

Australia's premier independent taxi industry magazine

# TAXI TALK

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ON THE RANKS SINCE 1966

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## FROM THE editor's desk

The Victorian government is still yet to make an announcement as to the date when ride-sharing / ride-hailing will become legal in Victoria.

Therefore, it is logical to expect that Uber (and other like businesses) would be fined by law enforcement for continuing to conduct a business that is illegal in Victoria.

What's the use of having laws, when our own government and law enforcement agencies do not enforce them?

If those ride-sharing / ride-hailing businesses who flout the law were fined - then that money could be put towards compensating the current owners and drivers within the Victorian taxi and hire car industries for loss of income and devaluation of their assets - their taxi licences.

By not enforcing the law it sends a message to all, that you just have to find a small loophole, have lots

of money in your back pocket, talk sweetly to those in power and you can do whatever you like - regardless of what the rules and regulations state.

Really! We are living in the 21st century. The public has an expectation that when rules, regulations and laws are made that they will be enforced. Perhaps not!

Cabcharge announced late last year that they will sell 49% of its stake in ComfortDelGro Cabcharge.

Chief executive Andrew Skelton said "We know that to capture the tailwinds of this growing market, in terms of both trips and electronic payments, we must evolve and invest. The transaction allows us to make strategic investments that will reward our shareholders over the long term".

So, is Cabcharge going to put this dollar (which is expected to be around \$183 million) into its taxi



ON THE RANKS SINCE 1966

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fleets or something totally different? We will be watching reports closely and will keep you updated as news comes to hand.

A recent Bloomberg report showed that Uber has lost over \$US2.2 billion in the first nine months of 2016.

In a report from Vox, Timothy Lee says, "As a privately-held company, Uber isn't under any obligation to publish its financial results. But at a minimum, Uber's core business probably isn't as disastrously money-losing as its top-line numbers suggest."

He goes on to say, "Uber's core business is sound, but Uber is investing heavily in things like expanding to India and developing self-driving cars."

At the end of the day, it might not matter much who is the leader of the ride-hailing transportation industry. This industry, as we know it today, will very likely be transformed by the introduction of the autonomous self-driving cars within the next five - ten years.

A Current Affair television program reported last month that consumers need to be aware of charges to their credit cards for fictitious Uber trips. That's a given isn't it? Anyone with a credit card knows that they must check their transactions on their statement every month. You never just blindly trust that the transactions are all legitimate.

You must be vigilant with your credit card and ensure that all the transactions listed have been made by you. And you should never

give out your credit card details to anyone you have 'just met' either via the phone or internet.

Over in Indonesia there is a business called Go-jek, and it is going a few steps further than Uber and others. It is an all-in-one mobile app that provides access to transportation, delivery, lifestyle and payments services for all and sundry within Indonesia. It's payment method is Go-pay.

They have Go-ride, Go-car, Go-food, Go-mart, Go-pulsa, Go-send, Go-box and Go-tix. There's also Go-life which includes Go-massage, Go-clean, Go-auto and Go-glam. That sure is a lot of Go-business!

**Toni Peters**  
Editor 

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# Largest **heist** in Victorian history

The Victorian Government's proposal to pay perpetual Licence Owners and fixed term Licence Owners a compensation package of under \$350 million, is in my opinion not only immoral but outright theft.

I find it incomprehensible that the government can use the words fairness, assistance and consultation to justify their actions.

They know very well that they are taking assets away from people who worked hard and saved for many years to buy them.

**However, the hardest to swallow is the fact that our government is not enforcing our existing laws but accommodating and rewarding big businesses for ignoring and breaking our laws.**

This is Robin Hood in reverse.

I have been in the industry for over 45 years and until a few years ago Metropolitan Taxi Licence values were roughly the same as the average house price in Melbourne.

So, let's look at the compensation package in more detail.

One thing that stands out is the fact that the first licence is not treated in the same manner as the second or the fifth.

The Government gives no reason or explanation for doing this, and one

can only assume that they discriminate against those who worked harder and saved more.

Does the government use the same principle when they compulsory acquire houses that are owned by one entity and pay less compensation for the second and fifth house?

The second inconsistency exists in the amount of compensation for the different Licence Holders.

We have to go back a few years in time to make some valid and reasonable comparison. Let's go back and look at the value of the different taxi licences before the government interfered in a big way in the taxi industry by appointing Professor Fels as the head of the Taxi Inquiry.

In July 2009 the government sold 10 year licences for wheelchair capable taxis for a yearly up front fee of \$32,000.

At around the same time the government encouraged people to get into their own taxi business by paying an upfront fee of \$180,000 for a 10 year metropolitan taxi licence. At this time perpetual metropolitan taxi licences were selling for around \$500,000.

If we take the case of perpetual wheelchair capable taxis and use the above data we can easily defend a valuation in excess of \$600,000. A similar scenario applies



to the valuation of a perpetual taxi licence. An upfront payment of \$180,000 equates to an economic value of around \$360,000 and I therefore believe this makes the valuation of the perpetual metropolitan taxi licence in excess of \$700,000.

Using the above valuations it can easily be seen that the government wants to compensate different licence holders in a discriminatory manner.

1. For a perpetual metropolitan taxi licence that was once valued at \$500,000 the government offers 20%, or using a valuation of \$700,000 - 14% compensation.
2. For a 10 year metropolitan taxi licence that has still 3 years to run the government offers 63%, or if we use the economic valuation 31% compensation.
3. For a perpetual metropolitan hire car licence that

was once valued at \$60,000 the government offers 42% compensation.

How the Victorian government can say that it supports the Taxi and Hire Car Industry in the face of the offered compensation is totally beyond me.

The Victorian Government intends to take \$1.5 billion away from its own hardworking citizens and give it to big business.

If they feel that it is necessary to replace the present licensing system then they should compensate all licence holders adequately and fairly.

The new entrants or the ones who choose to continue in the industry should pay for compensating the present licence holders.

Not the public or thousands of hardworking Australian citizens.

The system of licensing and regulating the Taxi Industry in the public interest, was introduced by governments many years ago. It has served the public, drivers and licence holders very well.

It should be the government's first priority to protect the public from exploitation and uphold our existing laws and regulations.

The government should not change laws and regulations to the detriment of the public, in order to accommodate big business.

Hans Althoff  
Taxi Owner / Operator 

# Ride-sharing gets **free** kick

The VTHF wishes everyone a happy and safe new year for all and a better outcome for our taxi industry.

It has been an interesting start to the year with the Premier of NSW resigning.

The pressure is mounting on government for the unethical way the stakeholders have been treated.

As for drivers, seeing illegals taking fares while the taxi authority walk around with their hands in their pockets has caused embarrassment for the taxi authority.

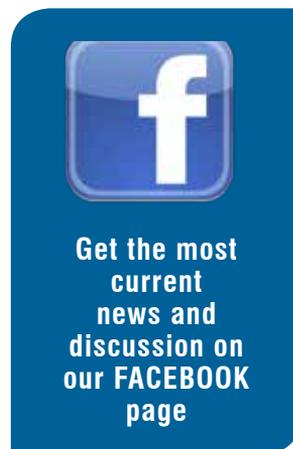
Pauline Hanson, leader of the One Nation political party, has defended the taxi industry by outlining the unfairness of the financial loss suffered by ordinary Australians, and that government has a duty of care to its people and to not pander an illegal offshore consortium.

A “**fairness fund**” has been set up to aid stakeholder’s transition to the new taxi transport system.

**This is no more than a token gesture for assistance.**

The criteria and application process for compensation, does little to relieve the unnecessary financial stress already placed on investors by a government that has shown it has no control over its portfolio.

It is part of a deliberate and cruel agenda to terminate an industry that gives so much to our economy, only



for government to “**wash its hands**” of any fault and give ride-share a free kick.

The importance of relentless pressure on government can only have a beneficial outcome to an industry that is enduring a catastrophic situation.

