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Seasons Greetings! We have a very interesting edition for our readers to wrap up 2019.

A lot has been going on since the last edition.

Derry Coughlan from Cork Taximens' Association speaks to us about Mobility, Energy and Equipment for future travel arrangements.

Chairperson of the National Transport Assembly Committee (NTAP), Tony Roe speaks to us about some headway made for taxi drivers in the insurance industry, with premiums slowly but surely coming down, and some hits to the alleged "Cartel" operating within the industry. He also takes aim at Transport Minister, Shane Ross and his Department over the new points system he is introducing, along with fines for not carrying your licence at all times.

Roe also pays tribute to two veteran drivers; Terry Collins who sadly passed away recently and 93-year-old Eddie Broe who recently retired.

There have been a number of scandals related to overcharging in the news recently with one driver caught using a remote control to increase fares and another who stole €4,300 from customers while using their bank cards.

One driver has reported unsatisfied customers calling the system at Dublin Airport chaotic and has called for a solution to the problem.

All this and more in this edition of Tacsai Magazine.

All of us here at Tacsai would like to take this opportunity to wish all of our readers, and all drivers throughout the country a Merry Christmas and a Happy New Year.

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Designer: Patrick Browne Design

Tel: 086 831 9322

Email: hello@patrickbrownedesign.com

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DIVORCE AND THE 2 YEARS LIVING APART PERIOD

Since 1st December 2019 a couple can apply for a divorce if they have been living apart for two of the previous three years.

The Family Law Act 2019 was enacted as a result of the May 2019 divorce referendum. The Act reduced the previous minimum 4 years living apart period to 2 years.

Spouses can be deemed to be living apart while 'living under the one roof'. Spouses who 'live under the same roof' will be considered as living apart from one another if the court is satisfied that, while living in the same dwelling, the spouses do not live together as a couple in an intimate and committed relationship. Therefore the normal marital relationship must be broken down for at least 2 years.

The following requirements must also be met-

- (i) there is no reasonable possibility of a reconciliation between the spouses;
- (ii) there is proper financial provision for both spouses and any dependent children;
- (iii) either of the spouses was domiciled in the State on the date of the institution of the proceedings concerned OR either of the spouses was ordinarily resident in the State throughout the period of one year before commencing the proceedings.

The divorce application can be made in the Circuit Court in the county where either spouse lives or carries on his or her profession, business or occupation.

If the spouses are members of pension schemes that have benefits such as retirement pension, retirement gratuity (lump sum), contingent benefit (death in service) and surviving spouse's pension (on death in retirement) it is important that Pension Adjustment Orders are sought in the divorce proceedings as the court will only take into account the benefit that has accrued to the date of the divorce.

The new law also allows for spouses whose judicial separation application is pending before a court to be granted a divorce if they have been living apart for at least two years during the previous three years on 11th June 2019 (the date of enactment of the Thirty-eight Amendment of the Constitution (Dissolution of Marriage) Act 2019).

The Government's stated desire for the new law is to "ease the burden on people whose marriages have broken down and that the shorter waiting period for divorce was needed to take people out of legal limbo and to lessen the human and financial costs of marital breakdown".

Damien Mara B.L. Dip. L.S. is the principal at DIVORCE BY CONSENT.

His website is www.divorcebyconsent.ie



INSURANCE PREMIUMS GRADUALLY COMING DOWN

Tony Roe, Chairperson of the National Transport Assembly Committee (NTAC) has said that it is great to see that insurance premiums are gradually coming down for a lot of drivers.

A lot of lads have commented on (insurance company) Taxi Fair. They are giving very competitive reductions and as a result other insurance companies are stepping up and they're stepping up and starting to reduce policies and we would like to see more of the same happening," he said.

He went on to say that drivers had been paying crippling expensive premiums for a long time, due to what he termed "a cartel" within the insurance industry.

"The NTAC had contacted the European Commission to request an investigation of accusations of a cartel in operation within the insurance industry and this resulted with a number of insurance offices actually being raided by the Guards. We would like to thank everyone who campaigned with us on this because now we're starting to see a reward for it that insurance policies are eventually coming down," said Roe, adding however that he would like to see them coming down a lot more.

Points System

"I think everybody is up in arms about the new points system that Minister for Transport, Shane Ross is introducing. We were quite critical about it and have been in contact with his office because we feel that he is not acting effectively

and efficiently about it. This system can put an awful lot of not only taxi drivers, but bus drivers, van drivers and even Guards off the road, because the points are too excessive," said Roe.

He went on to accuse the Minister of using the points system as a means of raising revenue for the Government.

"We would like to see the real issues being addressed here, and we have proposed to the Minister and his office that we do what has been done in other European countries, where we have large flashing lights with cameras on the roads which are static. It would go a long way towards reducing deaths on the roads if we had more of those here, instead of introducing silly fines of up to €2, 000," he said.

Drivers Licence Fines

"Minister Ross also wants to introduce a system where if you dont have your drivers licence in the car with you at all times it is a fine of €100. This is really lunacy because most households now have two cars with their partners and wives working and a lot of people would be inclined to leave their licence in their own car, and could be driving their wives car. This is nothing more than raising revenue from hard pressed motorists who pay enough for insurance which the Government gets a tax cut of anyway. I think there is a lot more he could be doing here," said Roe.

TRIBUTES PAID TO VETERAN DRIVERS

Tony Roe, Chairperson of the National Transport Assembly Committee (NTAC) has paid tribute to long standing taxi driver, Terry Collins writer and very influential man within the industry, following his recent passing.

Terry worked in the taxi industry for over 45 years and wrote many articles in many papers and magazines and he will be sadly missed by many in the taxi industry. Terry was very instrumental with the NTAC in campaigning for the reinstatement of the taxi rank in Crumlin Village which went out of circulation for approximately a year. Terry and his brother in law Jimmy Buckley were instrumental with the NTAC in getting that rank reinstated," said Roe.

He went on to say that both men were also instrumental in getting Liffey Valley opened up to all taxi drivers.

"Again by intensive campaigning; they were able to get this rank, which had previously been a permit only rank, opened up to everybody," said Roe.

"We would like to pay our condolences to the family and include them in our prayers," he said.

The taxi industry has also lost another giant within the industry, albeit in less tragic circumstances as 93-year-old Eddie Broe has hung up his meter.

"Also, we have lost another taxi driver who was quite unique; Eddie Broe who is 93 years of age. He had been driving a taxi for over 70 years, and he was a great template for new drivers coming into the industry because he never had any points on his licence and he never had any complaints and we're very unfortunate to see a man of his calibre leave the taxi industry. He is certainly unique, and in my book he is probably the oldest taxi driver in Europe, nevermind Ireland. We wish him well," said Roe.

He went on to relate an amusing anecdote in which a fellow driver asked Eddie what he intended to do now that he is retired to which he glibly replied: "Ah sure i'll probably take up Cage Fighting."

CRASH CLAIMANTS MUST PAY UP TO €25,000 EACH

Four passengers who claimed to have been injured in a "low-impact accident" near Blanchardstown Centre have each had their €60,000 damages claim thrown out with costs against them.

Now, instead of collecting potential awards totalling €240,000, Antoinette Mullen (67), sons Daniel and Damian Fahy, and daughter Lindsay Fahy, all of Fortlawn Drive, Moat View, Clonsilla, Dublin, face costs of up to €25,000 each.

Barrister Tom Clarke had challenged all four on behalf of their taxi driver about the extent of their alleged injuries arising from the low-impact collision on a roundabout.

The claimants told Judge John O'Connor they had decided to take a taxi home from the rank outside the Blanchardstown Centre.

They denied knowing about another car allegedly having been driven up and down the side of the rank until they had got inside the taxi.

Contradictory

They also denied one of the four making a phone call just

before they got into their taxi.

It was alleged the car then ran into the back of the taxi on the roundabout.

The judge, dismissing all of their cases, said it was important to stress no one was on trial in the criminal court sense of a case.

He said Ms Mullen gave contradictory evidence about her injuries and said she had not suffered any injury because of the accident in November 2015.

Judge O'Connor said that in relation to Damien Fahy, the court was satisfied that he had not been truthful and had not suffered any injury.

Daniel Fahy's evidence had been evasive and the court did not go any further than stating that he had not suffered any injury.

The judge added that he was also satisfied Ms Fahy had not suffered any injury and he accepted the evidence given by taxi driver James Slattery as having been truthful.



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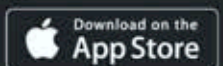
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AIRPORT CHAOS

The issue of customers left waiting for taxis at Dublin Airport continues, with the problem being exacerbated due to the high volume of people flying in for Christmas.

