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RIDING OUT Gang targets & ‘dangerous’ no-go Dublin zones mapped...dark truth of delivery rider hell in dire vigilante exposé

Carvalho said that while riders already avoid specific areas to escape the threat of robbery and assault, the danger has followed them home

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FOR years, food delivery riders were anonymous figures in branded jackets roaming our streets to make orders on time.

Now a [Brazilian](#) delivery rider has begun documenting the grim reality of their work, acting as a “vigilante influencer” to expose the hidden side of the gig economy.

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Felipe Carvalho shares the grim reality of gig work online



Delivery riders say they often face daily 'dangerous' working conditions (credit: Getty)

Food delivery riders in [Ireland](#) often report constant harassment from groups of youths, ranging from having eggs or other objects thrown at them to being blocked on cycle paths.

Riders told us the level of harassment has [escalated significantly](#), sometimes culminating in physical assaults with fists and knives, and bicycles being seized as trophies.

In November 2025, André Oliveira, a Brazilian national and student, was brutally attacked by a group of up to ten youths while cycling on the Royal Canal Way in Phibsborough.

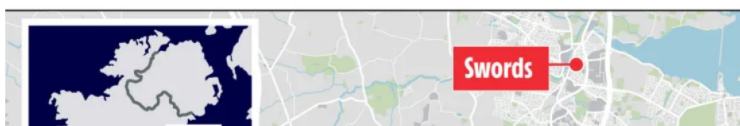
The 26-year-old suffered a brain bleed requiring emergency surgery, a fractured shoulder, and a sprained ankle. His e-bike and phone were also stolen.



Carvalho has been living in Ireland for a number of years

'NO-GO' AREAS

Riders identify 'dangerous areas' where they face bike thefts, 'set-ups' at home, and violent assaults





Delivery riders have identified several 'no-go' areas for them

In October 2024, Deliveroo rider Alexandre Teixeira was left lying trapped under his motorbike after being chased and rammed by a gang in a stolen car in Co [Cork](#).

Felipe Carvalho, 32, said that being exposed to significant risks on Dublin's streets led him to start documenting his experiences on [social media](#).

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Carvalho – who posts under @yournameyourfrom on [Instagram](#) – now attracts millions of views every month, with over 140,000 followers.

The Belo Horizonte native told The Irish Sun: “Since I arrived in Ireland, I’ve worked in delivery. It was exactly three years last April.

“I didn’t know these things happened here in Ireland. I didn’t know so many bikes were stolen here. When I got into the rider’s community, the situation really caught my attention.

“I’ve been following these thefts and recovery attempts for three years. I’ve even been involved in recovery attempts myself.

“(Last month) was a very unusual situation – one of the most shocking videos. You see a guy with a knife on one side and the group on the other trying to get the bike back.

“There was a similar case mid-last year in Ballymun, where the bike was stolen, the (delivery) lads went after it, and when they got there, they were hounded by the locals.”

[Gardai](#) said the number of bicycles which were reported stolen in the [Dublin](#) region in 2025 was 2,790, with 315 charges, summons, cautions or youth referrals for bicycle theft.

There were 1,186 objects or vehicles described as “bicycles” which were either found, recovered or seized in Dublin.

Delivery riders often earn roughly €2.90 to €4.25 per delivery for one job that could extend to half an hour, with average weekly earnings generally ranging from €400 to €600.

However, many riders are living here on student visas, which means they can’t work legally for the big delivery companies like [Deliveroo](#).

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To bypass this, some rent accounts from others, which also comes at a cost.

Carvalho explained: “When a rider’s bike is stolen, they’re down up to €1,350. They usually don’t have the cash for a new one, so they have to [rent](#).

“To rent, they need a €100 deposit plus the weekly rent. It’s about €100 a week. So to get back to work tomorrow, they need €200. They’re already in the red, and it just gets worse.”

Carvalho said that while riders already avoid specific areas to escape the threat of robbery and assault, the danger has followed them [home](#).

He claimed that local gangs have begun breaking down riders' doors to steal their equipment and belongings.