It is imperative that everyone demand an appointment with their local member to keep addressing their situation for a fairer outcome.

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# Treat us **fairly** !

Welcome to 2017!  
I hope you have all, at least, had a break and are feeling rejuvenated.

At the time of writing, legislation has still not been presented to Parliament some four months after the Andrews Government declared they were going to 'open the flood-gate' for ride-sharing (ie UberX) to operate legally.

The government failed to mention that their intention in opening these flood gates was calculated to be at the expense of the existing hire car and taxi industries.

Notwithstanding, perhaps a two week break for Christmas holidays, four months is an outrageous length of time for our political masters to leave pivotal stakeholders (or in our case, political victims) in a state of heightened anxiety and uncertainty, not to mention increasing financial vulnerability.

Who would have thought that in February 2017, the Ride Share debate would **STILL NOT** be resolved: **YEARS** after Uber started to offer illegal UberX ride-sharing services in Victoria?

Let's reflect:

- The Andrews Government gave us the Taxi and Hire Car Ministerial Forum - because they wanted to 'get it right' and

claimed they understood "the importance of a level playing field", and "fairness".

- During this forum, the Victorian Hire Car Association (VHCA) contributed to the Ride Share Working Group. The Government chose to ignore what was presented. Indeed, even Uber would have not expected industry de-regulation of the scale and breadth the Government is proposing.
- The then, Graeme Samuel led, Taxi Services Commission (TSC) issued a 'cease and desist' order against Uber and then summarily and blithely failed to enforce it.
- The very disappointing 'Brenner Case'. A case that the government should have won but for a technicality. The TSC chose not to appeal the decision which sent a clear message of encouragement to those wishing to operate illegally, to continue to do so, without fear of enforcement of the law or penalties for breaking the law. And, this emanated from those whose direct responsibility it is to uphold and enforce the law.

*continued page 12*



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# Treat us **fairly** !

*continued from page 10*

- The TSC, chose not to meet its statutory obligations at major Victorian events in 2016, effectively condoning illegal behaviour. But, from the VCHA's point of view the TSC rubbed salt into our wounds by handing out information to UberX operators on how they can get their Driver's Certificate.

The TSC attending venues not to exercise their statutory obligations to uphold the law, but instead were passing out information at Melbourne Airport to make it easier for law breakers to continue to break the law.

- But yet on other occasions the TSC rigorously enforced regulations on accredited and licensed operators, chasing one operator, in particular, allegedly for a very minor breach, pursuing him mercilessly until he amassed legal fees in excess of \$50,000!!
- In December 2016 the TSC invited stakeholders to a 'special' meeting. The VHCA was represented by Vice-President Andre Baruch. Andre's view, as was the view of others attending, was that it was a meeting, either by design or default, which raised more questions than it answered.

After all this time, it is simply staggering; no substantive progress has been made.

UberX continues to operate illegally and continues to gain an ever-increasing foothold within

the wider transport mix, unencumbered by any regulation.

We are now also seeing numerous advertisements on Gumtree and Facebook offering (illegal) ride-sharing and transport services.

The fine empty words of the government, "fairness", and creating a "level playing field", showed promise and have delivered nothing but pain and grief.

The bureaucrats responsible for presenting their recommendations the TSC, The Department of Economic Development and Department of Public Transport, the taxi industry, Minister Allan, the Andrews Government and the people of Victoria a grave disservice.

Or, is it a case of sheer ineptitude?

Tens of millions of dollars and emotional hardship have been borne by thousands of people in

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the industry. Deeply distressing and disturbing are the reports of two taxi drivers who have taken their own lives as a result of stress and financial loss.

**To be clear, the VHCA does not oppose the introduction of ride-sharing!**

**We only want to be treated fairly.**

We want to be adequately compensated for the compulsory government acquisition of privately owned assets, which the government itself pegged at a high level, and from which the government garnered huge financial rewards,

and now, has decided unilaterally, are to be deemed worth only a fraction of the cost.

We must be allowed to compete with ride-share on a level playing field.

**The TSC has serious questions to answer.**

The TSC turned a blind eye to illegal ride-share providers during the 2016 Spring Racing Carnival.

Mann Lawyers, on behalf of VHCA members, wrote to TSC CEO, Aaron de Rozario raising this matter well in advance of the Racing Carnival.

Mann Lawyers did not receive the courtesy of a prompt response to a

serious issue. The TSC response arrived after Melbourne Cup week.

It is worthy of note that it is still the view of the VHCA that the Taxi Services Commission has a statutory and moral duty to enforce the existing regulations as they currently stand.

On the basis of the TSC's reply of 29/11/16, from Mr. Steven Brnovic (Acting Director Legal Services, General Counsel, TSC), we have instructed Mann Lawyers to make a formal complaint to the Victorian Ombudsman.

We will keep you informed of developments as they come to hand.

**Rod Barton**  
President VHCA 

If you wish to become a member of the VHCA and join them in fighting for your rights as a Victorian Hire Car Licence holder, send the following via email to [treasurer@vhca.com.au](mailto:treasurer@vhca.com.au)

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# Class actions abound against **Uber**

The taxi industry is seeking “hundreds of millions” against the U.S.-based firm, said Marc-Antoine Cloutier, a lawyer representing drivers, owners and their union.

Taxi companies and drivers across Quebec, Canada are claiming a first victory in their battle against Uber after a judge authorised their class action against the ride-hailing company, on 24 January 2017.

“Uber has made revenues nose-dive for drivers and owners of taxis and limousines across Quebec,” Marc-Antoine Cloutier alleged.

The lead plaintiff in the case is Wilson Jean-Paul, a taxi owner and spokesman for the union representing 4,000 drivers in Quebec.

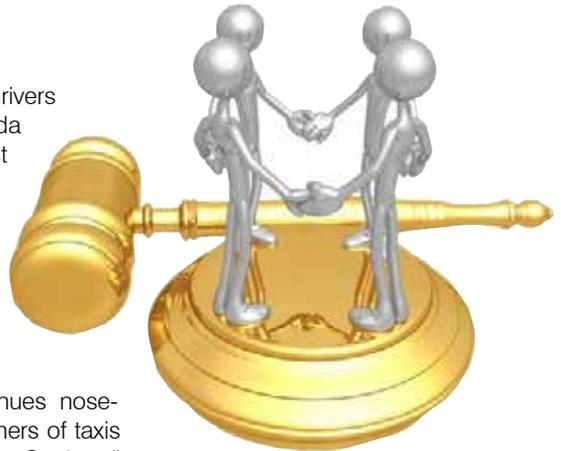
Cloutier said the lawsuit covers all taxi and limousine companies and drivers working in Montreal, its south and north shore, and in the Quebec City area.

The Quebec government recently signed a pilot project with Uber allowing the company to operate in the province legally under strict conditions.

Taxi companies previously tried to have a judge impose an injunction against the pilot project but failed.

Cloutier said aside from the class action, the taxi industry is taking the government to court too, in order to have the agreement signed with Uber declared illegal.

And over on the US east coast in



Massachusetts, 33 cab companies filed a lawsuit against Uber and also the state of Massachusetts in U.S. District Court for the District of Massachusetts on December 16, 2016.

They claim Uber is being allowed by the state itself to skirt the law and operate outside the boundaries of ordinances that apply to taxis and limos.

The regulations both cab companies and Uber have to follow, when compared side-by-side, are very different.

Like most everywhere else in the U.S., Massachusetts taxis are still subject to more regulations; and all taxi drivers must have a taxi medalion. Taxis must also have partitions between the driver and passenger as well as a panic button for the passenger. **TT**



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# New York City

New York City could operate with no more than a few thousand taxis or rides if we took carpooling more seriously, researchers have suggested.

When commuters share their rides through carpooling, the cost of individual transport lowers and there are potentially fewer cars on the road which can cause increased congestion and pollution.

