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CABBIES OUT OF WORK  
INDUSTRY RICK-ROLLED BY  
UNREGULATED RICKSHAWS**

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A BATTERING  
PLUS...  
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**THE TAXI DRIVERS' CHOICE**



# EDITORIAL

**W**e've got one concern at a premium this month here at Tacsai Magazine.

Insurance costs are soaring! And we've been asking questions since our last edition to find out why? Taxi drivers are being put to the pin of their collar with premiums up a massive 35% in the last year. Word is that the Department of Transport are ready to step in amid a massive outcry. We hope they make their move sooner rather than later.

We delve into the murky world of motor insurance on pages 12 & 13.

Rickshaws are still driving everyone up the wall on the streets of our first and second cities. Cabbies in Dublin and Cork have been rick-rolled by these operators for too long now. We talk to Tony Rowe and Tommy Barton on the issue. Tensions are rising, and the government must deal with the issue as quickly as possible. With tourists enduring nightmare journeys, and the general public's safety at risk, we look at the latest developments on pages 16, 30 & 31.

Uber are ready to launch their Limerick

base, and have been busy pressurising the powers that be into permitting their controversial UberPop onto Irish streets. The proposed move would see members of the general public allowed to transport people in their own vehicles – without a PSV license. UberPop has drawn historic protests abroad, none more so than in London. On pages 38 & 39 we print a collection of UberPop's driving disasters in the UK – it's a stark warning to the authorities here of what could be around the corner if they buckle to the Uber pressure.

One driver was lucky to escape with his life when a drunk driver smashed into his vehicle in 2012.

The cabbie was pulled from his car just 30 seconds before it exploded into flames. The driver at fault has just been sentenced to two years in jail. Read all about that harrowing story on page 6.

We have all that and lots more in this blistering hot summer edition of Tacsai Magazine.

Safe travels.

**Stephen Young**  
Editor

## ALSO THIS MONTH...

Enjoy your **FREE** copy of **Wilderness Machine**. The debut album from **Stephen Young & The Union** (that's right, the editor and his mates). Give the album a spin, if it's your thing then keep it and enjoy! If not, give it to a friend or someone else who might enjoy it.

Most of all, this album is my other job, and as many of you will know, trying to eek out a living in a self-employed environment is tough at the best of times. So any good words you would have to say about it would be very much appreciated!



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**XPERT TAXIS**



# TAXI DRIVER PULLED FROM HIS CAR 30 SECONDS BEFORE IT WENT UP IN FLAMES

## DRUNK DRIVER WHO HIT HIM GETS TWO YEARS IN JAIL

**A** taxi driver who barely escaped with his life after being hit by a drunk driver has seen the man responsible jailed for two years.

Dublin Circuit Criminal Court heard how the cabbie was pulled from his vehicle just seconds before it went up in flames.

The accused Sergejs Sluncevs (37) had been drinking heavily before he tried to drive home from his Christmas party and veered across the road crashing straight into an oncoming taxi.

Sluncevs had initially taken a lift home from the party but discovered he had left his keys behind and after being dropped back to his car made the “life changing mistake” to drive himself home instead.

Sluncevs, of Straffan Manor, Turnings, Straffan, Co Kildare pleaded guilty to dangerous driving causing serious bodily harm at Dublin Road, Celbridge, Co Kildare on December 21, 2012.

Judge Melanie Greally noted the victim had narrowly escaped death before his car was engulfed in flames and that he suffered physical injuries which require ongoing treatment as well as psychological effects.

She said taking the circumstances of the case into account she considered it to be in the middle of the middle range before applying mitigating factors such as his plea, co-operation, remorse and previous good record.

She imposed a sentence of two years imprisonment and disqualified him from driving for five years.

Garda Padraig Murphy told Tony McGillicuddy BL, prosecuting, that at about 1am the taxi driver saw a car coming towards him with full beams on. The car then suddenly swerved onto his side of the road and crashed into him head on.

The taxi driver, whose leg was caught inside the car, was assisted by a number of people who helped him from the vehicle and reassured him until an ambulance arrived. He suffered injuries to his leg and arms as well as fractured ribs and chest plate.

A witness described how, prior to the crash, he had seen a car behind him driving erratically before it overtook at speed and pulled straight back in front of him, so close that he had to brake. He said he had been doing the speed limit and this car “left him for dead.”

This witness said he saw the car then crash head on with the taxi and drive it completely off the road into the ditch. He stopped and helped to pull the taxi driver from his car. He said within thirty

seconds of the man being pulled clear the car went up in flames.

Garda Murphy said when he came upon the scene he found the Audi A4, which had been driven by Sluncevs, in the centre of the road with significant damage to the front. He found the other car, a Ford Mondeo, off the road in a hedgerow, also significantly damaged and almost burnt out.

Sluncevs told gardai he had been at his Christmas party and had a lot to drink. He said he had initially taken a lift home but remembered he had left his keys in his own car and asked to be dropped back. His friends tried to take his keys but he insisted on driving.

He said he did not remember anything else until the crash and seeing flames.

Garda Murphy agreed with Martin Dully BL, defending, that Sluncevs, who has five previous convictions for minor road traffic offences related to one incident, was very frank about the circumstances leading up to the crash.

He said he had not intended to drive until he discovered his keys were missing and he made this “life changing mistake” due to consumption of alcohol. He submitted his conduct was out of character and he was not a heavy drinker.

Counsel said Sluncevs accepted his conduct was reckless and life changing and he was remorseful and regretful for his actions. He wished to apologise to the court and the injured party.

Mr Dully said Sluncevs had a good work history in the construction industry and worked long hours. He submitted the lengthy disqualification he faced would have an adverse effect on his ability to work.

He asked the court to consider alternatives to an immediate custodial sentence based on his previous record, his remorse and co-operation.

Meanwhile, A taxi driver who knocked down food critic Tom Doorley has been convicted of careless driving and fined €500 but spared a driving ban.

Taxi driver Mark Cruikshanks (38), of Cushlawn Park, Tallaght, pleaded not guilty at Dublin District Court to careless driving at Fleet Street, Dublin 2 on October 17th, 2014.

He claimed Mr Doorley rushed out in front of his Toyota Avensis during the incident, which left the writer with two broken shoulders.

Defence solicitor Kieran Friel asked the judge to note that his client depended on his driving licence for work. Judge Miriam Walsh said that in special circumstances the court had discretion





not to impose a road ban.

Mr Doorley told the court he checked if any cars were coming before he crossed the Fleet Street-Westmoreland Street junction. "Due to a particular childhood experience I am extremely cautious crossing the road," he told Judge Walsh.

The court heard he went into the city-centre for a meeting and lunch at the Merrion Hotel during which he drank two glasses of red wine. Afterwards he went to Trinity College to work on a book. He went to a restaurant for a meal at about 6pm and then decided

to get a taxi home at Westmoreland Street.

At the junction with Fleet Street, he said, he was on the outside flank of a number of people crossing the road when he was hit. After the collision, Mr Doorley's left side was immobile for six months and he had surgery, the court heard.

Witness Lucy Fallon-Byrne, who was driving behind the taxi, recalled the vehicle stopping suddenly and a woman standing nearby looking shocked. She said she had the impression the man hit by the taxi was very far across the road.





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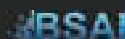
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# TAXI DRIVERS LOSING JOBS OVER SOARING INSURANCE COSTS

## GOVERNMENT UNDER PRESSURE TO ACT

**M**otor insurance has increased by more than 35% in the past year according to the CSO - but taxi drivers, who face losing their livelihood, say they are faring even worse than that.

In our last edition we heard from two drivers who felt put to the pin of their collar due to the rise in insurance premiums. We have had more calls following the publication of that issue – this is evolving into a major crisis for the taxi industry.

Tower Cabs in Limerick own a fleet of eight taxis and paid €7,000 for insurance in 2013 and €16,000 in 2014.

“Last year I got a renewal €56,000, I thought it was a misprint so I rang them,” Owner Tom Hannon explained.

“They said no, that’s the way things are gone. From €16,000 the previous year... And no satisfaction, just, if you’re not happy, move on.”

Tom ended up paying €31,000 to a different insurer for his eight taxis last year, but this year can’t even get a quote.

“I have eight drivers losing their jobs now in August over this situation. It’ll be a devastating blow to receive.”

Jude Williams of Treaty and Expert Taxis in Limerick said “There’s an increase in the taxi insurance of 200-300%.

“Going from €1100 up to maybe €4,500 in Limerick and even in Dublin they’re getting quotes of €16,000 and these are taxi drivers with full no claims bonus. There’s no explanation as to why it’s increased so much, the only thing we can figure out is a lack of competition.”

