

TACSAÍ

IRELAND'S ONLY FREE INDEPENDENT TACSAÍ MAGAZINE FOR DRIVERS & INDUSTRY PROFESSIONALS



**CABAPP KICK STARTS
NATIONAL APP ACROSS
IRELAND & THE UK**

SEE P.10&11

LET'S GET THINGS MOVING AGAIN!

SEE PAGE 8

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EDITORIAL

We at Tacsai magazine would like to extend our deepest sympathies to the family of Joe Herron of the Taxi Federation who passed away recently after a short illness.

JOE HERRON

21st July 2021

(Beaumont, Dublin 9), (Peacefully), after a short illness surrounded by his loving family and in the dedicated care of the staff of Beaumont Hospital. Beloved husband of the late Martha and loving father of Dave, Joe, Paul and Kevin . Sadly missed by his sons and daughters-in-law Michelle, Celene, Barbara and Paul's partner Deirdre, grandchildren Luke, Shane, Joseph, Sadie, Orla and Louise, sisters Maureen, Cora and Rosaleen, nieces, nephews, relatives and wide circle of friends.

"May he rest in peace."

In line with Government advice and HSE guidelines regarding public gatherings a private family funeral took place on Saturday morning, 24th July. Those who would have liked to attend but due to current restrictions could not, were able to leave a message in the Condolence Book at the bottom of the page or send on condolences in the traditional manner. Donations if desired to Beaumont Hospital Foundaion

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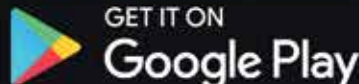
Tacsai Magazine is stocked in each taxi firm in Dublin, Cork, Galway and Limerick. Most ranks have "Rank Reps" who have a stock of magazines. Additionally, the magazine is available in the following locations:

01. Skan Taxi centre, Tolka Valley Business Park.
02. Emo Station (*Mount Brown*), Kilmainham.
03. Discount Till Rolls
04. TTnH Offices, Santry Hall Ind. Est.
05. Fonthill Motor Factors.
06. Harbour Radiators.
07. The Kesh at Dublin Airport.
08. Fonthill Autoparts.
09. Hailo, 12 Upper Mount Street.
10. Dublin Corporate Cabs, Ballymount Ind Est.
11. Phoenix Motors, Prussia Street.
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Taxi drivers have been protesting in Dublin city centre calling for more supports for the industry

They want a financial support package, as well as cheaper insurance premiums and more access to bus lanes.

Driver drivers came from across the country, with several streets in the city blocked off during the protest.

Merrion Square has re-opened and delays in the area are easing.

Jim Waldron of the National Private Hire Taxi Association says drivers are struggling with the impact of the pandemic

Taxi drivers have taken to the streets to protest a lack of industry supports throughout the pandemic, this is despite an initial ban from the Garda Commissioner.

This protest comes after failed discussions with the Taoiseach on industry specific supports in recent times.

Vice-president of the Irish Taxi Federation, James Maguire, was disappointed with the talks.

“I don’t think he had a level of preparation for the talks” he said.

“He was going on what we put across to him. I thought he would have been better well briefed on the situation because he has his TD’s on the ground.”

Taxi drivers want a financial package to support them into

next year, while the industry rebounds from the pandemic closures.

Chair of Tacsai Tiomanai na hEireann, Dave McGuinness, says the industry will be decimated without it.

“Leo Varadkar, Eamon Ryan, Michéal Martin, have consistently said they want a vibrant taxi sector there when the economy reopens and we return to some form of normality.

“The way we’ve been treated over the last year and two months, that industry is not going to be there.”

Among the cabbies demands are an increase to vehicle aid limits.

Spokesperson for the National Private and Taxi Hire Association, Jim Waldron, explains.

“The vehicle age limits are ridiculous at the moment. We shouldn’t be forcing any taxi drivers to change his car. We need to extend those age limits further into the future, so we can plan for a future.”

Taxi drivers are also calling for the abolishment of the taxi advisory council and a moratorium on the issuing of new licences.



Taxi driver cleared of careless driving charge as jury call for new legislation and insurance for people using e-scooters

A taxi driver was cleared on the charge of careless driving causing serious bodily harm to a young man travelling on an electric scooter wearing dark clothes – and the jury called for new legislation on hi-vis jackets and insurance for people using the scooters.

The jury at Cork Circuit Criminal Court reached a unanimous not guilty verdict in the case and brought it to the attention of Judge Brian O’Callaghan that they had attached a note to the verdict. The judge invited the foreperson to read it.

“We recommend that the legislation be updated in regard to all road users to include electric scooters and the legal requirement to wear a high visibility vest and to have insurance to drive on the road. The full responsibility and due care should not fall solely on car users,” the foreperson said.

Judge O’Callaghan told the taxi driver Jonathan Anayochukwu of Highfield Park, Ballincollig, Cork, that he was free to go as there was no further charge against him.

The judge assured the six men and six women of the jury that their recommendation would be brought to the attention of the relevant authorities.

The charge on the indictment had alleged that on July 28, 2020, at Summerhill North, Cork, the defendant did drive

without due care and attention thereby causing serious bodily harm to Bojan Vucak.

The injured party was travelling on an electric scooter at the time of the incident which gave rise to the charge being brought.

Mr Vucak said he had come from Croatia to live in Cork three-and-a-half years ago and was working at the fitness centre at the River Lee hotel that night.

He said he left work at 11pm on his e-scooter wearing a black leather jacket, dark blue jeans and shoes. He had a hood up because it was raining heavily. He was not wearing a helmet. There was a backlight on the scooter and reflectors on the front wheel, he said.

“Approximately 100 metres before coming home, going up the hill I got hit. I thought it was a bus.

Before I know what is happening I was on the floor, blood pouring down my face.

“The ambulance took quite a while but they arrived,” Mr Vucak said.

Prosecution barrister, Ray Boland, said at the opening of the trial that the injured party sustained a skull fracture and fractures to his facial bones and other injuries.

Mr Vucak told Emmet Boyle, defending, he was much better now apart from some numbness to the left side of his face.

Mr Boyle put it to the front-seat passenger in the taxi, Sam Daly, that he had said in his statement to gardaí that it was darker where the accident occurred on Summerhill North due to the presence of trees. Mr Daly, from Montenotte, agreed that it was slightly darker.

Mr Daly said he did not see the moment of the collision because he was looking at his phone.

Pedestrian Alina Skoryk was walking by at the time and similarly she did not see the moment of the collision because she was also looking at her phone.

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Now that the country is opening up and starting to return to 'normal', we need your support more than ever to promote the brand to new customers and businesses.

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DRIVER FOCUSED CABAPP TO KICK START NATIONAL APP ACROSS IRELAND AND THE UK



In a changing and challenging taxi market Cabapp is looking to the future and stepping up to become Ireland and the UK's biggest and most ethical industry booking app for drivers.

Cabapp's platform will provide a one stop shop for drivers, placing drivers at the core of its business by offering a range of taxi services. Importantly by offering one point of contact should a problem arise, Cabapp will be able to support drivers.

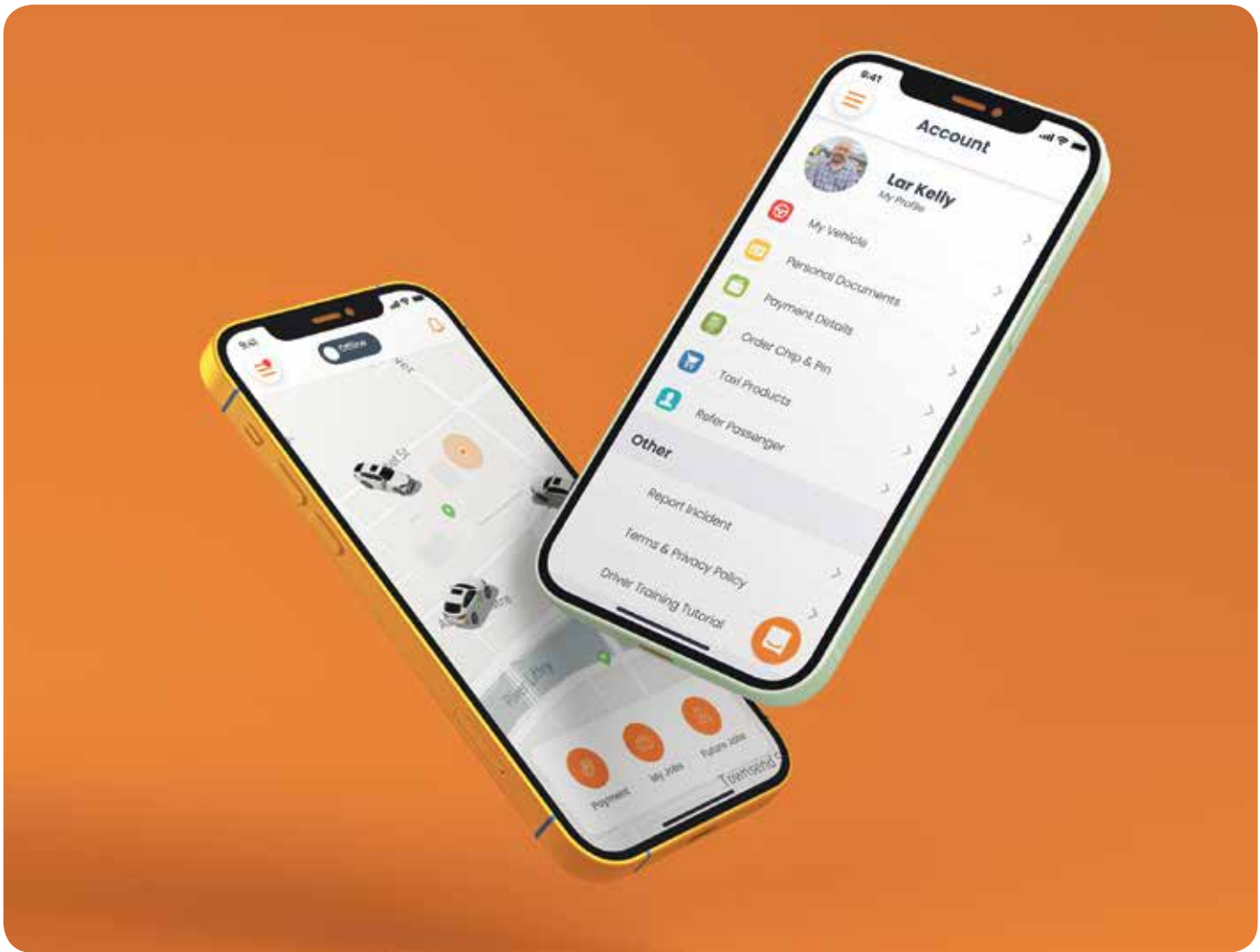
By aggregating multiple services on one app working life is made easier for drivers, while bringing thousands of individual drivers together on to one platform it greatly reduces drivers' costs, so the platform operates as a bulk buying club for negotiating the best deals on drivers' behalf.

