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# EDITORIAL

**M**y goodness. MyTaxi have had a bumpy ride haven't they? Not that we've helped. No, that's not our job. *Tacsai Magazine's* humble, little place in this world is to represent the Irish taxi driver and not the multi-million/billion quid companies with driverless cars in the pipeline. And so, when we read a fantastic Q&A with the company online via reporter Jessica Kelly we simply had to share it with you. It is a truly fascinating insight into the oblivious mind of MyTaxi, who seem so very out of touch with both driver and customer concerns at the moment that they are surely losing custom, and drivers, daily.

Another global taxi app brand has had a bumpy ride here too recently. Uber have launched in Limerick. A 1.3million euro 'centre of excellence'. Yet last month their UberPOP plans were washed down the drain as the Minister and the NTA both held firm on the fierce lobbying by the company and denied them the right to press ahead with their plans. It's a massive blow for Uber. Ireland is shutting its doors where other countries have

opened them. And for once, we can be proud of the authorities for holding firm their moral compass.

Fare increases could be on the way and already the fierce debate is gathering steam. Some drivers are for the increase, others oppose it. We shall see how it all plays out. *Tacsai* cover the breaking story on page 27.

On page 26 you can read the DTA's open letter to the taxi industry over the issue of rickshaws. They are joined by the TTnH, who also highlight their continuing battle against the pesky pedallers on page 29.

A judge has recently said that he will no longer abide mistreatment of taxi drivers and will be coming down with the full weight of the law on anyone who misbehaves in a cab. It is welcome news to hear no doubt and the details on that are on page 43.

We hear from Tony Rowe on insurance premiums and find out all about a small number of drivers who were caught, last month, taking customers on the long way round by the Gardaí. We have all that and much, much more in this month's *Tacsai Magazine*. Safe travels.

**Stephen Young**  
*Editor*



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*Tacsai Magazine* is stocked in each taxi firm in Dublin, Cork, Galway and Limerick. Most ranks have "Rank Reps" who have a stock of magazines. Additionally, the magazine is available in the following locations:

01. Skan Taxi centre, Tolka Valley Business Park.
02. Emo Station (*Mount Brown*), Kilmainham.
03. Discount Till Rolls
04. TTnH Offices, Santry Hall Ind. Est.
05. Fonthill Motor Factors.
06. Harbour Radiators.
07. The Kesh at Dublin Airport.
08. Fonthill Autoparts.
09. Hailo, 12 Upper Mount Street.
10. Dublin Corporate Cabs, Ballymount Ind Est.
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# JOE HERON SPEAKS OUT ON OVER-CHARGING

*Five drivers caught taking the long way round.*

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D15	Standing with a taxi on part of a public road adjoining or in proximity to an appointed stand when the appointed stand is full. Ag seasamh le tacsai ar chuid de bhóthar poiblí atá tadhlach le nó i ngaireacht d'áit seasaimh cheaptha nuair atá an seasamh cheaptha lán.	€40
D16	Failure to display required driver identification. Mainneachtain aitheantas tiomána a thaispeáint.	€60
A17	Failure to comply with the vehicle standards and requirements applicable to the licence category. Mainneachtain cloí leis na caighdeáin agus riachtanais feithicle is infheidhme maidir leis a gcatagóir ceadúnais.	€60

**A**t least five taxi drivers were found to be taking a road less travelled in order to make more money when ferrying passengers from Dublin Airport into the city centre on Monday.

As part of a clampdown against rogue drivers profiting from tourists and others unfamiliar with the fastest ways into Dublin, the Garda Síochána has been setting up checkpoints near the airport. In the most recent operation, gardaí charged all taxi drivers who were bringing passengers from the airport via Malahide Road with not using the shortest route.

Taking Malahide Road instead of approaching the city from Drumcondra or Ballymun can add €10 to a fare. The offence can result in a prosecution and a fine of up to €2,500. In addition to the summonses issued to the five drivers, gardaí established that two others were guilty of overcharging their passengers, an offence that attracts a €60 fixed-charge notice. A taxi driver will have been overcharging if his meter shows a booking fee even though the journey began at a rank or after being hailed in the street.

During a similar operation last week, six taxis were found to have failed to use the shortest route and three drivers were fined for overcharging.

The vast majority of taxis stopped were following the law, according to the Garda, which says it will continue to tackle

overcharging taxi drivers throughout the summer. It advises passengers to establish the likely cost before taking a taxi. "They should also examine the receipt, to ensure that date and time are accurately recorded and all additions applied are valid."

In a similar operation two weeks ago, gardaí detected six drivers taking the longer route and three overcharging.

Officers are keen to stress that they are focused only on a "small number of drivers". Gardai say the checkpoints will continue for the summer.

The penalty for overcharging is on the spot fine for €60. Taking a longer route will result in summons in court. A conviction may result in a fine of up to €2,500.

A spokesperson for the NTA has urged passengers to use the Driver Check app to ensure the vehicle is vetted, licensed and correctly registered.

They added that passengers who think they have been overcharged should keep their receipts and make a complaint as soon as possible.

President of the Irish Taxi Drivers Federation, Joe Heron has said those who commit an offence have a high chance of losing their permit to work.

"I was very, very bothered that there would be such overcharging in that manner by going a longer route," he said.

"Anybody that works with the airport and commits an offence of that nature, the chances are high they will lose their permit for work in the airport."

# BAN LIFTED ON DRIVER WHO “SNAPPED”

## *Taxi man allowed a return to the roads.*

**A** TAXI DRIVER who “snapped” and ran down a passenger who ran away without paying the fare has had his four-year driving ban lifted.

David Ryan (59) pleaded guilty at Dublin Circuit Criminal Court to dangerous driving causing serious bodily harm to Eoin Daly at Carysfort Park, Blackrock on 7 April, 2011.

In July 2014 Judge Patricia Ryan suspended a sentence of three years and banned him from driving for four years.

Yesterday, lawyers for Ryan asked the court to reinstate his driving licence as he needed it for his work as a rural publican in Cappaghwhite, Co Tipperary.

His barrister said that the area had a poor public transport service and a limited taxi service.

Judge Ryan agreed to lift the ban after noting that Ryan, formerly of Glenfield Park, Clondalkin Dublin, requires the car for his occupation and that he has not come to any adverse garda attention since the conviction.

Garda Geraldine McManigan told Paul Carroll SC, prosecuting, that Daly suffered fractures to his ankle which have affected his ability to play rugby at senior level in university.

Medical reports stated that his injuries left him with a 20% greater risk of developing arthritis but that this should have shown up in a two-year period after the injury and has not developed. Daly was on crutches for months but has since gone back to playing rugby.

In his victim impact report he said he accepts he was wrong to run away from the taxi and was embarrassed. He suffered flashbacks afterwards and has spent €4,492 on physiotherapy.

Ryan picked up Daly and another passenger at around 3am. He drove them to the Carysfort Park area where the two passengers ran from the taxi without paying the fare.

The taxi driver drove his car onto a footpath and across the park, swerving from side to side.

Daly said Ryan was driving so fast that the other man had to jump into a garden to avoid being hit.

A witness from a nearby house described seeing one man running across the green with a car “in hot pursuit” and said the driver was trying to block the men off by



**David Ryan leaving Dublin Circuit Criminal Court**

repeatedly driving in front of them.

The car hit Daly and he fell to the ground. Ryan got out of this taxi and stood over him and started gesticulating and arguing with him about the fare before driving off.

Gardaí arrested Ryan two weeks later and he admitted there had been an incident. He denied knocking the victim down and said Mr Daly had fallen down.

In 2014 counsel for Ryan said the father of four had worked as a taxi driver for twenty years.

During this time he had been abused, attacked and assaulted and in 2010 a man smashed him in the face with a can in order to avoid paying, counsel said.

He said his client was under severe financial difficulties at the time, with a crippling mortgage and credit card debt. He had just sold his house and was staying with his sister in Kildare.

Counsel said Ryan snapped on the night and did something dangerous to get his fare.