 One driver, among many who is becoming increasingly frustrated with the problem has cited the inefficiency of the system at Dublin Airport as the cause. The designated area for drivers to park is car park 18, but many potential passengers are unable to find it and end up waiting in huge queues for drivers.

“The feedback you get from the customers just seems to get worse and worse. Taxi guys are here to do a job and provide a service. Those who are running the airport are standing by and customers are waiting in queues. I passed a queue this morning and there are no taxis but still customers are waiting there. Customers coming in from Germany and places like that are saying it’s chaos. That’s English speaking customers, then you’ve got customers who don’t speak English and they’re told ‘go to car park 18’. Well where is car park 18? It’s a small car park with no space for the volume of taxis to go in there. The taxis aren’t moving through quick enough and it looks a shambles,” he said.

He went on to say that taxis that attempt to operate anywhere other than car park 18 end up in disputes with airport police and clampers, who tell them to go to car park 18, but if everyone went to car park 18 it would be jammed.

He also said that this has resulted in drivers parking in the nearby McDonalds car park and the petrol station.

“As the volume increases it’s becoming more shambolic and you’ve got customers saying it’s chaos and chaotic and there’s these type of words being used to describe the service out of Dublin Airport. There’s a problem with customers trying to find car park 18 because they’re saying it’s not labelled properly, that it’s labelled very poorly. You could spend 15 minutes on the phone to them trying to explain to them. Then you have customers who don’t speak English, and in bad weather it’s a shambles because they’re in rain and they’re scrambling around wondering ‘where is it?’. Then you’re dealing with elderly and disabled people and that’s very difficult to see and watch,” he said.

He went on to say that Dublin Airport is the focal point for people travelling in and out of Ireland and a system like this gives the country a very bad name which is something that does not bode well for tourism.

“We’re paying €150 to go into car park 18, we’re paying a big price to use the airport service, we’re paying more than the guys who have permits at the rank. Let all the taxi guys pay an entry fee and give €1 to charity, and just get it done,” he said.

DRUNKEN FARE DODGERS ABUSED GARDAI

An intoxicated couple who refused to pay their taxi fare told gardai to do their real jobs before launching into a tirade of abuse at officers.

Rebecca O'Shea (29) and her partner of nine years Emma Whelan (30) called a member of the force "a f**king c**t" and another officer "a little b***h" and said they were "going to pay f**king nothing".

The couple were on a "happy night out" at a show but drank too much alcohol, Swords District Court heard

When they got a taxi back to their hometown of Swords in the early hours of the morning, the taxi driver had to pull up outside the garda station as they had refused to pay their fare and were "intoxicated and agitated", the court heard.

When gardai became aware of the taxi outside the station, several members of the force went out.

The couple were abusive when gardai approached the vehicle, Sgt Anthony McNulty told the court.

"Ms O'Shea was shouting 'We are going to pay f**king nothing' and told a garda, 'Don't start this s**t with me, you are only f**king children'," Sgt McNulty said.

He said the incident happened on Swords Main Street at 2.15am on November 2.

Gardai told Ms O'Shea to stop, but she continued to be abusive.

She was arrested, but carried on her verbal abuse and initially refused to give gardai her details.

The sergeant said Ms Whelan acted in a similar manner and shouted at a female garda: "You little b***h garda. Do your real job. You f**king c**t."

O'Shea, of Jugback Crescent, Swords, and Whelan, of Southbank, also Swords, pleaded guilty to being intoxicated and using threatening and abusive behaviour.

They had no previous convictions.

Defence solicitor Fiona D'Arcy said O'Shea was "very regretful".

"She has never been in trouble before and both went to the station to apologise to gardai in the days afterwards," she said.

Ms D'Arcy said that O'Shea, who is studying deaf studies at Trinity College, is on medication and foolishly went drinking.

"She had a cocktail of alcohol and medication and is absolutely ashamed of herself. It is not something she is proud of," she added.

"She is doing a course in Trinity College but is on leave temporarily to deal with her mental health."



Rebecca O'Shea and her partner of Emma Whelan admitted to using threatening and abusive behaviour to Gardaí.

Whelan's defence solicitor Paul Molloy said she had "no excuse" for her behaviour.

"She is here at the mercy of the court and apologises profusely to the court and to the gardai," he said

"She is very ashamed of her actions. She had too much to drink. What started as a happy occasion at a show ended up with too much drink."

He added that the couple were anxious to compensate the taxi driver.

Judge Dermot Dempsey ordered the couple to come up with €150 for the taxi driver and a further €150 as a charitable contribution.

Once the money was handed over in court, the judge struck the case out, leaving the couple without a conviction.

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ROGUE DRIVER TACTICS

With recent cases of rogue taxi drivers defrauding unsuspecting customers; this is a list compiled of the various ways in which certain drivers dupe passengers.

Firstly, we wish to preface this by saying that 99.9% of taxi drivers in this country are honest, hard working men and women who provide an excellent service to make a living for themselves and their families. We are very lucky in this country to have the level of service that we do. There are certain parts of the world where a passenger is liable to step into a taxi only to be kidnapped at gun point or worse. At the very least you could be subjected to substandard conditions while being financially pilfered.

Gardaí occasionally place checkpoints close to Dublin Airport, looking for taxi drivers taking roads less travelled in order to make more money when ferrying passengers from Dublin Airport into the city centre. Such checks nearly always find a few offenders.

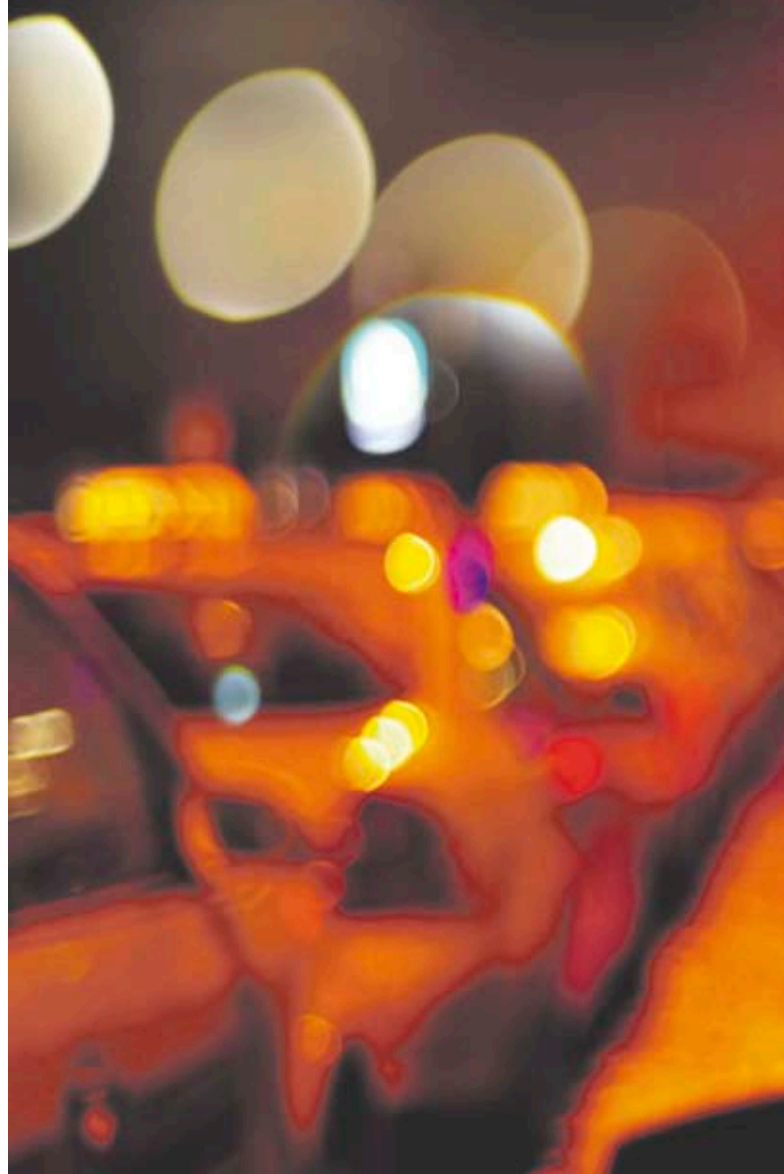
In one recent clampdown against rogue drivers profiting from tourists and others unfamiliar with the fastest ways into Dublin city, the Garda Síochána found five taxi drivers bringing passengers from the airport via the Malahide Road in the space of a couple of hours – and was able to charge them with not using the shortest route.

