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TAXITALK

MAGAZINE

Official journal of the Victorian Taxi Association

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AUGUST 2013



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the work has only just begun

It's been another hectic month for the Victorian taxi industry as we all have to try to come to terms with the various changes and challenges that confront us.



David Samuel
VTA CEO

It is hard to know where to begin. There are a number of topics I would like to briefly cover off on here. If I miss anything that is important to you, please don't hesitate to contact us.

At the outset, I would like to caution readers to take great care not to get absorbed by the rumour and intrigue that is currently circulating throughout our industry. At this time, there is any number of people only too happy to provide unsolicited legal and financial advice, as well as purporting

to represent different stakeholder groups. I urge all to take great care sourcing your information and encourage you to verify its accuracy before acting on it.

If you require assistance or advice, seek it from an expert, particularly in relation to legal and financial matters. If you want general advice on what the reforms mean for you, we encourage you to contact us or the Taxi Service Commission (TSC).

As most would be aware, the Transport Legislation Amendment (Foundation Taxi and Hire Car Reforms) Bill 2013 has passed through the Victorian Parliament. There were some significant amendments made to the Bill in the Upper House that mean fairer outcomes for non-metropolitan taxi services. The VTA was pleased to contribute to this process and pleased to see that damage to some of Victoria's best taxi service providers has been minimised. Despite this, we remain concerned that some of the reforms will lead to a decline in the level of service experienced by customers, not the promised improvements.

The last month has also seen the various consultation processes begin. The Essential Services Commission (ESC) has begun the important fare model review process. I was pleased to attend the initial meeting called by the ESC with a number of other taxi stakeholders chaired by ESC Commissioner Ron Ben-David. Mr Ben-David made it clear he understood the concern of many that this fare review process take less than 12 months.

The new Taxi Services Commission (TSC) also began work on 1 July 2013, headed by Commissioner Graeme Samuel. While the TSC is still in process of setting out how they will manage their consultation process, Graeme and TSC CEO Marnie Williams were good enough to present at the VTA's recent Council meeting. Graeme was at pains to again explain his desire to work with the industry.

The VTA has also been spending significant time with our lawyers. We have done our utmost to keep members informed, and also provide more generic information on our website. On top of this legal work, we have also lodged a complaint with the Victorian Competition and Efficiency Commission (VCEC). The complaint asks VCEC to investigate whether or not the State Government has breached their own 'Competitive Neutrality' policy. This policy relates to ensuring government does not unfairly compete with private business. Importantly, this is an administrative process, not a legal process or legal action. We hope to hear more soon.

Finally, let me once again thank all those who have worked so hard to try and convey our industry's key message - we have for sometime acknowledged the need for sustainable reform that accounts for what has gone before, not just simple economic theory. I would also like to reiterate that the work has only just begun. It's been a long three years for many of you, but in many ways the next three will be just as important, if not more so. ❀

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vta is engaging in regional victoria



During June and early July, the VTA held its second round of region meetings for 2013 in the wake of the State Government's response to the Victorian Tax Industry Inquiry.

The four meetings were held in Bairnsdale, Geelong, Wangaratta and Echuca with members from the VTA's four regions.

The meetings provided an opportunity for VTA CEO David Samuel to bring members up-to-date with the Government's planned reforms, timeline for implementation and opportunities for input over the next 12 months.

There was much discussion on matters of regional interest.

The main areas of concern were around fare setting and fare negotiation, the impact on licence values, zoning of licences, the consumer interest-test regulating the availability of future licences, and the 55/45 driver-operator split.

A great deal of detail about all these key reforms is to be determined over the next 12 months.

The VTA and its members look forward to the opportunity to provide advice to the TSC in implementing the Government's reforms to ensure the best outcomes for taxi customers, taxi businesses and the people of Victoria.

The VTA is planning another series of regional meetings later in the year around the 2013 State Conference in September. ❖

Found a lost bag in your back seat?



It is not uncommon for taxi passengers to leave behind belongings in the cab, especially after a night out.

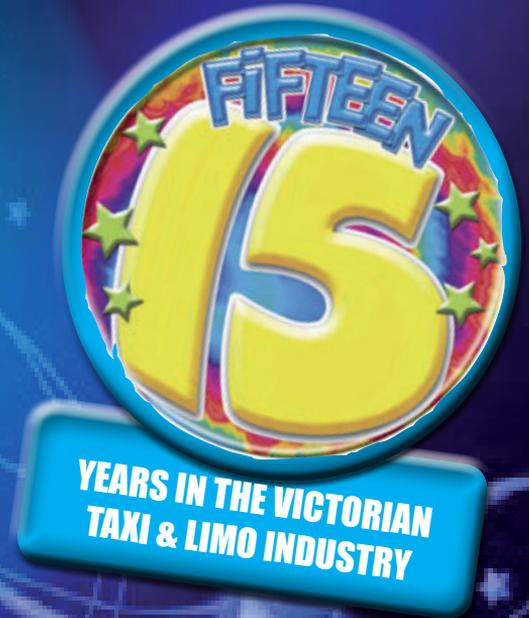


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essential services commission fare model review



In mid- July, the Essential Services Commission (ESC) commenced work on a “review of the taxi fare setting methodology” as committed to in the Victorian Government’s response to the Victorian Taxi Industry Inquiry.

ESC Commissioner Ron Ben-David recently hosted a meeting of taxi industry stakeholders to kick off consultations with industry on this important aspect of the reforms.

Commissioner Ben-David made it clear he understood the urgency of the review and undertook that the ESC would complete the work as quickly as possible, ideally concluding before the maximum 12 month deadline established in the Government response.

The Act states that “the objective of the ESC in relation to the taxi industry is to promote the efficient provision and use of commercial passenger vehicle services.”