“He is saddened and disgusted with himself. There is no excuse,” said Steven Dixon BL, defending.

Suspending the sentence Judge Ryan noted that the accused had been under great financial and family stress but had €5,000 in court as a token of remorse.

She noted his remorse and apology and accepted the offence was out of character. She noted that the mandatory four-year disqualification would affect his ability to work by side. We are updating our driver app on average every two weeks to address any issues that drivers may have.

Unlike many of our competitors, our ethos is to share success with our drivers so if our drivers don't get work, we don't get any money. We are glad of the feedback because it's our job to listen and we're working hard to improve on the shortcomings identified so we can make sure we remain the best e-hailing service in Ireland.

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# WHEELCHAIR ACCESSIBLE TAXI DRIVER DENIED GRANT

*Tacsaí hear from Joe McCann*



**T**acsaí Magazine recently heard from Wheelchair Accessible Taxi driver Joe McCann who has had a hard time getting his grant from the NTA. Joe rang us in late July to discuss his quandary, which has left him short-changed compared to his fellow WAV drivers.

He said: "I bought a wheelchair accessible vehicle last year in England. It's a Renault Master with a high roof and a lifter, and when I rang up first they said the grant wouldn't be out until March so I thought 'grand so'. Little did I think there would be so much hassle..."

"When I saw the vehicle up for sale in England I went over and bought it and brought it back. No problem so far. So I paid my VRT and applied for the grant. I'd already been driving a wheelchair taxi, but I bought this and I got a new plate. The vehicle was passed as a taxi in January and then I got a letter saying that the grant was closed to me. I went and I showed them all my paperwork.

"I paid them 125 euros to check my van – I have all the proper fittings and everything but these guys weren't having it. Now, I'll tell you something... I was out a little while ago and I did the certificate for the Wheelchair Association, and the man that certified my van looked at my vehicle and

said "that's the kind of vehicle you want!"

"Other vans were in there and there'll be nothing but trouble with some of them. Some of these wheelchairs weight 200 kilos, now my van can take that, some of these other yokes out there are gonna be running into trouble because they're not as up to the job as my taxi is.

"Now I've a lost a grant because they've said something about paperwork... the thing is; most of the floors in all the taxis they've passed are done by the same crowd that done the floor in my van, the seats from the same company that my seats are from.

"The Renault Master is the perfect van for wheelchair work. I have more than enough room - I can fit four wheelchairs whereas most other WAVs out there can only fit two. I've had people in my taxi saying that if they want to go out for a few drinks or a meal with another friend or two they all have to get separate taxis to and from their destination. Now, in my taxi I can take four people in one run, saving people money..."

"I just don't understand how it can be passed as a taxi, free to work, be I'm not eligible for the grant because the seats are not certified, although they're the same seats as are in other WAVS, it's madness."

# SIMPLY ELECTRIC!

*E Cars proving a huge saver*



**D**ublin's electric taxi has saved taxi driver, Padraig Daly, approximately €6,500 over the last 18 months. The 100% electric Nissan LEAF which has been part of a trial between ESB e cars and National Radio Cabs (NRC) has clocked up over 55,000km on Dublin roads. The trial, to evaluate electric vehicles as part of the taxi industry, has been deemed so successful that it will be extended for another year.

Analysis shows that savings of up to 12.9 cent per km can be achieved by driving an electric vehicle, powered by night rate electricity, in comparison with a conventional car. For 55,000km, this would equate to fuel savings of over €6,500 and a net reduction in over four tonnes of CO2 emissions.

In addition to the fuel and emission savings, electric vehicles also benefit by availing of a government grant of up to €5,000 on the purchase price, qualifying for the lowest band of road tax (€120 per annum), and from significantly lower maintenance and service costs. Over the 18 months, services costs experienced by the e-Taxi were minimal. The ecar can be re-charged at night at the taxi driver's home through a dedicated home charge-point, allowing him to avail of low night rate electricity tariffs. He can also easily charge during the day at any of the on-street charge-points around Dublin city which have been installed by ESB.

Manager of ESB ecars, Dermot McArdle said: "Ireland's first e-Taxi trial has been a huge success and we are delighted in conjunction with our partners, NRC Taxis, to extend it by another year. The long term trial in a real life

environment endorses the suitability of Electric Vehicles as both taxis and for the general public. To support electric vehicles, ESB is continuing to roll out a growing network of public charging infrastructure. In Dublin alone, there are over 120 public charge-points including ten fast chargers."

"The e-Taxi has proved really popular with passengers," said Padraig Daly of NRC Taxis. "Most are pleasantly surprised at how well it performs in comparison to petrol-or diesel-fuelled cars, and how quiet it is," he said.

Liam Brady, Managing Director of NRC Taxis said: "NRC Taxis are honoured to be associated with the ESB and the e-Taxi over the past two years. It has been enlightening for us, as a company, to engage with such an initiative; which not only is good for the environment but also beneficial as a cost saving measure in running a taxi. We would expect more drivers to take up the electric option in the coming years and NRC look forward to being a part of that e-Taxi future."

The e-Taxi is available to the general public through the NRC pre-booking system, telephone number: 1800 767676

The performance of Dublin's first e-Taxi will feature at the National Electric Vehicle Summit 2, which will be held in Croke Park, Dublin on Thursday, January 31st. The Conference will look at the latest developments in EV technology and will provide a platform to communicate the successes and strides being made across the electric vehicles spectrum and low carbon transport systems. For more information about the Conference, please visit:

[www.nevs.ie](http://www.nevs.ie)



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# MAN WHO ATTACKED CABBIE WITH BROKEN BOTTLE REFUSED BAIL

**A taxi driver was caught around the neck by a backseat passenger who held a broken bottle to his neck, it was alleged during a bail application by the accused man.**

**L**uke Lewis, who is from Youghal, was arrested by Detective Garda Stephen Fuller and charged with robbing taxi driver Joseph Walsh of €10 at Proby's Quay, Cork City, on June 29.

The detective said the defendant was tracked down to a holiday home in Youghal and charged.

Inspector Ronan Kennelly said gardaí were objecting to bail being granted to the accused on the grounds of the seriousness of the charge and the fear that the accused would carry out further serious offences if granted bail.

Defence solicitor Daithí Ó Donnabháin, who represented Mr Lewis on free legal aid applied for Lewis to be released on bail.

Judge Olann Kelleher refused bail and remanded the accused in custody for one week.

On the question of having no fixed address, Mr Lewis, who is in his mid-twenties, said he could live with a relative at Blackwater Heights in Youghal, Co Cork.

"When I am in Youghal I am not going to be getting into trouble or nothing like that," Mr Lewis said.

He also said he would keep a curfew, sign in at the local garda station, and turn up in court when required.

Asked about the seriousness of the charge where he allegedly produced a broken bottle and threatened to produce a knife, Mr

Lewis said: "I didn't threaten him with no knife."

As for evidence that he was a heroin addict and would carry out a similar crime to get money for drugs, he said he had been off heroin for the last fortnight.

Det Garda Fuller said the alleged incident occurred at 4.20am on June 29 when the taxi driver picked up a fare at St Patrick St for Mahon and the passenger sat in behind him.

"It is alleged that, during the course of the journey, he asked the driver to change course and bring him to South Main St," Det Garda Fuller said. "The driver noticed that the passenger put something up to cover the lower part of his face, half way up his face.

"The taxi driver pulled in at Proby's Quay and the passenger placed his arm around the taxi driver's neck and placed a broken bottle to his neck.

"A struggle ensued and both men ended up outside the taxi. The taxi driver got in and tried to drive away. It is alleged the passenger got back in after him and again placed his arm around his neck and placed a broken bottle against his neck.

"The taxi driver managed to disarm him and he took the broken bottle. The passenger then allegedly said he had a knife and threatened to stab him. The driver threw two €5 notes back at him and he fled on foot."



