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**HAILO COMPLAINTS SKYROCKET  
AFTER SUMMER TAKEOVER P.6**  
**LIMERICK DRIVERS RAGE AT  
RANK REMOVAL P.22**

**SPSV TAXI TRAINING NOW IN  
ITS 25TH YEAR IN MARCH P.48**  
**UBER PROTEST IN NEW YORK OVER  
TRUMP'S MUSLIM BAN P.12**

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# EDITORIAL

**W**e have a jam-packed edition of *Tacsai* this month guys and girls.

While Donald Trump seems intent on hogging the news every day of the week, there is plenty of other things going on in the world and only one we have covered relates to him.

The #deleteuber campaign kicked off in New York last month in response to Uber drivers passing the picket lines at JFK airport where New York City taxi drivers were protesting the Muslim Ban. The campaign has since spread to many other countries in the world and could spell real trouble for the Californian app company.

Another app company seemingly in the depths of it is Hailo; their takeover by MyTaxi last summer seems to have sent their service spiralling, with complaints to the Twitter page (the only place to register a complaint at Hailo it seems) increasing daily. Everything from smelly drivers, to taxis being cancelled, the company is under fire from its own customers.

With that in mind, Google (investors

in Uber) are ready to roll out the driverless car after tests in Asia and Pittsburgh. They believe it will only be a matter of time before all taxis are driverless. Cabbies in New York have asked for a 50-year moratorium on any moves to put driverless taxis into the market. We look at the ramifications and talk to two Irish drivers about the possibilities and the pitfalls of such a move.

Tony Rowe has been doing some digging up and has found that Dublin is now one of the cheapest cities in Europe to rent a taxi; an odd anomaly considering how expensive everything else is here. Read about that on page 29.

On page 38 we have a very interesting story where the pass rate of applicants for the taxi knowledge test dropped to 6% at one Dublin centre after three men were arrested for suspected cheating in April 2015. This astonishing story comes as records have been released under the Freedom of Information Act.

We have all that, and lots more in this bumper edition of *Tacsai Magazine*. Safe travels.

**Stephen Young**  
*Editor*

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# HAIL' STORM ENGULFS APP COMPANY



## COMPLAINTS SKYROCKET AT APP COMPANY AFTER SUMMER TAKEOVER

**A**ll is not well it seems, at former App giant Hailo these days. Having been bought out by German company MyTaxi in July, it now seems that their driver service standards are dwindling faster than Usain Bolt.

It has been brought to Tacsai's attention that the company has recently been inundated with complaints from unhappy customers, so we're asking why?

What is going on behind the scenes at the UK/German owned operation that has led to this deluge of ticked off passengers.

Questions have also been raised about how the company was able to afford the massive cuts in fares given out last month. 50% cuts in fares.

Driver standards have dropped it seems. As you can see from one tweet we have pictured, where a customer took offence to the smell of one of their drivers and complained via Hailo's only channel of communication these days - on Twitter.

So let's go back to the summer, when Hailo as it was, ran aground.

Daimler, parent company of Mercedes Benz, now own 60% of the company, with the remaining 40% going to Hailo shareholders.

Hailo arrived in New York in 2013 and tried to use the same model in the city as it had for London: Working with local cab drivers to launch its service. The US was a major market for Hailo, and it raised \$30 million (£22.8 million) from prominent US venture capital fund Union Square Ventures, as well as Richard Branson.

A lengthy article published by Fortune in 2014 explains that Hailo failed to build a close relationship with New York cab drivers like it had in London.

Uber dominated the more expensive town car market, so Hailo was left to try and make money from cheap rides. It didn't work. Hailo was forced to lay off 40 employees in New York and the disastrous US expansion eventually led to Hailo CEO Jay Bregman leaving the company.

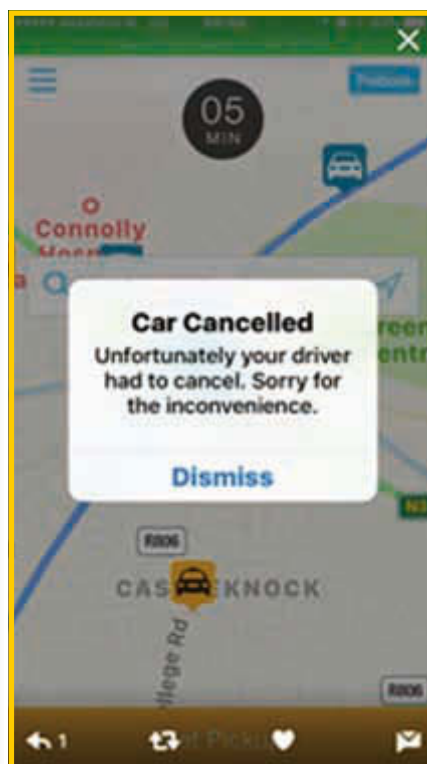
Hailo had tried to crack the US and failed. It pulled out entirely and focused on its existing markets. But soon money problems were looming. The Independent reported in 2014 that Hailo made a loss of £21.5 million that year after it ploughed cash into expanding to new cities around the world. Hailo said at the time that it was "purposely unprofitable" due to investments in technology and marketing.

And in 2015 we reported that Hailo was in talks to raise a crucial new round of funding. If the new money didn't come in then it could have had to make hard decisions about the number of staff. It was working with New York banking company LionTree Advisors to create a pitch that was attractive to investors.

Eventually Hailo announced in October 2015 that it was dropping its private hire license, the legal agreement needed to run an Uber-like service. It stopped offering rides from private vehicles and instead went back to only black cabs. The private hire experiment, which it had been running since 2014, was abandoned.

The conversations that Hailo was having with investors turned from fundraising talks to outright acquisition negotiations. Now, Hailo has officially announced that it will merge with MyTaxi. The company will be run from MyTaxi's head office in Hamburg, Germany by Hailo CEO Andrew Pinnington.





Often when companies or brands change hands as Hailo has, there are problems that fester, either through lack of funding or awareness of the product or service's place within the industry. This certainly seems to be the case with Hailo.

And it begs the question? Who has been paying for the half-price journey's in their cabs? Not the customer, almost certainly not the company. That just leaves the drivers... Is it possible that Hailo have burdened their workforce with the cut?

With the 2 euro call-outs dropped (again, from the drivers' pocket?) and the 12.5% they charge coming off the top also, it may leave their men and women in the fleet short.

There has also been talk of preferential treatment for "better cars" and that drivers within the company with "lesser cars" are dropping down the pecking

order for call-outs just because of the make, model and year of their vehicles.

But it's not just the driver who appears to be suffering through this turbulent time for the app company, as we said the public appear to be receiving a poorer service at the moment. It's unfortunate, too, that their only complaints line appears to be their Twitter account.

So much for German efficiency.

On the other hand, local Irish taxi companies are thriving, operating models that suit and serve the full-time driver. Flat weekly fees (tax deductible), more offers of daytime work and call centres with human interaction seem to offer better working conditions for many now plying their trade.

At a time when more and more people are buying Irish at the supermarkets, drivers should think twice about who they work for too. After all, it's our economy.



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# DIPETANE AND ABLE

## THE SCIENCE BEHIND THE GREAT IRISH SUCCESS STORY

**O**h, how we love the magic liquid. No, not pints, Dipetane! The Irish company is a true success story. Founded 30 years ago in 1986 by Drew McDowell and Andrew Anglin, it has gone from strength to strength and now services its product to Britain, Asia, Australia and the US.

Although Andrew has sadly since passed, Drew continues to helm the revolutionary product.

Based out of Kilcoole, County Wicklow, Dipetane has expanded and grown through word of mouth – because what's better than a good thing?

As someone who has used Dipetane, as many of you have, I was wondering what the magic ingredient was. How does this stuff work?

Drew told me: "Dipetane works because it uniquely eliminates CCDs (Combustion Chamber Deposits) in all engines and boilers. Dipetane's unique ability to burn the carbon more completely means that the CCDs are not fed any more unburnt carbon and consequently are eliminated.

"It doesn't effect engine warranties because as Dipetane is a 100% hydrocarbon product it does not alter the original fuel specifications. Dipetane adheres to the main two relevant fuel quality standards (EN590 Low Sulphur Fuels and BS 2869). Therefore all engine and boiler warranties are maintained intact."

So if Dipetane is so good, why haven't the big oil companies cottoned and asked for a bottle? Drew said: "Because Dipetane saves fuel and major oil companies are in the business of maximising the volume of fuel sold. Some more progressive oil distribution companies are now selling their fuels with Dipetane already in it.