Taking the Malahide Road instead of approaching the city via Drumcondra or Ballymun can add €10 to a fare from the airport, and the offence can result in a prosecution and a fine of up to €2,500.

Booking fee

Another tactic sees rogue drivers attach booking fees to fares even when journeys begin at a rank or after being hailed in the street. Such an offence attracts a €60 fixed-charge notice, although in the absence of targeted checkpoints or vigilant passengers it is virtually impossible to detect.

The advice from both the Garda and the NTA is the same: passengers are urged to establish the likely cost before taking a taxi and to get receipts to ensure dates and times are accurately recorded and all additions applied are valid.



But, to self-police fares, people need to be aware of what they should be paying and awareness is not great in Ireland.

How many people know, for instance of the existence of a Driver Check app, which allows the public to verify that a driver and vehicle they are about to hire are both correctly licensed and vetted?

How many people know that a standard fare applies from 8am to 8pm Monday to Saturday except on public holidays, and that it has an initial charge of €3.80, which covers the first half kilometre?

The next 14.5km or 41 minutes of a journey is called “tariff A” and charged at €1.14 per km or 40 cent per minute. If the journey is longer than that, “tariff B” applies, and the cost of further distances climbs to €1.50 per km or 53 cent per minute.

Premium rates, meanwhile, apply from 8pm to 8am and start with a €4.20 initial charge, rising to a maximum of €1.80 per kilometre on tariff B. Special rates apply during December 24th-26th and December 31st-January 1st.

A booking fee of €2 may be charged for bookings made by telephone, email or app. Fees of €1 can apply for each adult passenger after the first, although one child under 12 years of age must be carried free.

Sometimes it is not the taxi drivers who push fares higher



but the authorities. While the fees listed above are correct right now, they will be out of date within weeks after the NTA approved fare increases of almost 5 per cent that are set to kick in early next year.

A National Maximum Taxi Fare Review carried out this summer looked at the cost of running a taxi service and found strong economic growth, falling unemployment levels and increased consumer spending had all had positive implications for the industry over the past two years.

It estimated the cost of operating a taxi had climbed by about 4 per cent in the same period and said proposals for an increase in maximum fares of 4.5 per cent would cover this running cost increase, as well as extra costs associated with the provision of credit and debit card payment facilities.

International price

The NTA's strict rules also keep prices higher than they may otherwise be by blocking disrupters such as Uber from operating as they do elsewhere.

In this State Uber drivers must have Public Service Vehicle licences, a requirement that strips the service of its unique selling point as the general public can not use private cars to ferry people from A to B at a reduced cost.

And how do fares here compare with other parts of the

world? Quite well as it turns out.

According to international price comparison website Numbeo, a 5km journey in Dublin costs an average of €11.05. A similar journey in a black cab in London is €19.91 while in Lisbon it is just €5.80. In Amsterdam the price is €16.60, while in Paris the journey will set a passenger back €11.75. In Madrid the cost is €8.38 while in Zurich it is an eye-watering €24.82.

So are Irish passengers being "ripped off"? There is no evidence of a widespread rip-off or scam culture in Ireland. A number of passengers who contacted The Irish Times in recent days had largely positive things to say about Irish drivers.

While there is no competition in the form of Uber, the market was substantially deregulated almost two decades ago, leading to greater competition within the industry and a far greater availability of cars. Our prices compare well with other European capitals, and the gardaí and regulator try to be vigilant about prices.

However, as in all areas of personal expenditure, there is no substitute for consumer knowledge and self-vigilance. Inform yourself about prices and charges, watch the meter, and you'll protect yourself from the apparently small number of unscrupulous drivers working on Irish streets.

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TAXI SCAM: REGULATOR SAYS CHECK FARES AND ALWAYS GET RECEIPT

Advice follows discovery of a 'remote control' scam which saw €9 illegally added to fares

The National Transport Authority (NTA) says it is confident it has ended a scam which allowed a driver to illegally increase fares using a remote controlled device.

The scam emerged in Dublin District Court on Monday when taxi driver Robert Griffin (66) of Maplewood Park, Springfield, Tallaght, was fined €750 after he pleaded guilty to 280 counts of over-charging contrary to the Taxi Regulation Act.

According to the NTA, a vigilant passenger reported Griffin after noticing he had increased the fare.

The NTA, which regulates taxis, subsequently identified 206 taximeters that were sensitive to the remote controlled device, and all of these have now been recalled and replaced with new software.

A spokesman said taximeters could be sourced from anywhere

and there was no ban on having a remote control.

However, all taximeters have to be certified by the National Standards Authority of Ireland's office of Legal Metrology, based in Dublin. The calibration of taximeters is retested every time there is a fare review that results in a change. The transport authority said there is a fare review every two years.

The most recent fare review was earlier this year, which resulted in a recommended increase in maximum fares of 4.5 per cent for next year. This increase was to cover the costs associated with credit card payment facilities.

In Griffin's case, the remote control was fixed to the driver's door of the car and he could press the remote to increase the fare without the passenger seeing. He admitted the offence when his taxi was inspected at a rank outside Tallaght hospital.

Responding to questions from The Irish Times, the regulator advised the public to be vigilant when using a taxi, to agree a fare in advance if appropriate and always ask for a receipt.

National maximum taxi fares are detailed on the website of Transport for Ireland. They currently provide for standard, premium and special rates.

The standard applies from 8am to 8pm Monday to Saturday except public holidays and has an initial charge of €3.80, which covers the first half kilometre.

The next 14.5 kilometres or 41 minutes is called "tariff A" and charged at €1.14 per kilometre or 40 cent per minute. If the journey is longer "tariff B" applies, which increases the cost of further distances to €1.50 per kilometre or 53 cent per minute.

Premium rates apply from 8pm to 8am and start with a €4.20 initial charge, rising to a maximum of €1.80 per kilometre on tariff B. Special rates apply during December 24th to 26th and December 31st to January 1st. The full list of charges is available in detail on transportforireland.ie.

GARDAI INVESTIGATING SEXUAL ASSAULT

Gardaí have appealed for information after a woman was allegedly sexually assaulted by a taxi driver in north Dublin recently.

The alleged assault is said to have happened in the Sutton Cross area near Howth, in the early hours of Saturday morning.

Gardaí have appealed for anyone who may have information, particularly anyone who may have travelled on the Dublin Road, Sutton, Dublin 13 between 3.30-4.10am to get in touch with officers.

TheJournal.ie understands that the complaint relates to an

alleged incident involving a taxi driver.

Gardaí have also asked for any road users in the area who may have camera footage to contact Raheny Garda Station on 01 666 4300, the Garda Confidential Line on 1800 666 111 or any Garda Station.

A spokesman previously said: "No arrests have been made and investigations are ongoing. Owing to the nature of the investigation we will not be commenting further at this time."

CON ARTIST DRIVER FAILS IN LICENCE BID

A Dublin taxi driver who stole thousands of euro from passengers after taking their bank cards has failed in a legal bid to get his public service vehicle licence restored.

Patrick Lyons (45) of Ventry Road, Cabra, was convicted earlier this month of stealing approximately €4,300 from passengers and given a two and a half year suspended sentence.

He had lodged an appeal against the revocation of his taxi licence by the Garda Carriage Office, which came before Dublin District Court on Monday. Lyons told the hearing he had been blamed after a botched drug deal and had to pay

up. He said he was heavily abusing cocaine and alcohol at the time. At times on the verge of tears, he begged Judge Michael Coghlan for another chance, insisting he had changed. "I should not have done what I done, I know that," he said.

Refusing the application, Judge Coghlan said a taxi licence was privilege not a right. The public would be placed in danger given Lyons's background and his friendship with "undesirable elements", he ruled.

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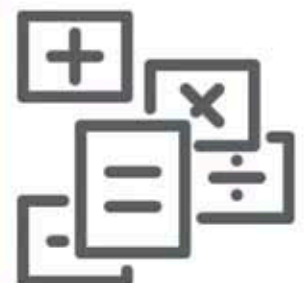
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IRISH TAXI DRIVER WILL DRIVE TO SPAIN TO COLLECT REGULAR PASSENGER AFTER HEAD INJURY DRAMA

Phil Hamilton has agreed to turn off his meter in order to get Jim Moore back home

A taxi driver is travelling 2,700km to pick up one of his regular passengers following a holiday accident.

Phil Hamilton set off yesterday from Newtownabbey in north Belfast, Co Antrim to Benidorm in Spain after his pal Jim Moore suffered a head injury last week.