Mr Ben-David acknowledged that the responsibilities of the ESC in re-setting the model for determining taxi fares in Victoria include delivering the best outcomes for customers, as well as ensuring financial viability of existing industry participants.



The recent amendment to the Transport Act means that the ESC, which previously had an advisory role in relation to the setting of taxi fares, will now determine maximum fares. In effect, this de-politicises the issue of fare setting for the Victorian taxi industry and should result in future decisions being made without the influence of political considerations.

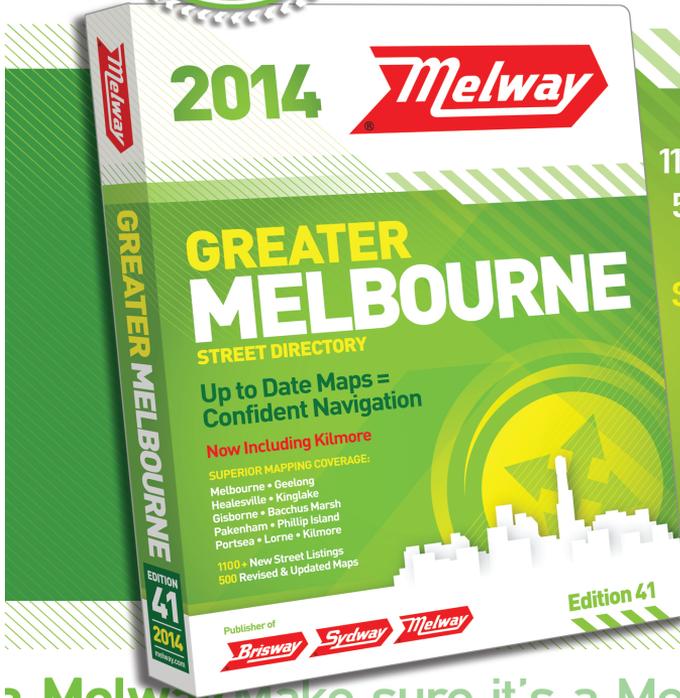
The recent legislative amendment required the ESC to develop a new methodology that restructures certain elements of existing fare arrangements, and allows for flexibility for factors such as the time of day, or day of the week that the taxi service is provided.

The ESC explained the usual process for reviews is to first define the issues and then engage in industry consultation and invite submissions. This is followed by release of a draft report, on which submission and consultations are again invited, before publication of a final report. In the interests of expediting this process, the draft report stage may be truncated.

Keep up to date with the ESC review via their website. The VTA website will also include updates about progress of the review and opportunities for input. ❖



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It is totally revised and fully updated with over 1000 additional street listings which can be purchased in part or whole online in a variety of formats.

New features in this edition include:

- Kilmore
- newly proposed link between the Surf Coast and Anglesea Road
- new suburbs

Also included is the most comprehensive public transport routes information, with detailed train, tram and bus routes as well as walking and bicycle tracks.

There are detailed maps of all major universities, Melbourne Airport, The Arts Precinct, Federation Square and Flemington Racecourse.

Country touring maps, extending as far west as Adelaide, and north as far as Sydney, will help you on your way when planning trips out of Melbourne.

The Melway 2014 Street Directory is employed by many for a wide range of uses, as has been the case for the Melway 2013 and all previous editions since 1966.

Melburnians over many years have always relied on their trusted Melway.

This only goes to show their affinity for the Melway maps and the enjoyment that many experience after planning events or outings from them, thereby enhancing their travels in the Melbourne and Victorian regions. ❀

competitive neutrality complaint unfair competition

The full complaint can be accessed via the VTA website at www.victaxi.com.au.



Matthew Butlin
CHAIR VCEC

On behalf of members, the VTA have submitted a complaint to VCEC about the unfair competition between the Victorian Government and private licence owners in the taxi-cab licence leasing market.

It is the policy of the State of Victoria that "Government business should not enjoy any net competitive advantage simply as a result of their public sector ownership."

This policy is referred to as 'competitive neutrality'.

If it can be demonstrated by a private business owner or owners that a publicly-owned competitor to their business has an unfair advantage as a result of their public ownership, the Victorian Competition and Efficiency Commission (VCEC) can investigate the matter and recommend ways for the Government to eliminate the advantage.

The Victorian Competition and Efficiency Commission was established by the Victorian Government on 1 July 2004 under the PDF document State Owned Enterprises (State body - Victorian Competition and Efficiency Commission) Order 2004.

The Commission is headed by a Chairperson and between two to four additional Commissioners who are appointed by the Governor in Council for terms up to three years. On behalf of members, the VTA have submitted a complaint to VCEC about the unfair competition between the Victorian Government and private licence owners in the taxi-cab licence leasing market.

The complaint argues that the Government is unfairly advantaged in the leasing of taxi-cab licences thanks to its market power, economies of scale and operating costs, and access to market information.

It is now in the hands of VCEC to decide whether or not to investigate the matter.

The full complaint can be accessed via the VTA website at www.victaxi.com.au.

Any progress will also be communicated via the website. ❀

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Bring the family and your friends and come early to get a ringside seat at Docklands waterfront restaurants to watch the fireworks; then stay on after the show. ❖

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vta state conference at rydges melbourne

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taxi industry
together at this
important time.

The theme of this year's conference - A Way Forward - reflects the VTA's desire to assist our industry overcome issues it may face and identify opportunities it will be presented with.

The Conference this year will be held at Rydges Hotel in Exhibition Street, Melbourne.

The conference program will not disappoint - it will be jam-packed with informative panel sessions on a diverse range of topics, high-calibre speakers and first-class trade and vehicle displays, which will engage and entertain everyone who attends.

One of the highlights will be the conference dinner, which will provide delegates with the opportunity to network and socialise with colleagues and friends in a relaxed atmosphere.