The insurance industry say volatility is to blame for rising premiums.

“We have called for our level of awards to be benchmarked against other jurisdictions,” Kevin Thompson of Insurance Ireland says.

“Because as a society we need to decide whether we can afford a level of awards or not, so we are urging the government to take action and we are urging other stake holders as well to engage in this process so we can bring affordability back in to the market.”

Any measures to drive down the costs of insurance are unlikely to arrive on time for taxi drivers like Tom.

Meanwhile, the Government is to consider changing arrangements that hold the wider insurance industry liable for claims against individual insurers who go bust. The move comes amid claims by insurers that an agreement with the Department of Transport is contributing to increased premiums, as they have to factor in the risk of a competitor going to the wall.

Officials said a report on the issue, which has been under examination since January, is at “an advanced stage” and will be submitted to Finance Minister Michael Noonan and Transport Minister Shane Ross shortly. It comes amid mounting pressure on the Government to tackle motor



insurance costs, which have spiralled by 60pc in the past two years. Both the High Court and the Court of Appeal have found that the agreement between the Department of Transport and the Motor Insurers' Bureau of Ireland (MIBI) means solvent insurers can be held liable for claims when an insurer goes bust.

The finding is currently being appealed by the MIBI to the Supreme Court. Up to now, the MIBI has unsuccessfully argued that claims should be met from another source, the High Court-administered Insurance Compensation Fund.

The rulings mean the country's 40 solvent insurers are liable for an estimated €90m in claims against drivers who were covered by Setanta Insurance, which went into liquidation in 2014.

But the costs will not be absorbed by insurers and instead motorists can expect a once-off €50 hike in their premiums.

Insurance Ireland chief executive Kevin Thompson has said the situation needs to change as insurers are being asked to price their products to factor in the cost of a competitor going to the wall.



**MICHAEL  
NOONAN TD**

A spokesperson for the Department of Finance said a review of the compensation framework would “make recommendations on the arrangements for motor insurance arising from the liquidation or administration of an insurance company and on the arrangements in relation to the payment of compensation for victims of uninsured and untraceable drivers.”

The spokesperson said the review was aimed at finding a solution that was “comprehensive, effective, affordable and consumer focused”.

As well as examining whether current arrangements can be tweaked, the review has examined frameworks for motor insurance compensation in other EU jurisdictions.

Once the recommendations are delivered, the review group will work on a second report examining the factors contributing to the increasing cost of insurance.

Responding to a question from Sinn Féin TD Imelda Munster, Mr Noonan said the second report would “be identifying what short-term measures can be introduced to help reduce the cost of insurance for

consumers and businesses.”

The current review group falls well short of the task force proposed by Fianna Fáil. Although a Fianna Fáil motion on the issue was passed in the Dáil earlier this month, the Government has said it favours allowing the existing review group to complete its work.

Meanwhile, Mr Noonan has revealed new figures showing the cost of the collapse of Quinn Insurance Limited in 2010 has been over €1.3bn.

Replying to questions from Fianna Fáil TD Michael McGrath, Mr Noonan said: “The position to date is that a total of €1.333bn has been drawn down from the Insurance Compensation Fund by the joint administrators.”

Mr Noonan said the ultimate final cost to the Insurance Compensation Fund would be determined by the outcome of legal proceedings issued by the administrators against PricewaterhouseCoopers. The accountancy firm is facing a claim for €800m over its auditing of Quinn Insurance Ltd.

However, Mr Noonan said he was satisfied there would not be any further applications from the administrators for contributions from the Insurance Compensation Fund.





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# DTA CONTINUE FIGHT AGAINST RICKSHAWS AND VEHICLE AGE LIMIT

## WE SPEAK TO TOMMY BARTON

**T**hose rickety old rickshaws are indeed a plague. Like locusts descending as evening approaches, the freewheeling rickshaws are causing havoc on our cities' streets.

Unlicensed, unregulated, uncontrolled. Unacceptable.

We recently spoke to Tommy Barton of the DTA to hear how his association's fight against the rickshaws is going.

Tommy said: "The DTA have been highlighting this serious problem as far back as two or three years ago when no other organisation was doing anything about this serious problem.

"Why? Is the question I would ask if I was a member of these other organisations...

"Social media and now radio stations are starting to highlight the Plague of the Rickshaws because the issue is of the public concern, and safety issues are now flooding in.

"The DTA's stance is very simple in relation to rickshaws; we don't want them legislated for because of one simple reason - once you bring in provisions for legislation then it's an open market and a direct challenge to taxi drivers' livelihoods. You will have not just a Plague of Rickshaws when it's legislated for as we have now.

"You will have ten times that amount on every corner of the street outside entertainment venues, pubs restaurants and I wouldn't be surprised if they have them parked outside the Dáil bringing TDs to lunch.

"We can't get around them now can you only imagine what it would be like looking left and right every second of your working day...

"As far as we are concerned with the amount of legislation introduced for taxi drivers it would only add insult to injury if they legislate for rickshaws who would be directly applying for hire and reward. Just look at the problems in Dublin Bus now with the erosion of their livelihoods and now the privatisation of a percentage of their bus routes. Agree or disagree with the Luas drivers, but they are standing up for their rights to protect their livelihoods.

"Look at what is happening in College Green with the new proposals for bicycle Lanes not for buses and not for taxis. Is a rickshaw not a bicycle so they keep telling us?

"We want the ban as we say on our stickers. Support the Dublin taxi drivers Association stance on this issue."

The Vehicle Age Limit is something that is causing drivers a lot of hardship. Since it's introduction, the hugely unpopular law has been roundly chastised by taxi community.

Tommy added: "A lot of drivers are ringing me over it and I knew that the penny would finally drop with drivers because it is starting to hit them hard now with the two NCTs for older cars and the 2 SGS, you only have one test done and the NCT is sending you a letter to do it again - double the cost."

The DTA have promised further action on both issues.

## ONE YEAR IN, ONE YEAR OUT THE HYPOCRISY OF THE VEHICLE AGE LIMIT





# IS THE RECESSION OVER?

**Tacsaí Magazine ask the question on everyone's lips**

**T**hree years ago I began my role as Editor of this publication. The whole country was still right down in the trenches economically and the taxi industry was feeling the pinch like never before. The then-Minister for Public Transport Alan Kelly had just passed into law the controversial Taxi Bill, bringing in such crackers as the Vehicle Age Limit among others.

The timing couldn't have been worse – while drivers were struggling to pay mortgages, household bills and put food on the table, the price of staying in the taxi industry was now set to cost the most money since drivers had to buy their plates, pre-deregulation.

Three years later, Fine Gael and Labour went to the electorate in February proclaiming the recession was over and the recovery was well on track. So the big question is; Is the recession really over?

Ireland's economy is expected to hit its pre-recession peak this year – eight years after the nation's finances started to plunge into a devastating downward spiral.

Davy Research has predicted the country's final GDP growth figure for 2014 would be 4.8% and the tally this year would be 3.7%.

That would mean Ireland's total economic output returned to its 2007 peak again this year – one year earlier than Davy had predicted in mid-year forecasts.

It also expected unemployment to average 9.6% this year before falling to 7% in 2017.

In contrast, Ireland's official jobless rate in 2007 was below 5% – which represents what is considered to be full employment.

That year general government debt stood at €47 billion – or 24% of GDP – compared to the current figure of €203 billion, about 111% of GDP.

Davy chief economist Conall Mac Coille said the better-than-expected growth forecasts came from the country's strong export performance – with IT, pharmaceuticals and domestic producers all doing well.

"We expect that Ireland will continue to compete effectively for foreign direct investment despite the end of the 'double-Irish' tax structure," he said.

Tacsaí has spoken to some cab companies recently who have said that they are in need of new drivers. Two companies both listed last Christmas and January 2016 as the moment they began thinking that was worst might be over.

The annual Christmas rush of shopping, Christmas parties and general festive spirit usually always gave way to a noticeable drop in January. January 2016 didn't drop nearly as far as the previous years.

Does this mean that the pain is over? Unfortunately not.

The Vehicle Age Limit and skyrocketing insurance premiums are still putting heavy burdens on cab drivers.

If those two issues could be addressed – with this government or the next walking back the nine-year rule and if the insurance companies can be brought into line then maybe the pain will finally be over. But right now the wounds are still very much open.