Modern ride-hailing services including Uber and Lyft, in which passengers can hail a ride through mobile devices and also share their vehicle with others, have caused controversy and are often less-than-popular with traditional taxi firms, but researchers say these services could have a real impact on how many vehicles are needed on our city roads.

Currently, New York City has issued almost 14,000 official taxi medalion licenses, but according to researchers from MIT's Computer Science and Artificial Intelligence Laboratory (CSAIL), the city could make do with no more than a quarter of rides.

The team has developed a new algorithm which crunched the numbers and, assuming carpooling becomes more popular, MIT has come to the conclusion that NYC only needs 3,000 four-person cars to serve 98 percent of transport demand in New York City.

The average waiting time would be less than three minutes for a ride.

Led by Professor Daniela Rus, the MIT CSAIL group's algorithm also suggested that if two-person carpools were in use, 3,000 could serve 94 percent of demand, and only 2,000 vehicles would be needed to cater for 95 percent of demand if they carried 10 passengers each.

The algorithm uses data from three million NYC taxi rides to work out in real-time where the hotspots are for transport requests and how to proactively reroute cars to the areas with the highest levels of demands, a feature MIT says improves service speed by up to 20 percent.

"To our knowledge, this is the first time that scientists have been able to experimentally quantify the trade-off between fleet size, capacity, waiting time, travel delay, and operational costs for a range of vehicles, from taxis to vans and shuttles," says Rus.

"What's more, the system is particularly suited to autonomous cars, since it can continuously reroute vehicles based on real-time requests," the researcher added.

Today, carpooling services are somewhat limited -- especially as requests need to be in before a route can be determined -- but the researchers say that in the future, the algorithm could be used to rematch requests to different vehicles, including those with larger capacities, while also keeping in mind passenger cost, time and convenience.

Rus calls the system an "anytime optimal algorithm," which means that it improves as more data is fed into the algorithm and over time with frequent use.

"Ride-sharing services have enormous potential for positive societal impact with respect to congestion, pollution and energy consumption," says Rus. "I think it's important that we as researchers do everything we can to explore ways to make these transportation systems as efficient and reliable as possible."

*The research was published in the journal Proceedings of the National Academy of the Sciences (PNAS).* **TT**

# South Africa



In bustling Abidjan, a homegrown company has tapped into the global taxi app revolution that has spawned Uber and other online transport networks.

While Uber has already jumped into several African markets from South Africa to Egypt, Africab seeks to provide Ivory Coast's emerging middle class with a locally-owned high-tech and reliable travel option.

Africab's clients can use the company app to book its taxis — which cannot be hailed in the road, and it advertises its services only online.

Its fixed fares tend to be higher than for regular taxis, but clients benefit from extra perks.

A daytime trip that would cost around 2,000 CFA francs (AU\$4.30) in an old cab can cost 3,300 CFA francs (AU\$7.15) in an Africab.

But the start-up's sleek vehicles — which are owned by the company, not by the driver — are all air-conditioned. They are fitted with tablet devices and offer free wifi internet access.

"Africab is the new way of getting around," brags Vangsy Goma, the founder and managing director of the firm.

"When I came here, I often had difficulty organizing journeys. You had to get out on the street, haggle... or sometimes rent a car

and brave the traffic," he said.

"The cars (regular taxis) were dilapidated, they are often more than 20 years old. Drivers are badly trained and for the most part, there is no air-conditioning."

As is often the case in African towns and cities, many of Abidjan's backstreets and alleys have never been named.

To get round this, Africab maps the addresses of clients and familiar landmarks. And in a striking contrast with ordinary taxis, Africab drivers are bound to abide by the highway code.

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# London

Make no mistake, it's hard going up against Uber.

Traditional taxi companies have been forced to evolve or die, while other startups like Hailo have found it difficult to compete the ride-hailing service's incredible growth.

Karhoo, a price comparison service for hailing black cabs and the like, also found this out the hard way.

Despite raising tens of millions of pounds and enjoying a splashy launch [in London] last May, the company quickly burned through its investment and closed in November [2016] as it looked "at the next steps for the business." Administrators got involved and employees suddenly found themselves without a job.

However, two months later, Karhoo is making a return, thanks to the financial arm of French car giant Renault.

In a statement, RCI Bank and Services confirmed that it had taken a majority holding in Flit Technologies Ltd, a company formed by former Karhoo employees that bought the remaining assets of the liquidated company.

"The acquisition of the start-up Karhoo appeared as a sudden

opportunity that we did not want to miss and the acquisition was completed rapidly," said Gianluca De Ficchy, CEO of RCI Bank and Services.

"We have met the highly-motivated teams, and I have every confidence in Karhoo's business model; it is innovative and underpinned by a first-class technological platform. We will also be able to capitalize on this platform as part of our activities for the Alliance brands."

Renault becomes the latest car maker to sink money into on-demand transport.

Daimler owns the majority of Hailo, Volkswagen has poured \$300 million into Gett and General Motors has invested \$500 million into Lyft.

Karhoo operates a little differently to many of its rivals in that it doesn't operate its own cars, it simply provides a platform for taxi and private hire firms to feed ride pricing into its app, allowing users to choose the provider that suits their needs.

They hope to relaunch the service, which is based in London but also has operations in New York, later this year.

Matt Brian 

# USA

Number two USA ride-hailing company, Lyft, is growing faster and cutting losses faster than its giant competitor, Uber.

Lyft is planning to expand internationally and will reveal more in the year ahead.

Currently, Lyft competes with Uber's global ambitions through partnerships with local ride-hailing services in other countries.

In December 2015, the American startup joined forces with Didi Chuxing in China, Ola in India and Grab in Southeast Asia. They've since been called the "anti-Uber alliance."

Currently, Didi users in the United States are able to book a Lyft car directly through their Didi app without having to download the Lyft app.

Similarly Didi or Grab users who open their apps in the United States will receive a message prompting them to download Lyft, and vice versa for Lyft users who open their apps in China or Southeast Asia. 

# industry statistics

DECEMBER 2016

Taxi Licence zone	Licence type	# of licences 30/6/16	# of licences 31/12/16	Changes since 30/6/16
<b>Metro</b>	Conventional	4,217	4,145	-72
	WAT	443	447	4
	<b>Total</b>	<b>4,660</b>	<b>4,592</b>	<b>-68</b>
<b>Urban</b>	Conventional	420	418	-2
	WAT	85	80	-5
	<b>Total</b>	<b>505</b>	<b>498</b>	<b>-7</b>
<b>Regional</b>	Conventional	264	273	9
	WAT	72	75	3
	<b>Total</b>	<b>336</b>	<b>348</b>	<b>12</b>
<b>Country</b>	Conventional	127	128	1
	WAT	35	35	0
	<b>Total</b>	<b>162</b>	<b>163</b>	<b>1</b>
<b>Totals</b>	Conventional	5,028	4,941	-87
	WAT	635	631	-4
	<b>Total</b>	<b>5,663</b>	<b>5,572</b>	<b>-91</b>

## Number of drivers

Active drivers ..... 15,746  
 drivers who have recorded at least one shift last year  
 Accredited drivers (taxi, hire car & bus) .... 52,599

## Compliance outcomes

Vehicle Inspections ..... 1,461  
 Rectification Notices ..... 74  
 Infringement Notices ..... 15  
 Official written warning notices ..... 4

Hire Car Licence	# of licences 30/6/16	# of licences 30/12/16	Changes since 30/6/16
<b>Metropolitan</b>	1,136	1,139	3
<b>Country</b>	63	64	1
<b>Special Purpose Vehicles</b>	966	975	9
<b>Restricted</b>	610	619	9

The figures on this page are updated and published on the Taxi Services Commission website each month.



# ELECTRIC MOBILITY OF THE FUTURE

*coming soon.....*

## FF91

Faraday Future, a user-centric, advanced mobility company with headquarters in Southern California is developing the FF 91.

The FF91 delivers superior acceleration and safety while leveraging rear-wheel steering for agile cornering, allowing drivers to confidently execute manoeuvres like merging onto freeways or accelerating out of dangerous scenarios.

