

TAXI TALK

VOICE OF THE TAXI INDUSTRY

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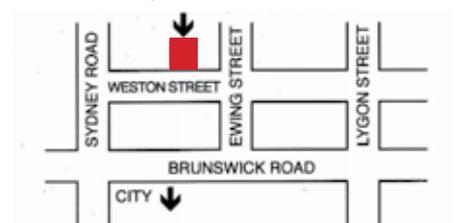
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Contents



6	Industry laws & regulations They exist primarily to protect the public.
8	Uber not a threat... yet According to Roy Morgan Research.
18	World Taxi News A look at what's making the news around the globe.
19	Licence Statistics Monthly Victorian taxi & hire car licence comparison.
26	Jitney vs Uber 100 years ago we had the jitney - now we have Uber.
30	Taxi Services Commission Updates on government issues effecting the industry.

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EDITOR'S DESK



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During the past financial year the Taxi Services Commission spent \$3.8 million on external advice on how to fix the Victorian taxi industry - and it's still not resolved. If anything, it's got worse. How much more will it cost? How much longer before we know, either way, how ride-sharing is to be treated, legislated and recognised in Victoria?

We now have taxis of all colours roaming around the streets. What was wrong with the yellow cabs? It used to be great to easily identify a taxi coming your way! With the relaxation of the car colour rule comes the abolishment of the requirement for Peak Service (PS) taxis to have their roof painted green. Being a PS taxi means you can only operate between 3pm and 7am and on some special occasions. Enforcement of these operational hours was made easier with the green roofs. I wonder how many PS cabs will be on the roads plying for work outside of their scheduled hours, because now they blend in with the crowd?

Another one of our local startups has bitten the dust and no longer operational. Cabit was started in 2014 and lived for a mere two years. The lime-coloured taxis that were fitted with lpg hybrid engines no longer run under the banner of Cabit. When we visit their website it tells us "we are currently offline - we will be back soon". But they won't be. All their cars have moved to new homes.

Apparently China is Uber's largest international marketplace. But Uber's market share is dwarfed by that of the larger Didi Kuaidi. It's been reported that in China, Uber is losing more than \$1 billion a year as Didi Kuaidi is a fierce competitor that's unprofitable in every city they exist in, but they're buying up market share. And so, Uber is following them wherever they go, matching their prices and services.

Last month the Northern Territory government announced some minor reforms to the taxi industry. NT Transport Minister Peter Chandler said that the NT government will not be making any regulatory changes authorising point to point ridesharing transport services. Therefore Uber will not be able to operate in NT in the short term. The NT government will monitor the "other jurisdictions across Australia where unauthorised ridesharing has been operating", and review their decision at a later date.

GoCatch, a taxi booking app that started in Sydney in 2011, is the latest business to join the ride-sharing app bandwagon. They have created GoCar - the app that is going to compete in the ride-sharing market for passengers - just like Uber does.

Big-name investors including billionaire James Packer, SEEK co-founder Paul Bassat, fund manager David Paradise and the Prime Minister's son Alex Turnbull are backing taxi-booking app GoCatch to launch this new ride-sharing service in Australia.

It's getting a little more competitive every month out there in ride-sharing land. Not only does the taxi industry have Uber to compete with, there are at least another six apps vying and plying for the same work.

Competition within the taxi industry had actually decreased over the past 40 years and then along comes the ride-sharing apps, increasing competition and they have done it almost overnight.

Australian Competition and Consumer Commission (ACCC) chairman Rod Sims recently said, "digital

disruption is the most pro-competition thing to have in the country at the moment. It's just fantastic."

The apps have become so popular that they won't be able to be stopped, they need to be embraced and incorporated into our mainstream industry.

This month sees Melbourne come alive with Albert Park hosting the Australian Formula 1 Grand Prix, the Yarra River and Alexander Gardens host Moomba and the Melbourne International Comedy Festival hits the stages and pubs around town.

There are plenty of extra opportunities this month to get that great fare. Be smart, check the calendar for special events, dress well, keep your cab clean and be prepared to work hard. Taxi drivers are ambassadors for Victoria and you all need to pull your socks up if you wish to remain in this game.

Toni Peters

Editor, Taxi Talk - Voice of the Taxi Industry 

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INDUSTRY LAWS & REGULATION

The primary reason for the existence of laws and regulations in the Taxi Industry is the interest and protection of the public.

A taxi can be defined as a commercial vehicle that is licensed to carry passengers for financial reward by a professional driver, using a metering device to calculate a fare.

Many laws that now exist in the Taxi Industry evolved during decades and served the consumer well. So let us have a look at some of the most important and relevant facets of the industry that are governed by laws and regulations that are in existence today.

1 Maximum fares. The ESC (Essential Services Commission), an independent government agency, determines maximum fares that are registered on a taxi metering device; the consumer (local and tourist) has certainty and knows that he is paying a fair price for the service offered by a taxi.

Fares should always be set by an independent body so that self-interest cannot prevail and that the availability of a taxi is not dependent on the size of a wallet or credit card. Both the government and the industry have a moral and legal obligation to protect consumers from exploitation by unscrupulous behaviour of companies and drivers.

2 Licensed commercial vehicles that are used in the taxi industry have to comply with government regulation. There are substantial penalties in place for non-compliance. The vehicles have to carry a commercial registration and special compulsory third party insurance. They have to

be painted in a particular colour and fitted with cameras, dome lights, decals, communication equipment and safety-alarms.

Furthermore these vehicles have to be inspected before each shift, in accordance with the law, for safety and suitability of carrying passengers. The law also requires taxis to have a taxi roadworthy certificate every 12 months and every six months for cars that are more than 4 years old.

3 Taxi drivers are licensed by the government. They are the backbone of the industry. They should be people of high integrity and professional ability. Qualities that our modern world does not seem to value highly enough anymore.

Rather than looking for intellectual giants in testing new taxi drivers, we should concentrate on making sure that a passenger is carried in a safe and timely manner from point A to B.

No driver should be allowed to be licensed, if he or she is convicted of a crime that carries a prison sentence. The rights and protection of the community should always override the rights of the individual.

4 A taxi licence gives the holder the right to operate a taxi. This right can be assigned to an accredited Operator. At present about 75%



of the licences in Melbourne are held by perpetual licence holders and the rest is held by the Victorian government.

It is the confusion that exists in the eyes of the public and governments with respect to taxi licences that creates most problems in the industry.

It is the number of taxi licences and drivers that ensure the supply and quality of service to the public.

Get the numbers wrong with respect to drivers and licences or either of them, and supply and quality of service will be affected.

An oversupply of licences will invariably have a negative affect on the quality of service to the public and the viability of the Industry.

An under-supply of licences will affect the availability of taxis to the public.

A shortage of drivers will have an impact on both the service to the public and the viability of the industry, whereas a surplus of drivers can lead to unscrupulous behaviour of operators and licence holders.

Contrary to popular belief there is no component in the fare structure that is connected to the value of a

taxi licence, and therefore the public does not pay for the value of a licence in the taxi fare.

5 Network Service Providers (NSPs) are accredited by the government to provide a taxi to a taxi user.

In Melbourne the NSPs are now providing most of the radio work to taxis. They perform also a number of duties on behalf of the government. The NSPs are not the taxi industry but provide a very important service to the industry.

Unfortunately the interest of the NSPs is often in direct conflict with the interest of the public, drivers and operators, because of the fact that they are receiving their income of a fixed amount on a per car basis.

