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EDITORIAL

My name is Keith Bellew. I am the new Editor of *Tacsai Magazine*. I am taking over from Stephen Young who has stepped down in order to pursue a new career with Independent News and Media. First of all I would like to pay tribute to Stephen for all of his hard work over the past several years maintaining the number one source of news for the taxi industry and for helping me to settle in. All of us here at *Tacsai Magazine* wish you the best of luck in all of your future endeavours.

This latest edition of *Tacsai Magazine* is an interesting one to say the least. First of all the annual Taxi Drivers Children's Day Out was a resounding success, with the largest attendance in a number of years with over a thousand children and their carers taking part. In fact, attendance was so good that the gardai actually had to provide many additional parking spaces and extra gardai from the traffic corps to handle the number of attendees. Paul Matthews

and the other organisers say it was the biggest in years. The organisers also wish to put the word out that the event is not a "closed shop" and that all taxi drivers are welcome to take part. A happy 50th anniversary to Paddy Dracula from all the staff at *Tacsai Magazine*.

Also in this edition, following garda spot checks it has been revealed that many taxi drivers from overseas have obtained licenses under false pretences having gained entry to the country via sham marriages. Tony Roe chairperson of the National Transport Assembly Committee has called on Minister for Transport, Shane Ross to take action to curb this illegal practice.

In other news, the government incentive to give grants to taxi drivers to upgrade to electric cars has proved a failure.

I look forward to my new position at *Tacsai Magazine* and look forward to hearing any queries/stories from drivers nationwide. Please do not hesitate to contact me.

Safe travels and kind regards,
Keith Bellew, Editor

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Man Stands Trial for Murder of Taxi Driver

A 24-year-old man has gone on trial charged with the murder of taxi driver Martin Mulligan in Dundalk, Co Louth three years ago.

Joseph Hillen from Glendesha Road, Forkhill, Co Armagh has pleaded not guilty. In his opening statement to the jury, prosecuting counsel Patrick Treacy said the 53-year-old taxi driver had died from two stab wounds, one of which would have killed him in 30 seconds.

He said Mr Mulligan was married with two adult children and worked mainly as a taxi driver, but also as a supplier of coal and gas in the Dundalk area.

On 28 September 2015 his last known movements were when he dropped off four people in Forkhill in Co Armagh at 1.45am.

Just after 3am at Carn More in the townland of Balriggeran in Dundalk, three women in a passing car saw his body on a road that runs adjacent to the M1 motorway.

His taxi was found a short distance away facing into the gateway of a field.

The driver's window was open and the keys were found inside the gate of the field, Mr Treacy said.

He said Mr Mulligan died from a stab wound to his abdomen which had penetrated to a depth of 22.5cm and had severed an artery.

He also had a second stab wound to his thigh which had also severed an artery and would have killed him in five minutes.

The jury was also told that Mr Mulligan had sustained other injuries to his head, trunk and limbs and cuts to his scalp. These injuries were inflicted with a separate, blunt object, Mr Treacy said.

He said two items of clothing would become important evidence in the case.

The jumper Mr Mulligan was wearing on the night, which had a cut near the stab wound and a t-shirt worn underneath,

which had a corresponding cut.

However, he said the jumper had an additional cut from the neck down.

Mr Treacy told the jury that Mr Hillen's DNA was found at the scene of Mr Mulligan's death from blood on the road, on the deceased man's jumper and on a glove found on the road nearby.

The jury was told that the scene of the killing was close to land owned by a former employer of Mr Hillen.

The land owner had a problem with illegal dumping and had recently made a complaint to the county council.

Mr Hillen had come to the attention of gardaí earlier that night while "tyre spinning" in a Toyota Avensis in Dundalk town but managed to get away during a car chase.

Another man, a friend of Mr Hillen, was a passenger in the car when he left the town.

Mr Hillen made a voluntary statement in October 2015 and was later arrested and interviewed seven times in total.

He denied any involvement in the death of Martin Mulligan and denied ever having met him.

He could not explain how his DNA was found at the scene. He was charged with murder.

However in July this year he made additional statements and told gardaí that on the night in question he thought he had come across Martin Mulligan throwing a shopping bag from the window of his taxi and had chased him in his car because he believed this was illegal dumping.

He claimed that Mr Mulligan had stopped his car and a wrestling match ensued.

He claimed a friend who was in the car with him had driven Mr Mulligan's car into a gateway and threw the keys over a gate.

He claimed Mr Mulligan then got into his Toyota Avensis



**Martin
Mulligan**



but his friend had run to the car, leaned in the passenger side and hit Mr Mulligan on the head and shoulders with a sewer rod. Mr Treacy said the jury would have to consider if it was possible to lean into the passenger side of a car and hit someone in the driver's seat in this way.

Joseph Hillen then claimed that Mr Mulligan got out of the Toyota and he noticed he was holding a kitchen knife in his hand. He said he believed that Mr Mulligan must have taken it from his taxi shortly before that when he saw him "rooting" for something in the door of his car.

In his statement he said he tried to grab the knife from Mr Mulligan and cut the palm of his own left hand. In the struggle, he said he managed to flip the knife from Mr Mulligan's hand.

He said he was being struck on the head when he "jabbed out" twice with the knife. He said he had no intention of killing him, that he was trying to protect himself and that he "never meant to stab him above the belt" before adding: "It just happened so quickly."

While he was being punched by Mr Mulligan he struck him or jabbed him twice with the knife using his right hand. The jury was told Mr Hillen is left handed.

When he heard days later that Mr Mulligan had died he and a friend drove to the North and threw the knife into Victoria Lough.

In his statement he told gardaí he never had any intention

of killing Martin Mulligan and was "simply trying to protect myself". He said he never meant to stab him above the belt and "never thought a leg injury could lead to this".

Mr Hillen said he took the knife and left the scene with the other man. When he found out two to four days later that Mr Mulligan was dead, he drove with the other man to an area near Victoria Lock on the Newry River and one of them threw the knife out the passenger side window. The knife has not been found.

Mr Treacy said to return a verdict of guilty the jury will have to be satisfied beyond a reasonable doubt that Mr Hillen was not acting in self defence. Mr Grehan said that his client accepts that he inflicted the two knife injuries that caused Mr Mulligan's death.

Defence counsel Brendan Grehan said it was accepted that Joseph Hillen had caused the knife wounds but the issue for the jury would be his intent.

One of the three women who had seen Mr Mulligan's body from a passing car has also taken to the stand as a witness for the prosecution.

Margaret Connolly was on her way home from a night out in Dundalk with two friends when they noticed something on the road in front of them.

It was a foggy night, but the road was well lit, and when they got closer the car's headlights illuminated a man's body.

She said they got out to investigate and could not find any signs of life. She said his eyes were open and his trousers were soaked with blood.

She said there was a lot of blood on his chest area and face, too. His taxi was found in a gateway a short distance away.

The trial continues.



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Taxi Drivers Children's Day Out

The annual Taxi Drivers Children's Day Out took place recently to great fanfare with hundreds attending the event in the capital. By Keith Bellew

Since 1960, big-hearted taxi men and women have banded together to create a fun event for children with special needs. Children were picked up from their homes, schools and hospitals to be taken on a parade out of the city. Many of the taxis are dressed up themselves to add to the fun atmosphere of the day. The parade comes down O'Connell Street to Parnell Square where festivities take place such as music, face painting, goodies and entertainment such as the famous Paddy Dracula. From there the group travels with a Garda escort to Leopardstown where more fun is to be had by all.