So why do major oil companies still have to use detergents (second best technology) in their fuel? "Because they don't have Dipetane fuel technology. Simple as that".



For anyone reading this who hasn't used the product before How long does it take for Dipetane to work?

"Dipetane works from the moment it is put into the fuel and takes 1-3 days to eliminate un-burnt carbon deposits from an engine that starts out badly clogged up to the point of seeing the benefits. If you are doing a smoke/emission test within a few hours then you should give the vehicle 30 minutes of hard driving on a highway or motorway."

And can you detect Dipetane in the fuel? "No since it is a 100% pure hydrocarbon that does not alter the specifications of the fuel treated."

So, there you go. There's some of the magic behind the magic juice. Just in case you're wondering where you can buy your bottle of Dipetane? Any motor factors worth their salt, that's where.

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**W**henever you hear the term 'on the wrong side of history' from now on, think of Uber. The app giant, previously known for its successes in the United States, has dealt itself a hammer blow in their quest for acceptance. Last month President Trump handed down what has gone on to become one of the most shocking and controversial executive orders ever given by a US President and it riled an entire nation.

Thousands of Uber users have taken screenshots of themselves deleting the ride-hailing app, accusing it of profiting as New York taxi drivers held a strike against President Donald Trump's ban on Muslim travellers and refugees.

The hashtag #DeleteUber trended worldwide last month as users also accused the company's CEO of collaborating with the new US president.

Drivers affiliated with the New York Taxi Workers Alliance had refused to pick up airport passengers between 6pm and 7pm local time on Saturday as protesters rallied against Trump's discriminatory ban inside John F Kennedy International Airport (JFK). Hundreds gathered at the airport's Terminal Four arrivals section holding placards and chanting: "No ban, no wall, sanctuary for all!" and "No hate, no fear, immigrants are welcome here!"

Users said Uber continued to service rides to and from JFK, while taxi drivers held the strike in solidarity against Trump's order banning refugees and travellers from seven Muslim-majority countries.

However, while Uber automatically charges more for rides when demand is high, the company switched this function off during the one-hour taxi strike.

The city's taxi drivers, many of whom are immigrants or have roots in Muslim-majority countries such as Pakistan and Bangladesh, had urged Uber to join their boycott.

Uber has also faced criticism after CEO Travis Kalanick joined Trump's business advisory council, a group comprising the leaders of a variety of major US corporations.

Several protesters barricaded the front of Uber's headquarters in San Francisco in the days that followed that announcement over Kalanick's ties to Trump.

Twitter and Facebook users began taking screenshots of themselves deleting their Uber accounts, including messages they were sending to the company.

As the Muslim Ban was announced, Kalanick said that the company would compensate drivers from the seven countries who might not be able to return to the US for three months or more.

In a statement, Kalanick said the company knew of about a dozen affected employees.


"This ban will impact many innocent people - an issue that I will raise this coming Friday when I go to Washington for President Trump's first business advisory group meeting," said Kalanick.

Uber has since said that it wasn't trying to come out in support of Trump's executive order, break up the strike, or profit from the situation.

"We're sorry for any confusion about our earlier tweet — it was not meant to break up any strike," the company said. "We wanted people to know they could use Uber to get to and from JFK at normal prices, especially last night."

An Uber spokesperson also said that "the decision to turn off surge pricing was made specifically to avoid profiting from increased demand during the protest. The company has previously made a similar commitment to limited surge pricing after disasters, after being accused of taking advantage of riders in times of need."

Prior to the strike, Uber CEO Travis Kalanick spoke out against the executive order on Facebook. He also said that the company will financially compensate employees affected by the order — meaning those who are overseas and unable to re-enter the US



**NY Taxi Workers Alliance**  
14 mins ·

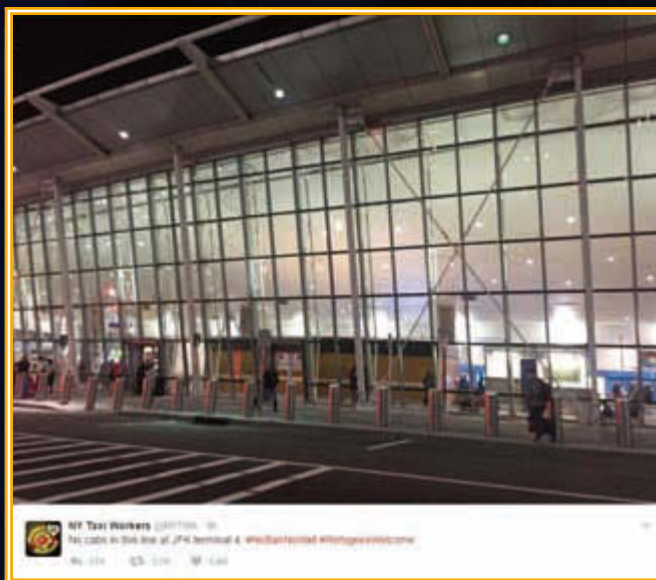
**NYTWA STATEMENT ON MUSLIM BAN:**

Professional drivers are over 20 times more likely to be murdered on the job than other workers. By sanctioning bigotry with his unconstitutional and inhumane executive order banning Muslim refugees from seven countries, the president is putting professional drivers in more danger than they have been in any time since 9/11 when hate crimes against immigrants skyrocketed.

Our 19,000-member-strong union stands firmly opposed to Donald Trump's Muslim ban. As an organization whose membership is largely Muslim, a workforce that's almost universally immigrant, and a working-class movement that is rooted in the defense of the oppressed, we say no to this inhumane and unconstitutional ban.

We know all too well that when government programs sanction outright Islamophobia, and the rhetoric of hate is spewed from the bully pulpit, hate crimes increase and drivers suffer gravely. Our Sikh and other non-Muslim brown and black members also suffer from anti-Muslim violence.

Today, drivers are joining the protest at JFK Airport in support of all those who are currently being detained at the airport because of Trump's unconstitutional executive order. Drivers stand in solidarity with refugees coming to America in search of peace and safety and with those who are simply trying to return to their homes here in America after traveling abroad. We stand in solidarity with all of our peace-loving neighbors against this inhumane, cruel, and unconstitutional act of pure bigotry.



— during the at least three months the ban is active.

But the statement came out before the strikes, and it didn't seem to mitigate much of the rage against the company.

Lyft, Uber's main competitor, has meanwhile responded in a different way to Trump's order, vowing to donate \$1 million to the American Civil Liberties Union, a civil rights group that is fighting the ban in court.

The New York taxi drivers' union is currently involved in several disputes with Uber. The organisation is supporting a class-action lawsuit brought by Uber drivers against the company which alleges that Uber misclassifies drivers as independent contractors rather than employees. And The NYTWA is also lobbying against proposed state laws that would benefit Uber and other ride-sharing companies.

The union didn't explicitly endorse the #DeleteUber hashtag, but in an interview Bhairavi Desai, the NYTWA executive director, criticised the company, saying: "It's not shocking that Uber would put greed above social principles."

As of our time of going to print, people were still posting screenshots showing them deleting the Uber app off their phones.





# DELETE UBER HASHTAG GOES GLOBAL

---

*UBER PASS TAXI PROTEST IN NEW YORK  
OVER TRUMP'S MUSLIM BAN AND NOW  
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# FURTHER ON UP ROAD THE

## WHAT DOES THE FUTURE HOLD FOR DRIVERLESS CABS?

**W**hen I was younger there was a programme on TV called *Beyond 2000*. It was speculative science-fiction crossed with reality. In one show they would predict flying cars by the year 2010 and then later also predict tech devices where people could talk to each other wherever they wanted – even see each other.

So some of it was nonsense and some of it came to life.