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# AN OPEN LETTER FROM THE DTA

## Association call for banning of rickshaws

**T**his month the Dublin Taxi Drivers Association bring us an open letter to the taxi drivers of Dublin in regards to rickshaws. The DTA have long been advocates of the banning of rickshaws, with articles in Tacsáí Magazine stretching back for years. And in this issue, where a spotlight is being shone once more the pesky pedallers we print the DTA letter for you in full...

*Dear taxi drivers of Dublin,*

*The NTA has been requested by Minister Shane Ross of the Department of Transport, Tourism and Sport to conduct a review of the use and operation of rickshaws throughout Ireland and the potential for the regulation and licensing of rickshaws.*

*From day one the Dublin Taxi Association have been and still are 100% behind the push to have rickshaws banned. Why would you want to regulate and give people a legal right to drive these death traps on our working streets?*

*As we have said in our articles as far back as three years ago when we were the only organisation to highlight this serious problem – what would be a trickle would eventually become a plague and we were right, and we can't emphasize the word plague enough.*

*Drivers now are fully aware, from health and safety issues, to creating a market to compete against taxi drivers. There are hundreds of rickshaws out there and to regulate rickshaws through legislation would open a legal market not only for the rickshaw but the potential market for tuk tuks too?*

*It is vitally important through the consultation that you can fill in online to press for prohibition of use of rickshaws in Ireland and Dublin.*

*This is your chance as a driver to do one simple task and send a clear message to Minister Ross and the NTA that you do not accept, first of all the audacity to have a consultation in the first place, and also a stern warning and message that you do not tolerate being used as second class citizens from a legislative point of view.*

*We have taken the nine year rule on taxis lying down. The money and burden it costs families is outrageous, and also on top of that we have our out of control mortgages, all now added to by rickshaws on the streets who don't give a damn about passengers or our livelihoods.*

*I would also like to make the point that in the past taxi organisations wanted legislation for rickshaws. What kind of thought process from taxi organisations is that, to actually legislate and legally compete against your livelihood? Who needs friends when you have enemies like that?*

*It's important to ask the organisations if they back the Dublin Taxi Association's stand on banning rickshaws and if they don't what planet do they live on? The DTA's advice would be walk away from these organisations and join the fight. As we said on our stickers – BAN rickshaw and give us back our working streets.*

*Please click 'prohibit' on the online consultation forms.*

*Thank You,*

*From the committee of the Dublin Taxi Association.*

# CONSULTATION OPEN ON FARE INCREASES

*Members of the public are to be asked for their opinion on a proposal to increase taxi fares.*



**P**roposals that maximum fares should be increased in line with costs of running a taxi, are going out to public consultation. Organised by the National Transport Authority (NTA), the purpose of the public consultation is to determine public support towards a proposal to increase fares by three per cent.

Wendy Thompson, the Head of Taxi Regulation with the NTA said: "This year's survey showed that operating costs have gone up by 3.2 per cent over all, taking into account insurance and fuel costs and the purchase price of the car. Everything that taxi driver has to pay to stay within our regulations and to provide the service.

"Today's public consultation is the next step in the process."

Ms Thompson said it was clear from studies that 3.2 per cent is the amount actual costs have gone up. "We think they're conservative when you take in CSO labour costs. Taxi drivers were very cognisant during difficult times. For six years they did not put on any increase during that time even though the NTA recommended they do so back in 2012.

"We think it's only fair to taxi drivers that this proposal is put forward to the public. The public are then in a position to bring their opinions back on this."

She said she feels the public is going to be very understanding. The average fair in Dublin is about €15, so the increase will be less than 50c on a trip.

"To the passenger that is not a huge amount but cumulatively it will make a difference to a taxi driver." Ms Thompson added that the NTA is looking at getting more drivers on the road at peak times that they're needed.

Jim Waldron from the National Private Hire and Taxi Association is an active driver himself, and he says the operational costs of recalibrating meters to align them with the new fare system could top €200.

"The NTA awards us an increase which can't be taken until you invest in getting your meter resealed and recalibrated, which could cost €200 and two half-days off work. A lot of guys are terrified at the thought of having to stump up another €200, that's the bottom line," he said.

The suggestion of a three per cent increase has been described by some in the industry as "derisory" and "insulting", but Mr Waldron sees it as a step in the right direction.

"The increase doesn't go far enough but it's certainly going in the direction. Every little helps.

"At three cent a mile it's a long time before you work that back. Although it's very minute, you have to accept that it's an increase and it does go towards redressing some of the problems that we have," he said.

Taxi drivers were last granted a fare increase of four per cent in 2014, but many complain that the costs of keeping a vehicle on the road have risen substantially over recent years. Cars which enter the fleet must now be younger than 10 years old, and insurance premium hikes continue to hit the sector hard according to Mr Waldron, who believes members of the public would be open to an even larger fare increase.

"A five per cent increase or a seven per cent increase, I don't think people would have a major problem with that at this point in time.

"We have to pay rents, mortgages and additional costs the same as everyone else is so how are we meant to get it back?

"There was nobody really complaining about the increase in other forms of public transport; the fares went up on the Luas and Dublin Bus, Dublin Bus drivers got an increase in their wages. We're part of that public service as well," he said.

The NTA is accepting submissions from members of the public via a form on its website [nationaltransport.ie](http://nationaltransport.ie).



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# TTNH REVEAL THEIR LONG STRUGGLE TO BAN RICKSHAW

*Alan Brennan takes us through the enduring battle*

**T**he TTnH have been pursuing the scourge of rickshaws for five years. Yes, that is how long it's taken to come this point. A point where NO laws have tackled these operators despite proof of Class A drug dealing from rickshaws in Dublin, no insurance on these bikes and no protection for their passengers among many, many other problems. The Road Traffic Act appears not to apply to these business-operating road users.

Alan Brennan told us: "Members reported illegally-operating rickshaws to TTnH in July 2012. Subsequently we met with the then minister for transport Alan Kelly TD 12/9/2012. At this meeting we made strong representations regarding illegal, unvetted, unregulated, unlicensed and uninsured rickshaws. In October 2012 along with the Taxi Alliance of Ireland we met with D.C.C. management calling on Dublin City Council to pass bye laws to ban these operators in the best interests of public safety. In December we met with An Garda Síochána at Dublin Castle where we requested Gardaí ban these operators.

"During 2013 TTnH and the Taxi Alliance of Ireland met with numerous political party Transport Spokespersons calling on these operators to be banned. In 2013 Galway City Council initiated bye laws effectively banning these operators. These bye laws however were written for pedal cycles which are in the remit of county councils. Motorised or battery powered vehicles come under the remit of the Road Traffic Act.

"Throughout 2014 we raised this issue in the Oireachtas' transport committee, with the Lord Mayor Christy Burke who strongly supported our cause, and with all political and public representatives. On appointment to the taxi advisory committee October 2014 TTnH's first item to be placed on the agenda was rickshaws. To date we have raised the issue of rickshaws with the Taxi Advisory Committee on 11 separate occasions. Prior to our appointment Rickshaws had been raised at the Taxi Advisory Committee on numerous occasions.

"We met with the Temple Bar Business Association who has been trying for a number of years to have these operators banned. TTnH held protests on this issue in both 2015 and 2016; however they were not well supported by drivers. We have handed in to the Dept. of Transport over 700 signed submissions

"In September 2016 DCC and the NTA employed senior counsels to legally look at who had responsibility for rickshaws. The NTA subsequently offered to take this issue on board and is in the process of preparing a public consultation. We would request all taxi drivers call for an immediate ban. We would call on all taxi drivers to engage with this consultation and request the following for rickshaws; insurance, tax clearance certs (operators and owners), road worthiness testing, visa status (students on stamp 2 visas cannot operate as a self-employed person). We feel that these ranges of measures will effectively ban rickshaw operators and owners."



# INSURANCE CRISIS WEIGHING HARD ON THE INDUSTRY

*Tony Rowe  
speaks out*

**A** crisis has been growing like an evening shadow over the taxi industry for the last two years. And only now in recent times is the night drawing near for many drivers. Insurance premiums are sending hard-working cabbies to the dole lines.