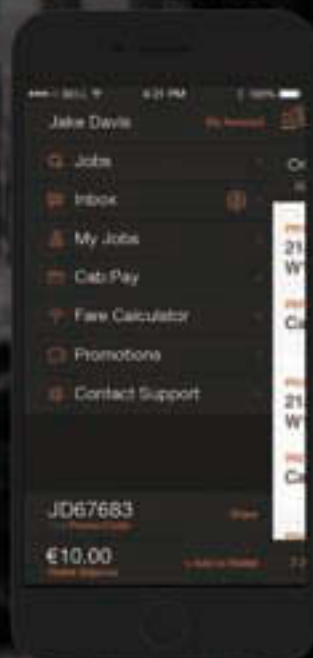
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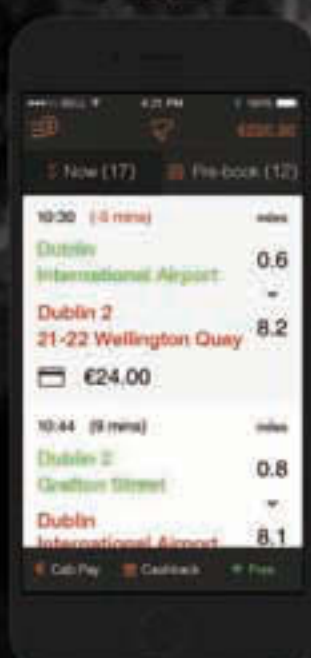
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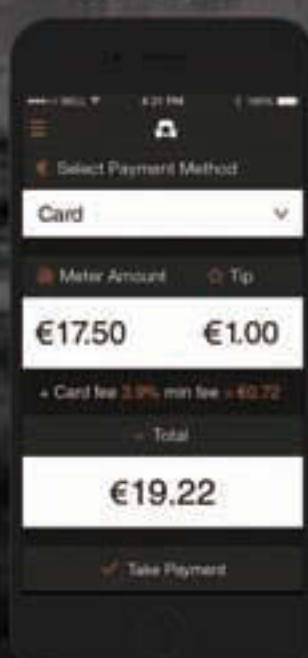
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# THE BIG DAY IS COMING...

## THE DUBLIN TAXIDRIVER'S SPECIAL CHILDREN'S DAY OUT IS ROLLING ROUND AGAIN.

**S**et for September 13th, the Day Out crew is gearing up to make this year's event the best one yet! New sponsors are on board. New drivers have signed up - but more are needed!

We spoke to Paul Matthews: "Our sponsors are all returning this year. We genuinely feel that this year is going to be the best yet!

"We now have TGI Fridays and Keoghs crisps on board aswell. Viking Splash Tours have also come back on board this year, which is fantastic.

"TGI's will be organising all the food for the day, that's huge news. Keogh's have been great to us. So we're looking forward to the big day. Our fundraising has been going well. Maybe with the recession now finally over, we've seen a bit more funds come in to us via our fundraising campaigns - we're now thinking it'll be likely that we'll have some funds left over, and those funds will then get spread out to all different participants in the Day Out."

Paul added: "We really want to get the message out there to ALL drivers that we want them involved. We're slowly breaking down the myth that this event is a closed shop. It isn't. And we want drivers who have never participated before to get in touch

"Any driver that signs up will be designated pick-up locations as near to their own homes as possible. The pick-ups will be from hospitals, care home and now this year, for the first time, family homes... Come 4pm, when the event is over, the drivers will return the kids to their pick-up locations.

"If there are any drivers out there who have children themselves with special needs, or know of any child with special needs that's not involved, please let us know and where possible we'll accommodate them."

As with previous years, it really is important to get the word out to drivers that the Dublin Taxidriver's Special Children's Day Out needs you. The event is not a closed shop, and it is also not just restricted to drivers born in Ireland either.

*Tacsai Magazine* and the Dublin Taxidriver's Special Children's Day Out organisation hope that drivers of all nationalities feel they can get involved this year. It's a hugely rewarding experience and a day that means an awful lot to a lot of kids. Go to [www.facebook.com/dublintaxidayout?fref=ts](http://www.facebook.com/dublintaxidayout?fref=ts) for more



details on how to sign up. You can also contact us here at *Tacsai Magazine* for more details.



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# WHEN THE INSURANCE SYSTEM FAILS...

**A** Leitrim-based taxi driver who was declined an insurance quote from all the main Irish companies said he is determined to keep trying to get a “fair” quote to start his wheelchair accessible taxi business.

The man who passed all the taxi driving tests and received Government grants to start a wheelchair accessible taxi in counties Leitrim and Roscommon was refused an insurance quote from all of the main Irish insurance companies this year, including a company who sponsor the Irish Paralympic Team.

He was forced to get the Insurance Federation involved and after much hard work and many calls, “the best quote I got was over €11,000 for just third party.”

Speaking on the issue in Dáil Éireann last week Minister for Transport, Shane Ross said a quote of this figure is akin to a refusal. The experienced driver of 15 years can’t afford this quote and now places his hopes on the Transport Minister to help him get a “more realistic quote” so he can start his business which he has saved and studied for.

The Leitrim based man who was declined insurance wants to remain anonymous as he is afraid if his name is revealed he will never get insured and so never get to start his business.

He has spent years studying for the rigorous taxi tests and saving money to afford a retrofit taxi suitable for people with mobility issues.

He explained to the Leitrim Observer that last December he called an insurance company to enquire the price and was quoted €1,250 for insurance of a wheelchair accessible taxi.

The taxi driver then proceeded and applied for the Wheelchair Accessible Vehicle Grant Scheme and was awarded his PSV licence. However, he then found that no insurance company was willing to quote him as a new entrant into the industry.

Just a few months after his initial phone call, the same insurance company declined to quote him and he said they told him, “I would be lucky to get insured for a minimum of €10,000.”

He said there are not enough wheelchair accessible taxis in Leitrim and Roscommon and his claims are backed by The National Transport Authority (NTA) who revealed that just 5% of licensed taxis are wheelchair accessible in May this year. The taxi man said the reason he was declined is that they want drivers to have at least two years no claims experience as taxi drivers, “they don’t want to insure anyone new to the business.”

“After quite a bit of work and a lot of calls” he chased down letters of decline from the companies and presented them to the Insurance Federation, who two weeks later provided a quote from the RSA of over €11,000.

The driver’s plight was raised in Dáil Éireann by Roscommon Deputy Eugene Murphy who challenged Minister of Transport, Shane Ross on the issue. Minister Ross described it as an “extraordinary situation.”

Deputy Murphy said, “On the one hand we have a grant scheme to help people enter into the wheelchair accessible taxi industry but on the other hand we have insurance companies who are not willing to provide quotes for new entrants into the business. This is a scandalous situation - it’s outrageous and in my opinion the insurance companies are out of control.”

The Minister said that it was inexplicable how insurance companies behaved in certain areas and increased premiums for “reasons which were not apparent” and he noted that it was “absolutely outrageous.”

Minister Ross said his Department would fully investigate the matter and commented it was extraordinary that the sponsor of the Irish Paralympic team was one of the companies not willing to provide a quote to a new entrant to the wheelchair accessible taxi industry.

Minister Ross’s office has since contacted the driver and got his details and it is hoped something can be sorted.

“I need this, I am not working at the moment,” the taxi driver said. He commented, “the Government are giving out grants for wheelchair taxis but new people can’t get insured.”

He believes he can do well in the taxi business if he is given a fair chance at the market. According to the CSO, 13% of the Irish population is currently living with a disability.



# 'N\*\*\*\*\*R'... 'D\*\*\*HEAD'



## Taxi driver punched and racially abused by drunken passenger in fare row

**A** TAXI driver was punched and racially abused by a drunken passenger in a fare row. Eamon Finnegan (28) claimed he'd agreed a fare of €20 with the taxi driver and he put €50 on the dashboard.

However, the taxi driver said Finnegan had only shown him €20 in his wallet.

He said Finnegan punched him, demanded change of €30 and called him a "n\*\*\*\*\*r".

Judge Anne Watkin gave Finnegan a four-month sentence.

The defendant was found guilty before Dun Laoghaire District Court of seriously assaulting a taxi driver.

In his evidence, the taxi driver said he picked up Finnegan at Camden Street at around 4am on September 21, 2014, and he asked to be taken to Stepside.

The taxi driver asked Finnegan if he had any money, and he showed him €20 in his wallet.

The taxi driver said a fare of €20 was agreed, but when they reached Aikens Village, Finnegan claimed he'd given him €50.

The taxi driver said Finnegan demanded his change and became verbally abusive, calling him "n\*\*\*\*\*r" and a "d\*ckhead".

The taxi driver said he was scared and drove towards Stepside Garda Station, which he didn't realise had been shut.

He claimed Finnegan started laughing, and opened the passenger door to get out.

He said Finnegan then turned and punched him to the shoulder and face.

The taxi driver said Finnegan ran away but returned to get his mobile which he had dropped, and punched him again.