This leads to the following problems.

- Answering the phone costs money in the form of staff and leads at times to delays for the public and lost fares for operators and drivers.
- There is no financial incentive for NSPs to dispatch more work as this would lead to a cost increase.

- There is however a financial incentive to have more cars in their NSP since this provides greater income for the NSP at the expense of drivers and operators.
- By not providing a system that dispatches all requests for a taxi to the entire Melbourne fleet, the taxi user has only access to half the fleet. This means the taxi driver and operator can only deliver an inferior and inefficient service to the public.

Most of the problems in the taxi industry could be resolved if our laws would be upheld and all participants in the industry would act in less self-interest.

Hans Altoff
Taxi Owner/ Operator **TT**

UBER NOT A THREAT... YET

A survey has revealed that 5.1 per cent of Australians aged 14 and over (that's 989,000 people) reported travelling by Uber at least once in any given three-month period — but this large uptake is not yet posing a threat to taxi drivers, say researchers.

Michele Levine, CEO of Roy Morgan Research who conducted the survey between July and December last year, says "Despite the concerns of traditional taxi drivers, Uber does not yet pose a threat to their market dominance — around a quarter of the population still travel by taxi in an average three months.

"However, we will be monitoring closely how/if this changes in the coming year."

"In the meantime, taxi companies wishing to compete in this dramatically shifting scene would do well to identify those individuals who are least likely to switch to Uber and focus some concerted attention on ensuring their continued custom," he continued.

Almost three quarters of them were aged between 18 and 34, while less than 10 per cent were aged 50 and older.

Just over one million Australians (or 5.3 per cent) have downloaded the Uber app, and again, it's the younger age brackets that comprise the lion's share of downloaders: more than six in every 10, of them, in fact.

Furthermore, of the 555,000 Australians (2.8 per cent) who use their Uber app on their mobile phone in an average four weeks, more than two-thirds are from the 18-24 and 25-34 year-old age groups.

Uber's adoption rates vary between the states, with Western Australians embracing the service with particular enthusiasm. Not only do 10.5 per cent of them travel by Uber in any given three months (more than double the national average), 7.6 per cent have downloaded the Uber app and 4.3 per cent use the app on their mobile phone in an average four weeks.

The fact that a higher proportion are travelling by Uber than have downloaded the app indicates that many of WA's Uber passengers travel with others who have not yet downloaded the app themselves.

Despite remaining illegal in Victoria, the state's residents are the second-most likely to travel by Uber in an average three-month period (5.3 per cent).

When it comes to downloading the app, Queenslanders follow WA residents — although like Victoria, the company is also illegal in the Sunshine State.

Tasmania and South Australia remain relatively oblivious to the Uber phenomenon.

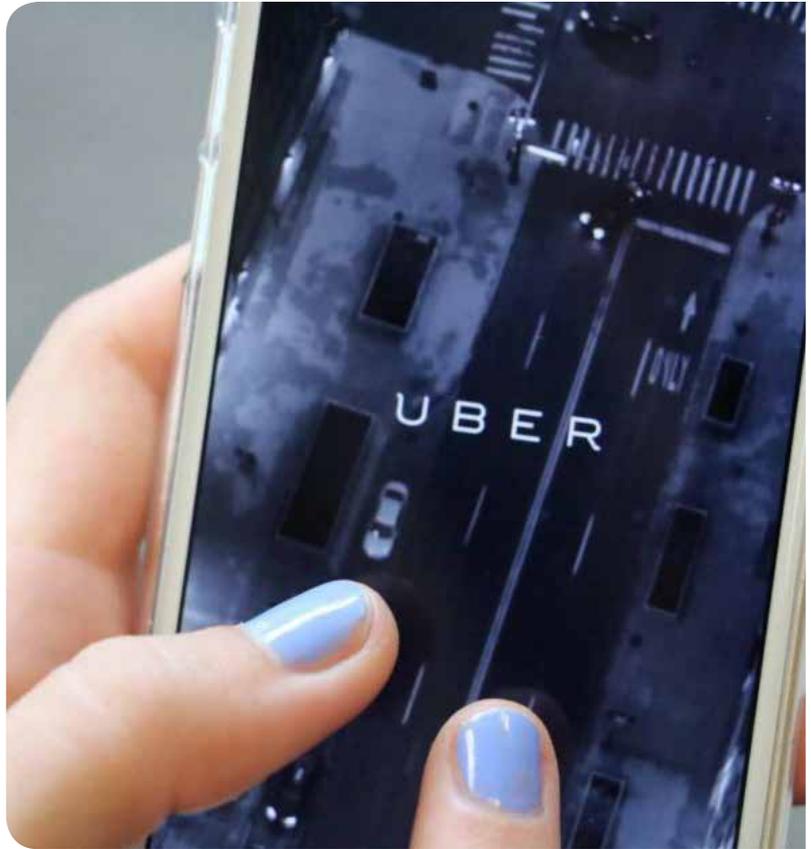
Michele Levine says, "Just like the equally ground-breaking start-up, Airbnb, Uber was founded in San Francisco and has since spread like wildfire around the globe, often causing consternation among

established taxi companies and governments wrestling with its legal implications.”

“While NSW and ACT have legalised and regulated Uber, and WA is on the way to doing the same, other states have not yet welcomed it (which hasn’t prevented it from operating in those states),” continued Michele Levine.

“Since its late 2012 launch in Sydney, Uber has gone nationwide, with WA leading the country in Uber uptake. As we have found, younger Aussies (aged under 35) are far more likely than their older counterparts to travel by Uber and download the app: hardly surprising, given that most of them have grown up with digital technology.”

Rae Johnston 



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WORKS ON CITYLINK TULLA

Slow down and drive safely as the \$1.28 billion Citylink Tulla Widening project hits top gear.

As part of the project, an 80km/h speed limit is in place between Flemington Road and Bulla Road, while a 60km/h limit applies during night works to keep both workers and motorists safe.

Construction sites are a high-risk environment with heavy machinery, hot bitumen and road workers on foot.

“Construction speed limits are enforceable, and when people exceed them, they are putting workers in danger,” said Minister for Roads and Road Safety, Luke Donnellan.





Victoria Police will increase patrols, targeting speeding and tailgating on the freeway as well as entry and exit ramps.

Keeping the freeway open while the project is being delivered is a priority, and reduced speed limits are crucial to keeping everyone safe.

Work between Bulla Road and Bell Street started in October, with the section from Melbourne Airport to Bulla Road due to start by mid-year.

Keeping the freeway open while the project is being delivered is a priority, and reduced speed limits are crucial to keeping everyone safe.

During construction, the CityLink Tulla Widening Project is expected to create 1,400 jobs, and once complete, will on average save drivers 16 minutes in the morning peak and 17 minutes in the afternoon peak.

Drivers caught speeding through the construction zone can expect to be issued with penalty notices.

“We’re getting on with delivering the projects that will get Victorians home to their families safer and

quicker,” said Minister for Roads and Road Safety, Luke Donnellan.

Major construction is expected to begin on the Melbourne Airport to Bulla Road section by mid-2016.

Mr Donnellan also stated, “works will involve construction of an additional lane in each direction along the section, a major upgrade to the Mickleham Road interchange, and reconstruction and widening of the

English Street bridge to improve access to Essendon Fields”.

“The upgrade will also involve installing ramp signals to regulate the flow of traffic entering the freeway, assisting with traffic flow and congestion management,” he continued.