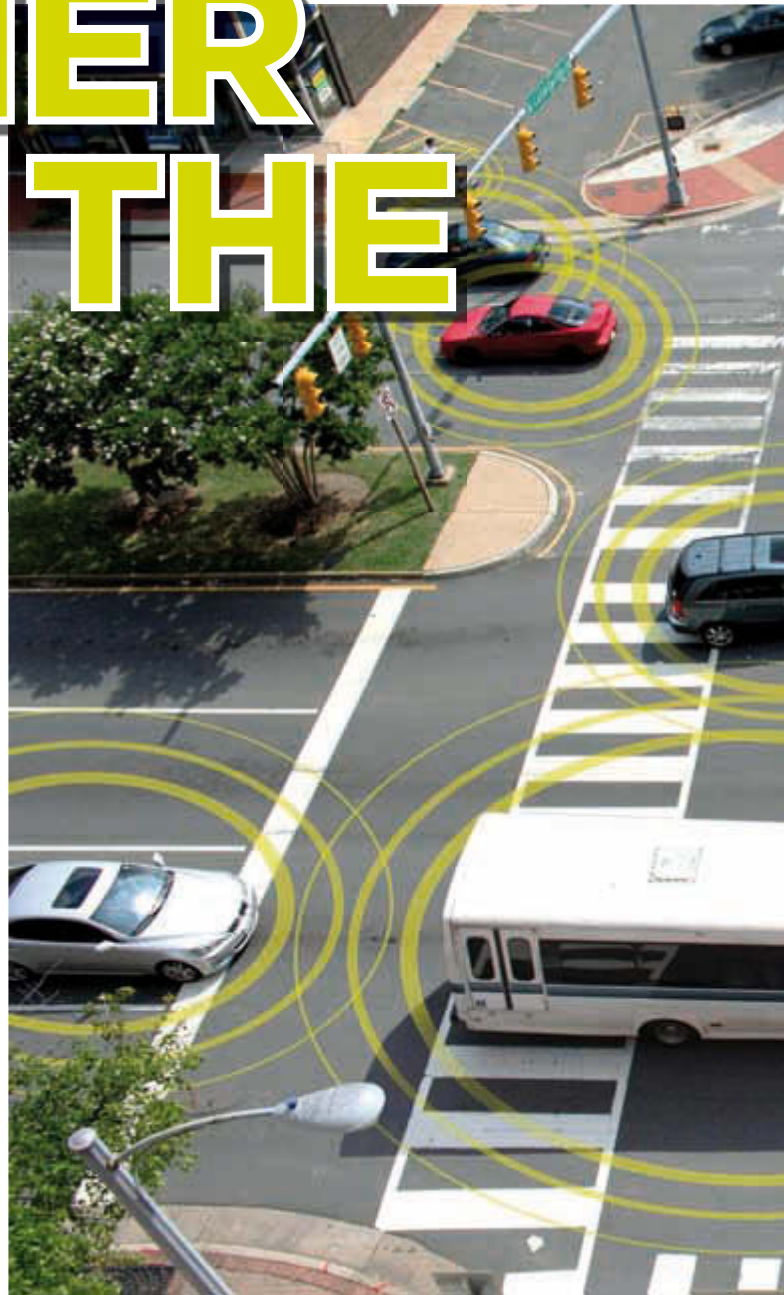
Driverless cars have been mooted for a while, but now they seem more like an eventuality rather than possibility.

And New York cab driver groups are hoping to stand, or park, in the way of technological progress. The Upstate Transportation Association (UTA) and the Independent Drivers Guild (IDG) are asking for a ban on self-driving cars in the state of New York. The UTA even goes so far as to call for a moratorium to be placed on autonomous vehicles for 50 years. The groups cite potential job losses in the thousands as the reason to halt roll-outs of the technology.

Trust is a big deal when it comes to autonomous cars, but the discussion to this point has been almost entirely one-sided: Can humans trust driverless vehicles? But developments at two US-based companies last week — on-demand ride service Uber's plan to put driverless Volvo sport-utility vehicles on the streets of the US city of Pittsburgh, and robotics startup NuTonomy's deployment of driverless taxicabs in the tech-centric One-North district of Singapore — prompt another question: Can driverless cars trust human passengers?

As any taxi driver will readily attest, there's more to the job than simply driving the car. Drivers may be called upon to apply fuzzy logic to "translate" slurred or syntactically incorrect destination requests, or even play "destination Pictionary" with riders for whom the language gap proves insurmountable. Even with technological advances like natural language processing and real-time translation, how can a car's passenger interface assist the passenger who, for instance, doesn't realise there are two "65th and Broadway" intersections in New York City, six miles apart? And just how will the taxi of tomorrow react to the breathless movie hero who leaps in, points, and yells, "Follow that car!"?

Human drivers also serve other, distinctly human functions — reacting appropriately when a passenger leaves a duffel bag full of cash on the back seat, or simply closing the rear door when a drunken passenger fails to oblige. And what will a driverless car do when a passenger vomits — or worse — in the back seat? The needs are apparent, but the solutions won't be simple.

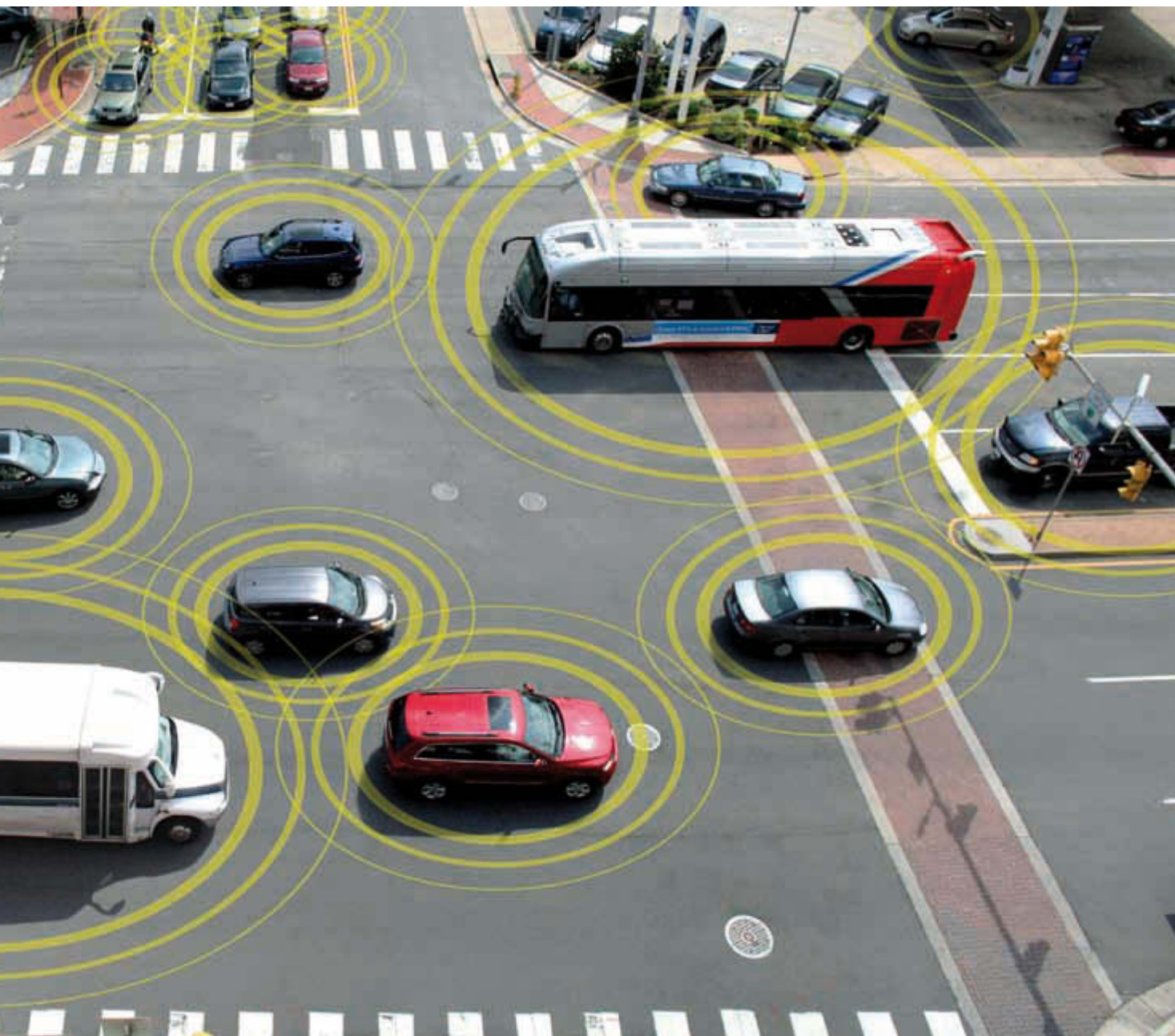


For now, NuTonomy is shying away from specifics. The company said in a statement: "We are working to implement additional systems that will ensure the comfort, safety, and convenience of all passengers throughout their journey."

The company plans to introduce Singapore-wide driverless taxi service by 2018. The presence of a taxi driver also dissuades a variety of illicit passenger behavior, including vandalism, drug use, and, of course, self-expression of a sexual nature. During NuTonomy's Singapore taxi test, says the company, an engineer will ride along "to observe system performance and assume control if needed to ensure passenger comfort and safety." Eventually, though, it will be just car and passenger. Are the cars ready for responsibility?