Jim, 58, was declared missing for 72 hours after going on a punters' club break, Belfast Live reports.

Friends set up a search party and social media campaign to try to track him down.

They eventually discovered the 58-year-old was in a Spanish hospital being treated for a serious head injury following a fall.

Now Phil, from 365 Taxis out of Newtownabbey, has agreed to turn off his meter in order to get Jim back to Northern Ireland.

And a number of friends and the taxi firm have clubbed together to cover the costs of the journey, which is expected to take days.

Driver/manager Phil said: "It's just the right thing to do. Jim is out of danger but he has been advised by the medical team not to fly for a few months, so this is the best way to get him home.

"He has spent time in a Spanish hospital on his own separated from friends and family and now we'll get him in the car and we can have a good chat on the way back. I'll be driving myself but the family are keeping me company.

"It's about 1,700 miles to Benidorm so we've left Newtownabbey and are getting the ferry to Scotland and then we'll drive on down to Benidorm.

"I might just leave the sign on for a laugh for Jim to see, but the meter is off.

"It was such a relief to hear that Jim had been found after he'd been missing, and even better news that he's out of danger now.

"Jim is a regular customer of 365 taxis, and when we heard he was unable to travel by air we decided we'd send a taxi out to Spain to bring him back to Newtownabbey to reunite him with his family and friends.

FIRM GIVEN TIME TO DECIDE PLEA

A taxi firm and its director have been given time to get legal representation and decide how they will plead to a charge of knowingly using a faulty meter which allegedly had its tamper-proof seal broken.

Ivoylo Martinov of Whitethorn Park, Palmerstown, Dublin and his firm Martin Taxi Service were summonsed to appear at Dublin District Court.

He and his business were accused of offences under the Metrology Act in connection with a taximeter which allegedly had not had the relevant conformity assessment procedure applied.

It is also alleged a seal on the device had been removed or broken. The offences are alleged to have happened in 2017.

A Bulgarian interpreter translated for Mr Martinov, who has not indicated how he will plead.

Judge Anthony Halpin told him that his firm needed separate legal representation.

Prosecution counsel Eoghan Cole was granted an adjournment to provide disclosure of evidence. The case resumes in January.

The prosecution has been brought by the Director of Legal Metrology who oversees inspection of consumer measuring instruments.

BOI PAYMENT ACCEPTANCE HELPS TAXI DRIVER TO GROW HIS BUSINESS

David Gregan works for himself as an independent taxi driver in Dublin. His business has grown thanks to the ability to accept Debit and Credit cards. Customers love the convenience factor, and David loves the assurance he will be paid and the increased safety that comes with carrying less cash.

We spoke to David to find out how his business has benefitted from accepting card payments, and in particular the difference he has felt since moving to BOI Payment Acceptance.

Background

In the not so distant past, taxi driving was a cash only business and carrying cash always placed drivers at risk of theft and robbery. So the growth of card acceptance in taxis has been a huge benefit for both customers and drivers.

However, not all card payment providers are the same and David discovered this almost immediately.

“My previous card payment provider were a disaster. They promised me that I would have no problems with connectivity. ‘1000%’ they assured me when I asked about this! However from the word go, I lost connections constantly. It was so bad that I cancelled the service after 3 days.”

To add insult to injury, they wanted to charge David a €300 cancellation fee even though David almost instantly cancelled the service. Thankfully, after reviewing their recorded calls, where David was assured of connectivity guarantees, they relented and didn’t charge him the cancellation fee in the end.

Another problem David encountered was that not all card payment providers were compatible with all the various networks in Ireland. “I prefer to use the Vodafone network, but the system on my previous provider couldn’t find that network - it was another reason I was unhappy with their service.”

After cancelling this contract, David tried a mobile payment app, for his card payments. However, it was



prone to crashing and was just unpredictable. “I could be driving someone to the middle of nowhere on the understanding that they would pay with a card, only for the system to crash. This was extremely inconvenient and sometimes left me out of pocket”

With the increase in card usage amongst young and old customers, using cash only was never an option. David knew he needed a dependable card payment provider and turned to BOI Payment Acceptance about 18 months ago.

Easy to set-up and dependable connectivity

Since moving to BOIPA, the issues he has experienced in the past have remained in the past. Thanks to BOIPA and the Ingenico GPRS card terminal, David no longer has any connectivity issues and can take payments 100% of the time from any location.

“BOIPA’s pricing is very reasonable and the set-up was easy. An engineer called to my house and set me up in minutes. He showed me how to use the device and it was incredibly simple to get to grips with and use straight away.”

Smoother transactions and better customer service

“BOIPA has definitely helped me overcome my previous challenges when it comes to payment collection. It

has helped greatly with the connectivity issues I had previously encountered. Also, people can now see that I accept cards (with in car signage) and it saves me having to detour to ATMs to get cash, so that’s a bonus. It’s been great for customer satisfaction”

“For example, it could be late at night and I’m with a couple of other taxis waiting for customers at a rank. Customers ask the taxis if we accept cards, and if the other guys don’t, I win the business. That’s happened quite a few times. Yes, it’s definitely helping me win business.”

Would you recommend BOIPA?

“Of course! It’s reasonably priced and has great connectivity and they are at the end of the phone if there is a problem. Getting up and running was incredibly quick and easy so all in all, I will definitely recommend BOIPA to other taxi drivers.”

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MAN WHO STABBED TAXI DRIVER AND LEFT HIM TO DIE HAS SENTENCE INCREASED

Joseph Hillen initially denied all knowledge of Martin Mulligan's death.

A man who stabbed a taxi driver and left him to die on a country road has been given an extra two years in prison after a finding that his original six-year jail term was too lenient. Joseph Hillen (25), with an address at Glendasha Road, Forkhill, Co Armagh, had admitted killing Martin Mulligan (53) in a rural area near Dundalk, Co Louth in the early hours of September 28th, 2015, but denied it was murder.

The trial heard that Hillen initially denied all knowledge of Mr Mulligan's death, but ahead of his trial he made a voluntary statement in which he admitted stabbing the taxi driver following an altercation on the side of the road.

Hillen was found guilty of manslaughter by a Central Criminal Court jury and was sentenced to seven years imprisonment with the final year suspended by Ms Justice Eileen Creedon on January 28th, 2019.

Passing sentence, Ms Justice Creedon said the verdict suggested the jury accepted Hillen believed he was acting in self-defence.

The Court of Appeal found Hillen's sentence to be "unduly lenient" on Tuesday, on foot of an appeal by the Director of Public Prosecutions, and he was accordingly resentenced to nine years imprisonment with the final year suspended.

President of the Court of Appeal Mr Justice George Birmingham said it was "a desperately serious offence" and the victim was treated with "shocking callousness".

Mr Justice Birmingham said gardaí received information about a Toyota Avensis spinning its tyres on Park Street, Dundalk, on the night of the crime. Hillen was the driver.

The car was pursued but gardaí had to discontinue the pursuit due to the danger being posed to the public.

Mr Justice Birmingham said Hillen was interviewed on a number of occasions between May 23rd and 25th, 2016 and did not make any admissions to killing Mr Mulligan. When

he was asked about the presence of his blood at the scene, Hillen claimed gardaí must have put it there.

Some two months prior to the trial, Hillen asked the gardaí to visit him in prison to provide "what purported to be" an account of what occurred in the build-up to the killing, the judge said.

Hillen said he believed the deceased was dumping rubbish on his friend's land and, on seeing this, gave chase. There was nothing in the case to suggest Mr Mulligan was dumping any rubbish, the court heard.

According to Hillen's voluntary statement, the deceased stopped suddenly and a struggle ensued on the roadside. He said the deceased had in his possession a long, stainless steel kitchen knife.

Hillen described "flipping" the knife from the deceased's hand, receiving punches to his head and then, as he described it, "jabbing out" twice with the knife while he was underneath.