This project is due to be completed in 2018. 

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REMOVING TRAIN CROSSINGS

The Victorian Government's project to remove every level crossing between Caulfield and Dandenong will help train the next generation of skilled workers.

Premier Daniel Andrews announced last month that a new training and jobs partnership with Chisholm Institute – the New Employment Exchange and Training (NEXT) centre – would be established as part of the \$1.6 billion project.

The project will create 2000 new jobs, with at least 200 being apprentices or graduate engineers.

The new NEXT centre will include a dedicated classroom and training space, a rail training centre, and opportunities for accelerated learning and on-the-job training on this massive project.

Importantly, it will give opportunities to re-skill people from industries in decline such as the as re-trenched automotive workers, as

well as students from diverse and disadvantaged backgrounds, including Indigenous Victorians.

The program will also provide Year 10, 11 and 12 students from local schools and pre-apprentices with access to construction-based work projects, as well as supervised work experience opportunities.

The innovative and modern design will be constructed using pre-fabricated beams, pieced together over the busy rail line as it continues to run.

The project is expected to begin construction later this year, with all nine level crossings removed and the five new stations operating in 2018. 





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WATCH OUT UBER

Move over UberX, here comes GoCar, and it's taking Sydney by storm.

GoCar is the new ridesharing service from GoCatch. GoCatch started in Australia in 2011 and currently process over 100,000 bookings a month Australia-wide, have 35,000 drivers using GoCatch.

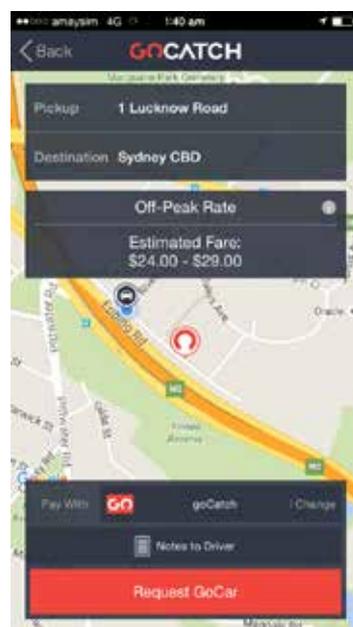
And with some 350,000 users in their database, they have a very strong platform for this new ridesharing app.

GoCar provides drivers another option to use their personal vehicle to earn extra income, and gives passengers other ways of safely getting from A to B. Anyone with a car can sign up to be a GoCar driver. Passengers are able to get a GoCar via the existing GoCatch app.

As a GoCar driver you'll have access to their GoCatch passenger database, and with 350,000 existing passengers there is plenty of opportunity to keep busy and earn more.

GoCatch CEO Ned Moorfield said "We're not going with surge pricing because people really dislike that approach. We don't believe in matching supply and demand and I think for Uber it's all about maximising profits for itself."

Moorfield said GoCar will be 20-30% cheaper than taxis during off-peak times and 10-15% cheaper during peak hours. GoCar drivers are charged 15% commission compared with 20% with UberX .



Presently GoCar is only available in Sydney and while the launch of GoCar might ruffle some feathers, Moorfield thinks it will provide taxi drivers with additional opportunities.

"A large proportion of the ride-sharing drivers out there now are current or ex-taxi drivers, and since bookings are made through the same app, overflow will go to taxi drivers," said Moorfield.

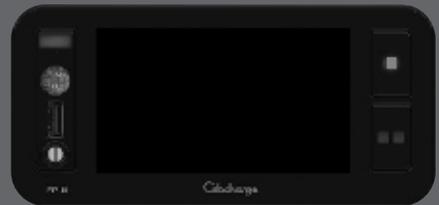
"There'll definitely be an element that won't respond well, but I think a lot of drivers will be pragmatic about this." **TT**

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WORLD TAXI NEWS

EDMONTON

Ian Black General Manager of Uber Canada said “We certainly have sympathy for taxi drivers who work extremely hard and often for not much money”.

“But we can’t confuse that with the issue that the taxi industry is a monopoly. And monopoly drives up prices for consumers, it drives down earnings for drivers, and it

creates profits for the brokerages and the license holders.”

Starting soon, Uber will need to have a minimum fare in Edmonton and six cents per ride will go to the city. All Uber drivers will need to undergo background checks, obtain provincially-approved insurance and submit to annual vehicle inspections.

“Over 70 jurisdictions around the world have already regulated ride sharing, but Edmonton has been the first to do it in Canada,” Black explained. 



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BOSTON

The new app Arro debuted in Boston this month and is now available in 1,200 taxis, the vast majority of the local fleet.

It operates like Uber and Lyft — tap to hail a driver, watch and share your route, and then pay via the app. There’s currently no extra charge to use the app, and there’s no surge pricing during peak times.

App creator Mike Epley makes a bold claim: that overall, Arro provides a more reliable experience than Uber and Lyft.

“When you tap the button for the ride, we expect you’re going to get the ride faster and that it will show up sooner,” he said. “And when you get in the vehicle, you have a professional licensed driver who will get you there. They’re not going to use the GPS. They’re going to know where to go. This is their livelihood.”

It’ll be interesting to see how that claim pans out. One of the most innovative aspects of e-hailing is the ability to share rides. But there’s no talk of actual ride-sharing when it comes to Arro.

Jessica Van Sack 

TAXIS BEWARE

CHECK FOR TRAMS



Be alert and aware around trams

A tram can weigh more than 30 rhinos!

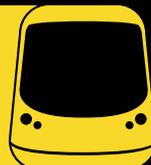


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A safety message from



WORLD TAXI NEWS

SINGAPORE

It can be hard to hail a cab in Singapore when you need it the most.

Taxis seem to disappear during the frequent tropical showers, and this was proven when MIT researchers compared rainfall data with taxi locations: drivers are less likely to pick up passengers for fear of having an accident.

Transport data can reveal plenty about people's behaviour and preferences.

The data, published by the city's Land Transport Authority, shows how many taxis are available for hire and where they are located. The best part is that the data is in real-time. It can be used with an Application Programming Interface (API) – a tool that lets apps directly access the data.

In doing so, it can help predict where and when taxis might be needed the most in the future, allowing transport officials to prepare for this in advance. For example, this data together with flight and train arrival schedules can be used to predict taxi queues at airports and stations. Officials can use this to make sure there are enough taxis available to pick up passengers and minimise their waiting times. **TT**

DELHI

Competition Commission has rejected allegations of unfair business ways against taxi hailing apps Ola and Uber after finding no evidence of anti-competitive practices by them in the national capital.

Separate complaints were filed by rivals Mega Cabs and Meru alleging that Ola and Uber indulged in unfair practices such as predatory pricing, which is hurting their businesses. Taxi hailing apps and radio tax service providers are engaged in stiff competition in different markets across the country.

It was alleged that Ola and Uber raised a huge amount of funding in several rounds which is helping them to unleash the anti-competitive practices.

Dismissing the complaint by Mega Cabs against ANI Technologies, which operates Ola Cabs, Competition Commission said the allegations made are "opposed to the basic tenets of competition law".

"Inability of the existing players or new entrants to match the innovative technology or app developed by any player or the model created for operating in a particular industry cannot be said to be creating entry barriers in itself," the order, dated February 9, said.

Meru Travel Solutions Pvt Ltd had

filed a complaint against Uber India Systems Pvt Ltd and four other group entities.