Tacsai magazine caught up with one of the main organisers Paul Matthews who filled us in on the events of the day.

"The Garda band was on hand to entertain along with a DJ. The guest of honour was Eilish O'Carroll AKA Winnie from Brendan O'Carroll's Mrs Brown's Boys. Paddy Dracula was celebrating his 50th anniversary with us, so there was a big deal made about that, he was presented with a birthday cake out in Leopardstown. We had also got the original Pope-mobile from 1979 which is now in the wax museum and they've come on board. They give it to charities for the purpose of fundraising and we were the first group to have it. We used it to bring our guests in the parade down O'Connell Street, so Eilish was up there, our Chairwoman was up there, Johnnie Walker, Deputy

Lord Mayor, Christie Burke and Paddy Dracula and they were waving and doing their thing. There was a lot of interest in it [the Pope-mobile] because it is the original from 1979 and the last three Pope's to visit have been in it so there was a lot of interest from people. It looks great and it certainly causes an attraction and a spectacle which is good for us."

Following the parade there was face-painting and goodies handed out by Q102 which is the radio partner of the children's day out.

"There was a full garda escort from the traffic division out to Leopardstown. Out in Leopardstown then it's our mega-party. The food is provided by TGI Friday's and then other sponsors involved include Pigsback.com, they sponsored 'best dressed taxi', Leisureplex are also involved. Once everybody was danced off their feet and knackered they were brought home," said Matthews.

He went on to say that the number of attendees this year greatly exceeded their expectations.

"I did a live interview with Q102 advertising for drivers and then they ran it as part of their community notice board four or five times a day and the response to that was huge. Our problem every year is the number of drivers available. The more drivers we have, the more people we can take because there is no shortage of kids to be taken, but unfortunately we



can't take them all because the driver numbers are low. We have worked at it the last five or six years especially since I got on board. We set up a facebook page, got the media outlets involved and got it to where it is now," he said.

He went on to say that one of the reasons there is a shortage of drivers is the perception that it is a closed shop, i.e. it isn't open to everyone.

"There was a perception out there with drivers that it was a closed shop and that it was the chosen few every year that were involved. That is what we worked on getting out to everybody: that it's open to everybody. This year driver numbers were way up, the guards were caught on the hop completely with the numbers and having to provide additional road spaces for parking up initially for Parnell Square and then the actual length of the convoy going out to Leopardstown. Even in terms of the amount of food, the numbers were up hugely. We would have had over a thousand kids and their carers this year, and probably 400 cars. That would have been 300 in previous years, so it's definitely climbing. What was also very noticeable this year, which we haven't had previously was foreign national drivers, which is good. I think that can only grow. One of the things said in the speeches was 'go off and tell your mates and fellow drivers. Get involved.' Hopefully now that will steadily climb," he said.

He went on to say that the event had declined in recent years in terms of participation in comparison to the levels when it first began in the 1960s, but now it is picking up again.

"There's no question it's going in the right direction, all round. If you go back years before my time it was definitely bigger. It's taken a couple of years to get the word out from a drivers perspective and getting more kids involved, but the numbers are climbing," he said.



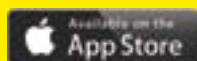
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Roe Calls for Action to Tackle ‘Sham Marriage’ Taxi Drivers

Tony Roe, Chairman of the National Transport Assembly Committee and Spokesperson on Taxi’s calls for a full review of taxi licensing at test centres in the interest of public safety. By Keith Bellew

This comes following revelations that some foreign national taxi drivers have used “sham marriages” to gain entry to Ireland, and to permit them to work here. As many as one in four foreign national taxi drivers stopped at recent illegal immigration checkpoints are suspected of having entered into sham marriages, gardaí believe.

During an operation in May, established to coincide with an Ed Sheeran concert in Phoenix Park, Dublin, some 110 drivers were stopped. Of those, 26 are believed to have paid to marry a woman from Europe they had never met so they could secure the right to reside and work in the Republic, according to gardaí.

All of the men are from outside the EU and gardaí have already revoked the immigration status they had secured when they married European women in the Republic.

Some of the drivers were found to be fraudulently claiming social welfare though working. In some cases, on-the-spot fines were issued to other for various breaches of PSV regulations.

However, it was the suspected involvement of a quarter of the drivers in sham marriages that caused gardaí most concern.

Sham marriages are marriages of convenience, normally between a man from outside the EU and a woman from a member state. The so-called brides are usually from Eastern Europe and are paid a fee to marry the men, who secure the right to reside and work in Ireland through their marriage. The Garda’s Operation Vantage has been established with a view to cracking down on the problem.

Garda sources said there was concern within the force that such a high percentage of no-EU drivers stopped at three checkpoints during a one-hour operation were suspected of cheating the immigration system.

One man, from India, was about to attend a special citizenship ceremony but that has now been deferred on suspicion his marriage is a sham.

Garda sources said the decision to target taxi drivers

specifically so their immigration status could be scrutinised was made after unusual patterns were detected in new public service vehicle (PSV) applications.

“We noticed a big increase in the number of men from outside the EU applying and it wasn’t clear why this was happening,” said one officer.

Gardaí knew they could check a lot of taxis very quickly at the same locations before news of the checkpoint locations spread

Another source said 58 new applications for PSV licences were lodged with the carriage office in January, 40 of which came from men outside the EU. He described this as “way outside the norm”.

The same officer said the increases had been a feature for around 18 months. And when some of the applicants’ immigration histories were checked it emerged they had previously tried to secure status in Europe.

Following the checkpoint at the Phoenix Park, other checks have been carried out in Dublin City Centre.

Tony Roe said: “We’ve had a recent check carried out in town on both sides of the city centre. The Garda Carriage Office, the Garda National Road Policing Unit, the National Transport Authority and the UK Common Travel Liaison Committee and also the Department of Social Protection. In a one hour check in the city centre we have unearthed over 200 illegal drivers, a lot of whom are alleged to be in possession of sham marriages, which is the reason we’ve had the aliens department looking into it. We have received hundreds of complaints from taxi drivers, and a lot of them were non-nationals, and they were looking to have this thing investigated, and brought up at government level.”

He went on to say that the loophole which allows these suspected illegal aliens involved in sham marriages to enter taxis, as it could greatly jeopardise safety in the travelling public.

“Taxis are the only mode of public transport available 24 hours a day and seven days a week, and we have taxi checkers going around checking fire extinguishers



and also checking bandages and they could do more by being properly noticeable in a proper uniform, which we're suggesting Minister for Transport, Shane Ross should introduce, just to be more professional on their part, and it would be a great deterrent, and boost notice on people impersonating taxi drivers," said Roe.

He paid tribute to the hard work of gardai in exposing this practice, but said that they want Minister, Shane Ross to act immediately on this issue.