Lar Kelly Co-founder of Cabapp, said "well first and most importantly Cabapp's business model is all about helping and supporting drivers, so everything starts from the driver and works out from there. Drivers are our customers and the app functionality is designed to generate more paying customers for drivers at significantly lower commission rates. By helping drivers in this way, it allows a driver's earning potential to increase and hopefully

reduces their working hours, so they have more time to spend with their families or on hobbies with less time behind the wheel.

On the new version of Cabapp's national booking app there are several unique selling points that help improve the passenger experience on their taxi journey. For drivers there will be no booking commission (in perpetuity) for all passengers signed up by drivers or by word of mouth, so if drivers share the app link with all their mobile phone contacts, their friends on Facebook and families using social media there is no commission. Drivers can even share with their day-to-day customers to download Cabapp and book via the app, so if the passenger pays cash the driver will keep the full amount of the fare and if they pay by card then only a card processing fee will apply.

Cabapp does not want to compete with street or rank jobs, unlike other apps who charge a commission rate for doing so. The trust in other apps is waning among drivers across Ireland and the UK due to increasing commission rates eating into drivers' earnings.



Cabapp is already active in 59 towns and cities with over 12,000 registered drivers and where over 400 drivers in 30 locations are now shareholders, so with growing interest from drivers it's a win win.

If a customer travels in any of these locations where drivers are actively promoting Cabapp, all driver led sign-ups will be commission free on bookings with only card fees deducted if the passenger pays by card. With thousands of drivers already using the daily card payment system, this puts Cabapp in pole position towards building the largest ever driver network on one taxi booking app.

To help win more bookings for drivers, Cabapp will be promoting the new booking app directly to corporate and business customers as well travel affiliates e.g. airlines, train companies, hotels, bars and restaurants. On winning these accounts to generate jobs for drivers, Cabapp will charge drivers a flat rate of 10% commission, which includes card fees and a 2% revenue share to encourage these sectors to promote to their customers and get back on their feet post COVID.

So from a customer's perspective, whether promoted by drivers or directly by Cabapp, passengers have the convenience of booking a licenced taxi or black cab from one app anytime,

anyplace across Ireland and the UK.

To encourage wider driver participation, Cabapp's business model enables every driver to become a shareholder. Cabapp has now launched a monthly share savings scheme for all drivers of all nationalities so they can become shareholders and contribute to their industry's future.

In taking this step, it's in every driver's interest to promote themselves via Cabapp so it helps to secure their trade as opposed to helping corporate backed apps continue with rising commission rates. Other apps also put driver against driver by having to do a minimum number of fares each week, giving driver priority or becoming ambassadors to obtain gold or silver acceptance rates, so there's no end to this. But now there is a new way and that's joining the Cabapp revolution!

To enforce this, Cabapp recently changed its company constitution / articles of association by adding a clause that prohibits private hire vehicles from ever using the Cabapp platform and guaranteeing that all passengers signed up by drivers will be commission free in perpetuity.

Cabapp offers drivers an alternative app, so by helping ourselves to help each other, it's now possible to achieve success together.

If you would like to join your 400+ fellow taxi drivers that are already Shareholders by owning a stake in your future from €10, then please email us for more information at support@cabapp.net

Deputy Richard Boyd Barrett quizzes Minister for Transport on the number of wheelchair accessible taxi grants



Deputy Richard Boyd Barrett asked the Minister for Transport the number of wheelchair accessible taxi grants issued for the period March 2020 to May 2021 that were issued to persons changing from an existing saloon licence to a wheelchair accessible vehicle; and if he will make a statement on the matter.

The regulation of the small public service vehicle (SPSV) industry, including SPSV licences and administration of grants for SPSVs, is a matter for the National Transport Authority (NTA) under the provisions of the Taxi Regulation Act 2013.

Given the role of the NTA as regulator, I have referred your question to the Authority for direct reply to you. Please advise my private office if you do not receive a response within 10 working days

People Before Profit TD Richard Boyd Barrett has condemned the “outrageous” decision by the Garda Commissioner to ban the Taxi Protest planned for tomorrow morning.

Taxi drivers have been campaigning since the beginning of the pandemic for specific supports for their industry which has been devastated by Covid19. They held a major protest last year and have engaged in many meetings and discussions to secure adequate supports.

Richard Boyd Barrett TD had hosted a public meeting last week, to which many TDs came, and is also to host a briefing for members of the Oireachtas today at 3pm ahead of the protest that was planned for tomorrow.

Taxi drivers have just heard of the decision by Drew Harris to ban this protest on public health grounds.

Deputy Boyd Barrett said: “It is outrageous that the Commissioner would move to ban this protest on public health grounds, especially considering the protest was to take place with all the drivers in individual cars. This comes on the back of the Commissioner’s decision last week to deploy hundreds of Gardaí to protect the liquidators as they took the stock from Debenhams. So, the “unessential” work of breaking a strike and removing stock is allowed, while a protest in individual cars is banned? Says a lot for the priorities of the Garda Commissioner.”

Gardaí have said taxi drivers took the decision to cancel their protest after claims in the Dáil that Garda Commissioner Drew Harris had banned the event.

Responding to news of the “ban”, Independent TD Mattie McGrath asked: “Are we going back to Nazis, or Hitler’s time? What the hell is going on here?”

“We need to pull up Drew Harris. He is our Garda boss man, but I don’t like the antics. This is driving people away from supporting the gardaí.”

His comment were branded as “disgraceful” by Taoiseach Micheál Martin.

However in a statement this afternoon An Garda Síochána said the decision not to go ahead with the



protest was made by the taxi drivers.

It said senior management in the Dublin Metropolitan Region “engaged with the groups planning this protest”.

“Following this engagement, it is our understanding that these groups no longer intend to go ahead with their protest. This is entirely a matter for those groups.”

It said there had been no enforcement activity by An Garda Síochána in relation to these planned protests.

“To be clear, and as stated publicly on multiple occasions, An Garda Síochána has no role in licensing or approving protests. In other words, An Garda Síochána cannot ban protests.

“In line with public health advice and public health regulations, in the first instance, An Garda Síochána would ask people not to organise or attend such protests.”

Eventually the protest did go ahead at a later date. Taxi drivers have been protesting in Dublin city centre calling for more supports for the industry.

They want a financial support package, as well as cheaper insurance premiums and more access to bus lanes.

Drivers came from across the country, with several streets in the city blocked off during the protest.

Merrion Square has re-opened and delays in the area are easing.

Jim Waldron of the National Private Hire Taxi Association says drivers are struggling with the impact of the pandemic



GARDAÍ FOUND DRUNK MAN WITH €70K OF HEROIN IN BACK OF SPEEDING TAXI

A Cork man carrying almost €70,000 worth of heroin from Dublin was so intoxicated when stopped by gardaí on his journey back the only excuse he could think of was that he had been drinking at Temple Bar.

Gardaí immediately became even more suspicious of Gary Coleman as the date was March 31, 2020, and the pubs of Temple Bar and elsewhere were closed due to the first Covid-19 lockdown.

Garda Aidan Riordan said a Garda checkpoint was taking place due to Covid restrictions when they saw a taxi travelling at speed on the M8 motorway towards Cork.