"None of these problems require particularly high-tech solutions", says Dr Richard Alan Peters, a professor of electrical engineering and computer science at Vanderbilt University in the US. Peters, who serves as the chief technical officer for the artificial intelligence software company Universal Robotics, suggests that driverless taxicabs could use features like automatic door closers and cabin sensors to ensure seatbelt use or tattle on smokers who light up in the car. And some tasks formerly undertaken by a human driver — discovering a forgotten parcel or a pool of vomit, for instance — could fall to customers, "who would then alert the car", says Peters. The question, therefore, may not be whether the cars are ready for the responsibility, but whether passengers are ready for it.





With its Singapore public-road test, NuTonomy is deferring the harder questions by taking a baby-steps approach to the concept. The program is designed more as a stress-test for the autonomous-car software than for the driverless-taxi business model. For now, the company's autonomous cars offer free rides within an area of just 2.6 square miles, stopping only at set pickup and drop-off spots. And in a city-state that imposes an £1,100 fine for spitting on the sidewalk, overt passenger misbehaviour seems less than likely. But, erring on the side of caution, NuTonomy passenger participation during the trial is an invitation-only affair.

Tacsai asked two Irish drivers for their take on the driverless car, and with it, the driverless taxi.

Lar Kelly said: "There are too many ifs and buts here. If the customer is at the airport for example, who's going to put in their luggage? The same applies to wheelchair accessible taxis, is the car going to mechanically help disabled customers on board?

"There are so many negatives against it. If there are driverless cars then the whole road system has to change, infrastructure will have to change. I don't see it happening within the next 20 years unless governments start looking at this now and start saying 'we have to look at this seriously'. I can't see Google saying, 'this is the new taxi now, here it is on the streets, ready to go'. There's a load of preparation that would need to happen on the ground."

Tony Rowe said: "It reminds me of when I was going to school and they

said in the future there would be robots teaching the kids. It was interesting to see the story from New York with the drivers there looking for a 50-year ban. It could cause more traffic problems than ever before.

"If there was an accident ahead on the road, there could be carnage, because technology isn't always faultless. Machines break, computers crash. You could have an incident where one car hits another and then they all plough into each other. Absolute carnage, conveyor belt carnage.

"This could not be called progress. It's all very well in factories or on race tracks for testing... but take these machines out onto the streets and there would be carnage. Sensors on cars don't always work, and that's what you would have here. The danger of something breaking down."

Further down the road, the challenges of serving a diverse population — and supervising its behaviour — won't be exclusive to driverless taxicabs. Autonomous-mobility researchers, including the team behind the Google Self-Driving Car, have envisioned uses for the technology that extend well beyond short hops with clear-voiced, smartphone-wielding professionals and into trickier territory, such as transporting an elderly rider to a medical appointment, running errands with a visually impaired adult, or ferrying a small child to school.

It's safe to suggest driverless-car technology won't be fully mature until it can monitor and manage the deportment of a typical 9-year-old schoolboy. And that, as any Year 4 teacher will attest, requires a lot of processing power.

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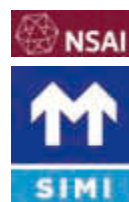
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# LIMERICK DRIVERS RAGE AT RANK REMOVAL

*THE removal of a rank in front of Colbert Station has drawn sharp criticism from Limerick taxi drivers who say that “it’s hard enough to make a living without being shoved down the road away from customers”.*

**T**he relocation of the rank to Parnell Place is part of the Urban Realm Improvement Project and “will greatly improve” the area, according to a spokesperson for Limerick City and County Council.

One city taxi driver told the Limerick Post that the manner in which they were informed of the change had angered many of those based at the rank.

“During Christmas, a lad in hi-vis vest just walked up and handed letters into our car windows telling us that the rank was gone.

“We have been based outside the station for years and it’s hard enough to make a living without being shoved down the road.

However, the Council spokesperson said that the current rank is being decommissioned and relocated “metres from its current location” at a site which is already used by drivers.

The local authority said that they “carried out non-statutory public consultation including a public display in the Railway Hotel in March 2015 when taxi drivers and their representatives received information about the plans for the taxi rank.”

A public consultation process was held during July and September 2015 and local councillors were presented with a report in December 2015. The taxi drivers and their representatives were notified recently of the construction works.

“The taxi rank is being removed to make way for a new bus stop and cycle lane being constructed as part of the Parnell Street, Wickham Street and Davis Street Urban Realm Improvement Project.



“This project will result in a greatly improved urban space along Parnell Street from the re-developed Colbert Station transport hub to adjoining streets,” the council spokesperson concluded.

However, the taxi driver who contacted the Limerick Post said the drivers are not happy with the decision intended to “fully challenge the council”.

Meanwhile, A Limerick city taxi driver has successfully appealed the decision of Chief Superintendent David Sheahan to revoke his PSV licence.

The man, who cannot be named for legal reasons, is currently the subject of a criminal investigation arising from an incident which is alleged to have happened at the beginning of September.

During an appeal which was heard in November, Chief Supt Sheahan said he met the man on two separate occasions after he became aware of the allegations against him.

He said given the nature of the allegations he decided to revoke the man’s licence “with immediate effect”.

He described the decision to revoke the licence as a “balancing exercise” between the man’s human rights and his duty to ensure public safety.

The taxi driver’s solicitor submitted his client, who is married with a number of young children, is entitled to earn a living and that the revocation of his licence would affect his ability to sustain his current lifestyle and care for his family.

“He has a constitutional right to earn a livelihood,” he said.

He said his client, who works as a part-time taxi driver, denies the allegations made against him and “will fight to clear his good name” if he is prosecuted.



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# DRIVERS TO PROVIDE DNA SAMPLES



## GARDAÍ INVESTIGATE RAPE CASE

**A**lmost 100 taxi drivers have been asked by the Garda to provide DNA samples as part of a major investigation into an alleged rape of a woman after a night out in Dublin on December 11th, 2015.

The drivers have been selected for testing because their cars match the make and model of the suspect's vehicle.

It is the first case of mass screening since the DNA database was introduced in the Republic in November 2015.

The gathering of DNA samples from a large group of people without specific incriminating evidence against any of them has traditionally been regarded as contentious by civil liberties groups.

In the 2015 incident, the victim had been socialising in the Harcourt Street area of the south inner city and had hailed a taxi on the street to be taken home. However, she alleges that while being driven to Raheny, north Dublin, the driver raped her.

The investigating gardaí gathered DNA samples immediately after the attack. And they believe they have the DNA profile of the taxi driver against whom the allegation has been made.

They have also determined the suspect's car was a dark colour Prius and that the vehicle model dated from 2004-2009.

The suspect's taxi was recorded on CCTV, though not the vehicle's registration plate.

Gardaí have used the taxi database to establish that 84

drivers were working in a vehicle similar to the suspect's car at the time of the attack.

The investigation team, based in north Dublin, have been contacting the drivers seeking a DNA sample.

By law, the drivers cannot be compelled to provide a sample. Instead, they were being asked to do so to assist the Garda in eliminating them from the investigation and to narrow down the field of possible suspects.

Those who have been approached have been informed their voluntary samples are being collected only as part of this investigation. The drivers have been informed their DNA profile will not be held on the DNA database.

If their samples do not match the DNA profile gathered during forensic testing immediately after the attack, they will be destroyed.

The samples have been taken via mouth swab, and it is understood the process is almost complete.

The Criminal Justice (Forensic Evidence and DNA Database System) Act 2014 that provides for mass testing was enacted just three weeks before the attack now being investigated.

Any garda at the rank of chief superintendent or higher can authorise a mass DNA screening of a "class of persons" once the garda believes it is "likely to further the investigation" and "is a reasonable and proportionate measure".

While mass DNA screening has only been possible in the Republic for the past 13 months, it has been used in Britain since the 1980s.



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# DUBLIN IS ONE OF THE CHEAPEST CITIES IN EUROPE TO HIRE A TAXI

## TONY ROWE REVEALS SOME ASTONISHING FINDINGS

**Y**ou would hardly think it. Dublin is not known for being the cheapest for anything. Food, drink, hotels, match tickets, concert tickets... you name it. We're charging big dollars for it. However, Irish taxis, in the modern era of disdain from the National Transport Authority and the government, are now among the cheapest to hire in Europe.

And therefore, leaving drivers badly out of pocket. We spoke to Tony, who filled us in. He said: "This is the worst time of the year to be working as taxi driver.