The government has promised action, though little of any use has come to pass. Transparency was promised, but few believe the well-worn line about sky-rocketing court fees for insurers. Instead, the gut feeling is one of profiteering, and a tightly knit fellowship of “if we all hike our prices up, we all win”.

If it looks like it and smells like it... it usually is.

Tony Rowe, Chairman of the National Transport Assembly and Spokesperson on taxis, has proposed to the European Commission to investigate accusations of a cartel operating in the insurance industry in Ireland.

He said: “As far back as 2016 we’ve been saying this. Insurance policies are being hiked up unnecessarily. Ongoing investigations are welcomed and already we’ve seen some reductions in some insurance policies but we want to see more of it.

“We are calling for insurance companies to be penalised for unfair treatment and anti-competitive practises where drivers, some on 60% no claims bonuses, are having their insurance increase by way over 100%.

“This is frowned upon by hard-pressed taxi drivers. And it must be addressed. We have asked the government to look into these unreasonable hikes because everybody knows it is hard enough being a taxi driver without the burden of massively over-inflated insurance premiums.

“This profiteering from insurance companies that’s going on needs and it has to be stopped by the government. Pulling a crazy figure out of the air and then inflicting it on drivers cannot be tolerated. It simply can’t.

“Legislation must be introduced to stop this unfairness. Reforms must be put in place to prohibit this kind of carry on and it really just shouldn’t be allowed to go unchallenged by the authorities now at this stage.

“The National Transport Assembly Committee will continue to campaign and target the government to have this problem alleviated in everybody’s interests. We’ll continue on meeting with insurance industry providers. We want them to listen to our suggestions and we’ll be reporting back to the European Commission on these particular talks.

“It’s our opinion that the current scenario is anti-competitive, and we’d like to see penalties being imposed by the Minister, not just giving it airspace and lip service, we want him to act to see if anyone is contravening any competitive laws here.

“We’d like to see this happen sooner rather than later.

“Every other taxi industry in Europe has moderate price increases, while ours are astronomical and drivers are being put off the roads and it’s unfair that drivers that are operating wheelchair accessible vehicles are being quoted figures such as 13,000 euros for insurance. There’s something radically wrong when drivers like that are being squeezed out of operating their invaluable service to people because of the insurance companies.

“We want the Minister to act now. The sooner the better to be honest.”





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## ***Camera Telematics launch state-of-the- art Street Angel.***

**T**hese are worrying and dangerous times to ply trade as a taxi driver in Ireland. Not alone on the streets of Dublin are we seeing horrific stories of brutal attacks but in the smaller cities, quiet towns and isolated villages all across the nation. For victims of these crimes, and their families, the long-term affects are often debilitating, mentally as well as physically.

So, it is in times like these where Camera Telematics and their Street Angel Video Event Data Recorder ride into the taxi industry like the proverbial knights in shining armour. And why? It's simple... safety; the added protection of knowing that anything untoward that happens in your taxi will be recorded and you, the driver, will go to work with peace of mind.

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Street Angel is a direct response to the urgent need for better safety in the HGV sector. Boasting an intelligent driver monitoring system, Street Angel is constantly active and can be configured to send video and telemetry data instantly to an advanced reporting platform, providing FNOL information should a specified incident happen.

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Street Angel is proven to save fleet operating companies

enormous amounts of money both through the instant improvements in road safety by monitoring drivers and ensuring better driver behavior, and in its ability to record (and help to reduce liability of) 'crash for cash' scams that are all too frequent on our roads today.

Based out of Waterford, this is brand new tech for the Irish market. Managing Director Mark Stamper told Tacsai: "We are delighted to launch Street Angel for Irish taxi drivers. This really is a game-changing product, and Camera Telematics is the only outlet stocking it. We'll fit it for you and ensure that you have the kind of safety and coverage that you need to go about your daily work."

But here's the real rub lads and lassies; most vehicle cameras use SD cards which are prone to failure, Street Angel has onboard 128GB of memory, removing this risk, the camera records in full HD quality and has multi-camera capability, the data is SSL encrypted providing secure reporting and instant notification of loss.

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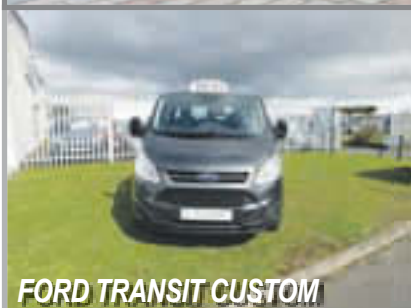
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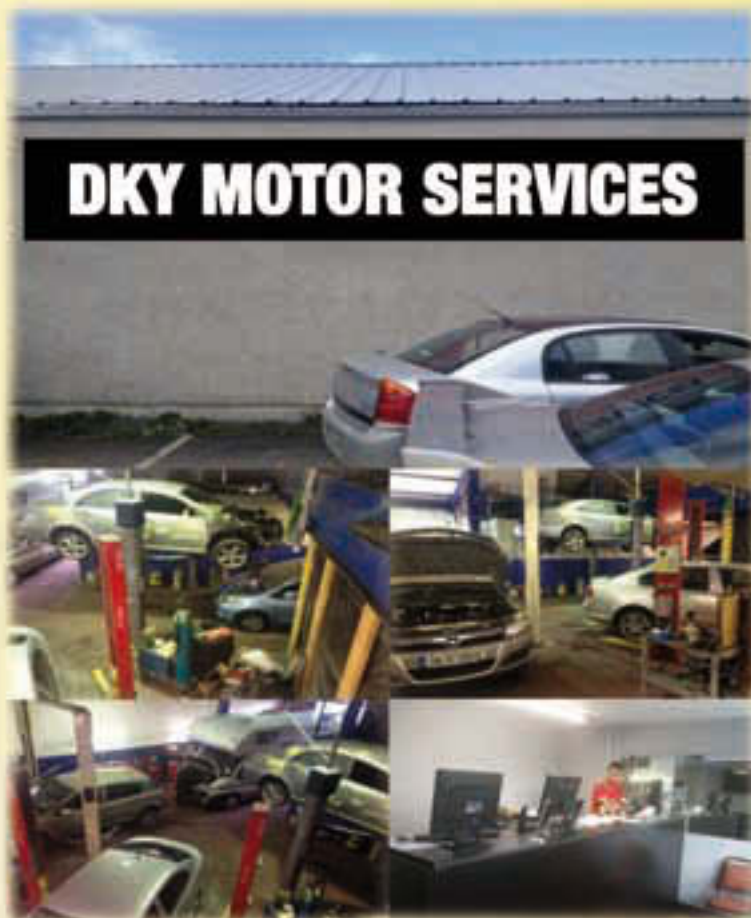
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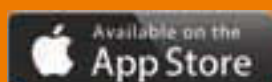


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# JUDGE STANDS UP FOR TAXI DRIVERS

***Warns that offender will feel full force of the law.***



**A** judge has warned anyone who appears before him guilty of abusing taxi drivers are not going to “walk from the court” without a conviction.

Judge Conal Gibbons made the remarks at Balbriggan District Court when a case came before him of a young man who verbally abused a taxi driver and then broke the wing mirror off the car.

Stanislavs Krescenko (22) was on a night out with friends in Balbriggan two nights before Christmas last year when he got a taxi at around 3.10am.

A verbal dispute broke out and the defendant damaged the car’s wing mirror. There was no injury sustained by the taxi driver.

The defendant, of Cardy Rock Road in Balbriggan pleaded guilty to causing criminal damage to the taxi’s wing mirror on Drogheda Street in the town on December 23rd, 2016. He has no previous convictions.

“I haven’t met many people who bust up a taxi driver’s wing mirrors,” said Judge Gibbons.

“Taxi drivers have a difficult enough job driving at times when no-one else is around and things can happen to them,” said Judge Gibbons.

“Taxi drivers perform a public service and people out socialising need taxis so they aren’t tempted to drink and

drive home.

“This taxi driver was out doing his job and was accosted by this young lad full of drink.”