“Gary Coleman was a passenger returning from Dublin to Cork. He said he was socialising in Temple Bar. With the lockdown we found that unbelievable,” Garda Riordan said.

They became suspicious of drug activity and when they searched him they found four individual plastic bags of Diamorphine (heroin) with a total street value of almost €70,000.

The officers were satisfied the taxi driver had nothing to do with the incident.

Drug debt

Gary Coleman co-operated in relation to his part in the crime but said he did not know others or was in fear of

supplying any information.

He had collected four envelopes of cash and gone to Ballyfermot in Dublin to meet a person at a contact point where he was given bags of heroin.

Coleman told gardaí he had made a similar trip previously by train. The accused explained that he did this to get some reduction on a drug debt of €1,700 to €2,500.

Judge Seán Ó Donnabháin said at Coleman’s sentencing at Cork Circuit Criminal Court that “this unfortunate drug addict” was being used by unidentified drug dealers in Cork to transport heroin to them to be dealt on the streets of Cork.

The judge remarked that the drug dealers who used him deserved to have their drugs confiscated when they were using a drug addict who came up with an excuse such as drink

Siobhán Lankford, defence senior counsel, said the accused was making progress, moving from homelessness to an apartment at Cove Street in Cork and was beginning to deal with his addiction issues.

The judge imposed a four-year sentence and suspended the last two years of that sentence.



All-New KIA Sorento PHEV – Movement That Inspires.

The 4th generation of the Kia Sorento has arrived in Ireland, and it is the best example yet of Kia's evolution from bargain-basement offering to a genuine alternative to the best premium brands.

The original Sorento was launched in 2002, and along with its SUV sibling, the Sportage, brought the Kia brand to prominence across Europe. The all-new Sorento is the first vehicle to be based on Kia's new-generation mid-size SUV platform. Paired with a larger body to maximise cargo and luggage space, the platform ensures that the Sorento is one of the most versatile and spacious 7-seat SUV's on the market.

KIA's Most High-Tech Car;

Thanks to its progressive connectivity, driver assistance and infotainment technologies, the new Sorento is billed as Kia's most high-tech car ever. Its user-friendly twin digital displays deliver advanced graphics, new telematic features and full wireless smartphone connectivity, while the new Sorento is the first Kia vehicle in Europe to feature their cutting-edge Blind-Spot View Monitor (BVM) technology. This 'second pair of eyes' for drivers is designed to enhance safety for Sorento occupants, and other road users, by eliminating a driver's left- and right-side blind spots, and is just one of a range of functions

enabled by the Sorento's new fully-digital 'Supervision' 12.3-inch instrument cluster. BVM enhances drivers' vision either side of the car when driving, and is operated instantaneously with the car's turn signal. It displays a high-resolution video feed on the left or right side of the TFT-LCD instrument cluster if the driver indicates to change lane with another vehicle, or bicycle, hidden in their blind spot. The video of the blind spot briefly takes the place of either the speedometer or tachometer dial display (or the hybrid system gauge in Sorento Hybrid models), while still showing the driver the vehicle's current speed.

Stunning New Design;

The Sorento's redefined exterior design – with sharper lines, high-tech details, and elongated proportions – gives it a more confident and mature presence. Inside, its attractive cabin also introduces premium-quality materials, cutting-edge infotainment technologies, and a stunning new design. The headlamps themselves feature a new 'tiger eyeliner' LED daytime running light, adding extra focus to the design by depicting the intense impression of the lines around a tiger's eyes. This sharper, more



assertive appearance is complemented by a wide, rectangular lower air intake, book-ended by wing-shaped air curtains to channel air around the car, while a striking light design at the rear of the car provides an ultra-modern and distinctive look.

Highly-Specified, Easy To Charge;

The new Kia Sorento PHEV (Plug-In Hybrid) is available in two highly-specified trim levels – K3 and K4 – with key features such as 19" alloy wheels, 10.25" navigation screen with telematics, 12.3" TFT monitor, rear view camera, parking sensors front & rear, leather upholstery with heated front seats, and charge ports on all three rows of seats. Standard safety features include Front Collision Avoidance, Lane Keep Assist, Lane Follow Assist, Smart Cruise Control, Highway Drive Assist, Smart Cruise Control and Kia's all-wheel-drive (AWD) system coming as standard across both trim levels.

The K4 model adds more comfort and safety features including a panoramic sunroof, driver and passenger power seats, 12 speaker Bose sound system, rear heated seats, power opening /adjustable tailgate, Blind-Spot View Monitor, Around View Monitor and Parking Collision Avoidance. Powering the new Sorento PHEV is a 1.6-litre T-GDI (petrol) engine which, in conjunction with an electric motor, produces a healthy 265PS (263bhp) and 350Nm of torque for instant acceleration and ease of drivability. A super-smooth six-speed automatic transmission enables the new Sorento to sprint from 0-100km/h in an impressive 8.4-seconds, with a top speed of 193km/h obtainable where legally permitted. Officially, the new Sorento PHEV can travel up to 56kms on battery power alone, and with the car fully charged before every journey, fuel economy of up to 176.6 mpg is achievable. The Sorento PHEV can be charged from empty via a domestic socket in around 5 hours, but this time can be cut to as little as 3h 25mins by

using a wall-mounted home charger (presently available with an SEAI grant of up to €600), with cables for both charging types included as standard. The new Sorento attracts annual road tax of just €140 due to a 34g/km emissions rating, while company car drivers will benefit from a low benefit-in-kind (BIK) tax rating.

Dynamic Driving Experience;

The new Sorento PHEV is also a revelation in terms of its dynamic driving ability. Body control in my K4 test car was very impressive – especially for such a tall and heavy car – while the instant power from the electric motor provided terrific punch from the get go. A well-weighted steering feel, and premium-level damping, ensure that the Sorento remains composed over speed ramps and rutted road surfaces, while the car feels well planted on the road thanks to its AWD drivetrain. The luxurious, ergonomic and well-appointed cabin of the Sorento PHEV is a serene place to be, especially when the car is in EV mode, but even at higher speeds the engine does little to disturb comfort or refinement. The cabin space in the new Sorento is hugely impressive, with ample leg, head and elbow room on offer for passengers in the first two rows of seats, with even the rearmost seats capable of accommodating a growing family. Boot capacity is excellent too, with 813-litres of space available when the 3rd row of seats are folded flat, and 1,996-litres on offer with both rows folded.

Pricing & Warranty;

Pricing for the all-new Kia Sorento PHEV (K3 specification) starts at just €50,000 (after SEAI grant for private customers). The outstanding new Sorento genuinely deserves a place at the top of 7-seat luxury SUV buyer's shortlist. A 7-Year/150,000km warranty comes as standard.

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THINK TAXI, THINK JOEMAXI

Hi there and welcome to JoeMaxi The Irish taxi app. I'm Connor Byrne, my partner is Keith Reid and together we have created JoeMaxi The Irish taxi app.

JoeMaxi aims to empower you with the resources needed to grow your customer base, envision a better future loosely based on the Shamrock Rovers 400 club we have created the JoeMaxi 500 club and gifted 30% ownership to drivers who wish to be part of the only fully driver owned local Irish taxi app.

We are delighted to announce the drivers 500 club is fully formed and we're ready to talk to interested drivers. We get that one size does not fit all. Part ownership of the JoeMaxi 500 club not your thing? Don't worry we have you covered. We can offer you a pay as you go option with just 10% Commission on all jobs. We believe this will be the cheapest in Dublin. We are going back to basics with no carpooling, no hospitality charges, no Commission on your tips and tolls and no priority status. Our way of working is the closest car to the job gets the first offer. We like to think this model is taxi apping as it should be and that's an app worth spreading.



5 GREAT REASONS WHY YOU SHOULD JOIN THE JOE MAXI 500 CLUB.

1. TO HELP YOU SAVE TIME WE WILL HAVE AN IN HOUSE ACCOUNTANT READY TO DO YOUR ANNUAL RETURNS.

Car off the road? No worries. We will have a car ready to keep you working.

2. SAVE MONEY.

Our in house accountant will process your annual returns for just €60. We will work closely with insurance companies to reduce your premiums. We Believe Joe maxi will reduce the risk of multinationals increasing your Commission. The €21 weekly membership fee

will be tax deductible the JoeMaxi 500 club is set up for drivers to earn more and pay less.

3. HAVE YOUR SAY.

Drivers in the 500 club will be part owners of JoeMaxi, vote on pressing matters, influence how we drive JoeMaxi forward at our AGM.

4. SUPPORT LOCAL

Be part of Ireland's only fully driver owned local Irish taxi app. JoeMaxi plays a responsible role in the local community. JoeMaxi sponsors local sports clubs. For example Thomas Davis, the transport club. JoeMaxi sponsors "Turn to Me" the online counselling platform. JoeMaxi proudly supports local charity partners Temple St Children's Hospital.

5. GROW YOUR BUSINESS.

We will empower you with the resources needed to grow your customer base, business and ultimately envision a better future.

If you are curious to learn more about the JoeMaxi 500 club here are some frequently asked questions:

What is Joe maxi drivers company limited by guarantee (CLG)?

