

Australia's premier independent taxi industry magazine

TAXI TALK

November 2016

ISSUE NO 581



ON THE RANKS SINCE 1966

PROUDLY PUBLISHED AND
PRINTED IN MELBOURNE

Print Post Approved number 100004912

celebrating
50
YEARS
THE VOICE OF THE
VICTORIAN TAXI INDUSTRY



Prince of Penzance, 2015 Melbourne Cup winner, ridden by Michelle Payne, (Melbourne Cup's first winning female jockey).

MELBOURNE CUP CARNIVAL

29 October - 5 November 2016, Flemington Racecourse

The Melbourne Cup Carnival is held over four racedays and they all offer something special. There is first-class competitive racing, superlative fashions, and a fantastic assortment of food and entertainment for all to enjoy. All of this and more held at Melbourne's fabulous premier Flemington racecourse.



Metropolitan Taxi Club

TAXI COVER PROTECTION

FREE legal advice

NO joining fee

FAST claims recovery

FAST repair turn-around

GENUINE replacement parts

LOWER annual contributions

providing:-
Comprehensive
Insurance

Third Party & Public
Liability Insurance

PHONE 9388 0722

360 Brunswick Road, Brunswick

EMAIL

daniel@metropolitantaxiclub.com.au

vi@metropolitantaxiclub.com.au

BRUNSWICK ROAD COLLISION CENTRE (Melbourne)

- Taxi resprays from \$1200 (conditions apply)
- Quality jobs
- Quick repair time

Contact Ibrahim
0422 431 823 or 9380 9935

BRUNSWICK ROAD COLLISION MECHANIC CENTRE

- Low prices
- Fast services

Contact Daniel or Ibrahim
9388 1425 or 9388 0722

MORELAND TAXIS P/L

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

Phone
9388 1425 or 9388 0722

Contents



ON THE RANKS SINCE 1966

MAGAZINE EDITOR

Toni F. Peters

FOUNDER

Stanley F. White

PUBLISHER

Trade Promotions Pty Ltd

ADVERTISING ENQUIRIES

Mrs Toni Peters
Trade Promotions Pty Ltd
PO Box 2345, Mt Waverley VIC 3149

Phone: 0400 137 866

Email: info@taxitalk.com.au

Website: www.taxitalk.com.au

DISPLAY ADS

All copy, editorial and artwork must be submitted by the 15th of the month prior to publication date.

Advertisement sizes and costs can be downloaded at www.taxitalk.com.au.

CLASSIFIED ADS

\$35 for 40 words, \$70 for 80 words, etc.
Email or Mail your classified advertisement by the 15th of the month prior to publication date, together with your payment.

SUBSCRIPTION DETAILS

1 year = \$40

PAYMENT OPTIONS

- Via PAYPAL to info@taxitalk.com.au
- Direct Deposit to
Trade Promotions Pty Ltd
BSB 033065 A/c 312786
- Mail Cheque to Trade Promotions Pty Ltd
PO Box 2345, Mt Waverley VIC 3149

proudly supporting these organisations since inception.....



6

INDUSTRY DEREGULATION

We must be united in our fight against the government.

10

MELBOURNE FREE WIFI

Melbourne CBD now offers free WiFi.

12

FROM VIC TAXI & HIRE CAR FAMILIES

Proposed changes are deception, not reform.

24

THEFT WATCH

Victoria continues to lead the way in vehicle theft.

26

WORLD NEWS

A look at what's been happening overseas in the taxi industry.

30

RULES & REGULATIONS

An update on rules and regulations affecting the Victorian taxi industry.

Views expressed in any article in *Taxi Talk* magazine are those of the individual contributor and not necessarily those of the publisher. The publisher cannot accept any responsibility for any opinions, information, errors or omissions in this publication. To the extent permitted by law, the publisher will not be liable for any damages (including but not limited to economic loss or loss of profit or revenue or loss of opportunity) or indirect loss or damage of any kind arising from the contract, tort or otherwise, even if advised of the possibility of such loss of profits or damage. Advertisements must comply with the relevant provisions of the *Competition and Consumer Act 2010*. Responsibility for compliance with the Act rests with the person, company or advertising agency submitting the advertisement.

Taxi Talk magazine has agreed to advertise taxi clubs because those clubs have stated that they and their products comply with all applicable laws and regulations relating to insurance for taxi operators.

Taxi Talk magazine has not independently verified these taxi clubs' compliance, and give no warranty and make no representation as to whether the taxi clubs are compliant. Operators should satisfy themselves as to a taxi club's compliance with laws and regulations through their own enquiries. These advertisements do not constitute recommendations by *Taxi Talk* magazine that operators purchase insurance products from taxi clubs. *Taxi Talk* magazine does not accept any liability or responsibility for any loss or damage suffered or incurred by any operator because a taxi club or its product or service is non-compliant.

Taxi Talk magazine is wholly owned by Trade Promotions Pty Ltd. COPYRIGHT © Trade Promotions Pty Ltd 2015. All rights reserved. The "Taxi Talk - Voice of the taxi industry" heading and logos are trademarks of Stanley F. White. Copyright of articles and photographs of *Taxi Talk* magazine remain with the individual contributors and may not be reproduced without permission.



FROM THE editor's desk

I have to agree with the many comments recently in the Herald-Sun, that it is not wise for the taxi drivers to strike or blockade at Melbourne Airport. Drivers, you will only be playing into the hands of Uber - giving them more customers - and losing more and more credibility. Drivers, you need to smarten up. Dress well, have clean hygiene, keep your taxi clean inside and out, and be more pleasant to all your customers.

When you meet and greet your customers at Melbourne Airport you are the ambassadors for our State. It is you who gives them their first impression of what Victorians are like. I know it is only a minority of taxi drivers who are letting the industry down. But they need to lift their game.

What can you do? If you see a driver out of uniform, smelly, dirty taxi inside or out - then tell him/her so. Let them know that they are letting everyone in the industry down by their poor performance.

Together we can all make a difference.

Did you know that the RACV support the implementation and legalisation of ride sourcing? But they do have some stringent guidelines for government to think about.