Carvalho continued: "You can avoid the Royal Canal, Grand Canal, or dark parks at night. You can avoid certain areas. But then you leave your bike inside your house and go to sleep, and (local gangs) break in... that's happening. You have no control over someone breaking in while you sleep.

"In my opinion, bike theft is the biggest worry, then assaults. A third point is the traffic and the roads. Many Dublin streets have terrible tarmac. Cycle lanes are uneven.

"It's a high-risk job. It's not easy, and not everyone adapts.

"[Finglas](#), Ballymun, Ballyfermot – we know they are dangerous. The dangerous areas often pay better because many riders are too scared to deliver there."

Delivery riders told us they identified several "no-go" areas due to consistent threats of robbery, assault and bike theft, with many relying on crowd-sourced risk maps to navigate safely.

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And the primary zones flagged for safety risks include Swords, Santry, Darndale, Ballymun, Finglas, Tolka Valley, East Wall, Ballyfermont, Rialto, Clondalkin, and [Tallaght](#).

The vicinity of Pearse Street and Fairview Park are also noted as hot spot locations for coordinated ambushes by local gangs targeting delivery riders.

Carvalho continued: "I've had annoying situations...kids throwing my delivery bag on the floor or knocking over the bike.

"I have over 250 reports of bike thefts or recoveries from the last three years on my Instagram page. I started using Instagram because the situation seemed so absurd to me. I wanted to help by posting photos of stolen bikes to inhibit resale.

"I have a video of a motorbike theft caught red-handed at a landmark that has 34 million views."

Estimates for the number of [food](#) delivery riders working in Irish cities vary from 3,000 upwards, with around 2,000 riders working with Deliveroo alone.

Last year, Deliveroo called on the Government to bring forward new legislation that protects delivery riders from assaults.

New figures released by the company revealed a 40 per cent increase in the total number of abuse incidents towards riders in 2025, including "verbal abuse, reports of racism and sexism and illegal activity such as theft of an order, a rider's vehicle, or their delivery equipment".

Deliveroo said it already implemented market-leading support for its riders, including accident insurance, earning support during [illness](#) and financial support on the birth of a [child](#).

However, these measures are only addressed to Deliveroo account holders – far removed from the reality of the gig economy, in which many of its riders are renting accounts from individuals who can legally register as self-employed in Ireland.

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These accounts can cost riders around €100 a week. Many riders also pay bike rental anywhere between €70 and €100 a week plus €100 deposit.

Carvalho explained that the "delivery world is very cyclical," with new people constantly starting who don't yet understand the risks.

He added that his mission is to highlight the systemic issues currently facing workers in Ireland.

Carvalho told us: "I don't see myself as a 'traditional' influencer who shows what they eat or where they live. I see myself as a content creator reporting news.

"I invest a lot of time in it – sometimes I spend my own [money](#) to travel and cover a story. It's become a social service. People send me documents they found, videos of fires, or protests. I've become a support channel for the community.

"I posted a video of a house in Ballymun that looked like a bike graveyard – full of stolen bikes. It was my first video to go viral. A week later, two teenagers approached me on O'Connell Street, showed me my own profile on their phone, and asked, 'Is this you?' They wanted me to delete the video.

"I get a lot of Irish people and other immigrants following me now. It's wild. I have a video of a bike theft with 34million views! I have others with 16million, 14million.

"Ireland has five million people, so it's like every person in the country saw six of my videos.

"People come from Brazil thinking [Europe](#) is perfect. My goal is to make them realise that while Ireland has great opportunities, it also has bike theft and issues with public services."

Having never worked in the sector in Brazil, Carvalho told us he researched the gig economy before moving to Ireland, adding: "I didn't have much English. It's a profession that doesn't require a high level of English to start."

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He continued: "In Brazil, I had a very different life. I worked in call centres, became a supervisor, then a partner in a company. We had over 100 employees. I had a high standard of living, went to the US every two years – [Vegas, New York, Orlando](#).

"However, life took a turn. My partner was embezzling money, my other business failed, I got divorced, and I fell into depression. Ireland was a fresh start."

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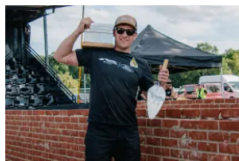


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