In his evidence, Finnegan, a fitter from Curraghboy, Co Roscommon, denied assaulting the taxi driver or calling him names.

He said he'd been in town with a friend and hailed the taxi to get back to where he was staying. He claimed he put €50 on the dashboard after the driver asked him if he had money.

Finnegan claimed the driver couldn't find Aikens Village and there was a "stand off" after he was told to get out of the taxi.

He also claimed the taxi driver produced a weapon and he was "terrified".

A garda witness said Finnegan was "heavily intoxicated"

and when asked what he was doing he said he was in the area "looking for a girl".

Meanwhile, a former Blackrock college rugby player who beat up and robbed a taxi driver to avoid paying a fare has been jailed for nine months.

In the Dublin Circuit Criminal Court, Judge Catherine Murphy said she was jailing Buti Sashi (20) with "great reluctance" after he failed to engage fully with probation and restorative justice services and failed a drugs test.

Sashi of Tyrconnell Grove, Inchicore, Dublin pleaded guilty to the robbery of Joseph Saji at St Michael's Estate, Inchicore on the night of August 23, 2014.

Sashi was caught because he left his passport behind in the taxi. He went to gardaí shortly after the assault and reported his passport as lost.

Garda Mark Costello previously told the court that Sashi flagged down the taxi on the Naas road and he got into the front passenger seat. Another man with Sashi got into the back seat.

They told the driver to take them to St Michael's estate, which Garda Costello described as a derelict site with no CCTV cameras.

Once there, the other man put his arm around the driver's neck and Sashi started hitting him. Sashi then sat up on the driver while the men robbed his iPhone, SatNav device and €220 in cash.



Former Blackrock college rugby player, Buti Sashi, jailed for nine months.





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themselves on quality of service, value for money and always putting their customer's needs first.

With the palpable anger currently bubbling up in the taxi industry right now in regard to motor insurance, I asked Sinéad if the same was applying to other areas of insurance – life insurance for example?...

Sinéad said: “Life insurance has actually come down in price. People are living longer. The new gender laws came in a few years ago – where women and men have to be priced the same. There's massive savings for people now with mortgage protection policies too.”

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**G**arda crackdowns, promises of regulation and vetting, outrage by politicians and authorities at some of the horror stories, and still there has been no major legislation to deal with these lethal contraptions on the streets of both Dublin and Cork.

Let's go over the basics and the background on rickshaws to give you some perspective here...

The definition of a rickshaw is:

**noun: rickshaw; plural noun: rickshaws;**

1. a light two-wheeled passenger vehicle drawn by one or more people, chiefly used in Asian countries. Short for cycle rickshaw.

And according to Wikipedia; *"Pulled rickshaws created a popular form of transportation, and a source of employment for male laborers, within Asian cities in the 19th century. Their appearance was related to newly acquired knowledge of ball bearing systems.*

*"Their popularity declined as cars, trains and other forms of transportation became widely available."*

Their popularity declined as other forms of transportation became available...

Why is that do you think? Maybe it's because as with the rest of the world, transportation modernised past 19th century modes of transport primarily

used in Asia. We now have regular testing of private and commercial vehicles, bus drivers must sit stringent tests, train drivers too. Taxi drivers are vetted and checked and all so that the public know that when they enter a mode of public transport the person charged with their care is capable.

Is this true of rickshaws? No, is the simple answer. No it is not.

Where is the rickshaw driver training centre? Where do they sit their driving test? Through what process does a customer make a complaint? And what is done with that complaint?

All these questions, and many more, are things we should not be asking of a sector of the public transport system in 2016. I recently spoke to Tony Rowe of the NTAI to find out how the effort to bring the rickshaws to heel is going.

He told us: "What we're demanding is that legislation be put in place and introduced immediately as a priority regarding rickshaws and public safety. We're calling for public liability insurance to be mandatory for rickshaws before being allowed to operate on the streets.

"We've received numerous reports from all sections of the community, but particularly from tourists, but from other road users as well – that they've had their vehicles damaged, their mirrors broken, their cars scratched. And yet the rickshaws drive off like the proverbial thieves in the night, with no responsibility, no accountability.

"Now we want to have a definitive solution here, a proper solution, before somebody is hurt. The onus must be on the rickshaw drivers, for when they damage other vehicles that they're held responsible, and that they must pay

Marie Griffiths



# FOUR WOMEN LEFT SHOOK AFTER 'RICKSHAW FROM HELL' TOURISM TO TAKE A HIT AS RICKSHAWS CYCLE ON



for the damage that they've done. We're calling for rickshaws to be numbered and identifiable. The rickshaw drivers must be accountable in the event of these things getting in accidents or causing damage.

"It's not, in our view, socially acceptable, to let this trend continue while the government is not doing anything. If there were laws in place then the Gardaí would have to power to act and prosecute any of these rickshaw drivers who do not uphold the law. They must be brought into line along with the rest of the transport industry.

"I'm not sure what planet it's right on to jeopardise the general public's wellbeing... to allow them to be exploited... I've had tourists tell me nightmare stories.

"I had four women in the car from England telling me about one particular nightmare experience in a rickshaw – there journey had happened the night before I spoke to them and they were still shaken by what had happened to them.

"A rickshaw at the Temple Bar area, close to O'Connell Bridge took them two road bridges down. The vehicle, they said, was on the wrong side of the road. Driving up a one-way street. He didn't have proper visibility. He didn't have proper lighting on his carriage. No high-vis vest. He was being beeped at and getting lights flashed at him the whole way down. The women were actually in fear for their lives as they put it to me. And as they got to their hotel the rickshaw driver demanded 20 euros. They were just so glad to be out of danger that they paid him.

"But as they said to me; it was the rickshaw from hell!"

Tony added: "The public shouldn't be exposed to this kind of abuse. All sections of the public transport sector have accountability. Every one, except for rickshaws.

"So a numbering system should be brought in to keep track of these guys. The rickshaws should have a little disc on them aswell. And that would make the whole thing a lot safer for everyone, for road users and the general public. Particularly late at night with vulnerable and impressionable tourists that are only over here for a short period. If the government doesn't act and introduce a licensing system, it's sending out the wrong message to everyone – other sectors of the public transport system, general road users and tourists.

"Unfortunately these things will affect tourism if they're not regulated."

The issue seems quite simple really.

We've got rogue operators on our streets, carting people to and fro, and doing so in a dangerous manner very often. They are a commercial enterprise. They are a business. They are plying for trade on the streets of our cities and therefore must be subject to an acceptable level of scrutiny.

This issue seems to be rumbling on; nobody in government, Dublin City Council, Cork City Council or the NTA seems to want to make a definitive move here. It begs the question, why? And what will it take for the authorities to wake up and deal with the problem before it's too late?

One thing is for sure; Tacsai Magazine will continue to look for answers and action. The taxi industry won't be rick-rolled on rickshaws.





# CENTRE OF EXCELLENCE

## VRC IS DRIVING CHANGE - AND WITH 10% DISCOUNTS TO BOOT!

**T**he Vehicle Repair Centre (VRC) isn't just an auto body repair shop offering 10% discounts to taxi drivers, the VRC is also going to revolutionise the way quotes are given and more...

Just two minutes from Charlestown Shopping Centre near Dubber Cross, the company is offering an amazing 10% off discount for drivers who mention Tacsai Magazine when they visit the VRC for repair work.

VRC owner Robert O'Leary recently spoke to us here at Tacsai Magazine. He said: "I used to specialise in doing all the local garages - all the main dealers. So I'm back doing body work again now and trying to get the name back out there."

The VRC are looking forward too with their business and Robert elaborated on their new plans.

He said: "I'm trying to work out a new way of doing business. I only just bought a new website there, with the



idea being that people send in photos of the damage to the car and we give them an estimate online.

"We're also looking into way of covering premiums as well, so it's exciting times ahead for the VRC."

# READY FOR SOME STUDIO MAGIC?

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**R**he Vehicle Repair Centre (VRC) isn't just an auto body repair shop offering 10% discounts to taxi drivers, the VRC is also going to revolutionise the way quotes are given and more...

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Clear Image Photography is a fully professional photography studio who specialise not only in photography but also photo restoration and 3D baby casts. They also provide you your standard dash photographs for PSV licences.

We spoke to Stephen Fagan from the studio, who said: "It's all very simple. The driver's come in to us, it takes five minutes - it's like a passport photo - they get three of them for 15 euros. It's done right, it's done in a studio as opposed to a booth or a chemist. So you get a professional job for a very reasonable price.