If you would like to register or have any queries, please contact Membership Services Co-ordinator, Alana Condon on 9676 2643 or via email at acondon@victaxi.com.au. ❖



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TAXI

\$440,000

transfers

average metro licence transfer value for the month of June 2013

All data on this page is provided by the Tax
Services Commission
and is for the month
of June 2013

The metro taxi licence average price for June is \$440,000. This is based on the one genuine market based transaction that occurred in June.

The Tax Services Commission's standard practice is to only count those licence transfers where a genuine market based transaction has occurred. They do this by applying a number of standard business rules. The aim of these business rules is to identify genuine market based transfers of taxi licences and to base average price calculations on these transactions only.

Therefore, where it appears a non-market based licence transfer has occurred, these transactions are excluded in the calculation of licence values. An example is where a licence holder transfers the licence to a new business name but still retains ownership of the licence. ❖

ASSIGNMENTS

metro taxis	118
average metro licence assignment price	\$2,423

LICENCE TRANSFERS

metro taxis	1
outer suburban	1
urban	0
country taxis	0
hire car licences	3
special licences	2

LICENCES ISSUED

taxi licences	0
hire car licences	0
special vehicles	1
RH vehicles	8

Number of Taxi Licences

METROPOLITAN (including 501 WAT vehicles)	4,318
COUNTRY (including 115 WAT vehicles)	518
OUTER SUBURBAN (including 34 WAT vehicles)	161
URBAN (Ballarat - Bendigo - Geelong) (including 35 WAT vehicles)	237
TOTAL (including 688 WAT vehicles)	5,234

NUMBER OF DRIVERS

Active drivers	15,698 approx.
Accredited drivers	26,487 approx.

HIRE CAR LICENCE VALUE

\$53,250

average metro hire car licence transfer value for the month of June 2013

Number of Victorian Hire Vehicle Licences

Metropolitan Hire Cars	954
Country Hire Cars	69
Special Purpose Vehicles	943
Restricted Hire Cars	645
TOTAL	2,611

COMPLIANCE OUTCOMES

Taxi Inspections	1,233
Rectification Notices	242
Infringement Notices	73
Notices of Unroadworthiness	21
Official Warnings	20



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2000 new medallions to be released

New York city hopes to generate \$1 billion in revenue over 4 years from the medallions that fetch upwards of \$1.3 million apiece.

NEW YORK - With the state Court of Appeals ruling in favor of New York City on June 6 2013, New Yorkers will see an influx of 2,000 yellow taxi medallions and the city is expecting a big budget windfall.

In addition to the new yellow cabs, the victory allows Mayor Michael Bloomberg to proceed with plans to open a new class of taxi service in underserved areas in boroughs outside Manhattan.

In October 2013, the Taxi and Limousine Commission (TLC) will hold the first auction for the new medallions. TLC Commissioner David Yassky said he did not anticipate putting all 2,000 on the market at once.

"We want to sell them at a pace that we make sure we don't disrupt the market and assimilate the supply in an orderly way," Yassky said without elaborating.

The Mayor said he did not know how much the new medallions would go for, but cited the increase over the last several years from \$800,000 to the current \$1.3 million.

Andrew Murstein, President of Medallion Financial, a taxi medallion lending company, said typically

when medallions hit the market, prices do increase. He said the city sets conditions at the auction to ensure the best possible price.

The medallions set to be released this fall require the owner to make their taxi wheelchair accessible. The Nissan NV200, also called the Taxi of Tomorrow, is expected to roll out at the same time the medallions go on sale. It needs a \$14,000 retrofit to make them wheelchair accessible.

"These will sell for less than the normal medallions because they are handicap medallions, and there will be a higher expense operating them," Murstein said. He said in the past, wheelchair accessible medallions sold for close to the regular medallion, but expects a slight dip this time around.

With the influx of 2,000 medallions in the market, Murstein said he believes prices will remain flat for several years, then once the market absorbs the new medallions, prices will rise again.

"Whatever gets thrown at this industry, they have a great way of bouncing back," Murstein said.

Kristen Meriwether ❖



taxi external advertising draft guidelines

As part of the Victorian Government's taxi industry reforms, operators will be permitted to have advertising on and/or in their taxi, subject to rules set by the Taxi Services Commission (TSC) in relation to size, placement, subject matter and other requirements.

The TSC has developed draft guidelines for the fitting of advertising material to Victorian taxis, and is seeking feedback from the industry.

The guidelines have been developed to ensure advertising is fitted safely and securely and that the content of the advertising material is appropriate, without being overly prescriptive.

The principles on which the guidelines have been developed are:

- That taxis fitted with advertising are clearly identifiable as a taxi, with the taxi number and network service provider clearly identifiable; and
- That operators have the flexibility to innovate and develop advertising arrangements that work for them.

The guidelines are similar to those that apply to advertising on taxis in other states, and on buses, trams and trains.

The TSC are keen to receive feedback on the guidelines, including anything you feel has been overlooked, and any errors or difficulties associated with the current draft.

Please provide feedback to the VTA via admin@victaxi.com.au by Friday 9 August. Advice from the industry will be combined to form a brief to the TSC. ❀



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New strands this year include Defying the Times: Activism on Film; a program of films from North Korea, rarely seen in the West; a program of new Arabic filmic voices; and the new wave of US cinema in States of Play: American Independents. Our retrospective this year is on Italian Giallo, and it's already generating plenty of buzz.

We see the return of This Sporting Life, TeleScope and Masters and Restorations. And don't forget perennial highlights Night Shift and Australian Showcase, as well as the ever-popular Shorts Weekend and the family friendly Next Gen.

Established in 1952, the Melbourne International Film Festival (MIFF) is one of the oldest film festivals in the world and the most significant screen event in Australia. An iconic Melbourne event, the festival takes place annually in the heart of the city, presenting an acclaimed screening program alongside industry and celebratory events.