"Earlier last year we had a reduction of the hiring charge to 13%. We also had the hit on the 3rd tariff on the meter. Dublin is now one of the cheapest European capitals to hire a taxi in, and that includes Spain.

"We've been given a mileage increase of 4%. If you combat that with the reduced hiring charge - it was 4.10, it has been reduced to 3.60 - that's 13%. That is only causing harm and financial pain to the driver.

"Drivers are going out of the business at an alarming rate. 23 licenses went out of the business last year alone. That's very substantial. The danger is here now is trains have had an increase, the

buses have had an increase, the Luas... Taxis are the only form of public transport that have had a reduction.

"It's complete madness and we can't understand why its being done. Wheelchair taxi drivers out at the Airport are finding it very hard now, because Tariff 3 kicked in on the motorway and it's no longer there.

"We've just conducted our own survey there of different countries in the European Union and it turns out that Ireland is among the cheapest to hire a taxi in. Everybody talks about how cheap Spain is. But journeys here are cheaper. If you go from Reus Airport at Salou into the centre of town it's 90 quid.

"We looked at the litre fare from Dublin Airport to Dun Laoghaire, which came to 38 euros, and compared the same distance (roughly 25 miles) to distances from Heathrow to Cherrycross and the fare was £95. We did the same with Gatwick Airport and a fare 23.3 miles away works out as £120.

"We want this to be known; while this continues it's quite possible that standards and quality will be reduced. And all the while, the powers that be want us to update our vehicles before they turn ten years old. It's a hell of a lot to ask."

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# TTNH RESOLUTE IN KEY ISSUES

## ORGANISATION MAINTAIN PRESSURE REGARDING INSURANCE PREMIUMS AND RICKSHAWS

**R**ising insurance premiums are still at the forefront of drivers' minds. The collective and cunning push from all companies within that industry has dumped some drivers out of the business entirely, while others teeter on the brink.

Rickshaws are also a very important issue for many cabbies. The wheeled menaces have had some scrutiny in recent times, but full and comprehensive regulation is long overdue now.

Tacsai Magazine spoke to Dave McGuinness of the TTnH recently to hear what lines they are pursuing in these matters and many more.

He said: "Rising Insurance costs remain a huge issue for Taxi Drivers. TTnH held the first in a series of protests on October 12th. This action was well supported by drivers. It is our intention to up the ante as we feel the report into the cost on insurance chaired by Eoghan Murphy TD does not go far enough in terms of transparency, and a lowering of Insurance Premiums.

"We have held talks with Richard Boyd Barrett TD who will be attending our AGM on February 6th where we intend to put a number of proposals to members. It is our intention to protest at the Dáil on February 16th at the introduction of this report. We will hold a press conference where we will outline our intentions to Government. We would hope this action would be widely supported by drivers who are facing huge premium hikes.

"The Taxi Advisory Committee meeting on January 26th saw a wide ranging agenda including Regulation of Rickshaws, WAV grant 2017, Taxi Fares Survey, SPSV Driver entry requirements which were discussed in detail.

"On December 12th amendments were offered and passed by Imelda Munster of Sinn Féin and Robert Troy of Fianna Fáil, to change The Road Traffic Act and the Taxi Regulation ACT to give the NTA the power to regulate Rickshaws. Unfortunately the amendment to the Road Traffic Act used the term non-motorised





transport i.e. rickshaws. As most taxi drivers are aware rickshaws have electric motors attached and the amendment needs further amending. We would hope to have progress on this shortly.

"The WAV grant will be available from April 3rd on a first come first served basis with 750,000 euros being made available. The original restriction of two grants per person lifted in 2016 has been returned.

"Taxi Fares are currently being reviewed by the NTA and we will have the outcome of this survey in late February 2017.

"The NTA are currently collating the data received from the public consultation on SPSV driver entry requirements. Proposals will be brought forward to the next Taxi advisory Meeting.

"In regard to taxing of taxis online; assurances were given this process would be introduced in Jan 2017; however problems have arisen with the Department of Transport. We are hoping this issue will be resolved as soon as possible."

# GET IN TOUCH WITH US

## WE WANT TO HEAR FROM YOU

We here at Tacsai are constantly looking for ways to improve your experience of the magazine. After all, this magazine is for all who work in the industry; drivers, cab companies, companies who supply valuable products and services to the industry, black drivers, white drivers and even people from Cork (ah, we love you really lads).

The industry has come through some tough times in the last few years and we have been here to bring you the news that affects you.

We are dedicated to that. On a weekly basis, I speak to five, six, seven, eight drivers, sometimes a dozen. All with different grievances and problems that are affecting them, and we try to cover all of those issues within the constraints of a small magazine produced solely on advertising revenue.

We have taken on board many suggestions – the gags and quiz pages came at the request of a number of drivers. The world news page too. The Special Children's Day Out is a particular joy to cover for me personally, and it's a positive news story for the industry when too often a very small minority make the headlines for all the wrong reasons.

In recent times we've had the Vehicle Age Limit, which is really only now hurting drivers. We currently have the widespread panic over insurance premiums and the massive problem with rickshaws. We are always ready to highlight horrific stories of theft and violence against drivers too. The cowards that attack men and women going about their work deserve to be named and shamed and we will continue to do that.

So, what we want now is for more drivers to get in touch. Make your feelings known. *This magazine circulates to 16,000 other drivers, and not just drivers...* as a story in this month's edition shows; an American tourist contacted us to compliment an Irish driver who had gone above and beyond the call of duty to return some valuable equipment.

**There are many issues that are still affecting drivers. If you have something you want to say, it will do more good to say it to 16,000 than the half dozen other drivers at your rank, or a customer in the car.**



# GET IN TOUCH

Get in touch with me, the editor, on:

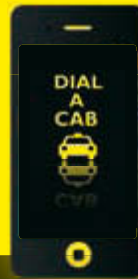
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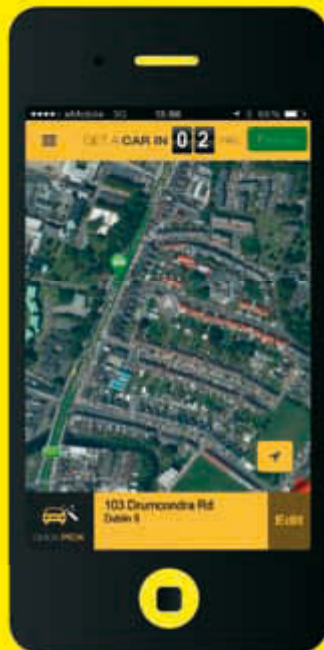
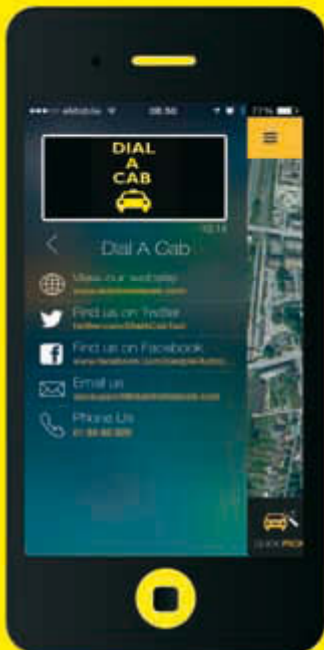


