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THE TAXI DRIVERS' CHOICE



EDITORIAL

Here they come with the hang sandwiches, the flasks of tea and the comfy walking shoes.

The Blueshirts, the Socialists, Mick Wallace...

It's almost General Election time and the big earners are out looking for your precious votes. Who will end up on the iron throne this time? As they say on Big Brother, 'you decide!'

So who has the best interests of the taxi industry at heart?

Last time out Labour promised the sun, moon and stars to drivers and with no reason to doubt them, many came out in support of Gilmore's party.

Five years later, and with Joan Burton now at the helm the relationship has definitely turned sour. Alan's Kelly's reign as Minister for Public Transport was flawed to say the least. And many in the industry feel betrayed by the party.

In this edition of Tacsai we have a 3-page on the election and talk to a number of parties to get their thoughts on the current state of the industry and what the future holds.

Meanwhile, the TTnH, along with other representative bodies, have won a major victory in having the proposals for new roof signs and mandatory CCTV in cars thrown out!

In a move widely seen as a boost for all, after suffering through the Vehicle Age Limit ruling, it will no doubt give cabbies up and down the country a big lift.

There are three drivers though who may not be feeling so joyous this month.

The three cabbies who took the case against deregulation to the High Court now face massive costs having lost their case last year. Read all about that on page 13.

With ranks closing in Dublin City, we speak to Tony Rowe about the environmental cost of these rank closures as drivers find themselves more stretched than ever before. We also hear from 88 year old driver Edward Broe, whose Shelbourne rank has been one of those hit.

iCabbi are an Irish company who are making huge waves in the UK, Europe and beyond, we profile the company on pages 16 & 17.

We also bring you another fantastic, uplifting story from the good folks at the Dublin Taxidriver's Special Children's Day Out, who spread the Christmas cheer with a great, new event. Plcs and story on pages 6 & 7. Safe travels!

Stephen Young
Editor

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Designer: Patrick Browne Design

Tel: 086 831 9322
Email: hello@patrickbrowndesign.com

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04. TTnH Offices, Santry Hall Ind. Est.
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06. Harbour Radiators.
07. The Kesh at Dublin Airport.
08. Fonthill Autoparts.
09. Hailo, 12 Upper Mount Street.
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CABBIE CHRISTMAS!

DTSCO bring festive cheer to Special Children

The Dublin Taxidriver's Special Children's Day Out don't just roll out the good-will every September.

The organisation are well known for their annual September event; a great day-trip from Parnell Square to Leopardstown, but their operation is year-round.

From fund-raising kayaking across the Irish Sea to Santa Convoys, it's a mammoth effort by all involved to increase funding, increase awareness of the event for all

drivers and increase what is given back to those special people that make the event what it is every year.

We here at Tacsáí have spoken to those associated for the last number of years, and we never fail to be impressed by the volume of work going on behind the scenes.

This Christmas just gone, the DTSCO were feeling the festive spirit in a big way, and so with taxis in tow, they made it their mission to spread some festive cheer!

We spoke to Paul Matthews to hear all about it.



Paul said: "The weekend before Christmas we decided to do a Santa Convoy. Black Adder, the DTSCO branded taxi, was Santa's sleigh for the day.

"Accompanied by a number of other decorated taxis, the taxis were lit for the event with Christmas lights and looked great as they travelled around the city.

"First stop was the Carmona Special National School in Glenegeary. Santa visited the children with lots of presents and goodies.

"It was then onto TGI Fridays Airside and Leisureplex, Coolock, to surprise some more children with some goodies. It was then onto the O'Reilly Family in Finglas and the Poole Family in Kilnamanagh. Santa paid a visit to the homes of these special children with some presents."

This was a new feature on the DTSCO calendar, so are there plans afoot to make this a regular event?

Paul added: "This was a first for the Dublin Taxidriers Special Childrens Outing team and it was a tremendous success and it is planned again for 2016.

"Without the help of our sponsors National Security Systems, TGI Fridays, Leisureplex, The Herald and Q102 it would not have been possible to put smiles on the children's faces."

To get in touch with the DTSCO, find out how to get involved in the 2016 Day Out, contact Paul via their Facebook page <https://www.facebook.com/dublintaxidayout/> and become part of one of the taxi industry's most amazing days.



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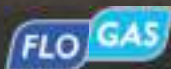
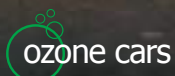
LPG IS THE WAY OF THE FUTURE

Texaco Airside Swords, on the Swords Road, in conjunction with Ozone Cars and FLOGAS brings Liquefied Petroleum Gas (LPG) ever closer to Irish taxi drivers. LPG Autogas will be available on Dublin's northside on March 1st.

Frank Grant, proprietor of this prime Texaco and LPG site says

he "warmly welcomes LPG to his 22 year family run business, as drivers are looking for it more these days". He says it adds value to his business as he has a growing taxi customer base. He is offering a '€5 Taxi wash' for new customers in his now easier-to-access site.

In immediate proximity to the M1 and Dublin Airport, this LPG



facility is the first of its kind in Dublin with LPG being dispensed at the HGV pumps 24hrs - without the need to pre-pay. Flogas are developing their network nationally, adding 15 more strategic locations to the 80 existing current sites provided by all service providers. Download the myLPG.eu app to find FLOGAS locations near you.

Frank Rock, Sales Director with Ozone Cars identified that the eCab Prius and LPG drivers needed a prime LPG location in the area. Texaco, he says "is perfect for drivers. It's got an excellent Deli (with the Q-Mark Award), a sit down area, Payzone, off licence, Lotto and they accept all major cards including DCI. Have you tried their Tim Horton's coffee?", says Frank Grant.

Don't be alarmed if you see vans and HGV trucks pulling in for gas too? They also are enjoying the big savings of LPG. A litre of LPG is traditionally half the price of petrol and its being retailed at just €0.68 per litre (incl VAT). Talk to Ozone about your next LPG car to buy, to rent or a price to convert your car, van or truck.

PLANNING TO UPGRADE YOUR CAR? – THINK DIFFERENT & PLAN LPG

If you plan to change your taxi this year or sometime soon, you 'cannot ignore the savings' using LPG. If you're in a thirsty car, like others, you could find yourself spending €35 a shift or €210 per week on fuel- or more. Did you know, that a fuel-efficient Prius or Avensis for example converted professionally could see real savings as high as €140 per week in your pocket when converted to Autogas. Over three years, the net savings could be as high as €21,000 - or the cost of your next new car. We knew this would get you thinking!

LPG CONVERTED CARS & AVAILABILITY

There are a number of specialist LPG installers nationwide but



few offer a one-stop shop of taxi car sales, LPG conversions, warranty and the practical know-how. At Ozone Cars & Cabs they provide for sale and rent, a wide range of vehicles LPG converted for their customers- which includes repayment options. Their LPG vehicles now include Toyota Prius 2007 to 2016 and the latest Prius+ 7 seater. With a booking deposit for the petrol cars bought, they are converting the traditional and latest Avensis automatics, Ford Focus Ecoboost and the ever affordable Dacia Logan MCV. Also the latest Skoda Superb, Rapid and Octavia are available. All deliver up to 50% fuel savings.

When do I start saving?

You start saving fuel and money from the first day you install. For each kilometre driven you will halve your journey costs. LPG is available from €0.68c per litre.

LPG conversion costs?

Most of the recommended LPG converters charge between €950 and €1300 for most basic engines. Warranty is now available. Heard about Ozone's 50:50 incentive deal?

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What happens if I run out of LPG?

Use your smart phone app to find your nearest filling station but don't worry as your dual fuelled car will automatically run on petrol. Most drivers keep just 10 L petrol in reserve.

