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**PROPOSED FARE CHANGES - WE HEAR BOTH SIDES OF THE ARGUMENT
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Some for the customers, some not...

Tacsaí 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.
11. Phoenix Motors, Prussia Street.
12. South Dublin Autos.

All's Fare in love in war here at Tacsaí Magazine in this issue.

The burning issue on everybody's lips was indeed the proposed fare increase. So many of the drivers we spoke to this month wanted to have their say. It is a story we will follow up on in the next edition so those who didn't get their speak will get their chance next time around.

Tommy Barton of the DTA launches a scathing attack on SIMI President James Brooks after Brooks' comment in our previous issue on a SIX-YEAR-RULE for taxis. Read Tommy's no-holds-barred article on pages 6 & 7.

We also have a very interesting Q & A with Uber. The company have been putting out fires all across the world since they rolled out their app. Now in Ireland, we put our questions to them.

The story of the attack on John Forde in Cork in September shocked the country. Unfortunately it's a common occurrence in our cities and towns these days. We look at the issue of driver safety as John gets back behind the wheel in

his native Cork.

There's trouble in the water (if you'll excuse the pun) over at Leinster House and if the pundits are to be believed there could be a general election on the horizon in 2015. If there was, who has got the best interests of the taxi industry at heart? We hear from Sinn Féin TD Dessie Ellis and Independent TD Maureen O'Sullivan to get their views.

We have a great article from physio Pat Byrne on the stresses and strains of life behind the wheel and hear how one cabbie's light-hearted, festive attempt at fund-raising landed him in trouble with the authorities.

Yes Christmas is around the corner and we do want to bring some cheer. We have a story that might make you wretch on page 47 but you'll have no problem keeping your dinner down with our juicy quiz at the back. We definitely do one better than Christmas cracker jokes on our Knock Knock page too.

Seasons greetings everyone, and as always, stay safe!

Editor
Stephen Young.

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TACSAÍ MAGAZINE

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BARTON BLASTS BROOKS' SIX-YEAR SUGGESTION

DTA MAN TOMMY ALSO REVEALS THE DTA'S LETTER TO THE NEW MINISTER

In response to the James Brooks article in the last issue, Tommy Barton of the DTA spoke to us recently about Brooks' controversial suggestion of a six-year-rule for all taxis.

Needless to say the article prompted many angry emails and calls here to Tacsai Magazine HQ...

Tommy says: "Well first of all what he is saying is that a 6-year-old car brought over from England and one that could be clocked is a safer and better car to drive than an older car?..."

"Or the car that is sold in any main street garage - they sell second hand 6-YEAR-OLD cars too - is far safer than the taxi I get serviced regularly?"

"This could be the case for any car no matter what age... and we have to trust the people from whom we buy from on the courtyard.

"Well I wouldn't trust me granny with glass it's as simple as that you only have to ask the experienced taxi drivers. They'll tell you the hard luck stories they have when they went and bought a newer car under this new legislation.

"I'd prefer to put my car into the NCT and get a qualified engineers report to say that the car I'm driving, no matter what age, meets their own strict criteria that I pay for to make it perfectly safe.

"Surely you can't get better than that because as engineers they will pick out every fault that your car has and tell you before being passed SAFE!!

"And the NCT pride themselves on the fact that they are professional and state legislature on this.

"Just read their pamphlet when you're at your next test.

"James Brooks goes on and says the number of tests are rising even though we have newer cars per head of population that means

newer cars, safer cars, lower mileage, low emissions and he says the number of tests are rising so what exactly is he saying with this statement?

"He also goes on to say that people are avoiding or ignoring putting off maintenance to their cars... where did you get the facts to back that statement up? I'd like to see them.

"You only have to ask most garages how busy they are servicing cars because of people really looking after their cars because they can't afford new cars in this recessionary time plus also people are putting money into their cars.

"Then he goes on to say that most of us have been to a funeral caused by a road traffic accident. Unfortunate as it is, that's just scaremongering.

"I have been at lots of funerals over the last while of taxi drivers who drive most days of the week and experienced drivers who have died of suicide because of the pressure that the job entails.

"We all know from the RSA, AA and the Gardai TV advertisements that the biggest cause of death on our roads is mainly to do with speed and careless driving. I have never seen an advertisement because the car you are driving was unsafe..."

"He states that he won't get into a taxi less than 6 years old, how old is his own car? Or is he chauffeur driven around? Would he get on to other public transport networks like buses and trains that are used by families and public every single day going about their daily business?"

"Some of which are far older than six years..."



SIMI
President
James
Brooks

Tommy Barton

“And so he won’t get in to a 7-year-old Lexus, Mercedes or Lada but he will get into a 6-year old-Lada?”

“James Brooks has to come and live in the real world.”

“We would all like to have new cars. But we can’t get loans off the bank and we are taking a chance with what we buy because of the predicament taxi drivers are in.”

“So Mr Brooks won’t step into a hard-working taxi driver’s car who can’t get a loan for a new car and our families are not as safe as his own family when we drive them to school in a taxi and everyday use to the shops... so he is telling us basically that we are deliberately and consciously putting our loved ones in danger!”

“Somebody better remind him that when he is in a newer car be very careful about the safety of the airbags in cars like the Toyota Prius which were all called back in America because of the problems with the airbag..”

“Funny how he left that one out.”

Dear Minister Donohoe,

I am writing to you regarding the Vehicle Age Limit.

As you may be aware, this regulation limits the age of a vehicle to the tenth anniversary of the date of first registration operating within the taxi industry.

It is my opinion and of many of my colleagues, this limitation is discriminatory, unnecessary and adds substantial costs to drivers within the industry.

It is discriminatory, insofar as the national transport network includes the taxis industry, Dublin Bus and Bus Éireann. However, no such age limitation are applicable to the latter two.

It is unnecessary, as all motor vehicles must pass the National Car Test (NCT) and the SGS test annually to ensure the levels of safety and standard are achieved and maintained. Therefore, I suggest these two independent vehicle tests standing alone obviate the necessity for a vehicle age limitation regulation.

It is also clear, such a statutory requirement adds substantial costs to any business whether a vehicle is purchased or rented.

Further, I submit an age limit regulation on public transport vehicles is not within international best practice, particularly within member states of the European Union such as Spain and Germany.

This issue is of great concern to many drivers and I have included a copy of a signed petition against this regulation which reflects their concerns.

In conclusion, for the reasons I have outlined above, I ask this statutory regulation be revoked.

Should there be any issue or matter which needs further clarification, please do not hesitate to contact me.

**Yours sincerely,
Tom Barton.**

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A man with dark hair, wearing a light pink long-sleeved shirt and a bright yellow jacket, is sitting in the driver's seat of a car. He is looking out the open driver-side window towards the camera. The car's interior, including the black leather seat and a name tag that says 'TONY', is visible. The background shows a blurred street scene with buildings and a window with a grid pattern.

UBER: QUESTIONS AND ANSWERS...

In our two most recent editions of Tacsáí Magazine we have raised serious questions and have published hard-hitting articles about the taxi app Uber. The industry had been rife with suspicion and mistrust. Pictures of demonstrations and protests across the world did little to ease public opinion. We were since contacted by a member of the Uber team here in Dublin and asked for an interview to clarify some of the issues raised in our articles. We obliged. We felt it was fair to give them their say and to hopefully clear up some of the fears drivers might have about their company. **Below is that interview...**

1. A sceptical taxi industry here has witnessed protests across the globe in relation to Uber. With these images, combined with Travis Kalanick's colourful description of the industry, why should Irish drivers trust your company?

I think first it's important to point out that Travis's comments (taken out of context from a heated debate) were very much aimed at the taxi model in the US. There a taxi medallion owner typically owns the car(s) and requires drivers to rent them for a large sum of money during prescribed working hours. Clearly his comments were not aimed at taxi drivers outside the US, as thankfully they operate on a very different model as independent operators.