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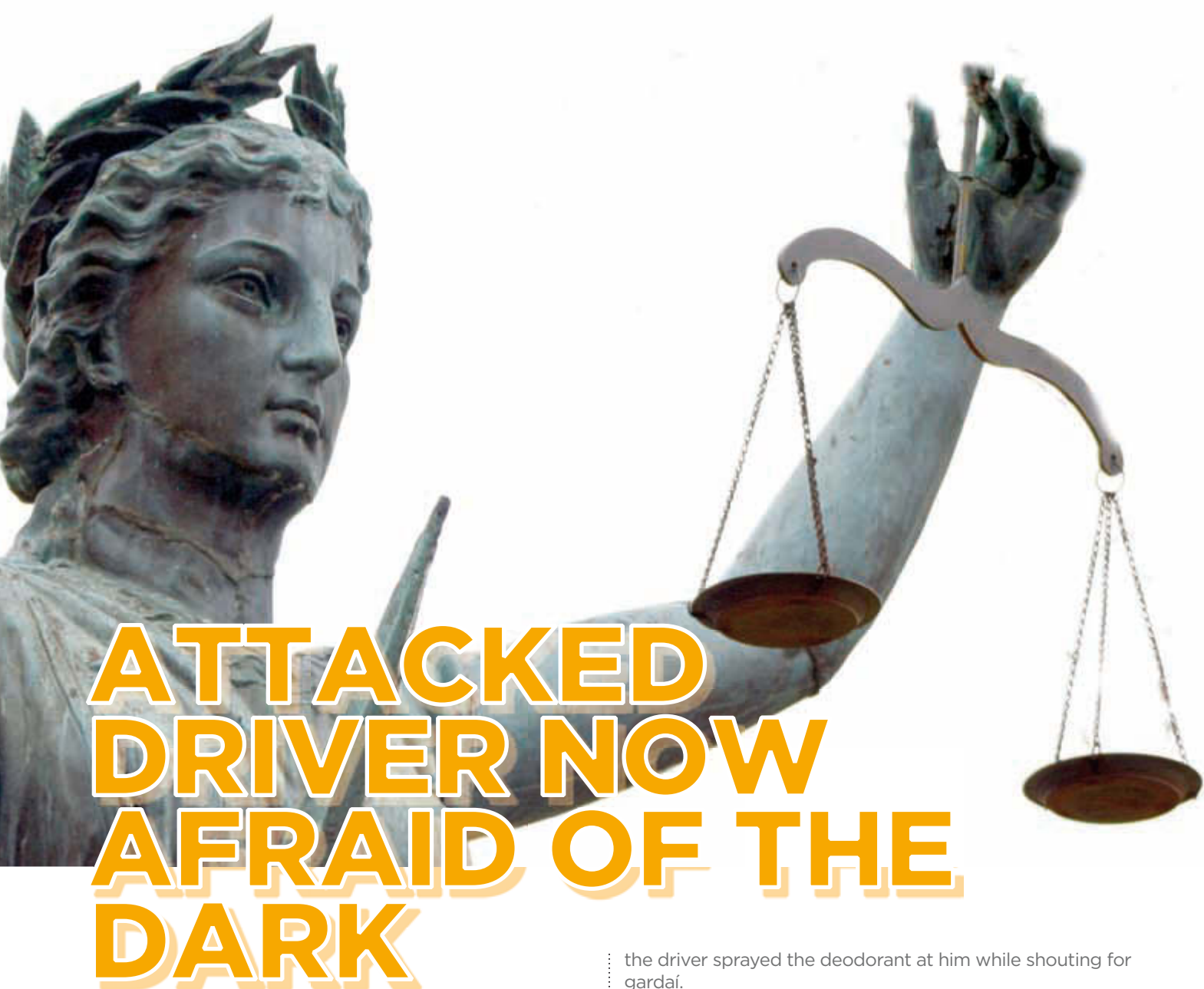
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# ATTACKED DRIVER NOW AFRAID OF THE DARK

## ***CABBIE TELLS OF HIS ORDEAL***

**A** passenger who held a knife to a taxi-driver's throat while he was driving the cab has left his victim in constant fear and "afraid of the dark", a court has heard.

James Mongan (33) of Carlton Terrace, Poppintree, Dublin pleaded guilty to attempted robbery at Ballymun on July 11, 2016. He will be sentenced in April.

In Dublin Circuit Criminal Court today, Garda Mark Reay told Ronan Kennedy BL, prosecuting, that Mongan's victim, a taxi driver of 26 years, was driving through Ballymun when he was flagged down by Mongan, who asked to be taken to St Margaret's.

The pair engaged in "chit-chat" for a few minutes, before the driver noticed Mongan had put his hood up and moved to the centre of the rear seat. As he was still driving, Mongan put a knife to the driver's throat and said, "Give me the money or I'm going to stab you," Mr Kennedy said.

The driver slammed on the brakes and managed to grip the blade with his hand and pull it away from him. He then grabbed a deodorant can, opened the car door and fell onto the street. When Mongan came out and pursued him,

the driver sprayed the deodorant at him while shouting for gardai.

"It just happened that a garda car was coming around the corner at that moment," Mr Kennedy told the court. Mongan ran into nearby wasteland and was pursued by two gardai who caught him when he tripped up. No knife was found at the scene.

The court heard the taxi driver suffered cuts to his fingers from the knife, which required paper stitches. In a victim impact statement read out in court, he said he now felt "vulnerable" after the attack, which left him in fear for his life.

He said he no longer wanted to drive a taxi but, as a 55-year-old man, he felt he didn't have any other skills. "That night plays on my mind," the statement said. "It's like being a child at times. I'm now afraid of the dark."

Defence counsel, Emmet Nolan BL, said Mongan, who has 65 previous convictions, wished to offer an "unreserved apology to the injured party for the disgraceful acts he committed."

"He is deeply remorseful and apologetic," Mr Nolan said.

He said Mongan had taken cocaine before the offence, was going through a marriage break-up and had attempted suicide twice shortly before the incident. He spiralled into drug addiction after witnessing the murder of a friend six years ago, the court heard.

Mongan, who comes from a Traveller background, left school at the age of 12 and was "practically illiterate". He had been in custody since the incident, was now drug-free and had started learning to read in prison, the court heard.

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# CHEATING SCANDAL AT SPSV TEST CENTRES

## *NTA FURIOUS AS THREE MEN ARRESTED*

**T**he pass rate of applicants for the taxi knowledge test dropped to 6% at one Dublin centre after three men were arrested for suspected cheating in April 2015.

This astonishing story comes as records have been released under the Freedom of Information Act, which also reveal that the National Transport Agency (NTA), which is responsible for taxi regulation, was furious with the “inadequate” response of Applus, the private company contracted to run the test centres, after the cheating was discovered.

One candidate was found to be using a miniature earpiece to communicate with people who could give him the answers to the Small Public Service Vehicle (SPSV) knowledge test. This checks the local geography and industry knowledge of potential taxi drivers.

Gardai arrested the three men outside the Greenhills test centre in Dublin. The NTA records show it had also received a tip-off about cheating at another Dublin centre, Northpoint, in the weeks before the arrests.

Statistics compiled by the agency show the pass rate for Northpoint was at 39% for the first three months of 2015, while the pass rate for Greenhills was 31%. The centres processed 150 tests a month.

In May 2015, the first full month for statistics after the cheating was discovered, the pass rate in Northpoint dropped to 6% while at Greenhills it went to 12%.

An official in the NTA said: “If we look at the other end, I assume

we could get an idea of when it all [the cheating] may have started.”

The NTA is reviewing the legitimacy of some SPSV licences but has not said if any have been revoked for cheating.

Before April 2015 at least one man was openly offering to help candidates cheat the SPSV test for a fee of €3,000. In May, Hugh Creegan, deputy chief executive of the NTA, wrote a letter of complaint to Grant Henderson, managing director of Applus Car Testing Service, the Spanish company responsible for running the SPSV tests as well as the National Car Testing (NCT).

Creegan said the initial response from Applus to the cheating discovered at Greenhills “is not considered an adequate response to the gravity of this lapse in security and invigilation”.

Applus, which operates in more than 70 countries, reported a €5.5m profit on a turnover of €80.8m in Ireland for 2015.

The NTA asked Henderson to attend its head office to discuss the problems. However, despite further proposals from Applus to improve security, the NTA was unimpressed.

On May 20, Applus wrote to the NTA to say it had not carried out an investigation of the integrity breach, claiming the authority had told it not to do so on April 16.

However, the NTA said it had only told Applus not to tip off staff before the arrests, so as not to prejudice the garda operation.

On June 26, Berit Keyes, an NTA official, wrote a review of Applus’s proposals. “What is required is an overhaul of the whole service while





what is suggested is essentially a couple of minor improvements,” she said. “We need a service that is properly managed by somebody who cares and this document does nothing to address that gap.”

She said there was a “complete lack of any kind of quality, auditing, management control”. Most of the proposed new operating procedures for invigilators were a “copy and paste” from an old document.

Creegan wrote again to Henderson on July 17 to complain about the “significant failure in the integrity” of the SPSV tests. He emphasised that Applus’s contract required it to prevent information exchanges between candidates or the use of external resources.

“It is clear that such arrangements were not in place at some Applus centres,” wrote Creegan. This was a “material breach” of contract obligations. He said Applus’s proposals to reform security were not sufficient.

A further response from Applus said it would place an invigilator in the room during each test and video-record proceedings.

In February 2016, the NTA carried out spot checks on the five Applus test SPSV centres, the two Dublin locations plus Galway, Cork and Sligo. In each of the test centres an official posing as an applicant took out a phone. In Greenhills the candidate was approached but allowed to keep the phone.