"The Taxi Authority could do more than just going around checking fire extinguishers and fining people that have bandages in their taxis which are out of date. The Government must make a pragmatic decision here and be more pro-active on this issue. The concern over licenses must be addressed, otherwise the gardai are just wasting their time in having these great checks which are unearthing this illegal activity. There is a great need to focus on this now because gardai have exposed this practice, everyone knows about it. There is a real risk of this problem worsening if it's not addressed now. It's extraordinary that nobody has acted on this important issue. These people are actually contravening EU Law. The gardai have exposed this with their checks and this needs to be addressed sooner, rather

than later. There are so many aspects here that haven't been addressed and we'd like to see these checkers who are going around checking fire extinguishers and bandages be more efficient in their present form. A change is needed here, everybody should be aware of what's happening in the industry and the government needs to act on that as a deterrent now. This illegal activity is a nightly occurrence here, it can only get worse and it has to be addressed. Taxi drivers are bringing around drunk people at night and we can't understand how these people have been given taxi licenses. The fundamental principle of a license has to be reviewed and has to be reformed. There needs to be a tightening up here, and these loopholes need to be closed," he said.

He went on to say that there needs to be a cleaning up of the industry by the Transport Minister and the National Transport Authority. He said that the fact that taxi drivers themselves are requesting this, shows that it is a critical issue.

"The gardai have unearthed this, it can't be contradicted, so it's up to the minister to act now along with the National Transport Authority to clean up the industry in the interest of public safety," he concluded.



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Passenger Helps Push Taxi to Petrol Station

Two men from Carlow found themselves in an unusual situation in a Dublin taxi recently.

Jack, 26, from Tullow, Co Carlow, was out in Dublin with his friend Ronan Byrne, 28, who play for St Patrick's GAA club in Tullow, were knocked out of the championship on Friday so they decided to go to Dublin for a "quiet night".

Ronan told IrishMirror.ie: "We were staying in a friend's house with two other lads and neither of us really paid attention to where that house was in broad daylight.

"The four of us arrived into Smyths of Ranelagh at about 3pm on Saturday and the story starts to deteriorate from there on in."

The pair left Copper Faced Jacks in Dublin's city centre at 5am and made their way to McDonald's.

"We were in McDonald's with two dead phones and not a hope of finding our friends or their house.

"We had wrote Shano's number on the back of a betting slip earlier in the night as a precaution in case we got lost and according to Jack it may have just saved our lives."

The pair got a taxi off Grafton Street and eventually got through to their friend Shano using the taxi man's phone.

He told the taxi man how to get to his house, however, this was after the two lads told the driver he would have to drop them to Tullow in Carlow.

"The poor lad actually attempted it, only to be told to turn back around on the M50 when the boys answered," Byrne said.

"The poor taxi man hadn't taken us into consideration when it came to diesel levels and he ran out somewhere in Dublin."

Ronan had fallen asleep in the back seat at this stage so quick thinking Jack decided to give the taxi man a helping hand pushing the car to a Maxol station to refuel. Jack pushed for around 40 minutes and - with the phone now charged - began recording the whole story for Snapchat.

Jack shared the hilarious journey online garnering over 200,000 views and counting.

Frustration over Red Tape

A Dublin taxi driver has expressed his frustration at bureaucracy in both the traffic laws and the NCT system.

In his own words, driver John McCartney explained his first grievance to Tacsai magazine. He describes the rank as a trap for fines. Last month I was parked at the Heuston rank, far back but it was moving. Then I got a letter in the post: "Parked in a bus lane"

Yes folks the last 1/3 of the rank is only a taxi rank from 20.00 to 06.00 ie 8pm to 6am when the station is closed. I protested to no avail.

One Garda I spoke to said: "The corporation will say that they installed x number of taxi ranks and this is one of them. Even though the sign is turned sideways you were there . Pay the €40.00 or go to court and pay €60. End of story"

So I am not best happy.

The second of Johns' grievances relates to an issue with putting his wife's car through the NCT.

John says: "My wife's car failed the NCT: "Right headlight not properly aligned.

So the garage adjusted it and I went back. Now they said that the left headlamp was out of alignment. The man in the garage said NO take it back again. So I did and it passed ?"

John continues: "So I rang their appeals system and they rang me back about a week later and said: 'You must have changed the alignment yourself.'"

"So my next port of call was to NSAI (National Standards Authority of Ireland) or whatever their name is now. 'No' they said. 'We only deal with compliance, training and calibration.' I said that the settings were wrong and it is not good enough for them to 'investigate themselves'. He nodded his head and said 'I'll get back on to you in a few days'. A few months ago that was," said John.



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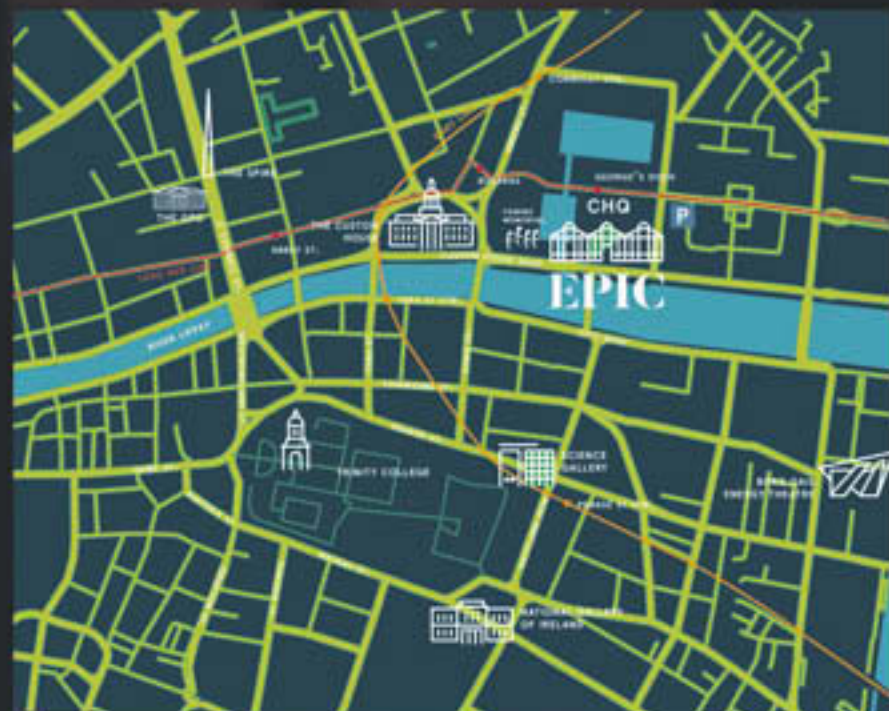
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Electric Car Incentive “a failure”

Transport Minister, Shane Ross’s scheme to persuade taxi drivers to switch to electric cars has been dismissed as a failure as newly disclosed figures show just seven drivers have taken up the grant since it began.



There are more than 20,000 taxis in Ireland. The Minister for Transport announced in February €500,000 funding to jump-start the electrification of the country’s taxi fleet and said it would play “a significant role” in making Ireland “cleaner and greener”.

The scheme offered a €7,000 grant towards the purchase of an electric vehicle for those with a small public service vehicle (SPSV) licence. That grant is on top of the existing electric car incentives – the €5,000 rebate on vehicle registration tax, a €3,800 grant from the Sustainable Energy Authority of Ireland (SEAI), and the upcoming new grant from the SEAI for installing a home-charging point.

The Department of Transport grant applies to any fully electric vehicle up to six years old, although the amount reduces according to the age of the car. A smaller €3,500 grant applies if you want to buy a plug-in hybrid electric vehicle (PHEV) for taxi use, but only those with Co2 emissions lower than 65g/km. Conventional hybrids are excluded.

The move is the latest in a series of measures being introduced by the Government to promote electric car ownership. Minister for Finance Paschal Donohoe introduced a one-year exemption on benefit in kind for electric vehicles in the budget, and it is expected that the exemption will be rolled out for at least three years, including a suspension of any benefit in kind levied on charging your electric car at work.