In short a company limited by guarantee is the only formation we could use to fit a large number of drivers in without shares going public, meaning that we are safe from being sold out.

Other examples of companies using this formation are golf clubs and apartment blocks where the members own the company.

What will my membership cost?

The membership fees will be €21 per week, of which €20 will go to JoeMaxi and €1 per week will be held in the bank account belonging to the 500 club to cover the admin cost and year end accounts to be filed.

What if I want to leave the 500 club?

No problem. We will replace you with the next driver who wants to join the 500 club. No individual driver owns 30% of JoeMaxi. The 30% is owned by the CLG and held in trust by its members. Drivers may come and go, but while they are members they are part owners.

Will my membership have any tax liability?

Like all expenses you incur throughout your tax year you're €21 per week membership fee will be a full write off to your tax bill.

Will I pay commissions on top of €21 per week membership fee?

No. Your €21 per week will cover all your work Commission free. however there will be a charge on credit card jobs of 2.5% merchant fee. So for example, if you earn €1000 through JoeMaxi, the maximum it can cost is €21 plus €25 euro fees if all jobs were on card giving a total of €46. The Joe maxi 500 club is set up for drivers to earn more and pay less

Where is JoeMaxi based?

JoeMaxi HQ is in Tallaght, Dublin 24, but our app is live throughout all of Ireland. Our base is open from 10:00 AM to 6:00 PM daily so why not drop in for a chat if you have any further questions you are most welcome.

What will happen to the profits?

If at the end of each financial year Joe maxi is in profit then 30% of this is issued to the 500 club. What the members decide to do with this is up to them.

Who will do the early accounts?

BKN Accountancy has been appointed our tax agents and will do our VAT returns. However, the accountant acting on behalf of the 500 club will sign off in the year end accounts.

We want to thank you for taking the time to learn more about JoeMaxi. We are really excited about the journey ahead. Our aim is to build a better future for local taxi drivers and passengers here in Ireland and we'd love to have you on the road with us.

We are ready to talk to interested drivers. Don't delay, get in touch today.

For the JoeMaxi 500 Club, please contact:

Alan Tobin 085 731 3679.

For the pay-as-you-go option, please contact:

Connor Byrne 085 860 9237.

Most importantly don't forget to download the JoeMaxi app on the App Store Or Google play.

THINK TAXI, THINK JOEMAXI.

There is no strength without unity.

Ni neart go cuir le Cheile.

Looking forward to hearing from you very soon,
Connor & Keith.

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Contact us:
Talktojoe@joemaxitaxiapp.ie

Address: Joemaxi, Village Green, Tallaght D24
Ph: 01 462 8777

Alan Tobin
CLG Coordinator
Ph: 085 731 3679

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Keith Reid
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Model shown and finance example: ZOE Z.E.50 Iconic R110 Rapid Charge RRP €30,250 (RRP incorporates SEAI Grant of €5,000 for private buyer). Deposit (eSPSV Grant can be accepted as deposit) €20,000. Term 60 monthly payments of €192. APR 6.9%. Total cost of credit €1,706. Offer is made under a hire purchase agreement. Payments are drawn monthly. Subject to lending criteria. Price excludes metallic paint and dealer delivery charges. Finance example is inclusive of €499 towards the installation of a home charging unit and a Key insurance policy of €60. €499 for the installation of a home charging unit is subject to Grant Approval being provided prior to drawdown of the facility Terms and conditions apply. See Renault.ie [Warning: You will not own these goods until the final payment is made]. Renault Bank is a trading name of RCI Banque Branch Ireland and is authorised and regulated by the French banking authority and supervised by the Central Bank for conduct of business purposes. *Price is based on the assumption of eSPSV and SEAI grant eligibility, see full criteria on www.nationaltransport.ie and www.seai.ie. **This is based on car and LCV registrations January-December 2020.

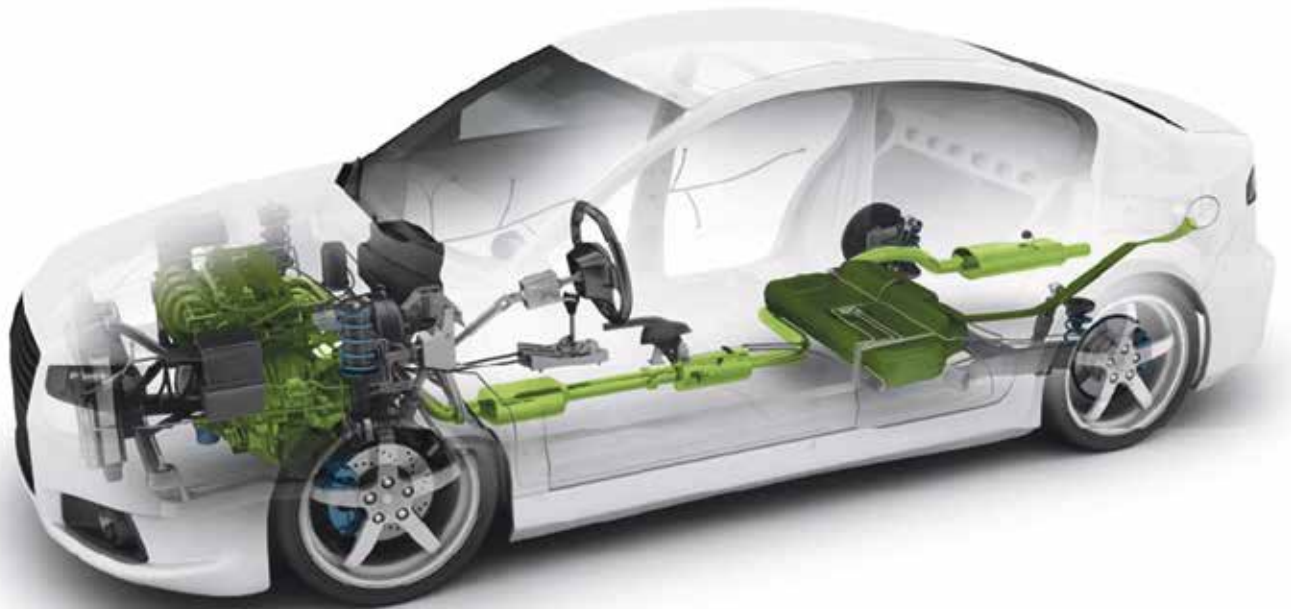
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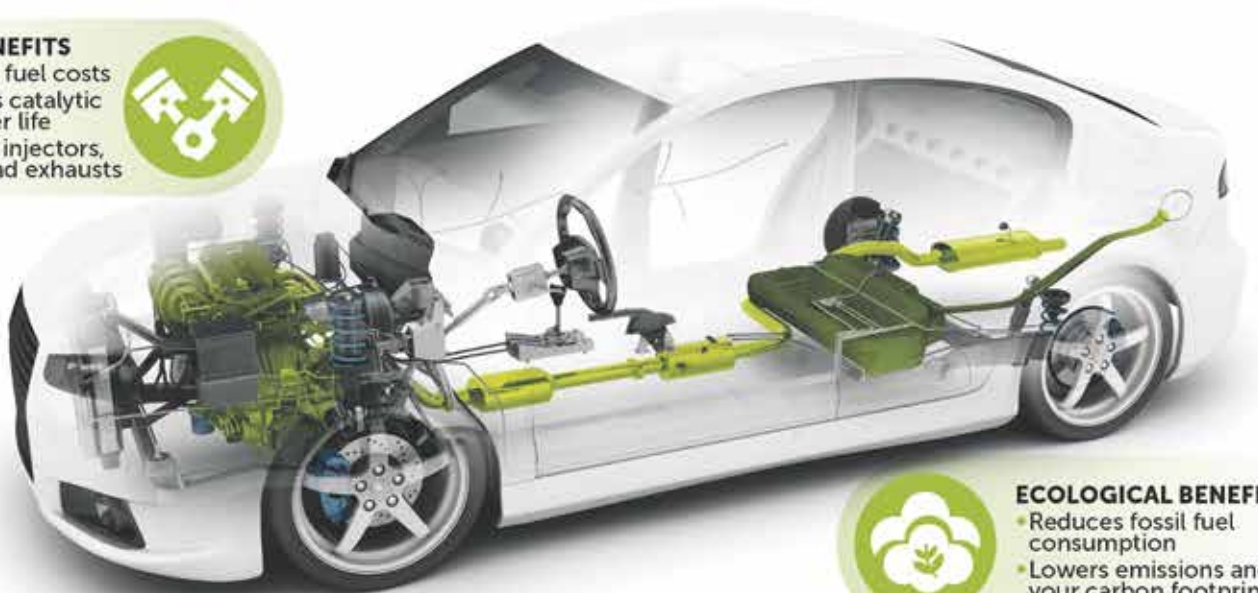
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New Renault ZOE: Electrifying Thrills



With increased power and range, a host of technological improvements and distinctive new looks, the new Renault ZOE is more desirable than ever -especially with prices starting at just €26,990 (after VRT reliefs and SEAI grant), making it Ireland's most affordable electric car.

