity to do business in the taxi sector of the shared economy.*

2. METHODOLOGY

The data collection occurred in the Czech Republic (CR) and the Slovak Republic (SR) business environment in April 2022. Data were collected using the query method via a questionnaire. A respondent engaged in gainful employment in the taxi sector of the shared economy completed the questionnaire. The selection of respondents was provided by the MNFORCE survey agency, which is an established service agency in the Visegrad Group countries (MNFORCE, n.d.). Random selection, as a statistical method, was applied by MNFORCE in the selection of respondents. The research methodology was identical in both countries studied. The survey agency, using its interviewers, surveyed attitudes from respondents in the form of face-to-face structured interviews while driving in a taxi.

The results of the analysis of the size of the sample files found it necessary to obtain at least 124/187 completed questionnaires in the business environment of the SR/CR. The total number of respondents was at least 311. The ranges of respondents' sample files were verified with the following parameters: error rate – 5%, confidence level – 99% (Fan et al., 1999).

The questionnaire consisted of 21 questions, both closed and open. The questionnaire consisted of:

1) demographic characteristics of the respondents (DCHR: gender, age, attained education, nationality);

2) enterprise characteristics (CHE: form of business, length of operation, place of business);

3) financial and economic characteristics of the respondents (FECHR; mileage per week, number of driving days per month, type of income, average gross monthly income, average net monthly income, average driving time), and

4) a question asking about shared economy platforms used.

The second part of the questionnaire contained questions about the tendency to do business and take business risks. The questions in the second part of the questionnaire were generated randomly. It also included a control question to verify the consistency of the respondent's attitudes to the questions in the questionnaire. The total number of questionnaires collected was 375 (100%). This

met the requirements for analyzing the size of respondents' sample files. Of the total number of questionnaires collected, 12 (3.3%) questionnaires were excluded from the empirical evaluation, and 363 (96.7%) were correctly completed questionnaires (N = 363). The most common reasons for excluding the questionnaire from the evaluation are incomplete questionnaires, inconsistent answers of the respondent to formulated questions, and meaninglessly filled-in questions (e.g., age – 105 years, etc.).

Statements about the inclination to do business (EI) include: "For me, being an entrepreneur means more advantages than disadvantages." Respondents had to answer the claim with one of the following answers (according to a Likert scale): I completely disagree with the statement (1), ..., I fully agree with the statement (5). Also, respondents' answers to selected characteristics of respondents were transformed into numerical values (see Table 1).

To evaluate the formulated hypotheses, the SEM statistical method was applied. Applying the SEM method to empirical data is the best option because it verifies and quantifies the magnitude of the influence among the selected factors. The maximum assurance method was used to estimate parameters in SEM models (FM_S shared taxi providers; FM_T – traditional taxi service providers).

The significance of SEM models was verified using the fit test summary (FTS) adapted from Fan et al. (1999) and Bentler (1990):

1) absolute fit indices: The minimum discrepancy (CMIN/DF; Threshold value (TV) < 5.0); P-value (TV < α); Goodness of Fit (GFI; TV > 0.95);

2) relative fit indices: Normed Fit Index (NFI; TV > 0.90); Incremental Fit Index (IFI; TV > 0.95); Tucker-Lewis Index (TLI; TV > 0.95);

3) non-centrality-based indices: Comparative Fit index (CFI; TV > 0.95); Root Mean Square Error of Approximation (RMSEA; TV > α);

4) Parsimonious fit indices: Parsimony CFI (PCFI; TV > 0.75); Parsimony NFI (PNFI; TV > 0.75).

The significance level (α) is 5%. Descriptive and factor analysis was performed in IBM SPSS Statistics 28. The visualization of the relationships between variables was done by IBM SPSS Amos 28 Graphics software.

The structure of the respondents is divided based on the main criterion of the study into shared taxi service providers (S; N = 294) and traditional taxi service providers (T; N = 69; see Table 1).

Table 1. Selected characteristics of shared and traditional taxi service providers

Source: Own data collection.