They believe that customer safety is paramount and that there should be clear dispute resolution processes in place. The vehicles used should all have a minimum 4-star vehicle rating and drivers should be at least 26 years old and without any loss of demerit points.

Latest from the Victorian Taxi Association (VTA) is that after 5 years as CEO, David Samuel has left to go work with 13Cabs. VTA has a new CEO, the first female CEO, Georgia Nicholls.

It is unfortunate for the VTA to lose its helm in these very tumultuous and challenging times in our industry, and we welcome Georgia to the top job.



ON THE RANKS SINCE 1966

proudly published and
printed in Melbourne

But one has to wonder, with only three staff members, where will the VTA be in 6 months, 12 months time?

Wouldn't it be great if all groups representing every facet of the Victorian taxi industry got together, became united in their efforts and goals, and approached the government as a strong united voice? I wonder if this can and will ever happen.

As the boss of the Washington DC For-Hire Vehicles says, "Be part of the future or be stuck in the past".

Over in Perth, studies show that peak-hour traffic has improved in the past 12 months and it is primarily due to new freeway merging lines and revised traffic light phasing. They were able to analyse the traffic extensively due to being allowed access to data collected by Uber vehicles.

David Rohrsheim, Uber's General Manager of Australia and New Zealand, says "As ridesharing has grown across Australia during the past few years, we're excited to see how sharing high level data and trends with governments can help show how cities move over time."

It's great to see that Uber is sharing its collected data with governments to allow great analysis to be compiled, reviewed and evaluated.

And here's something else to think about. If an autonomous car gets into a situation where it may not be possible to avoid an accident - which option will it be programmed to take?

Should it protect the driver, but hit pedestrians, obstacles or other vehicles? Should it hit a single person on one side of the street or a group of people on the other

side?

Who is "authorised" to make these decisions? The manufacturers, the software programmers, the drivers, the passengers? It could be that the autonomous car software will offer the owner/passengers more than one ethical "solution" to select, should an accident arise.

No matter what the answer, this is a serious matter that needs to be addressed sooner rather than later.

In Tullamarine, those in charge at Melbourne Airport Corporation (MAC) have decided to provide a waiting area for Uber vehicles. I hope that MAC is charging them \$3.58 for using this waiting area - just like they charge the taxis - and not discriminating against the taxis.

Toni Peters

Editor 

Like what you see?

Subscribe to *Taxi Talk - Voice of the Taxi Industry* to stay up-to-date with the latest industry news, views and outcomes.

Published since 1966, *Taxi Talk* magazine is committed to providing taxi and hire car owners, drivers, operators and network service providers with information regarding government rules and regulations, new products, interstate and overseas industry news and much more.

With 11 issues a year, *Taxi Talk* magazine is distributed on the 1st of each month (except January).

Don't miss
an issue!
Subscribe today

Get *Taxi Talk* magazine
delivered to your mail
box each month. 1 year
subscription is only

\$40

payment options are listed on page 3

W: www.taxitalk.com.au | E: info@taxitalk.com.au | M: 0400 137 866

Deregulation in the taxi industry

The Victorian Government announced recently that it intends to put legislation through Government to deregulate the Taxi Industry.

WHY?

Apart from the normal spin and the near lies that came with the announcement, there was not too much detail of what a deregulated industry would look like in the future.

There was little or no mention of who would gain and who would lose by this decision.

There was no mention of the fact that the inquiry which cost the Victorian taxpayer millions of dollars, and that the recommendations of the Inquiry that were adopted by Government, were a waste of time, nor why the Government changed its mind so quickly. I guess that this might have something to do with big business and Uber.

The Victorian government does not really want to stop regulating the industry. On the contrary, the government wants to still make money out of the industry by collecting a fee from a larger pool of participants and by shifting the responsibility of looking after the public to big business.

So what we are in fact talking about is not really deregulation but open entry into an industry that was regulated for more than 50 years with respect to entry.

It is at this point that it becomes clear just how little the governments know about this industry that has served the public well and the hardship and hard work that has been put in over a period of more than half a century by small business.

The politicians are either ignorant of, or ignore the fact that open entry was tried unsuccessfully in many jurisdictions in the world. Open entry invariably leads to higher fares and inferior service to the public.

So why does the government take this action and who gains and who loses in this?

It is quite easy to see that Uber is one of the big winners in this deal because its drivers do not have to pay the equivalent of the price of a house in order to operate a taxi.

It is a bit harder to see why the Radio Networks will profit from open entry. Closer examination of particular actions, especially with respect to Cabcharge, can show what is in store for existing operators.



The Networks can run their own cars (and give them preferential treatment when dispatching work), go into competition with Uber, or anybody else, by setting different fare structures. In other words they become the Industry and past owners and operators become their slaves.

It is not obvious how the government benefits by open entry. It is very hard to understand why a government would turn against its own citizens and reward big business. Could it be that big business has such strong lobbyists that governments buckle, or could it be that political donations play a role?

So what is the future for the Taxi industry? The future for operators and owner/operators as we know it looks very grim.

Operators will have to compete with Radio Networks for work and drivers and this will inevitably lead at best to a reduction in operators, and, at worst, to an annihilation of operators as we know it.

The Owner/Driver is in a slightly better position and he might be able to survive a bit longer because he has some private customers that might help him to survive.

Taxi Drivers will be encouraged by

the radio networks to buy their own cars, financed by the networks, and will be working in the same way as Uber drivers.

This scenario will eventually lead to either a monopoly or a duopoly in the industry, very similar as it is today with the radio networks.

The only difference is the fact that the assets of thousands of small businesses have been transferred from small business to big business, and that the consumer pays more for the service.

Can the thousands of small businesses do something about what is happening?

I believe they can if they fight united and put self-interest aside for the common good.

Hans Altoff
Taxi Owner / Operator 

TAXI finance

We are accredited with over 30 banks and other lenders

cheap rates

best service

fast approvals

cheap finance rates...