Can I get LPG after hours?

At Texaco Swords you now can. Many distributors have LPG up to 8 PM each evening and some have 24 hour access. The industry plans to grow the network rapidly in 2016.

Phone Ozone Cabs today on 01 902 3020 for any LPG conversion enquiries. Alternatively come in for a test-drive and see the savings yourself. LPG is also available at Ozone's garage in Bluebell Business Park, Nass Rd, D12 – opposite Homebase.

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WALKING THE RANK

88 year old driver Edward Broe speaks out on closures

Taxi drivers are losing between five and nine litres of fuel a day due to the removal of taxi ranks across the city – a serious environmental issue which Tony Rowe is raising with Government.

Driver Tony, who is the spokesperson for taxi drivers on the National Transport Association Committee, has claimed that more than 30 tonnes of fossil fuel are being wasted every day in the capital, as an average of 13,000 taxis are forced to stay on the road due to a lack of taxi ranks.

Tony said: "Taxi ranks are being closed at an alarming rate and because of this drivers have nowhere to park and are forced to keep driving around the city streets.

"We surveyed more than 500 taxi drivers and discovered that drivers are losing between five and nine litres of fuel every day, which equates to a total loss of around 30 tonnes of fossil fuel daily – just by taxi drivers.

"Besides drivers losing money and working extra hours to cover costs, this is causing a serious ecology issue in Dublin city – and it flies in the face of all the conservation efforts being done.

"Thousands of taxi drivers on the roads of Dublin city also significantly adds to congestion problems."

He added: "This situation is easily addressed and we have identified a number of sites that would be suitable for taxi ranks.

"However, no action has been taken by Government and ranks continue to be closed down – with the landmark rank at the top of O'Connell Street also earmarked for closure.

"We are getting calls from taxi drivers every day on this and members of the public, especially older people and wheelchair users, who are being greatly inconvenienced by the closure of ranks.

"There's only 500 full-time spaces for taxis in the city centre, it's just lunacy."

The NTAC has made representations to Government and also to the European Commission and the Council of Europe.

The Department of Transport has said that a number of the ranks are being removed to facilitate the extension of the Luas and that some will be relocated.

However, local drivers have refuted this, claiming that ranks have been closing down right across the city.

Edward Broe is like a lot of taxi drivers working in Dublin City Centre in 2016 – Edward is finding it harder to make a living due to the closure of vital ranks around the capital city. However, Edward is unlike many other drivers, who've worked the Shelbourne rank.

Edward is 88 years old.

The Country's capital has indeed – through the will of the powers that be – closed ranks on the main street in the Fair City and on other streets too.

While Edward told Tacsáí "having been in the business 70 years it's at its hardest now. They're making it difficult for us to go out and do a bit of work."

On top of that, we now have to consider the environmental affects of the rank closures too!

'DEREGULATION DRIVERS' FACE MASSIVE COURT BILL



Three taxi drivers face a multimillion euro legal bill following their failed suit over industry deregulation. The High Court decision is “devastating”, said a former leader of a taxi drivers’ representative group.

In late January, Mr Justice Michael Peart awarded costs against Alphonsus Muldoon, Vincent Malone and Thomas Kelly following their failed action against the Department of Environment and Local Government and two local authorities.

However, the judge granted a 28-day stay on the costs order to allow for an appeal. The test case was taken on behalf of 1,100 taxi drivers seeking compensation due to losses they felt were incurred by deregulation in 2000, when the cost of taxi licences plummeted overnight.

Briefing documents prepared for current Minister for Transport Paschal Donohoe in 2014 indicated that the State may have faced claims of over 400 million euro if the licence lawsuit was successful.

Speaking after the ruling, former National Taxi Drivers Union president Tommy Gorman indicated that he had always believed the costs bill would be lowered because it was an important test case, even after Mr Justice Peart ruled against them last October.

“We were never expecting this. We were expecting there might be some form of mitigation, maybe some form of discretion or flexibility,” he said.

He hopes there will be a “rally” for Mr Muldoon, Mr Malone and Mr Kelly to help with the costs. “We understood that when you take a test case costs would never be levelled against you, but Judge Peart didn’t mention the words “test case”, even though our legal team referred to it when the submissions were set out on the last day,” he said.

The three sought damages and declaratory orders claiming that because the minister and/or the named local authorities (Dublin City Council and Ennis Town Council) permitted a licensing regime to operate as it did over so many years, they suffered immediate and significant losses as a result of overnight deregulation.

Mr Muldoon and Mr Kelly claimed the minister and State acted beyond their powers by delegating the role of deciding on the number of licences to the local authorities and in breach of their right to earn a livelihood and constitutional rights.

Mr Muldoon also sought declarations, including that the city council acted contrary to competition law and the defendants, or some of them, had been unjustly enriched as a result of the regulatory regime operated and/or approved by them.

Last October, Mr Justice Peart ruled the claims made by all three men must be dismissed. Dealing with costs, he declined to certify for two senior counsel for the State and Dublin City Council after lawyers argued a great deal of work had had to be put into the matter. The defendants denied the claims.

The judge said the issue of whether there should be costs for two senior counsel was within the power of the Taxing Master.

Mr Gorman said it was a “bad day for the profession in every sense”, and said Mr Kelly was an example of how licensed drivers’ livelihoods were adversely affected by deregulation. “He bought in at £140,000 about three months before deregulation, so you can understand the substantial mortgage that was there,” Mr Gorman said.

The costs are expected to be “substantial”.



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SKY'S THE LIMIT FOR CLOUD-BASED DISPATCH SYSTEM

Irish company iCabbi leading the way

When it comes to leading the world, Ireland really is putting its best foot forward in the technology sector in recent years.

It's little wonder Google, Facebook and Dell have flocked to these shores as our island became the little green giant favoured among many tech companies. But it's not just the foreign multi-nationals that have boosted our international reputation but the home-grown Irish companies that are blazing a trail.

Dublin taxi technology company iCabbi is just one of

those trailblazers!

The company is holding nothing back this year in a bid to increase sales by 300% and achieve a turnover of €8m.

The growth rate of the five year old start-up shot up last year when turnover leapt from €670,000 to €2.6m, and the staff size, too, expanded from 24 to 44.

By the end of last year, iCabbi was providing dispatch technology for 3,000 taxis in the US, 18,000 in the UK and 2,400 in Ireland.

Company founder and chief executive Gavan Walsh



says iCabbi's success is due to the effectiveness of its technology.

"We have developed the most advanced cloud-based taxi dispatch system on the market.

"Some of our customers are doing over 100,000 bookings a week — none of our competitors in this space can match this volume."

Back in 2012, iCabbi was one of the first companies to offer cloud-based dispatch systems to taxi companies.

The advantages of making it cloud-based, explains Mr Walsh, are that it's less expensive for companies than buying hardware.

He says the key selling point for iCabbi's business-to-business solution is that it allows large taxi companies to compete more effectively in a marketplace where business-to-consumer apps Uber and Hailo are being widely used.

The original iCabbi software, launched in 2010, was actually a business-to-consumer solution.

While lost in a remote area of Portugal in 2009, Mr Walsh decided that the market needed a smartphone app for locating and booking a taxi.

Over the next two years he worked on the idea with freelance developer Niall O'Callaghan and Bob Nixon, who is now iCabbi's sales director.

Established in 2010, iCabbi launched on the market by providing the new app to 320 independent taxi drivers in Dublin.

In 2011 it changed direction, and began working on a dispatch system.

During 2011, iCabbi signed up with the NDRC launchpad accelerator programme in Dublin, recruited two staff and launched the first version of the iCabbi app.