I think Uber has been broadly misunderstood in the taxi community. It's true that we are bringing a level of competition to the industry, which can be uncomfortable for some. However we believe that competition is a good thing as it forces everyone to raise their game, on both the customer and the driver side. Uber is another opportunity for drivers to earn money, and we need to make sure we're keeping driver earnings high and providing them with the best possible support, otherwise they won't choose to work with us!

It's also worth noting that in many cities we have opened the app to Taxi drivers. In Dublin for example we work with fully licensed taxi drivers on the UberX platform. The drivers that have signed up are now spending more time on trips and less time in the rank, so they are making more money in a week. There are no fixed fees, no commitments - drivers log onto the platform whenever they want.

2. A widely held belief is that because of the way in which Uber charges its customers, by calculating fares via Google Maps, that the taximeter will be done away with. How does the Uber system operate?

There will always be a place for taxis and the service they provide in a modern economy. Our model in Dublin now uses the taximeter to determine the fare for taxis (on our UberBlack chauffeur service the fare is based on Uber's distance and time pricing structure).

The customer requests a car through their Uber app. The driver is sent their pick-up point, and carries out the trip as normal. At the end of the trip, the driver enters the fare into the app, and the customer is charged to their credit card. Uber takes a 12.5% deduction from the fare, and passes 10% of this back to the customer as a discount, to make sure there is always plenty of demand for drivers on the Uber platform! The Uber fee is therefore only 2.5%. We wanted to make working on the Uber platform as profitable as possible for drivers, whilst continuing to boost passenger demand so there's always work when they want it.

This gives the customer added convenience, a high quality car when they want it but at 10% cheaper than the metered fare, safe in the knowledge that the local Uber Dublin team has met and vetted the driver for quality. With the added convenience of never needing cash, it's proven to be a great addition to the Dublin market for consumers.

For drivers, Uber is providing more work with millions of Uber users across the world and here in Dublin. The added convenience of automatic payments with the extra security from picking up passengers who have already submitted payment options on their Uber account prior to requesting has been a real positive for our driver partners here in Dublin.

3. The Uber X system in use in other countries has caused the most controversy, particularly with the news coming out of Toronto recently... Are there any plans to bring Uber X to the Irish market?

UberX in the US is very different to UberX in Europe. UberX in UK and Ireland is a fully licensed product, as are all our services in this region.

I believe the product you're referring to is UberPOP. This is our innovative peer-to-peer ridesharing product which is enabling people to share their cars and recoup the cost of car ownership. This leads to fewer cars in the road, reducing congestion in cities and the environmental impact of traveling by car. UberPOP is not a service we offer in Ireland.

4. There are many myths out there about your company; such as drivers are not required to be checked by the appropriate authorities and cars not having to undergo the stringent checks that other taxis do. Can Uber clarify some of these?

I think it's really important to be clear on this point. All Uber products in the UK and Ireland are licensed by the appropriate licensing authority - in Dublin this is the National Transport Authority. As a result of this all the drivers are fully licensed to carry passengers, and carry full commercial insurance and all the cars have passed the necessary tests. In fact our UberX drivers in Dublin are fully licensed Taxi drivers.

5. If a driver does choose to use Uber, what benefits can he/she expect to see?

There are a multitude of advantages to working with Uber. For a start Uber does not insist on exclusivity, as such a driver can have a number of platforms on their device, and go where the demand is. Uber also does not set any minimum hours for drivers, they can work for 10 hours a month or 10 hours a day, when and where is completely up to them.

The Uber app is also the same app in all the 230 cities we operate in. This means that Uber is the first port of call for many tourists looking for rides. In Dublin, one in three Uber trips is taken by an international visitor - so there's always plenty of demand from people visiting the city on business or on holiday.

The main advantage of Uber, however, is that drivers can earn more in the Uber platform. This is because Uber enables drivers to find work instead of sitting on a rank waiting for work to find them.

6. With the company mainly operating in Dublin at the minute, are there any plans to expand to the rest of the country?

Uber's ambition is to be in every major city, so we would never rule out expanding to other Irish cities. However we don't have a timeline of when this may happen.

7. If a driver wants to contact you with any queries or questions of their own how, or where, can they reach you?

Absolutely. They can email us on partners.dublin@uber.com and we'll get back to them straight away. If they're looking to find out some more details you can visit partners.uki.uber.com or sign up at partners.uber.com and schedule a time to come in to chat with the local team.



MOTABILITY IRELAND

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Motability Ireland is a multi award winning car adaptations company based in Ashbourne Co. Meath. The company has over fifty years experience in designing & manufacturing car adaptations for disabled drivers & passengers. The company is currently leading the way in provision of wheelchair accessible Taxi for the Irish market. Motability Ireland's wheelchair accessible conversions have full European Type Approval & comply with all Taxi Regulations.

The most popular vehicles coming from their NSAI approved workshops are the Ford Tourneo Custom, Ford Tourneo Connect, VW Caddy Maxi Life & Peugeot Partner.

The Ford Tourneo Custom can be converted 2 ways by Motability Ireland. With their newly designed crash tested bulkhead, the company can offer Taxi drivers the option of side entry for wheelchair users with 3 rear facing flip down seats. The back original rows of Ford seats remain to retain the original amount of seating. This variation of conversion can be built to both long & short wheel base models.

The second type of build to suit the Ford Custom will apply to long



wheel base vehicles only and consists of rear entry with the original rear bench seat folded forward to create a wheelchair bay.

The VW Caddy Maxi, Ford Tourneo Connect & Peugeot Partner are converted with lowered floor conversions to create the required additional headroom. All Motability Ireland's modified floors have full European Type Approval and each purchased vehicles will come with Technical Assessor Technical Report & crash test documentation.

Speaking at their vehicle showrooms in Ashbourne Jonathan Moore, Sales Manager of Motability Ireland explains how the company is serving the Taxi Market

'Motability Ireland has invested heavily in research & development. All our products have gone through the necessary testing both here & in the UK to ensure our finished vehicles are of the highest build standard. We have seen an increased demand for our converted vehicles from taxi drivers since the introduction of €1 million grant scheme support the wider availability of wheelchair accessible Taxi'

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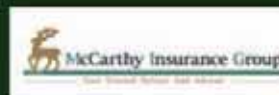
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FARE CITY

PROPOSED CHANGES ON ROUTE...

There is likely to be an increase in taxi fares after a review of the system is completed in the coming months, National Transport Authority (NTA) chairman designate **John Fitzgerald** told the industry recently.

Maximum taxi fares are reviewed every two years by the NTA, which is the regulatory body for public transport. The last increase was in 2008. A proposal to increase taxi fares by an average of 4 per cent in 2012 were dismissed after taxi drivers objected to the plan.

Mr Fitzgerald appeared before the Oireachtas Committee on Transport and Communications and said he expects there to be an increase.

Public consultation on maximum taxi fares is ongoing and the closing date for submissions is December 9th.

"The taxi fees are being looked at and I think there will be a recommendation for an increase," Mr Fitzgerald said.

"There was a possibility of an increase in 2012 but, as it happened, the taxi people felt themselves that in the interest of competitiveness they didn't want it.

"Overall, there will be a review and my expectation is that there will be an increase. I haven't seen anything to suggest otherwise."

Mr Fitzgerald also told the committee to expect increases in other public transport fares.

"I wish we could avoid any fare increase," he said. "I would love to be able to say we can avoid any sort of fare increase but, it clearly isn't possible.

"Subvention from the Exchequer is down about 30 per cent. Usage was down over the past couple of years but is rising again. We're not happy and the public is not happy with the increases. The companies are not happy with the increases either.



“It is a juggling act to weigh up what the companies need and what we think should be imposed on the public. The reality is if we don’t concede increases we won’t have a public transport system.”

Despite the increases in fares, Mr Fitzgerald said the NTA’s priority is to maximise the number of people using public transport as the upturn in the economy is leading to more motorists on the roads.

“We’re doing everything we can to prioritise initiatives that will boost public transport,” he said.