MIFF showcases the best in current cinema from around the world as well as retrospectives, tributes and discussion programs. Since its inception, MIFF has also been committed to local film: it is Australia's largest showcase of new Australian cinema and is the country's most vocal champion of emerging and established local filmmaking talent. The festival also hosts many celebratory world premieres of local films. View the festival archive here.

Complementing the screening program is MIFF's renowned industry program that includes an investment fund (the Premiere Fund) and the director's development program (Accelerator). MIFF's finance market (37°South) brings the national and international screen industry to Melbourne during the festival and celebrates Melbourne as a centre for screen business.

In 2012 MIFF delivered more than \$8.2 million into the local economy. ❀



A LEAGUE OF THEIR OWN - new arabic cinema



INSIDE THE DPRK



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Hackney History

This is the third installment of a series tracing the history of Hackney Cabs starting with the Hackney Cabs in early Melbourne through to the present day. The advent of the horseless vehicle!

The motor car was greeted by some as “infernal things” given special roads of their own to run on and not be allowed on “main roads”, according to the Australian Motorist” 1908.



of the cab industry, n to the taxi cabs of

, and “should be owed on main



Others like the Harley Street specialist commenting on London's low birthrate put it down to the increase in motor traffic and the decrease of horse traffic. "A man, for instance, gets splashed with mud or covered in dust from the road. He goes home and brushes his clothes, most probably in the bedroom and breathes in the dust as he does so. Later on he is seized with a bad attack of quincy, which may lead to ---."

A child may breathe this deadly dust and develop a form of enteric catarrh which is very often fatal".

I wonder what the Pure Air committees would say about that today?

One man intoxicated by the fumes from a motor omnibus remarks: "Phew! What a smell, although certainly not pleasant it is one of the finest disinfectants going. It clears the air of germs and impurities".

The first horseless carriage built here was the Thomson Phaeton, a steam driven vehicle, the work of Herbert Thomson and Edward Holmes of High Street, Armidale in 1896.

In February 1897 the first motor driven on Melbourne streets is stated to have "excited a large amount of interest, people stopping at every corner to watch or criticise the actions of the new conveyance, at the Exhibition Building it was driven around the circular pathways and behaved itself in a way which satisfied even the constructors."

A syndicate was formed at 432 Collins Street, named the "Australian Horseless Carriage Syndicate" with Mr Walter Ridge as the Chairman of Directors. Patent rights of motors designed by Victorian inventors were purchased as well as overseas rights investigated.

The steam driven vehicle proved too cumbersome so inventors turned to internal combustion to solve the problem. Apart from the problem of size etc. the steam driven car had to put up with the Red Flag Law; which stated "no locomotive should travel more than 4 miles an hour on public roads, and they should be preceded by a man carrying a red flag!" That is certainly one way of cutting down on speed.

A number of men experimented with internal combustion and eventually de-

veloped the prototype of the present car. They were Marcus (Austria) 1875, Daimler (Germany) 1885 Benz (Germany) 1885.

It is difficult to say who invented the first car, but it's generally acknowledged that Krebs designed the first petrol automobile with his Panhard in 1894. This had a vertical engine under the bonnet, sliding gear transmission operated by the right hand, clutch, brake pedals and foot accelerator. Other men are still familiar names -- Bouton, Root, De Dion, Ford and Olds.

The first Automobile Race was in 1894 from Paris to Rouen (80 miles). The De Dion steam drag was first, doing the distance in 5 hours and 40 minutes, with two Peugeot's next, followed by a Panhard.

However there were many opponents of the car. One man indignantly said "would you like to travel under a dangerously hot sun, close to an overheated cylinder and sitting on top of a box containing several gallons of liquid that spontaneously ignites at a temperature of 47 degrees centigrade. Though the cylinder is cooled with water, what may happen if you run short?"

On the other hand as one fan said "what horse could travel at the rate of 15 mph for 745 miles!"

The turn of the century saw giant strides with the development of the motor car but its effect on the hackneys wasn't felt in Melbourne until 1908.

In that year, eight Renaults arrived - the first taxi cabs.

Origin of names

Hansom--- From J. A. Hansom (1834) who invented it. It was a 1 horse, 2 (big) wheeled vehicle. The driver perched on a dicky placed high up at the back of it and took his instructions through a small trap door in the roof.

Meter--- derived from Metron (Greek) meaning a measuring device.

Taxi--- derived from Taxa (Latin) meaning tax or charge.

Cab--- Short for Cabriolet (French) which was originally a passenger vehicle drawn by 2 or 4 horses.

TaxiCab--- An abbreviation of taximeter cabriolet. ♣

racist route to prison

turban, a symbol of faith



Taxi driver Jagroop Singh had his turban ripped off in a racist attack. The perpetrators have now been jailed. *Photo: Justin Sanson*

A husband and wife have been jailed for nine months for a racially motivated attack which saw a turban ripped from the head of a Darwin taxi driver.

Mother Angeline Kim Sollitt, 44, and Michael John Arbouin, 40, were sent behind bars for the “unprovoked” and “malicious” attack against Sikh taxi driver Jagroop Singh.

In sentencing the pair, Justice Stephen Southwood said: “The turban is the crowning glory of the Sikhs. For Sikhs, the head and the turban are sacred - they must not be touched or insulted in any way.

“The concept of Sikhism includes universal acceptance of all humanity, belief in one God and the equality of all persons irrespective of their caste, colour, gender, nationality and religion.”

Sollitt started racially abusing Mr Singh after he picked her and four other people up from the Dinah Beach Yacht Club, in Tipperary Waters, Darwin, in October last year.

She told him: “You are in Australia, mate, this is not your country. If you want to live in Australia, take this sh** off.”

Mr Singh kept driving but pulled over on Tiger Brennan Drive to kick them out of his cab when the abuse did not stop.