"We re-launched on November 6 2012, going live with 400 taxis in Dublin," says Mr Walsh, adding that at this time iCabbi raised €650,000 from Enterprise Ireland, AIB Seed

Fund and Bloom Equity.

In 2013, iCabbi made a move on the UK market while developing the dispatch system to meet different requirements there.

By 2014, the company was gaining traction in both Ireland and the UK. Early customers included a London company with 400 cars and one in Leeds with 900.

While focusing on the UK market, iCabbi was approached by a US company which wanted its technology.

"We weren't ready for this, but they came to Dublin and we gave them a system. They went live with 360 cars in Washington, Virginia, in the summer," says Mr Walsh.

These customers went on to become resellers of iCabbi technology in the US and subsequently employees of the company.

"In 2015, sales took off in both the UK and the US — at the end of the year we sponsored the TLPA, the largest taxi trade show in the US.

"Now we are providing iCabbi dispatch systems to 16 companies with approximately 3,000 cars — all over the US."

He says that in the UK iCabbi sells to over 100 large taxi companies which collectively have over 18,000 cars.

"We have over 50% of companies with over 500 cars in the UK," Mr Walsh says, adding that in Ireland, iCabbi has 70% of the taxi firms with over 50 cars.

The aim for 2016 is to increase the number of cars to 40,000 in the UK and to 12,000 in the US.

To make this happen, iCabbi has launched a funding round with a view to raising up to €5m and is planning to recruit 20 new staff.

The long-term plan is to become "a global leader in taxi dispatch technology".

Mr Walsh says he will consider an IPO in a few years when turnover gets to €40m.

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TTnH WITHDRAW SUPPORT FOR LABOUR

McGuinness speaks out

Dublin taxi drivers who campaigned for Labour in the last general election are expected to withdraw their support for the embattled party.

Drivers affiliated with the Tiomanai Tacsai na hEireann (TTnH), which represents up to 1,500 full-time drivers, were encouraged to vote for both Labour and Sinn Féin in the 2011 election.

The group lobbied their drivers, and families of those with a relative who was a taxi driver, to give preference to Labour based on their policy document outlining measures they would take to improve the industry.

The group also included Sinn Féin in their information drive and asked people to give preference to candidates from both parties, sending out 20,000 text messages and delivering 10,000 leaflets.

However, David McGuinness, of the TTnH, said that the Labour Party have failed to deliver on any of their pre-election promises.

"It would have been significant in raising support for them, especially in Dublin. They also delivered copies of the document in areas where taxi drivers were living. I got one pushed through my door," he said.

"The overwhelming feeling is that Labour let us down the last time and we wouldn't be encouraging drivers to vote for them again."

It is expected that a vote will be taken tonight to decide who they should lend their support to.

A number of issues will be high on the list of issues for taxi drivers, Mr McGuinness said.

These include a lack of an independent appeals process for people who have their licence requests turned down, high insurance premiums, the removal of



city centre taxi stands and proposals to ban taxis from College Green.

The TTnH have asked members to question politicians in the coming weeks as they come to our doorsteps and to bring up the important issues such as asking for a copy of theirs or their party's taxi policy document, also to ask what they are doing about illegal transport and operators i.e. Rickshaws.

Further issues for the politicians to address is the closure of College Green to taxis and the removal of right hand turns for taxis at O'Connell Bridge and Cathal Brugha St.

This election could see a massive sea change in the political landscape in Ireland. Well-informed drivers will be able to get their point across to all parties and that opportunity should not be missed.



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We speak to Ken Gill

Last month we spoke to Ken Gill, the owner of Skan Auto Electrical, to hear about his company's great products and services for the taxi industry.

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September 2015, saw a legendary visitor to Skan HQ, with ex-Irish international defender Paul McGrath out to

visit the company's Open Day. The former Aston Villa man mingled with workers and customers for the day, and played cabbie as he tested out some of the company's products.

The company, of course, specialises in taxi accessories; the highest quality taxi metres come with certified installation. Skan Taxi Centre's various taximeter models guarantee satisfaction of almost all customer requirements. Among the company's top selling product is the Semitron P6S Mirror Meter.

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18-MONTH SENTENCE FOR LIMERICK DRIVER

Sexual assault claim on fellow driver lands man in prison

An 18-month prison sentence has been handed down to a taxi driver who falsely accused another taxi driver of sexually assaulting him in a Limerick City pub.

In early January, Gary Ryan, 45, of Kilmurray Road, Garryowen pleaded guilty to a number of charges relating to incidents in August and September 2012.

Limerick Circuit Court was told he made a formal complaint to gardai in September 2012 - less than a month after he had assaulted the same taxi driver with a wheel brace.

Sergeant Viv Downey said the defendant made a graphic and detailed statement outlining details of the alleged sexual assault and that he reiterated the allegations following his arrest.

However, CCTV footage from another city centre pub showed the other taxi driver was with his wife at the time of the alleged assault.

The second taxi driver suffered marital difficulties as a result of the false allegations and was the subject of gossip

within the taxi industry. "It was a case of there being no smoke without fire," said John O'Sullivan BL, prosecuting.

Judge Tom O'Donnell was while Mr Ryan made admissions in relation to the assault, he claimed his drink had been spiked by the injured party.

The victim sustained a broken nose and some cuts to his face during the assault.

Mark Nicholas BL, said there was something "curious" about his client's behaviour and that he is "not the type of person who goes around seeking out trouble".

Imposing sentence, Judge O'Donnell said there had been a "complete waste of valuable garda time and resources," as a result of Mr Ryan's complaint.

He said the violence used in the assault was an aggravating factor as was the making of the fictitious complaint.

He noted the defendant's plea was an "acceptance he told lies" and that there have been no further incidents since.

He imposed a three-year prison sentence, suspending the final 18 months for three years.

WHO OFFERS A FARE DEAL FOR THE TAXI INDUSTRY?

Tacsaí Magazine speaks to the parties ahead the 2016 General Election.

Here come the political cavalry. It's that time again; your doorstep is about to be cluttered by a bevy of smiling candidates and their various entourages. Your letterbox will be full of beautifully photo-shopped grins promising everything from flying pigs to pots of gold.

It's officially silly season... alas it would be silly of us here at Tacsaí Magazine not to indulge. After all, it's always entertaining if nothing else. At the time of writing, the official election date has not yet been announced. Rumours have abounded of February 26th,. All will soon be revealed by Taoiseach Enda Kenny.

General Election 2016 promises to be a whopper. Fine Gael – seemingly only slightly hurt from five years of unpopular policies – are static at around 30%, Fianna Fáil have clambered to 20%, Sinn Féin are a point behind at 19% while Labour languish back at 7% - a huge fall from their 2011 high. No party will have the ability to govern in a single-party government, so who will get into bed with whom when all is said is done?

The current Fine Gael-Labour coalition won't have the required numbers unless they bring in a third party. Many pundits have speculated about a Fine Gael-led Fine Gael-Fianna Fáil coalition although both parties have been quick to dispel those rumours. The bookies don't believe them, however, and that outcome is the bookies' tip for our next government. Recent speculation has mooted a Fianna Fáil-Sinn Féin government – with the bigger party taking the hot-seat. That's an interesting one to watch as conceivably it could

happen. Although doubts remain as to whether Gerry Adams' party would go into government as the junior party.

The new faces on the scene – Renua and the Social Democrats – could have a role to play, as could the Green Party, who will be hoping to get their foot back in the door at Leinster House after a disastrous 2011 election.