Peak motor power is 783 kW, equating to 1050 HP, delivering a record-breaking 0-60 mph time of 2.39 seconds.

The system's compact design enables more cabin space for greater comfort and safety.

FF91 also has the fastest charge speed currently available, with the ability to charge at more than 500 miles per hour. The home charger, included with the vehicle,

achieves 50 percent to full charge in under 4.5 hours at 240V.

### EXTERIOR

The wide stance and long wheelbase deliver a spacious and luxurious interior environment. Each door can open automatically and independently, allowing for quick and convenient passenger pick up. Sensors prevent the doors from opening too wide and making unwanted contact with the surrounding objects.

### INTERIOR

Riding in FF 91, users will feel more rested and energized, even after being stuck in traffic for hours. The rear seats deliver industry-leading rear-seat reclining angles, putting passengers in the biomechanically and



ergonomically optimal position for comfort. This first class rear seating experience provides lower leg, lumbar, and upper back adjustments and support. The seats also offer massage, heating, and ventilation for cooling.

The glass roof, rear and side windows all feature PDLC (Polymer Dispersed Liquid Crystal) glass, which is operated by users tapping on the glass, providing instant privacy and shade from the exterior environment.

## **CONNECTIVITY & PERSONALISATION**

FF is also introducing advanced facial recognition technology – called Arrival Interface – allowing drivers and passengers to unlock the car without a key. Similarly, interior cameras use this technology to recognize users and automatically adjust interior settings to their preferences.

## **INTELLIGENT SAFETY**

FF 91 possesses more sensors compared to other vehicles, and industry-leading computing power to quickly extract data from all those sensors and correct driving decisions. The standard rearview mirror has been replaced by a high definition display that merges the live feed from the side mirrors and rearview camera into a single, seamless image.

The Driverless Valet parking feature enables FF 91 to park itself after the driver has exited the vehicle. Powered by the FFCTRL app, drivers can also summon the vehicle from its parking spot or schedule a pick up at a desired time and location.

The production of FF 91 is planned to start in 2018.



Have  
your  
say

Send your opinion letter to

email: [yoursay@taxitalk.com.au](mailto:yoursay@taxitalk.com.au)

post: PO Box 2345 Mt Waverley VIC 3149

Please include your name & full contact details for verification.

Those who have money and power have ridden all over the hire car industry. The government struggles to keep a straight face and lies about the hire car industry.

The industry has never been a major player in the government's thoughts since well before 1991 and rarely mentions an industry which did not need to be touched.

We have had the Victorian Tax Directorate (VTD) and the Tax Services Commission (TSC).

Neither has cared about us. Even basic things like allowing taxi companies to bring in an \$11 fee and operate a **Silver Service** and pay for what every customer expects anyway - be on time, open the doors, blah blah blah.

The hire car associations never challenged the government on this and so we had taxis taking our industry on by default. When



a couple of operators challenged this in 2004 and 2005 they did not have the numbers to get things changed as they had no support.

Ever since, there has been no challenge to the government on why we are not included in their thoughts until they want to do something damaging. Let's be honest - they do not give a stuff about us.

Even recently the legal counsel for the Taxi Services Commission sent out a notification that the compensation for licence holders announced by government was not for Hire Cars.

It was only when a challenge went back to the Department of Premier and Cabinet from outside the VHCA that the government cleaned up its advice.

So the TSC snubs its nose at us.

Just like Uber is doing! It has

snubbed the "system" and this has been condoned by the Australian Labor Party (ALP) and the TSC.

Even SBS did a business program recently and mentioned Uber was legal in Victoria. What did the TSC do to rectify this? Nothing.

In fact the TSC has enforcement officers out at Melbourne Airport handing out application forms for driver accreditation but not booking illegal activities. This was raised by drivers from outside the VHCA before the VHCA raised the issue in a letter to the TSC.

Now Uber has over 5000 drivers in Victoria.

The ABC last month confirmed that the average take home pay is \$4.35 per hour for an Uber driver because UBER now has too many drivers.

So whilst the consumer is happy - they can nearly always get a car

within 5 minutes - the drivers are getting \$8 for a \$10 fare but paying gst on \$8-00. I wonder what the Australian Tax Office is saying about that!

Overseas Uber is trying to defy regulators. But, unlike here in Victoria, other jurisdictions are on the ball.

In California the Department of Motor Vehicles is "seeking injunctive and other appropriate relief" because UBER is "failing to be a respectful civic partner". So on we go.

Legal opinion is that we, the hire car industry cannot win. The only relief we have is a disobedience campaign against the government but unfortunately this has not been taken up.

Our industry has left it too long to make a stand and let the powers that be, run over us.

It's a shame as this was one industry that did not need a shake up.

We were lumbered with the taxis, with Cabcharge and with a government department that has broken the rules and regulations since 1997.

Very few have seen this coming and now lives are being ruined. The hire car industry needs to get out on its own and bounce back.

L Vincent 

## Cabcharge has a new product for Hire Cars – Giraffe Payments - but at what cost?

This system accepts all major credit, debit and Cabcharge cards and is portable. But instead of charging the customer 5% surcharge for using their credit/debit card, they are now charging the operator (hire car owner) \$99 per terminal per month. They will, very kindly, give us back 1% as a processing fee on all Cabcharge transactions.

So it appears that they no longer wish to pursue the 5% levy with their new portable electronic system - but instead are happy enough to charge the owner \$99 per month for the terminal.

Cabcharge has been involved in our industry forever! What about giving something back to this industry?

Is it too much to ask for one of the major financial industry players to share some of their goodwill back with us? Us, who are left struggling to stay afloat in this industry.

T Bindhurst 



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# ROADS UPDATE

## CBD underground city station

From last month, sections of Franklin and A'Beckett Streets closed and will remain closed for many years.

The area will close in readiness of the \$10.9 billion Metro Tunnel, which will create space to run more trains, more often across Melbourne's suburbs.

This area will be transformed into a major construction site to build the new CBD North Station.

Construction crews will dig down 11 storeys below the ground to construct the new CBD North Station below Swanston Street.

"This is the start of major disruptions for this massive project, which will bring decades of benefits for Melbourne", said Acting Minister for Public Transport Jaala Pulford.

The new station will be linked directly to Melbourne Central Station, providing a seamless interchange between the new Metro Tunnel, the City Loop and the rest of the network.

**Franklin Street** is closed to vehicle traffic between Swanston Street and Victoria Street, and

**A'Beckett Street** is closed between Swanston Street and Stewart Street.

To improve traffic flow, parking near intersections on La Trobe Street between Exhibition and King Streets is being removed to introduce a new permanent traffic lane

Also a 'no stopping' zone is being introduced eastbound on Victoria Street - between Leicester and Nicholson streets in the morning.



# 2016 in review

The Andrews Labor Government has declared 2017 Victoria's year of action against road fatalities, after a heartbreaking third-straight year of increased road deaths. Last year 292 people lost their lives, 39 more than in 2015.

Victorian drivers will see record levels of investment in safe roads infrastructure and road policing in 2017 as the Labor Government's \$1.2 billion Towards Zero Action Plan rolls out across the state.

Thousands of kilometres of flexible roadside barriers and other life-saving infrastructure will continue to be installed on high risk, high volume 100km/hour roads this year.

The installation of the 330km of flexible barriers is expected to reduce run-off-road and head-on crashes by up to 85 per cent on these sections.

Country Victorians are four times more likely to be killed and 40 per cent more likely to be seriously injured on regional Victorian roads, but these barriers have already started saving lives on the Melba Highway where a centre line wire rope barrier was first trialled in Victoria.

Construction has already begun making the Goulburn Valley Highway and Princes Highway East safer.