Defence solicitor Fiona D’Arcy told the court “It was completely out of character” the way the defendant had behaved.

“He drank heavily that night and has never been in trouble before and no trouble since,” she said, asking the judge to leave the defendant without a conviction as ‘his future as a chef could be jeopardised if he has a conviction.’

However, Judge Gibbons said he has to register the seriousness of the offence.

“I wouldn’t be happy just to give him a slap on the wrist,” said Judge Gibbons. “Taxi drivers are known for their gentle disposition and to have one of them meet with this young man at 3am. If you cross certain boundaries you have to pay for it.

“I’m not going to allow people walk from court for abusing taxi drivers,” he warned.

He said taxi drivers are “put in the way of possible dangers.”

“If people are going to be difficult and misbehave it is a matter for the court to take seriously,” said the judge and convicted and fined the defendant €100. He fixed recognisances in the event of an appeal.



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# WORLD NEWS

## TOP STORIES FROM AROUND THE GLOBE

### LONDON

The maker of the London black cab has unveiled the new, electric design of the car, which will hit the capital's roads in November and which it hopes to sell to pollution-blighted cities worldwide.

Known as the London Taxi Company since 1948, the firm will rebrand as the London Electric Vehicle Company (LEVC) to export the new model, which runs for about 70 miles off a battery before switching to a petrol engine for up to 400 miles.

Chris Gubbey, the chief executive of the firm, which was bought by Chinese automotive giant Geely in 2013, said he expected older diesel models would soon face a ban from politicians and regulators concerned about air quality.

"They [diesel cabs] will disappear, this is the way forward. [But] that won't be as immediate as people think," he said.

Gubbey hopes to have up to 150 of the TX cabs on the capital's streets by the year's end, after the first deliveries begin in November.

Under Transport for London (TfL) rules, all new black cabs from January 1, 2018 will need to be electric, or capable of producing zero emissions. Combined with an age limit for the cabs of 15 years, that means the last diesel ones should disappear from London by 2032.

LEVC thinks that the new cab will be able to compete in a world of Prius-owning Uber drivers, arguing that it offers customers a premium service.

"There's always been a place for private hire and a premium product. [But] you can't rest on your laurels and say I'm ringfenced," he said, adding that the company had not done a good enough job in the past of explaining why its cabs were functionally better.

### DELHI

A drone that can carry people will begin "regular operations" in Dubai from July, the head of the city's Roads and Transportation Agency has announced at the World Government Summit.

The vehicle can carry one passenger weighing up to 100kg (220lbs).

The passenger selects a destination on a touch screen but there are no other controls inside the craft.

Designed to beat traffic in the heavily-congested city, its makers say it will travel at speeds of 100mph.

### PERTH

Crushed by the feeling she has been betrayed by the Government and abandoned by the public, 57-year-old Perth taxi owner and driver Deb Papamichael fears she is just weeks away from losing her home.

The rise of Uber has left her struggling to make \$100 a night and unable to meet the repayments on the \$320,000 loan she took out in 2011 to buy her taxi plate.

"Last night I left here at 3:30pm. I got home at midnight. I did four jobs and I did \$97," said the grandmother — who shares her home with her daughter, son-in-law and grandson.

"I can't survive on it. I just can't.

Ms Papamichael is one of hundreds of WA taxi plate owners desperately awaiting the outcome of the McGowan Government's taxi industry review.

The industry wants compensation in the form of a buyback scheme where taxi plate owners would be paid up to \$295,000.

Labor MP Tony Buti is conducting the review, but so far there is no sign of when it will be completed or what it will deliver.

Ms Papamichael fears the decision will come too late for her.

"I need that now. I don't need it by the time they decide in two years time because by then I'll be sleeping on a park bench."

### NEW YORK

The yellow taxis of Manhattan have long been part of the city's fabric, their energy woven into New York's enduring cultural mythology, from the comedy of Taxi to Robert de Niro's Travis Bickle in Taxi Driver.

But the system of city-licensed yellow cabs could now be breaking down, taking with it a key stepping stone to a middle-class life for waves of immigrants who make up more than 90% of drivers.

A Morgan Stanley report has found that in April 2016, the 13,587 yellow cabs in New York City completed 11m trips — a fall of 9% on the previous year. In the same month, 5.5m Uber, Lyft and car-service trips were made. The shift is expected to accelerate as app-based services gain ground, savaging the underlying economics of the yellow-cab business.

"Yellow cabs are finished," a black-car driver, Jagdish, said last week.





“Uber stole all the business.”

Two years ago, Jagdish said, his brother paid \$630,000 for a medallion, or permit, for a yellow cab. “Now it’s worth half of that. He’s got two kids and he’s barely making ends meet.” Black cars – car-service vehicles booked by telephone – are doing no better, he added.

Prices for medallions licensed by the city’s Taxi and Limousine Commission peaked at more than \$1m in 2013. Now, declining values have left many operators financially underwater. Individual owner-drivers may be hardest hit, caught in a credit crunch.

Sitting in an Indian café favored by taxi drivers in Chelsea, Jagdish said immigrants should be warned that driving a car for a living is no longer a way into the middle class.

“If you want to punish somebody,” he said, “tell them to come to New York and drive for a living. If you don’t like someone, get them to do this.”

## BOSTON

Ten people have been taken to hospital with injuries of “varying severity” after a taxi drove into people at Boston’s Logan airport, police say.

The driver jumped the kerb and struck fellow cab drivers who were sitting awaiting their next fares, police said.

According to US media, the driver told police he mistakenly stepped on the accelerator instead of the brake.

The incident, on the eve of the Independence Day holiday in the US, was not believed to be terrorism-related.

Major Frank McGinn of Massachusetts State Police said one of the victims remains in serious condition, three had significant injuries

and six others suffered less serious injuries.

All the victims appeared to be cab drivers, he added.

The driver, who is reported to be a 56-year-old man from Cambridge, Massachusetts, stayed at the scene to co-operate with police.

Maj McGinn told reporters the crash appeared to be “just a tragic accident”.

He said the unidentified driver is known to be a “very nice gentlemen from his peers” and was thought to have been alone in the vehicle at the time.

Police have seized the cab and the cause of the crash remains under investigation, state police said in a statement.

“At this preliminary point in the investigation, there is no information that suggests the crash was intentional,” the statement said.

## FRANCE

Uber suffered a new setback in Europe last month when a European Union court adviser said France was entitled to charge local managers of the U.S. ride-hailing app firm with running an illegal taxi service.

Uber played down the non-binding opinion from an advocate general at the Court of Justice of the European Union (ECJ), saying it applied only to a service using unlicensed drivers known as UberPOP, which it had already discontinued in France.

Judges will make a final ruling later this year. However, they generally follow the advice of their advocates and the comments come two months after another opinion, which rejected Uber’s argument that it was only a digital platform and so subject to less regulation than a transport firm.



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# MAIA DUNPHY IN BATTLE WITH TAXI DRIVER

## Court battle looms over child's buggy.

**B**ROADCASTER Maia Dunphy has said she is willing to go to court in a long-running dispute with a taxi driver who, she alleges, didn't want to take her fare because he guessed she was only going a small distance.

The taxi driver refused to take her, claiming her child's buggy wouldn't fit in the car.

Ms Dunphy reported the driver to the Taxi Regulator, and the taxi man persisted with his claim that the buggy wouldn't fit into this car.

Writing on a blog post on TheMword.ie, she revealed: "He said he was 100% sure the buggy wouldn't fit in his boot, so didn't even get out of the car and try, as he claimed he wanted to spare me the hassle of struggling to fold the buggy in the rain (NB: it wasn't raining)."

She said: "The regulator asked me to send photos and dimensions of the buggy (which fits in my Mum's Nissan Micra by the way, and this taxi was a big saloon style car). They then told me that I may "have to come face to face with him again for a reconstruction" and it "may end up in court" if he disputed it.

"A reconstruction? Court? What was this, an episode of Silent Witness?? Every step of the way, I felt they were trying to make it sound more hassle than it was worth, but I persisted on principle," she wrote.