ALL TAXI LICENCES & VHA

CAR FINANCE
all taxi vehicles (cars and vans, VHA vehicles, limos and others)

GAP COVER
\$30,000
AVAILABLE

EASY CAR LOAN APPROVALS... NO TAX RETURNS REQUIRED*

* conditions apply

yarrafinance

experts in commercial finance

Phone **9561 8876**

96 Garden Road, Clayton (near Ikea)

Our 1st autonomous car

The first Australian self-driving car has been developed in Victoria and was recently unveiled at German multinational Bosch's Clayton headquarters.

The first prototype was developed with the Transport Accident Commission, VicRoads and with a \$1.2 million subsidy from the Victorian government.

The car has level four autonomy, which means that the driver has to be present in order to physically hand over control to the car before it takes control.

This is one step below a fully autonomous and completely driverless car. The car took 45 people nine months to build, according to Bosch.

Victorian Roads Minister Luke Donnellan said the project was a

step towards reducing deaths on the state's roads.

"For the TAC, this is a very important exercise in terms of road safety, of how we can develop both vehicles and technology and the infrastructure on our roads," he said.

Using the shell of a Tesla with Bosch components, the manufacturers say the car is 10 years ahead of other self-driving vehicles on the market.

Minister Donnellan also said that it could be 15 years or longer before driverless cars such as the Bosch model are seen on



Australia leads the way with its first autonomous car.

Australian roads – he cited safety as a major concern, “More than anything else, it’s how we can actually get the number of lives lost on our roads down to zero”.

Bosch Australia President Gavin Smith, referring to its six on-board radars, high-resolution GPS and sensors, said, “The computer power could probably put a spaceship on the moon”.

Mr Smith also noted that drivers might have to take the wheel while driving through areas that were not mapped or in certain traffic or weather conditions. He noted that Victoria’s road infrastructure was adequate for highly autonomous vehicles.

Victorian Roads Minister Luke Donnellan said the car’s development was an important exercise in how self-driving technology could improve safety on the state’s roads.

“These trials are important for VicRoads to identify how driverless vehicles are going to interact with the infrastructure in our local community, with the infrastructure in traffic lights.”

While it is not legal to run a driverless car on Victorian roads, a trial run has received an exemption to run on closed roads.

The driverless car from Bosch is likely to be slightly more expensive than a regular car once mass production is underway. 

The car's key features...

- Not truly driverless, but designed to navigate roads with or without driver input
- The car operates with cameras that build a complete picture of what is on and around the road.
- Automatic driver detection, and configuration of driver preferences (eg seat position, steering wheel configuration)
- Inbuilt sensors to detect and avoid external hazards
- Six radars
- Six LIDARS (light detection and range sensors)
- High-res GPS
- 2km of extra copper wiring
- Stereo video camera
- “The car’s computer power would probably put a spaceship on the moon.”

Need LEGAL assistance?

- Business
- Commercial
- Conveyancing
- Estate Planning
- Family
- Litigation
- Probate
- Taxation
- Superannuation

*Serving the Taxi Industry
for over 30 years*

**AMS
LAW**

Adams Maguire Sier

176 Upper Heidelberg Road, Ivanhoe

Email: amsr@amslaw.com.au | Phone: 9497 2622

Melbourne free WiFi



Victoria has cemented its reputation as Australia's tech leader with the launch of the country's largest and fastest free Wi-Fi network across Melbourne's CBD last month.

From 29 September 2016, visitors have been able to use the VicFreeWiFi service within all Melbourne CBD train stations, the Bourke Street Mall, Queen Victoria Market and South Wharf Promenade at the Melbourne Convention and Exhibition Centre.

Minister for Small Business, Innovation and Trade Philip Dalidakis said, "This is just another reason why Victoria is the country's home of innovation and technology – we really do have the best of everything, not only in Melbourne but our regional cities as well."

More access points will be switched on over the coming months, with the full network to be up and running by the end of the year.

Once the Melbourne network is complete, the VicFreeWiFi service

will be the largest free public WiFi network of its kind in Australia, covering an area of 600,000 square metres across the three cities.

Running for five years, the project is managed by telecommunications company TPG, allows for up to 250 MB per device, per day – and does not require personal logins or feature pop-up advertising.

The quality of the network is unparalleled in Australia and on par with world-class free public Wi-Fi networks in New York, London and San Francisco.

The advanced infrastructure will also be available for piloting future connected city projects and for state and federal disaster response in the event of an emergency over the five-year pilot. **TT**

GET ON BOARD DRIVE WITH



A brand new advanced
Taxi Dispatch System

Oiii provides an all in one environment:

- 📍 Dispatch
- 📍 Meter
- 📍 Payment System
- 📍 Safety Features
- 📍 Security
- 📍 Passenger Booking App 🍏 🤖

📍 Fully Legal + Government Authorized

Oiii Benefits:

- ✔ Easy to use - all in one tablet
- ✔ Latest technology
- ✔ Driver training + incentives
- ✔ Zero surge pricing

Save Money:

- ✔ Lower operating costs
- ✔ Zero rank fees
- ✔ Pay per job

Supporting your business
with targeted marketing
campaigns to passengers



 facebook.com/OiiiApp

REGISTER TODAY **oiii.com**

☎ 0408 847 342 (Ashley) ✉ driver@oiii.com

Monthly industry OVERVIEW

Proposed Taxi and Hire Car changes **DECEPTION** not **REFORM**

The taxi industry reforms announced by the Andrew's government on 23 August 2016 are not reforms at all. It is a mastery in theft and deceit by the Andrew's state government.

It is a very cunning scheme to transfer the revenue stream from taxi licence owners to the government. The following factors support and underpin this statement.

Proposed \$2 levy

The proposed \$2 levy per fare, indexed yearly to CPI, is to facilitate the actual transfer of the revenue stream from taxi licence owners to the government.

With approximately 3450 perpetual licences (metro and urban) on issue as well as regional perpetual licences, the total revenue stream attributable to perpetual licences is \$82 million.

In addition, prior to the reform announcements and the subsequent mess that the government has created, the government had issued various licences, including annual licences, peak service licences and wheelchair accessible taxis (WAT) licences on which they were collecting annual fees. The government was generating approximately \$20 million revenue from these licences.

So, the government decides that, under the guise of ride share regulation, they can not only get their hands on the \$82 million income stream derived by licence owners, but they can increase the revenue by putting the \$2 levy on all rides (taxi, hire car and ride share).