With regard to allegations of unfair business practices against Uber, CCI said the fluctuating market share figures of the various players show that the competitive landscape in the relevant market is quite vibrant and dynamic.

"... the Commission is of the view that the radio taxi services market in Delhi is competitive in nature and Uber does not appear to be holding a dominant position in the relevant market. Since Uber group does not seem to be dominant in the relevant market, there is no need to go into the examination of its conduct in such a relevant market," the order, dated February 10, said. **TT**

FIGHT AGAINST BANDIT TRANSPORT

A new industry-wide taxi association is being proposed by a wide spectrum of industry groups.

Paul Sekhon said, "We need to form together for this fight and for the taxi industry to stick together and speak with one voice against illegal operators such as bandit cabs, taking away business from legal cabs."

He invites all taxi and limousine associations and groups to come together "as one" to combat "bandit transportation companies."

The aim of the proposed group is to present a united front to combat the advent of app-based taxi dispatching systems and other illegally operating "bandit" cabs in the city that have allegedly devastated traditional licensed taxi businesses.

Organizers say they have already obtained widespread interest in such a new group, with initial backing from fleet operators, owner/operators, driver groups and ethnic-based groups.

He said the fledgling group has already generated "lots of support, lots of feedback. Momentum is high."

He also said "We have no support from most of the elected officials and the City is doing nothing to help us."

He said the City has to "enforce the law and not manipulate the law and accommodate the illegals."

After a meeting of the Licensing and Standards Committee of Toronto City Council on February 21, Tracey Cook stressed that charges have been and would continue to be laid against illegally operating drivers and any dispatch operation that connected them with passengers.

J. Duffy **TT**

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BIRD AIRCRAFT STRIKES

A bird strike or bird aircraft strike hazard (bash) is a collision between a bird (one or more) and an aircraft. Geese and gulls are two birds that often cause damage because of their weight and size.

Birds are a threat to safety for crew and passengers on board aeroplanes as they can cause a great deal of damage to an aeroplane in a short period of time.

A common misconception is that birds are soft and spongy. After all they are made of big fluffy feathers, the same thing our doonas are filled with.

A bird is actually a big ball of flying flesh and bones with a razor sharp pointy end.

Bird strikes most often occur during take-off or landing, or during low altitude flight, when an aeroplane is most likely to be sharing the same airspace as a bird.

Take-offs can be particularly dangerous, given the higher speeds and the angle of ascent. If a bird gets caught in an engine during take-off it can greatly affect the functionality of the engine.

Aeroplane engines suck air from the front. This air is mixed with fuel and burnt inside the engine.

The gaseous exhaust is expelled at very high speed from the back of the engine to create the forward reaction force which pushes the aeroplane forward.

The primary threat that small birds pose when they fly in and around aeroplanes is that they get sucked into the engine. This damages the blades towards the front of the engine and the engine cannot suck air anymore.

Without an engine running effectively, the plane loses speed and eventually its much required lift. This could lead to a plane crash!

Not all encounters with a moving aeroplane and a moving bird lead to major damage.

The most common time for damaging bird strikes to occur is during Spring and Autumn migration periods when birds are flying in groups.



DO YOU HAVE...

Advertise in TAXI TALK

- something to sell?
- a service to offer?
- a new product?

Voice of
the Taxi
Industry

Contact Toni Peters
P: 0400 137 866
E: tonipeters@taxitalk.com.au



DON'T FEED THE BIRDS

When next you are waiting for your turn to move up the ranks at Melbourne Airport, please don't feed the birds.

Every time you drop food on the ground, every time you throw a morsal at a bird, it is encouraging birds to flock around that area.

And the more birds around, the greater chance of them getting caught up in the engines of a plane.

So, while waiting for the sirens and lights to activate to move up the queue - be careful of where you put your rubbish. Use the bins provided and don't leave food rubbish lying around.

Melbourne Airport Corporation (MAC) take extra special care

about the vegetation they allow planted around Melbourne Airport.

Areas around the airport are made as unappealing as possible to birds.

MAC even provide advice on avoiding bird-attracting planting in urban landscapes in the suburbs around the airport. **TT**

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HAVE YOUR SAY

IT & APPS HAVE BEEN HERE FOR A WHILE

Cab companies have had online booking systems and app bookings for some time also.

Uber is not new technology at all. They just put the best skilled people in their place to promote their product. They have conned the public and many governments around the world. Here they have duped the NSW government who have virtually bowed to their demands in a manner that will decimate the cab industry in NSW!

I do not care how long it takes in Victoria to make a decision regarding Uber, but it must be a very diligent and thoughtful decision whichever way it goes.

To legalise Uber in Victoria would be a serious mistake, in my opinion. The implications involved with issues related to Uber would be beyond the authorities to control in a proper manner. Already around the world we have drivers complaining of employee rights, surge pricing, predatory pricing, etc.

These implications could be a severe distraction to any attempt to legalise them. When it is all said Uber are nothing other than a corporate criminal. A corporate terrorist would be the best description.

Cliff Hayes 



WELL DONE DRIVERS

During my recent trip to Melbourne I had numerous occasions to use taxis and I must say that they were all spotlessly clean, the drivers wore neat uniform and they all knew where they were going. Well done Melbourne cabbies.

I travel around Australia frequently and I commend you. You are a credit to the taxi industry and probably the best taxi I have travelled with in Australia during the past 4 years!

I.M. Young 



Send your opinion letter to

email: yoursay@taxitalk.com.au

post: PO Box 2345 Mt Waverley VIC 3149

Please include your name and full contact details for verification.

STATISTICS

JANUARY 2016



Taxi zone	Licence type	# of licences 30/6/14	# of licences 30/6/15	# of licences 15/2/16	Changes since 30/6/14	Changes since 30/6/15
Metro	Conventional	3,826	4,399	4,275	449	-124
	WAT	504	492	471	-33	-21
	Total	4,330	4,891	4,746	416	-145
Urban	Conventional	357	400	418	61	18
	WAT	75	79	81	6	2
	Total	432	479	499	67	20
Regional	Conventional	253	261	264	11	3
	WAT	75	77	72	-3	-5
	Total	328	338	336	8	-2
Country	Conventional	126	126	127	1	1
	WAT	36	34	35	-1	1
	Total	162	160	162	0	2
Totals	Conventional	4,562	5,186	5,084	522	-102
	WAT	690	682	659	-31	-23
	Total	5,252	5,868	5,743	491	-125

The above figures are updated and published on the Taxi Services Commission website each week. Figures shown consist of both active licences and those that have been approved but have not yet been operationalised at the time of reporting.

Number of drivers

Active drivers15,094
 Accredited drivers (taxi, hire car & bus)45,164

Compliance outcomes

Vehicle Inspections 1,524
 Rectification Notices 149
 Infringement Notices 33
 Official Warning notices 11

HIRE CAR LICENCES \$37,147

Number of Victorian Hire Vehicle Licences

Metropolitan Hire Cars 1,130
 Country Hire Cars 63
 Special Purpose Vehicles 948
 Restricted Hire Cars 576
TOTAL **2,704**

The **metro taxi licence average price** of \$205,375 is based on the **4 genuine market based transactions** that occurred in the metropolitan zone during **January 2016**.

The Taxi 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. **TT**



beyondblue



HOW TO HOST A

#beyondblueBASH

Many of us have been affected by depression or anxiety, either personally or through family, friends or colleagues. Right now, over 1 million Australian adults have depression and 2 million are experiencing anxiety. On average, 7 people take their lives every day in Australia.