"The long and short of it was, they decided he was at fault, had refused me service unreasonably and would be issued with a fine. I was pleased. I'd made my point and hopefully he wouldn't turn down a hassled mother again, just because he guessed by her bags of shopping that she was only a short fare



(which is clearly what happened)."

However, it didn't end there.

Ms Dunphy wrote that the driver has refused to pay the fine and that the Taxi Regulator informed her yesterday that she would need to be prepared to take the case to court.

"I wasn't sure what this had to do with me, as it was their department who had found him to be at fault and issued the fine, but he said that it would result in it being taken further and would I be prepared to go to court?" she stated.

She continued: "I honestly don't think it's right that this driver clearly thinks if he just ignores it for long enough it will go away, and that there's no way I'd risk it ending up in court. Well he was wrong. If it does end up in court, it will be a RIDICULOUS waste of time and money, but I bet when he hears I'm not walking away, he will just pay the damn fine (which I believe is only €80)."

In a statement to Independent.ie, the Taxi Regulator said: "Unpaid fines under the Taxi Regulation Act, in line with other legal fines, proceed to a District Court prosecution to have a judge decide on the merits of the fine and convict the accused of the criminal offence or not as the case may be.

"It follows the principle of innocent until proven guilty. Just as a private citizen can dispute a fine in court so may a taxi driver.

"Any witnesses would be expected to attend court to give evidence of the facts of the matter, so that the judge can make his or her decision after hearing both sides."

Ms Dunphy has declined to comment further.



# IT'S A BEAUTIFUL DAY!

## CALL OUT TO DRIVERS TO GET INVOLVED IN SPECIAL CHILDREN'S DAY OUT

It's that time of year again folks... The Dublin Taxidriver's Special Children's Day Out is only around the corner and the organisers need drivers. Set for September 12th, the Day Out crew is gearing up to make this year's event the best one yet!

All the great sponsors are back on board and new drivers have signed up - but more are needed.

We spoke to Paul Matthews.

Paul said: "As usual we'll gather at Parnell Square, there'll be speeches and special guests. At midday we'll move in convoy - led by the Garda Band - to Leopardstown.

"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 homes and 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."

It really is a great day, for both the kids and the drivers. It's a rewarding day. And if anyone reading this has a child not already involved, and would like to get them involved, then contact Paul via the Day Out's Facebook page.

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](http://www.facebook.com/dublintaxidayout)**

for more details on how to sign up.

You can also contact us here at Tacsai Magazine for more details.





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# Knock Knock



**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!"

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."

Late one night, a priest was driving on a country road and had a wreck. A farmer stopped and said, "Father, are you okay?" The priest said, "Yes, I had the Lord riding with me." The farmer said, "Well, you better let him ride with me, because you're gonna kill him."

Three old friends got together and were discussing what movie they had watched when they conceived their children. One lady says she had just watched a movie called The Search for One-eye Jimmy and nine months later she gave birth to her baby. Another lady says, "Oh, I saw the movie Snow White and the Seven Dwarfs and then nine months later I had septuplets." The last lady gasps and exclaims, "Oh no, I just watched 101 Dalmations!"

One day a maths book goes to see a therapist. "What can I help you with?" says the therapist.

The maths book looks back and said: "I've got a lot of problems!"

Fred: "Why do elephants wear red nail polish?"

Bob: "I don't know, why?"

Fred: "To hide in cherry trees."

Bob: "But I've never seen an elephant in a cherry tree."

Fred: "Exactly."

During an impassioned sermon about death and final judgement, the pastor said forcefully, "Each member of this church is going to die and face judgement." Glancing down at the front pew, he noticed a man with a big smile on his face. The minister repeated his point louder. "Each member of this church is going to die and face judgement!" The man nodded and smiled even more. This really got the preacher wound up. He pounded the pulpit emphatically when he came to the ultimatum: "Each member of this church is going to die and face judgement!!!" Though everyone else in the congregation was looking somber, the man in front continued to smile. Finally the preacher stepped off the platform, stood in front of the man and shouted, "I said each member of this church is going to die!" The man grinned from ear to ear. After the service was over, the preacher made a beeline for the man. "I don't get it," the preacher said in frustration. "Whenever I said, 'Each member of this church is going to die,' your smile got bigger. Why?" "I'm not a member of this church," the man replied.

**L**IMERICK taxi drivers have welcomed the news that Uber will not be able to set up a ride-sharing service in Ireland, as it does in other countries.

It emerged, just before Tacsai went to print, that the National Transport Authority (NTA) has told Uber – which employs 300 people in its Catherine Street operation – that its model was not appropriate for this country.

Uber links passengers with private car owners through a mobile app, and has attracted huge opposition from taxi drivers worldwide. This is because in effect Uber's model allows every day drivers to operate taxi services.

Jude Williams, who heads up Treaty Cabs, said the NTA disclosure – uncovered through a Freedom of Information request from RTÉ – was “fantastic news for the taxi industry of Ireland”.

“If they were allowed operate, because Ireland is so small and more so Limerick, it would wipe out the taxi and hackney industry in literally a month,” said the boss of the Davis Street firm.

Independent taxi driver Eric Hatton said he believes Uber would never have worked in Ireland or Limerick.

He said: “I never agreed with the profile of it. The numbers are not in this country for it. Perhaps you might get away with it in Dublin, but in places like Limerick, where the population is so small, it would be unlikely to happen. You either have a taxi industry or you do not. If any Joe Punch-clock can just come in and do my job, it just defeats the purpose”.

Mr Hatton admitted he was surprised that Uber's plans were blocked by the NTA, because of the fact the firm has made such a big investment in Limerick.

The NTA told Uber in a disclosure: “Operating parallel regulated and non-regulated regimes, even on a pilot basis is undesirable in our view and can only serve to undermine the regulated transport system.”

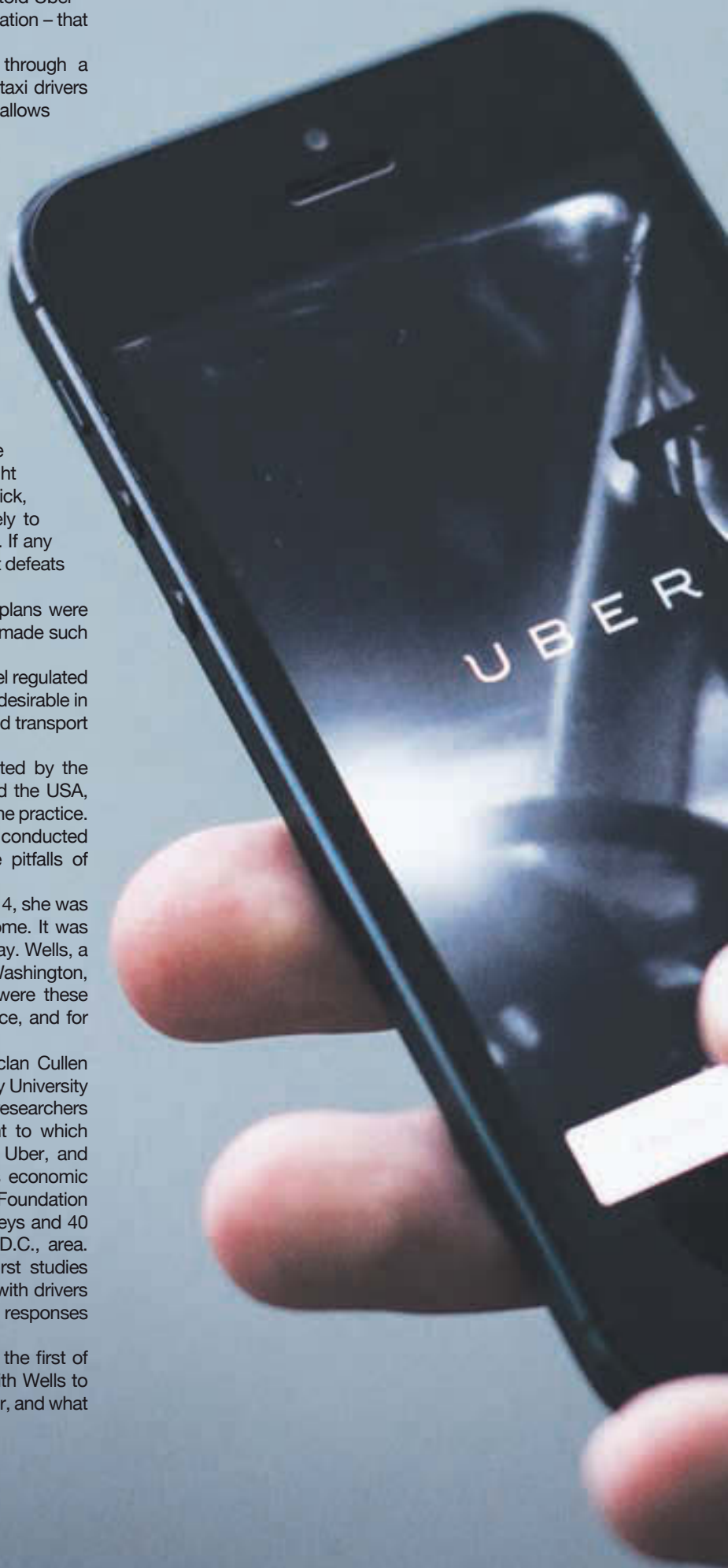
Uber – which declined to comment when contacted by the Leader – operates ride-sharing services in Britain and the USA, but a raft of European countries have already banned the practice.