Meanwhile, Minister for the Environment Denis Naughten has stated that he is looking at other ways to encourage an

increase in the move to electric vehicles, including making motorways tolls free for electric cars and banning sales of any non-hybrid or electric car from 2030 onwards.

But figures released from the National Transport Agency (NTA) show just €43,000 of the money – less than 10 per cent – has been allocated.

In total, there have been 92 applications for the grants of up to €7,000 towards the cost of switching away from petrol and diesel. Seven grants have been awarded to date, from among 34 provisional offers.

Vinny Kearns, chief executive of Xpert Taxis and former vice president of the National Taxi Drivers Union, said the scheme “unfortunately has failed”.

We are so far behind the eight-ball here as a country on electric vehicles – we are the second-worst adaptors to it in Europe. I am an advocate of electric vehicles, I think they are the way forward, but the scheme needs to be better incentivised,” he said.

“The Minister could change the take -up straight away if he issued 500 new licences for electric vehicles.

“He could achieve more in one month than we have in the last 10 years.

“We are so far behind the eight-ball here as a country on electric vehicles – we are the second-worst adaptors to it in Europe.”

Mr Kearns, who sat on the Taoiseach’s Taxi Forum, the National Taxi Advisory Council and EU transport committees, said under the current scheme he would have to take a car, which has already been paid for, off the road to make way for an electric car.

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MYTAXI TO INVEST NEARLY €600,000 IN CORK AS APP OPENS NEW OFFICE TO EXPAND ITS SERVICES IN THE COUNTY

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incentives available to
Cork mytaxi drivers

Company also announced as the
official local transport partner to
the Guinness Cork Jazz Festival



mytaxi is to invest nearly €600,000 in Cork as part of expanding its services in the county.

The company has also announced it is to be the official transport partner to the Guinness Cork Jazz Festival, Ireland's biggest jazz event, which runs from Thursday 25th to Monday 29th of October.

mytaxi has opened a new driver office in Cork city, with other investments over the coming period to include an advertising campaign at Kent station, a driver recruitment incentive scheme and a marketing push to attract new Cork entrants into the taxi industry.

mytaxi's General Manager for Ireland, Alan Fox, said: "Cork is a vibrant and dynamic city with taxi e-hailing now very much part of day-to-day life here. We are delighted to have opened our new driver office in Cork, which will be a vital physical touch-point between us and our driver fleet in the county. mytaxi is very focused on expanding our services in Cork further, and this is just one part of our push to boost our driver numbers and meet the Cork public and business community's growing demand for innovative mobility services across the county."

"We're also very pleased that mytaxi has been chosen as the official transport partner to the Guinness Cork Jazz Festival, which is now a landmark event in Ireland's music calendar. We look forward to helping thousands of festival goers to get around

the various venues as simply and easily as possible over those days so they can enjoy the quality acts performing and go home safely after a night of fun."

mytaxi's new office will allow drivers to talk face-to-face with mytaxi staff on any issues or queries they may have. The office will also provide drivers with support materials and merchandise as well as acting as a space where they can take a break.

To improve Cork's taxi supply during the winter months and leading up to the busy Christmas period, mytaxi will also invest around €100,000 in financial incentives and bonuses for drivers to join its fleet and take passengers through the app. The company will also be highlighting the rewarding employment opportunities that exist in the taxi industry by promoting its online training manual, which is a free learning tool that helps potential taxi drivers pass the NTA's SPSV entry test.

The company is also launching a new advertising campaign at Kent Station, which supports Ireland's busiest train route to and from Dublin, to highlight mytaxi's efficient and simple service for train passengers needing further transport into Cork city and county.

mytaxi carried more than 3.9 million passengers in Ireland over the second quarter of 2018, more than in any other quarter previously. The company's corporate offering also continues to expand significantly, with mytaxi's business-to-business arm growing 112% in the second quarter of 2018 relative to the same period last year.

TOMMY BARTON TAKES AIM AT RICKSHAWS

If the regulator is not sensitive to our plight but encourages the hare brained activities of “rickshaw cycle riders”, the notion of public safety and public perception of its safety are obviously flags of convenience to be appealed to as chosen but to which no meaningful attention should be given.

Is it conducive to public safety or even public confidence in the safety of taxis that someone recently qualified to hold a licence is carrying passengers? This point is also applicable to those who have recently arrived in this country with foreign licences.

The current regime permits easy entry into the

industry but imposes ever increasingly onerous burdens both regulatory and financial on established drivers. Such a situation decreases the viability of the operation of the driver.

I cannot believe that the National Transport Authority (NTA) can suggest that because of European laws they are legally restricted in what they can do or not do when some business or person or persons with a British or European licence applies to buy a plate or applies for a PSV. It doesn't make sense to have a health and safety requirement and vetting procedure if this is allowed to happen.

Take for example a European licence holder who comes in and applies straight away for a public service vehicle licence. In Europe all road markings are completely different from a visible point of view and also in your mind it would be different. All speed limits are different, all road signs would be different colours and the driver would have different interpretations of the law for that country. British licences are totally different from Irish licences. Driving on the roads over there would be totally different to driving on Irish roads (different speed limits etc). But straight away they can come into Ireland and still hold their valid licences? How do we know they're even valid. They are able to hold that licence and just walk in off the street and apply for a taxi plate (what about revenue cheques from the country of origin) and fill out an Irish form and just apply for what they want.

DUBLIN TAXI DRIVER CHASES DOWN CYCLIST

Footage emerged recently of Dublin taxi driver Felix Ukachukwu, who drove his silver Toyota Prius through a red light as he chased a cyclist — before swerving across to the wrong side of the road and onto a footpath in an attempt to stop him.

The video shows the cyclist and taxi driver go through a busy junction and through a red light before the taxi driver makes the dangerous move across Belvedere Road in Drumcondra, north Dublin.

Ukachukwu, claimed he was trying to stop the

cyclist after he struck his wing-mirror.

“I was at a taxi rank in Stephens Green. I was coming to Talbot Street. So I came to Talbot Street, pulled on the side to drop off the girl and then a cyclist that was passing, stretched out his hand, and smashed my side mirror,” claimed Mr Ukachukwu, who lives in Clonee, west Dublin.

“I dropped the girl and followed him. He didn't stop,” he said.

“So I followed him, I tried to get his attention and there was no police. So he went through a red light, (and so did I) hoping that the police would see me and say what's going on here.

He says he chased after the cyclist, even dangerously crossing the other side of the road, in a desperate attempt to apprehend him.

“I was really infuriated. I was willing to go any length to get him,” he said.

“When I passed him on the North Circular Road I got him on the next street and he said ‘you think you can catch me, you can't catch me.’

The Garda Press Office stated that it was aware of the incident from media enquiries but the matter had not been reported to officers.

It stated that if the matter was reported it would then possibly be the subject of an investigation.

Mr Ukachukwu said he wants to contact gardai and hopes that maybe CCTV will exonerate his actions.



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Judge Dismisses €60,000 Injury Claim

A man who said in a €60,000 personal injury claim that he was jobless had recently been driving a Mercedes-AMG in the UK and was now driving a 2017 Mercedes around Dublin, a judge has been told.