At 55 million rides per annum at \$2 per ride, the government will raise \$110 million in revenue in the first year compared to the \$20 million they were raising through various taxi licences they had on issue.

All whilst taking away the rightful income of taxi licence owners which was \$82 million.

Therefore, the cost of licencing is being increased from \$102 million (\$82 million to licence owners and \$20 million to government) to \$110 million and the government gets to keep all of it.

Also the \$110 million the government earns will increase every year through the indexing of the \$2 levy to CPI and through passenger growth. The government will collect \$1,052 million in the first eight years not \$352 million as they have falsely stated.

\$2 levy collection

In the reforms the Andrew's government announced, they state the \$2 levy will be collected for a minimum of eight years leaving it open for it to continue indefinitely.

Also by implementing the collection of this levy by operators, as

operators see fit, there will be no transparency as to what impact the \$2 levy will have on each individual fare.

It doesn't have to be \$2 per fare. The operators just have to pay \$2 per fare to the government. Therefore, after eight years consumers will have forgotten about the levy and the revenue stream will continue unabated.

This is why they are not including a sunset clause on the \$2 levy. Also given the compensation they are offering licence owners is fixed over eight years, why are they indexing the \$2 levy by CPI?

One can only conclude that they intend to collect it for ever. A new ongoing revenue stream. **TT**

The Victorian government will collect \$1.215 billion over a period of nine years (taking into account CPI of 3% per annum and growth in rides of 2%).

The government can therefore afford a buyback of every Victorian taxi and hire car licence with one up front payment at the following amounts, as well as providing for \$50 million Hardship Fund and \$25 million Disability Fund.

SUGGESTED BUY BACK PRICES

Metropolitan Taxi Licences	\$250,000
Urban Taxi Licences	\$250,000
Regional Taxi Licences	\$125,000
Ten Year Taxi Licences	\$70,000
Country Taxi Licences	\$37,500
Metropolitan Hire Cars	\$37,500
Country Hire Cars	\$18,750
Special Purpose Vehicles	\$1,250

Individually,
we are one
drop.
Together,
we are an
ocean.

Ryunosuke Satoro
- father of the Japanese short story

SUMMARY

Revenue collected from the \$2 levy will allow the buyback compensation to be paid upfront on every licence stated above

Government borrowings to fund the buyback compensation will be repaid over a period of eight years and eight months (with interest calculated at 2% which is above the current 10 year government bond rate of 1.82%)

Total Revenue Collected from \$2 levy over Nine (9) years	\$1.215 billion
Total Funds Required to buy licences at above suggested prices	\$974 million
Hardship Fund	\$50 million
Disability Fund	\$25 million
Total Government Payout	\$1.049 billion
Total interest to fund payback	\$110 million
Total Funds required by government for the taxi and hire car buyback	\$1.159 billion

Get the most current news and discussion on our **FACEBOOK** Page.

Monthly industry OVERVIEW

The deceit and hypocrisy of the Andrew's state government is quite obvious:

- They have sold the fifty year lease on the ports at way above expectations. They want to extract maximum value, and some more, for what they sell. However, they are not prepared to apply the same standards when they acquire assets. They are quite happy to rip off taxi and hire car licence holders.
- These reforms are not about regulating ride share. They are about unfairly acquiring the assets of hardworking taxi and hire car licence holders.
- The proposed \$2 levy will collect \$1,052 million over the eight years, yet they only want to pay \$378 million in compensation over eight years and set up \$50 million hardship fund and a \$25 million disability fund.
- The Andrew's state government wants to acquire the assets of hard working Victorian taxi licence owners not only on unjust terms but wants to rip them off.
- The Andrew's state government is a government who not only is prepared to rip off its citizens, but does not give a damn about the trail of destruction it will leave behind as a result of these proposals which include the following:
 - Financial catastrophe for hundreds, if not thousands, of mum and dads and retirees including many having debts with no assets, losing their houses and facing bankruptcy.
 - Divorces
 - Suicides
 - Deaths and illness due to stress
 - Onset of and ongoing mental health issues

The Andrew's state government should be ashamed of themselves. However, they still have the opportunity to right this wrong by listening and treating licence owners fairly and humanely. **TT**



Drivers, Operators, Licence Holders and Networks of Victorian Taxi or Hire Cars

REGISTER WITH US AND BE PART OF A UNITED VOICE



For more information visit us at:
888 Mt. Alexander Road, Moonee Ponds or
105 Normanby Road, North Caulfield

The Victorian Taxi & Hire Car Families

Ring Leo any time on
0409 562 531

Membership application

PLEASE PRINT IN BLOCK LETTERS

Applicant Information

TITLE:	NAME:	SURNAME:
Date of birth:	SEX: M / F	Mobile:
Postal address:		
City:	State:	Post Code:
Phone:	E-mail:	

Membership type (please tick/complete all that apply)

Driver <input type="checkbox"/> (\$10 per year)	Operator <input type="checkbox"/> (\$20 per car per year) No. of Cars: ____	Licence Holder <input type="checkbox"/> (\$100 per licence per year) No of Licences: ____
Taxi <input type="checkbox"/>	Hire-Car <input type="checkbox"/>	

Joint Membership - Spouse Information

TITLE:	NAME:	SURNAME:
Date of birth:	Phone:	

Family Membership - Children (if membership privileges desired)

FULL NAME	FULL NAME
FULL NAME	FULL NAME

Signatures

I have read and agree to the Terms & Conditions of membership provided.

Signature of applicant:	Date:
Signature of spouse (only if for a joint membership):	Date:

Method of Payment: Cheque Cash

OFFICE USE ONLY:	MEMBER NUMBER:	PAID:
------------------	----------------	-------



Pending licence **deregulation**

Where do you stand legally?



There are 32 different perpetual licences issued across Victoria – each with different terms and conditions.

The varying impact of taxi licence deregulation on regional and country cab licence holders, compared to metropolitan licence owners is just one of the areas being investigated by a south west Victorian law firm currently scrutinising the pending cab licence changes.

Maddens Lawyers, a firm based in Warrnambool, on the Great Ocean Road, is looking into the legal ramifications of the State Government's announcement to de-regulate the taxi industry.