Respondent Demographic Characteristics (DCHR)					
Gender (DCHR1)			**Nationality (DCHR2)**		
Respondent	**S**	**T**	**Respondent**	**S**	**T**
Male (1)	226 (76.9)	53 (76.8)	Slovak (1)	112 (38.1)	26 (37.5)
Female (2)	68 (23.1)	16 (23.2)	Czech (2)	182 (61.9)	43 (62.5)
Age (DCHR3)			**Attained education (DCHR4)**		
Respondent	**S**	**T**	**Respondent**	**S**	**T**
Under 40 (1)	133 (45.2)	40 (58.0)	High school without a diploma (1)	112 (38.1)	31 (44.9)
40–50 (2)	98 (33.3)	15 (21.7)	High school with diploma (2)	118 (40.1)	27 (39.1)
50 and higher (3)	63 (21.4)	14 (20.3)	University (3)	64 (21.8)	11 (16.0)

Business characteristics (CHE)								
Country of business (CHE1)			**Length of operating a business (CHE2)**			**Legal form (CHE3)**		
Respondent	**S**	**T**	**Respondent**	**S**	**T**	**Respondent**	**S**	**T**
CR (1)	168 (57.1)	36 (52.2)	under 3 years (1)	147 (50.0)	34 (49.3)	Self-employed (1)	224 (76.2)	52 (74.8)
SR (2)	126 (42.9)	33 (47.8)	4–6 years (2)	64 (21.8)	19 (27.5)	Ltd. (2)	70 (23.8)	17 (25.2)
			6 and more years (3)	83 (28.2)	16 (23.2)			

Table 1 (cont.). Selected characteristics of shared and traditional taxi service providers

Financial and economic characteristics of the respondent (FECHR)					
Number of driving days per month (FECHR1)			Number of driven km per week (FECHR2)		
Respondent	S	T	Respondent	S	T
Under 15 days (1)	147 (50.0)	50 (72.5)	under 500 km (1)	126 (42.9)	31 (44.9)
15 and more (2)	147 (50.0)	19 (27.5)	500 and more km (2)	168 (57.1)	38 (55.1)

Type of income (FECHR3)			Average number of rides per day (FECHR4)			Average net monthly income (FECHR5)		
Respondent	S	T	Respondent	S	T	Respondent	S	T
Main and only (1)	140 (47.6)	40 (58.0)	Up to 8 rides (1)	105 (35.7)	31 (44.9)	0–999 EUR (1)	133 (45.2)	35 (51.5)
Main and side income (2)	77 (26.2)	15 (21.7)	8–12 rides (2)	111 (37.8)	27 (39.1)	1000–1999 EUR (2)	126 (42.9)	19 (26.5)
Side income (3)	77 (26.2)	14 (20.3)	12 and more rides (3)	78 (26.5)	11 (16.0)	2000 and more EUR (3)	35 (11.9)	15 (22.1)

Average driving time (FECHR6)			Average gross monthly income (FECHR7)		
Respondent	S	T	Respondent	S	T
0–9 min. (1)	77 (26.2)	17 (24.6)	0–999 EUR (1)	80 (27.2)	26 (37.7)
10–14 min. (2)	98 (33.3)	24 (34.8)	1000–1999 EUR (2)	162 (55.1)	34 (49.3)
15–19 min. (3)	63 (21.4)	14 (20.3)	More than 2000 EUR (3)	52 (17.7)	9 (13.0)
20 and more min. (4)	56 (19.1)	14 (20.3)			

Note: () – Percentage.

Other monitored characteristics of shared taxi drivers (S/T: 294/69 (%)):

- Cities of operation: CR: 87/19 (29.6/27.5) Praha, 38/8 (12.9/11.6) Brno, 43/9 (14.6/13.0) Ostrava; SR: 84/19 (28.6/27.5) Bratislava, 42/14 (14.3/20.3) Košice;

- Platforms used (option to mark multiple platforms by taxi drivers; N = 518): standard taxi service – 147 (50.0%), Bolt platform – 119 (40.5%), Hopin platform – 63 (21.4%), Liftago platform – 105 (35.7%), Uber platform – 56 (19.0%), other platforms (e.g., Flotila) – 28 (9.5%).

3. RESULTS

The results of descriptive characteristics and internal consistency of variables examined (S/T) are presented in Table 2. The results confirmed that individual claims (items) meet the presumption of normal distribution (descriptive characteristics SK, KU acquire values in the range from –2 to 2) (Byrne, 2009). The results also show perfect internal consistency of individual claims to the factor (DCHR, CHE, FECHR; note: CI-TC values are higher than 0.500) (Hair et al., 2017). The results of descriptive business propensity characteristics (EI; S/T): M = 3.667/3.647; SD = 1.117/1.087; SK = 0.872/0.987; KU = 1.627/1.271.