"The photos themselves are 3 x 4 size, so a lot of people won't do them. Most chemists won't do them. There's a place in The Square, I think, that does them for 30 euros - but they're only Fuji film, they're not a professional photographer. So the service we offer taxi drivers is really quite unique.

"We're also very central - we're based in Dublin 12. Feel free to get in touch and drop in for your professional PSV photos."

**For more information go to [www.clearimage.ie](http://www.clearimage.ie)**



# DRIVERS CALL OUT HAILO ON 2 EURO CHARGE

**T**axi drivers have criticised a new €2 booking charge that Hailo customers now have to pay for hotel bookings. Some customers who get hotels to book them a taxi now have to pay the charge on top of their normal taxi fare.

In an email to taxi drivers, Hailo stated that some large hotel accounts including The Westbury, Trinity City and Intercontinental Hotels have been charging Hailo for the booking.

Hailo advised that this €2 charge will now be automatically added to customers' bills.

Jim Waldron of the National Private Hire and Taxi Association said his members are concerned that customers will think the driver is charging an excessive fare.

"We are in a position now of collecting money for somebody else. It could cause a lot of confusion".

In a statement, Hailo Ireland said: "Guests of hotels in Dublin who book a taxi through reception with any of the major companies in Ireland are charged the €2 booking charge.

"It has been standard practice for many years before Hailo entered the Irish market for the taxi company to pay a commission to the hotel for sourcing this work. Rental car companies, tour operators etc. pay commissions to hotels similarly.

"Hailo too passes on this booking charge to specific hotel passenger fares but only where it is booked directly by the hotel."

It added: "Hailo is fast becoming the leading hospitality taxi provider in Dublin and across Ireland. Leading hotels all around Ireland are adopting Hailo for their guests. These

hotels value the speed, efficiency, quality and accountability that Hailo's industry leading platform offers."

Meanwhile, A woman who resigned after claims she was bullied at a city taxi business has been awarded €12,000 by the Employment Appeals Tribunal.

Tina Williams took a case against her uncle's business, Treaty Hackney Cabs Ltd; an Organisations of Working Time claim which was withdrawn and an Unfair Dismissals claim which went ahead.

She started in the company as a base operator in 2002. She left in 2007, and resumed working in 2008. The new night manager asked Ms Williams to "jot down" notes as he was "suspicious" that a work colleague was not carrying out her duties "fairly", the Tribunal heard.

She left notes in a safe or under the office door, which was locked. She noted her colleague was "not assigning customers to drivers in a fair manner", and informed the night manager of this. She told him that she "did not want any animosity in the office and this note was just for his own benefit." However, she claimed that the atmosphere at work "became very tense and it was not a nice place to work".

She asked her colleague if there was a problem, and she replied that she was told by the night manager and another person, named JM, that she had been complaining about her. When she approached the night manager about the matter, he told her: "it was none of his business".

She wrote to the day manager on December 7, 2014, of her difficulties. "She felt bullied," the court heard. She did not receive a response. The Company stated that they "never received any letter" from her.





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# THE LONG WAY ROUND

## DRIVER GIVEN A COURT FINE



**A** Dublin Airport taxi driver has been fined €250 after he was found guilty of failing to take an accountant on the shortest route to his home in Blackrock. Barry Burns (aged 42) of Bath Road, Balbriggan, Co Dublin, had pleaded not guilty to a taxi regulation charge of not driving as directed by his passenger.

Mr John Conroy told the court that he travelled a lot for work and he gets a taxi from the airport to his home in Blackrock in south Dublin.

He always asked to be taken via the M1 and the fare home was €35 every time, he told Judge Miriam Walsh at Dublin District Court.

However, he claimed, on March 20 last year when he left arrivals and went to take a taxi, the driver, Burns, told him “the M1 was closed and did I see the screen in the airport?”.

Mr Conroy claimed Burns told him he would have to take an alternative route that would cost €10 or €15 more.

Mr Conroy said he used his phone to search the internet to see if the M1 was blocked while the driver asked him should he go via Finglas or the M50.

He said the driver was talking to him about where he worked and that “I would be able to claim the expense in any case”.

He said he told him wanted to go via the M1 and claimed the driver told him the M50 would be quickest.

He said he felt under pressure to agree and he put his headphones on because he didn’t want to speak to the driver any more. The witness alleged that when he arrived at his home the fare was €64.40 and he did not have enough so he had to go into his house to money from his father.

He said the driver provided a receipt, which was submitted as evidence and stated “M1 closed due to accident”.

In cross-examination he told the defence barrister he didn’t complain to the driver because “the whole atmosphere was not

pleasant, that is the way I go, through the tunnel, I felt under pressure”, adding, “I said: ‘Fine, go the M50’.”

Mr Conroy rejected claims that Mr Burns took the Leopardstown exit and he said he left the motorway at the Dundrum exit.

He said that during the journey he tried to search the internet to see if the the M1 was blocked but his phone was too slow. When he got home his mother called gardaí to check.

“I wanted to go the M1 and I was told there was an accident and it was blocked, that was not the case,” he said adding he was 100% sure he told the driver he route he wanted.

Mr Burns rejected the allegations and said he let Mr Conroy choose the route. He denied mentioning that there were screens in the airport with traffic information.

He recalled that traffic was heavy and claimed he told Conroy there must have been an accident somewhere and the passenger said he wanted to get home quick.

He agreed with Garda Sgt Michael Higgins there was a quicker alternative route but he claimed the passenger picked the way to go. He also claimed he and Mr Conroy chatted throughout the journey.

He denied that he had issued the receipt shown to court saying it had no identification information and he said the signature was not his.

He agreed that in a statement to Gda Sgt Higgins he said the fare was €64 but he just accepted €60.

In his evidence in court he said that he told Conroy he would take €55 for the run but was given €60.

Judge Walsh said it may be a difference of just a fiver but it was a discrepancy and she found him guilty. The trial heard no evidence of any accident on the M1.

Fining him Judge Walsh noted Burns, who has been a taxi driver for 10 years, had no prior criminal convictions.

She also ordered him to pay €130 in witness expenses.



# ŠKODA LEADS THE WAY!



## WE HEAR FROM CYCLING LEGEND STEPHEN ROCHE

**T**he ŠKODA KODIAQ made a strong guest appearance at the finale of this year's Tour de France. The brand's new SUV led the peloton across the finish line in Paris. Stephen Roche, winner of the 1987 Tour, was captivated by the driving performance of the lead car. On the final stage of the Tour de France, the ŠKODA KODIAQ was first across the finish line. According to former Tour winner Stephen Roche, the brand's new SUV cuts a fine figure on the bumpy Champs-Élysées boulevard – he is impressed.

"The ŠKODA KODIAQ offers a particularly generous amount of space", said Roche, who sat behind the wheel of the SUV. Its ride is very pleasant and the car responds to all your commands with a high degree of precision. I've thoroughly enjoyed the ŠKODA KODIAQ on its Tour debut," said the Irishman, who acts as a brand ambassador for the Czech car manufacturer.

As the vehicle partner, ŠKODA provided around 250 support and escort vehicles. One of those was the 'Red Car' – a ŠKODA SUPERB in Corrida Red, which served as official lead car for all 21 stages. In a similar design – with a red, grey and black camouflage car wrap – the ŠKODA KODIAQ led the peloton across the 21st and final stage to the finish in Paris.

Stephen Roche in an interview: "Paris is an electrifying experience"

**Mr Roche, you have already experienced the finale of the Tour de France in Paris on multiple occasions – do you still get butterflies when you drive along the Champs-Élysées?**

Stephen Roche: Yes, I don't think that will ever change. This great city, all the people, the cheering – it's an electrifying experience. It brings back memories from 1987. In cycling, there is nothing better than the finale of the Tour de France

in Paris. Here at the finish, all the hard work of the previous three weeks evaporates. You're just happy to be here.

**This year you were able to drive a very special car on the last stage. What was your impression?**

Stephen Roche: Throughout the entire Tour, the 'Red Car', a ŠKODA SUPERB, has led the peloton. It's a great car – spacious, comfortable and easy to drive. But the surprise for me this year was the new ŠKODA KODIAQ SUV. It was the first SUV ever that the A.S.O. has allowed to lead the finale in Paris. This is a special honour for such a great car. The ŠKODA KODIAQ provides an extremely generous amount of space, its ride is very pleasant and the car responds to all your commands with a high degree of precision. It was great fun to drive it.

**As a ŠKODA ambassador, how have you found the experience of this year's Tour?**

Stephen Roche: I rode some of the stages in the ŠKODA SUPERB. I also hosted some guest events, cycling together with them and watching the Tour.