The expensive travel tastes of Brian Lawrence (25), of St Finian's Grove, Lucan, were drawn to the attention of the Circuit Civil Court by barrister Shane English after Lawrence had withdrawn his claim and only minutes after his wife Tina had her own €60,000 claim thrown out.

Judge Patrick Quinn told Ms Lawrence to step out of the witness box after saying he had heard enough of her evidence to justify dismissing her case.

The judge earlier adjourned her case for five minutes to see if her memory would return with regard to a number of previous claims she was alleged to have made and could not remember, as outlined to the court by Mr English.

Mr English, who appeared for Allianz Insurance, told Ms Lawrence before she left the witness box that he would present proof she was not even in a taxi in which she claimed she had been injured, along with her husband.

While cross-examining her evidence about her claim, Mr English told her she was "lying through her teeth" about previous accidents she allegedly could not remember.

"You have no idea to what extent Allianz Insurance, on behalf of its insured, has gone to in order to defend these proceedings and reject the lies you are spinning," Mr English told her.

"You have not been telling one word of the truth since you got into that witness box."

When Judge Quinn said he had heard enough, Mr English said there were numerous other claims involving people associated with these and other proceedings, and he would produce garda evidence that would state she was not in the taxi.

Mr English said Allianz had brought numerous case handlers from Axa, Aviva, Liberty and other insurers who would tell of other numerous accidents and incidents involving Ms Lawrence and her husband.

When her husband's case was called immediately afterwards, the court was told he was withdrawing his claim and that the couple had already left.



Mr English said he had been instructed to apply for Allianz's costs both in the case that had been dismissed and the one withdrawn, which was granted by the judge.

Counsel for the Lawrences, after Mr English had referred to the Mercedes Mr Lawrence had been in and was driving, said he had been told that Mr Lawrence had inherited monies and it had not been denied that there had been an accident.

Mr English said the defendants made no criticism of their legal team.

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Taxi Drivers Stand Behind Dogs Trust



Taxi Drivers all over Ireland have long been huge supporters of Dogs Trust. As one Dublin taxi driver put it: “When we’re not out in the car, most of us are walking the dog”.

To that end, the taxi industry in Ireland is firmly behind this latest event to raise funds for the charity.

Dogs Trust are very excited at the sheer volume of animal lovers eager to take part and raise much needed funds for this incredible volunteer run charity.

Dogs Aid cares for unwanted, stray and abused dogs and finds them loving homes and is located near Ballymun. As you can imagine food and veterinary costs are huge.

This year Dogs Trust has teamed up with Make-A-Wish Ireland whose one simple aim is to grant the wishes of children with life-threatening medical conditions, to bring hope, strength and happiness.

Since 1992, Make-A-Wish has granted wishes for more than 2,300 brave children across Ireland, including 221 wishes granted in 2017 alone. A wish granted is true magic for the child, providing respite from their normal routines of hospitals, doctors and treatment. Make-A-Wish does not receive any government funding, and relies overwhelmingly on the kindness of the Irish public to continue granting wishes.

For the third time they will be working with the Kevin Rowe Events Company who will be staging their night.

All we need you to do is show up for rehearsals and enjoy the craic. They aim to raise at least €30,000 on the night.

Each singer is required to raise €1,000. This can be done through ticket sales which are €25 per ticket. (Artists are required to sell at least 20 tickets). Sponsorship and advertisements in their Programme

The Lip Sync takes place in the Bonnington Hotel, Drumcondra on October the 20th.

There is unreserved seating for at least 800 people.

Rehearsals take place once a week in Clasac, which is located on the Alfie Byrne Road, Fairview. They aim to start

rehearsing roughly six weeks before the show.

They provide top class choreographers, costumes, hair n make up to turn you all into superstars.

They will do an update on fundraising and ticket sales each week during rehearsals.

“We are here to encourage n support you all the way. Helping you with fundraising ideas as we go along. If anyone has any questions whatsoever, please don’t hesitate to contact Linda or myself.

We hope you enjoy the experience as much as we enjoy putting the show together,” says Orla Kearney.

Dogs Aid are completely funded by the generosity of donations. There are no salaries, all the work is done by volunteers.

Since 1992, Make-A-Wish has granted wishes for more than 2,300 brave children across Ireland, including 221 wishes granted in 2017 alone. A wish granted is true magic for the child, providing respite from their normal routines of hospitals, doctors and treatment. Make-A-Wish does not receive any government funding, and relies overwhelmingly on the kindness of the Irish public to continue granting wishes.

The Event will be run again this year by Linda Martin, Eurovision winner and animal lover who is a patron to Dog’s Aid and Orla Kearney, Financial Secretary of the Pro Cathedral.

Linda will be the MC for the Night and she has invited back the judging panel of Mr Rory Cowan (Mrs Brown’s Boys). Unfortunately Dustin is unable to join us this year due to work commitments. They are awaiting confirmation of a further Judge.

They are delighted to announce that Louis Walsh will be joining the judging panel this year, so watch out performers he will be practicing his judging skills and watching out for new talent for Ireland’s Got Talent.

Judgement Reserved in PSV License Block

A representative of the Irish Taxi Drivers Federation has given evidence in court in support of a convicted drug dealer who is seeking a PSV licence to operate a taxi in Limerick city.

Anthony Campion, 29, from Ballinacurra Weston has appealed the decision of Chief Superintendent Gerard Roche to refuse his application.

Chief Supt Roche told Limerick District Court the applicant has 37 previous convictions and that he does not believe he is a suitable person to hold a PSV licence.

Judge Marian O'Leary was told Mr Campion, whose parents are taxi drivers in Limerick and in Cobh, County Cork, passed the theory test late last year and that he submitted his application for a licence after Christmas.

Chief Supt Roche said having considered the application and having met with the applicant in person, he formally refused the application in April of this year.

He said his previous convictions, including a number for drug-related offences, were a concern as was his past use of drugs and alcohol. He said there is also one minor drugs charge still before the courts.

Chief Supt Roche agreed with barrister Cian Kelly that Mr Campion can still make a good contribution to society but not as a PSV holder. "I appreciate all his efforts but I have to consider if having a PSV licence is the way to go," he said.

In his evidence, the applicant insisted he has made significant changes in his life in recent years – since his daughter was born.

"I take responsibility for my actions, I made bad mistakes and they should not have happened. I put my hands up," he said.

While Mr Campion has been employed as a barman in the city, he says he wants to pursue a career as a taxi driver.

Being questioned by Inspector Paul Reidy, the applicant insisted he had mistakenly not included details of his previous convictions in the PSV application he submitted to Chief Supt Roche.

While accepting, he had not filled in the relevant section on the form, he said he attached a print out of his records from the Garda Pulse system.

"I wasn't hiding anything," he adding: "I think I deserve a second chance to go out to work."

Mr Campion's mother, Elizabeth Benson, told the court her son is a changed man since he stopped drinking and that she was happy to support him in his efforts to secure



a licence.

"He will have to work fierce hard if it is granted," she said adding that Anthony is the only one of her children who has an interest in becoming a taxi driver.

Kieran Canty, a local representative with the Irish Taxi Drivers Federation, said he was first approached by Mr Campion last November.

He confirmed he was aware of his previous convictions but said he believes the applicant is making genuine efforts to go in a positive direction.

He told the court he is aware of other people with criminal convictions who have been granted PSV licences and that he believes every applicant is entitled to have their own case dealt with on its merits.

"Based on the family background and knowledge (of the industry) and his temperament, I believe he is suitable," he said.