Characteristics of the research sample of respondents (see Table 2):

1) traditional taxi providers have a lower attained education and, at the same time, operate longer in the business environment than shared taxi providers;

2) traditional taxi drivers' income is largely their primary income and their single income;

3) traditional taxi drivers tend to have a lower number of rides per day and drive up to 15 days per month, unlike shared taxi providers.

Table 3 contains the results of the reliability and validity of the variables examined. The results of factor loadings (see Table 3) confirmed the fact that the correlation between indicators and factors is at a good level (FLs are better than the minimum value of FL = 0.5) (Kaiser, 1974). The Cronbach's alpha and composite reliability values for each factor reach values better than the minimum value of 0.7 (Byrne, 2009). AVE values are also better than the minimum value of 0.5 for each factor (Martínez-López et al., 2013). The validity and reliability of the questionnaire were verified. The KMO test results confirmed that the proportion of the variance of individual indicators (items) could be explained by background factors (KMO values are better than 0.7) (Kaiser, 1974). Bartlett's sphericity tests confirmed that data are suitable for PCA

Table 2. Results of descriptive characteristics and internal consistency (CI-TC) (S/T)

Source: Own data collection.

DCH/ Items	DCHR				CHE		
	DCHR1	DCHR2	DCHR3	DCHR4	CHE1	CHE2	CHE3
M	1.343/1.393	1.618/1.625	1.765/1.750	1.998/1.701*	1.441/1.375	1.615/1.843*	1.235/1.250
SD	0.396/0.493	0.487/0.489	0.808/0.667	0.764/0.714	0.498/0.489	0.857/0.862	0.425/0.437
SK	0.448/−1.865	−1.778/−1.783	−1.325/−0.734	−1.206/−0.98	−1.960/−1.78	−1.543/−1.20	−0.426/−0.62
KU	1.563/0.451	−0.487/−0.531	0.454/0.333	0.359/0.247	0.238/0.531	0.365/0.775	1.256/1.187
CI–TC	0.691/0.702	0.799/0.740	0.766/0.786	0.720/0.677	0.683/0.718	0.739/0.771	0.811/0.767

DCH/ Items	FECHR						
	FECHR1	FECHR2	FECHR3	FECHR4	FECHR5	FECHR6	FECHR7
M	1.500/1.275*	1.588/1.500	1.835/1.612*	1.945/1.750*	1.765/1.750	2.334/2.362	1.849/1.754
SD	0.498/0.437	0.493/0.505	0.817/0.874	0.730/0.977	0.690/0.437	0.976/0.935	0.665/0.489
SK	−1.960/−061	−1.886/−2.07	−1.309/−1.71	−1.112/−1.78	−0.881/−0.61	−1.062/−0.17	−0.720/−1.78
KU	−0.238/1.187	−0.361/0.174	0.523/0.228	0.085/0.531	0.346/1.187	0.134/0.711	−0.033/−0.53
CI–TC	0.799/0.764	0.795/0.712	0.622/0.685	0.682/0.756	0.763/0.679	0.689/0.649	0.561/0.610

Note: * Statistically significant differences in the structure of respondents ($\alpha = 0.01$). M – Mean, SD – Standard deviation, SK – Skewness, KU – Kurtosis; CA – Cronbach's alpha, CR – Composite reliability, AVE – Average variance extracted, FL – Factor loading, CI-TC – Corrected Item – Total Correlation.

Table 3. Reliability, validity, KMO test, and Bartlett's test (S/T)

Source: Own data collection.

FECHR	FL	CA	AVE	CR	DCHR	FL	CA	AVE	CR
FECHR1	0.811/0.743				DCHR1	0.784/0.728			
FECHR2	0.878/0.930				DCHR2	0.816/0.907	0.705/ 0.730	0.612/ 0.663	0.863/ 0.887
FECHR3	0.818/0.850				DCHR3	0.790/0.847			
FECHR4	0.810/0.709	0.710/ 0.758	0.637/ 0.642	0.924/ 0.926	DCHR4	0.737/0.764			
FECHR5	0.781/0.889				**CHE**	**FL**	**CA**	**AVE**	**CR**
FECHR6	0.722/0.724				CHE1	0.802/0.709	0.768/ 0.764	0.663/ 0.550	0.855/ 0.785
FECHR7	0.756/0.732				CHE2	0.881/0.784			
					CHE3	0.756/0.730			
Kaiser-Meyer-Olkin test (KMO- test)				0.747/0.728					
Bartlett's test of phericity (BTS)	Approx. Chi-square			1,912.222/1,842.287					
	P- value			<0.001/<0.001					