Maddens Lawyers' Senior Partner Brendan Pendergast said the firm was interested in identifying whether licence holders had the potential to pursue legal action once the changes were set in stone.

He said a clear outcome of the firm's research so far was that perpetual taxi licences would become practically worthless as a result of the proposed changes.

"We are also of the opinion that the transition packages and 'fairness fund' being touted as ways to compensate licence holders will fall well-short of being adequate reparation for this devaluation," Mr Pendergast said.



Brendan Pendergast

He added that early investigations also suggested the concerns held by country and regional licence holders differed from those with metropolitan-based taxi licences.

"For example, a 'country' licence holder will be provided with \$15,000 in compensation for the first perpetual licence they may have purchased – usually at more than \$100,000.

"Then, their second licence attracts just \$7,500 in compensation.

“Many of the licence holders in country areas aren’t large companies with many licences to their name, who have others driving their cabs; these are people who drive and operate their own cabs as their livelihood and only means of income. \$15,000 is nothing.”

With 32 different perpetual licences issued across Victoria – each with different terms and conditions – Mr Pendergast said Maddens was working hard to scrutinize the different forms of licences and the conditions that applied under them.

“We’d like taxi licence holders to at least seek more information on what the legal avenues available are; we know they have been told there is none, but we aren’t convinced this advice has been provided in the best interests of the licence holders.”

He urged any taxi licence holders looking to identify their legal options to contact Maddens Lawyers tollfree on 1800 815 228 or to visit maddenslawyers.com.au 



TAXI LICENCE HOLDERS & OPERATORS

Will the upcoming industry changes cost you money?

Maddens Lawyers is investigating whether taxi licence holders and operators have grounds for legal action.

Register your interest now to receive updates about our progress and findings.

PH: 1800 815 228

Or register online at maddenslawyers.com.au



MADDENSLAWYERS
WE'RE HERE TO HELP

HYBRID IS THE FUTURE



TOYOTA

Visit Melbourne City Toyota



Lower your operating costs with Hybrid

Call us TODAY!



FINANCE AVAILABLE AT CAMPAIGN RATES*

Melbourne City Toyota
621 Elizabeth Street, Melbourne, VIC 3000
www.melbcitytoyota.com.au

(03) 9282 8888

*T.A.P. Pics for illustration purpose only. E&OE. LMCT 10618



Oh what a feeling!



We must **unite**



The VHCA Board thanks all who attended our hire car industry meeting on October 5 at the Veneto Club, Bulleen.

It was pleasing to see over 200 drivers, family members, community spokespeople plus some colleagues from the taxi industry in attendance.

We heard from Taxi Services Commission CEO, Aaron De Rozario, about the government's proposed changes and how they affect the hire car industry.

We also heard from Nadav Praver from Mann Lawyers, about some of the legal options that may be available should the industry choose to go down that path.

Nadav also gave some excellent insight into how lobbying works and how that can be utilised as part of a comprehensive strategy when attempting to influence industry change.

After taking soundings from members and attendees, the VHCA Board has determined to appoint Mann Lawyers to advise us on our legal entitlements on an ongoing basis.

As the legislation is made public, we will be taking further advice on what our options will be.

At the same time, Mann Lawyers are advising us on the process of engaging suitable government relations experts to help us with negotiations. We believe that this is critical to get the best possible outcome.

New memberships to be part of VHCA continue to roll in and we strongly encourage those who haven't joined us as a member, do so sooner rather than later.

It is crucial to our industry that we speak with a united and representative voice, something that will only happen if we have mass membership.

The changes that were announced on August 23, 2016 by the Victorian government can, and will, seriously affect operator and driver's viability and ability to compete against the ride sharing market.

Also these proposed changes will damage your business and could seriously impact your capability to service your debts and create an income for you and your families.

The Andrew's Government will compulsorily acquire assets (hire car licences) that you own.

\$25,000 for your first licence, \$12,500 second licence and nothing for subsequent licences. And then they want to pay you this amount over 8 years!

The VHCA believe that these changes are not fair and may need to be tested in Court. So we will need to raise monies to fund our fight.



VHCA propose the following:-

- Each MH licence holder contributes \$500 per licence (\$250 now and \$250 at a later stage)
- Each Special Vehicle licence holder contributes \$100 per licence.

Safety of your contribution

The VHCA has set up a separate bank account which will be supervised by VHCA Vice President and Treasurer - André Baruch.

This account will be only used for the VHCA Fighting Fund, and not for everyday use.

At the end of this journey any monies left over will be returned to those who have contributed, on a proportional basis.

To participate please provide the requested details below to us by email -- treasurer@vhca.com.au

Rod Barton
President VHCA 

The VHCA look forward to being able to make a positive difference for our industry.

FIGHTING FUND



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, please send the following via email to treasurer@vhca.com.au

1. Membership details
 - Your Name | Email Address | Mobile Phone number
 - # MH Licences | # Special Vehicle Licences
2. A remittance notice of your applicable payment advising your bank reference and value of payment made. (A receipt will be sent to you)
 - \$250 / MH Licence
 - \$100 / Special Vehicle Licence

Please pay your funds direct into our bank account

Account Name: VHCA #2 Account

BSB: 083337

Account number: 408246370

Government discrimination

It seems that the current Victorian Government discriminatively picks and chooses which sector of the community/society can receive 'On Just Terms' compensation and who can not.

The Taxi industry is predominately made up of immigrants. These people have been discriminated against by the Andrews Government in not affording the same rights to compensation as it has given to all others sectors of the community in any compulsory acquisitions of property and or businesses.

The Victorian government, to avoid paying compensation "on just terms" to thousands of immigrants, chooses to hide behind and use legislation against taxi and hire car licence holders to what amounts to theft and or defrauding of around \$2 billion from thousands of immigrant families small businesses. Not only of their assets and life savings but their incomes / livelihoods by forfeiting their taxi and hire car licences.

Why does the government give compensation, on just terms to all others but not to us in the taxi and hire car industry? Why don't we get the same consideration and protection?

The Government has previously given compensation 'On Just Terms' when it...