Since 2000, *beyondblue* has been working to reduce the impact of depression, anxiety and suicide by supporting people to protect their mental health and to recover when they are unwell; reduce people's experiences of stigma and discrimination; and improve people's opportunities to get effective support and services at the right time.

By hosting a *beyondblue* Bash, you will be helping *beyondblue* to make a real difference to the lives of individuals, families and communities affected by anxiety, depression and suicide.

SET A DATE

You can host your *beyondblue* Bash at any time. Give yourself enough time to organise everything and provide plenty of notice to family and friends so they can save the date.

CHOOSE YOUR ACTIVITY

There are endless ways you can raise funds for *beyondblue*. You can host anything you like (we've even seen an underwater poker tournament), sometimes the simplest events can be the most successful. For example, you could:

- **Host a *beyondblue* Bash BBQ:** Everyone loves a good BBQ! Pull on your apron, fire up the barbie and trade food and drinks for gold coin (or blue note!) donations.
- **Games night:** Whether it's a quiz night for the whole community or having a few friends over for a board game battle, a modest entry fee is all that's needed to let the games begin and raise your status as a fundraising legend!
- **Bake sale:** Encourage a few friends to show off their culinary skills by whipping up some delicious baked goods to share at a morning or afternoon tea. Want to be fancy? Make it a High Tea! Don't forget to exchange samples for gold coins or blue notes.
- **Movie night:** Get your family, friends and favourite workmates together for a night in with popcorn. Your guests could donate what they would spend on a regular night out.

You may also like to see what other people supporting *beyondblue* have done – search for hashtag **#beyondbluebash** on Instagram, Twitter or Facebook. Use this tag when posting about your event, too!

REGISTER YOUR EVENT

Once you've decided on an activity, register your event and create an online fundraising page at beyondbluebash.org.au

CUSTOMISE YOUR *beyondblue* BASH PAGE

Personalising your online fundraising page will make it stand out, add to your legendary status and make it easier to grab your friends' attention, promote your event and encourage donations for *beyondblue*:

- **Step 1:** Upload a photo of yourself or your proposed activity.
- **Step 2:** Add your event details to the 'My Story' section of your page and include the reasons why you are hosting a *beyondblue* Bash. By sharing your motivation, you will encourage others to become involved and generate support for your event.
- **Step 3:** Set yourself a fundraising goal. On average, *beyondblue* fundraising legends raise \$960 per event – can you beat this? Aim high, and you'll be surprised how much you can achieve!

INVITE PEOPLE!

Send an email and/or create a Facebook event to invite family, friends and colleagues to your *beyondblue* Bash. Include all the event details and include a link to your page to encourage donations.

DOWNLOAD FREE RESOURCES

There are many materials you can download from *beyondblue* to help promote and support your event. These include posters, invitations and thank you certificates. You can also find template letters to help you seek support from local businesses and media. They can all be downloaded from beyondbluebash.org.au

beyondblue has a range of free brochures, fact sheets and information cards to download or order from beyondblue.org.au/resources

#beyondbluebash

Social media is an easy and creative way to promote your *beyondblue* Bash, share updates and post photos from your event. If you're from a community group and can use its social media channels to promote your *beyondblue* Bash – great! If not, you can use your own accounts. Don't forget to include **#beyondbluebash** in your posts. You can also tag **@beyondblueofficial** on Instagram or **@beyondblue** on Twitter or Facebook.

DID YOU KNOW...

\$30 covers the cost of producing, printing, packing and posting free *beyondblue* information materials about depression, anxiety and staying well to anyone in Australia.

\$48 covers the cost of a call to the *beyondblue* Support Service. Staffed by trained mental health professionals, the Support Service provides practical support, advice and hope to people in need of an expert and listening ear – 24 hours a day, 7 days a week.

\$110 enables a *beyondblue* Speaker or Ambassador to share their story of depression/anxiety, recovery and hope across the country. *beyondblue* Ambassadors and Speakers help break down the stigma associated with these conditions and encourage people to reach out when they need help.

\$270 funds a session with a NewAccess coach, providing free support to help people overcome mild to moderate anxiety or depression. This *beyondblue* pilot program is being trialled in Northern NSW, ACT and Adelaide.

\$1000 helps train a Support Coordinator for The Way Back Support Service, which aims to prevent repeat suicide attempts and suicide deaths by helping people get back on their feet following discharge from hospital. *beyondblue's* Australian-first pilot program is being trialled in the Northern Territory, NSW and ACT.

JITNEY VS UBER

Uber and Airbnb haven't just changed the world. They've made it better.

So says Uber CEO Travis Kalanick and Airbnb co-founder Joe Gebbia during their talks at the TED (Technology, Entertainment & Design) conference in Vancouver last month.

The two tech leaders reminded TED attendees not just how monstrously successful their respective businesses have been, but made the case that their success is actually good for the world.

Gebbia argued that Airbnb has compelled people to overcome their "stranger danger" bias and fear each other less.

To demonstrate just how deep that fear can be, Gebbia asked everyone in the audience to unlock their phones and pass them to the person to their left.

As the sound of the crowd grew to a nervous rumble, Gebbia said, "That tiny sense of panic you're feeling right now? That's exactly what hosts feel the first time they open their home."

To show how Airbnb can uproot this deep-seated fear, Gebbia pointed to a study the company recently completed with Stanford University that measured people's willingness to trust someone based on various metrics like the person's age and geography.

The study found that the more similar people are, the more willing they are to trust one another. But when you add reputation to the mix, as Airbnb

does with its reviews, positive reputations yielded more trust than even close similarities.

In the same way, Kalanick sought to reinforce the idea that, by removing cars from the road, Uber is performing a critical public service.

A future with fewer cars on the road, he said, improves people's quality of life and removes thousands of metric tons of carbon dioxide from the air of each city Uber conquers.

Kalanick took aim at regulations he saw as thwarting such progress and pointed to the jitneys of the early 1900s as proof of how history has gotten it wrong before.

The jitney, Kalanick explained, was the original Uber, designed to take anyone anywhere they wanted to go for a nickel. The jitney experienced explosive growth, running nearly as many rides per day in Los Angeles as Uber does today.

The first recorded jitney cab ride was in Los Angeles in July 1914 when L.P. Draper picked up a passenger in his Ford Model T and drove him a short distance. He accepted a nickel (known then as a "jitney nickel") for payment, because that was the streetcar fare at the time.

Like a hybrid between a bus and a



taxi, jitneys followed semi-fixed routes, but they were willing to veer from their routes to pick up passengers and to drop them off wherever they wanted.

In less than a year, the spontaneous entrepreneurial movement had spread from Los Angeles to Maine, with an estimated 62,000 jitneys operating in 175 U.S. cities.

Travelling by jitney was generally an improvement over the crowded streetcar: Jitneys were faster, more convenient and often more comfortable. And the jitneys served their operators too, allowing people - particularly those who were unemployed - to use their existing resources to earn income.

But the new services soon met a wall of opposition — from powerful business interests that opposed the increased street traffic, from streetcar operators who saw the entrepreneurs as a threat to their

very existence and from municipalities that relied on tax revenue from private streetcar companies.

Then came a wave of regulations that swept the jitney movement out of existence. Jitney operators were required to drive a minimum amount of time - up to 12 or 16 hours a day - and weren't allowed to deviate from their routes to take people directly to their destinations.