Note: Extraction Method: Principal Component Analysis (PCA). Rotation Method: Varimax with Kaiser Normalization (Olsson et al., 2000). Rotation converged in 11 iterations. CA – Cronbach's alpha, CR – Composite reliability, AVE – Average variance extracted, FL – Factor loading.

and factor analysis (p-values of BTS are less than the significance level). Schwarz's Bayesian information criterion (BIC), as well as the flowchart, confirmed that the best solution is to use 4/4 (S/T) factors (Shah & Goldstein, 2006). PCA analysis confirmed that EI is a separate factor that cannot be merged with any other factor. Total variance results explained: selected factors (DCHR, CHE, FECHR, and EI) explain up to 67.49%/65.21% of the total variance variability.

Figure 1 and Figure 2 present the final models (FMs) of relationships between manifest variables (e.g., DCHR1, …DCHR4) to latent variables (DCHR), as well as quantifies the relationships between latent variables (dependent variable: EI; independent variables: DCHR, CHE, FECHR)

depending on the type of respondent (shared respondents: FM_S; traditional respondents: FM_T).

Table 4 contains a statistical verification of the causal relationships between the selected characteristics (respondent, enterprise, financial and economic) and their propensity to do business.

Table 5 contains an evaluation of FIT model characteristics. The results confirmed that both FIT models (S/T; see Figure 1) are acceptable and show an optimal solution between defaults and saturated models. Table 6 presents the results of the positive attitudes of respondents toward the propensity to do business based on the selected characteristics of the respondent.
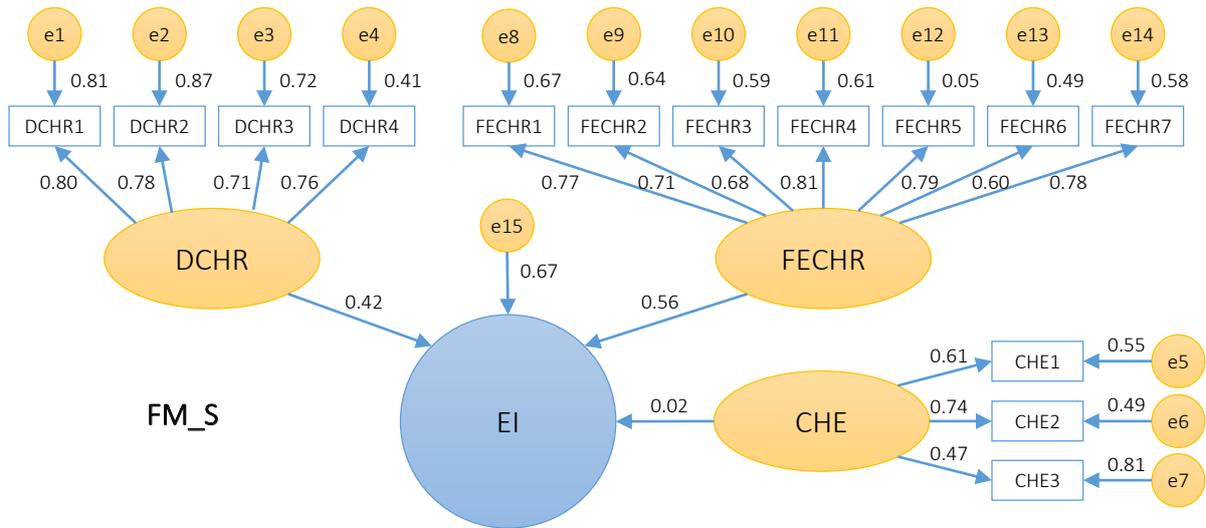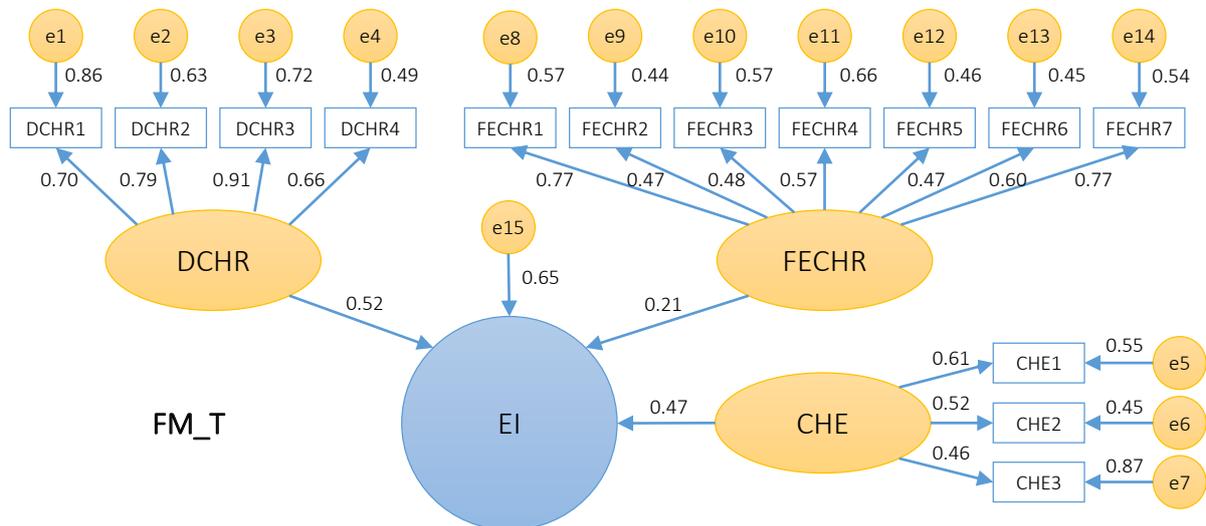
Figure 1. Visualization of final models (S)