Seven years after the release of the original ZOE, the new ZOE has evolved in versatility, quality and technology to offer superior features, while remaining affordable. The new ZOE is available in three generously-equipped trim levels – Play, Iconic, and range-topping GT Line, with annual road tax costing just €120.

Stunning Exterior

From the boldness of its youth, to the dynamism of its adulthood, the new Renault ZOE has reached a milestone in terms of design. At the front of the new ZOE the redesigned contours of the sculpted bonnet converge into a large aligned diamond. The new shape of the bumper incorporates chrome inserts in the grille and around the fog lights, enhancing the lower section. All ZOE models now get full LED headlamps as standard, which feature chrome inserts and are framed by the trademark C-shaped daytime running lights. Not only do the new lamps give the ZOE a bolder look, they significantly improve vision, with 75 per cent more light than equivalent halogen units. There's also a new, wider front bumper design that benefits from side vents designed to improve the flow

of air around the front of the car and over the wheels. At the rear of the ZOE are bolder and bigger new LED lamps that help to create a wider look and now include dynamic indicators that sweep from the centre outwards. Other external changes include a completely revamped range of wheel designs, while all ZOE models get four-wheel disc braking.

High Quality Interior

Groupe Renault's designers have paid particular attention to the interior quality, finish, comfort and ergonomics. Soft touch plastics and new sustainable trim finishes help boost premium appeal and comfort, while new TFT screens and an upgraded infotainment system reinforce the ZOE's status as a high technology leader.

Range and charging

Under the skin the new ZOE gets a large-capacity 52 kWh Z.E. 50 battery that delivers a range of up to 395 km (WLTP) – the best driving range in its segment and an increase of 32 per cent over the previous 41 kWh pack. Despite the increase in range and capacity, the battery has not increased in size physically, meaning

New Renault ZOE TAXI

100% Electric



no loss of interior space. The ZOE now also offers fast direct current (DC) charging, in addition to the alternating current charging (AC) options already available at home or on the street. Charging the battery is also made more straightforward by the Renault EASY CONNECT smart services, which allow quick and easy location of charging points. Located behind the Renault diamond logo charging hatch, the new Combo (CCS) plug is slightly larger than the previous plug and consists of both a European standard socket and a two-pin connector for DC charging. The central location of the socket makes charging even easier, especially on public charging stations which have their own cable.

Thanks to this Combo plug, the new ZOE is able to charge quickly with a direct current (DC) up to 50 kW, simply by inserting the charging cable attached to the terminal into the two-pin connector that's sited below the type-2 socket. Replenishing the battery in this way can add around 145 km of range in as little as half an hour. The standard type-2 cable provided with the car and the Chameleon Charger™ are used for everyday AC charging use, such as at home with a wallbox, at work, in a car park or on public roads using anything up to a 22kW supply whereas competitors only offer 7-11kW charging. Plugging the ZOE into the public 22kW roadside charger, which are so common around Ireland, can deliver a useful 125 km of range in only one hour.

Review Car

My review car was a Renault ZOE GT Line R135 Z.E. 50 (Zero Emission, 52kWh battery) which looked striking in Blue Celadon metallic paint. Generous equipment can be found across the new ZOE range, with my review car equipped with 16" diamond-cut alloy wheels, rear privacy glass, part recycled – part synthetic leather set upholstery, front & rear parking sensors, rear view camera, blind spot warning, lane departure warning, lane keep assist, automatic high beam, over speed protection, traffic sign recognition, EASY LINK radio and navigation with a 9.3" touchscreen, climate control, wireless Smartphone charger and a split-folding rear bench for added practicality. All models in the new Renault ZOE range are fitted with an automatic gearbox as standard. This single speed transmission provides linear and fluid acceleration, which maximises driving pleasure, while regenerative braking can be selected by the driver when required. Producing 135bhp and a healthy 245Nm of torque, the new ZOE's power delivery is terrific



from take-off. The ZOE turns into corners with great poise, helped by its light and precise steering, and there is plenty of grip on offer too. The seats in the new ZOE are comfortable and contemporary, while the uncluttered dashboard is functional and intuitive in equal measure.

Verdict

Overall, the new Renault ZOE is enjoyable to drive, quiet, classy, stylish, and a desirable looking small car. With extremely low running costs guaranteed, the ZOE could be the ideal car to introduce motorists to the world of pure electric driving.

SUPPORT FOR THE TAXI INDUSTRY IN FUTURE DEVELOPMENTS NEEDED NATIONALLY

By Derry Coughlan of the Cork Taximen's Association

Too much interference and neglect has happened since the National Transport Authority takeover from the Garda Public Carriage Offices.

There is confusion over the S.P.S.V. regulations in the Road Traffic Act, it seems we are being turned into private cars – no entry controls to support the operators financially or measures to protect the travel public. Too many side interests taking money off a licensed industry, the Taxi Drivers fares income pays for all, with a loss to the Driver, needs appointed suppliers and set costs for new cars, roof signs, door banners and taximeters, etc. Taxi bases interfered with public transport production systems, costing Drivers money, now they are being “shafted” by the digital sharecroppers, why couldn't they mind their own business and be first to develop the “App-Phone-Online” advanced hiring methods, promoting the second marketplace in our business and be reasonable with the Taxi Drivers' fees. They should have approached the Government to set up legislation to protect their business groups of Taxi Booking Offices, etc. Insiderism always prevails and puts everything going wrong, you must always stick to customs, standards, specification, and traditions, etc. Some hiring bases abuse the words “Taxi” and “CAB” being used and prominently displayed on large public service vehicles, that are over eight-seater vehicles licensed only for private hire, thus in some parts of Ireland these vehicles illegally “ply-for-hire” in public places and charge per head, so much for our dual administration and legal purposes. Taxi Drop-Off and Pick-Up Safety Regulations hampered by the barrier cycle lane systems, kerbside services and availability must be retained for traders and public transport. Shop traders pay taxes to City Councils for this provision and are now being deprived of consumer rights.

A big problem in Cork is private cars and vans parking on Taxi

Ranks. The Traffic Wardens can only do so much, but the Gardai are lost as they have no “Parking Ticket” enforcement system. We have no “Parking Meters” in the city and traffic congestion mounts up at times. Road ramps are also causing difficulties for many vehicles in Cork. Bus Eireann and Taxi Vehicles, being regular users, are constantly being damaged especially the Wheelchair Taxi Vehicles and the low base private motor cars. They also disintegrate, leaving road conditions very bad without notice. At street or road exits/entrances when your vehicle viewing is distorted, accidents have happened. We must all object to this road design with too many dangers, damages and cost involved. Many years ago in London, the Buses and Taxis got these removed because they were deemed illegal. Cycling and Electric Scooters should also be banned in inner cities, too many dangers involved, you don't see this behaviour in the shopping malls.

Next big issue worldwide what type of vehicle size, standard and “Power-Drive” are the motor manufacturers going to come with suitable for the Taxi Industry in Public Transport Carriage, passenger numbers with luggage storage, etc. Different Vehicle appearances are requested with the Hydrogen-Oxygen-Fuel cell engines, keeping the traditional appearance for Taxis alive and distinguishable, etc. Night Taxi Services in Cork City are badly disrupted, with street closures and cycle lane barriers placed in unnecessary trading areas, this kerbside interference is very costly to our shop traders, the Taxi Transport, and the General Public's Commercial Customs.

It is now impossible to supply a night-time Taxi service in Cork City, some of our Rank positions clash with the Bus Services and Parked Cars abuse. Our temporary rank collection points are often moved on by the Gardai. Our City Councillors would want to “wake-up” and enforce proper city demands, requirements and Bye – Laws, which are needed to support the efficiency of our City and educate the Civil Servants in their proper role of conduct.? Taxis come under “Superior Legislation” and therefore any Bicycle or E-Scooter Byelaw cannot take over any taxi rank hiring point, which is in position to protect the travelling public within their rights, etc. Where is the recognition?

The National Taximeter area should be abolished by practical agreement, and a return to City and County regulated Taximeter areas with meter fares internally and a return to “Private Hire” external your licensed taximeter area. At present, the Taxi Vehicle is licensed per County only, and can only be operated in that County. The Taxi Vehicle must be available as a hire on at least five days and for at least 48 hours per week. One person owner vehicles should be encouraged to help the upkeep and standards. The Regulations must not provide for Part-Time Taxi Operation as a recognised level of participation in the business. The P.S.V. Drivers Licence should only be issued to persons, as before, expressed in terms of a requirement that the applicant must be available 40 hours per week. These revised controls of the past would reward the Taxi Operator for his/her efforts to always reinvest and upgrade service.