“It’s really to make public transport more attractive rather than beat people out of their cars. We want to make the offering as attractive as possible so people will choose to use public transport, and there is evidence that is happening.

“The economy is growing again and we’re preparing for the next period of economic activity. This means there is going to be a lot more commuters. If all those commuters decide they want to go into city centres around the country, we won’t have enough space for them and the whole system will gum up.”

The main representative groups met last month to discuss the proposed changes, this is the TTnH statement we received:

The Review of taxi fares was announced by the NTA November 2014. This review takes place every two years under provisions contained within the Taxi Bill 2013. The closing date for submissions is December 9th 2014. Currently the proposal is recommending a 4% increase with a lowering of the start rates from presently 4.10 to 3.60 daytime (08-

20h) and night time 4.45 to 4.00 (20h-08h). The report is also recommending tariff C daytime being removed (fares over 30 km).

TTnH contacted Cygnus agent Robinson’s Auto Centre with a view to having the programme compiled using the NTA guidelines. Subsequently the programme was compiled and two taxi meters with printers were installed in the one vehicle allowing both programmes to be run simultaneously. The result on the New Tariff showed an increase across a range of fares between 1km and 30 kms; however fares over 30 kms did show a decrease due to the loss of tariff C daytime. Prior to a meeting of members, TTnH met with representative bodies to discuss the Fare Proposal and to seek the collective views of Taxi Drivers.

TTnH held a Meeting of its Membership and a two hour debate took place encompassing a range of concerns of our Membership particularly, Labour Costs, Fuel Costs and recent Increase to Public Transport costs. A number of proposals were tabled and balloted on including accepting the current proposal, leave current fare structure as is, to seek a 4.7% increase added to the current structure, to seek the ESRI recommended 1.8% increase added to the current structure. The majority of members voted to accept the current proposed fare structure. Members expressed concern regarding Tariff B daytime and the retention of Tariff C daytime to be outlined in our Submission.





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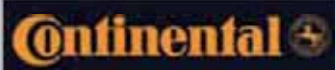
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Lar Kelly against the proposed fare increase.

So it seems like fares are set to increase in the coming months.

We hear in this issue from the TTnH who are for the increase (see pages 16 & 17) but not everybody is on board with the proposed changes.

Cab;app's Lar Kelly spoke to Tacsáí Magazine.

He said: "On one side of the fence yes it is an increase of a so-called 4%, but having said that; on a tenner, on the NTA's proposed rate you're up by 70 cents. When you take into account the 50 cents that you've lost off your standing charge surely the increase should be €1.20.

"So I have an issue with losing money after the standing charge.

"Seemingly there's an email going around, a guarantee that they won't go near the standing charge on the next review in two years' time, but there's no guarantee that they won't go after the standing charge on the next review after that again.

"If you look at Dublin Bus, they have their 4% on what they have at the moment. They don't turn around to Dublin Bus and say 'your standing charge on a minimum fare ticket is €1.20, if you take off the 20 cents we'll give you 4% on top of the euro!'

"In normal, everyday negotiations around price increases or wage

increases, everybody gets an increase on what they have... they don't row back and that's the issue I have with the whole thing."

Lar was also concerned about the continuing cost of toll roads on drivers.

He believes that taxis, again as part of the NTA, should be able to travel across the M50, for example, with passengers on board at no extra cost to the driver or passenger.

Lar added: "We should be toll free. It's as simple as that. It's stupid.

"Driving across the M50 we have to pay our 3 euros. How come Dublin Bus doesn't have to pay the toll?

"There's a basic unfairness within the NTA. I know that there's something about carrying a minimum amount passengers and all that but really what you're seeing with the tolls is another example of the blatant unfairness within the transport system."

In regard to the tolls, we at Tacsáí Magazine will be chasing this issue up in the next edition. It is inherently unfair that one sector of the public transport system should bear the brunt while other seem to operate under different rules, appearing exempt from the stringent rules enforced upon the taxi industry. We call a foul! Whether or not the ref listens we shall see...

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There are other ways to save money too...

Paddy Compare recommends drivers should try to use a car from a low insurance group, have minimal convictions on their licence and build up as much no claims bonus as possible. Taxi drivers should also consider public liability insurance as they will be transporting public persons and therefore subject to personal injury claims.

For more information on the great deal you could be making on your insurance policy go to www.paddycompare.ie for more details.



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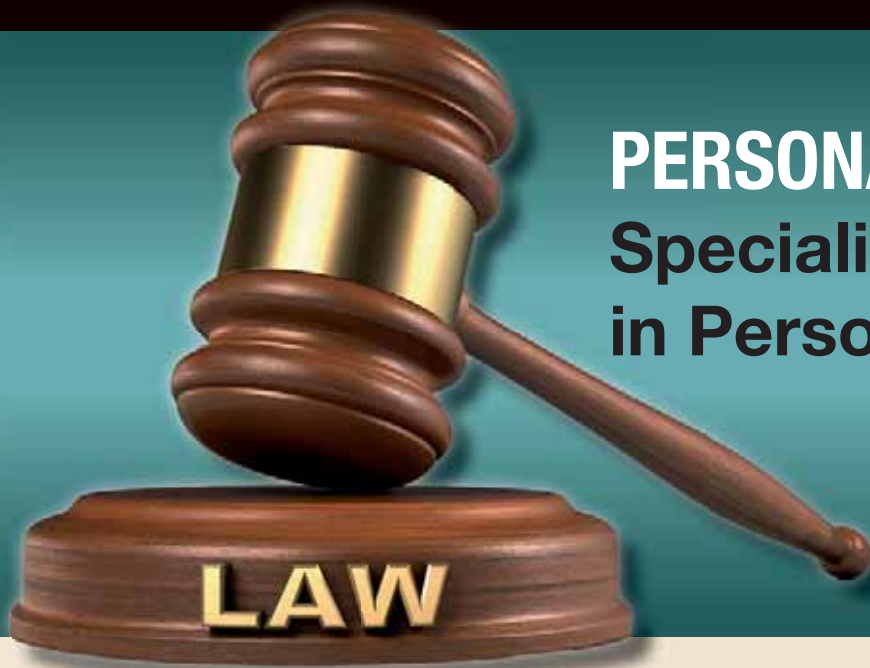
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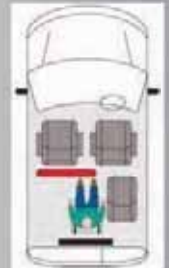
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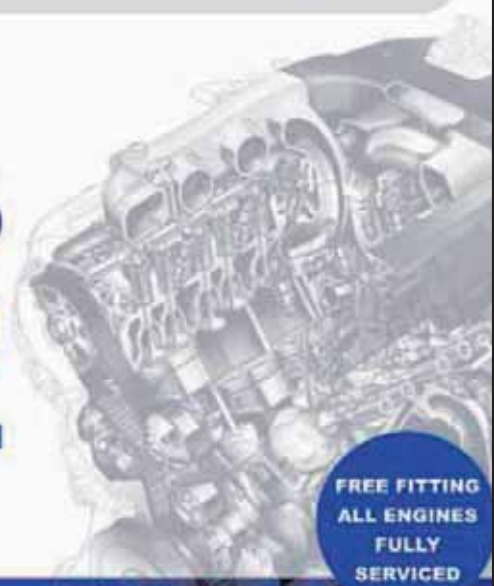
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*Authorities won't let fundraising
cabbie dress up as Santa.*



Ajolly taxi driver in England wanted to spread Christmas cheer while raising funds while dressed up as Santa Claus.

Dave Leonard (43) decked out his cab with lights and baubles and even dressed up as Santa Claus to raise funds for charity.

But his plans were ruined when his local council told him he couldn't wear the costume while on the job.

Officials warned that wearing a beard would mean he could not be identified if he broke the law.

"There are very strict rules for private hire taxi drivers and I understand they have to be," Mr Leonard said.