Figure 2. Visualization of final models (T)

Table 4. Evaluation of statistics hypotheses with testing path coefficients

Source: Own data collection.

TR	Hypotheses	Path	Regression weight	Standardized Regression weight	S.E.	C.R.
S	H1_A	DCHR → EI	1.813	0.425	0.457	3.970***
	H2_A	CHE → EI	0.528	0.026	0.243	2.173*
	H3_A	FECHR → EI	2.704	0.565	0.363	7.441***
T	H1_B	DCHR → EI	3.813	0.525	0.860	4.432***
	H2_B	CHE → EI	2.128	0.476	0.507	4.197***
	H3_B	FECHR → EI	1.574	0.212	0.692	2.276*

Note: TR – Type of respondent. The positive effect is significant on $\alpha = 0.05^*$; $\alpha = 0.01^{**}$; $\alpha = 0.001^{***}$.

Table 5. Summary fit model (S/T)

Source: Own data collection.

FMs	CMIN/df	P-value	GFI	NFI	IFI	TLI	CFI	RMSEA	PCFI	PNFI
FM_S	3.679	0.012	0.982	0.922	0.958	0.968	0.950	0.032	0.880	0.893
FM_T	3.698	0.013	0.987	0.930	0.964	0.971	0.954	0.035	0.883	0.899

Note: Number of variables: 32; Number of exogenous variables: 17; Number of endogenous variables: 15; Sample size (S/T): 294/69; Number of distinct sample moments: 135; Number of distinct parameters to be estimated: 46, Degree of freedom: 89.

The results confirmed statistically significant causal relationships between independent variables (DCHR, CHE, FECHR) to the dependent variable (EI), regardless of whether they are a shared or a traditional taxi provider. All formulated hypotheses (H1_A, ..., H3_B) were accepted at the 5% level of significance.

The results (see Table 6) show a propensity to do business in: 71.7%/45.2% of men/women; 65.9%/65.3% of Czech/Slovak respondents; 73.5%/70.0%/43.2% of respondents aged under 40y./40-50y./50 and more y.; 56.6%/71.7%/70.7% of respondents having finished high school without diploma/high school with diploma/University degree; 68.6%/61.6% of respondents operating in CR/SR; 70.2%/66.3%/56.6% of respondents with the length of operating their business under 3y./4-6y./6 and more y.; 63.4%/72.4% of respondents with a legal form self-employed/Ltd.; 64.0%/67.5% of respondents with a driving time per month of up to 15 days/more than 15 days; 44.6%/81.6% of respondents driving up to 500km/500 km and more per week; 79.4%/57.6%/46.2% of respondents

Table 6. Representation of respondents with a positive attitude toward the propensity to do business

Source: Own data collection.