Having considered submissions, Judge O'Leary reserved judgment.



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IT'S ALL GO IN CORK CITY



200 million investment in Public Transport is welcomed by our Taxi-Drivers, with the population expected to hit the half a million figure over the coming years, making it one of the fastest growing cities in the country, with record levels of building activity, creating 10,000 additional new jobs in the inner city, Cork must now put measures in place to ensure that this welcome growth does not result in unsustainable traffic congestion. By Derry Coughlan of Cork Taximens' Association

Most of the 110,000 vehicles entering the city centre every day are just “passing through”. They bring no benefit to city businesses and make it more difficult for those who work, visit or shop in the city centre to get around. So it makes sense to divert as much non-essential traffic away from the City Centre as possible and to make public transport more efficient.

The key to this is prioritising TAXIS and BUS EIREANN travel with transport corridors around the inner city and closure of St.Patrick Street in the afternoons every day, limiting it to BUSES,TAXIS,CYCLISTS and PEDESTRAINS only, showing significant improvements to Bus Journey Times and Taxi Economical fares with good service/ supply levels being encountered, etc.

To support these changes, a series of new measurements are being introduced, reduced bus fares, free park and ride services, half-price multi-storey car parking, new bus stops, but the taxi-drivers will be looking for vast improvements to the TAXI RANKS and the allocation of proper NIGHT TIME RANKS long overdue in the City to cope with efficient crowd removal. Unlike the Dublin developed misery of the inner city scheme, Cork has 1,700 on-street parking spaces, 4000 Car Park Spaces and 930 Park and Ride spaces, but again from this investment scheme, our Taxi-



Drivers will be seeking better work conditions for a return on their investment and support in moving people efficiently to their destinations.

The key to this is prioritising city centre traffic which is the main public transport corridor for BUSES and TAXIS; inner city movement brings more business and allows visitor freedom which is the main purpose and function of a CITY. This plan will be supported by a new proposed RAPID TRANSIT SYSTEM linking Mid-CORK and EAST CORK to the CITY for the purpose of future expansion developments. We had objections to part of these plans recently by some of the "City Traders", who want to take over the place with VANS and TRUCKS parked up all day – Deprivation – but it would be more in their line, to sort out the attitude of the "CORKIES" inside the counter, alleged our downfall in industries over the years. It is amazing why the Cork Business Associations haven't twigged on this issue, we must be more impressive. Discover what is possible when the city comes together, next is the development and catering expansion for our FOUR MAIN TRNSPORT TERMINALS in CORK, i.e.

1. The Bus Station,
- 2.The Railway Station,
3. Cork Airport and
4. Cobh Cruise Liner port.

We're in demand, so we must make Expansion improvements to protect passenger travel.

1.Our city centre BUS STATION needs a proper inter-connection TAXI RANK, impressive for inbound and outbound commuting – official signage, Handrail Screens on Footpaths space allocation, street area surface marking with the non-parking zone highlighted. The second section of the BUS PLATFORMS on Patrick Quay urgently needs a designated area for TAXI collections and passenger dispatch, this calls for an introduction of a COACH set-down location which has to cope with a hundred bus arrivals per day! Some of the city streets, Parnell Place, Merchant's Quay, Patricks Quay and Victoria Road will have to be re-designed to accommodate BUS EIREANN, INTER CITY COACHES and TOUR BUSES while on standing-by on scheduled waiting – also to assist public transport in Special Events, Concerts and Sports Matches, etc. We had discussions with BUS EIREANN about this joint effort passenger distribution and allocation, plus we are both concerned about the escalation of ROAD RAMPS in Cork, which are damaging bus engines and the taxi-driver is constantly driving over these ramps causing him/her to suffer bodily injuries, etc. This unnecessary adjustment to road surfaces must be investigated and banned!

NEWSFLASH – Plans have been lodged for a seven-storey budget hotel close to PARNELL PLACE BUS STATION and in the vicinity of our TAXI RANKS, but the frontage elevations of buildings facing onto the taxi rank area, are to be preserved and maintained for hotel design usage etc.

A historic laneway that previously existed between the two buildings, linking Parnell Place to Deane Street is to become functional again in the hotel plans and to service the proposed major office block on the Deane Street triangular site, which is to be called "The Prism" and the hotel courtyard is to retain the "Industrial Chimney" also in its plans. Our submission to these planning applications/developments will be to take over the full vehicle platform outside the Bus Office for SIX TAXIS, removing private vehicle parking and retaining the TWELVE TAXI feeder rank outside the back of the new buildings on PARNELL PLACE, as the MAIN HOTEL ENTRANCE will be on Deane Street.

A major requirement for these Ranks will be footpath handrail screens, because of the large volume of moving population in this area. Vehicle set-down for the Bus Station patrons will be across the road away from the taxi operations, as is a requirement of LAW etc.

The chief motivation for the "SIX TAXI RANK" on the plaza area of the Bus Office is necessity and convenience to attract "intending transfer passengers from the Private Hire Coach services that operate from St. Patricks Quay across from the NEW FOOTBRIDGE to this visual TAXI RANK, etc. An alternative safe solution, would be to provide a taxi "drive through" gangway for loading passengers with luggage in the plaza area, then they would retain the existing set- down provisions, this means the hiring taxi- rank is now convenient on the plaza area.

2. THE RAILWAY STATION in Cork is heading for a big expansion/development programme, with the Station Yard now in freedom for "set-down" and "pick-up" of passengers in private cars – freedom for parking cars – freedom for the taxi operators with their appointed taxi rank and holding area, waiting shelter, this is due to BUS EIREANN and COACHES being transferred to Quay Side of the Railway Station, with extra customer vehicle parking.

Accessibility is now improved, full taxi service coverage is now provided by demand – great team work by the taxi – drivers don't go unnoticed – commercial works at the station is now expanding also by demand – Match and Concert arrangements move very efficiently now at this station, great ease and a big well done! This Kent Station will require better signage and information on the approach roads and the phone-car app updated etc. This

RAILWAY STATION will again prosper when it will link up with the proposed RAPID TRANSIT linking system of our city's investment plan.

3. CORK AIRPORT established in 1961 has made great progress over the years. Management are always very caring and supportive of the Taxi Operators, good planning layouts are provided and maintained for Taxi Vehicles, BUS EIREANN, PRIVATE COACHES, TOUR BUSES, Limousines, and pre-booked licenced vehicles. Taxi Rank, Feeder Ranks and Holding Compound are to a very high standard.

The motto is easy movement for inbound and outbound passengers, being impressive and informative at all times. Everything helps to build up the financial turnover at this Airport. Cork Airport is growing in demand, we will have to invest and expand its RUNWAY capacity urgently in order to stay within the legal and safety aviation requirements. The North – South main runway requires an auxiliary runway parallel to it, to assist easy “take-off” and to cope with main runway incident closures, in demand for holding aircraft while landings are in progress. The East-West Runway must be urgently extended to the West headlands, which is vacant at present.