Fare increases usually span long terms, in the past, it was up to eight years, particularly as financial incentives were adequate to secure such services for the public, they would impose too high a charge on people needing to use Taxis, etc. Also, Taxi users are otherwise most concerned about real or apparent overcharging, this is shown by surveys, that Part-Timers do not respect the consumer and are in the way of the Full-time operator who needs no competition to upkeep his/her vehicle and generate a living standard turnover. Part-Time operators holding other jobs/business/second income are most interested in the late evening period of high demand, reducing the Full-Time Operators' income. This practice is not allowed in most European countries. The Garda Carriage Office/Old S.P.S.V. Regulations did not provide for Part-Time Taxi Operation as a recognised level of participation in the business of travel for resident population, visitors, and tourists, etc. The current information in Taxis is very childish, no Fares Card and Passenger Hiring rules displayed, which is a universal



requirement in Taxis. Just people in Administration bringing in their own standards. The encroachment of organizational behaviour and set-up of Government Departments, a takeover in the Taxi Industry, introducing outside interests who syphon money and costs out of the Taxi Operators, part of State Transport provisions, they also dictate the future business policy, this was not the original methods for small Public Service Vehicles licensed as Taxis under the control of the Garda Public Carriage Offices throughout Ireland.

The consequences of "Speeding Offences" are detrimental to the Taxi Drivers' survival with fines, court cases, penalty points and overcharge in insurance costs, which may lead to your Driving Licence being suspended, then you are out of work with your costs mounting up, this is illegal in the workplace and therefore we must seek an "Exemption Order" for the Taxi Driver's welfare.

Our Business is very stressful for the Taxi drivers and demands a lot, dealing with people you don't know, understanding them, performing their requests. Some journeys and hirings request "Time Limits" whether for "Pre-Booked Taxis" or "Instant Hire Taxis". After all, we are there to provide a National Transport Service, unlike Taxi drivers in other countries, we don't get many privileges in Ireland, and that is why we are making this application for a "Speed Check Exemption Order" within reason and not to be abused, as we always support Security and Safety. Speed limits are uniform to road design and conditions, also not lit up at night-time, can't be observed in darkness while driving safely, etc. Our Business technique, you must concentrate on your passengers and your unfamiliar journey at times, so it is hard to spot speed vans or signs with a modern self-regulated engine performance. We don't want to put any hardship on our drivers, please understand that we don't get "half-paid" for some of the work we do – but we accept this – being helpful and understanding of our passengers. Therefore, we want to be treated without interference in the workplace – human rights prevail.

Taxi Drivers seek the "Fairness Principle", whereas in many 30 Km/Hour and 50 Km/Hour Motorbikes, Cyclists and E-Scooters speed over these limits, without concern or notice. The fact that this "Speed Checking" method can put you out of business and/or employment status for any given period of time, income, and job loss, would be deemed as illegal legislation. We are not Law breakers, but we want entrapment banned when it disrupts the wellbeing of Public Transport Operators.

Taxi Fares – Payment Developments – it does look like worldwide, that the Taximeter Plus receipt issue methods must be of new manufacture purposes, that is the "Credit Card" supplied by passengers hiring Taxis for a fare journey and/or time duration will have to be inserted into the Taximeter and held in position in the Taximeter for the whole journey until the fare is terminated, this method clarifies if the credit card is of genuine value and will avoid non-payment of fares and also curtail Bilkers or runners, etc. This new design of taximeter should also be so designed for cash notes as advanced fare payments, waiting time deposits on stand-by, therefore change is given when hiring ends, this will bring security into the Taxi business, and will also detect forged notes and stolen

or lost credit cards. This changeover will have to be introduced worldwide for mobile hire public transport that is licensed under the Advanced Payment in Respect of Services not yet Rendered Regulations, etc. These new developments in Taximeters worldwide will of course be linked to the Taxi Driver's Business Bank Account and should also carry any relevant surcharges needed, etc. The new Taximeter design will also have to be electronic interference proof, which is at present in registering the fare movements by the presence of mobile phones and computers being used by the passengers and sometimes outside "Hackers" operating in the travel area.

Licences: Taxi drivers have four licences which need Statutory Instrument Protection, while "Plying-For-Hire", i.e., 1.) Driving Licence for private use; 2.) P.S.V. Taxi Driver Licence; 3.) Saloon Taxi Vehicle and 4.) Wheelchair Accessible Taxi Vehicle Licence. Your private car Driving Licence should only be used as a qualification and not subject to any interference, like most European country systems. Next, any of the other three operational licences should be legally covered in the Road Traffic Act (Public Service Vehicle Regulations); not what the National Transport Authority has done at present – not good enough law and order – does not help Garda and Traffic Warden enforcement or support the guidelines for Taxi Rank positions and functions in Permanent Taxi Stand and Occasional Taxi Stands role of duty to cope with public demand and important functions of a town or city. All S.P.S.V. rules must be documented in superior legislation like before and signed under the official seal of the Minister for Local Government. This must nowadays cover the Service Providers, Departmental Staff, Appointed Inspection Depots, The Vehicle Standards/Function and Taxi Drivers' powers plus the rules for passengers, etc. Legal clarification is needed all around to support the Industry and avoid confusion and disarray, etc. After all we are a State Public Transport, so it requires regulations and Byelaws documented for protection and operational needs. Taxi Vehicle Licences should only be issued to persons holding a current S.P.S.V. Driver Licence and should only be registered in a person's name also – not a company or trading name, this is very important as a moratorium is at the present time?.

The cities, towns, and villages of Ireland, which were always commercial areas, are being transferred into recreation centres with no go areas, thus the Shopping Malls and Industrial Estates are now the places of public shopping and trading. The new street designs, space wastage, limited car parking, the abuse of loading bays, no freedom on daytime Taxi Ranks and the vanishing night-time Taxi Ranks don't help the everyday public or casual tourist/visitor, yet the National Transport Authority are promoting a new Cork City Bus Eireann Travel Expansion programme and are totally neglecting the Taxi Street and Kerbside Hirings and Drop-Off / Set-Down of Passengers with a Taxi promotion scheme for our City and suburbs. So much bad news for now but keep in touch with the Taxi College until we obtain change and a legal programme with our P.S.V. Drivers Licence and Taxi Vehicle Licence (Moratorium); the State may find some sort of a Vaccination for these Civil Servants in due course!



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Govt Action Needed Now

Tony Roe, Chairperson of the National Transport Assembly Committee and Spokesperson on Taxis has slammed the Government for not addressing taxi drivers real issues and primary concerns.

We have had various meetings with various politicians to raise concern of what is happening. Surely in my opinion; stopping the spread of Covid-19 should be a priority here. This grim and gruesome discovery that has been said by the Central Statistics Office; that taxis drivers are at high risk of the Corona Virus and this has not been acted on appropriately by the Government. Not one piece of Personal Protection Equipment (PPE) has been issued to any driver that we know of, there has not been one screen provided to a driver that we are familiar with and this is despite the fact that there has been a very high mortality rate

within the taxi industry. The tragedy is palpable here; our longest standing member whom you [Tacsai] did a feature on last year, 93 years of age has now packed it in. A lovely guy. We have met with various Govt officials and we have raised our concerns about this. Now, we have had a meeting with Richard Boyd Barrett on this, that is well known and well documented. We personally have him on the taxi ranks showing his support and his concerns. We have asked him to raise the plight of taxi drivers in the Dail which he has done. Nevertheless, every other form of public transportation have been issued with screens and I personally believe the taxi industry has been discriminated against by the Government on the grounds of them being taxi drivers.

This comes with great responsibility, which must be addressed. This is something the National Transport Assembly Committee have been working on, and highlighting in the Dail, and it was great to have Richard Boyd Barrett there with us on the ranks,” said Roe.

He went on to say that the movement feels that more needs to be done here.

“The Government has to show more concern. Overall change is needed. The toll of fatalities in the taxi industry is astronomical, with fatalities that go under the radar. Now we are calling for more input, starting with the removal of this crazy 10 year rule that you have to get rid of your car. These are perfectly good cars, and this silly rule of having to replace a perfectly good car which has passed stringent NCT tests. It has also undergone a stringent SGS Test. So it goes through two very hard tests” he said.

He went on to express his frustration at cross-party inaction on these issues.

“We would be pretty critical of all the parties in terms of how they have handled this problem. It’s a complete waste of assets, taking these vehicles that are in pretty good condition. Taking them out of circulation we feel is wrong and needs to be addressed here. Taxi Drivers have been acting as ambulance services throughout this pandemic due to the shortage of ambulances, and we have lost a lot of friends and we can only offer our condolences to their families. But these lads were working on the front line. They were bringing in doctors they were bringing in nurses. A lot of these nurses don’t have transportation of any description during these unsociable hours, the only mode of transport that could take them to their destination was a taxi,” said Roe.

He went on to criticise many parties in the political system saying:

“They seem to be disregarding taxi drivers. We are looking at a situation here where it has gone from chronic to acute once again. We have lost over 23 ranks in the City Centre, and now we have a government you know where instead of rewarding taxi drivers in the front line and doing this marvellous work, jeopardising their own safety. And we have seen the outcome of that, quite a number have lost their lives due to covid, and due to being on the front line. And yeah, it is very irresponsible for the Government not to act here. They need to be not just reactive, but pro-active, because we have been on the front lines and it’s time for the Government to step up and act accordingly here,” said Roe.