**What impression has ŠKODA, as sponsor of the Tour de France, made on you?**

Stephen Roche: ŠKODA impressed with absolute professionalism. The ŠKODA team comprises of hundreds of people, yet everyone knows exactly what they have to do at all times. They all do a wonderful job – you can just sense the brand's close connection to cycling and their enthusiasm for it. I would also like to pay the drivers a compliment. It is enormously difficult to support the cyclists in the peloton without disturbing them."

The ŠKODA KODIAQ marks the beginning of the Czech brand's global SUV campaign. It represents all of ŠKODA's strengths – a distinct design that is full of character, an exceptionally large amount of space, a high level of functionality and the philosophy of the 'Simply Clever' features.



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# UBER SCANDALOUS!

## LONDON CABBIES' PICS A TASTE OF WHAT IS TO COME IN LIMERICK

**T**reaty County beware! As these horrifying phone camera snaps taken by taxi drivers in London recently show; the unlicensed drivers, such as those used in the UberPop system, are causing absolute havoc.

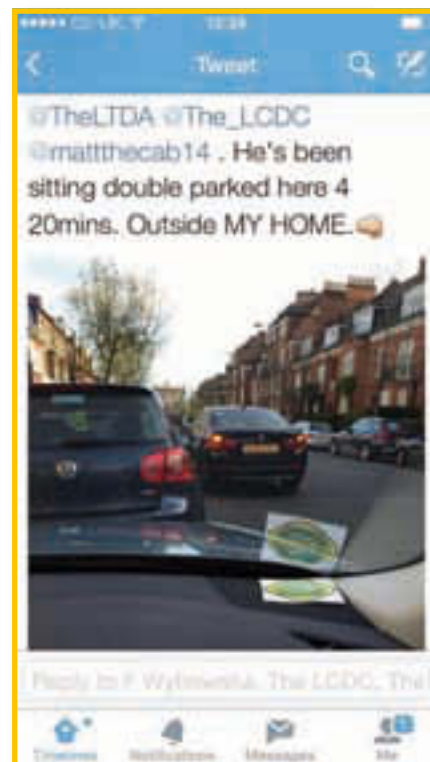
In our last edition we ran a story on how pressure

was coming on Minister Shane Ross by Uber to open up Ireland's laws to allow the company to expand its range of services.

And as many have said in this magazine before; such a move would be catastrophic.

Uber started their Irish operations in Dublin in 2014. Unable to break the market in the capital,





they switched their attentions to Limerick – currently in the process of building a 3 million Euro ‘centre of excellence’.

Drivers in the city are rightly concerned. This is massive statement of intent by Uber, coupled with their ambition to bring in the UberPop service; we could see carnage on the roads of the Treaty City

if the billion dollar company are allowed to get their way.

These pictures are a stark reminder of what happens when you let Joe Public get behind the wheel of a car with no training and insufficient knowledge of the roads, tasked with the safe transportation of the general public... Uber chaos.





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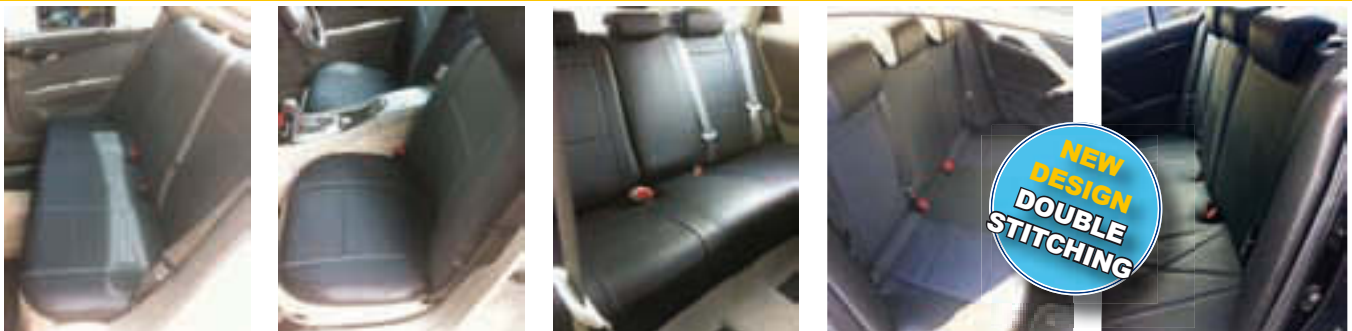
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# WORLDWIDE REPORT

TAXI NEWS ROUND-UP FROM AROUND THE GLOBE.

## BRITAIN

Two drivers have taken Uber to a British employment tribunal, arguing that the ride service is acting unlawfully by not offering rights such as holiday and sick pay, in a test case that could force the app to change its business model.

Uber, which allows users to book and pay for a taxi by smartphone, says its more than 30,000 London drivers enjoy the flexibility of being able to work when they choose and receive on average more than the minimum wage.

The firm, whose investors include Goldman Sachs and Google, has grown rapidly around the world and is valued at \$62.5bn (£56.5bn) but has faced protests, bans, and restrictions in a number of cities.

Last month, Uber agreed to pay \$7.5m to settle a lawsuit brought by drivers over background checks at the Federal Court in San Francisco, where the app is based.

In London, it has fended off attempts by drivers of the city's famous black cabs to have the app ruled illegal, and transport bosses decided earlier this year not to impose tough new rules on the app.

But a ruling in favour of the two drivers bringing this test case could lead to dozens more coming forward and affect the firm's reliance on the self-employed.

"This claim is vital for the thousands of Uber drivers who work in England and Wales and has implications even wider than that," Annie Powell, employment lawyer at firm Leigh Day, said.

"We are seeing a creeping erosion of employment rights as companies misclassify their workers as self-employed so as to avoid paying them holiday pay and the national minimum wage."

## JAPAN

Toyota Motor Corp turned heads in the automotive world in late May when it struck a strategic alliance with ride-sharing leader Uber Technologies Inc. At home, the move touched off a firestorm with a major constituency: Japan's taxi drivers.

The Japan Federation of Hire-Taxi Associations, which represents about 200,000 taxis nationwide, rebuked Toyota's collaboration with and investment in Uber during its annual meeting. Shortly after, President Akio Toyoda met and tried to reassure the federation's chairman that the tie-up won't affect Japan.

"Akio said to me, 'Please believe in Akio Toyoda, rather than Toyota,' and proposed we join hands to promote projects for the future of Japan's taxi industry," Masataka Tomita, the chairman, said in a June 23 speech posted on the federation's website. "From the eyes of Japan's taxi industry, Toyota is sending supplies to our enemy."

That kind of talk should make Toyota executives uneasy. The carmaker enjoys an 80 percent share of the nation's cab fleet, according to the taxi federation. Last year, Toyota sold 6,600 Crown Comfort and Comfort sedans to taxi companies in Japan. Tokyo's taxi companies will shift as much as 30 percent of their fleets to an LPG-powered hybrid from Toyota, purchasing about 10,000 of the new cabs in time for the 2020 Olympic Games, Ichiro Kawanabe, chairman of the Tokyo Hire-Taxi Association, said in September.

## ZIMBABWE

A protest by Zimbabwean taxi drivers against a police crackdown turned violent when residents in the capital, Harare, joined in and hurled rocks at police, who fired tear gas and water cannon to disperse the rioters.

Taxi and minibus drivers, along with company owners, accuse police of corruption, saying that they raise money for their operations by imposing hefty fines on their vehicles.

In the past month, amid rising unrest over economic woes, Zimbabwe has witnessed spontaneous protests against government corruption, shortage of money and government plans to circulate local bank notes.

The protesters closed roads and burned tyres in the eastern part of Harare, as local youth engaged in running battles against armed police wearing riot gear.

Officers responded with batons, tear gas and water cannon to disperse the crowds. Some schoolchildren were caught up in the violence as well.

Police spokeswoman Charity Charamba told reporters that anti-riot police were deployed in two townships outside Harare and arrested 30 people in connection with the violence.

## LEICESTER

A Muslim taxi driver refused to transport a disabled man with his guide dog after claiming it is 'against his religion'.

Footage showed Charles Bloch, with his guide dog Carlo and



girlfriend Jessica Graham, trying to get in the taxi before being told by the driver that he will 'not take the dog' because of his religion.

Mr Bloch, who is registered blind after being born visually impaired, had booked the cab using firm ADT Taxis in Leicester but was shocked to be told the driver would not take him upon collection.

His partner, 21, who was also born with a visual impairment and is registered blind, filmed the encounter on her phone and posted the footage - which has now been viewed by millions - online.

It shows Mr Bloch, a student at De Montfort University, approaching the taxi and asking the driver why he could not take them.