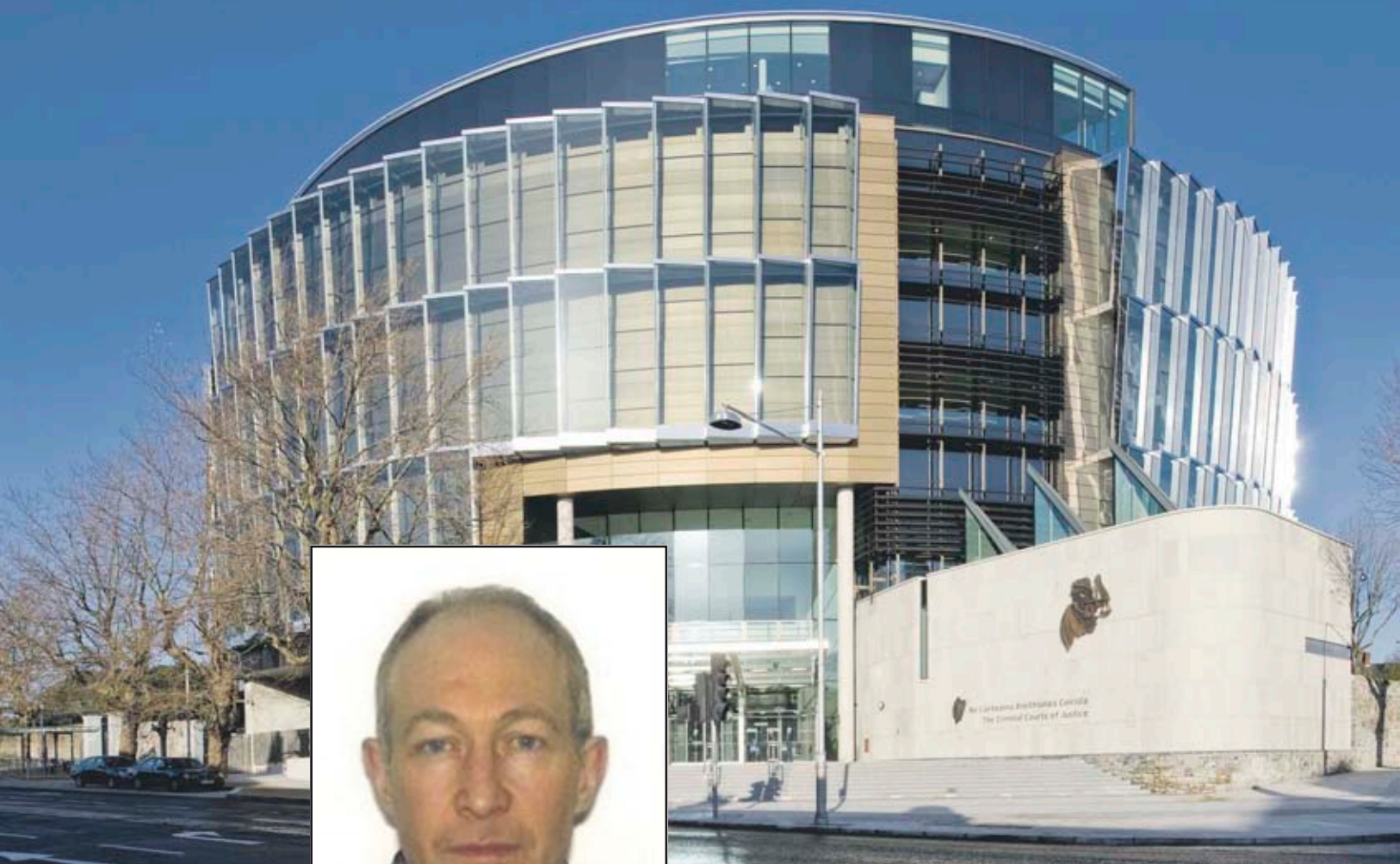
Mr Justice Birmingham said two stab wounds, each incredibly serious, were inflicted. The wound to the abdomen was 22.5cm deep and the second wound, described as a "through and through" wound, pierced right through the entire thigh of the deceased.

He said the court did not ignore the fact that the State Pathologist was prepared to accept that the injuries inflicted by Hillen could be explained in the manner described by him to gardaí.

Mr Justice Birmingham said Mr Mulligan's car was removed from the scene by Hillen's companion whose name cannot be published as he is yet to be prosecuted, the court heard, and the keys were thrown into a nearby field.

Mr Mulligan was left seriously injured to die alone on a remote country road, without any prospect of being able to get away and summon help, the judge said.

Mr Justice Birmingham said an unusual aspect of the case



Martin Mulligan

was the withdrawal of a number of character references submitted on Hillen's behalf at the sentence hearing.

The court was told that the references were provided by members of Hillen's family to his lawyers at a time when he was in custody. Mr Justice Birmingham said the court would not attach any great significance to the matter, but it did not "inspire confidence".

Counsel for the DPP, Patrick Treacy SC, submitted some manslaughters were "close to being indistinguishable from murder".

In those cases, he said sentences of life imprisonment have been imposed and the DPP was submitting this was a "worst case" scenario. Failing that submission, he said it was a "high culpability case".

Mr Treacy said the sentence was unduly lenient due to the particular devastation caused to the Mulligan family; the build-up to the killing; the aftermath; the use of the knife; the "brutality"; Hillen's convictions for dangerous driving while on bail for the killing; his previous convictions and his "lack of honesty".

Counsel for Hillen, Brendan Grehan SC, said it was "baseless" for the DPP to contend this manslaughter ought to fall within the most extreme category or at the higher level.

Mr Grehan said the trial judge had to respect the verdict of the jury, in circumstances where Hillen had claimed

"excessive self-defence". He said the DPP was "dissatisfied" with the fact the jury accepted Hillen's narrative and had come to the Court of Appeal to complain about the sentence.

Mr Justice Birmingham, who sat with Mr Justice Patrick McCarthy and Ms Justice Aileen Donnelly, said the court did not agree with the DPP that the offence fell within the worst category of manslaughter cases but it did fall within the high culpability category.

The court fixed 12 years as the appropriate headline sentence which was reduced to nine giving "full value" to the mitigating factors.

The court suspended the final year in recognition of the "disappointment factor" of having a sentence extended on foot of a DPP appeal.

Had a sentence of 10 years imprisonment been imposed originally, it was unlikely the Court of Appeal would have intervened on grounds of severity, Mr Justice Birmingham said.

He said Hillen was the father of two young children. He had 15 previous convictions including a number of road traffic matters "at the more serious end" but none were for crimes of violence.

At the time of the killing, Hillen was carrying out community service, and was on bail for the killing when he committed two dangerous driving offences.

CHRISTMAS MINCE PIE TACSAÍ MAG STYLE

Christmas time always brings back memories of, and in no particular order; the anticipation of the family getting together, Christmas mass, Santa, Christmas dinner, the hope of a white Christmas and enjoying a mince pie in front of a warm fire! *Tacsaí Magazine* has decided to share with you a recipe to make your very own Christmas Mince Pies.

INGREDIENTS

- 450g Plain Flour
- 2 Eggs
- 900g of mincemeat (available in all supermarkets)
- 250g of Butter
- Icing sugar
- 250g of Golden caster sugar

METHOD

1. Begin by preheating your oven to 200C.
2. Take out some cooking tins, the same tins as you would use for making buns. Lightly grease the tins with butter, only lightly grease them please!
3. Grab yourself a big mixing bowl as we have used enough ingredients to feed all the extended family! Once you have the mixing bowl to hand, put all the flour and the sugar into the bowl and mix well. It is important to ensure you give the two ingredients a good mix.
4. Next, cut the butter into smaller pieces and place them in the mixing bowl and prepare for your hands to get greasy as you really need to mix the butter through the flour and sugar.



5. Following this, crack the eggs and beat them in a small bowl.

6. Add the eggs to the mixing bowl with some water if needed and mix all the ingredients together.

7. Have your cooking board ready and sprinkle some flour onto the board and place the contents of the mixing bowl onto the board and knead.

8. Next you must carefully roll the pastry and cut to whichever shape you want for effect. It is advised to use some cutters; star or circle cutters if you have them available. It is best to cut your pastry to fit the tins you have previously greased.

9. Cut the pastry to the size of the tin and place this in each small bun tin.

10. Following this, place a teaspoon of the mincemeat mix into each bun tin and then place the circle or star shaped pastry on top to complete each mince pie.

11. Place in the preheated oven for about 15 minutes until you can see that the mince pies have turned golden brown on top.