Sollitt got out and yelled, “grab his turban, rip it off”, before she ran to Mr Singh and tried to remove it.

She eventually ripped it from his head, leaving his hair dishevelled.

The court was told that Mr Singh called for help over his radio before Arbouin pulled him backwards and threw him to the ground. Sollitt then punched him in the face.

Arbouin told him: “You see what happens with your turban? Now I’m going to rip your hair off.”

Police arrived and diffused the situation.

The court heard that Mr Singh was so ashamed following the attack that he cut his young son’s hair and told him not to wear a turban.

Mr Singh previously told the NT News that: “The turban is a symbol of faith. I only care that these people insulted my religion.”

Justice Southwood imposed sentences of one year and nine months for both offenders.

by Meagan Dillon ❀

If you

KNOW
something

SAY
something



Malcolm Ricky Haines
assaults, thefts



DATE OF BIRTH: 27-Aug-1972
HEIGHT: 175cm
BUILD: Medium
EYES: Green
HAIR: Brown
COMPLEXION: Fair

Malcolm HAINES is wanted to face charges for alleged assaults, resisting arrest, theft, criminal damage and offensive behaviour in the Fitzroy and South Melbourne areas.

A warrant for his arrest has been issued for failing to appear at the Melbourne Magistrates' Court. ❖

Arben Getaj
theft, criminal damage,
kill threats

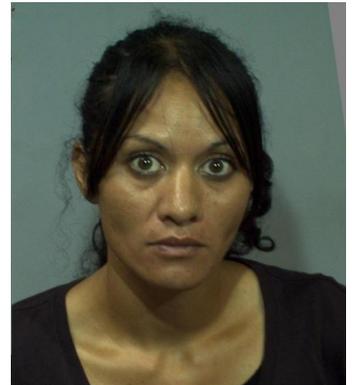


DATE OF BIRTH: 9-Nov-1989
HEIGHT: 170 cm
BUILD: Thin
EYES: Brown
HAIR: Brown
COMPLEXION: Olive

Police are appealing for any information that will help to locate Arben GETAJ.

It is alleged that GETAJ was involved in multiple offences including the theft of a motor vehicle; criminal damage; reckless conduct and making threats to kill during May and June 2013. ❖

Kimberley Okera Ranginui
theft, drug possession



DATE OF BIRTH: 7-Apr-1982
HEIGHT: 170 cm
BUILD: Thin
EYES: Brown
HAIR: Black
COMPLEXION: Dark

It is alleged Kimberley RANGINUI was involved in numerous thefts in Melbourne's West between September 2012 and April 2013.

Multiple warrants for her arrest have been issued for theft, drug possession and failing to answer bail. ❖

If you have any knowledge concerning a wanted person or any other crime, call Crime Stoppers now. A cash reward of up to \$1000 may be available for information leading to an arrest. You do not have to give your name. Callers are allocated a code number, which is used in all ongoing contact with police, up to, and including the point of payment of a reward. Contact Crime Stoppers on "free call" 1800 333 000 or visit www.crimestoppers.com.au



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premium traffic information gettraffic.com.au

A landmark national website has been launched to help Australian drivers and their passengers cope with the demands of capital city traffic nightmares.

GetTraffic.com.au, powered by the resources of The Australian Traffic Network, is an information gateway providing real time, up-to-date traffic information on incidents, breakdowns and trouble spots for major roads, highways, freeways, and back streets across Australia.

The Australian Traffic Network (ATN) Managing Director Bill Pezzimenti said the GetTraffic website would provide welcome relief to the millions of Australians who battle to and from work each day.

"We know that there is overwhelming evidence that traffic volumes and congestion levels in Australian national cities are getting worse," Mr Pezzimenti said

"It's taking us longer to get to and home from work every day. No one wants to spend more time in their car than they have to.

GetTraffic is a unique website in that it provides premium traffic information to motorists and passengers on the spot.

GetTraffic provides real time traffic updates around the clock from ATN's army of traffic reporters stationed in every Australian capital city. GetTraffic can pinpoint the location of trouble spots and pro-

vides the user with details of current road conditions.

The website provides current information on:

- Accidents
- Breakdowns
- Incidents
- Construction work

ATN already gathers the latest traffic information for its existing broadcast products from a variety of sources, such as its fleet of helicopters, locally-based ground reporters, emergency services and government agencies. This information is now made available on GetTraffic.

"We know that drivers want information that is up to date and trustworthy. With GetTraffic, you get both. I also believe that GetTraffic complements our important radio and TV reports. Before you travel, you can check for the latest traffic on the GetTraffic website, and once on your commute, listen to your favourite radio station to get relevant updates." Mr Pezzimenti said.

The Get Traffic Website is also enhanced for viewing on computer, smart phone and tablet device. ❀



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- The crime was reported to police and you have a police statement
- The crime was committed in the last two years in Victoria, Australia*
- You are related to a victim of crime
- Crimes that have impacted victims may include : physical assault, sexual assault, domestic violence, domestic abuse, armed robbery, violent robbery, aggravated burglary, child abuse, child sexual abuse, indecent assault, home invasion, stalking, threats to kill, workplace assault, murder, culpable driving, dangerous driving, road rage, breach of an intervention order or any other violent crime committed against a person. Matters such as childhood sexual abuse and ongoing domestic violence may have occurred beyond two years*.

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CALL **1800 000 055** for advice.

“Supporting the rights of Victims of Crime in Victoria, Australia”
www.victimsofcrime.com.au

warning: wide lode a great supercar

No supercar quite tapped the seam of the late-1980s excess like the Cizeta V16T



The late 1980s were all about crazy excess, copious cocaine and unlimited one-upmanship, followed by an ego-exploding financial crisis and early-1990s austerity. If this tumultuous time was embodied by a car, our pick would be the rhinoplasted, shoulder-padded Italian-American from 1989, called the Cizeta V16T.