It all makes for a potentially fascinating campaign. And for the taxi industry there are many questions on the lips of drivers up and down the country, who are still feeling the pinch despite the rhetoric coming from Enda's crew that we are out of recession and getting ready to unleash another Celtic Tiger.

For the first time in 2011, the public transport sector was given its own ministry. North Tipperary's Labour TD Alan Kelly came into office and promised to "clean up the taxi industry". What followed was a raft of reviled policies, The Vehicle Age Limit chief among them. Labour's pre-election promises to the industry went out the window and the large majority of drivers who backed them felt betrayed. Still feeling the effects of the property crash and subsequent recession that hit in September 2008, the country was in near-depression mode. Imposing stricter controls at that time felt, in no uncertain terms, heartless.

In this, the 100-year anniversary of 1916, many are looking back remembering the heroes of that time who made the ultimate sacrifice to help found this Republic. When James Connolly signed the Proclamation he may not have envisaged an Ireland that punishes

BALLOT BOX

the less well-off while rewarding the speculators, the property developers who played a huge role in the recession here only to walk away unhurt as the s**t hit the fan. Many would think that the party who cite Connolly as their founder have lost their way.

So who can the industry turn to as the next election looms? Some parties you can take on their actions to this point. In saying that, we have asked every party to comment on this piece and give us their take on where the taxi industry stands right now and what their plans would be were they to find themselves in government. Some parties have declined to comment. Here are some of those that have taken some time to speak to the industry via the Tacsáí Magazine.

The Labour Party

The Labour Party has always worked to ensure a high quality, efficient and sustainable taxi sector in the interests of both taxi users and drivers. The “laissez faire” approach to taxi regulation that was in place when Labour entered government in 2011 was not working and we ended it. Through the work of Labour Minister Alan Kelly during his time as Public Transport Minister 46 separate actions were initiated to improve the sector for consumers and drivers. Certain categories of criminals were removed from the sector and much stronger enforcement with Gardaí ensured.

We also introduced stricter rules and controls on “Multiple Licenses” and ended the trading of taxi licenses. Under Labour, the

first Taxi Regulation Bill in ten years was enacted. There were also a number of user enhancements introduced including a professional branding approach, a consumer-friendly “Driver Check App” and a Demerit system for taxis. Labour believes that the taxi industry is a key part of the

public transport system and in government we will continue to work to ensure a well-regulated, safe and sustainable sector for consumers and taxi drivers. Our manifesto will be issued in the next few weeks and that will outline future plans.

Dessie Ellis, Sinn Féin

We opposed the Taxi Regulation Bill but the government has 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. 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 license 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 license process with a view to dealing with oversupply by protecting existing full time drivers.

Maureen O'Sullivan, Independent

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 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.

RENUA

For the industry, we are in favour of consultation and recognise the important role taxis play in the transport sector. PSVs of all kinds provide vital links that support economic growth. We note the steps taken by the industry in recent years to improve its fleet and address behavioural issues that infrequently arise with a small minority of drivers. That engagement has been progressive and has helped in many ways to reposition the industry from one that resists and opposes everything to a more collaborative partner. RENUA believes that this is absolutely the right approach for the taxi sector to take. It's professionalisation in this regard stands in stark contrast to public transport companies that continue to oppose change and even minor competition on rail or Dublin bus routes.

In terms of RENUA policy for taxi drivers our plans are hugely positive for the self employed. A flat tax rate of 23% would ensure those that work hardest earn the most. It will not penalise those that work long hours (within what is allowed by regulation) because they will not pay 55% rates of marginal tax anymore. This is the single biggest and most positive change on a personal level that we can make. The second positive change is the abolition of motor tax in lieu of a fuel surcharge. Much of this will be funded by eliminating waste in Garda checks that no longer become necessary, abolishing motor tax offices across the country, freeing up the courts & prisons and will also bring 130k vehicles that are not taxed today into the net. This is smart government. The cost for taxi drivers would be capped at a maximum rate so that they do not pay the full fuel levy on every litre consumed - this will recognise the service they provide.

HOW SHOULD WE REMEMBER THE 1916 RISING?

As has been debated widely in the media recently, how should we as a country commemorate the 1916 Rising?

For many readers of Tacsai Magazine, you will sit on ranks or drive by many landmarks of the historic rebellion. Whether by the GPO, Northumberland Road, Dame Street, Ashbourne or Enniscorthy, the Rising and its commemorations are a source of controversy and discord.

Some have criticised what they see as the current government's underwhelming plans - along with their

plans for the Moore Street area - as a disservice to the memory of those who fought and died 100 years ago. Many of you will have opinions of your own, so we here at Tacsai HQ would like to invite you to submit your proposals for commemoration to us.

With all of the suggestions printed in our next edition, we would ask you to submit yours to our Editor at stephenyoung399@hotmail.com

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INDUSTRY IN BIG WIN OVER PROPOSED CHANGES

Taxi bodies' emphatic 'no' to proposals a victory for all

We don't often have to stop the presses on deadline day at Tacsáí Magazine for breaking news, but this was a biggie.

The TTnH, fresh from a meeting with the NTA and Dublin City Council along with other representative bodies, have announced some big wins in some controversial proposals.

Speaking the Tacsáí Magazine in mid January, the organisation highlighted the challenging proposals (mandatory safety equipment and roof signs included) that at that time were still being debated. Those were:

In-Car Safety Equipment, CCTV and Roofsigns;

The Report of the Taxi Regulation Review Group was published in 2012 on foot of a wide-ranging Government review of the small public service vehicle (SPSV – taxi, hackney, limousine) industry. The aim of the Review, chaired by Minister Alan Kelly, was to allow consumers to have confidence in the SPSV industry, while also ensuring that legitimate and competent operators and drivers could be rewarded fairly by operating under a regulatory framework that is adequately enforced.

The following issues and subsequent consultations arose from that review;

1. Mandatory SPSV Driver Safety Equipment – a consultation on introducing a requirement for the mandatory provision of certain driver safety equipment in recognition of driver safety issues.

2. Taxi Roof Signs – a consultation on the design of a new taxi roof sign that is more compact, is subject to restricted availability from authorised suppliers, and can display a greater level of information for consumer and compliance improvements.

In July, TTnH and 18 representatives from across Ireland connected to the Taxi Alliance met with the NTA regarding the proposal for New Roof signs and mandatory in-car safety equipment to include CCTV.

The meeting took place in the National Transport Authorities offices. Present from the NTA were, Hugh Creegan, Director of Transport, Investment and Taxi Regulation and Pat Byrne, Chairperson of the Taxi Advisory Committee. On opening the meeting regarding the proposal for new roof signs and in-car safety equipment to include CCTV, reps asked the following “was this a proposal from the NTA and where had it originated”.

Reps were informed “the proposal for new roof signs and safety equipment to include CCTV had come from the industry during the review of taxis in 2012”. The NTA then informed that it was obliged to follow up this proposal with a submission process to both the industry and public. The industry groups present strongly objected to the mandatory nature of these proposals. It was decided shortly after that a joint submission from all the groups involved at this meeting would be the most strategic way of showing that the vast majority of operators were against these proposals. The submission process began in July and ran until September 25th.

In total 5,100 submissions were received by the NTA. The overwhelming majority of these proposals were returned by the groups involved in this campaign countrywide. TTnH thanked all groups and individuals who took part in this process and due to the unified response from the industry and hoped for a positive outcome. This proposal was

included on the agenda for the Taxi Advisory Committee scheduled for January 28th.

That meeting went as follows:

1) As the Garda PSV office is yet unable to verify tax clearance online, print out of cert must accompany PSV application.

2) There will be no change to roof sign or in-car security systems.