He went on to compare the domestic situation with those abroad:

“In England, Taxi Drivers when they want to change their car, get a new car the Value Added



Tax and Vehicle Registration tax is removed from them. This means that, the English taxi, when it is put on the road, is given the car for less than the price of a Nissan Micra. So, if you want to compare like with like, let's start working accordingly here and let's start working towards the common good of the taxi industry. We in the taxi industry in Ireland give away €90m, €90m is a conservative figure, that we give to the government. And we would like to see the resources and the money being invested back into the industry. And this is one of the ways we can do it, we're calling on the Government, we are meeting them personally and calling on them to act effectively here and stop kicking the can down the road and be pro-active towards us and by extension the public. We want to see money being translated back into the industry, and it should have been done years ago, but now is the perfect time to do it, because taxi drivers' backs are to the wall. Taxi drivers are now going out of business in very high numbers. A lot of them can't pay their mortgages, they have children to support, wives, partners or what have you, and now is the time to stop kicking the can down the road and passing the buck on this issue and do something positive. These are issues that the NTAC has been raising, and we are going to go on raising these issues, because we can have protests or what have you, but the thing of it is that we want a resolution to these problems.”

He went on to say that another thing that could be done to alleviate some of the pressure on taxi drivers is the removal of that “Silly Rule” which states that a car after a certain amount of years must be taken out of circulation.



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Knock Knock

One day, 3 men died and went to heaven. "Religion?" God's secretary asked the first man.

"Jewish," the man replied.

"Okay, go to room 23, but be very quiet when you go past room 8," the secretary said.

"Religion?" he asked the second man.

"Muslim."

"Go to room 10, but be very quiet when you go past room 8."

"Religion?" he asked the third man.

"Agnostic."

"Go to room 71, but be very quiet when you go past room 8."

"Why must I be quiet when I go past room 8?" the man asked.

The secretary replied, "Oh, the Catholics are in room 8, and they think that they are the only ones here."

Q: Have you heard about the new restaurant called Karma?

A: There's no menu; you get what you deserve.

Q: What has more lives than a cat?


A: A frog because it croaks every night.

Q: What do you call a cow that just gave birth?

A: Decalfeinated.

A woman is at a grocery store. She goes to the clerk to purchase her groceries. The clerk looks at her items and sees a carton of eggs, a gallon of milk, and a head of lettuce. He says to the woman, "You must be single." The woman was surprised & replies, "Yes, how did you know?" The clerk answers, "Because you're ugly."

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



There are three friends named Mad, Brain, and Fight. One day Fight went missing and his friends Mad and Brain started searching for him. Then Brain said, "Mad, let's file a missing person report with the police." When they were about to walk into the police station, Brain said, "Mad, you go and make the report. I will wait for you here." Mad said, "Okay." Mad walked in but no police officers paid attention to him. Then he saw a policeman drinking a cup of coffee. Mad went to the officer, smacked the table, and the cup of coffee flew in the air, landing in the officer's lap. Angry, the policeman asked, "Are you looking for a fight?" Mad replied, "Yes, I am." The policeman asked, "Are you mad?" Mad replied, "Yes, I am Mad." The policeman then asked, "Don't you have a brain?" Mad replied, "Brain is outside sir."

Bob goes to see his friend Pete. He finds Pete in his barn dancing naked around his John Deere. "What are you doing!" asks Bob. Pete stops dancing & says, "My wife has been ignoring me lately so I talked to my psychiatrist and he said I needed to do some thing sexy to a tractor." [to attract her]

One day a duck walks in a store and ask the manager if they sell grapes. The manager says, "No, we don't sell grapes." The duck goes home and comes back the next day and asks the same question. The manager says the same thing again, "No, we do not sell grapes." The duck goes home, comes back the next day, and asks the manager if they sell grapes. This time the manager says, "No, we don't sell grapes! If you ask one more time, I will nail your beak to the floor!" The duck goes home. It comes back the next day and asks the manager if he has any nails. The manager says, "No, I don't have any nails." The duck says, "Okay, good. Do you sell grapes?"



General Knowledge Questions

THE TACSAÍ MAGAZINE BUMPER QUIZ

1. How many people held the office of British Prime Minister in the 20th Century?
2. According to the Bible in which river was Christ baptised?
3. What name did the Romans give to Ireland?
4. Who in 1998 founded internet giant Google with Larry Page?
5. Which songs with "Devil" in the title were UK top twenty hits for the following artists, [a] The Stereophonics (2005), [b] Cliff Richard (1976), [c] Jesus Jones (1993), [d] Neil Sedaka (1961) and [e] Sonia (1993)?
6. Who wrote the novel "Catch 22"?
7. What was the name of the Greenpeace ship that was sunk in Auckland in 1985?
8. Who was the original presenter of TV's "The Crystal Maze"?
9. Which is the only US State that only borders one other?
10. In the Popeye comic strip, who was Olive Oyl's brother?
11. What four train stations feature on the standard UK version of Monopoly?
12. Which two letters have a scoring value of 8 points in a game of Scrabble?
13. In which movie of 1956 did Elvis Presley make his acting debut?
14. Which is the fastest running bird, that is native to the UK?
15. Who attended the tea party in "Alice's Adventures in Wonderland" alongside Alice?

16. The ancient city of Byzantium could be found in which modern day country?
17. What were the names of the three original members of pop group The Police?
18. In which month of the year is Oak Apple Day?
19. In which year were the Grammys first awarded?
20. Which is the Holiest day of the year in Judaism?

11. Kings Cross, Marylebone, Fenchurch Street and Liverpool Street.
 12. J & X.
 13. Love Me Tender.
 14. Pheasant.
 15. The Mad Hatter, the Dormouse and the March Hare.
 16. Turkey.
 17. Sting, Andy Summers & Stewart Copeland.
 18. May (29th).
 19. 1959.
 20. Yom Kippur (The Day of Atonement).
1. Twenty.
 2. River Jordan.
 3. Hibernia.
 4. Sergey Brin.
 5. [a] "Devil" reached no 11, [b] "Devil Woman", no 9, [c] "Rap Devil", no 15, [d] "Little Devil", no 9 and [e] "Better the Devil You Know", no 15.
 6. Joseph Heller.
 7. Rainbow Warrior.
 8. Richard O'Brian.
 9. Maine.
 10. Castor Oyl.

ANSWERS

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NTA Surveys

NTA is committed to the provision of high quality, accessible, sustainable transport connecting people across Ireland. In furtherance of this aim NTA has engaged Behaviour & Attitudes, an independent market research company based in Dublin, to conduct this survey with the aim of getting information on the demand, delivery and accessibility levels of small public service vehicle (SPSV) passenger services nationwide. The data obtained through this survey will assist NTA in enhancing the SPSV passenger services strategy.

The survey was circulated to more than 250 Disability User Groups on Thursday 1 July 2021. Members of the public with additional accessibility requirements, who are not affiliated with those Disability User Groups, are invited to respond directly. The survey can be completed in the following ways:

ONLINE

Via the following link which is compatible with screen-readers:
<https://secure.bandasurvey.ie/WebProd/Start/Ba212691>

BY POST

If you require a hard-copy version of the survey, please contact Behaviour & Attitudes at glenn@banda.ie. You will also receive a stamped addressed envelope to facilitate the return of your completed survey.

BY TELEPHONE:

Should you prefer to complete the survey in this manner, please contact Behaviour & Attitudes at glenn@banda.ie or on 01 2057561.

They will arrange for an agent to call you to go through the questions with you.

Should you wish, someone else may complete the survey on your behalf.

The survey, which is voluntary, will close on Friday 30th July 2021 at 5pm and responses received after this date will not be considered.

Given the high volume of responses anticipated in this survey, it will not be possible for NTA to respond directly to any submissions received. However, all will be considered in detail and a report on the findings will be published. NTA is subject to Freedom of Information (FOI) legislation and any/all submissions may be published on foot of FOI requests, so please be mindful of adding any personal information to your submissions.

NTA is responsible for regulation of the small public service vehicle (SPSV) industry in Ireland. As part of this regulatory function, and in accordance with Section 7, Licensing regulations, of the Taxi Regulation Acts 2013 & 2016, NTA may make regulations in relation to the fees charged in respect of applications for licences and other matters relating to licences.

Schedule 1 to the Taxi Regulation (Small Public Service Vehicle) Regulations 2015 specifies the fees payable in respect of the renewal of an SPSV licence for both six and twelve month licence periods. The annual SPSV licence renewal fee currently stands at €150 for non-wheelchair accessible vehicles and €75 for wheelchair accessible vehicles, however licences held in respect of vehicles which have reached their 10th anniversary of initial registration, must be renewed every six months at pro-rata rates.

As at 31 May 2021, the SPSV fleet comprised 21,828 taxis, hackneys and limousines in active and inactive licence status (i.e. eligible to be renewed). NTA temporarily waived standard renewal fees for 2021. To further assist the SPSV industry, which has been devastated by the COVID-19 pandemic, and to retain a supply of SPSVs for the travelling public nationwide in the future, the Minister for Transport has advised that funding will be made available to NTA to waive



standard vehicle licence renewal fees for the calendar year 2022. The intention of the 2022 renewal fee waiver is to keep operators attached to the industry through financial assistance, supplemented with regulatory, technical and health guidance measures.