The driver can be heard saying: 'Me, I do not take the dog. It's a choice for me. For me, it's about my religion'.

Mr Bloch responds: 'By law you can't deny us...it's against the disability act of 1995,' but the driver appears adamant and refuses to take the couple, instead saying he will need to call head office.

The footage shows the conversation between the driver, who has not been identified, and an operator at the taxi company and the cabbie can be heard asking if another car can be sent.

Mr Bloch interrupts the conversation to claim he doesn't want another car but to be taken in the one he had originally booked, but his plea seemingly goes ignored as the driver cancels the order.

The footage ends with the taxi driving off and Mr Bloch shouting after the driver: 'If you drive away I'll sue you'. The driver shouts back

out of the window: 'Yeah, I'm ready to talk to the police.'

## BOSTON

A man who left about \$187,000 cash in a Boston taxi has been reunited with his money thanks to an honest cabbie, police said Tuesday.

Raymond "Buzzy" MacCausland, a driver for the Independent Taxi Operators Association, picked up a fare with a cast on one leg on Saturday.

"He told me he was homeless and had been living in a shelter for six months," MacCausland said.

At one point, the man got out of the cab to meet a friend intending to return, leaving a bag behind, the 72-year-old MacCausland said. MacCausland waited about 30 minutes, but the man didn't return. So, he drove to the man's hotel to look for him. Unable to find the man, even with the help of the hotel staff, MacCausland looked in the bag for identification. There he found three bundles of \$50 and \$100 dollar bills. He immediately drove to police headquarters to turn in the cash.

Police found paperwork indicating that the money was part of an inheritance.

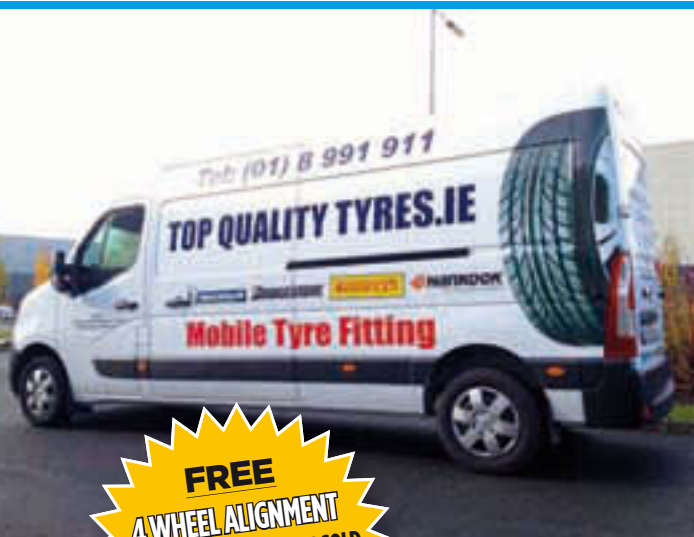
"To me that was a relief," MacCausland said. "Because I know if it wasn't they'd come looking for me."

The money was returned to the unnamed man after police determined he was the rightful owner. The man gave MacCausland a \$100 reward.



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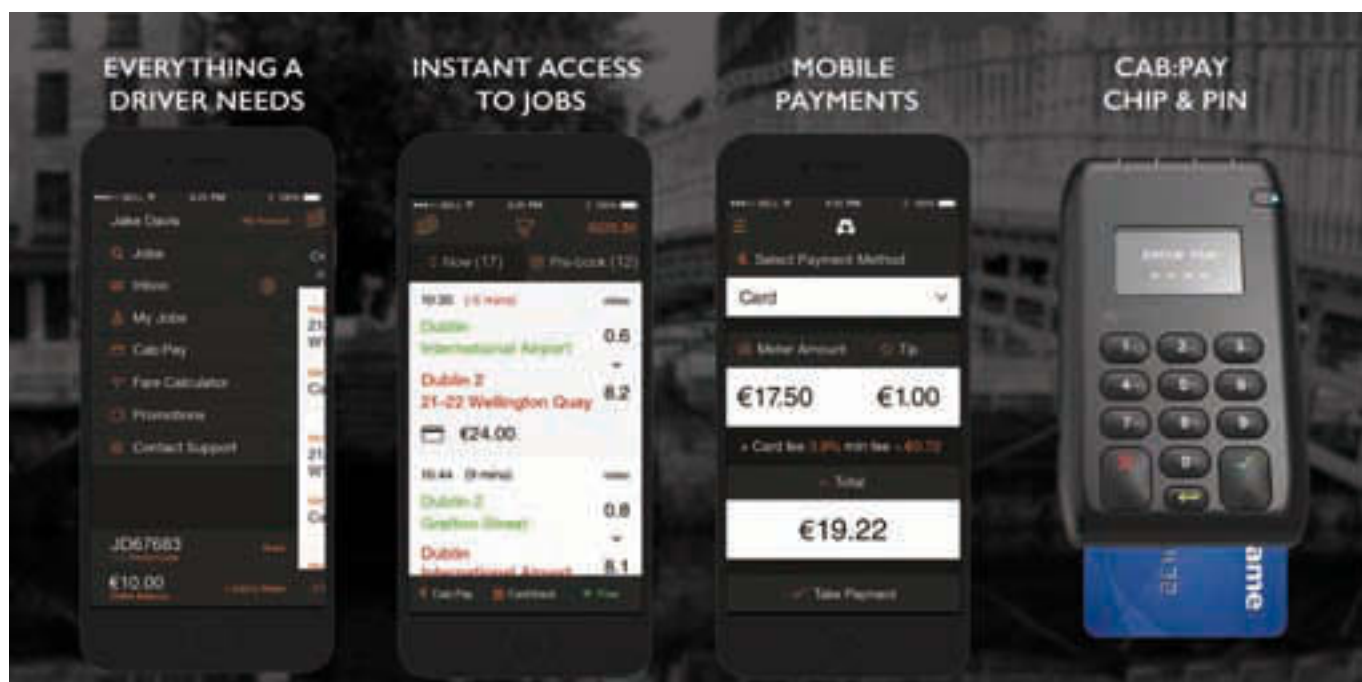
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# CAB:APP ARE DRIVING CHANGE AGAIN

**We hear from Lar Kelly on the company's new device for drivers**



**C**ab:app are chipping in with a new chip and pin device for drivers. Available now, the new machine is of great benefit to cabbies and is available in two options.

In a cluttered market, cab:app's great 3.9% charge with their fantastic cash back offer for drivers stands out.

I recently spoke to cab:app's Lar Kelly to hear about the new developments at the company, he said: "Basically there's two options for drivers – they can buy it outright for 132 euros, and there's no tie-in contract with that. Or they can rent it for 2.50 euros a week and there's no tie-in contract with that either. So basically, if you don't like it you can give it back. You can also sell it on to another driver if you want – so there are plenty of options there for drivers.

"It takes every card too! As a chip and pin device we can remotely update it when new cards come on the market, that's as easy as flicking a switch so drivers don't have to bother coming into an office or anything like that.

"The devices are also contactless, so any charge up to 30 euros can be processed that way too.

"Drivers can order this new device by either going

to [support@cab:app.net](mailto:support@cab:app.net) and it'll be shipped straight out to their house, or they can go on to the app and go into the menu, and where they see order chip and pin they can just go in there and buy it straight off the app.

"In both options you charge the customer 3.9%. In both options you will also get a cash back of anywhere between 5 and 10% of the profit made on the transaction fee of 3.9%. SO the driver is accumulating money there too. The driver then has three options; 1) you buy shares at the end of the year in cab:app 2) you can put it towards a device if you want 3) takes the money back, put the money in your pocket and that's your own business.

"That's unlike any other chip and pin that's out there at the moment!

Cab:app has been going from strength to strength in recent times and I asked Lar how things are going at the company.

Lar added: "Everything is going very well. We've got a two-day roadshow happening where we'll be going out to Dublin Airport and then making a trip down to Cork to see some drivers down there, so we're busy and everything is going great!"





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With over twenty years of experience in the motortrade, the Freedom Mobility team are not only experts in the purchase of wheelchair accessible vehicles, they are also available to provide advice to disabled drivers on the purchase of new and second-hand vehicles for

adaptation to suit their needs.

The National Disability Authority reports that between 10 and 20% of people in Ireland have disabling conditions; Freedom Mobility aims to support these individuals to ensure that transport is both easily accessible and affordable.

With showrooms in Mayo and Galway, Freedom Mobility also provides a no-obligation home visit service and ongoing customer support.

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## GREAT STORIES FROM MAYO AND KILKENNY

**J**oe Freeley, who runs Joe Maxi Taxi Co, will be providing free trips on the night of August 17 to those celebrating their Leaving Cert results.