Plenty of the Cizeta's contemporaries shared its claims of stratospheric exclusivity and iffy Italian aura. But the Cizeta out-80ed them all, with more cylinders and more controversy. Cizeta Automobili was founded in the late -1980s by Claudio Zampolli, a former development engineer at Lamborghini. Zampolli left Lamborghini in 1978 and moved to Los Angeles to open a service centre for Italian supercars.

Cashed up and cocky, he visited Lamborghini in 1984 with a supercar concept to save the troubled company. Lamborghini turned him away. Zampolli turned his idea into an eponymous supercar.

Knowledge of American cus-

tomers encouraged an over-the-top approach. His US\$600,000 would be built in Modena and rely on proven elements like a steel spaceframe chassis and aluminium body, but its cabin would be American-sized, its steering power assisted, the air conditioning California-capable.

The coup de grace would just sit behind the cabin. Zampolli suggested that a transverse V16 engine wasn't only to outdo the V12s beloved of Italian supercars, but to evoke the fabled American Cadillac and Marmon V16 limousines of the 1930s.

Designed by the former Miura engineer Oliviero Pedrazzi, whose independent Tecnostile firm would shortly play a major role in the Bugatti EB110, the 6.0-litre, 90-degree V16 produced 403kW at 8000rpm and 544Nm at 6000rpm.

Nothing beat it for bragging rights. While the engine was one single casting, the central camshaft drive meant it had eight cams along with its 64 valve. The two separate crankshafts drove a single output shaft, and in turn a

longitudinal, five-speed ZF trans-axle.

Zampolli built a test mule by chopping a Ferrari 308 into three pieces, stretching it around the 1.5m-wide engine. The road-registered Ferrankenstein monster reportedly clocked more than 100,000km.

By September 1990, however, the cracks had appeared. By then supposed to be building one car per fortnight at his Modena factory, Zampolli blamed delays in producing the tube spaceframe for the fact that just two production cars had been built.

Cizeta managed to limp along building a further five production cars before the factory went bust in 1995.

For Zampolli, however, the Cizeta V16T is a *Never Ending Story*. Since production officially ended, three more Cizetas have been built. Made-to-order V16T's are still advertised on Cizeta's website, at US\$649,000 for the coupe and US\$849,000 for the Spyder.

by Michael Stahl ❀

vta council and tsc commissioner



David Samuel
VTA CEO



The VTA Council met in early July and was joined by newly appointed Taxi Services Commission (TSC), Commissioner Graeme Samuel and Acting TSC CEO Marnie Williams.

It was a good opportunity for VTA Council representatives from throughout the state to hear directly from the people in charge of implementing the Government's reforms.

It was acknowledged that a great deal of detail about many of the Government's reforms has to be worked through over the coming 12 months by the TSC prior to the bulk of the reforms coming in to effect in July 2014.

Commissioner Samuel was clear about his desire, on behalf of the other TSC Commissioners and staff, to work closely with industry to establish these details.

The primary focus of the TSC will be expediting the ESC fare model review and implementing reforms to improve driver quality, namely developing and rolling out the new 'Knowledge' test.

Also to commence soon is the Regulatory Impact Statement process for determining the new zone boundaries.

The TSC has already released for comment from industry draft guidelines for advertising on taxicabs in country Victoria.

This reflects Mr Samuel's desire to progress implementation of the reforms as quickly as practicable.

In line with Mr Samuel's stated desire for a collaborative relationship with the industry, a Stakeholder Reference Group is going to be established, supported by a range of working groups to provide advice on various aspects of the reforms.

Anyone interested in being involved in consultations should register to receive the TSC's eNewsletter, which will be a key tool for communicating such opportunities to the industry.

Updates will also be available on the VTA website. ❀



Graeme Samuel AC
CHAIR TSC

TAXI
SERVICES COMMISSION

TAXI

SERVICES COMMISSION



Marnie Williams
Acting CEO, Taxi Services Commission

In last month's *Taxi Talk*, we described the main features of the Government's response to the recommendations of the Taxi Industry Inquiry.

Our new Commissioners have been working together for a month and now we are in a position to provide some more detail about what will happen and when.

The new Taxi legislation was passed on 28 May with the Government accepting all the foundation recommendations of the Taxi Industry Inquiry.

The reforms will result in a more competitive, more flexible taxi industry that can better meet the expectations of customers.

The table on page 29 shows some of the early key milestones for the next 12 months, as we move into the implementation stage. ❀

Licensing and entry to the industry

Let's start with licensing, as many operators are concerned about how this will be implemented. In coming issues of *Taxi Talk* we'll cover all the main reforms in more detail.

Opening the market and increasing competition is at the core of the reform package.

Taxi operators will have three ways of entering the market:

1. to buy a licence from an existing licence holder for a mutually agreed amount;
2. to 'rent' a licence from an existing licence holder for a mutually agreed amount;
3. to pay an annual up-front fee (initially set at \$22,000 for the metropolitan and urban zones) to the Taxi Services Commission. The annual fee will increase in line with the Consumer Price Index (CPI) minus 0.5 per cent

The reason that annual up-front fees have been chosen as the mechanism for encouraging competition is that decades of trading and speculation has seen a constant increase in the value of licences. The cost of this investment activity is borne by the drivers (low wages) and the passengers (increased fares).

The government does not and never has controlled the price of perpetual taxi licences. Taxi licence values are determined by the market.

Those perpetual licenses currently owned by operators will not suddenly be worth nothing.

They will still have perpetuity: still have value; be traded, generate revenue.

However, when the reforms are introduced, there will be competition in the form of annual licence fees for the new licences. Competition, along with better training, greater flexibility and better conditions for drivers will drive choices for customers, better service and lower costs. That's the way it works in any business. ❀

Licence prices

The annual licence price for the metropolitan and urban zone has been set at \$22,000 for a conventional taxi. The WAT vehicle annual licence price has also been set at \$18,400.