Demographic characteristics of the respondent (DCHR)					
Gender (DCHR1)			**Nationality (DCHR2)**		
Respondent (S/T)	S	T	Respondent (S/T)	S	T
Male (226/53)	170 (75.2)	30 (56.6)	Slovak (112/26)	77 (68.8)	14 (53.8)
Female (68/16)	33 (48.5)	5 (31.3)	Czech (182/43)	126 (69.2)	21 (48.8)
Age (DCHR3)			**Attained education (DCHR4)**		
Respondent (S/T)	S	T	Respondent (S/T)	S	T
Under 40 (133/29)	105 (78.9)	14 (48.3)	High school without a diploma (112/31)	67 (59.8)	14 (45.2)
40–50 (98/22)	68 (69.4)	16 (72.7)	High school with diploma (118/27)	90 (76.3)	14 (51.9)
50 and higher (63/18)	30 (47.6)	5 (31.3)	University (64/11)	46 (71.9)	7 (63.6)

Business characteristics (CHE)								
Country of business (CHE1)			**Length of operating a business (CHE2)**			**Legal form (CHE3)**		
Respondent (S/T)	S	T	Respondent (S/T)	S	T	Respondent (S/T)	S	T
CR (168/36)	119 (70.8)	21 (58.3)	under 3 years (147/34)	105 (71.4)	22 (64.7)	Self-employed (224/52)	147 (65.6)	28 (53.8)
SR (126/33)	84 (66.7)	14 (42.4)	4–6 years (64/19)	47 (73.4)	8 (42.1)	Ltd. (70/17)	56 (80.0)	7 (41.2)
			6 and more years (83/16)	51 (61.4)	5 (31.3)			

Financial and economic characteristics of the respondent (FECHR)					
Number of driving days per month (FECHR1)			**Number of driven km per week (FECHR2)**		
Respondent (S/T)	S	T	Respondent (S/T)	S	T
Under 15 days (147/50)	98 (66.7)	28 (56.0)	Under 500 km (126/31)	63 (50.0)	7 (22.6)
15 and more days (147/19)	105 (71.4)	7 (36.8)	500 and more km (168/38)	140 (83.3)	28 (73.7)

Type of income (FECHR3)			**Average number of rides per day (FECHR4)**			**Average net monthly income (FECHR5)**		
Respondent (S/T)	S	T	Respondent (S/T)	S	T	Respondent (S/T)	S	T
Main and only (140/40)	123 (87.9)	20 (50.0)	Up to 8 rides (105/31)	56 (53.3)	21 (67.7)	0–999 EUR (133/35)	56 (42.1)	21 (60.0)
Main and side income (77/15)	45 (58.4)	8 (53.3)	8–12 rides (111/27)	98 (88.3)	8 (29.6)	1000–1999 EUR (126/19)	112 (88.9)	10 (52.6)
Side income (77/14)	35 (45.5)	7 (50.0)	12 and more rides (78/11)	49 (62.8)	6 (54.5)	2000 and more EUR (35/15)	35 (100.0)	4 (26.7)

Average driving time (FECHR6)			**Average gross monthly income (FECHR7)**		
Respondent (S/T)	S	T	Respondent (S/T)	S	T
0–9 min. (77/17)	28 (36.4)	3 (17.6)	0–999 EUR (80/26)	23 (28.8)	18 69.2)
10–14 min. (98/24)	84 (85.7)	18 (75.0)	1000–1999 EUR (162/34)	130 (80.2)	15 (44.1)
15–19 min. (63/14)	56 (88.9)	7 (50.0)	More than 2000 EUR (52/9)	50 (96.2)	2 (22.2)
20 and more min. (56/14)	35 (62.5)	7 (50.0)			

Note: 4 + 5 – I agree or fully agree with the statement.

whose type of income is main and only/main and side income/side income; 56.6%/76.8%/61.8% of respondents making up to 8/8-12 rides/12 and more rides per day on average; 33.0%/83.6%/81.8%/60.0% of respondents with an average driving time 0-9min./10-14 min./15-19min./20 and more min.

4. DISCUSSION

The results showed several significant findings. The respondent's demographic characteristics are a significant factor determining the propensity of shared/traditional taxi drivers to do business. The demographic characteristics have a more substantial impact among traditional taxi drivers (β = 0.525) on the propensity to do business versus shared taxi drivers (β = 0.425). Primarily, it is gender, attained education, and age; to a lesser extent – the nationality of the taxi driver. Men (S/T: 75.2%/56.6%) are more inclined to do business than women (48.5%/31.3%). Significant differences between shared and traditional taxi drivers can be seen in their age and attained education. As many as 78.9% of shared taxi drivers under 40 are inclined to go into business, as opposed to only 48.3% of traditional taxi drivers in the given age group. On the other hand, only 51.9% of traditional taxi drivers with a high school diploma are inclined to go into business, as opposed to 71.9% of shared taxi drivers with a high school diploma.