"They allowed me to dress as Santa, to collect money in a bucket and even trim up my bus with Christmas decorations and sponsors' names.

"But the one thing I thought they would allow me to do was wear Santa's beard - but no. It all seems a bit daft to me," he added.

Mr Leonard, who has been a taxi driver for 20 years, is leaving a bucket in his vehicle to collect money from passengers.

The father-of-three is hoping to raise £2,500 for Barnsley Hospice in South Yorkshire where his mother died.

Barnsley Council said it supported Mr Leonard's fundraising efforts but refused to be moved on the issue of him wearing the beard.

"Mr Leonard had been advised not to wear a false beard as this would obscure his face," said local councillor Roy Miller.

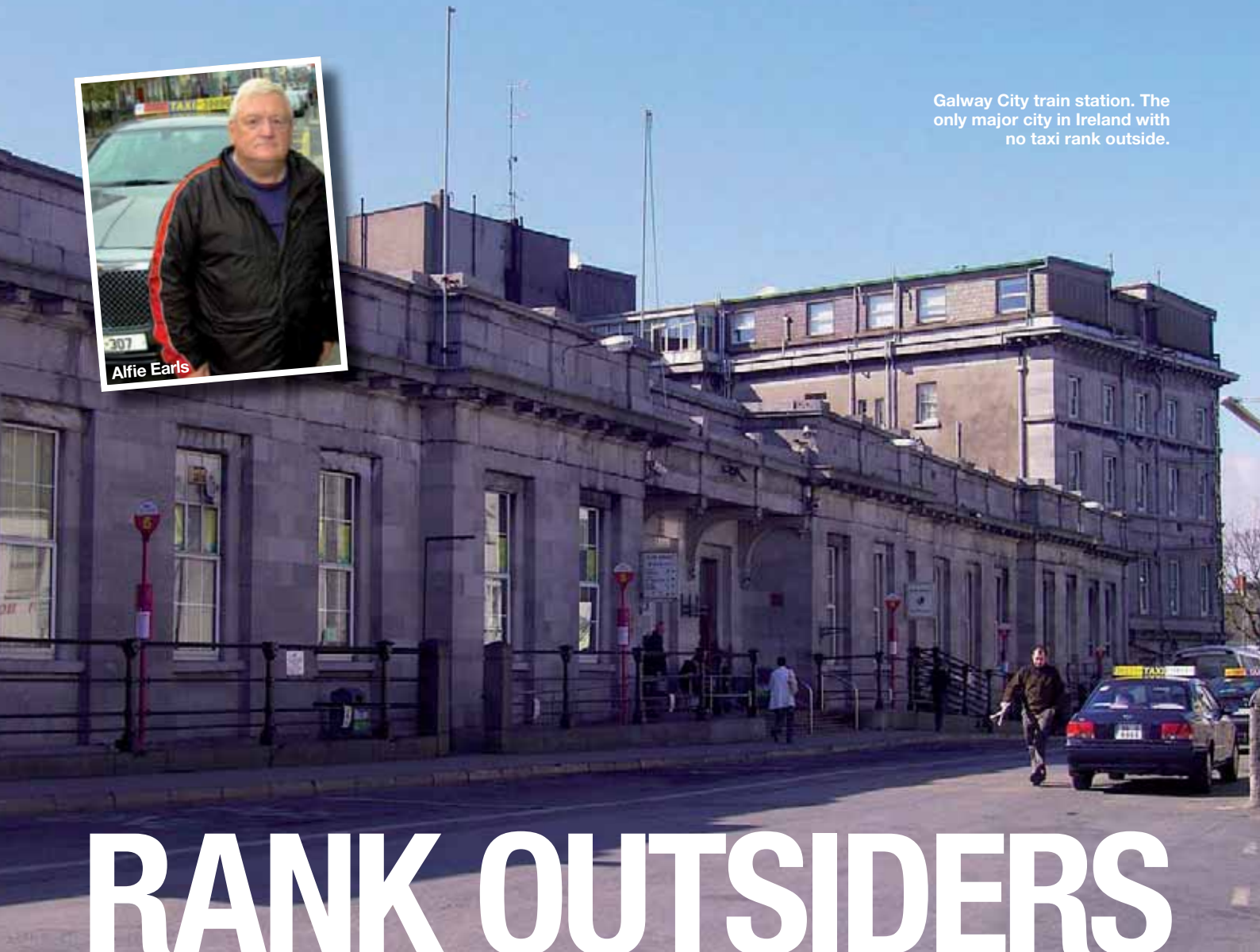
"Drivers are required to display their photographic licence at all time, which allows members of the public to identify that the person driving is the licensed driver shown on the photograph.

"Safety of the public is our paramount concern, but we wish Mr Leonard every success in his fund-raising initiative," he added.



Alfie Earls

Galway City train station. The only major city in Ireland with no taxi rank outside.



RANK OUTSIDERS

Ranks are still the first and foremost way of making a living for taxi drivers. Apps and call-outs are great of course but nothing beats being there as they say...

It wasn't so long ago when we heard from Alfie Earls in Limerick who was saying the misuse of ranks in the Treaty City by members of the public was causing all sorts of problems for cabbies.

This time it's an out and out shortage!

And the Tribesmen have quite a claim to fame indeed as they are the only city in Ireland without a taxi rank directly outside the main train station.

We spoke to Henry Hegarty from Galway recently regarding the shortage of ranks in the city.

"It's a disgrace really.

"We're the only major city in Ireland not to have a rank outside the main train station here in Galway, and there's a few more places that are sadly missing ranks as well."

Ok lets picture the scene...

You're a tourist. A friendly American visiting Ireland the home of your ancestors for the first time and you're off to the West to find your roots. You fly into Dublin for a few days' sightseeing then take a train to the west.

You've booked a hotel in Galway, lets say the Pillo hotel just off the Headford Road. Now you leave the train station and where normally you would just jump into the cab at the top of the rank and let your local expert bring you to your destination safely. Instead, you're left out on the street asking directions...

It reflects badly on the city, on the country and worst of all it leaves the working men and women - who are eager for the work - out of pocket.



Luas works in Dublin.

Earlier in the year ranks in Dublin also came under the spotlight when Luas works in capital left drivers in major Barney Rubble... ranks were moved, ranks will be moved and the whole thing just stinks from top to toe.

When it comes to the taxi industry, should ranks not be the first thing protected?

We put this to Sinn Féin TD Dessie Ellis on our In Opposition spread (see pages 38 & 39).

BLACK DAY FOR NISSAN

It's out with the old and in with the new in London... or so they thought.

Nissan's controversial design for a new black cab for the city appears to be on hold and will remain so unless the proposed Ultra Low Emission Zone in London is not given the go ahead.

The taxi design, which features a petrol engine, can't meet the tough vehicle emissions standards for central London that will be brought in if the emissions zone is signed off.

Nissan has now suspended development of its new black cab.

The news comes as a blow for plans to replace the popular but ageing current black cab, and it appears that London Mayor Boris Johnson's own proposal to make all London taxis zero-emissions capable by 2018 is to blame. Nissan's design, based on its NV200 van-based MPV, is powered by a 1.6-litre petrol engine mated to a CVT gearbox and the powertrain can't be adapted to meet the proposed emissions standards.

Although the Nissan taxi claims to offer considerably better fuel economy and emissions than the 32mpg and 233g/km of CO₂ the

current TX4 diesel black cab manages, it seems the firm would have to completely re-engineer the vehicle if the proposed zero-emission zones come into effect.

The proposals, drawn up by London Mayor Boris Johnson, include charging owners of old diesel cars up to £20 every time they drive into the capital. The Mayor also hopes to have 7,000 zero-emissions capable taxis on London streets by 2020.

James Wright, Managing Director of Nissan Motor GB says that the firm has "suspended the project until the regulation of the market has been decided". The NV200 taxi is already in service in cities such as New York and Barcelona, but a raft of styling and engineering changes were being made for the London version.