Soon, it became virtually impossible for the jitney operators to operate profitably, pushing the population toward private car ownership by discouraging carpooling.

By 1918, the number of jitneys operating across America had dropped by 90%, and within a few years, they were extinct.

Sense a similarity? Kalanick's message was clear: had jitneys been permitted to operate unfet-

tered by government oversight and unbothered by entrenched interests, maybe nearly a century later, we wouldn't live in a world in which one-fifth of carbon dioxide emissions come from cars; where humanity spends billions of hours a year sitting in traffic; and where cities are lined with parking garages, or, as Kalanick calls them, "skyscrapers built for cars."

But the jitney failed. So now, there's Uber. And now, Kalanick seems to be arguing, we face a fundamental choice between allowing history to repeat itself and allowing Uber to make history.

Bret Hartman 

ROAD SAFETY CAMERAS

Accident history is not the only factor involved when deciding whether a road safety camera should be installed at a particular location.

Mobile cameras are used in unmarked vehicles parked on the side of the road. They operate at approximately 2000 locations across the state's road network. Locations for mobile cameras are chosen for a number of reasons:

- there has been a serious or major collision at the site within the past three years
- there have been complaints of vehicles using excessive speed
- it has been identified by Victoria Police to be a speed-related problem site

- speed enforcement by non-camera devices is unsuitable

43 intersections in the Melbourne and Geelong areas have red-light cameras still using original film processing equipment known as wet-film technology and there are up to 30 of these in operation at any one time.

Drive safely, obey the speed limit signs and keep your dollars in your pocket.

An interactive map providing recent data on fatal and injury crashes is available on the VicRoads website <http://www.camerassavelives.vic.gov.au>. 



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TOP 10 ROAD SAFETY CAMERAS INFRINGEMENTS SITES

CAMERA SITE	Infractions issued #
CHADSTONE - at The Intersection of Warrigal Road and Batesford Road - Lane 1, 2, 3	12,595
ST KILDA - At The Intersection of Fitzroy Street and Lakeside Drive - Lane 1, 2, 3	8,133
MELBOURNE - At The Intersection of Exhibition Street and Victoria Street - Lane 1, 2, 3	6,155
POINT COOK - Princes Freeway - Forsyth Road Bridge, Geelong Bound - Lane 1, 2, 3, 4	5,856
BROADMEADOWS - Western Ring Road, Approx 1600 metres West of Sydney Road - Lane 4	5,088
LILYDALE - At The Intersection of Maroondah Highway and approx 100 metres West of Hutchinson Street - Westbound - Lane 1, 2	3,992
HOPPERS CROSSING - Princes Freeway - Forsyth Road Bridge, Melbourne Bound - Lane 1, 2, 3, 4	3,795
BLACKBURN - At The Intersection of Whitehorse Road and Surrey Road - Lane 1, 2, 3, 4	3,783
SOUTHBANK - Burnley Tunnel, approximately 430 metres after tunnel entrance - Lane 1	3,587
SUNSHINE WEST - Western Ring Road - Southbound, Boundary Road North Side Gantry - Lane 4	3,244

These statistics show the three cameras with the most infractions issued in the first quarter were in 40km/h zones.



AARON de Rozario

Taxi Services Commission

INDUSTRY

From 1 July through to the 31 December 2015 the TSC has processed 93.7 per cent of new vehicle licence applications within the industry promoted time frames.

- 97.8 per cent of new taxi vehicle licence applications processed within 14 day of receipt
- 89.5 per cent of new commercial passenger vehicle licence applications other than taxi have been processed within 21 days of receipt.

The TSC strives to maintain a high standard of performance for the taxi and hire car industry. As a Government authority, we are always looking for ways to reduce the administrative burden on the industry and we do this by regularly reviewing our forms, processes and timeframes to ensure an efficient and effective service.

Currently, the Application for Accreditation to Drive a Commercial Passenger Vehicle or Bus is under review. Already the total page count of this form has been reduced by over 75 per cent, which will mean quicker completion and a reduction in our carbon footprint.

Before completing a form, always check the TSC website to make sure you are using the latest version. 

CEO

on

INDUSTRY UPDATE

HOV OCCUPANCY

\$14 CHARGE

A High Occupancy Vehicle (HOV) may be requested if travelling with five or more passengers or if a larger vehicle is required to accommodate extra luggage.

The \$14 High Occupancy fee can only be charged when:

1. the taxi has been hired for, and is carrying, five or more passengers (excluding the driver), or
2. the taxi has been hired with a specific request for a larger than conventional vehicle.

If one or more of the passengers are in a wheelchair or scooter, the HOV fee can only be charged if there are five or more passengers.

The HOV must not be applied more than once during a hiring for five or more passengers. It is a charge per group, not per person.

For more information about the high occupancy hiring rate, please refer to Taxi Fares. **TT**



INDUSTRY UPDATE

SEDA 2016 OPEN DAY

5 MARCH 11AM TO 3PM

National Kennel and Puppy Centre
17 Barrett Street, Kensington

Held once a year, it's a great opportunity to watch the Seeing Eye Dogs at work and gain a better understanding of how these dogs assist people who are blind or have low vision.

This family-friendly day promises to be both fun and educational, where you can watch Seeing Eye Dogs at work, and gain a better understanding of how Seeing Eye Dogs Australia (SEDA) helps to transform the lives of people who are blind or have low vision.

There will be guided tours, exploring facilities such as the rehabilitation therapy pool, breeding centre and puppy play centre.

If you haven't already done so, put Saturday, 5 March 2016 in your diaries so that you can head along to the Seeing Eye Dogs Australia Open Day at Kensington. Entry is a gold coin donation per person. 



HAVE YOU

CHECKED THE POST?

You might remember that in October 2015, the Taxi Services Commission held an educational event at the airport to help drivers identify different types of assistance dogs.

Drivers who stopped at the holding yard were provided with a dog blanket, a window sticker welcoming assistance animals and a brochure to help them understand different types of assistance dogs.

To ensure that we reach as many drivers as possible with this information, we've also undertaken a mail out to all operators.

The mail out includes copies of the brochure for your drivers and copies of the sticker to place in your vehicles.

The brochures are available on our website, as well as additional information about transporting assistance animals. For more information visit the website. 

CBD STOPS

FOR TAXIS & NIGHT BUS



Taxi drivers are reminded not to restrict access or park in the bus zone located on the corner of Lonsdale and Swanston Streets, Melbourne (CBD). All night bus services now operate from this location over the weekends.

The Taxi Services Commission (TSC) has become aware that taxis are parking in a couple of the bus stops.

Even though taxis aren't parking for lengthy durations of time, the buses run to a very tight schedule and disruptions of any kind impact the schedule, cause buses to double park and force passengers onto the road to board.

Victoria Police will be patrolling this area to ensure that buses can stop safely and that drivers obey the road rules. Fines may be issued. **TT**

TAXI LIVERY

DECALS AND LABELS

As operators, it's your responsibility to ensure that your taxi is fitted with the correct taxi decals and labels.

Taxi decals help passengers identify taxis whilst labels provide passengers with information on fares and charges, the use of cameras in taxis and the taxi's compliance with regulatory requirements.

To assist operators in meeting this requirement, the TSC has developed the Taxi decal and label guidelines (the guidelines).

The guidelines contain information on what decals and labels must be attached to a taxi and where they can be positioned.

For further information please visit the Taxi Services Commission decals, labels and livery web page. **TT**

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Give yourself the best chance & keep yourself on the road - not in the classroom.