12. Carefully, using gloves remove the tins from the oven and lightly sprinkle your icing sugar over each mince pie.

13. Serve to all your happy and lucky guests and ENJOY!



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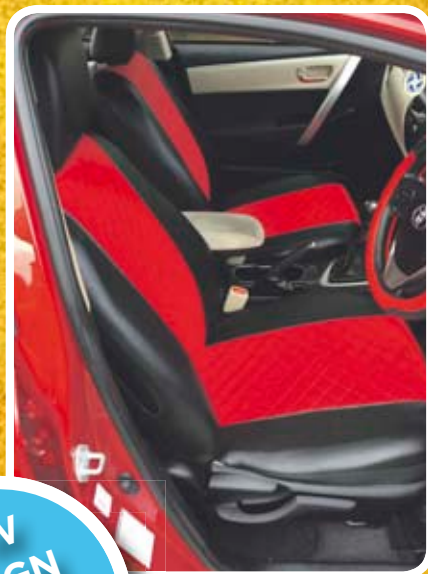
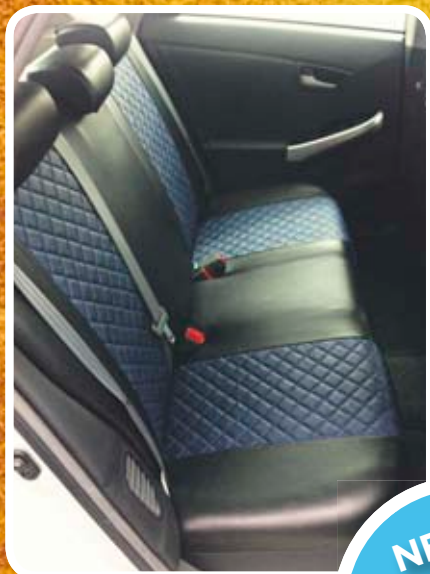
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ARE YOU MAKING MONEY?

There's a fare increase on the horizon and now is probably a good time to ask the question. Are you making money driving a taxi? Would you be better off doing something else? Do you feel that earning, say €450, on a 'shift' is a 'good' day or night? Or that €150 is a 'bad' day?

A lot of lads have commented on (insurance company) Taxi Fair. They are giving very competitive reductions and as a result other insurance companies are stepping up and they're stepping up and starting to reduce policies and we would like to see more of the same happening," he said.

To answer these questions you need to look at things

like what it costs you to run your car in the taxi business and how do you value your time. Do you know how much it costs to run your car? And what is your time worth? As this is a general question and one size is unlikely to fit all, the figures shown are average although they are reasonably accurate. You can, of course, make your own calculation by completing the D.I.Y column in the table below. Just enter your personal annual figures into the

	ANNUAL TAXI RUNNING COSTS	D.I.Y
Car Ownership	€3500	
Maintenance	€2000	
Fuel	€2500	
Insurance	€2500	
Radio / App	€4500	
Miscellaneous	€500	
Driver's Time	€31000	
Annual Total	€46500	
Daily Target Earnings	€186	
Weekly Hours Worked	45	
Days per Week	5	



table and do the calculation.

Let's start with what it costs to run your car. Everything you spend that's related to the car and using it as a taxi is included in this sum. Essentially, you have the cost of the car itself, fuel, maintenance (servicing, tyres and cleaning), insurance, radio rental / App fees, and any other miscellaneous items – Licence fees, smartphone with internet – incidental small items that can cost around €10 per week.

Then there's your labour, the time spent driving the taxi, which is the largest single item. So what's that worth? This is a difficult one as everybody will have a different opinion as to what the most appropriate figure is. It needs to be more than the minimum wage for sure and obviously there will be an upper limit. Here's a quick comparison with other transport professionals whom most taxi drivers share the roads with each day. Dublin Bus pays its drivers around €630 per week for the standard 39 hour week (roughly €16 per hour). Open top bus drivers are paid around €110 per day (roughly €12 per hour) and Viking Splash tours pay €15 per hour. Needless to say, that's before tax! For our calculation, we'll average those hourly rates and use €14 per hour. Fair enough? 45 hour working week and a 50 week year.

Listing all the costs on an annual basis might come a shock to you! Bear in mind that they will be different for each individual driver. Assuming you drive a 5 year old 1.8 diesel car which you keep in good order, have a decent insurance record and you drive in a normal, safe manner, the annual bill comes to €46,500. On average, you work 8 hours per day (night) plus a few extra hours here and there, 5 days (nights) per week. That means that to pay yourself €14 per hour, you need to earn around €186 total per day on average for every day worked to total €930 per week. In this

case your car and all incidentals costs around €7 per hour.

Increasing your average day to 10 hours per day (night), 6 days (nights) per week means that to pay yourself the same €14 per hour, you need to earn around €200 total per day, which is €1200 per week. You're still getting €14 per hour tho' it seems like more. It is, however, you're working for 60 hours per week.

If you're driving 80 hours per week, you need to be earning around €230 total per day, each day - €1610 per week. Your weekly wage is €1120, which you may view as great money. Un-fortunately, you only see friends on Facebook and you are often unable to remember where your home is! And you will become unhealthy. On a more serious note, you could also be contravening a regulation which states that you can only work up to 11 hours on 3 occasions in any week. Owning and running your car costs the balance – €490 per week.

To answer the opening question, if you're regularly earning €230 or more for a 10 hour shift, then keep it up – your business is profitable. The €450 shift is a good return for a day (night) tho' these shifts are seldom and everything needs to go in your favour. And there are always times when demand drops significantly and the ranks are full.

At €150 for a 8 hour shift, it's not so bad. Something suffers and it's most likely to be your hourly pay, which has now become €12 per hour. That's a weekly wage of €540.

Anything below total earnings of €500 per week, you'll find you are spending most of it running your car. Personally, you are definitely earning less than the minimum wage. You might have another income and/or you are only driving a taxi as a social outlet. A well known taxi business maxim says 'if you want the money, you have to put in the hours'

One final question – which taxi driver are you? Put your own figures in the D.I.Y column and find out.



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FREENOW ✓

MOBILITY, ENERGY AND EQUIPMENT FOR THE FUTURE TRAVEL & TRANSPORT ARRANGEMENTS

BY DERRY COUGHLAN OF THE CORK TAXIMENS' ASSOCIATION.

The Taxi and Private Hire Car regulations and services to be provided to the public as transport transfers, is not to universal standards in this country. It developed slowly when licenced drivers offering their services as hackney hire cars as far back as the 1930's.

There were two or three hackneys in the small villages usually operated in most cases by a private enterprise or else by a merchant who controlled the businesses of the village. There would be anything up to nine or ten hackneys in the larger villages and TOWNS of Ireland. The Act to Legislate for Licences was enacted in June 1933 under the Road Transport Acts and first passed through the Oireachtas in 1932. As time moved on, the rural areas got a "private licence" for a car or minibus costing "Eight pounds", and the CITIES starting to build public transport alternatives for street service vehicles, were issued with hackney licences, being the "English taxi version", costing thirteen pounds, in the 1940's – These were the first type of taxi hire available in the Cities and Transport Terminals (Bus, Train, Boat, and Aeroplane etc.). The city cab-hire was very slow in developing, because people were self-sufficient at the

time, but the village hackney had its business because of distance travel (weekly shopping, church visits, hospital visits, boat transfers for emigration, pilgrimages, trips to the seaside and there was the dancing season too, during the ballroom era). In those days there were "set fares" plus the petrol charge and sometimes when "waiting time" was involved, the driver would get his meal cost also! The delivery of passengers to City Stations by the country hackneys did not always sit easily with the Dublin and Cork hackney drivers and when the country boys came to bus, boat and train stations and there were cases over this, and a good deal of conflict when the rural hackneys pulled up outside these transport terminals, such was the nature of the business of the time, still they did a good trade around the stations in those years. For a better presentation in our larger cities and transport terminals, in around 1945 they introduced a new licence, called a public hire licence, associated



with TAXIS in the European Cities, which brought about Street Service Vehicles, that also required Appointed Permanent Standings for day work and Occasional Appointed Standings for night work, given under the STATUTORY RULES and ORDERS for motor hire car regulations. TAXIS then plying for hire in public places, for instant hire and telephone answering services also on the ranks at the times, got taximeters for time and distance recording, were later issued with “roof light taxi signs”. From then on taxis progressed and expanded the Nation-wide travel services very successfully – some operators opted for the city area licenced taxi and other operators went for services outside the taximeter areas, in the form of a Hackney Licence or Limousine Licence, both private hire licences with no fare cost restrictions. ALL OF THESE OPERATIONS in servant driver car hire were damaged seriously with the introduction of DEREGULATION in 2000. The rural private hire was so badly damaged and neglected by this FREEDOM ACT at the time, the public transport single fare hiring methods collapsed – there was no need for this changeover at the point in time, it could have been tackled and supported economically and efficiently at the point in time. To resolve part of the breakdown and mess caused, in December 2013, they introduced a rural or local access hackney licence for to make transport more accessible to people in remote areas and this was a revival of the former era, but it never took off due to the unnatural conditions they were imposing on the applicants, these people don't understand the VILLAGE HACKNEYS of YESTERYEAR! Then taking

the advantage of this “break-down” in the private hire car services in Ireland, are the Transport Bus Operators with the illegal wording of TAXI SERVICES on their Large Public Service Vehicles Licenced for Private Hire, to attract custom and charge per person, this is due to the underestimation of the Garda Public Transport Carriage Offices in Ireland . The only productive answer is that these Carriage Offices, must be revised and operational again in all parts of Ireland. Every county considered separately and supplied with re-trained mechanical and technical staff plus Garda Transport Inspectors – The National Transport Authority once off base, and acting agents, is not the area coverage or productive answer to our Transport problems! You did notice that our Licence Fee for Taxis is now a variable-certain licences can obtain a grant for bringing on an “ambulance category” vehicle to support wheelchair bound passengers, even though some of these vehicles are not safe travel and as a result are only being dumped in our Country, while many of these smaller vehicles can't carry MOBILITY SCOOTERS, etc.