The decision to completely postpone the project until the ULEZ is confirmed could be seen as unusual, as Nissan has already developed and launched an electric version of the car, called the e-NV200, which would presumably meet these emissions standards.



PAT'S GOT YOUR BACK!



Don't put up with that pain in your neck anymore. It might not be your other half...

Aches and strains are commonplace among taxi drivers. In this issue we hear from brilliant physio, **Pat Byrne**. Writing for *Tacsai Magazine*, Pat talks us through what you the driver will put your body through on a daily basis and, with his help, how you can ease them niggling pains and make your day just that little bit easier.

When I rise from my seat having finished writing this article my shoulders and neck will probably be somewhat stiff, my lower back requiring a gentle forced movement to help mobilize its joints.

As movement is restored through walking, I should feel unrestricted, with a fluency from toe to head.

Conclusion; The body is designed for movement,.

And the less movement, and the continuous repetition of "isolated movements" the more problems it will develop.

As an example, take the digestive system, if it slows, or becomes restricted, you can appreciate the extent of the dysfunction, does this dysfunction confine itself to this one area of the body? absolutely not, it effects the TOTAL body, from how you think, to how you perform any physical challenge.

In the world of sport, we have in recent times, moved away from training single body parts, towards training the TOTAL body, and this for very good reason.

Which of the following actions gives more power and speed, (and less injury risk factor)?

(a) the bowler stands "static" at the edge of the crease, feet parallel then throws the ball towards the stumps? or (b) the bowler, in motion, reaches the edge of the crease and powering off a split leg stance delivers the ball towards the stumps?

I do believe you will agree that answer "b" is the most correct answer,

You might also be thinking it was the approach in motion prior to his throw that made the primary difference, but are you right?

Lets put this to the test.

If the bowler runs to the crease, then throws the ball from a position that both feet are parallel, as in option "a", would this yield greater power and speed?

I suggest the split stance, creates a cross transfer delivery of power to the shoulder from the lower limbs which the tennis server uses, would be the most correct answer, with prior motion second best in this instance. My point is to impress upon you the importance of not disconnecting the forces that the lower extremities play in TOTAL body movement.

In this article I am speaking to you, a taxi driver, who on a daily basis, isolates lower limbs, and perform highly repetitive actions for hours on end, and in so doing cause a disconnect of the transfer of fascia/muscular tension from lower to upper body.

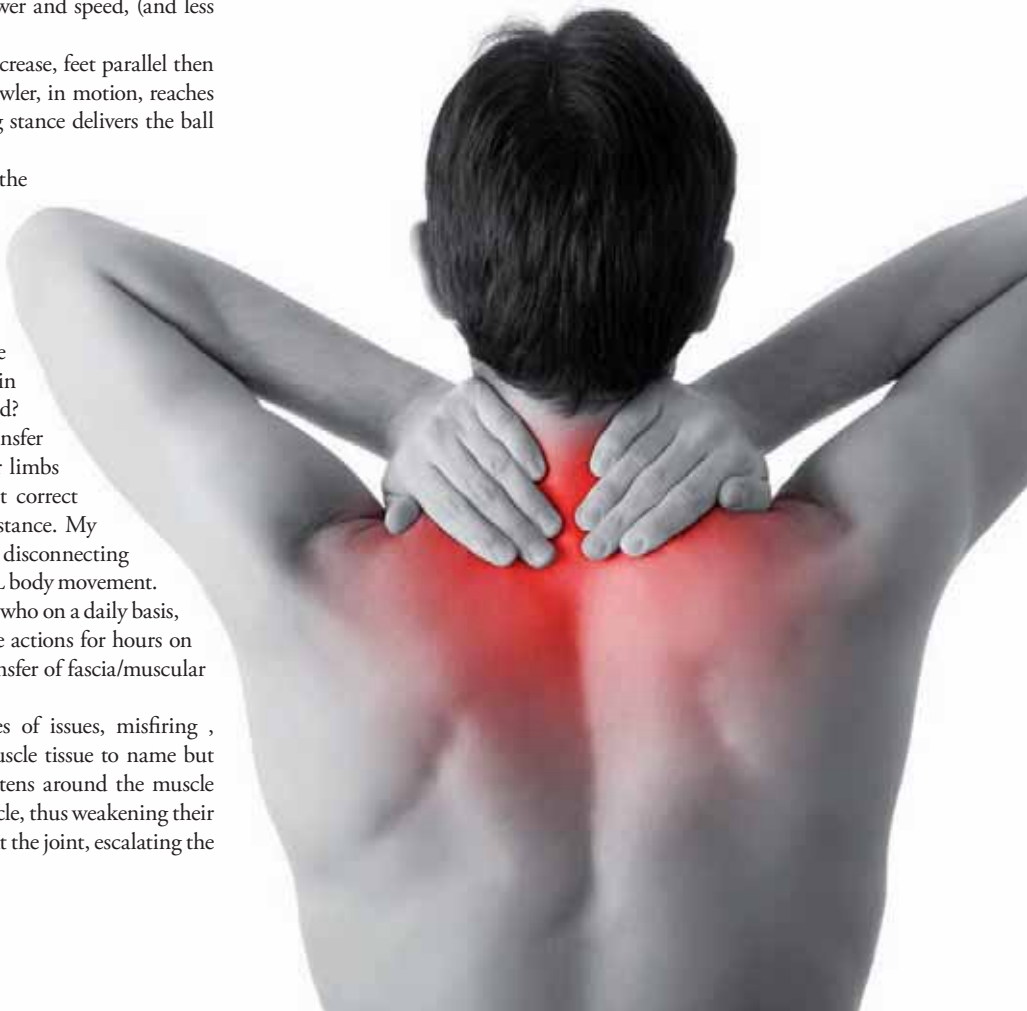
This can cause a universal, toe to head series of issues, misfiring, inhibiting, and trigger point formation in the muscle tissue to name but a few. As the fascia (cling-film like coating) tightens around the muscle fibres, it restricts blood flow and oxygen to the muscle, thus weakening their working ability and, reducing range of movement at the joint, escalating the

dysfunction to higher levels of concern.

The improvements of ergonomics in the office environment has done wonders for those working in this sector, these improvements now restricting sitting with the introduction of standing high desk work tops, where the worker can choose to stand, or use the slanted high seat with the standing position maintained, but the body weight off loaded. Alas, the car industry cannot avail of such a recognised improved health initiative, so, next best, is the management of this enforced postural attack on the body.

At The Muscle Clinic I bring a number of modalities to firstly treat the symptoms, and then the introduction of methods of prevention and management of the work environment that the taxi driver must endure. Physical therapy, incorporating, joint mobilization, soft tissue release, neuromuscular techniques, trigger point deactivation, the incredible Alter G anti-gravity treadmill, Frequency Specific Microcurrent, (F.S.M), far-infrared sauna, samples of what is on offer.