Meanwhile, researchers in the United States have conducted in-depth interviews and discovered a lot about the pitfalls of working in the Uber rideshare business.

When Katie Wells hired a babysitter one night in 2014, she was astounded when the sitter ordered an Uber to go home. It was raining, but the sitter's house was only five blocks away. Wells, a visiting scholar at George Washington University in Washington, D.C., wanted to know more. She wondered: Who were these people who were willing to drive such a short distance, and for so little money?

Wells teamed up with fellow GWU researcher Declan Cullen and Kafui Attoh, a professor of urban studies at the City University of New York, to find out more about Uber drivers. The researchers were particularly interested in discovering the extent to which economic inequality was a condition for the rise of Uber, and in turn whether gig jobs would affect a household's economic stability. A grant from the Ewing Marion Kauffman Foundation allowed the team to explore these questions via surveys and 40 in-depth interviews with drivers in the Washington, D.C., area. This is, according to the researchers, one of the first studies about the rideshare industry to draw from interviews with drivers themselves. (We've excerpted some of the drivers' responses below.)

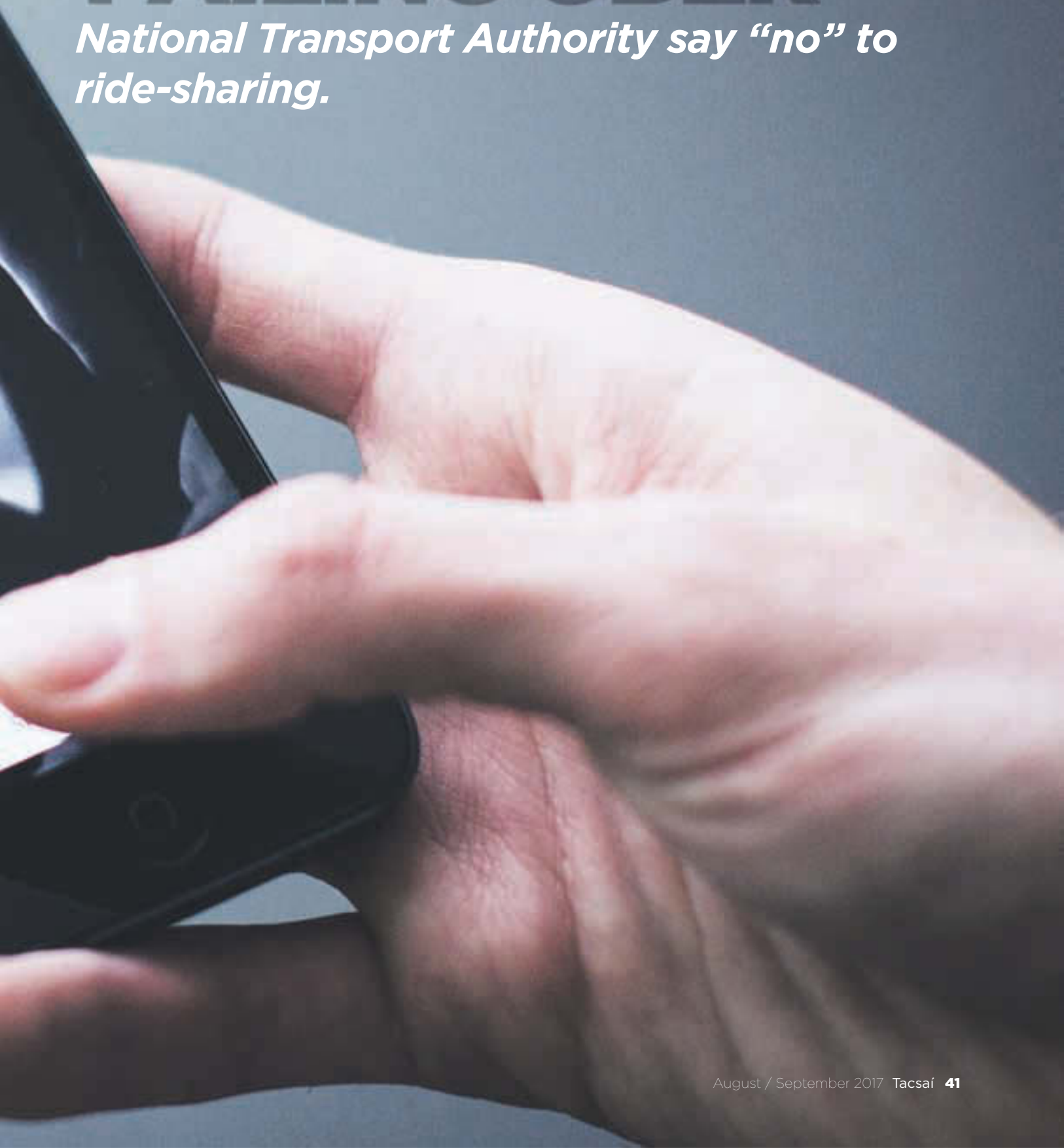
This autumn, Wells and her colleagues will release the first of three papers based on this research. Tacsai heard with Wells to learn about the study, the drawbacks of driving for Uber, and what American cities can do to protect the rights of drivers





# NTA TWIST THE KNIFE IN FAILING UBER

*National Transport Authority say “no” to  
ride-sharing.*





**Kieran Harte, general manager of Uber Ireland.**

**Uber's website attracts drivers with the line, "Drive when you want, earn what you need." What are the benefits and costs of such flexibility?**

We found that the cost of that flexibility is significant. Uber promises a lucrative job based on a flexible schedule, but drivers are basically responsible for all of the costs of running a car service. They have to pay for the car, insurance, cleaning, and whatever else comes up, while Uber retains control over the compensation. And if a driver is sick and unable to work, or gets in an accident, there are no protections in place.

In addition, many of the drivers we interviewed conform to when Uber wants them to drive. Uber raises or lowers its pricing based on an algorithm that's linked to supply and demand. So though Uber says you can drive whenever you want, drivers often only work from, say, 7 a.m. to 11 a.m. or from 3 p.m. to 8 p.m., because fares are too low at other times. Even then, drivers can have a hard time finding riders; those "dead miles" and "dead hours" cut into their earnings, and are hard to anticipate. Getting to decide one's own schedule seems like a red herring because a driver ends up ceding control over the things that matter most.