In place of a fare, Joe will be collecting voluntary donations to Pieta House instead.

This is the Ballyhaunis man's third year offering the charitable service, and it has been a great success in the past.

Joe says that having raised a large family he is more than familiar with the stresses and struggles young people go through.

"I'm fortunate to have reared a large, healthy family, all scattered around the world; two daughters and six sons, one granddaughter and five grandsons.

"I've experienced the ups and downs that teenagers go through at results time and thought it a great opportunity to highlight the great work that Pieta House provide," Joe said.

"Not everyone is celebrating their results, and it is such a stressful time for students.

"Suicide has devastated families all over this country, and my gesture may just help one person seeking help."

Joe is happy to sacrifice a night's wages to help those at risk of suicide and provide an affordable and safe way home for young people.

"It's a small contribution to do every year, my fuel cost is no more than 30 euro for the night - a very small sacrifice to hopefully help someone."



Meanwhile, Kilkenny's Taxi Watch is once again coming in for high praise after helping a man just a few weeks ago.

One of the local drivers noticed that his passenger seemed upset so he asked him if he was ok.

The passenger subsequently admitted that he'd had suicidal thoughts and the driver was able to put him in touch with the right people.

Derek Devoy set up the local initiative which trains taxi drivers to help people who are suffering with depression or who are having suicidal thoughts.

The driver gave him a number to call if he felt he ever needed help, two hours later Derek received a call from him.

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# Knock Knock

Late one night a burglar broke into a house and while he was sneaking around he heard a voice say, "Jesus is watching you." He looked around and saw nothing. He kept on creeping and again heard, "Jesus is watching you." In a dark corner, he saw a cage with a parrot inside. The burglar asked the parrot, "Was it you who said Jesus is watching me?" The parrot replied, "Yes." Relieved, the burglar asked, "What is your name?" The parrot said, "Clarence." The burglar said, "That's a stupid name for a parrot. What idiot named you Clarence?" The parrot answered, "The same idiot that named the rottweiler Jesus."

**Teacher:** "If I gave you 2 cats and another 2 cats and another 2, how many would you have?" **Johnny:** "Seven." **Teacher:** "No, listen carefully... If I gave you two cats, and another two cats and another two, how many would you have?" **Johnny:** "Seven." **Teacher:** "Let me put it to you differently. If I gave you two apples, and another two apples and another two, how many would you have?" **Johnny:** "Six." **Teacher:** "Good. Now if I gave you two cats, and another two cats and another two, how many would you have?" **Johnny:** "Seven." **Teacher:** "Johnny, where in the heck do you get seven from?!" **Johnny:** "Because I've already got a bleedin' cat!"

Mr. and Mrs. Brown had two sons. One was named Mind Your Own Business & the other was named Trouble. One day the two boys decided to play hide and seek. Trouble hid while Mind Your Own Business counted to one hundred. Mind Your Own Business began looking for his brother behind garbage cans and bushes. Then he started looking in and under cars until a police man approached him and asked, "What are you doing?" "Playing a game," the boy replied. "What is your name?" the officer questioned. "Mind Your Own Business." Furious the policeman inquired, "Are you looking for trouble?!" The boy replied, "Why, yes."

**A proud and confident genius makes a bet with an idiot. The genius says, "Hey idiot, every question I ask you that you don't know the answer, you have to give me \$5. And if you ask me a question and I can't answer yours I will give you \$5,000." The idiot says, "Okay." The genius then asks, "How many continents are there in the world?" The idiot doesn't know and hands over the \$5. The idiot says, "Now me ask: what animal stands with two legs but sleeps with three?" The genius tries and searches very hard for the answer but gives up and hands over the \$5000. The genius says, "Dang it, I lost. By the way, what was the answer to your question?" The idiot hands over \$5.**

A husband and wife were driving through Louisiana. As they approached Natchitoches, they started arguing about the pronunciation of the town. They argued back and forth, then they stopped for lunch. At the counter, the husband asked the blonde waitress, "Before we order, could you please settle an argument for us? Would you please pronounce where we are very slowly?" She leaned over the counter and said, "Burrrr-gerrr Kiiing."

**Teacher:** "Kids, what does the chicken give you?" **Student:** "Meat!" **Teacher:** "Very good! Now what does the pig give you?" **Student:** "Bacon!" **Teacher:** "Great! And what does the fat cow give you?" **Student:** "Homework!"

## QUESTIONS

1. London hosts/hosted the 2012 Olympic Games. In which previous years have London hosted the games?
2. In the 1994 Winter Olympics, how many athletes represented Israel?
3. What connects the following athletes: runners Zola Budd and Bernard Lagat and basketball player Becky Hammon?
4. How old was Linford Christie when he won gold for the 100m in Barcelona (a record age)?
5. Which Olympic sport is played with stones and brooms?
6. Which racket sport made its Olympic debut in 1992?
7. What colours make up the Olympic rings?
8. Which Summer Olympic Games was the first to be televised live?
9. Considering that India has a population exceeding one billion people, how many gold medals did India win at the Beijing games of 2008?

# OLYMPIC 2016 SPECIAL TEST YOUR KNOWLEDGE

10. How many national Olympic committees exist (Plus or minus five)?
11. The first disabled athlete to compete in the Olympic Games was American George Eyser in 1904, he had one artificial leg. In which event did he compete?
12. Which track athlete won the gold medal in both the 200 and 400 metres in gold shoes at the 1996 Olympics?



- ANSWERS**
1. 1948 and 1908
  2. One
  3. They each changed their citizenship in order to compete at the Olympics
  4. 32 years old
  5. Curling
  6. Badminton
  7. Blue, Black, Red, Yellow and Green
  8. 1936 (XI Olympiad)
  9. One, Abhinav Bindra
  10. 204
  11. Gymnastics
  12. Michael Johnson
- 3 medals, 1 gold and 2 bronze, their best ever performance at the games)



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€10 EACH OR  
2 FOR €17



COIN HOLDERS ARRIVE LATE-NOVEMBER



**ON  
SPECIAL  
OFFER**  
HURRY WHILE  
STOCKS LAST

**ANY 4 MAGIC TREE AIR  
FRESHENERS FOR ONLY €5**



**NEXT DAY  
NATIONWIDE  
DELIVERY  
ON ANY  
ITEM**

**BPA-FREE  
PAPER ROLLS  
IN STOCK**



**H4 AND H7 HEADLIGHT BULBS  
1 FOR €5, 3 FOR €12**



TAXI SAFETY KITS

\*ITEMS  
SOLD  
SEPARATELY.

2KG FIRE  
EXTINGUISHER  
(EN3)



SON OF A GUN  
DASHBOARD  
CLEANER €5

**15" and 16" hub caps available from €20**

OPENING HOURS:

Monday - Friday 8.30am to 5.30pm

OPEN SATURDAYS FOR RADIATOR SALES ONLY



A FIRST FOR IRISH TAXI DRIVERS

# ARE YOU...?



01. SPENDING MORE THAN €310 FOR CAR & FUEL?
02. LOOKING FOR A 7-SEATER RENTAL OR RENT-TO-BUY?
03. NEEDING A COMPETITIVE INSURANCE QUOTE?
04. WANTING A 152 TAXI ON LPG WITH JUST A €5000 DEPOSIT?
05. NEEDING A PRIUS TAXI TO DRIVE? HEARD ABOUT THE **eCABS** BENEFIT?
06. NEEDING A TAXI SECURITY SYSTEM? (**KABZY**)
07. NEEDING AN LPG CAR OR CONVERSION?
08. NEEDING A NEWER DIESEL TAXI?

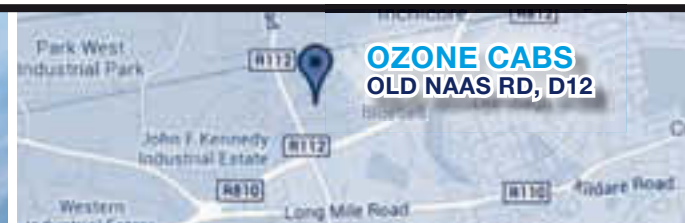


*Taxi rental*  
**FROM**  
**JUST €180**  
**PER WEEK**



**OZONE CARS & CABS** (2 MINS FROM RED COW)  
Unit E1, Bluebell Business Park  
Old Naas Road  
Dublin 12 01 902 3020

**Web & email**  
[www.ozonecabs.ie](http://www.ozonecabs.ie)  
[sales@ozonecars.ie](mailto:sales@ozonecars.ie)



**OZONE CARS & CABS: PROTECTING OUR ENVIRONMENT - EMBRACING TECHNOLOGY - SECURING FUTURES**