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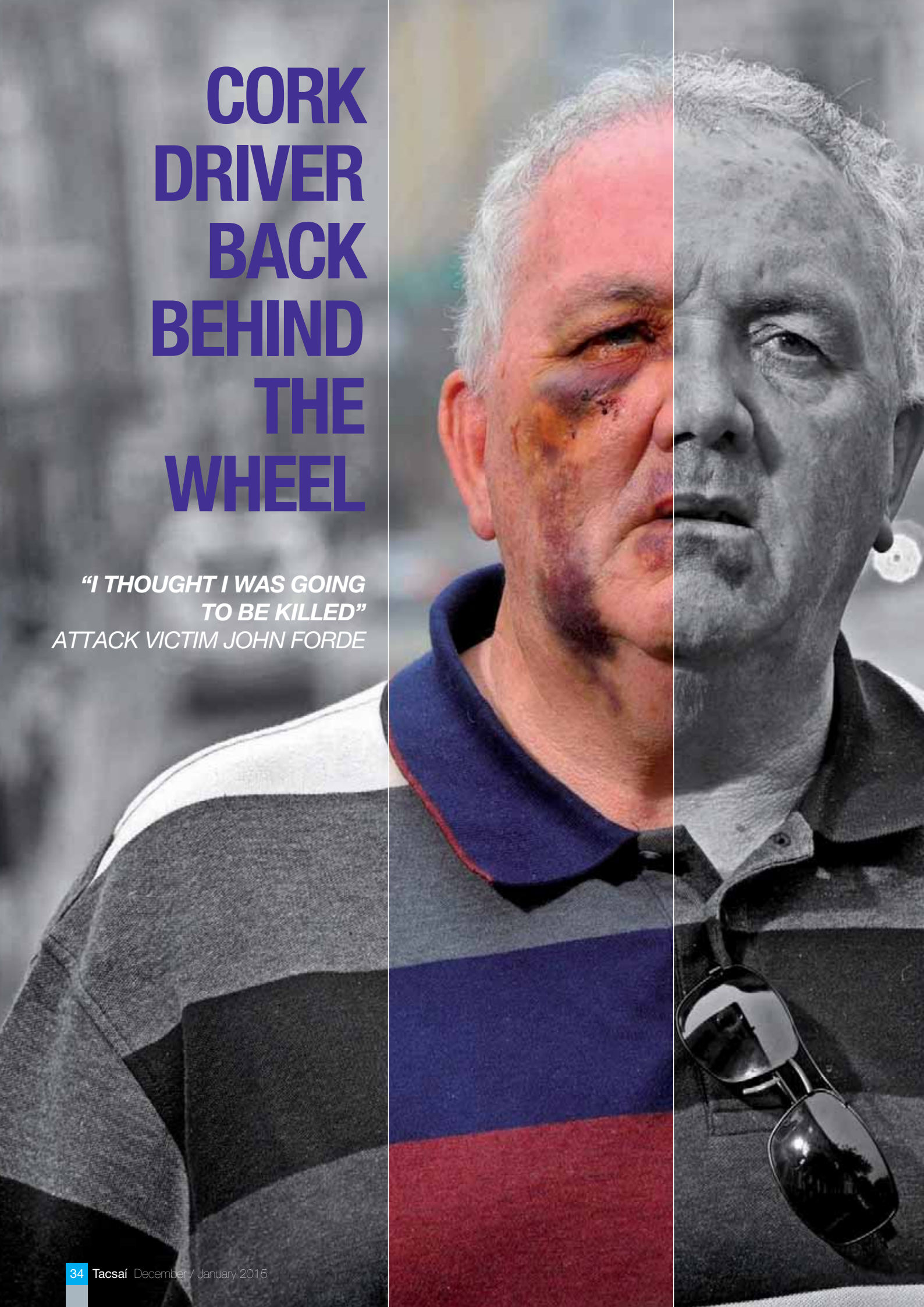
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CORK DRIVER BACK BEHIND THE WHEEL

*"I THOUGHT I WAS GOING
TO BE KILLED"*
ATTACK VICTIM JOHN FORDE



It's the kind of story that just won't go away at the minute...

We've spoken in this magazine time and again about driver safety and the possible measures that could be taken to ensure workers, particularly at night and those working in cities and towns, that are having to run the gauntlet of violence come home safe.

In this issue we ask Sinn Féin TD Dessie Ellis what preventative measures could be taken to curb attacks against drivers (see pages 38 & 39).

In November, a taxi driver has told how he feared for his life after he was attacked and beaten repeatedly around the head by two passengers who then robbed him and stole his vehicle.

John Forde (59) was attacked just as he was about to drop off two young men whom he had picked up in his taxi in Cork City centre.

"I thought I was going to be killed - I really thought I was going to die on the spot," Mr Forde said.

"They caught me from behind so I had no chance of defending myself and even if I had managed to defend myself, what chance would I have had with two people."

Mr Forde told how he had picked up the two young men at the taxi rank near Black Tie at the top of Patrick Street around 4.45am on a Friday morning in September.

They asked him to take them to Spring Lane in Blackpool and paid him in advance with one man sitting in the front passenger's seat and the second man getting in the back seat.

When he got to Spring Lane, the two men asked Mr Forde to take him to Dublin Hill and when they got there, they asked him to take him to Glen Heights Road

"That's where it happened - on Glen Heights Road, one guy asked me did they owe me any more than they paid me so I just told them that they were grand, that they were covered.

"Then the chap in front asked me did I have any money so I told them I had no money because I had just started my shift and just had a float of a few euro.

"The fellow in the back seat caught me from behind and the fellow in the front seat just punched and punched me - they got out of the car and grabbed the car keys from me."

Mr Forde was dragged from his car and beaten around the head before his two assailants reached into his pocket, stole €50 and drove off in his green 2011 registered Toyota Avensis.

Mr Forde managed to make his way to Watercourse Road Garda station and was taken by ambulance to Cork University Hospital where he was treated for a fractured eye socket.

"My wife just cried when she learned what had happened to me and she just said 'You're not going no more late at night, you're not going out no more,'" he said. "I'm driving taxis 33 years and this is the first experience like this that I've had and it's scary - driving taxis is what I do. I'm 59, who is going to employ a 59-year-old?"

A self employed taxi driver working with ABC Cabs in Cork, Mr Forde expects to be out of work for four to six weeks but he can't claim welfare because he is self-employed.

The Opinion Line have organised a fund-raising table quiz for him at St Vincent's GAA club on Cork on Thursday at 7.30pm with PJ Coogan acting as quiz master.

Gardaí under Supt Tom Myers of Mayfield Garda station have begun examining CCTV footage from Patrick Street in a bid to identify Mr Forde's attackers.

Gardaí are also hoping that a forensic examination of the car which was found crashed in Kinvara Close in Ballyvolane will also help them identify the culprits.

Anyone who witnessed the men getting into the taxi or with any information that can assist the investigation is asked to contact Mayfield Garda station on (021) 4558510.

In mid November John returned to work. Still hurt, physically and mentally. His colleagues had raised money to keep his bills paid but it wasn't enough and John got behind the wheel again on grey afternoon in Cork.

He spoke to RTE News about the kindness of his fellow drivers and the support of many people that got him through a very tough time. But nobody going to work needs to live in fear. This is a big issue facing the next government.

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IN OPPOSITION...

TDs SPEAK OUT FOR THE INDUSTRY

Something is rotten in the state of Denmark. Actually, Denmark's fine. But Ireland is in a right mess... The W word has brought the current government a nervous breakdown of epic proportions and all the while the economic outlook - though we're told it's good - doesn't seem to be getting any better. Could an election be looming?

Dublin North-West TD, Dessie Ellis;

1. The recent changes in the Taxi bill with regard to the Vehicle Age Limit (the 9-year rule) has caused a huge amount of financial burden and stress for many drivers. With some unable to stay in the industry and more worried about how they will be able to stay working in the industry, what is Sinn Féin's position on this particular section of the bill? Particularly as no other sector of the public transport industry must adhere to such a stringent rule...

We opposed the Taxi Regulation Bill but the government have pushed it through and we have to deal with that reality.

The 9 year rule has caused a lot of financial difficulty especially given the current climate and the economic troubles of the last few years. We do though believe that standards are necessary to ensure that the industry is seen to be as safe and clean as possible but it shouldn't be used simply to push drivers out of the industry. All transport industry bodies should have minimum standards and many do operate their own regulation though this should in future be set down in regulations.

We want to see a sustainable industry made up of full time taxi drivers who are serious about their work. High standards should be a part of that. We believe that drivers who wish to invest in their business should be supported similarly to other business people measures to ease the burden on drivers so that they can meet these standards need to be looked at.

It also must be recognised that for taxi driving to be a job where a person can make a decent living the oversupply has to be dealt with and that means less taxi drivers. Cracking down on rogue drivers is not enough.