1. passed legislation to stop fracking, to protect the interests of fellow farmers.
2. compensated property and business owners to do with the sky rail project.
3. compensated property owners to do with the failed East West Link.
4. passed legislation to stop tinned tomatoes from Italy, to protect local industry.
5. compensated and reimbursed thousands of account holders who lost their life savings to do with the failed/collapse of the Pyramid Building Society.

Mr Andrews, you have known for some time the contents of your reforms and that taxi licences would be forfeited but you kept silent and allowed taxi licences to continue to be traded on the open market knowing full well that these people will lose their life savings.

This can only be described as immoral and a criminal act in defrauding these people of their savings. Like the stock exchange there should have been a trading halt.

As Government regulators of the taxi and hire car industry where is your duty of care?

WE came to this great country, Australia, for a better life and to contribute to Australian society.

WE abided by all the laws of the land and became good citizens.

WE worked hard and long hours all our lives to build up a business to better ourselves and provide for our families.

WE worked hard so at the end of the day we could proudly retire without being a burden on the Australian government and taxpayers as self funded retirees.

WE chose the taxi industry to build up our small family businesses and devoted a life-time in servicing the general public.

WE mortgaged our homes and/or obtained huge loans and worked hard. That took a life time to pay off. In buying into the taxi industry perpetual taxi licence and or licences we committed ourselves to a life time career.

WE had NO choice but to purchase a taxi licence if we wished to enter the Government regulated taxi industry.

WE purchased into a market place knowing that taxi licence values at any point in time allowing for increase in inflation was the same price as an average house.

WE were encouraged by Governments to enter the taxi industry and to make it a long term career.

WE were encouraged as investors by the then Labor Government Minister Peter Bachelor, who put taxi licences to be brought and sold on the Stock Exchange and we quote "this was to encourage and attract investors into the market place".

WE were also encouraged as investors by the Liberal Government, Jeff Kennett, and we quote "taxi licences are open to anyone who wants to buy and invest in them".

WE entered into a contractual agreement upon purchasing a taxi licence with Government as the regulator and were never told that Government could or would revoke or forfeit all taxi licences collectively.

WE expected to take a risk, like any other business, with market forces in value fluctuations in supply and demand. But not in the deliberate manipulation by Government as

regulators to destroy the value of taxi licences and revoke or forfeit all of the taxi industry's taxi licences in total without "Fair and Just Compensation".

WE have been grossly misled by Governments over the years in putting our hearts and souls, our whole lives, our life-savings, into an industry. Only for everything that we have worked for to be taken away from us by the Andrews Government.

WE have worked hard and have paid for each and every taxi licence that we own with our hard earned money.

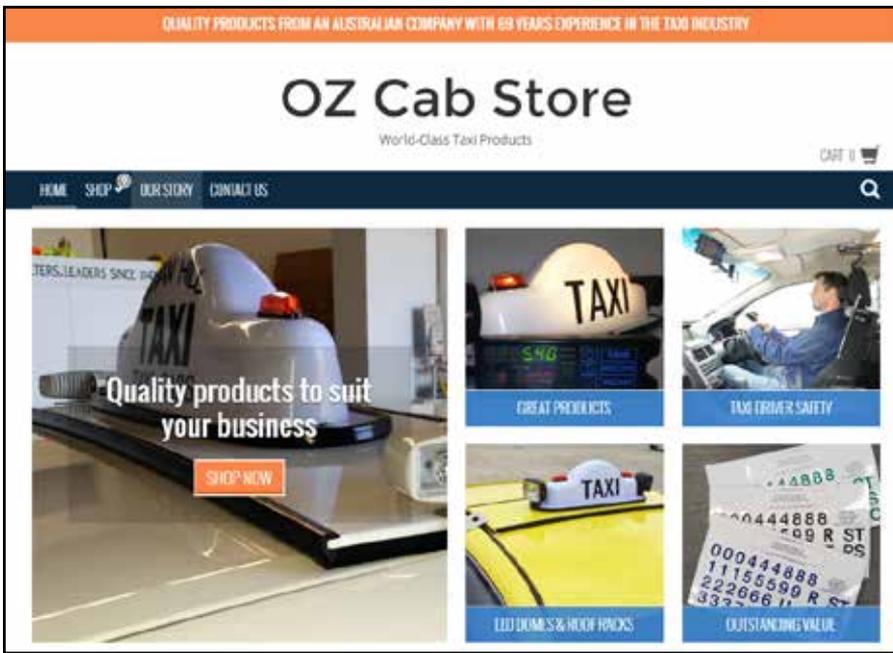
Our taxi licences are not just a WORTHLESS bit of paper to just be revoked. It is our investment and livelihoods - our life-savings.

WE have been ROBBED to what amounts to \$2 BILLION by the Andrews Government, which is the LIFE-SAVINGS of thousands of families.

THE Andrews Government has affected thousands of people's lives where they have been financially devastated, and where the stress has caused deaths and suicides.

THE Andrews Government has brought all this devastation to drastically reform the taxi industry which was never broken, based on the grounds of Uber's Technology. It is beyond comprehension. A taxi booking service for a taxi industry is not rocket science. The taxi industry has similar technology to that of Uber!!

Peter Manikas
Taxi licence holder since 1976 



Martin Meters have moved from their Tullamarine sales & installation facility to a **Fully Online Operation** from 1 October 2016

Website: ozcabstore.com.au | Email: sales@martinmeters.com.au

This move enables Martin Meters to meet the changing needs of customers, remain competitive, technically superior and reach a larger customer base. They will be offering their customers more competitive products and prices as well as free postage Australia-wide for their online products. Visit ozcabstore.com.au today.

Next generation banknotes

On 1 September 2016 the Reserve Bank of Australia (RBA) released our new \$5 note into circulation. A core function of the RBA is to maintain public confidence in Australia's banknotes as a secure method of payment and store of wealth. To meet this objective, the RBA developed a new banknote series to upgrade the security of Australia's banknotes. The process has involved integrating artistic designs that reflect Australia's cultural identity with a range of complex technical features designed to make the banknotes very difficult to counterfeit.