## Classification of Fatalities

on Victorian roads

1 Jan 2016 - 31 Dec 2016

Run off a straight road	68
Opposing direction	67
Run off road on a curve	41
Pedestrian	37
Adjacent direction	26
Same direction	22
On road	11
Overtaking	9
Passenger/misc	6
Manoeuvring	5
<b>Total</b>	<b>292</b>

Works will start soon on:-

- the Princes Highway East, Longwarry to Traralgon;
- three sections of the Princes Highway West;
- Hume Freeway, M80 to Northern Highway;
- Hume Freeway (NER) and Calder Freeway.

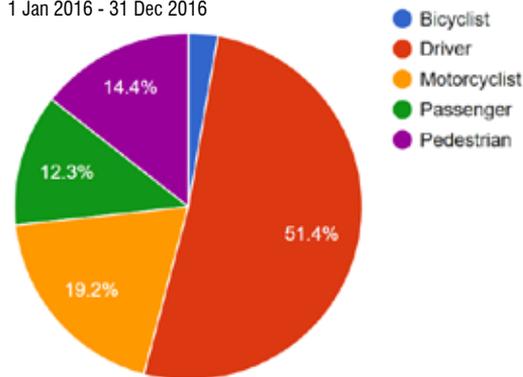
Motorcycle rider fatalities were the biggest contributor to the rise last year, up 90 per cent compared to 2015. Risky behaviours including speed, illicit drug use, lack of protective gear and unlicensed riding were responsible for the majority of rider deaths.

Victoria is leading the nation in roadside drug testing, with more than 102,000 tests carried out in the last year. We know from these figures that a growing number of people have drugs in their system while driving. **TT**

## Road User of Fatalities

on Victorian roads

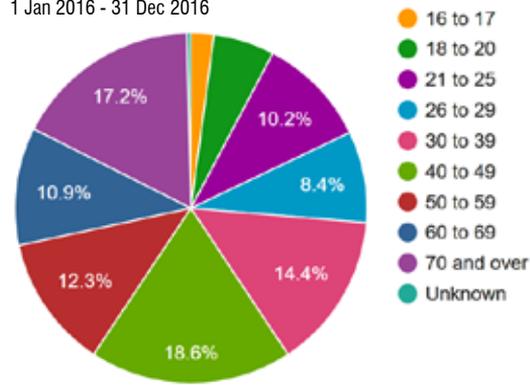
1 Jan 2016 - 31 Dec 2016



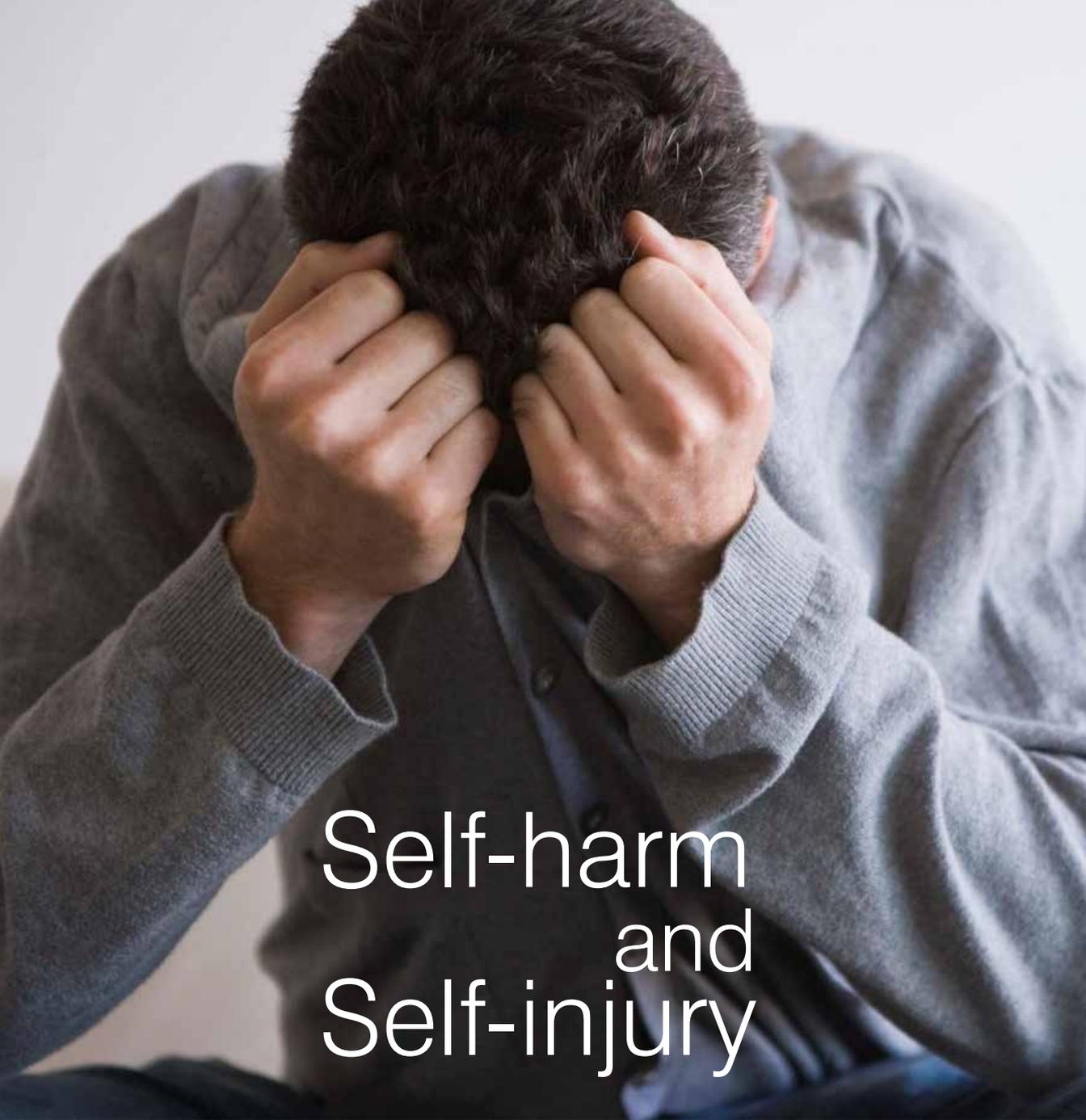
## Age range of Fatalities

on Victorian roads

1 Jan 2016 - 31 Dec 2016



Note - Fatality data is compiled by the TAC from police reports supplied by Victoria Police. Fatality data is revised each day, with the exception of weekends and public holidays. Data is subject to revision as additional information about known accidents is received, and as new accident reports are received and processed.



# Self-harm and Self-injury

Self-harm is the deliberate injuring of oneself in an attempt to cope with strong feelings such as anger, despair or self-hatred.

Self-harm is not a type of suicidal behaviour – in some cases, a person may self-harm in an attempt to drive away suicidal feelings.

In general people self-harm as a way of coping. People often talk about harming themselves as a way to relieve, control or express distressing feelings, thoughts or memories. Some people harm themselves because they feel alone, while others do so to punish themselves due to feelings of guilt or shame.

However, the relief they experience after self-harming is only short term and at some point the difficult feelings usually return. With the return of these feelings often comes an urge to self-harm again. This cycle of self-harm is often difficult to break.

Most people who self-harm are not trying to kill themselves, but there's a chance that they may hurt themselves more than they intended to; this increases their risk of accidental suicide.

People who repeatedly self-harm may also become suicidal and feel hopeless and trapped.

## Finding ways to cope

It is possible to learn to manage really intense feelings in ways that don't cause harm, and many of these alternatives can also offer long-term relief.

It can be hard and at times confronting to break free from self-harming habits, but encourage the person to just take it one step at a time.

Some people can begin this process on their own but many need the support of their friends and family.

If a person you know is intensely self-harming or it has become long term, then the support of a health professional will be essential.

## Support

Having supportive people around is always important.

If you're worried about someone who is self-harming, it's important to talk with them about it. It can be a hard conversation at first so approach it with care, respect and without judgment.

Let them know that you're there for them and encourage them to seek help.