Visit www.taxitestprep.com.au today !

Invest in yourself for \$19.99 per module or \$50 for all three !



PRIUS NOW HAS SOLAR REFLECTION

The Toyota Prius pictured above features a shade of green that is probably the last colour you'd want adorning the Japanese manufacturer's popular hybrid, but it actually serves a special purpose.



In the escalating war to squeeze every last mile (kilometre) from every last drop of fuel, automakers are attacking on every front, going well beyond the cratered fields of aerodynamics and optimised engine controls.

Among the many frontiers of this fight, one may surprise you: temperature control.

Running the air conditioner in very hot weather can cut fuel economy by five to 25 percent, according to the Department of Energy.

For electric cars, cranking up the cool can be equally debilitating, draining the electricity you need to actually go places. In either case, the cooler you can make the car without pulling from the battery, the better.

One of the most promising weapons in this battle for temperature control goes to work before you even turn the key: Solar reflective paint aims to minimize the amount of heat a car's exterior paint absorbs, keeping the cabin cooler and reducing the need for the air conditioner.

Which brings us to this 2017 Toyota Prius that customers in Japan can get in a seriously questionable lime green paint job.

"Thermo-Tect Lime Green" (hey, there are worse names) represents the auto industry's first production use of solar reflective paint. The paint,

for now available only in Japan as a \$350 option, is packed with tiny reflective titanium oxide particles and doesn't contain carbon black, a common ingredient in paint that tends to absorb lots of heat.

Of course, you can achieve the same effect with regular old white paint, which reflects about 70 percent of the sun's rays. Even silver paints are between 50 and 55 percent reflective, thanks to the mica flakes that make them sparkle.

Toyota's innovation is getting that same reflective quality from other colours. The automaker's designers can now repel infrared heat while offering the exact hue of green they think customers want—as questionable as that desire might be.

"We expect heat increase control of around 5 degrees Celsius when comparing vehicle body surface temperature with and without thermal barrier function under the scorching sun in summer," says Toyota spokesman Takashi Ogawa.

Toyota won't say how much the paint job might save you on fuel, but even if it takes a while to break even on the extra \$350, you get the advantage of having a car that's cooler from the moment you step inside.

Nicolas Stecher **TT**

THE NEW TOYOTA HYBRID CAMRY IMPRESSIVE FROM EVERY ANGLE



Refined, desirable and packed full of the latest technology, Camry effortlessly combines enviable efficiency and advanced security with impressive performance. All Camry models are available with the highly responsive 2.5L Dual Variable Valve Timing with intelligence (VVT-i) petrol engine.

Whatever you require in a vehicle, Berwick Toyota has a huge range to choose from to help you get the job done. That is why partnering with Berwick Toyota Fleet really makes Better Business Sense. As a Fleet Customer, you can rely on Berwick Toyota.

Contact Jennie Mann by

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LMCT537 MCK222185



2016 CRUISE SEASON

HIGH TAXI DEMAND TIMES

A **full load** of passengers will disembark with luggage in the morning and a **full load** will embark with luggage in the afternoon.

Date	Cruise Ship	Peak taxi demand	Disembark Time	Embark Time
Fri 4 Mar	Pacific Eden	1230 - 1530	1200	2100
Sun 6 Mar	Queen Victoria	0830 - 1130	0800	2200
Mon 7 Mar	Pacific Eden	0730 - 1030	0700	1600
Tue 8 Mar	Golden Princess	0730 - 1030	0700	1600
Fri 11 Mar	Pacific Eden	0730 - 1030	0700	1600
Tue 15 Mar	Pacific Eden	0730 - 1030	0700	1600
Sat 19 Mar	Pacific Eden	0730 - 1030	0700	1600
Tue 22 Mar	Golden Princess	0730 - 1030	0700	1600
Mon 4 Apr	Golden Princess	0730 - 1030	0700	1600

PIER ACCESS

Taxis (including PS taxis) will be granted access to drive on to Station Pier once an identification check has been conducted at the front gate.

There will be high demand for HOVs and Station Wagons during disembarkation due to passengers travelling in groups and luggage size.

NEED A JOB? NEED A DRIVER?



BALLARAT TAXIS

WAT DRIVER REQUIRED

Full time night driver required Wednesday and Sunday nights. Contact Greg Monday to Friday 8am-4pm. Phone 03 5329 0050.

DRIVERS REQUIRED FOR PERMANENT

part time (weekend) hire car work and also 1 month full time. Must have MT/MH. Contact Phone Number : 0437 711 345

SILVER TOP TAXI DRIVER REQUIRED

Should be over 25 years old. Change over at Rowville. Call Tony on 0413393594

DRIVERS WANTED GEELONG - WINCHLESEA - ANGLESEA

Clean cars. All shifts available. Please call today on 9310 5422.

SILVER TOP DRIVERS WANTED

Monday to Friday Day shift driver required. Ford G6E with Platinum Taxis including corporate work. Change over in Greensborough. Call Maurice on 0408 032 949.

LIMO CHAUFFEURS / VHA DRIVERS WANTED

to drive Mercedes Benz in Metropolitan area. Full time available. Please contact only if you have DC for Metropolitan ZONE. Call 0403 791 482.

SILVER TOP DRIVERS

South Eastern Suburbs - All Shifts & Flexible Hours. Home changeover option. Full Time set price hungry from \$990 excl gst (conditions apply). Set price 24 hr hungry shifts from \$150 excl gst (conditions apply). Call 9555 1155 or 0414 566 779 

These listings are FREE. Operators and drivers send details of your DRIVER or JOB advertisement to info@taxitalk.com.au or sms 0400137866



Become members of our united, credible and honest association

Taxi Drivers, Taxi Operators and Taxi Licence Holders register with us and be part of a united voice

The Victorian Taxi & Hire Car Families

For more information call in and see us at:

888 Mt. Alexander Road, Moonee Ponds, or
105 Normanby Road, North Caulfield

Ring Leo any time on
0409 562 531



**Unity will
achieve our
goal**

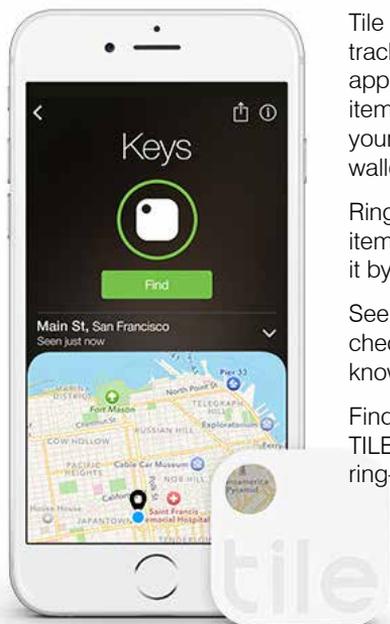
INNOVATIONS FOR THE FUTURE, TODAY

RIPPLE MAKER CAN PUT YOUR FACE IN YOUR COFFEE



Israeli startup Steam CC recently introduced its Ripple Maker, a machine that reproduces photos, text or other graphics on coffee foam.

LOSE LESS OF EVERYTHING WITH THE HELP OF TILE



Tile is a tiny Bluetooth tracker and easy-to-use app that finds everyday items in seconds—like your phone, keys, and wallet.

Ring it - loudly ring a lost item from the app and find it by sound.

See where you had it - check the map for its last known location and time.

Find your phone - press TILE to make your phone ring—even if it's on silent.