Rolling colour effect	Tilt the banknote to see a rolling colour effect. On one side of the banknote it is a prominent patch near the top corner; on the other it is in a bird shape.
Federation Star	Look for a Federation Star in a small clear window. The Federation Star is embossed and has a light and dark effect. The window should be an integral part of the banknote and not an addition.
Microprint	Look for tiny, clearly defined text in multiple locations on the banknote. This includes selected lines from the Australian Constitution in the branch in the top-to-bottom window, and in front of and in the wall of Parliament House. 'FIVE DOLLARS' is also microprinted in the coloured background.
Intaglio print	Feel the distinctive texture of the dark printing. The slightly raised print can be felt by running a finger across the portrait and numerals.
Background print	Multi-coloured and multi-directional fine-line patterns appear on each side of the banknote. This background printing should be very sharp. Check for irregularities such as less clearly defined patterns, thicker or thinner lines, or colour differences.
Fluorescent ink	Look for an Eastern Spinebill, serial number and year of print that fluoresce under UV light. 



*SINCE 1978
Serving The Industry*

The Owners Association **TAXI COVER**

NO. 1 FOR 38 YEARS

NO. 1 - TRUSTWORTHY

NO. 1 - RELIABILITY

NO. 1 - SERVICE

NO. 1 - PEACE OF MIND

**MEMBERSHIP LINE
CALL NOW**

9092 6082

1084 Centre Road Oakleigh South



National Motor Vehicle
Theft Reduction Council

No. 59 – September 2016

theft watch

The 2015/16 financial year saw motor vehicle theft increase 7 per cent to 54,094 vehicles stolen. Despite this, national volumes remain down 8 per cent from five years ago. Short term passenger/light commercial (PLC) thefts accounted for the highest proportion of the rise (12 per cent), with profit-motivated motorcycle theft also up 4 per cent. While VIC, QLD and WA had significant increases in total PLC thefts, there were good reductions in profit-motivated theft in NSW and SA.

The NMVTRC is an initiative of Australian Governments and the Insurance Industry

The NMVTRC acknowledges all police services, registration authorities, participating insurers, the Federal Chamber of Automotive Industries, Glass's Information Services and Insurance Australia Group for their supply of the data. Theft incident data may be subject to later revision by the data provider.

NMVTRC newsletters are available on the CAR-SAFE website at www.carsafe.com.au and emailed directly to our mailing list. To join our email list contact info@carsafe.com.au



National Motor Vehicle Theft Reduction Council Inc

50-52 Howard Street, North Melbourne
Victoria 3051 Australia
(03) 9348 9600
info@carsafe.com.au

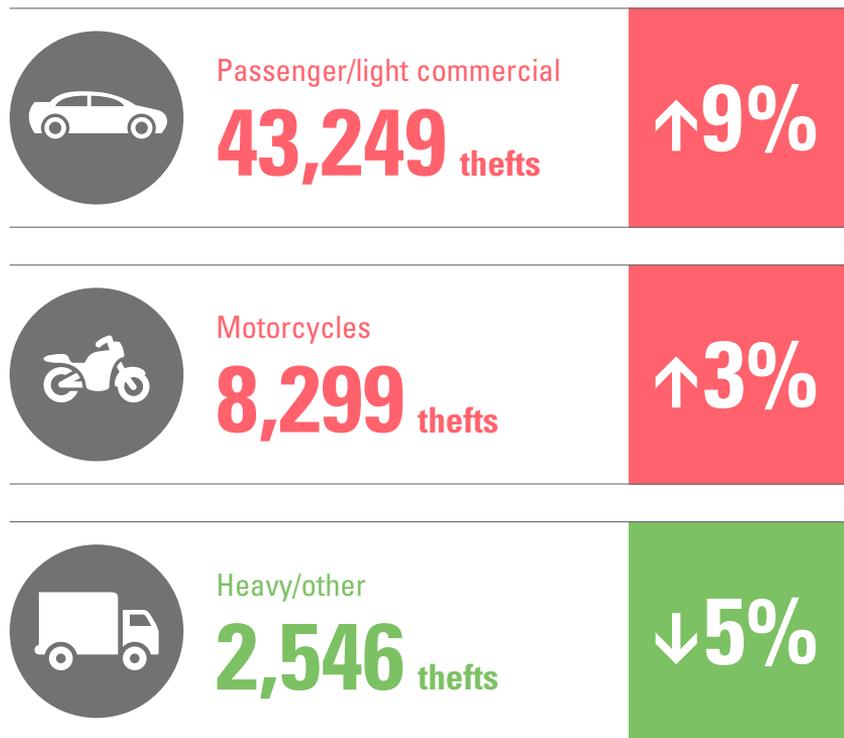
carsafe.com.au
twitter.com/carsafe_au



comprehensive auto-theft research system

2015/16 financial year

Total vehicle thefts



Breakdown by theft type



Short term
thefts

33,380
↑12%

3,784
↑3%

1,273
↑2%

Profit-motivated
thefts

9,869
↑1%

4,515
↑4%

1,273
↓11%

National Motor Vehicle Theft Reduction Council (NMVTRC)'s 'Quick Stats' report shows Victoria is continuing to lead all states in the growth of vehicle theft, including profit motivated vehicle theft.

Statistics from NMVTRC shows that total vehicle theft in Victoria has risen by 34 per cent over the last two financial years with profit motivated theft rising by 28 per cent for the same period.

Profit motivated vehicle theft includes theft of vehicles that are illegally scrapped and the parts sold, or shipped overseas in one piece. It also includes vehicles sold kerbside, online, or through other unlicensed channels.

"The increasing number of vehicle thefts is most concerning, given many of these are associated with a growing rate of aggravated

burglaries and car-jacking in Victoria," VACC Executive Director, Geoff Gwilym, said.

VACC and its members have strongly urged the Victorian State Government to implement legislation to stop cash transactions for scrap vehicles and parts, in order to reduce vehicle theft and home burglaries.

There is currently new legislation being enacted in the NSW parliament to ban cash payments for scrap metals, including so-called scrap cars.

"VACC has warned the Victorian

State Government that once these new laws are passed in NSW they should expect the rate of profit related vehicle theft in Victoria to increase, as the thieves move over the border where the new laws don't exist," Mr Gwilym said.