Self-harm refers to people deliberately hurting their bodies. It is usually done in secret and on places of the body that may not be seen by others. The most common type of self-harm is cutting, but there are many other types of self-harm including burning or punching the body, or picking skin or sores.

It can be overwhelming and at times distressing to know someone you care about is self-harming.

To look after others you need to also look after yourself – try to get enough sleep, keep fit and healthy, and seek your own support from friends or professionals.

Try to be surrounded with people who you trust, who will listen without judgment.

This challenge does not need to be faced alone.

A counsellor, psychologist or doctor can help to work out what is triggering self-harm, and begin to work on managing one's difficult thoughts and feelings.

You could talk to your GP or find a mental health professional. You can also call a crisis line like Lifeline – 13 11 14. 





Autonomous vehicles are coming and their omnipresence will make us embrace them.

# Once it was all about the thrill of driving

# soon it will be about the thrill of riding!

CES 2017, now in its 50<sup>th</sup> year, showcased the connected future of technology. 5G, cars, clothes, content, health care, sports, travel, smart cities, AR\*, VR\*, robotics, AI\* and more debuted at the world's largest innovation event held in Las Vegas in January 2017.

"CES 2017 shifted to a new level as large and small companies from around the globe gathered to reveal solutions for many of our world's most challenging problems," said Gary Shapiro, president and CEO, Consumer Technology Association (CTA)<sup>TM</sup>.

"Our industry is bettering the world through connectivity and innovation, touching literally every facet of our lives," he continued.

Things are changing and evolving very rapidly. Just two years ago Tesla, Toyota and Chevy showcased their new smart electric cars. This year they previewed their innovated designs for a more mobile autonomous market.

Mobile analyst Benedict Evans says, "autonomy will have a drastic impact on the global economy — whether through oil production, population (fewer annual road

deaths and fewer organ donations), city infrastructure, logistics, insurance and so on. Of all the products and technologies at CES, autonomy has the greatest potential to change life as we know it."

"Think about the way our world has changed since the iPhone launched nearly a decade ago now — and multiply that many times over. Yes, autonomy will give birth to entirely new economies that transform dining, shopping, entertainment and media, productivity, education and manufacturing", he continued. **TT**

\* AR = Augmented Reality VR = Virtual Reality AI = ArtificialIntelligence

THE HONDA NEUV is a concept vehicle designed for the ride-sharing market. The NeuV, (New Electric Urban Vehicle) pronounced [noo-vee] is based on the premise that self-driving, electric cars can be put to work rather than sitting idle. Honda says the two-seat vehicle could be programmed to pick up and drop off passengers when its owner isn't using it. The NeuV uses an "emotion engine" and an automated personal assistant. It studies driver's reactions and patterns using AI technology and makes recommendations on music and tips on daily driving habits.



CONCEPT VEHICLE



**THE UNI-CUB BY HONDA** features a compact size, a comfortable saddle, Honda's proprietary balance control technology and the omni-directional driving wheel system that makes possible the same freedom of movement that people enjoy when walking.



**HYUNDAI'S MEDICAL EXOSKELETON SUIT** shows the promise of robots, helps paraplegics and enables you to lift things normally too heavy to do so.

# NEED A JOB? NEED A DRIVER?

## DRIVER WANTED

Chauffeur driver wanted part time/casual.  
Please call 0434 529 800 or text your accreditation details. Fax 1300 77 44 56

## TORQUAY DRIVER WANTED

Conscientious taxi driver required in Torquay area for irregular shifts. Please call Phil on 0419 012 701

## SILVER TOP TAXI DRIVER

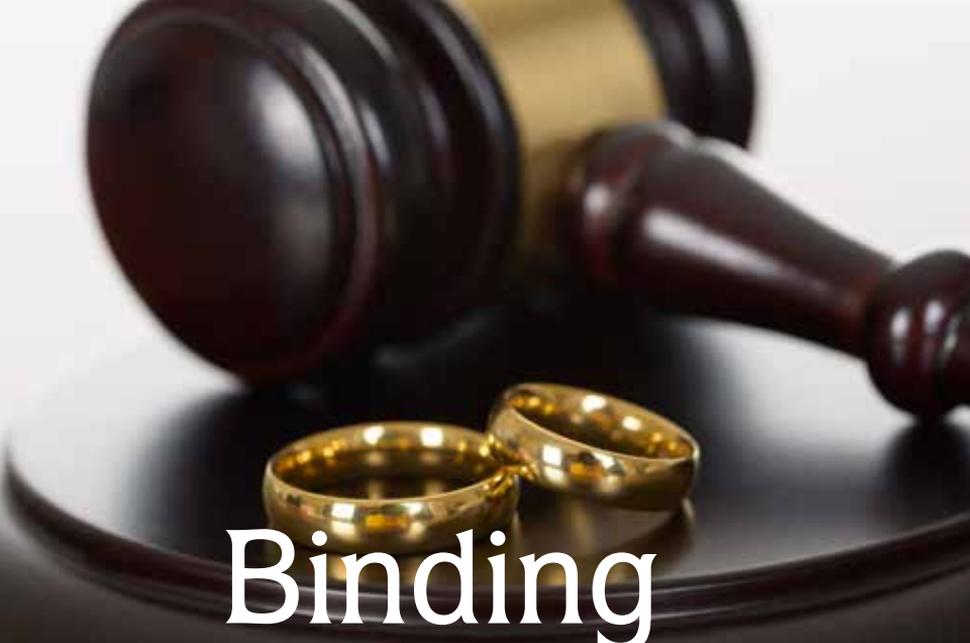
Full time day shift. Should be over 25 years old with at least 3 years experience. Change over Rowville. Contact Tony 0413 393 594.

## HIRE CAR DRIVER REQUIRED

Permanent part time work (2-3 days/week). Must have MT/MH. Contact 0437 711 345.

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# Binding financial agreements

There are many names for Binding Financial Agreements or BFAs, including;

- Pre-nuptial Agreements (commonly known as pre-nups),
- Post-nuptial Agreements (post-nups); and
- Cohabitation Agreements.

They are known by the courts as Binding Financial Agreements. There have even been movies about them and their enforceability and plenty of sensational newspaper stories but this article sets out the six key points you need to know.

## How do they work?

A BFA allows a couple to agree in advance on an acceptable division of assets. After a relationship between a couple breaks down or is no longer workable, a BFA can reduce the financial stress of a separation and allow the couple to amicably separate without the need for costly, time-consuming and stressful court action.

Therefore entering into a properly drafted and executed BFA can prevent the courts from interfering with the agreed property distribution and provide certainty at the time of the breakdown of any relationship.

## When do parties enter into a BFA?

BFAs can be entered into before the commencement of a marriage or relationship or at any point during the marriage or relationship and even after separation.

## How binding are they on the Courts?

The short answer is that they are binding, provided they have been set up correctly.

To be binding, there are certain requirements that BFAs need to meet. If these items are not met, then the agreement can be void or set aside.

It is important that the parties obtain independent legal advice and have a solicitor draft and sign the document to avoid the agreement being set aside.

In addition, BFAs should also be reviewed about every two years or after a significant event in the lives of the parties, such as the birth of a child or one party receiving an inheritance.

## What does a BFA usually cover?

A BFA can specify how the parties have agreed to divide the asset pool in the event the relationship fails. They deal with property, financial resources as well as maintenance, generally described as:

- The financial settlement (including superannuation entitlements);
- The financial support (maintenance) of one spouse by the other;
- The agreed arrangements for the children; and

## Any incidental issues

This means the following practical issues that commonly arise, are dealt with in the BFA:

- Protect existing assets or likely inheritances;
- Ensure that children of previous relationships inherit;
- Preserve family farms or other businesses for future generations;
- Provide more weight to the contribution of a higher income earner; or
- Avoid disputes about financial matters at the end of a relationship.
- What a lawyer will need to know when advising about BFAs
- When a lawyer is advising a party about a BFA and before an agreement can be drafted, many factors are taken into account, for example:
- The parties' occupations and future capacity to earn an income.
- Their superannuation monies entitlements.
- Their current assets including chattels, vehicles, shares, furniture, valuables.