3) Dublin City Council will shortly make a legal decision on bye laws for rickshaws.

4) New wheelchair Grant to be available from April 1st 2016. NTA to inform all drivers through its magazine that there's no intention to change legislation to accommodate Uber ride-sharing anywhere in Ireland.

A resounding win for the taxi industry that will, no doubt, be welcomed by all!

TTnH and the Taxi Alliance also attended a meeting on January 18th with both the NTA and Dublin City Council engineers. The items discussed are listed below.

Luas and Taxi stands;

Following on from the drivers' meeting held in the Regency on October 12th and the drivers objection to the removal of the O'Connell St taxi stand, this objection was conveyed to the NTA at this meeting. TTnH argued that the Taxi Industry should have a highly visible presence on O'Connell St and key locations with high footfall. The NTA and Dublin City Council took these arguments on board and follow-up meetings are being arranged to seek a resolution.

Public Events;

TTnH received numerous complaints from members providing taxi services particularly at the 3 Arena. Members complained of being prevented from dropping off passengers at the arena and being unable to pick up passengers at the event while illegal transport i.e. rickshaw operators were operating freely. TTnH relayed these complaints to the NTA and DCC at this meeting. A proposal was put forward to provide temporary set down and pick up areas before and after these events. A meeting will take place with all relevant parties (An Garda Síochána, NTA and DCC) to follow up on this proposal. This issue will also be raised strongly at all upcoming Taxi Advisory Committee meetings. If a satisfactory outcome for drivers is not achieved TTnH will be lodging objections to the licensing of future public events.

Rickshaws;

TTnH have strongly objected at all levels to illegal transport (rickshaws) operating in the city. The NTA and DCC have assured TTnH that proposals are being considered to tackle these operators. It is included in the agenda at the next Taxi Advisory Committee meeting on January 28th and we will keep members informed as to the outcome.

Election 2016;

It is highly likely before the publication of Tacsáí Magazine that politicians will be visiting your doorstep regarding the impending General Election and we would advise taxi drivers to ask politicians the following:

- 1. To ask for a copy of theirs or their party's taxi policy document.*
- 2. To ask what they are doing about illegal transport and operators i.e. Rickshaws.*
- 3. The closure of College Green to taxis.*
- 4. The removing of right hand turns for taxis at O'Connell Bridge and Cathal Brugha St.*



Submissions being received by the NTA from drivers countrywide -
(L-R: David Mc Guinness *T.T.n.H.*, Gerard Macken *Taxi Alliance of Ireland*,
Bobby Lynch *Cork Taxi Council* and Hugh Creegan *Director of Transport
Investment and Taxi Regulation*)



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PRESS RELEASE



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Dublin, 29 October 2015: The ŠKODA Octavia RS is one of Ireland's favourite performance models and recently it saw the addition of the powerful 2.0 TSI 230 bhp model as the fastest version in the range. But there is now a new, perhaps more relevant flagship model for Ireland in the form of the Octavia RS 4x4 DSG.

"Since the launch of the RS to Ireland, we have always had the question, from both media and customers alike, as to if and when this car would gain all-wheel drive, and thankfully this has now been answered positively with this new model," commented Raymond Leddy, Head of Marketing for ŠKODA Ireland. "With the addition of all-wheel drive, which provides for improved grip and acceleration, this makes one of the most complete cars you can buy today, even better."

The Octavia RS 4x4 is available with the 2.0-litre TDI 184bhp, which is the engine chosen by virtually all Octavia RS customers in Ireland and this is twinned with a six-speed DSG transmission. Power is distributed over the four wheels depending on the specific driving situation when the 4x4 technology is active. The wheels will not spin even when pulling away or accelerating rapidly. As with the standard front-wheel drive Octavia RS, the car features sports suspension with multi-link suspension and electronic differential lock XDS+ for dynamic cornering, progressive steering and numerous assistance systems for enhanced safety and comfort.

The Octavia RS with 4x4 and DSG accelerated faster to 100km/h than the front-wheel drive DSG equivalent (7.6 seconds vs 8.2 seconds) and a top speed of 228 km/h is possible. The maximum torque of 380 Nm is available between 1,750-3,250 rpm. Combined fuel economy figures are 4.9 l/100km and this corresponds to CO2 emissions of 129 g/km (Band B1 €270 annual motor tax).

The Octavia RS 4x4 DSG can be ordered now from ŠKODA retailers nationwide. Prices are €39,395 for the Liftback and €40,395 for the Combi (Estate) model.

For further details on ŠKODA Ireland, visit www.skoda.ie.

For media queries, contact:

Emily Kelly, FleishmanHillard,
087-9759248 / 01-6188413 / Emily.kelly@fleishmaneuropa.com

For product queries, contact:

RAYMOND LEDDY *Head of Marketing & Product* ŠKODA
Volkswagen Group Ireland Ltd., Block C, Liffey Valley Office
Campus, Liffey Valley, Dublin 22, Ireland
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ABOUT ŠKODA

ŠKODA is one of the longest-established vehicle production companies in the world. In 1895, the Czech headquarters in Mladá Boleslav began producing bicycles, followed by the production of motorbikes and cars. ŠKODA currently has seven passenger car models; Citigo, Fabia, Roomster/Praktik, Rapid, Octavia, Yeti and Superb. In 2014 ŠKODA delivered more than 1 million vehicles to customers worldwide for the first time in a single year. In Ireland ŠKODA sold 6,295 in 2014 through a network of 26 dealers with a market share of 6.55%. ŠKODA has belonged to Volkswagen since 1991. The Volkswagen Group is one of the most successful automotive groups in the world. ŠKODA, in association with the Group, independently manufactures and develops vehicles, as well as components, engines and gear transmissions.



WORLDWIDE REPORT

TAXI NEWS ROUND-UP FROM AROUND THE GLOBE.

THE PHILIPPINES

By all means taxi drivers may feel the need to keep themselves safe at times, far be it for us to pass judgement, however, here are events that transpired in Cubao in early January...

A passenger and the taxi driver he accused of wielding a katana, a sword used by Japanese samurai, have appeared at the office of the Land Transportation Franchising and Regulatory Board.

In a series of tweets by James Agustin of Radio dzBB, the passenger showed off cuts he sustained after allegedly being attacked by the driver at the LTFRB office. The taxi driver involved in the incident was questioned at the agency's office.

The passenger was identified as Bayani Arradaza, who hailed the cab at UP Village with his 10-year-old son to Project 4. He reportedly got into an argument with the driver identified as Manuel Publico, leading to the three of them dismounting at Columbia St. in Cubao.

That was when the driver pulled out his blade and injured the passenger before getting back into his taxi and driving away. This is the latest incident of reports involving abuse by taxi drivers against passengers, a couple of which had gone viral on social media over the last several days.

LTFRB board member Ariel Inton has expressed alarm over the spate of incidents. "Alarming in the sense that illegal acts are no longer about over-charging or refusal to convey passengers, now we're talking about more violent acts such as attempted homicide, in other words, there are some drivers out there who are willing and ready to injure, and worse kill their passengers," he said.

SEATTLE

Seattle has been seen as a leader on workers' rights with moves that include gradually raising the minimum wage and requiring most employers to provide paid sick leave. Now the city has become the first in the nation to allow drivers of ride-hailing companies such as Uber and Lyft to unionize over pay and working conditions. The legislation approved by the City Council is seen as a test case for the changing 21st century workforce.

Supporters erupted into cheers after council members voted 8-0

in favour of the legislation, which the city expects to be challenged in court. It requires companies that hire or contract drivers of taxis, for-hire transportation companies and app-based ride-hailing services to bargain with their drivers, if a majority show they want to be represented. Drivers would be represented by non-profit organisations certified by the city.