The characteristics of the business is also a significant factor that affects the propensity of shared/traditional taxi drivers to do business. Business characteristics has a significantly more substantial impact among traditional taxi drivers (β = 0.476) on the propensity to do business versus shared taxi drivers (β = 0.026). Czech traditional taxi providers (58.3%) are more inclined to do business than Slovak traditional taxi providers (42.4%). Shared taxi providers having operated the business for more than 4 years (4-6 years: 73.4%; over 6 years: 61.4%) are more inclined to do business compared to traditional taxi providers (4-6 years: 42.1%; over 6 years: 31.3%). Up to 80.0% of shared taxi drivers with the legal form of Ltd. are inclined to do business, unlike only 41.2% of traditional taxi drivers with the legal form of Ltd.

The financial and economic characteristics of respondents are a significant factor influencing the propensity of shared/traditional taxi drivers to do business. Respondents' financial and economic characteristics have a significantly more substantial impact among shared taxi drivers (β = 0.565) on the propensity to do business than traditional taxi drivers (β = 0.212). Shared taxi providers with less than 500 kilometers driven per week (50.0%) are more inclined to do business than traditional taxi providers (up to 500 km per week: 22.6%). Shared taxi providers with more than 15 days of driving (71.4%) are more inclined to do business than traditional taxi providers (15 days or more: 36.8%). Shared taxi providers with "primary and only income" (87.9%) are more inclined to do business than traditional taxi providers (main and only income: 50.0%). On the other hand, up to 67.7% of traditional taxi drivers with an average of 8 rides per day are inclined to do business, as opposed to 53.3% of shared taxi drivers with an average of 8 rides per day. Shared taxi drivers with shorter driving times (0-9 min.: 36.4%; 10-14 min.: 85.7%) are more inclined to do business than traditional taxi drivers (0-9 min.: 17.6%; 10-14 min.: 75.0%). Traditional taxi service providers with incomes up to 999 EUR (gross/net: 69.2%/60.0%) are more inclined to do business than shared taxi providers with incomes up to 999 EUR (gross/net: 28.8%/42.1%).

Bogatyreva et al. (2021) compared workers' propensity to do business in the sharing economy to the general population using a sample of 1257 respondents from Russia. The results indicate that workers in the sharing economy have significantly higher entrepreneurial inclination than the general population. Regarding the predecessor of participation in the sharing economy and propensity to do business, similar effects were found related to age, entrepreneurial social capital, previous business exit, and intrapreneurial experiences, while perceived self-efficacy was only associated with engagement in digital platforms. Another important finding of this study is that experiences in the sharing economy demonstrated a significant positive impact on the propensity to do business and entrepreneurial intentions.

CONCLUSION

The study aimed to quantify the impact of selected demographic, financial, and economic factors on the propensity to do business in the taxi sector of the shared economy. The study was conducted based on data on traditional and shared taxi drivers in the Czech Republic and Slovak Republic in April 2022. The MNFORCE survey agency provided the selection of respondents. The research methodology was identical in both countries studied.

It is concluded that shared and traditional taxi providers do not perceive the propensity to do business identically. Shared taxi providers (69.0%) are more inclined to do business than traditional ones (50.7%). A taxi provider's financial and economic characteristics (average gross/net income, number of rides per day, type of income) are the most significant characteristics that play a role in the tendency to do business with shared taxi drivers. For traditional taxi service providers, the most significant factors are the characteristics of the enterprise (country of business, length of operation, and legal form of business).

Conducting quantitative research also entails certain specifics or limitations. The research was conducted in only two Central European countries with interdependent business environments. In addition, the sample of respondents shows a greater number of shared taxi drivers than traditional taxi providers. An equally significant factor is that the research was conducted only with the subjective attitudes of taxi drivers (even incompetence – not understanding the basic economic concepts – e.g., gross and net income) when collecting data directly while driving. On the other hand, the research is unique in its scope, as well as in the depth of processing. The data collection was carried out during the Russia-Ukraine war (e.g., rising fuel prices), bringing greater pessimism and livelihood concerns among taxi drivers in the short term.

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