VIVY BRINGS THE DEEP HEAT TO FIGHT AGAINST PAIN



High-frequency electromagnetic currents to generate heat in body tissue, accelerating the healing of injuries in the process.

ReGear Life Sciences' wearable Vivy device is designed to let people deliver their own treatments, wherever they happen to be.

3D-PRINTED INSOLES



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2016 F1 GRAND PRIX

17-20 MARCH
ALBERT PARK CIRCUIT
MELBOURNE

Well known as a favourite of F1 teams and drivers alike, the Albert Park street circuit is the perfect setting for the opening round of the 2016 FIA Formula One World Championship™.

General Admission fans can enjoy all the on-track action from a variety of vantage points as well as a bumper line-up of entertainment away from the track.

Don't miss the thrills, spills and drama that fans have come to expect from the first race of the season.

Formula One has listened to the fans and turned up the volume for the season-opening Australian Grand Prix at Albert Park.

The inimitable sound of the cars' high-pitched engines will be up to 25 per cent louder this year when the 2016 season roars into life on the opening day in Melbourne ahead of the race on March 20.

The increased levels come as a re-

sult of the sport's decision to take note of complaints about the quieter engines used in 2014 and 2015.

"It's going to be quite a significant increase, up to 25 per cent louder," according to the vastly-experienced technical boss Pat Symonds of Williams. "And it will get louder during the season."

That news will please 'traditional' fans all round the world, many having said they missed the ear-splitting whine of the power units of the past following the introduction of the current turbo engines in 2014.

With an unprecedented 21-race season in prospect, some teams are contemplating using a 'squad' system so they can rotate engineers and mechanics and give everyone a rest. **TT**

Inverloch Jazz FESTIVAL

11-14 March 2016



The festival is a community based event with over 40 bands playing a variety of music. Ambient, Contemporary, Traditional, Swing, Big Band, Latin, Funk and Rock Fusion and so many more great shows to see.

Held in Inverloch, a small seaside town in South Gippsland, Victoria, the town becomes alive as Jazz kicks off on the Friday night in the community Centre with the big band MOJO (Mordialloc Jazz Orchestra) from 7.30 to 10.30pm.

Enjoy the music greats of today, "up close and personal", and see the cutting edge artists of tomorrow emerge, all in one beautiful location.

The Inverloch Jazz Festival is an occasion not to be missed by any sun/fun loving music fan.

Saturday - Inverloch Rotary Club Street Market from 8am - 3pm; a Grand Parade from 10am followed by more jazz and blues until 11pm. Stamp & Coin Fair and the Annual Art Show 9am-4pm.

Sunday - morning combined churches jazz service 10-11:30am at the Community Centre. Followed by all the jazz genres and more until 11pm.

Monday - final day of the festival - a free picnic in the park.

Bring your picnic gear and relax with plenty of food and drink stalls for refreshments as you listen to The Big Band Jamboree to complete the festival. 11am to 4pm. **TT**

TICKET PRICES

for full details and bookings please visit www.inverlochjazzfestival.com

FULL FESTIVAL WEEKEND 4 or more full festival bookings receive a free bottle of wine on Friday night	\$90 at the door \$80 pre book
FRIDAY NIGHT ONLY (7.30pm – 10.30pm)	\$35
SATURDAY or SUNDAY - FULL day pass	\$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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MAJOR EVENTS

this month in Melbourne

<p>1 - 13 March</p>		<p>THE FESTIVAL OF LIVE ART will captivate Melbourne over 13 days, with more than 50 surprising, participatory and interactive art experiences. Live art happens at the moment of encounter between artists and audiences; it can unfold in the street, the theatre, on the phone or over the internet. Designed for curious audiences of one or 100, the Festival offers journeys both microscopic and epic, from the seats to the streets.</p>	<p>North Melbourne Town Hall 521 Queensberry Street North Melbourne</p>
<p>4 - 13 March</p>		<p>MELBOURNE FOOD & WINE FESTIVAL From famous dining spots to unexpected venues, rooftop bars to hidden cellars, each year the Festival goes beyond eating and drinking to create memory-making experiences.</p>	<p>Melbourne CBD and surrounds</p>
<p>7 - 13 March</p>		<p>THE VIRGIN AUSTRALIA MELBOURNE FASHION FESTIVAL is a true feast for the senses, the Festival presents the most stylish week-long entertainment on offer including world-class runway shows featuring Australia's established and emerging designers, state-of-the-art production, beauty workshops, industry seminars, forums, live entertainment and much more.</p>	<p>Various venues around Melbourne</p>
<p>16 - 20 March</p>		<p>THE MELBOURNE INTERNATIONAL FLOWER AND GARDEN SHOW will see the creativity and passion of Australia's top floral and landscape designers delivered in stunning displays as well as a strong environmental message for gardening in this climate. After 20 years still remains the biggest annual flower and garden show in the Southern Hemisphere!</p>	<p>Royal Exhibition Building and Carlton Gardens</p>
<p>17 - 20 March</p>		<p>2016 FORMULA 1® ROLEX AUSTRALIAN GRAND PRIX - the first race of the 2016 FIA Formula 1 World Championship takes off at Albert Park Circuit. World class entertainment on and off the track and a brand new social precinct featuring a selection of Melbourne's finest chefs in pop-up restaurants, food trucks and music, all set against the back drop of Melbourne's street art scene.</p>	<p>Albert Park Grand Prix Circuit Albert Road South Melbourne</p>
<p>23 March - 17 April</p>		<p>MELBOURNE INTERNATIONAL COMEDY FESTIVAL celebrates its 30th anniversary. As tradition has it, this Festival, 'The People's Festival' doesn't hold back when it comes to sharing the comedy. The young and the young at heart; the wealthy and the fiscally-challenged; the rabble-rousers and the do-gooders; the dirty jokers and the good, clean humorists.</p>	<p>CBD various venues and Melbourne Town Hall.</p>

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ROAD CLOSURES

this month in Melbourne

Street	Dates	Details	Purpose
Russell Street Melbourne	Until 7 March 8.30pm to 5.30am	Partial closure on Russell Street southbound between Little Bourke Street and Bourke Street. Closure at intersections of Russell Street & Bourke Street, and Russell Street & Little Bourke Street.	Trail hole investigation works
Pearl River Road, Docklands	Until 14 March 8:00am to 5:30pm	Full closure of the southbound carriageway and eastern footpath on Pearl River Road, with detours via Wattle Road.	Installation of panels to subject site
Flinders Street Melbourne	Until 14 March 7 pm to 4 am	Flinders Street, north side between Swanston Street and Russell Street.	Kerb and channel, footpath and profile and resheet works
Dynon Road Bridge West Melbourne	1 and 2 March 9:00pm to 5:30am	Full closure of eastbound carriageway over Maribyrnong River.	Road maintenance works
Swan Street Bridge Melbourne	3 March 9:00pm to 5:30am	Full closure of westbound carriageway over the Yarra River.	Road maintenance works
Haig Lane Southbank	7 - 25 March 7am to 5pm Weekdays	Full closure of carriageway between Clarke Street and Kings Way.	Roadway and channel works
McKillop Street Melbourne	13 March 8:30am to 5:30pm	Full closure of carriageway between Little Collins Street and Bourke Street.	Event Closure
Collins Street Melbourne	27 March 7am to 4pm	Full closure of eastbound carriageway between Elizabeth Street and Russell Street.	Use of boom lift to replace windows and signs

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