- The current value of these assets.
- The current market value of property a party intends to own personally.
- Details of each party's liabilities including any loans, mortgages or debts.
- Whether there is any other family law financial agreement which may apply.
- The date when the cohabitation commenced between the parties.
- The date when the relationship commenced between the parties.
- Whether or not either party has been married previously.
- The number and age of any children.

## What are benefits?

A correctly executed BFA may provide some degree of certainty to the parties and thus avoid unnecessary arguments, in the event that a relationship ends, as they have agreed in advance as to how the property will be divided.

It can also make parties feel secure knowing that the property they have accumulated before the relationship or marriage is safe. By reaching agreement in advance, the issues that occur after a break up are more likely to be carried out without costly legal expenses or court delays.

## In summary

BFAs can provide significant comfort to parties before any relationship issues arise. They not only provide certainty if done properly but reduce stress and costs as well as provide a timely solution without having to experience any court delays as would occur if there was a prolonged argument between the parties.

Note though the importance of not only getting it done properly at the beginning but of having BFAs reviewed from time to time.

If you know someone who may need assistance get them to call us on 03 9497 2622 or email [amsr@amslaw.com.au](mailto:amsr@amslaw.com.au). 

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# Melbourne

## Major events

Until 12 February

**JOHN OLSEN:**  
**THE YOU BEAUT COUNTRY**  
 The Ian Potter Centre: NGV  
 Federation Square, Flinders Street, Melbourne



These works are presented alongside his more recent paintings, prints and water-colours, including those inspired by the filling of Lake Eyre. The exhibition reveals an artist who at 88 years of age has lost none of his passion for his subject matter, nor his creative vitality and retains a unique ability to capture the spirit of the Australian landscape.

12 February



### St Kilda Festival

Streets and foreshore of St Kilda

Australia's biggest free celebration of summer, showcasing Australian artists and talents against the spectacular natural beauty of the St Kilda foreshore. The festival attracts 400,000+ attendees. The streets of St Kilda are closed to traffic as some of Australia's best musicians play over multiple stages. People are entertained with a vast range of performances, workshops, kids' entertainment, extreme sports, dance, carnival rides, buskers and much more.

18 February  
 dusk till dawn

### White Night Melbourne

Melbourne CBD



A one night only, all-night celebration of culture and creativity, the 12-hour event includes exhibitions, street performances, illuminations, installations, film screenings, music, dance and interactive events.

White Night Melbourne takes over city streets, parklands, laneways, public spaces and cultural institutions of Melbourne's CBD, from the National Gallery of Victoria on St Kilda Road right through to the Melbourne Museum and Carlton Gardens.

22 - 25 February



### 2017 World Cup Men's and Women's Artistic Gymnastics

Hisense Arena, Olympic Boulevard, Melbourne

Athletes from 15 countries including Olympic Gold Medallists from Rio and London, will compete across two days of Qualifiers on 22 & 23 February. The top eight athletes on each apparatus then advance to the Finals on Friday 24 and Saturday 25 February. Over four days, spectators will be amazed by the standard of competition and immersed in an experience like never before.

Until 8 March 2017

### SUMMER NIGHT MARKET



Fill those summer nights with Melbourne's largest and best array of global street food, curated bars, artisan and vintage stall holders and quirky activations. Every Wednesday during Summer you'll be rocking out to three live music stages and floating around the historic Market sheds with the cream of Melbourne's busking scene and roving entertainers.

24 - 26 February



### Superbike World Championships

Phillip Island Grand Prix Circuit, Cowes

Superbikes have a great connection to the general public, because people can see the bikes they own being punted around on some of the finest race tracks in the world. Phillip Island has one of the highest average speeds of any circuit in the world. The championship regulations allow four-cylinder bikes of up to 1000cc, or twins up to 1200cc.

# Inverloch JAZZ Festival

10-13 March 2017

It's an outstanding  
festival full  
of great Jazz,  
for a great cause,  
in a great place.

THE  
UNSELLABLES



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RECEIVE A TAX DEDUCTIBLE RECEIPT**



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**donateyourcar.org.au**

The Inverloch Jazz Festival is co-ordinated and organised by volunteers and 2017 is their 24th Festival. Held in Inverloch a small seaside town in South Gippsland Victoria Australia, the town becomes alive as Jazz kicks off with 40 outstanding bands and musicians.

Last year's festival raised funds for The Inverloch Men's Shed. Over the 23 years the festival has helped to raise well over \$300,000 and has been a platform for many other organisations like The Lions, Rotary, and The Inverloch Surf Life Saving Club.

Whether it's tapping your feet, being inspired by an arrangement, hearing a new song, or just meeting up with old friends and musicians, come and celebrate this wonderful collection of talented musicians as they set up to entertain you.

And as one patron said "it's the only festival I know of where you can listen to jazz, go for a swim and come back for more jazz". **TT**

### TICKET PRICES

full details and bookings at [www.inverlochjazzfestival.com](http://www.inverlochjazzfestival.com)

FULL FESTIVAL WEEKEND	at the door pre book	\$90 \$80
FRIDAY NIGHT ONLY (7.30pm – 10.30pm)		\$30
SATURDAY or SUNDAY - FULL day pass 11am - 11pm		\$50
- DAY session to 11am-6pm		\$35
- NIGHT session 7pm-11pm		\$35
YOUNG PEOPLE (16 years & under)		FREE
Rotary Street Parade, Church Service, Jazz Picnic		FREE

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## INKY PUZZLE

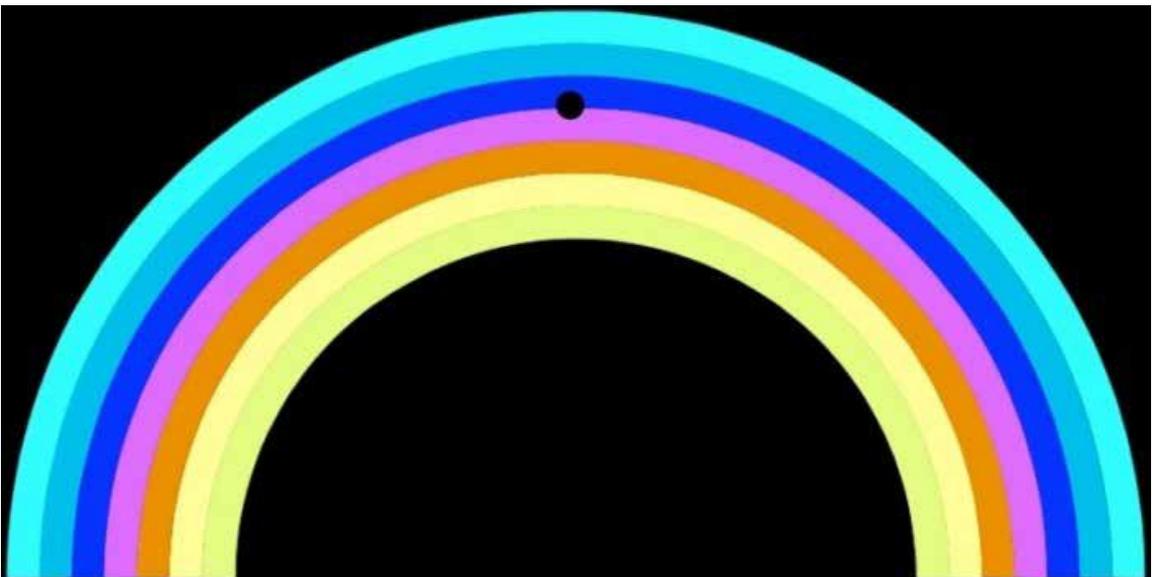
<b>8 +</b>	<b>2 -</b>		<b>2 /</b>
	<b>2 /</b>		
	<b>24 ×</b>	<b>2 -</b>	<b>3 ×</b>

Fill in the blank squares so that each row and each column contain all of the digits 1 thru 4. The heavy lines indicate areas (called cages) that contain groups of numbers that can be combined (in any order) to produce the result shown in the cage, with the indicated math operation. For example,  $12 \times$  means you can multiply the values together to produce 12. Numbers in cages may repeat, as long as they are not in the same row or column.