The purpose of the Draft Small Public Service Vehicle (Emergency Measure COVID-19) (Fees) Regulations 2021 is to give effect to a renewal fee waiver by temporarily amending the renewal fees referenced in Schedule 1 to the Taxi Regulation (Small Public Service Vehicle) Regulations 2015 through a standalone, time bound clause for the calendar year 2022. This amendment is intended to be made as an exceptional provision and emergency measure resultant from the COVID-19 pandemic, noting that public transport, specifically including small public service vehicles, is deemed by Government an essential service.

The terms and conditions applicable to SPSV inspections including those governing cancellations and no-shows, will also be amended in light of the Draft Small Public Service Vehicle (Emergency Measure COVID-19) (Fees) Regulations 2021.

NTA temporarily waived late renewal fees (up to €500) from 28 March 2020 to 12 June 2021. After this date, a reduced late renewal fee was to be payable in respect of renewing an expired SPSV licence until 31 December 2021. If these Draft Small Public Service Vehicle (Emergency Measure COVID-19) (Fees) Regulations 2021 are approved, this waiver date for late fees will move to 30 June 2022, after which date, a reduced late renewal fee will be payable in respect of renewing an expired SPSV licence until 31 December 2022. SPSV licensing fees will revert to those set out in the Taxi Regulation (Small Public Service Vehicle) Regulations 2015 for all renewal fees on 01 January 2023.

Currently SPSV licences must be renewed within 12 months of the licence entering an expired status. A separate consultation is underway to extend this period to 24 months.

As part of this assistance package, SPSV Motor Tax and initial NCT fees will also be funded by the State for

a 12 month period.

Please also visit the Public Consultation on Draft Small Public Service Vehicle (Emergency Measure COVID-19) (Expired Licence) Regulations 2021 which propose to double the period (to 24 months) that taxi, hackney and limousine licences may rest in inactive status after expiry prior to losing the capacity to be reactivated.

Regulation 17 to the Taxi Regulation (Small Public Service Vehicle) Regulations 2015 specifies that NTA may approve an application by the holder of an expired SPSV licence for a replacement of the expired licence provided that the application is made within twelve months of the expiry of the licence.

The purpose of the Draft Small Public Service Vehicle (Emergency Measure COVID-19) (Expired Licence) Regulations 2021 is to double the period (to 24 months) that taxi, hackney and limousine licences may rest in inactive status after expiry prior to losing the capacity to be reactivated. This amendment is intended to be made as an exceptional provision and emergency measure resultant from the COVID-19 pandemic, noting that public transport, specifically including small public service vehicles, is deemed by Government an essential service. It is not intended that this amendment will be timebound.

Currently SPSV licences must be renewed within 12 months of the licence entering an expired status. Should the proposed measure be introduced into law, an SPSV licence may rest in expired status for a period of 24 months, after which it can no longer be reactivated. This is a permanent amendment to the current Regulations and, as such, benefits can be availed of by all SPSV licence holders.

As part of this assistance package, SPSV Motor Tax and initial NCT fees will also be funded by the State for a 12 month period.

Please also visit the Public Consultation on Draft Small Public Service Vehicle (Emergency Measure COVID-19) (Fees) Regulations 2021 which propose waive and reduce standard vehicle licence renewal fees for 2022.

Drivers Come Together to Support Drivers

Tony Roe, Chairperson of the National Transport Assembly Committee and Spokesperson on Taxis has set up a grassroots campaign for taxi drivers to lend fellow drivers a sympathetic ear in these trying times for all.

Anyone who is interested in getting involved is welcome and can do so through contacting us. We have a group of taxi drivers and we go around, and we are acting as lay-counsellors.

And the stories we are hearing are heartbreaking, it would actually make you cry. If you want to get involved in this good work that we are doing, we would really appreciate it. A lot of the drivers now are suffering badly. It is in all communities, but taxi drivers more so, because there has been absolutely nothing for them for the last two years now. Now the rug is being pulled from under them and they want to phase the supplement that they were getting out," said Roe.

He said people are now beginning to return to work, but that it is time for a cessation on the issuing of licenses. There is a saturation and oversupply of taxis out there, and we all knew this. I think the birds in the sky knew this.

He went on to call on the government to do more for taxi drivers.

"It's all important for everybody and particularly our public representatives. As I have highlighted as I am meeting various Government Ministers, they are our Deputies in the Dail, and we want them to do what they are being paid to do, which is deputise for us, not deputise against us. There has been a

very vindictive mood there, that has been proposed by I believe the Greens (Green Party). What I have heard is that they want to take taxis out of the bus lane. Drivers are doing life-saving work, They are on their way to hospitals to bring them to appointments and pick them up from various procedures. What comes to mind is Tallaght Hospital, you see a queue of taxis there all of the time. People come out on stretchers, they are brought to Beaumont Hospital for serious operations, mainly to do with head operations, and taxis are on the front line up there, acting as ambulances. Now there has been a shortage of ambulances, going back to the height of this pandemic. Many drivers have contracted various illnesses through these trips," said Roe.

He went on to say that tragically, some of these front line drivers are no longer with us as a direct result, and the hospitals began to introduce liability waivers whereby they could not be held responsible. "This has all gone under the radar".

"We've got into two local groups here, one of which is Heart Safety Solutions, led by Dave Greville who supplied me with PPE when it couldn't be got. Taxi drivers would like to thank Dave Greville and Heart Safety Solutions, Safety Squad, who had also issued me with equipment which I distributed to lads who were out working," said Roe.

**If you wish to get involved
Call Tony Roe at 085 108 9482**

Jail term halved for hit and run taxi driver

Appeals Court finds evidence of very confused thinking by defendant following death of Dr Martin Lawlor

The sister of psychiatrist Dr Martin Lawlor, Dr Susan Lawlor, has said she doesn't "have the words to highlight the level of disgust" she feels after the man who drove the car that killed her brother, and left the scene, had his sentence halved.

The Court of Appeal halved the four-year jail term imposed on 75-year-old taxi driver Denis McSweeney, who left the scene of a fatal collision. 49-year-old psychiatrist Martin Lawlor died of multiple catastrophic injuries after he was struck by the taxi driven by Mr McSweeney in the early hours of 15 December 2018.

"What type of world are we living in when a lovely man like my brother is left to die at the side of the road, and this man gets his sentence reduced today to what can only be deemed to nothing?" Dr Susan Lawlor questioned, hours after the verdict.

Her brother had been at an office Christmas party and was walking back to his accommodation when he was struck on the Airport Road in Cork City.

Mr McSweeney of Pouladuff Road, Ballypheane, in Cork city, pleaded guilty to four charges relating to the hit-and-run. They included failing to stop his vehicle after an occurrence, failing to keep the vehicle at or near the occurrence, failing to report an occurrence and failing to give appropriate information to gardaí.

His sentencing hearing took place at Cork Circuit Criminal Court in February of this year.

Judge Seán Ó Donnabháin heard that visibility was bad on the morning of the incident, with dense fog and heavy rain. There was also no footpath or street lighting at the location.

Mr McSweeney was working at the time he struck Mr Lawlor. He initially told gardaí that he thought he had struck an animal but later accepted that he had hit a pedestrian.

His barrister, Donal O'Sullivan BL, told the court that his client had "panicked completely". He had not driven since, he said.

Judge Seán Ó Donnabháin said the offences were at the higher end of the scale and that a seven-year jail sentence would be appropriate.

However, he took into account McSweeney's early plea,

that he had no previous convictions, was elderly and had shown remorse. He sentenced him to five years in prison, suspending the final year as long as Mr McSweeney be of good behaviour.

He also disqualified him from driving for 20 years. The father and grandfather appealed against the severity of that sentence to the Court of Appeal.

Mr O'Sullivan said that the headline sentence should not have been placed at the higher end of the scale.

"He left the scene," he said. "For 35 minutes of his entire life, he had left the scene before returning."

He said that there had been significant mitigating factors.

"I had hoped that he might obtain a fully suspended sentence," he said.

Sinead Behan BL responded on behalf of the DPP.

"I would have to say that leaving the scene with an individual in that position has a moral culpability at a very high level," she said.

However, she accepted that there was 'a dearth of case law' in this area.

Court President Justice George Birmingham said that it was 'certainly unusual for someone who comes before the court in their mid 70s without previous convictions to end up with a sentence of that magnitude'.

Justice Birmingham, presiding, with Justice John Edwards and Justice Aileen Donnelly took some time to consider the matter.

He later noted that Mr McSweeney had come across gardaí investigating the death later that morning. Gardai asked him about the damage to his taxi. After initial denials, he had admitted striking a pedestrian.

The court noted that he had driven professionally almost all of his life but had surrendered his licence after the incident and put his car up for sale.

Justice Birmingham remarked that the sentencing judge had not believed that McSweeney had acted out of panic, but thought that he had acted out of callousness.

However, he said that the Court of Appeal found evidence of very confused thinking, and that this case lacked aggravating factors often found in other cases.

The court found the sentence to be excessive and quashed it, substituting it with one of two years instead.



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