"My intent is to make sure that the people, the drivers, the workers in our community continue to have access to good wage jobs," Council member Mike O'Brien said.

He added innovation can continue to happen, but it shouldn't be done at the expense of workers. Many drivers in Seattle are immigrants who depend on full-time work, but some make less than minimum wage and lack basic worker rights, such as sick leave and protection from retaliation, he said. The National Labour Relations Act does not extend collective bargaining rights to independent contractors.

San Francisco-based Uber and others say federal labour law prevents cities from regulating collective bargaining, and the ordinance would violate federal antitrust laws. Opponents also argue it would be costly for the city to implement, it would violate drivers' privacy since their information would be given to the organization, and it would stifle the growth of the on-demand economy. In a response to a request for a comment on the legislation, Uber said in a statement it is "creating new opportunities for many people to earn a better living on their own time and their own terms."

NEW YORK

New York City taxi drivers will no longer have to take a written test in English to get a hack license under a new bill being proposed by the City Council.

The test — currently required for any green or yellow taxi driver — should be waived because it is a "significant barrier to entry to driving a taxi," the Council wrote in announcing the bill.

City Councilman Ydanis Rodriguez, who is chairman of the Council's Transportation Committee, sponsored the legislation.

Drivers will still have to be able to communicate with passengers



in English to get a license, but Rodriguez argued the written test is too strict. His office is in negotiations with the Taxi & Limousine Commission, which regulates the for-hire vehicle industry, over how to guarantee that drivers still can understand their passengers.

Currently, there is an audio portion of the taxi driver application process in which the applicant is asked questions in English.

It's unclear if that part of the application process will remain unchanged.

The English language test isn't a requirement for livery licenses — the type of license that Uber and other private company drivers must have, said Rodriguez — so eliminating it levels the playing field.

"This will create an equal level of service between taxis, liveries and black cars alike," he said.

Other Council proposals to regulate the taxi industry released on Friday include requiring the city to administer a health care program for drivers — who are often uninsured — and hiking penalties for gypsy cabs that pick up illegal street hails.

A spokesman for the TLC said it is reviewing the bill, along with the other proposals on taxis from the Council.

"We look forward to working with the Council and all the stakeholders to find common ground and reach consensus on their

recommended steps," said the spokesman.

WESTERN AUSTRALIA

The WA state government will enable Uber drivers to be licensed in Western Australia under a major taxi industry reform.

The reform will allow new ride-sharing players to apply for a new "omnibus" licence category.

There would be a protected environment for taxis in rank and hail work, which accounted for about 50 per cent of the market.

As well as protecting the taxis' rank and hail business, the government would help it achieve this through reducing unfair costs on drivers and introducing innovation and hardship packages, though not compensation such as that the industry was calling for.

Taxi Industry Forum WA chairman Howard Lance said the changes were long overdue and would provide certainty but Uber compliance was paramount.

"Uber thumb their noses at regulators across the world and that is what they have always done," he said.

"The government has confessed it doesn't have a sufficient budget to enforce any regulations on Uber so my question is — will they have a budget to enforce any of this?"

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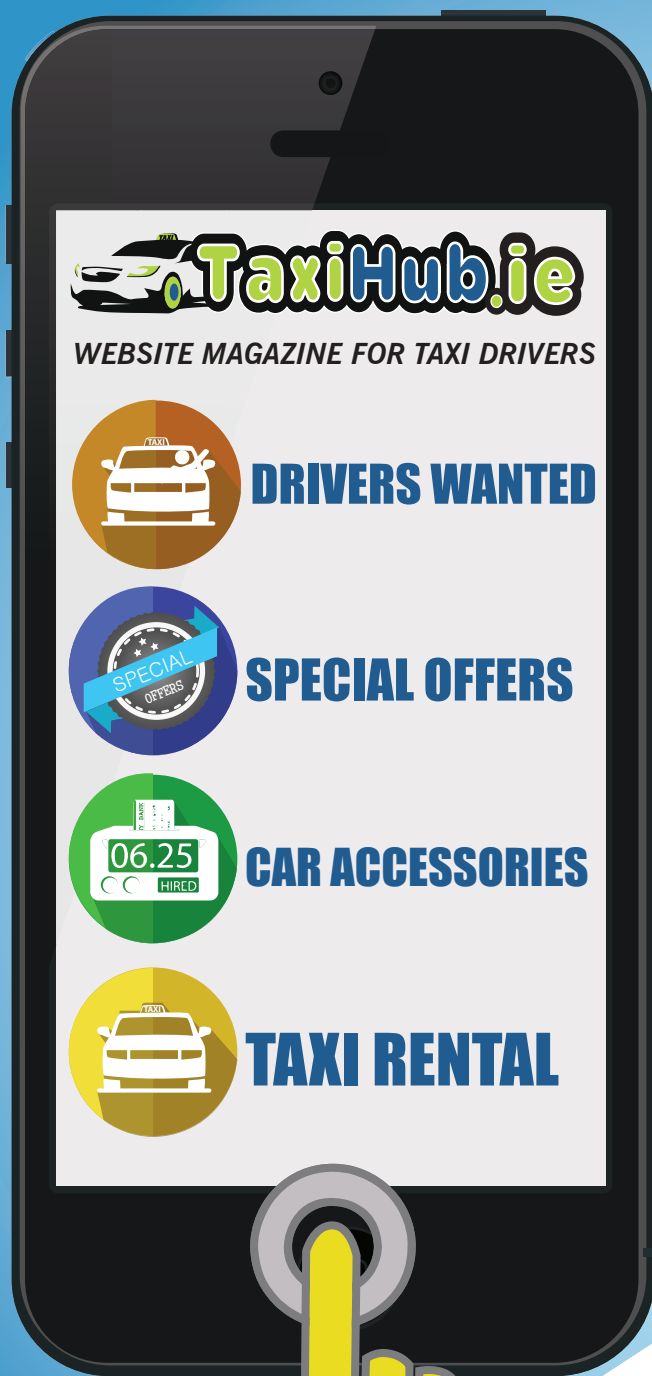


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100 DRIVERS HAULED OFF THE ROADS

The Irish Daily Mirror report alarming figures

More than 100 rogue taxi drivers have been pulled off the roads in a crackdown on the industry, the Irish Daily Mirror revealed last month.

Revenue officers, along with gardai, targeted ranks across Dublin in a bid to drive dodgy cabbies out of business.

Many were found to have had issues with tax clearance certificates as well as unsuitable vehicles.

However, the most frightening discovery was how many people were driving on a license which was not their own.

Sources said Revenue and gardai have seen a rise in the number of drivers operating nationwide.

The security source said: "It's not uncommon that many non-national drivers share the one license and take turns, meaning their car is never off the road.

"This is dangerous as the men are not vetted. They could be anyone and that's why the State agencies are doing what they're doing.

"There will be many more mini checkpoints and snap inspections. The licence swapping is sadly easy to do but it's

also easy to catch.

"They would be friends or family members and they'd be saving money by not paying for their own meter or their licence. If the false driver is stopped and asked to show his licence, then it's done.

"Taxi drivers have to go to work and have a lot of forms with them including a tax clearance cert.

"They can be taken directly off the streets if they don't have them on them."

However this practice can be costly and lead up to €5,000 fines if convicted.

It is expected a number of other similar checks will be carried out in the next two weeks. This is due to the potential increase of fares on the roads.

While there are plans for more drivers to be assessed, motorists with serious criminal convictions are still being plucked from the driver pool.