Setting annual licence prices at \$22,000 p.a. and indexing this over time is intended to protect licence holders' investment as we move to a new industry structure.

The table below compares zones and fees.

<i>Zone specified in licence</i>	<i>Conventional tax-cab annual licence fee after July 2014</i>	<i>Wheelchair accessible taxi-cab licence fee after July 2014</i>
Melbourne Metropolitan Zone	\$22,000	\$18,400
Urban and large regional Zone	\$22,000 ¹	\$18,400
Regional Zone	\$11,000	\$11,000
Country Zone	\$3,400	\$3,400

¹ Note: the annual licence fee has been amended from \$20,000 to \$22,000 in a response to concerns during the Parliamentary debate on the new legislation.

The table below shows some of the early key milestones for the next 12 months as we move into the implementation stage.

Reform	Delivery
Essential Services Commission (ESC) review of taxi fares	Commence immediately and be determined on or before 28 June 2014
The new Knowledge exam	Released by late 2013. Mandatory for all new drivers and drivers with less than 5 years experience by 30 June 2014
Cut EFTPOS surcharge to a maximum of five per cent	Late 2013
New licences for metro, urban, country and regional area	July 2014
Driver agreement (including driver payment at a minimum of 55 per cent of the fare box)	July 2014
Four new zones	July 2014



Your questions about licence fees

At the Taxi Services Commission we've obviously received a lot of questions about how the new system will work.

The scenarios below are the result of questions we are receiving.

You can look at the Taxi Services Commission reform website pages where there are already a number of questions and responses (<http://www.taxi.vic.gov.au/taxi-reform/frequently-asked-questions>)

Or send your questions to contact@taxi.vic.gov.au. Try to make them concise and we'll do our best to respond through *Taxi Talk* and our monthly *eNewsletter* (Subscribe at <http://www.taxi.vic.gov.au/drivers/taxi-drivers/taxi-news>)

I currently own a licence that I have assigned to an operator. What should I do to prepare for July 2014?

Seek advice from your financial institution or financial planner. Take legal advice on the terms of contracts or agreements you have. Consider what kind of business you want to build.

The reforms offer opportunities. For example, the \$22,000 fee for an annual licence will be a one-off payment, at the beginning of the licence period, not a monthly fee. Licence holders may be able to offer more attractive monthly terms for existing licences they want to lease out.

As a licence holder you are not powerless, but you do need to plan.

I lease and the operator wants to withdraw from the current agreement/renegotiate the terms of the agreement. What can I do?

Again, seek legal advice. Are there dispute/escape clauses in your contract and what do they mean? Remember the \$22,000 annual licence is a year away so there are still opportunities to renegotiate a lease that can meet the needs of all parties.

Issuing licences at a set yearly fee may mean that licence holders will have to drop their 'rent' to compete with the new Government issued licences. This means more money is available to pay drivers a reasonable wage.

What if my existing operator wants to purchase a new licence?

New entrants will still need to purchase and fit out a new vehicle, pay drivers 55% of the fare box and bear the same business set up costs that existing operators have had to pay.

The reforms are focused on building the professionalism and business orientation of the industry. Existing owners and new entrants will need to offer service or price differences to attract and build their customer base. ❀

What about the banks?

The Taxi Services Commission cannot speak for the banks. If you are concerned about your personal financial position, you should speak to your lender.

We have received advice from the Australian Bankers' Association that none of the major banks are assigning a 'nil value' to existing licences.

Also that until the market establishes a reliable value for licences the major banks will continue to support existing customers and their current lending on the same basis as previously. New lending requests will be looked at on a case-by-case basis. ❀



regulation of hire cars' reforms

There has been some confusion within the industry about hire cars and the impact of the Government response to the industry inquiry on this market.

To be clear, Pre-Booked Only (PBO) is a term used by the inquiry, and subsequently in the Government's response, to refer to hire cars. There is no such thing as a PBO licence, only a hire car licence. Effective along with the bulk of other industry reforms from 1 July 2014, there will be changes to licensing conditions for hire cars, which are outlined below.

Current Hire Car licence conditions

- \$60,000 to purchase in metro region, \$20,000 to purchase in country region
- Vehicle must meet the value of luxury vehicle tax threshold
- Drivers required to undergo the 'Course in Taxi Driving'
- Public interest test applied to applications for hire car licences in country region
- Hire Car licence conditions as of 1 July 2014
- \$40,000 to purchase in metro region, \$20,000 to purchase in country region
- Vehicles no longer required to meet value of the luxury vehicle tax threshold, but subject to age restrictions on taxis. Maximum vehicle age 6.5 years, maximum vehicle age for entry into the taxi and non-luxury PBO fleet 2.5 years.
- Drivers no longer required to undergo 'Course in Taxi Driving' but permit holders required to ensure 'adequate training'
- New consumer interest test applied to applications for hire car licences in the country areas

Drivers will continue to be required to be accredited by the Taxi Services Commission and display their driver ID.

Finally, a new stretched vehicle licence category will be introduced. ❀



**It's like a sport
where men pat each
other on the brain
rather than the arse.**

Hello, I'm Doctor Brian Ironwood.



Dr Brian Ironwood challenges Australian men to have the balls to tackle depression and anxiety to reduce suicides.



Dr Brian Ironwood isn't a registered practitioner, but he takes seriously his role as the face of beyondblue's Man Therapy campaign, which aims to improve men's wellbeing and reduce the much higher rate of male suicide in Australia compared to women.

He is a straight-talking, irreverent, man's man whose character has been created to host the Man Therapy website and urge Australian men to take charge of their mental health.

The Man Therapy campaign is the first of its kind in Australia and urges men to have the balls to take action on depression and anxiety while reminding them that a real man looks out for his mates.