Unfortunately, the Servant Car Hire Driver has been badly damaged in the Republic of Ireland, with the growth of some neglected travel ignorance, that is to say Taxis are only for Cities and Large Towns, the remaining travel coverage is always supported by the Private Hire Car and Mini-Bus personal transport, establishing hiring agents and cab office suppliers to the needs of country divisions public hiring needs. In order to get this required scheme “up and running” by requisition of our communities, we will have to construct new Garda



Buildings in every country of Ireland, incorporating Public Carriage Offices for S.P.S.V. and L.P.S.V. operators licensing requirement and controls. Not alone do we need NEW GARDA STATIONS for public transport, but other law enforcement issues must be catered for, holding prison cells for Adults and Children, Crime and Accident provisions with many other Civil Servant administration being catered for in these new buildings which are long overdue! This comes under Public opinion and demands at present in a safe and well-being society etc. There is a need for SEPARATE TAXIMETER AREAS and the Licensing of Vehicles in non-taximeter areas, options for a new approach and the CAUSES OF GROWTH IN PRIVATE HIRE OPERATIONS (Hackney and Limousine Hire).

Next, we could be moving in two very dangerous directions with the electronic communications systems, that is 1) the Cab-App mobile phone vehicle hirings and 2) the Credit Card Transmitters Payment Methods. These are subject to Amplifiers that interfere with the mobile phone spectrum – Mobile signals in rural areas being weakened by rise in illegal boosters, these become a scourge for rural mobile phone networks and contribute to blackspots. Remember a massive solar storm (September 1859), once knocked out the world's electric communication system and in 1917, at Fatima, we had a near miss with "The Miracle of the Sun". However if the next solar storm of equivalent force that reaches the earth will cause a world-wide shutdown of the World Wide Web, so causing communication chaos all over the world because all the Satellites will be deactivated by the solar storm, and the world's worst ever shutdown will be the day they get rid of our CASH FLOW!

Finally, the future VEHICLES that will allow us travel and transport efficiently – vehicles with ultra-low emissions and an all electric-car and transport system is simply not feasible, cannot support mass usage. The future depends upon the rate of progress of waste free nuclear power by way of the fusion reactor. The electric battery has been underdeveloped for over 200 years and the end is in sight, with the FUEL CELL in relatively young technology, but fuel cell does not require recharging with a continuous supply of hydrogen and oxygen it will go on working with only WATER as a by-product. So with

hydrogen replacing petrol in filling stations things could go forging ahead. Why then did the manufactures go down the road of rechargeable batteries? Renewable energy at present costs a fortune, but is comfort thinking for "secret societies" in our Governments. A hydrogen-based economy would be feasible in the short to medium term and very effective. Thus, in the medium to long term, there is no choice, it has to be ATOMIC POWER and with atomic power the problems are not technical, but are issues of management planning and financial support. Addressing the issue of Global Warming will not be resolved by taxation - pity we cannot have ELECTRIC PASSENGER AIRCRAFT, which would make a difference, blocked rivers and estuaries don't help either, which are choked with seabed sediment lime like substance, removal as its function inland for market gardening and agricultural purposes, given to farmers free of charge, again a big financial problem. However, it does appear that progress equipment for the Licenced Taxi Business Methods World Wide have been badly ignored by the administration and technology developers, because what is now needed by demand, practice and effectiveness in the Drivers duties and the hirers security, is a combined Taximeter for fare recording/receipt, credit card start-up with payment transfers direct to your bank account and Mobile Phone App in-built for receiving advanced booking orders with directions to collection point being allocated to the vacant taxis in such area, gaining better public services and marketing improvements, etc.

Here's power to our Taxi Drivers, who were recently asked to remove their "Representative Logo's" from their Taxi Roof Signs. While these drivers were "Mobile Tourist Offices" and "General Public Assistance & Information Offices", yet they allow outside interest advertise their promotions illegally, again only supporting "Secret Societies" who have nothing to do with a Taxi Vehicle Licence. Keep in touch with the taxi college until we obtain change and a legal programme with our Licences, etc.

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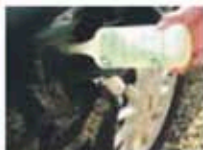
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WORLD NEWS

TOP STORIES FROM AROUND THE GLOBE

ISRAEL

Taxi drivers: Shabbat buses costing us 30% of our profits.

Taxi drivers in central Israel complain: 'Government needs to think about us as well, we're not managing to earn enough.'

Taxi drivers in central Israel are complaining that the new "Shabbat (Sabbath) buses" are costing them a full 30% of their incomes, Maariv reported.

In an interview, taxi driver Ofer Guzman, who is a member of the Drivers Committee Organization, told Maariv that "people will always go to where they don't have to pay. But us, the people who need this income - this step really hurts us."

The new initiative, which began two weeks ago, offers free busing on Friday evenings and Saturdays in Tel Aviv, Ramat Hasharon, Givatayaim, and Kiryat Ono.

Israel has between 30-35,000 taxi drivers, the site noted.

"Drivers are going around, using up gas, and the rate of expense to income is rising," Guzman said. "We really feel the drop in passengers, it's simply a catastrophe. There are drivers who need to pay their mortgage, who have obligations. Taxis cost between 6,000-7,000 shekels a month. You need to pay a garage, you need to pay for a number, you need to pay the bank loan you took to buy the taxi.

"The free transportation has caused a drop in our income. It's not worth it for us to drive around. You drive and drive and there are no passengers. We're barely surviving. Business on Fridays and Saturdays has dropped at least 30%. As a secular Jew I am glad there is public transportation on the Sabbath, but free buses is not appropriate. They're using my money to take steps that hurt me. They're using the property taxes that we pay to harm us. No one asked us beforehand. No one spoke to us. No one thinks about the taxi drivers. This is just the first part of our troubles, they're also changing how we charge starting in January, and that's also going to hurt our income. I know a taxi driver who now needs psychological treatment because of his fears of how

this is going to hurt our income. And I promise you that there are people whose anxiety is even worse."

UK

Taxi passenger on way to chemist told by cabbie he 'looks like heroin addict'

A taxi passenger from the Midlands was left livid after being told by a driver he "looks like a heroin and crack cocaine addict".

Wayne Murphy is calling for Intercity driver to lose his licence over "rude" comments. The married man, journeying with his wife, was left stunned by the cabbie's brazen comments.

He was being driven to a Midlands chemist in Milton, Staffordshire, when the driver questioned them over taking drugs, reports StokeonTrentLive, our sister title.

Wayne then quizzed the cabbie about his derogatory 'druggie' comments while his wife, aged 33, secretly recorded the conversation on her mobile phone.

In the recording the taxi driver can be heard replying: "It's only because I thought you wouldn't take offence. It's a lesson learnt for me. I'm sorry."

Wayne, aged 43, said: "We've been using Intercity for seven years and never had a problem.

"We were picked up as usual and on the journey the driver just said: 'Can I just say one thing to you guys?'. That's when he turned around and told us we look like crack cocaine and heroin users.

"He said he just wanted to know if we take drugs and that he wanted to know so he could tell his kids not to use them.

"We started recording and asked: 'Why did you call us drug addicts, mate?'. There was just no call for it.

"We don't even look like drug addicts. I think he was just trying to get a reaction. It was pure nastiness.

"Me and my wife have never touched drugs in our lives. It's really knocked my wife's confidence. She's struggling with her



mental health at the moment.

“He’s not our regular taxi driver. We’ve never seen him before. My wife’s so upset she won’t get in a taxi anymore.”

JAPAN

A taxi driver, who was arguing with his passengers, ran a man over with his taxi before hitting a barrier in Kyushu, Japan. The incident happened around 5 a.m. on Nov. 22.