Laws were introduced to tackle criminality within the industry which aimed to take killers, sex attackers and members of the IRA out of the system

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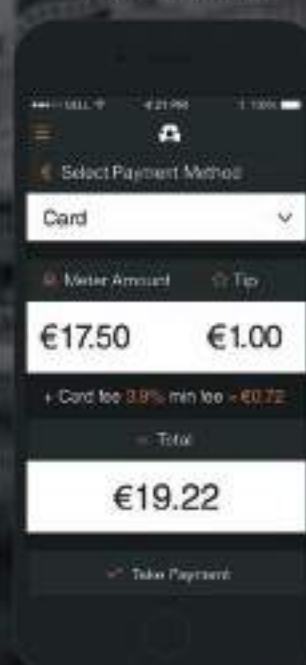
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For further information visit : www.seedrs.com/cab-app

cab:app launches driver crowdfunding

“It’s time to invest in the trade’s future”



When cab:app was first set up the vision was to create one national taxi app which unites drivers, offering drivers low cost card processing, low cost access to jobs and other driver related services.

The company says: “Thanks to your support, cab:app now has over 9,500 registered drivers across 90 locations and has processed millions in card payments for drivers. With the infrastructure and coverage in place, we are now ready to embark on the next major phase, which is to finally generate work for drivers and increase trade ownership.

“From next week we will be launching a crowdfunding campaign to raise £500,000, which equates to £50 per registered driver on cab:app. The investment is required to invest in PR, marketing, corporate accounts and support team enabling us to accelerate growing jobs while keeping cab:app in the hands of the trade. We’ll also start promoting directly to over 175,000 taxi users that have either downloaded the passenger app or used the mobile payment system.

Driver ownership –

“We recently implemented a driver cashback plan which enables every driver to earn a share of cab:app’s profits every time they accept a job, process a card or share the app with passengers. Already over 4,000 drivers have now earned cashback so will be entitled to redeem the cash or convert to shares in 2016, increasing driver ownership and helping create a real driver owned app over time. Any driver who invests in the crowdfunding will be entitled to

double cashback as a shareholder in the business going forward.

Time to invest in our future –

“In addition to free cashback, we now want to accelerate trade ownership by offering taxi drivers, the taxi trade and family/friends the first option to invest in cab:app shares through crowdfunding. UK investors will be entitled to a tax refund under EIS this tax year at 30% of their investment e.g. 100 shares @ £5.51 per share = £551 investment with a tax refund of £165.30, so the shares only cost £385.70. Going forward all investors will share in the growth in value of the business and any dividends paid out from profits.

Going contactless –

“In February we switch on contactless and Apple Pay within our mobile chip & pin solution. Once contactless is live cab:app will have the most advanced taxi payment solution in the world, something we can be proud of and show that black cab drivers are leading the way in mobile payment technology. For driver’s who invest £551 or more (100 shares), they receive a free contactless chip and pin device (TfL approved) and if you purchased a cab:app device recently we will refund you the cost after investment.

“We are excited about raising funding to invest in accelerating our plans for cab:app. We welcome every driver to participate so we can show that collectively we can build a successful and profitable taxi app business where the trade has a long-term vested interest.”

Contact us at support@cabapp.net to discuss further.



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Freedom Mobility was established by a team of motorindustry professionals who identified the need for a dedicated, disabled driver and vehicle adaptation service in the West of Ireland.

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

adaptation to suit their needs.

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

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

CONTACT FREEDOM MOBILITY

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Co. Mayo

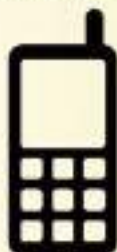
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TERENURE TAXIS LOOKING FOR DRIVERS

We speak to owner Derek

Many drivers and taxi companies we've spoken to here over the last few months have told us about the notable upturn in business. This, of course, is a very welcome thing!

Tacsaí Magazine has heard how Christmas 2015 was the busiest period for drivers since late 2008.

One possible downside to the upturn, however, is that taxi firms are now desperately looking for new drivers to enter their fleet, with an increase in demand driving this need.

One such company is Terenure Taxis, who've recently joined forces with Xpert Taxis. We spoke to the main man at Terenure, Derek McGovern, who is keen to boost his fleet with the sudden burst in new business.

Derek spoke to us last month, and said: "We started in 1997, we currently have 90 cars in our fleet. Like lots of taxi companies we've had our ups and downs. We had a busy Christmas, probably our busiest Christmas since 2009. Certainly, figures-wise it's been very busy.

"But, like every other taxi company, we could do with more cars. The biggest problem now is trying to get taxi drivers to join taxi companies. And that's pretty much our short-term target – get a few more cars and drivers in. We're getting busier so we need

to service the clientele. There's no shortage of clients, and it's not just the corporate side, the cash side of it has always been the biggest part of our business. So we will still target them and that's our customer base.

"It's just getting the drivers back now, we lost a lot of drivers and cars when we merged with Xpert, as a lot of our fleet didn't buy into what was happening. So it's a slow process but we're trying to build it back up again.

"The business has certainly picked up. It's hard to put your finger on a specific date when things picked up but at some point last year, probably around September maybe. Certainly from September on we noticed a big increase.

"The first week of January was quiet – as it always is – but once the corporate people went back to work it's been picking up again.

"The merger with Xpert, overall, has gone quite well. Obviously, we're two different companies. Xpert a corporate-based taxi company and us; a big local company serving the local area – Rathgar, Rathmines, Ranelagh, Milltown, Churchtown, Templeogue and of course Terenure, our own base. But It's going well now and it's expanded quite quickly."

For more information on Terenure Taxis talk to Derek on 087 181 7178.

55

Knock Knock



Two tall trees, a birch and a beech, are growing in the woods. A small tree begins to grow between them, and the beech says to the birch, "Is that a son of a beech or a son of a birch?" The birch says he cannot tell, but just then a woodpecker lands on the sapling.

The birch says, "Woodpecker, you are a tree expert. Can you tell if that is a son of a beech or a son of a birch?"

The woodpecker takes a taste of the small tree and replies, "It is neither a son of a beech nor a son of a birch, It is, however, the best piece of ash I have ever poked my pecker into."

Now wipe that smile off your face.

On their way to get married, a young Catholic couple is involved in a fatal car accident. The couple found themselves sitting outside the Pearly Gates waiting for St. Peter to process them into Heaven. While waiting, they began to wonder: Could they possibly get married in Heaven? When St. Peter showed up, they asked him. St. Peter said, "I don't know. This is the first time anyone has asked. Let me go find out," and he left. The couple sat and waited, and waited. Two months passed and the couple were still waiting. While waiting, they began to wonder what would happen if it didn't work out; could you get a divorce in heaven? After yet another month, St. Peter finally returned, looking somewhat bedraggled. "Yes," he informed the couple, "You can get married in Heaven." "Great!" said the couple, "But we were just wondering, what if things don't work out? Could we also get a divorce in Heaven?" St. Peter, red-faced with anger, slammed his clipboard onto the ground. "What's wrong?" asked the frightened couple. "OH, COME ON!," St. Peter shouted, "It took me three months to find a priest up here! Do you have any idea how long it'll take me to find a lawyer?"

A man hasn't been feeling well, so he goes to his doctor for a complete checkup. Afterward, the doctor comes out with the results. "I'm afraid I have some very bad news," the doctor says. "You're dying, and you don't have much time left." "Oh, that's terrible!" says the man. "How long have I got?" "Ten," the doctor says sadly. "Ten?" the man asks. "Ten what? Months? Weeks? What?!" "Nine..."