In Australia, one in eight men are likely to experience depression in their lifetime, and one in five men are likely to experience anxiety.

These rates are lower than women, but Australian men are more than three times more likely to die by suicide than women, with at least 1727 men dying from suicide in 2011.

Australian Bureau of Statistics (ABS) data shows that men are much less likely to seek treatment with only 27 per cent of men who have recently experienced a mental health condition getting help for it compared to 40 per cent of women.

As Dr Ironwood says: "What is going on?!"

The humorous Man Therapy ads will appear on all media including television, radio, print, social media and online, with the no-nonsense Dr Brian Ironwood spearheading the campaign.

The campaign messages will direct people to Dr Ironwood's website, mantherapy.org.au, where he will guide them through activities to assess their wellbeing, offer answers to frequently asked questions and advise them on how to take action to deal with depression and anxiety.

Man Therapy is a multi-million dollar campaign that has been funded entirely by the Federal Government in response to Australia's male suicide problem and Mental Health Minister Mark Butler said he expected the campaign to be hugely successful.

"To get the message across to men, we needed something creative and funny and I think beyondblue has nailed it with Man Therapy," Mr Butler said.

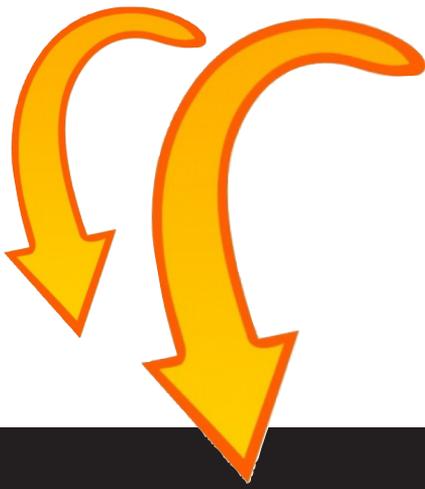
"We know from the ABS that the number of men who died by suicide in 2011 is almost twice the number who died on the roads that year which means suicide currently ranks as the biggest killer of Australian males aged between 15 and 44."

beyondblue Chairman Jeff Kennett said it is difficult for many men to admit they have depression or anxiety because they associate it with weakness.

"We know Australian men can think that having these conditions means they are not being strong enough to handle the issues in their life," he said.

"Men can see support-seeking as a failure, but in fact it is the right and manly thing to do. We have created mantherapy.org.au to change these attitudes and create a better understanding of good mental health."

"If men do not understand the signs and symptoms of depression and anxiety, they are unlikely to know when the crisis point is reached. The fact is even the strongest men can and do develop depression or anxiety in the same way that they can develop a physical illness, but life can improve dramatically with the right action." ❖



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225 55 16	\$120	245 40 18	\$125
225 60 16	\$105	245 45 18	\$120
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dance spectacular



From blooming flowers to creeping insects, Mother Nature's four seasons are brought to life on stage by award-winning dance company Momix's new production Botanica, which is part of Arts Centre Melbourne's 2013 Winter season from Wednesday 7 – Sunday 11 August in the State Theatre.

Inspired by the patterns of nature and the science of plants and flowers, Botanica follows the rhythms of the seasons, the changing shape of life on earth and the passing of a day. Set to an eclectic score ranging from birdsong to Vivaldi, nature's changing imagery is revealed through Momix's talented dancers, who embody everything from falling petals to buzzing dragonflies to fossilised dinosaurs. ❖

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Friday nights at Monet's Garden

A stellar line up including some of Australia's most renowned and acknowledged musicians, singers and DJs will perform Friday evenings to mix it up with the crowds for Friday Nights at Monet's Garden at the National Gallery of Victoria.

Director of the NGV, Tony Ellwood said: 'The music line up will include some of Australia's most well-known artists such as Vance Joy, Robert Forster, Machine Translations, Good Heavens, Brighter Later, Halfway, Courtney Barnett, Seekae, Harmony and Jae Laffer.'

'As well as music acts in the Great Hall, visitors can catch a 'pop-up' talk with special guests including host of Gardening Australia, Costa Georgiadis, celebrated chef, Matt Wilkinson and Australian contemporary artist, Fiona Hall,' said Mr Ellwood.

A range of food and drink offerings will be available throughout the evening and will include everything from bar food to bistro style suppers. ❀

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driving in tunnels handy tips

when travelling in tunnels

- Always leave your car radio on
- Take your sunglasses off (unless they are prescription glasses)
- Always check electronic message boards where available
- Avoid changing lanes
- Keep a safe distance from the vehicle in front
- Turn headlights on



vehicle break downs in tunnels

- Automatic incident detection cameras use software to detect stopped vehicles, pedestrians or debris. An alarm alerts the control room operators, who can then respond to the incident.
- If possible, drive out of the tunnel; otherwise, try to stop in a right or left lane, not the centre lane.
- Switch on your hazard lights, the radio and your vehicle's ventilation system (air-conditioner) to recirculate.
- Stay calm, an incident response unit will attend to you as quickly as possible.
- Remain in your vehicle, unless there's a fire or you are asked to evacuate by the control room.
- If you do have to get out, watch carefully for other traffic and move to either the walkway or in front of your vehicle. Never stand behind your vehicle.
- In an evacuation, look for the running man symbols and flashing lights for a safe exit point.
- Your mobile phone will work in the tunnel - you can contact CityLink on 13 26 29.
- There is an overhead deluge or sprinkler system to help put fires out. This means the control room can activate a downpour directly onto a fire. CAUTION: DON'T drive through an activated water deluge. ❖

tunnel signs

-  Lane is closed
-  Proceed with caution
-  Merge lane closure ahead
-  Lane is open
-  Obey variable speed limit signs
-  Emergency exit
-  Help phone



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