Thus the Secondary Road in that zone must be facilitated by an underground pass (tunnel) for the local traffic etc. This extension to the short runway is essential for the “cross-wind” landings, plus to cope with “FOG PROBLEMS” at the Airport causing total disruptions and unnecessary costs, solution is the installation of the Bristol Airport” fog landing equipment, for example which resolves all these problems and assists easy landing for all airport traffic and avoids the total disruptions that are being experienced at present. These urgent improvements will help the “Aircraft Training Schools” and Private Aircraft visitors immensely. However if the geniuses who designed the AIRFIELD in 1958 had the common sense or foresight to GRADE this site, with the EARTH SCRAPERS machinery that were available at that time, we wouldn't have such problems today. The mounds of earth and embankments would be levelled, with the surplus earth used for infilling on the Airport Road valley wastage, etc.

4. COBH (Co.Cork) CRUISE LINER-PORT, with around one hundred passenger vessels coming into COBH HARBOUR every year, there is a very big, but sudden demand on PUBLIC TRANSPORT for the visitors short stay, e.g. Tour Buses, Self-Drive Cars, Cobh Train, Advanced Booking Cabs and Taxi Cars & Mini Buses with their “Port of Cork” certified driver.

Complications arise at this point, with no visitor's information or guidance – from our point of view. Confusion exists over the hiring of Taxi, what's available for the hirer, with costs and time out involved. So we recommend that they should be a TAXI SHELTER/INFORMATION DESK, with Marshals to direct visitors and give A Taxi Programme” showing prices, hourly rates, and tours/sight-seeing journeys available . You need a “PUBLIC ADDRESS” system at the Information Desk to inform passengers disembarking, where to go and what's available on the day. It's main purpose would be to call up the Tour Buses and the Taxi Vehicles from the Feeder Rank and the Holding Platform.

We need to be more helpful at this PIER and taxi-drivers must get support from the Cork Harbour Commissioners/Cobh Town Council. It takes team work, preparation and business organization to get this TRAVEL OPERATION successful, profitable and gain world-wide attention.

CORK CITY COUNTY BOUNDS EXTENSION needs FOUR more “PARK & RIDE” transport terminals. One at EAST CORK at Jacob's Island Waste landside, One at WEST CORK at the WATERFALL VIADUCT, one MID-CORK at INCHAGAGGIN TOWNLAND and ONE NORTH CORK at GOOULTINGS GLEN Landfill Site. This landfill site is ideal for a Conference Centre, Apartments and office blocks, with its natural underground



parking. The current one is at the BLACK-ASH site. This system greatly assists workers, shoppers, visitors, and contractors who use the CITY and greatly eases traffic congestion. The solution for expansion is a MAIN DUAL CARRIAGWAY from the MELBOURNE ROAD/MODEL FARM ROAD JUNCTION onto the Carrigrohane Straight Road onto the LEE ROAD onto the BLARNEY ROAD onto the LIMERICK ROAD. This motorway will greatly assist all WEST OF IRELAND traffic inbound and outbound, as there is no provision for same at present. Now roadside development can take place for Industry, Housing Schemes, Sports Grounds, Farming and Manufacturing Plants, etc. As we are at it, all valleys, lag-sites, quarries, and waste land sites in the inner city must be reclaimed and landfilled- No more Waste Land or Derelict sites in the inner City.

Look at the bad planning with State Properties, on this proposed Motorway are the two “mental hospitals” buildings which should have been taken over by the Courts and The Law Society (Garda Station and Prison) keeping the criminal element out of our City.

Finally the TRUCKS and VANS parked up all day must be stopped – Deliveries and Services must be completed by 10 o'clock every day and a return to PARKING METERS with ground surface spaces marked out with vehicle length and clearance freedom. This method is proven to give everyone a chance. It is about rotation, and it disciplines all visitors.

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WORLD NEWS

TOP STORIES FROM AROUND THE GLOBE

SOUTH AFRICA

Road users and taxi drivers in South Africa have existed in a contentious relationship for years but tensions came to a head in recent weeks after reports emerged of drivers targeting lift clubs and other private transport initiatives.

Eastern Cape taxi drivers handed over a list of demands to the South African National Taxi Council (Santaco) earlier this month in an effort to remedy the situation. Fake lists of alleged demands then began circulating on social media and have since shocked people who believe they are real.

THE DEMANDS WERE AS FOLLOWS:

- No more lift clubs
- Companies must apply at Taxi Associations for their staff transport
- No more than three people in a private car
- Families going on vacation must carry a family photo not older than two years as proof

Secretary-general of Santaco's Eastern Cape branch Vusumizi Mbewu has denied the fake demands.

"We have nothing to do with that. We know nothing about that one. We are distancing ourselves from that one as Santaco Eastern Cape," said Mbewu.

He went on to explain that the real demands listed his association's complaints about how the Eastern Cape government handles things such as scholar transport, termination of contracts, road conditions and the incongruence in validity periods for public drivers' permits and drivers' licences.

According to Mbewu, they were also calling for subsidies in the taxi industry as they had established themselves as a more formal entity and would like to offer their association as a sort of pilot project in government's efforts to develop a system for nationwide taxi subsidies.

They are currently awaiting feedback from government officials after a meeting they attended recently.

UK

A driver who killed a taxi driver helping an elderly couple into his cab has been jailed for eight years.

Daniel Sayers, 27, was doing 70mph in a 20mph zone and being pursued by police when he killed Allen Ingram then fled in Denton in July, Manchester Crown Court Minshull Street heard.

Mr Ingram, who was 64, died at the scene.

Sayers, of no fixed address, has 27 previous convictions and pleaded guilty to causing death by dangerous driving.

In sentencing, Judge John Potter also banned Sayers from driving for nine years.

He described Sayers' actions as "senseless and selfish" and said his "grossly dangerous driving" was "prolonged, persistent and deliberate".

He added Mr Allen was a "wholly decent, kind man [who] paid the ultimate price" for those actions.

The court heard Sayers - whose previous convictions include dangerous driving and vehicle theft - ran from the scene after hitting two cars and crashing his car into a stone wall.

One of two passengers in his car was left with serious injuries, Greater Manchester Police said.

Sgt Jon McColl said his "reckless actions... tore an innocent man away from his family".

He handed himself in the next day, the court heard. Mr Ingram was given emergency treatment on 31 July but died of his injuries.

The incident has been routinely referred to the Independent Office for Police Conduct, Greater Manchester Police said.

USA

The Big Apple is limiting number of ride-sharing cars on streets after years of traditional taxi drivers complaining they can not earn a living due to competition

New York City has become the latest city to reassess its relationship with ride-sharing apps.

The US city has placed a limit on the number of ride-sharing cars on its streets and stopped issuing new licences for ride-sharing cars.

For years, traditional taxi drivers have complained that they can not earn a living, as the likes of Uber and Lyft have grown in size.

This follows huge protests earlier this year as a result of a number of taxi drivers committed suicide. One such protest which took place at New York's City hall saw four coffins laid at the door of the building to symbolise the tragedy.



One by one, taxi drivers covered them with white flowers, before assembling on the steps and shouting for the city to “stop Uber’s greed” and “stop making us slaves.” It was the second such gathering in two months, as drivers and their advocates mourned another suicide that they attribute to the rise of ride-hailing services like Uber and Lyft. That sudden increase in the number of for-hire vehicles on the city’s streets, they claim, has made it impossible for drivers to earn a decent living.

On March 16, Nicanor Ochisor, a 65-year-old yellow cab driver, took his own life in his Queens home. According to his family and friends, he had been drowning financially as his prized taxi medallion, on which he had hoped to retire, plummeted in value. The circumstances surrounding Ochisor’s death were upsettingly familiar: In February, driver Douglas Schifter shot himself outside City Hall after posting a lengthy statement to Facebook blaming politicians for letting the streets get so saturated. According to the New York Taxi Workers Alliance, a nonprofit group that advocates for drivers, at least two other drivers have killed themselves since December in response to mounting financial pressures.