2. The story of taxi driver John Forde's recent attack by two men in Cork has once again brought driver safety into the spotlight. There are very few other industries where workers are so vulnerable to

And if there was one tomorrow who would take power? We hear from Sinn Féin TD Dessie Ellis and Dublin Independent TD Maureen O'Sullivan to get their views on the issues that effect the industry most at the moment and what can be done - as our former Taoiseach Brian Cowen famously used to say - "going forward"...

attacks from criminals... What measures could be taken to protect drivers in their cars?

Unfortunately the nature of the work is that you are dealing with unknown members of the public and that can be dangerous. Increased used of technology will improve things but technology must be tailored in future to protect drivers by banning offenders from use and alerting drivers to potential threats. Gardai must work with drivers to get a better understanding of how they can work to protect drivers.

The reality is that extra security costs money and in every other industry it is up to the business themselves to ensure security measures are in place and followed. Roof top alert beacons and in car security cameras are likely the best methods which could be employed in the short term but these costs will fall on the industry.

3. In this issue we hear from a cabbie in Galway who is talking about a desperate lack of ranks to work from in the city. In Dublin too, the recent Luas works have curtailed the availability of ranks. As ranks are still a huge part of the industry, how can this situation be improved?

The situation can only be improved by a commitment to a proper integrated transport system which provide transport hubs where the public can access Luas, Bus, Bikes and taxis in one place easily. Taxis are an essential part of our transport network particularly in urban areas. All local area plans must include consideration of taxi rank needs taking into account demand, supply and the geographical spread.

The Luas works have been a major problem for Dublin's traffic and this is because the plan was not done in conjunction with taxi drivers and others to ensure that services would be maintained or augmented to provide enough options for commuters in this time. WE called for the Minister to work with the taxi industry to plan for this



period but this was ignored.

4. Recent polls look very positive for your party. With the possibility of an election looming, what could Sinn Féin do, if elected to government, to improve the industry for many hard-pressed drivers?

Sinn Féin would work with taxi drivers as Labour and Fine Gael have failed to do. We would change the structure of the Taxi Advisory Council and its role within the NTA to give ordinary single licence holders a greater voice. Sinn Féin do not have all the answers and we would seek to work with taxi drivers to develop a sustainable industry which provides great service and decent livings for those working in it.

We would implement a review of the recent taxi regulation changes to assess their effect on drivers and their fairness. This would take particular focus on the licence process with a view to dealing with oversupply by protecting existing full time drivers.

Seek to have a garda taskforce charged with cracking down those who damage the industry by operating outside of the law. While also countering the negative spin put out by the current government that taxi drivers are engaged in widespread criminal activity.

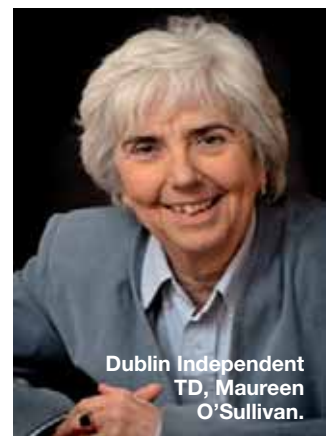
Dublin Independent TD Maureen O’Sullivan

“No doubt when the downturn came it was easy to get a taxi plate. Taxi drivers whose sole means of income was driving a taxi faced severe competition from double jobbers and the increase in those who found it so easy to get a taxi because it seemed to be the answer to the lack of jobs. Had that been handled more efficiently, we would have had a better industry. I believe the lack of regulation opened the floodgates.

“As with most jobs, it is all about exits and entrants, but in the taxi



Dublin North-West TD, Dessie Ellis.



Dublin Independent TD, Maureen O’Sullivan.

business the numbers are not matching. Far more are entering than exiting and this makes it very difficult for drivers to earn an adequate income. This results in their working longer hours and sometimes working beyond the time they should be working. There are resulting issues to health and safety. If they work in excess of the permitted time, they could pose a serious risk to themselves, to passengers and to other road users. Therefore, tackling the number should be the first step.

“I know the arguments against the regulating of numbers to competition, ensuring an adequate supply, ensuring new entrants, ensuring customers have a good supply and the fact that if the competition is not intense then standards will fall. However, I do not necessarily agree with all of that. The Indecon report noted that attempts to restrict numbers has led to difficulties because regulators were not especially good at estimating the level of supply needed to meet the demand. However that is no reason not to try and regulate the numbers to ensure reasonable competition.”



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DON'T WORRY, BE APP-Y

Taxi apps are better for customers than regular cabs, finds competition agency.

From a Bloomberg reporter in November;

Cities should reconsider moves to ban mobile-taxi applications, which include Uber Technologies Inc., as they're good for consumers, Canada's Competition Bureau said.

"Municipalities should consider whether prohibitions on digital-dispatch services and ridesharing applications are necessary," the agency said in a release from Ottawa. New taxi technology can offer riders lower prices, convenience and better service, said the bureau, an independent federal agency.

Toronto, which asked a court last week to ban Uber, may be limiting options for consumers, the Competition Bureau said. The agency said it's received "numerous complaints" about the traditional taxi industry, including on wait times, high prices and drivers who say they have trouble getting plates needed to operate a cab.

Uber, which allows users to summon and pay for rides with their mobile phones, has been facing legal battles in countries around the world including Germany amid complaints about unfair competition, lack of customer safety to increased road congestion.

The Competition Bureau also made submissions to Toronto's taxicab industry review in February saying any taxi regulation should support new entrants.

Meanwhile, a Canadian newspaper had this to say about Uber's trouble in Toronto;

An overwhelming number of Torontonians agree with Mayor-elect John Tory that Uber's taxi and car services should be here to stay.

According to a new poll by Forum Research, 68 per cent of respondents disagree with a recent legal move by the city to try to block the company from operating in Toronto.

Only 12 per cent of the people surveyed have ever tried the mobile phone-based app that allows anyone to hail a cab or "black car" to their location. But of those who have tried it, many prefer it to traditional taxi services: 78 per cent of Uber users said it was "much better" or "somewhat better" than the average taxi ride.

"I really think the genie's out of the bottle," said Forum president Lorne Bozinoff. "It's hard to stop a good idea."

The city has been criticized for responding to the new technology by seeking a court injunction. An application filed last week argues that the unlicensed and unregulated services impact the "health and safety" of both passengers and drivers.

Following the city's announcement about the court application, which has yet to be heard, Tory said it's the city's regulations that need to change to accommodate the new technology.

"It is time our regulatory system got in line with evolving consumer demands in the 21st century. As mayor, I intend to see that it does, while being fair to all parties, respecting the law and public safety," he said last week.





PUKE TACTICS

Vancouver battles the vomiters.

It's the nightmare! It's The Puker.

The guy that stumbles into the taxi at 2am going whiter and whiter as they journey goes on... Down goes the window, there's the big sigh. The imminent arrival of the puke is a dead giveaway by the growing silence.

'Are ya alright mate?'

No response. He's concentrating. The man is an Olympian drinker. Thou Shalt Not Puke.

However, if you're in Vancouver and you're feeling queasy, you'd better step away from the cab.

That's the advice from taxi drivers across British Columbia after the province's Passenger Transportation Board approved a new fee earlier.

It allows drivers and companies to charge a \$75 fine — on top of the flag fare — to passengers who soil or damage the interior of a vehicle with bodily fluids or solids.

Drivers have always been permitted to charge for the cost of cleaning vomit, or any other nasty substance, from cabs, but the new rule sets a specific rate, giving cabbies and their companies more certainty about how to handle the sticky situation.

Vancouver taxi driver Amarjit Singh said he, like many cabbies, is familiar with the consequences that follow once a passenger vomits in a vehicle.

"Other people can't sit in the cab," he said. "It smells so bad sometimes."

He said the resulting cleanup costs can vary widely depending on the cleaner and the extent of the damage.

Then there is also money lost for the time not working, he added.

"It's fair for the drivers," said Singh, referring to the fee. "Sometimes drivers lose their time." Singh, who often works days now, said the problem is much more prevalent for those who drive overnight, especially after the bars close.