In Sligo the phone was taken away, but test results were still provided. In Galway the candidate was not approached despite taking out a phone. Neither the Sligo nor Galway cases were notified to the NTA.

Last month Applus said “at all times” the systems and processes provided by it were “in accordance with the agreed procedures” at the time.

Tacsaí Magazine will be in touch with the NTA for any further updates on the matter.

To have your say on this story, or any other story email the Editor at [stephenyoung399@hotmail.com](mailto:stephenyoung399@hotmail.com) or call 086 1277031.

# A LETTER OF THANKS FROM AN AMERICAN...

*Tacsaí Magazine* recently received an email from an American gentleman who wished to pass on his thanks to a very kind Irish taxi driver named Michael Barrett.

It read.

“Stephen, my name is Peter Newcomb and I was visiting Dublin in early January from St. Louis, MO USA with my wife and two daughters. I wanted to tell you about our taxi driver Michael Barrett.

“After a long day trip to Galway and back to Dublin, my wife and I were picked up by taxi driver Michael Barrett at the Houston train station. After being dropped off, I quickly realized that I left my backpack in the back of the taxi. I ran back to the street but the taxi was gone.

“I am a photographer and had about \$8000.00 dollars worth of equipment in the backpack. Having paid cash for the fare I had no information to track down the taxi. I was at a loss for over an hour even calling the local police department to file a police report on the chance it would be returned.

“My daughters flew back home as my wife and I were staying another week. As my daughter arrived back in St. Louis she received an email from Michael Barrett saying he found the backpack and the only contact information he could find was her email address. She quickly passed on Michael’s phone number and I called him.

“Mick said he was about a half hour away but would come back to return the backpack. Our experience with the people of Ireland was extremely pleasant but the action of Michael Barrett went far above and beyond what I could have hoped for. Mick said how much the people of Ireland appreciated the tourists coming to visit and said the last thing he wanted was for us to leave with a bad experience on our minds.

“Mick even came back to take us to the airport when we were heading back to the States a few days later at 4:30 a.m. I can’t tell how much we appreciated him going above and beyond in returning my backpack. I can’t imagine that happening any place else but Ireland. I would appreciate it if you would pass this story on to your readers as Michael Barrett deserves attention for his selfless actions.”

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# WORLDWIDE REPORT

TAXI NEWS ROUND-UP FROM AROUND THE GLOBE.

## UK

A taxi driver who picked up a fare after drink driving has been banned from driving for three years and given a suspended prison sentence.

Peter Cole, 42, of Cambridge, had picked up a fare in the town at around 5.30pm on January 12.

During the journey, the passenger became suspicious that Cole had been drinking and managed to get him to stop the grey Ford Mondeo. The passenger called the police at which point Cole made threats to kill him.

Police arrived and found the taxi stopped on the hard shoulder of the northbound carriageway on the A1(M) between Welwyn Garden City and Stevenage. Cole was arrested and taken into custody where he gave a breath sample of 171 mcg per 100ml of breath, compared to a legal limit of 35mcg.

Investigating officer PC Pete Talbot, from Beds, Cambs and Herts Road Policing Unit, said: "Cole's breath alcohol reading was the highest I have come across in nine years of working as a roads policing officer.

"The seriousness of Cole's actions was compounded by the fact that he was working in a position of trust as a taxi driver at the time of the offence and he had a passenger in his vehicle. He put his own, his passenger's and the lives of other road users in danger as a result."

Cole admitted drink driving and a public order offence and was sentenced at Stevenage Magistrates' Court to 18 weeks in prison, suspended for two years.

## NEW YORK

There's a good reason New York cab drivers are so cranky: Their livelihood might be teetering on the edge of default. According to a recent presentation prepared for Capital One Financial Corp. investors, some 81 percent of its \$690 million in loans for taxi medallions are at risk of default. Medallions, the small metal shields affixed to the hoods of taxi cabs, are issued by the local taxi authority and effectively allow the cabs to operate legally. Owning one used to be akin to owning a gas-guzzling, money-printing machine. Medallions in New York City traded at more than \$1 million in

2014, but today's prices are about half of that.

Now the share of taxi medallion loans Capital One thinks its borrowers won't be able to repay in full has nearly tripled over the past year, to 51.5 percent. (Another 29 percent of loans are to stressed borrowers who could be in trouble soon.)

BankUnited told its investors in November that nearly 59 percent of its loans secured by taxi medallions were under water. Close to 95 percent of the BankUnited's loans were to New York City borrowers. "This is the portion of our loan portfolio that we keep the closest eye on, for obvious reasons," Rajinder Singh, then BankUnited's chief operating officer, told investors last January.

The distressed taxi industry is under assault from ride-sharing service Uber Technologies Inc. and competitor Lyft Inc. Uber recently became the preferable mode of transportation for business travelers and has gained market share among leisure travellers.

In New York City, people took fewer trips and spent less on taxis during the first half of last year compared with 2015

## MYANMAR

A Myanmar taxi driver was hailed as a national hero at his funeral, two days after he was killed trying to stop a gunman who murdered a prominent Muslim lawyer.

Father-of-three Ne Win was shot dead outside Yangon airport as he chased a man who moments earlier had slain Ko Ni, an adviser to Aung San Suu Kyi, in what her party said was a political assassination. The daylight murders, in a country where political killings are rare, sent shockwaves through both Myanmar's already hard-pressed Muslim community and Suu Kyi's National League for Democracy (NLD) party.

There were emotional scenes as hundreds of mourners crammed into a Yangon cemetery to bury Ne Win, whose coffin was draped in the NLD's famous fighting peacock flag. His bereaved wife was swamped as mourners, monks and NLD figures crowded around the open coffin that bore his body.

"He tried to catch an evil man without thinking for his own life," the elderly patron of the NLD, Tin Oo, told mourners.





"I praise Ne Win today for his brave work for the country on behalf of the NLD, other democratic forces and those who want peace." Min Ko Naing, a student leader from the crushed 1988 anti-junta protests, described the taxi driver as part of a long line of Myanmar citizens who have sacrificed for a country that suffered under years of army rule.

"Some people who give for the country become famous but there are many people who give for the country silently," he said.

The alleged assassin, 53-year-old Kyi Lin, was arrested at the scene. Police have not said what his motivations were.

## NEW YORK

The embattled taxi king of New York "royally misbehaved" around his chief assistant, according to a suit alleging months of sexual harassment.

A federal suit filed in Brooklyn this week against Evgeny (Gene) Freidman alleged that he subjected his assistant Elaine Gutierrez to sexually charged comments throughout her seven months at his company, Taxi Club Management.

"New York's so-called 'Taxi King'... royally misbehaved through his relentless sexual harassment" of Gutierrez, who faced a "constant

barrage of unwanted and sexually harassing comments during her time as his assistant."

The suit alleges that Freidman frequently made creepy come-ons and attempts to get Gutierrez — the company's accounts payable manager and chief executive assistant — alone with him after work hours.

Gutierrez, 41, who joined the company in September 2015, said that Freidman would comment about her breasts and body, while using flimsy excuses to get her into meetings with him, "just so he could ogle and stare at her," the suit said. He would also make demeaning remarks to her in front of male employees, she said.

"It was embarrassing. It was humiliating," Gutierrez told the Daily News. "I was treated like garbage."

When she complained, Freidman allegedly said, "If I tell you to come, what if it's just because I want to look at you?" and "Just do what I say and ask nothing."

Gutierrez "physically and verbally resisted" Freidman's harassment and advances, repeatedly telling him to stop his embarrassing behavior, according to the suit.

The taxi company's chief financial officer, Andreea Dumitru Parcalaboiu, allegedly axed Gutierrez because "Gene doesn't want you here anymore" because she asks too many questions.

# SPSV TAXI TRAINING NOW IN ITS 25TH YEAR IN MARCH

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# SEX ATTACKER JAILED

**JUDGE CODD SAID ION'S ACTIONS IMPACTED ON THE REPUTATION OF THE ENTIRE TAXI INDUSTRY AND THAT SHE MUST IMPOSE A SENTENCE WITH A 'DETERRENT EFFECT'."**

**A** passenger who held a knife to a taxi-driver's throat while he was driving the cab has left his victim in constant fear and "afraid of the dark", a court has heard.

A taxi driver who sexually assaulted a young passenger and then "maligned" her character by claiming she was drunk and abusive has been jailed for six months.

Augustin Ion (50) groped the woman's breast and asked her to come into the back seat of his taxi with him after arriving outside her house. The victim had taken a taxi home instead of walking because she thought it would be safer.