A man walks out on his front porch one day and sees a gorilla in the tree on his front lawn. He calls animal control and about an hour later a man shows up with a ladder, a pit bull, and a shotgun. The animal control employee tells the man, "I'm here to get the gorilla out of your tree. I'm going to use this ladder to climb up the tree and shake the branch the gorilla is on to knock him to the ground. The pit bull is trained to go after anything that falls from the tree and bites their balls which calms the animal down so I can put him in the truck." The man says "Okay, I see what the ladder and the pit bull are for but what is the shotgun for?" The animal control employee says, "Oh, that's for you. In case I fall out of the tree instead of the gorilla, shoot the dog."

A man went to his lawyer and told him, "My neighbor owes me \$500 and he won't pay up. What should I do?" "Do you have any proof he owes you the money?" asked the lawyer. "Nope," replied the man. "OK, then write him a letter asking him for the \$5,000 he owed you," said the lawyer. "But it's only \$500," replied the man. "Precisely. That's what he will reply and then you'll have your proof!"

A boy with a monkey on his shoulder was walking down the road when he passed a policeman who said, "Now, now young lad, I think you had better take that monkey the zoo." The next day, the boy was walking down the road with the monkey on his shoulder again, when he passed the same policeman. The policeman said, "Hey there, I thought I told you to take that monkey to the zoo!" The boy answered, "I did! Today I'm taking him to the cinema."

QUESTIONS

1. In 201, Which sport is played on the largest pitch?
2. In 1950, India withdrew from the World Cup because FIFA refused to let them do what?
3. What is the connection between Volleyball, Squash and Badminton? Clue: This connection is not shared with tennis or table tennis.
4. In darts, what is the lowest score that CANNOT be scored with a single dart?
5. Which sports playing area is 2.7 metres by 1.5 metres?
6. Which sport do the Oklahoma City Thunder play?
7. In Athletics, what is the last event of the Decathlon?
8. What is the only sport to have been played on the surface of the moon?
9. Who was the first cricketer to achieve 10,000 runs in test cricket?
10. What is the highest possible break in snooker - 147, 150, 155?
11. Who were the runners up in the Europa League Final of 2010?
12. James Naismith invented which sport?
13. Who scored the winning goal for Romania when they beat England in the 1998 World Cup?
14. What significant sporting event took place on November 22nd 2003?
15. 8 minutes and 47.8 seconds is the fastest ever winning time for what race?
16. Which county won the 2014 All-Ireland Football Championship?
17. What German club did Jurgen Klopp win two Bundesliga's with?
18. What snooker player has competed in the most World Championship finals without ever having won one?

THE TACSAÍ MAGAZINE BUMPER QUIZ

19. A puck is used in what sport?
20. Name the quarter-back for the Carolina Panthers?
21. Who won the 2006 Champions League?
22. Seamus Coleman signed for Everton from which League of Ireland club?
23. In the Ireland v Cameroon World Cup game in 2002, Matt Holland scored the equalising goal, what club was he with at the time?
24. Before joining Manchester City, Raheem Sterling joined Liverpool from which London club?
25. Who did Louis Van Gall manage before Manchester United?

- ANSWERS**
1. Polo
 2. Play barefoot
 3. Only the server can score
 4. 23
 5. Table Tennis
 6. Basketball
 7. 1500m
 8. Golf - In 1971, astro-
 9. Sunil Gavasker
 10. 155
 11. Fulham FC
 12. Basketball
 13. Dan Petrescu
 14. The (2003) Rugby World Cup Final
 15. The Grand National
 16. Kerry
 17. Borussia Dortmund
 18. Jimmy White
 19. Ice Hockey
 20. Cam Newton
 21. Barcelona
 22. Sligo Rovers
 23. Charlton Athletic
 24. QPR
 25. The Dutch National team
 - naut Alan Shepherd hit 2 golf balls to see how far they might travel.

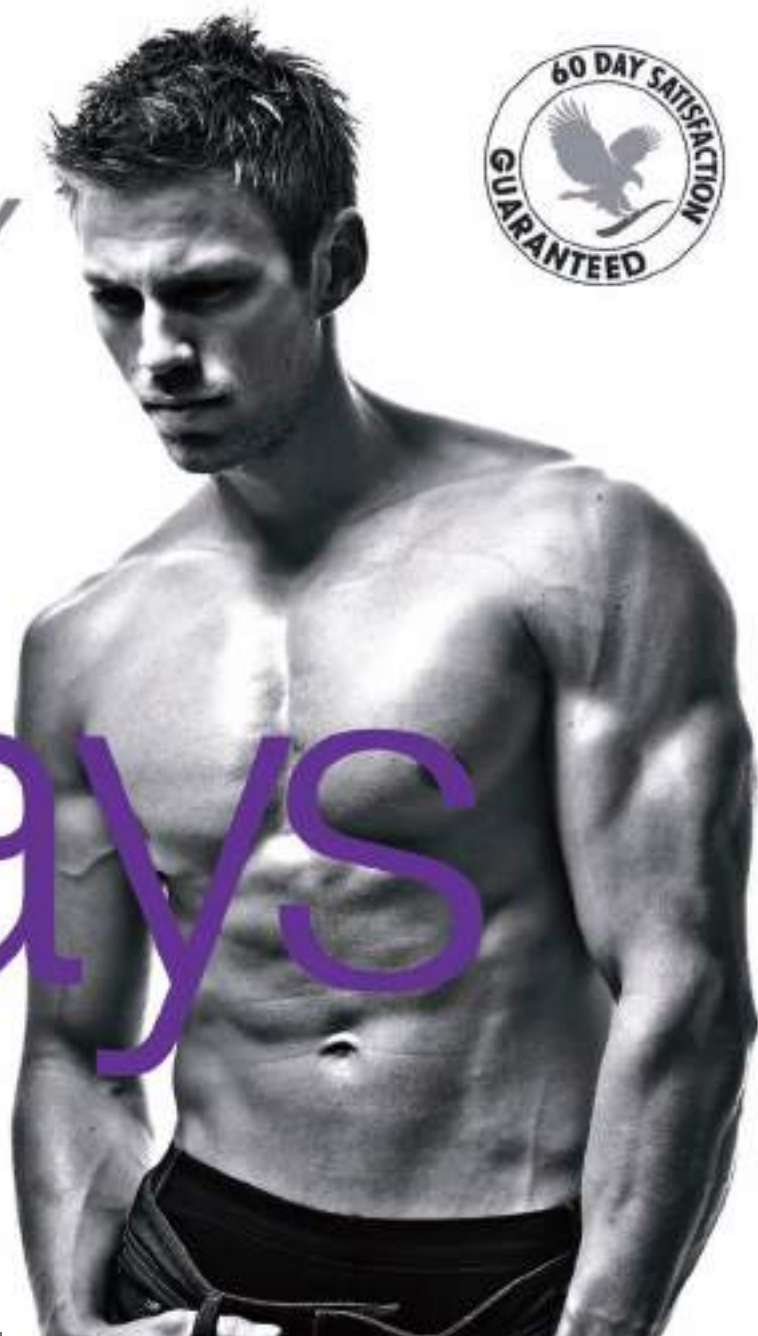
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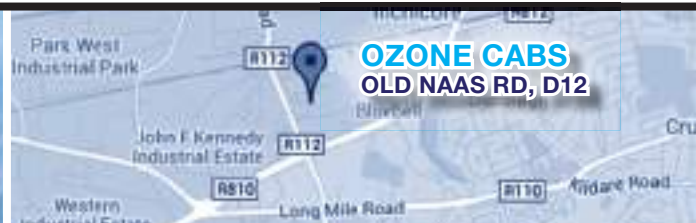
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