Carolyn Bauer, the spokeswoman of the Vancouver Taxi Association, said most of the problems happen during Friday and Saturday nights, usually around Vancouver's the entertainment district.

"It happens all the time," said Bauer of sick passengers. "We've had not just throw-up in the taxi, we've had a lot worse."

"We've had a few times where they've urinated and the car is down for two days because it needs to be completely disinfected," she said.

"You can imagine what one in the morning is like — we've got about 18,000 kids out on the street," said Bauer. "They've all had a good time drinking, and surely to goodness out of that 18,000 less than 10 per cent are going to get sick."

Several cabbies waiting for passengers around Vancouver complained the fee was too low, because cleaning a cab can often cost \$100 — not including the money lost while their cab is off the road.

Mohan Kang, president of the B.C. Taxi Association, said the charge is fair, because the Passenger Transportation Board has to make sure customers aren't overcharged.

"Some of the drivers are asking for more," said Kang. "But I think it is a fair amount to be objective of the drivers as well as the customers."

The board, which is responsible for implementing the fixed fine, said it did so at the request of taxi drivers in the province.

"This was the fee that was requested by the Vancouver Taxi Association," said Jan Broocke, the director of the Passenger Transportation Board. "It was at a June stakeholder meeting that the Vancouver Taxi Association put a request for the specific amount."

"With a specified amount it's clear — it's unambiguous," said Broocke. "If people soil a cab they should pay for it, and it's a reasonable amount."



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QUESTIONS

1. Who replaced Enrico Letta to become the 56th Prime Minister of Italy?
2. What is the capital of Crimea?
3. Which Irish jockey turned trainer died aged 71 in November 2014?
4. What do the initials FIFA stand for?
5. What is the name of the craft that was deployed from the Rosetta spacecraft to land on Comet 67P (Churyumov-Gerasimenko) in November 2014?
6. What did the Oxford English Dictionaries choose as their word of the year for 2014?
7. Which Spanish club appointed David Moyes as their first team manager in November 2014?
8. What is the third longest river in India after the Indus and Brahmaputra?
9. Which Biblical city means "Gateway of God"?
10. Abbeylara is located in which Irish county?
11. "NHK" is the national broadcasting organisation of which country?
12. Which country is surrounded by Argentina to the west, Brazil to the north and the Atlantic Ocean to the East?
13. Who replaced Alex Salmond as leader of the Scottish National Party in 2014?
14. Name the woman who was elected as Brazil's President in October 2014?
15. In space terms, what do the initials ESA stand for?
16. Name the Irish footballer who was shortlisted for the FIFA Goal of the Year 2014?
17. How many 'smooth stones' did David pick up when preparing to fight Goliath?
18. Name the five members of the Irish delegation that signed the 1921 Anglo-Irish Treaty?
19. As of November 2014, who is President of Ukraine?
20. What is the highest mountain in Australia?



THE TACSAÍ MAGAZINE CHRISTMAS QUIZ

24. Constance Georgine Markievicz, the early 20th century Irish Sinn Féin and Fianna Fáil politician, achieved which first in politics in 1918?
25. What does the 'S' represent in United States Army general George S. Patton Jr's name?
26. Name the Anglo-Saxon King killed at the Battle of Hastings in 1066
27. Who did Beatle Sir Paul McCartney marry in 2011?
28. In motoring terms, what do India, Tonga, Malta and Tanzania have in common?
29. Which capital city lies on the Potomac River?
30. In the 1970's East Pakistan became known as which modern day country?

- ANSWERS**
1. Matteo Renzi
 2. Simferopol
 3. Dessie Hughes
 4. Fédération Internationale de Football Association
 5. Philae
 6. Vape
 7. Real Sociedad
 8. Ganges
 9. Babylon
 10. Longford
 11. Japan
 12. Uruguay
 13. Nicola Sturgeon
 14. Dilma Rousseff
 15. European Space Agency
 16. Stephanie Roche
 17. 5
 18. Robert Barton, Michael Collins, Arthur Griffiths, Eamonn Duggan, George Gavan Duffy
 19. Petro Poroshenko
 20. Mount Kosciuszko

Larry Grayson

Who's Stuffing Your Turkey This Christmas?



A couple returns from their honeymoon refusing to speak to each other. The groom's best friend takes him aside and asks what's wrong.

"Well," replies the man, "when we finished making love on the first night, I put a \$50 bill on the pillow without thinking."

"Oh, you shouldn't worry about that too much," says his friend. "I'm sure your wife will get over it soon enough. She can't expect you to have been saving yourself all these years."

"That's not the problem," the groom says. "She gave me \$20 chance!"

Little Johnny's father asks him if he knows about the birds and the bees.

"I don't want to know!" Little Johnny says, bursting into tears.

Confused, his father asks what's wrong.

"Oh, Dad," Little Johnny sobs, "first, there was no Santa Claus, then no Easter Bunny, and finally, no Tooth Fairy. If you're about to tell me that grownups don't really have sex. I've got nothin' left to believe in."

Harry, Bill and Steve are sitting at the corner bar, when Ted walks in looking distressed.

"Ted, you look awful. What's wrong?" Harry asks.

Ted says, "Last night I got really drunk and I was abducted by an alien."

Everyone is shocked. Bill asks, "What did the alien do to you?"

"All I remember is being anally probed," Ted says.

Everyone is horrified. "I heard that they'll do that!" Steve says. "What did the alien look like?"

Ted responds. "Carl."

One day a man goes to a pet shop to buy a parrot.

The assistant takes the man to the parrot section and asks the man to choose one. The man asks, "How much is the yellow one?" The assistant says, "\$2000." The man is shocked and asks the assistant why it's so expensive. The assistant explains, "This parrot is a very special one. He knows typewriting and can type really fast."

"What about the green one?" the man asks.

The assistant says, "He costs \$5000 because he knows typewriting and can answer incoming telephone calls and takes notes."

"What about the red one?" the man asks.

The assistant says, "That one's \$10,000."

The man says, "What does HE do?"

The assistant says, "I don't know, but the other two call him boss."

A guy walks into a bar with his pet monkey. He orders a drink, and while he's drinking, the monkey jumps all over the place, eating everything behind the bar. Then the monkey jumps on to the pool table and swallows a billiard ball.

The bartender screams at the guy, "Your monkey just ate the cue ball off my pool table -- whole!"

"Sorry," replied the guy. "He eats everything in sight, the little bastard. I'll pay for everything."

The man finishes his drink, pays and leaves.

Two weeks later, he's in the bar with his pet monkey, again. He orders a drink, and the monkey starts running around the bar. The monkey finds a maraschino cherry on the bar. He grabs it, sticks it up his ass, pulls it out and eats it.

The bartender is disgusted. "Did you see what your monkey did now?" he asks.

"Yeah," replies the guy. "He still eats everything in sight, but ever since he swallowed that cue ball, he measures stuff first."

A farmer is in the middle of plowing his field when his tractor runs out of gas. He needs to get back to the farm, but it's too far for him and his dog, Old Joe, to walk. He wanders out to the road and flags down a sports car. The driver says, "I'll give you a ride, but that dog can't get in my car."

The farmer says, "Don't worry. Old Joe will keep up."

The driver decides to show off and open up the engine for max speed. Just as he's going into fifth gear, he looks out the window and sees Old Joe right beside him. In amazement, he slams on the brakes and Old Joe comes to a halt.

The driver jumps out, exclaiming, "He's the most incredible dog I've ever seen! Is there something special about that collar he's wearing?"

The farmer shakes his head and says, "That's not a collar. That's his a**hole. He's not used to stopping that fast."

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- Reduce Business Running Costs
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- Minimise Engine Repairs
- Reduce your Carbon Footprint



- Scania R420 yields 14.6% Fuel Saving - **Official**
- 166 Healthboard vehicles yield a 17.4% fuel saving over 6 months - **Official**
- 2011 Ford Focus tests with **zero** hydrocarbons (HC) up to 3000RPM - **Official**

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