A jury with an 11 to one majority rejected Ion's claims that the woman was extremely aggressive, told him to "fuck off and drive" and refused to pay the fare.

He claimed she only made a complaint to gardaí because she thought he was going to report her for not paying him. Prosecuting counsel Ellis Brennan BL told the jury this was a "tissue of lies."

In Dublin Circuit Criminal Court today, Judge Pauline Codd said the woman came across as "an exceptionally sincere and honest type of person" and that it was an aggravating factor that Ion had "maligned" her good name.

Ion's counsel told the court he now accepts the verdict of the jury and is very remorseful. He made an offer of €3,000 to the woman to cover counselling costs. The victim said she does not want his money.

Ion, of Garrynisk Square, Tallaght, Dublin and originally from Romania, had pleaded not guilty to sexually assaulting the woman outside her home on the night of 20 November 2014.

Judge Codd said it was an opportunistic but predatory crime.

She noted Ion initially drove past the woman before performing a u-turn and coming back to pick her up.

She said the offence was "an enormous breach of trust" as the public are entitled to expect a taxi driver to take them home safely.

"Offences like this give rise to great concerns, particularly for young women," the judge said. "This case would send a chill up the spine of parents and families of young women."

Judge Codd also said Ion's actions impacted on the reputation of the entire taxi industry and that she must impose a sentence with a "deterrent effect". She sentenced Ion to two years with 18 months suspended and ordered him to undergo 18 months supervision by the Probation Service.

The judge took into account Ion's lack of previous convictions, his personal circumstances and the fact that the offence itself was "at the lower end of the scale."

Ion has been registered as a sex offender and will never be granted another taxi license, the court heard.

The woman, who has since left Dublin, wrote in a victim impact report that she will never forget Ion's breath in her ear. She said she regularly wakes up in the middle of the night in a panic and that she never gets taxis on the street anymore.

She added: "He took my character with his version of events. This is why I hope he does time for what he put me through."

Ion's counsel, Gerard Charlton BL, said his client suffers from anxiety and depression as well as diabetes. He said he is a family man who has worked hard since leaving Romania 13 years ago.

Charlton added that Ion's case has received significant publicity in the press and on social media, which has been difficult for his family.





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# Knock Knock

**Q: If you were forced to go through one of the following doors, which door do you go through with 100 % certainty you'd stay alive: a door with a man with a gun behind it, a door with a tiger who hasn't eaten in 7 years behind it, or a door with an electrical chair behind it?**

**A: The one with the tiger behind it, because if it hasn't eaten in 7 years it's dead.**

Four men are in the hospital waiting room because their wives are having babies. A nurse approaches the first guy and says, "Congratulations! You're the father of twins." "That's odd," answers the man. "I work for the Minnesota Twins!" A nurse then yells the second man, "Congratulations! You're the father of triplets!" "That's weird," answers the second man. "I work for the 3M company!" A nurse goes up to the third man saying, "Congratulations! You're the father of quadruplets." "That's strange," he answers. "I work for the Four Seasons hotel!" The last man begins groaning and banging his head against the wall. "What's wrong?" the others ask. "I work for 7 Up!"

**Teacher: "Anyone who thinks he's stupid may stand up!" Nobody stands up.**  
**Teacher: "I'm sure there are some stupid students over here!" Little Johnny stands up.**  
**Teacher: "Ohh, Johnny you think you're stupid?" Little Johnny: "No... i just feel bad that you're standing alone..."**

An old woman is upset at her husband's funeral. "You have him in a brown suit and I wanted him in a blue suit." The mortician says, "We'll take care of it, ma'am," and yells to the back, "Ed, switch the heads on two and four!"



A man walks into a bar and sits down. He asks the bartender, "Can I have a cigarette?" The bartender replies, "Sure, the cigarette machine is over there." So he walks over to the machine and as he is about to order a cigarette, the machine suddenly says, "Oi, you bloody idiot." The man says with surprise in his voice, "That's not very nice." He returns to his bar stool without a cigarette and asks the bartender for some peanuts. The bartender passes the man a bowl of peanuts and the man hears one of the peanuts speak, "Ooh, I like your hair." The man says to the bartender, "Hey, what's going on here? Your cigarette machine is insulting me and this peanut is coming on to me. Why's this?" The bartender replies, "Oh, that's because the machine is out of order and the peanuts are complementary."

A guy spots a sign outside a house that reads "Talking Dog for Sale." Intrigued, he walks in. "So what have you done with your life?" he asks the dog. "I've led a very full life," says the dog. "I lived in the Alps rescuing avalanche victims. Then I served my country in Iraq. And now I spend my days reading to the residents of a retirement home." The guy is flabbergasted. He asks the dog's owner, "Why on earth would you want to get rid of an incredible dog like that?" The owner says, "Because he's a liar! He never did any of that!"

A woman answered the doorbell with a man standing on her porch. The man said, "I'm terribly sorry. I just ran over your cat and I would like to replace it for you." The woman replied, "Well that's alright with me, but how are you at catching mice?"





## General Knowledge Questions

1. In which year was the first US Masters golf championship held?
2. Which NHL player was nicknamed "The Great One"?
3. Which Formula One race is held at the Red Bull Ring?
4. Which country hosted the first Rugby League World Cup?
5. Which Italian football team shares its ground with Lazio?
6. Which West Indian bowler took 14 wickets in a test match against England in 1976?
7. Which two sports are combined in a biathlon?
8. Which circuit has hosted the Australian Moto GP since 1997?
9. In which US city are the NFL team The Chargers based?
10. Which South American team won the 2015 World Polo Championship?
11. In which sport is the Swaythling Cup competed for?
12. Who in 1981 became the first Briton to win a World Judo Championship?
13. How many players make up an Aussie Rules football team?
14. Which team won all but one of the NBA championships in the 1960s?

## THE TACSAÍ MAGAZINE BUMPER QUIZ

15. In which year did Sebastian Vettel win his first Formula One championship?
16. In which New York borough is the US Open Tennis championship held?
17. In which year did the first non-USA team lift yachting's Americas Cup?
18. In which Australian city would you find the GABBA cricket ground?
19. How many players are there on a hurling team?
20. What trophy is awarded to the winner of golf's USPGA championship?

## ANSWERS

1. 1934
2. Wayne Gretzky
3. Austrian Grand Prix
4. France
5. Roma
6. Michael Holding
7. Cross-country skiing & shooting
8. Phillip Island
9. San Diego
10. Chile
11. Table tennis
12. Neil Adams
13. 18
14. Boston Celtics
15. 2010
16. Queens
17. 1983
18. Brisbane
19. 15
20. Wanamaker Trophy

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**CUT TO AN AVERAGE LENGTH OF 25CM.  
PRICE INCLUDES VAT & DUBLIN DELIVERY**



**KILN DRIED  
HARDWOOD  
LOGS  
Bulk Bag**

Birch  
WAS €99  
Now Only  
**€90**

Ash or Oak  
WAS €110  
Now Only  
**€100**

Bag dimensions:  
L80 x W80 x H80cm



**KILN DRIED  
HARDWOOD  
10 X 15kg  
Net Bags**

Birch  
WAS €75  
Now Only  
**€70**

**SUPER  
SALE  
PRICES**

Bag dimensions:  
10 x 15kg net bags



**KILN DRIED  
HARDWOOD  
LOGS  
Wheelie Bag**

Birch  
WAS €50  
Now Only  
**€45**

Ash or Oak  
WAS €55  
Now Only  
**€50**

**SUPER  
SALE  
PRICES**

Bag dimensions:  
L48 x W48 x H87cm

Mention this advertisement to receive discount prices - **Offer ends 3rd March 2017** - All major credit cards accepted.

**See [www.monahans.ie](http://www.monahans.ie) for product range & low prices**



A FIRST FOR IRISH TAXI DRIVERS

# ARE YOU...?



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

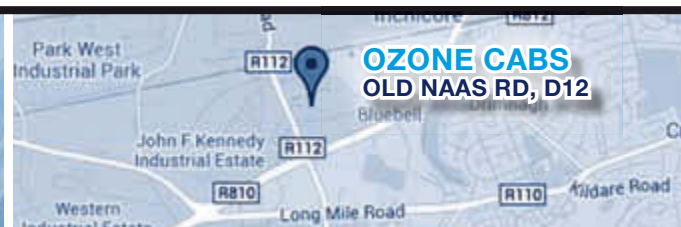


*Taxi rental*  
**FROM**  
**JUST €180**  
**PER WEEK**



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

**Web & email**  
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[sales@ozonecars.ie](mailto:sales@ozonecars.ie)



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