The anguish and anger on display at City Hall offers an unsettling look at the cost of disrupting long-standing industries. Until recently, driving a cab in New York was a gateway to the middle class, especially if drivers could get their hands on a coveted medallion (essentially a permit to operate their own cabs, rather than leasing cars from others). With the number of medallions fixed, prices generally rose, peaking in 2014 at over \$1 million—well outside the budget of many drivers, but good news for medallion owners who sometimes borrowed against them. Since then, though, prices have fallen sharply, as competition from ride-hailing services intensified. In January, seven medallions sold for under \$200,000 each. Many drivers are deeply in debt—and a long

way from the stable lifestyle they once expected

The city last considered capping the number of for-hire vehicles on the road in 2015; however, Uber campaigned against the cap, and the City Council did not pass the legislation. Now, City Council Member Stephen Levin is again proposing a temporary freeze on new for-hire vehicle licenses while the city studies on the impact of the industry’s growth.

However this is not just a problem in New York. A Chicago based taxi driver said they are dealing with the same issues in the windy city.

“We were all talking about what happened in New York and how it could happen here because it’s so hard to be a cab driver in Chicago,” Nnamdi Uwazie told NBC News. “So many people’s livelihoods are gone. It is only by the grace of God we are still here.”

For cab drivers like Uwazie, the culprit in Chicago, as in New York, it’s ride-sharing services like Uber and Lyft that have revolutionized the industry and siphoned off customers, while not having to comply with the same stringent regulations as taxi drivers.

The wave of suicides that claimed the life of livery driver Douglas Schifter and four others appears to be limited to New York, but taxi industry insiders say drivers across the country face the same pressures — especially those in big cities who invested hundreds of thousands of dollars in taxi medallions that have rapidly lost their value with the rise of the ride-sharing services.

“It’s an economic crisis across the industry and across the country,” said Bhairavi Desai, executive director of the New York Taxi Workers Alliance, a union for cabbies.

Uwazie, 55, a Nigerian immigrant, has been driving for over a decade and said the last few years have been especially hard because of the arrival of Uber.

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QUESTIONS

1. Which future US President appeared as a male model on the cover of Cosmopolitan magazine?
2. In the Disney movie "Mulan", what is the name of Mulan's dragon?
3. Of what animal is Cynophobia the fear?
4. Which is the smallest of Canada's 13 provinces and territories?
5. Which songs with "Paris" in the title were UK top ten hits for the following artists, [a] Dean Martin (1955), [b] Adam & the Ants (1980), [c] Dario G (1998), [d] Infernal (2006) and Winifred Atwell (1956)?
6. Who was the first professional cricketer to captain an England side?
7. In Japan, what is a netsuke?
8. What was the real first name of fashion designer Coco Chanel?
9. Which famous children's character was created by Carlo Collodi?
10. By law the alcoholic beverage Bourbon must be made from at least 51% of which grain?
11. Who was British Prime Minister when Queen Victoria came to the throne?
12. Which two countries border Costa Rica?
13. What is the title of the 2018 TV series that is a prequel to "The Big Bang Theory"?
14. In the fable of "The Hare and the Tortoise" which animal judged the race?
15. Which tree bird of Central America was sacred to the Aztec people?

THE TACSAÍ MAGAZINE BUMPER QUIZ

16. Which US President founded the CIA?
17. Which musical trio were originally named The Rattlesnakes?
18. What is the capital of the South Pacific country of Fiji?
19. In 1994 which became the first GM food to be granted a licence in the US for human consumption?
20. In the HG Wells story, who is "The Invisible Man"?

1. Gerald Ford.
2. Mushu.
3. Dogs.
4. Prince Edward Island.
5. [a] "Under the Bridges of Paris", reached No. 6.
6. [b] "Young Parisians", No. 9.
7. [c] "Carnaval de Paris", No. 5.
8. [d] "From count Melbourne).
9. Pinocchio.
10. Corn (Maize).
11. William Lamb (Viscount Melbourne).
12. Nicaragua and Panama.
13. Young Sheldon.
14. A Fox.
15. Quetzal.
16. Harry S Truman.
17. The Bee Gees.
18. Suva.
19. Tomato.
20. Dr Griffin.

ANSWERS

Knock Knock

Teacher: "Kids, what does the chicken give you?"

Student: "Meat!"

Teacher: "Very good! Now what does the pig give you?"

Student: "Bacon!"

Teacher: "Great! And what does the fat cow give you?"

Student: "Homework!"

A teacher is teaching a class and she sees that Johnny isn't paying attention, so she asks him, "If there are three ducks sitting on a fence, and you shoot one, how many are left?" Johnny says, "None." The teacher asks, "Why?" Johnny says, "Because the shot scared them all off." The teacher says, "No, two, but I like how you're thinking." Johnny asks the teacher, "If you see three women walking out of an ice cream parlour, one is licking her ice cream, one is sucking her ice cream, and one is biting her ice cream, which one is married?" The teacher says, "The one sucking her ice cream." Johnny says, "No, the one with the wedding ring, but I like how you're thinking!"

A child asked his father, "How were people born?" So his father said, "Adam and Eve made babies, then their babies became adults and made babies, and so on." The child then went to his mother, asked her the same question and she told him, "We were monkeys then we evolved to become like we are now." The child ran back to his father and said, "You lied to me!" His father replied, "No, your mom was talking about her side of the family."

Q: Is Google male or female?

A: Female, because it doesn't let you finish a sentence before making a suggestion.

Teacher: "If I gave you 2 cats and another 2 cats and another 2, how many would you have?"

Johnny: "Seven."

Teacher: "No, listen carefully... If I gave you two cats, and another two cats and another two, how many would you have?"

Johnny: "Seven."

Teacher: "Let me put it to you differently. If I gave you two apples, and another two apples and another two, how many would you have?"

Johnny: "Six."

Teacher: "Good. Now if I gave you two cats, and another two cats and another two, how many would you have?"

Johnny: "Seven!"

Teacher: "Johnny, where in the heck do you get seven from?!"

Johnny: "Because I've already got a freaking cat!"





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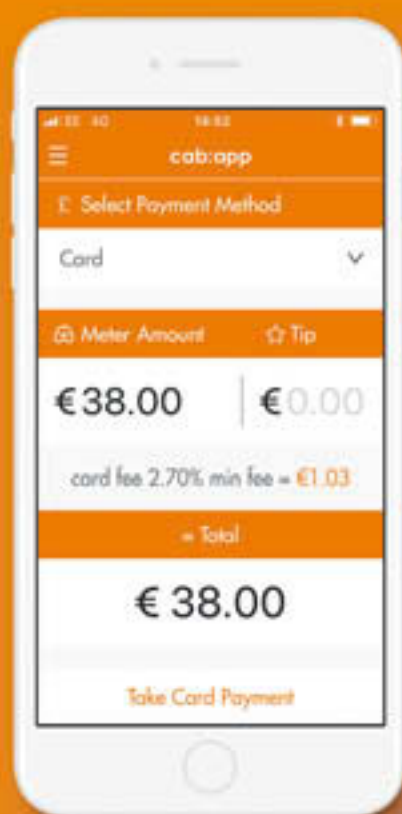
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