One passenger got out of the vehicle while shouting at the driver as per Hachima Kikou via Sora News 24, today, Dec. 1. He then stood in front of the car. Meanwhile, another man was trying to get in the back seat.

The taxi driver (unnamed in the report, as with the victim) suddenly stepped on the gas and accelerated ahead, ramming the first passengers with the taxi for a couple of meters while the door at the backseat was still swaying open. The second passenger fell back on the seat while the taxi sped ahead. A third man could also be seen chasing after the cab.

A few seconds later, the car hit a temporary wall a few meters ahead, shocking civilians in the scene.

CANADA

Taxi spotted cruising down bike lane on Vancouver’s Cambie Bridge.

A video of a taxi driving on the separated bicycle lane on Vancouver’s Cambie Bridge is gaining traction on social media.

The dashcam video was taken and posted on YouTube Friday

evening. It shows a Bonny’s Taxi driver cruising down the bike lane on the west side of the bridge, behind a cyclist.

In the video, the driver and his passengers are shocked by the taxi driver. They then wonder aloud what he would do toward the south side of the bridge, where the bike lane narrows to less than a couple of metres wide.

It’s not clear what the taxi does after that, because the driver who took the video pulls out ahead and keeps driving.

Emon Bari, general manager of Bonny’s Taxi, said the video was brought to his attention Saturday morning and the driver has since been suspended pending an investigation from the company’s management team on Monday.

The company isn’t commenting any further until then.

ITALY

An Italian taxi driver was recently filmed watching a Roma football game while speeding in the capital.

“Taxi driver watching the Roma game while driving at 110 kmp/h. And it has just started. Welcome home.”

This was the tweet, accompanied by a photograph, posted by Daniel Verdù, correspondent of El País for Italy and the Vatican.

The Spanish journalist was on his way back into Rome from Ciampino airport on 1 December when he noticed the taxi driver appeared to be speeding.

Concerned for his safety Verdù checked the car’s speedometer to discover that not only was the taxi driver travelling at 110 kmp/h but he was also watching the Roma game on his cell phone.

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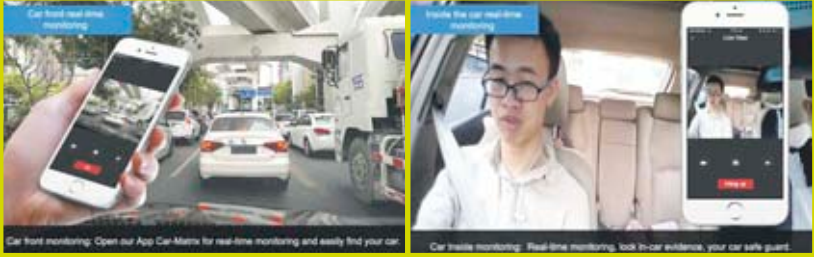
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Harry prays to God: Dear Lord, please make me win the lottery. The next day Harry begs the Lord again: Please make it so I win the lottery, Lord! The next day, Harry again prays: Please, please, dear Lord, make me win the lottery! Suddenly he hears a voice from above: Harry, would you kindly go and buy a lottery ticket.

Police officer talks to a driver: Your tail light is broken, your tires must be exchanged and your bumper hangs halfway down. That will be 300 dollars.
Driver: Alright, go ahead. They want twice as much as that at the garage.

An old guy in his Volvo is driving home from work when his wife rings him on his cell phone.

"Honey," she says in a worried voice, "please be careful. There was a bit on the news just now, some lunatic is driving the wrong way down the highway."

"Oh it's worse than that," he replies, "there are hundreds of them!"

**A man hired a lawyer when he got sued by his company for embezzlement of many millions. At the beginning of the process, the lawyer kindly reassured him: "Don't worry, you'll never go to jail with that amount of money."
And the lawyer was right. When the man did go to jail, he didn't have a penny anymore.**

**Mother: Eat your bread.
Child: I don't like bread. Why do I have to eat the bread.**

**Mother: So you become big and strong.
Child: Why do I have to become big and strong?
Mother: So you can provide the daily bread to your family.**

Child: But I don't like bread!

Man to his wife: "Do you know what our 6 year old son wants to be once he's big?"

Wife: "No."

Man: "A bin man. And you know why?"

Wife: "No, why?"

Man: "Because he thinks they only work on Tuesdays."

**The magical golden fish agreed to grant three men a wish each.
The first man wished for a room full of gold.
The second man wished for a room full of diamonds.
The third man wished for keys to those rooms.**

Teacher: "OK class, who will give me the chemical formula for water?"

Pupil: "HIJKLMNO."

Teacher: "What on earth are you on about?"

Pupil: "Well you said yourself yesterday it was H to O!"

**An eskimo brings his friend to his home for a visit. When they arrive, his friend asks, puzzled - "So where's your igloo?"
"Oh no, I must've left the iron on..."**

QUESTIONS

1. In 2001, Irish troops vacated Camp Shamrock, ending more than two decades of peacekeeping duty in which country?
2. The lead singer of which band wrote the opening theme tune to Channel 4 comedy series, Father Ted?
3. Who became Northern Ireland's first Prime Minister in 1921?
4. Tattoo, Calling Card and Wheels Within Wheels are all albums by which Irish musician?
5. If the colour of the carpet in the Dáil Chamber is blue, what colour are the carpets in Seanad Éireann?
6. Which horse trained by Jim Dreaper won the Irish Grand National in 1975, 1976 and 1978?
7. Which late broadcaster and astronomer was once curator of Armagh Observatory?
8. Who took over from Gay Byrne as Chair of the Road Safety Authority in 2014?
9. In which decade was a proposal for the penalty kick accepted by the Football Association (FA)? The proposal was the brainchild of Armagh's William McCrum and was championed by his colleague in the FAI, Jack Reid.
10. How many presenters of the Rose of Tralee have there been?
11. Who from 1959 to 1977 was the first presenter of the Rose of Tralee?
12. Mullagh, Feakle, Carron and Labasheeda are all villages in which Irish county?
13. What was the final score in Munster's famous 1978 win over the All Blacks?
14. Former US President Bill Clinton travelled to which Northern Irish town in 2002 to open a £3m peace centre named after him?
15. In what year did the last outbreak of Foot and Mouth Disease occur on the island of Ireland?
16. Priest and established palaeographer, Leonard Boyle was a native of which Irish County?
17. Name the Mayor of Limerick City who was shot at his home by disguised members of the Black and Tans in 1921.
18. Which former Sunday Tribune editor replaced Eamon Dunphy as presenter of Today FM's The Last Word show in 2002?
19. Born in 1957, athlete John Treacy is a native of which Irish county?
20. In which year did George Bernard Shaw die?
21. In Northern Ireland's Parliament at Stormont, what does MLA stand for?

THE TAXI MAGAZINE CHRISTMAS QUIZ

22. What is the county town of Leitrim?
23. Who scored the equalising goal for the Republic of Ireland in their 1-1 draw with Germany in October 2014?
24. How many times has Clare won the Liam McCarthy Cup?
25. Who were the first winners of Liam McCarthy Cup?
26. Irish republican and socialist leader, James Connolly was born in which city?
27. What was the title of U2's first album?
28. Who is the Irish Government Chief Whip (as of November 2014)?
29. Which future Ireland and Lions rugby captain was born in Toomebridge, Co. Antrim in 1940?
30. While Father Ted Crilly lived on Craggy Island, what island did Father Dick Byrne live on?

- ## ANSWERS
1. Lebanon
 2. The Divine Comedy (lead singer Neil Hannon wrote the theme)
 3. James Craig
 4. Rory Gallagher
 5. Blue
 6. Brown Lad
 7. Sir Patrick Moore
 8. Liz O'Donnell
 9. 1890s (1891 was the exact year)
 10. 7 (Kevin Hilton, Gay Byrne, Derek Davis, Marty Whelan, Ryan Tubridy, Ray D'Arcy, Dáithí Ó Sé)
 11. Kevin Hilton
 12. Clare
 13. 12-0
 14. Enniskillen
 15. 2001
 16. Donegal
 17. George Clancy
 18. Matt Cooper
 19. Waterford (born in Waterford)
 20. 1950
 21. Members of the Legislative Assembly
 22. Carrick-on-Shannon
 23. John O'Shea
 24. 3 (Clare have won 4 All Ireland titles. However, the 1914 win was before the Liam McCarthy Cup's introduction)
 25. Limerick (1921)
 26. Edinburgh
 27. Boy
 28. Paul Kehoe
 29. Willie John McBride
 30. Rugged Island



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