## SUDOKU

The aim of this game is to fill in empty squares using digits from 1 to 9. Each digit must be found once and only once per line, per column and per region.

5	6				9	7		
9			7		6			1
			5		8	6	9	
3					7		2	
4	2						1	3
	9		3					6
	4	1	8		3			
7			6		4			2
		8	1				4	9



## INSTANT RAINBOW

- 1) Stare at the black dot for 20 seconds
- 2) Look at the sky
- 3) Smile

# Metropolitan Taxi Club

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360 Brunswick Road, Brunswick

EMAIL

[daniel@metropolitantaxiclub.com.au](mailto:daniel@metropolitantaxiclub.com.au)

[vi@metropolitantaxiclub.com.au](mailto:vi@metropolitantaxiclub.com.au)

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- Taxi shifts available (day and night)
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- 24/7 roadside assistance

Phone  
9388 1425 or 9388 0722

# SCAM ALERT!

Scammers don't discriminate. No one expects they'll be scammed, but anyone can fall for one, especially as scams become more sophisticated. You're not alone

If you've been scammed, it can help to talk about how you're feeling with someone you trust. If you experience depression or anxiety as a result of being scammed, you can seek professional help from:

- beyondblue website
- headspace website (for 12-25 year olds)
- SANE Australia website.

Men can find specialised support by visiting the Victorian Men's Shed Association website.

Clicking on a link or opening an attachment may install software that gives scammers access to your computer or block you from accessing your files until you pay a ransom. Paying the ransom does not guarantee you will get access to your files or that scammers will not demand more money in the future.

If you are scammed by anyone you can report the scam to Consumer Affairs Victoria, via their website **Report a Scam** page - <https://online.justice.vic.gov.au/cav-forms/scam.doj>. Consumer Affairs Victoria will use this information to help fight scams in Victoria.

If you have lost money in a scam, and you paid by

## Protect yourself

- Be wary of online sellers offering goods and well-known brands at extremely low prices.
- When selling items online, do not follow the links in a payment notification email to check whether the payment has arrived - log into your account directly.
- With online dating, do not send money to someone you have never met, even if you have spoken to them or received gifts.
- Be wary of unsolicited emails, phone calls or letters saying you have unclaimed funds or are owed money.
- Do not let anyone pressure you into making quick investment decisions.
- Never send off money or bank details to claim a prize.

credit card, you may be able to seek a chargeback from your bank or credit card provider. A chargeback is a reversal of a charge on your credit card and is similar to a refund.

If you have paid via PayPal (or similar) lodge a dispute and ask for the transaction to be reversed.

If you are suffering financial stress due to money lost in a scam, you can call the toll-free MoneyHelp hotline on 1800 007 007. 

# TRADE DIRECTORY

Taxi Licences  
available  
**FOR  
LEASE**



Contact  
Peter  
today on  
0487 268 882

**Drivers Wanted...**

Set price  
24 hour  
hungry shifts  
(conditions apply) **\$150**  
from  
excl gst

Full Time  
set price  
hungry  
(conditions apply) **\$990**  
from  
excl gst

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Advertise in  
**TAXI  
TALK**

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Victorian  
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Hire Car  
Industries

**DO YOU HAVE...**

- something to sell?
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- a new product?

Contact Toni Peters on  
M 0400 137 866  
E [tonipeters@taxitalk.com.au](mailto:tonipeters@taxitalk.com.au)

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**\$15**  
ONLY



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**TAXI LICENCES AVAILABLE FOR LEASE**  
Contact Peter on 0487 268 882.

**TAXI LICENCE FOR LEASE**  
Best offer accepted.  
Contact Tony on 0415 718 806.

**NUMURKAH TAXI SERVICE FOR SALE or TRY BEFORE YOU BUY**  
[lease for 6 or 12 months] Have a tree change. Country town North of Shepparton. Good customer base, DVA and other contract work. 2 x FG Ford sedans in good condition, low kms. Ring Rob on 0417 386 311.

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PAYMENT OPTIONS ARE LISTED ON PAGE 3



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# Cruise shipping at Station Pier

Cruise ship season is here again. All taxi drivers are encouraged to support and service this growing tourism market. Taxis can access Station Pier for passenger drop off and collection from the managed taxi rank once security has undertaken a quick identification check.

Arrival Date	Cruise Ship	Arrival (approx)	Departure (approx)
<b>February 2017</b>			
Wed 1 Feb	Pacific Jewel	1 Feb 0700	1 Feb 1600
Thu 2 Feb	Noordam	2 Feb 0800	2 Feb 1800
Fri 3 Feb	Dawn Princess	3 Feb 0800	3 Feb 1800
Sat 5 Feb	Seabourn Encore	4 Feb 0700	4 Feb 1800
Mon 6 Feb	Pacific Jewel	6 Feb 0700	6 Feb 1600
Tue 7 Feb	Celebrity Solstice	7 Feb 0800	7 Feb 1700
Wed 8 Feb	Norwegian Star	8 Feb 0800	8 Feb 1800
Thu 9 Feb	Silver Whisper	9 Feb 0800	9 Feb 2100
Mon 13 Feb	Golden Princess	13 Feb 0600	13 Feb 1600
Wed 15 Feb	Pacific Eden	15 Feb 0700	15 Feb 1600
Sat 18 Feb	Queen Mary 2	18 Feb 0800	18 Feb 1800
Sun 19 Feb	Golden Princess	19 Feb 0800	19 Feb 1800
Mon 20 Feb	Pacific Eden	20 Feb 0700	20 Feb 1600
Wed 22 Feb	Azamara Journey	22 Feb 0800	22 Feb 2100
Wed 22 Feb	Queen Mary 2	22 Feb 0700	22 Feb 1800
Fri 24 Feb	Pacific Eden	24 Feb 0700	24 Feb 1600

Arrival Date	Cruise Ship	Arrival (approx)	Departure (approx)
Sun 26 Feb	Noordam	26 Feb 0800	26 Feb 1800
Mon 27 Feb	Pacific Eden	27 Feb 0700	27 Feb 1600
Tue 28 Feb	Aurora	28 Feb 0800	28 Feb 1800
<b>March 2017</b>			
Fri 3 Mar	Pacific Eden	3 Mar 0700	3 Mar 1600
Fri 3 Mar	Seabourn Encore	3 Mar 1000	3 Mar 2300
Sat 4 Mar	Radiance of the Seas	4 Mar 0800	4 Mar 1800
Sun 5 Mar	Golden Princess	5 Mar 0600	5 Mar 1600
Sun 12 Mar	Sun Princess	12 Mar 0800	12 Mar 1800
Mon 13 Mar	Queen Victoria	13 Mar 0800	13 Mar 1800
Tue 14 Mar	Artania	14 Mar 0800	14 Mar 2000
Wed 15 Mar	Pacific Eden	15 Mar 1200	15 Mar 2100
Thu 16 Mar	Costa Luminosa	15 Mar 8000	overnight stay
Fri 17 Mar	Costa Luminosa		17 Mar 1800
Sat 18 Mar	Golden Princess	18 Mar 0600	18 Mar 1600
Wed 29 Mar	Pacific Eden	29 Mar 0800	29 Mar 1800
Fri 31 Mar	Golden Princess	31 Mar 0600	31 Mar 1600

# Patterson Cheney Toyota



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[pattersoncheneytoyota.com.au](http://pattersoncheneytoyota.com.au)

LMCT578



*Oh what a feeling!*