**Are drivers aware of how Uber works, and the particular pitfalls?**

Drivers generally don't have a full picture of the system—and can't, because Uber limits access to a lot of the information or makes it difficult for drivers to digest. For instance, the majority of drivers we interviewed weren't sure how much commission Uber takes for each ride, or whether Uber takes its booking fee before or after the commission. And these drivers didn't have a strong sense about whether they need commercial rideshare insurance—which they do. The problem is not just that Uber has a lot of fine print. The rules about fares, bonuses, and fees are constantly changing.

It was shocking, but understandable, that drivers didn't really understand how much they were earning. It's a laborious process to figure what you need in terms of coverage, what you're making, and, most importantly, your expenses. There were uncomfortable moments in our interviews when we asked drivers about their earnings. After we would go through a list of expenses, some drivers realized that they were making only a little more than minimum wage.

**You and your colleagues also found that Uber encourages its drivers to take out car loans that are comparable to subprime mortgages.**

Uber needs more and more drivers, so it will take drivers without cars. Uber offers drivers loans at high interest rates. And, if a driver can't lease a car that way, Uber directs would-be drivers to Enterprise Rent-a-Car, which leases cars at even higher rates with even lower credit barriers. Parallels to the subprime mortgage industry are useful, as these drivers don't have a lot of



**Travis Kalanick, former CEO of Uber.**

information about the purchase of their car—much in the same way that first-time homeowners weren't really sure what they were buying. Uber creates a debt-to-work pipeline. The drivers are taking on significant financial risks to get the chance to earn a wage.

We spoke to one woman who had taken out one of these leases. Not long after she started paying for the loan, she had trouble earning enough through Uber to make her payments or pay for groceries. She eventually returned the car, and believes she is worse off financially as a result.

**Being a taxi driver can be a precarious undertaking, but driving for Uber is riskier. Can you explain?**

There are some similarities between taxi and Uber drivers in that they are both independent contractors, but the difference in how they are regulated is stark. Every city has legislation around taxi drivers, which is there to protect public safety as well as help make it possible for drivers to earn a living. For instance, cities limit the number of taxi drivers that can be on the road at any one time, and they limit the number of hours in a row that a taxi driver can work. Uber is exempt from these kinds of regulations. And it shows: One of the Uber drivers we spoke to fell asleep at the wheel after working 16 hours straight.

**What can be done to make rideshare companies better employers?**

The biggest thing is for Uber to recognize their drivers as employees so that they are entitled to workers' compensation, sick days, and the like—just like any employee. But this is also the least likely thing to happen in the near future. Other fixes would involve allowing drivers, whether or not they're recognized as employees, to address problems in courts, rather than requiring arbitration, and in union actions. Seattle has started to go down this road by allowing drivers to form associations and, hopefully, build bargaining power.

A more likely path to improvement will be a crackdown on the subprime auto leasing. Getting rid of these practices would dramatically affect the chances of financial success for Uber drivers, because it would make the costs of leases more legible. Until these things happen and the working conditions of Uber are addressed, cities should not partner with Uber for any public transit provision unless they want to underwrite poor-paying jobs. Workers should also be very careful about driving for rideshare platforms—Uber or otherwise.

**What's your advice for Uber passengers in the US?**

If you can't find a co-operative taxi company, get in the Uber as soon as it shows up. The drivers don't start earning a wage until you actually enter the car. Tip big, and in cash. And skip the ultra-cheap Uber Pool option, which makes it even harder than it already is for drivers to scrape together a decent wage.



# NEW RANK GETS A FROSTY RECEPTION IN TRALEE

*A new taxi rank in Tralee has received a decidedly mixed response with some taxi drivers and commuters refusing to use it.*

**T**he rank - which was introduced last month and is located next to the Boots outlet in the Tesco and Abbey car parks - has been busy during the day, it has been noticeably quiet in the evening, particularly after dark.

A number of taxi drivers have told The Kerryman that they will not use the rank and are instead opting to drive around the town centre looking for fares.

The main complaints are coming from women who say they would not feel safe using the rank which is located in a poorly lit area that attracts little foot traffic after peak business hours.

With few using the new rank after dark - particularly on week nights - several de facto ranks have popped up around town with many customers to be seen waiting for taxis outside The Brogue Inn on Rock Street and near the junction of Castle Street and Ashe Street. One night last week, The Kerryman waited at the new rank for 20 minutes during which time not one



taxi passed by.

On moving towards lower Rock Street we were able to hail a passing taxi in less than a minute.

A number of taxi drivers have said they are now relying on phone trade.

The situation should be improved somewhat with the introduction of a new night time only taxi rank on Edward Street.

Once the pedestrianisation works on The Mall are complete, taxis will also be able to use loading bays there to wait for customers at night.

"The public are just not buying into the new rank and there's been huge negative reaction to it. The council's long-term plan is that this would be the main rank for Tralee, but the public's reaction is they're not buying it. Older people would be a major part of our day trade and they're also not using it," said Terry Boyle, Chairman of Tralee Taxi Association.

Mr Boyle added that the council should explore the option of 'satellite taxi ranks' set up in strategic locations around Tralee, while also urging the council to consider allowing for a 'smaller taxi rank' at The Mall/Castle Street area.

"Even if it was only a five or six car rank in this part of town it would help. Taxis have an important part to play in promoting Tralee and we await a positive outcome from the talks. The council wanted more time following last week's intense meeting and we decided as a gesture of goodwill to call off further protests," he added.

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## General Knowledge Questions

1. Which painter, one of the founders of the surrealist movement, invented the technique of FROTTAGE?
2. Formerly the New Hebrides, by what name is this Pacific state now known?
3. What flavour is the jam traditionally used in a Manchester tart?
4. In which sport is the Westchester Cup awarded?
5. Which Irish soccer legend began his career at St Patrick's Athletic?
6. What are the two families featured in Arthur Ransome's "Swallows and Amazons"?
7. Which planet was discovered by Johann Galle & Urban Le Verrier in 1846?
8. In which Irish city is the Spanish Arch?
9. Who wrote autobiographies with the following titles, [a] "The Diary of a Young Girl", [b] "Long Walk to Freedom", [c] "The Audacity of Hope", [d] "Testament of Youth" and [e] "My Family and Other Animals"?
10. After whom is the US State of Delaware named?
11. In the Bible, what was the name of Abraham's wife?
12. From what original TV programme were the following "spin-offs", [a] Grace and Favour, [b] Better call Saul, [c] Holby City, [d] Frasier and [e] Knots Landing?
13. To which King of France was Mary Queen of Scots married?
14. With which football club did John Barnes begin his professional career?
15. In which month of the year are the following US National holidays celebrated, [a] Labor Day, [b] Veteran's Day, [c] Columbus Day, [d] Memorial Day and [e] Martin Luther King Jnr. Day?

# THE TACSAÍ MAGAZINE BUMPER QUIZ

16. Which was the first James Bond theme to be nominated for an Oscar?
17. What animal forms the principal diet of the secretary bird?
18. Which artists were responsible for the following debut albums, [a] "The Fame" (2009), [b] "Music From the Big Pink" (1968), [c] "Lexicon of Love" (1982), [d] "The College Dropout" (2004) and [e] "Horses" (1975)?
19. In architecture to what does the term hypostyle refer?
20. Which set of islands are separated from the Scottish mainland by Pentland Firth?

11. Sarah.
12. [a] Are You Being Served?, [b] Breaking Bad, [c] Casualty, [d] Cheers and [e] Dallas.
13. Francis II.
14. Watford.
15. [a] September, [b] November, [c] October, [d] May and [e] January.
16. Live and Let Die.
17. Snakes.
18. [a] Lady Gaga, [b] The Band, [c] ABC, [d] Kanye West and [e] Patti Smith.
19. A roof supported by pillars.
20. The Orkneys.

## ANSWERS

1. Max Ernst.
2. Vanuatu.
3. Raspberry.
4. Polo.
5. Paul McGrath.
6. Walker & Blackett.
7. Neptune.
8. Galway.
9. [a] Anne Frank, [b] Nelson Mandela, [c] Barack Obama, [d] Vera Britton and [e] Gerald Durrell.
10. Thomas West (3rd Baron de la Warr).



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