"By the time government completes its analysis, pilot programs, talk-fests, and reports, the theft rate will have increased dramatically. It needs to take direct action immediately. Victorians fear more vehicle theft-related house break-ins, with families bearing the brunt of government inaction," Mr Gwilym said. **TT**

State and territory breakdown – PLC theft

Number of vehicle thefts 2015/16



A total of 15,111 PLCs were stolen in VIC, making up 35 per cent of all PLC theft. Thirty-five per cent of all short term thefts also occurred in VIC and the state overtook NSW for the highest volume of profit-motivated thefts (3,291).

Percentage change from 2014/15



VIC experienced an unprecedented 38 per cent jump in short term PLC theft. QLD also had a double-digit increase of 11 per cent in short term theft and 16 per cent in profit-motivated theft.

Theft rate per 1,000 registrations



When expressed as a rate per 1,000 registrations, VIC and WA had the highest short term theft rates of the larger jurisdictions* of 2.68 and 2.49, respectively. VIC's profit-motivated theft rate of 0.75 was also the highest, followed by NSW at 0.59.

* Percentages and rates are not given for small jurisdictions as they can be misrepresentative of minor baseline changes.



Washington DC

By the end of the year, all of Washington DC's taxis must have digital meters and in addition to credit cards and cash, they will also have to provide "tap and go" payments.

America's taxi industry has historically relied on mechanical meters (which need regular calibration which costs US\$50 a time) and it is only in recent years that they have started to switch to GPS reliant meters, electronic and smartphone-based systems.

San Francisco taxis have successfully tested technology. They have had to keep up with the information technological era, as it was here that Uber was born.

New York taxis are still experimenting with ways to modernise the city's taxis. They have a lot of catching up to do.

Washington DC wants to have these new digital meters operational by August 31 2017.

Also all receipts for trips taken will have to show an image of the route the taxi took - from start to finish.

For the taxi industry in DC to remain viable, "It must begin the long process of moving from [the old meter systems] and patented dome lights to lower-priced, innovative technologies to improve revenue, increase customer choice, support the growth of accessible vehicles and open the door to future innovations".

Roy Spooner, DC Yellow Cabs General Manager, said "the new regulations could help level the playing field by making it easier for his drivers to compete with private

cars that only need a smartphone to do business".

"We've got to reduce the driver expenses - do the things that make sense for the consumer but are not that expensive," he said. "This is an attempt to start moving in that direction."

"With the digital meter, at say 2pm when usage goes down, we can say we are going to run 20% reductions - we can compete," he said. "We start to get more nimble. We give the customer what it wants."

Ernest Chrappah, Chairman of DC Department of For-Hire Vehicles said, "Be part of the future or be stuck in the past."

"The drive toward smart cities, autonomous vehicles is not going to stop. For a taxi to be relevant, they have to be digital and they have to be extremely customer-focused," he added. **TT**

Hertfordshire

A taxi rank marshal scheme will be implemented in Bishop's Stortford, United Kingdom, to increase safety in the area.

The rank, located near the bus interchange, will operate from Friday to Sunday and on Bank Holiday weekends, from 11pm until 4am.

Marshals will be on the site to make sure passengers using the rank manage to get home safely in the East Herts licensed hackney carriages.

They will also make sure that people stay in an orderly queue while waiting for the taxis throughout the night.

Chris Hunt, East Herts Safer Neighbourhood Inspector, said: "Marshals will work closely with the police, the CCTV team and councils as



well as pub and club door staff to keep the town safe and orderly.

"They will communicate any problems via the town link radio system, playing a vital role in reducing the risk of crime."

"They will help taxi drivers by making sure customers are not disorderly, eating food or smoking whilst getting into a taxi and also by helping to ensure that passengers have the ability to pay for longer journeys," continued Mr Hunt. **TT**

China

The green and energy efficient car industry is booming in China, the world's biggest auto market, and there's no sign of hitting the brakes. That's thanks in a large part to government subsidies and new technologies.

Energy-efficient cars have received the green light from the Chinese government. It aims for new energy vehicle sales to top 3 million units a year by 2025, compared to just 330,000 in 2015.

The Chinese government says it wants 5 million "green" vehicles on the road by 2020 – in a country of some 1.4 billion people.

Electric and green car sales more than quadrupled last year, supported by government subsidies and toxic smog levels in Chinese cities.

The air pollution has propelled China to act, with central government subsidies of up to US\$8,400 for buyers of zero to low-emission vehicles. The government plans to phase out the subsidies by 2020, pushing automakers to innovate and boost sales even more. **TT**

Mumbai

With an aim to give app-based cab aggregators such as Uber and Ola, a run for their money, the Shiv Sena's transport wing will launch a new app.

Shiv Sena has claimed that its leaders will train the drivers to use the technology and also help them in buying smart phones to operate this app.

"We will offer the app to all taxi and auto drivers. The basic idea is that people should get prompt transportation," they claim.

The ordinary taxi and autos will continue to transport passengers on meters, unlike Ola and Uber that increase its fares during peak hours," Shiv Sena's transport wing chief Haji Arafat Sheikh said. **TT**

London

Transport for London (TfL) have announced that all private hire vehicle drivers must speak, listen to, read and write English to a level set by the authority.

Uber is arguing that the written component is too demanding. But TfL says drivers will have to take either an English proficiency test or provide proof, such as a British school qualification, that they can meet the required level.

"Drivers must be able to communicate with passengers to discuss a route, or fare, as well as reading and understanding important regulatory, safety and travel information," TfL said.

An Uber spokesman said, "We've always supported spoken English skills, but passing a written English exam has nothing to do with communicating with passengers or getting them safely from A to B... Transport for London should think again and scrap these unnecessary new rules."

Uber claims that the proposals would

pile "extra costs and red tape" onto licensed private hire drivers.

London's Mayor, Sadiq Khan, said "We are determined to drive up standards and improve safety for every passenger in London, while protecting the future of our iconic black cabs that provide a unique and invaluable service for London."

The Mayor has also promised to increase the number of taxi ranks from 500 to 600 over the next four years and to allow taxis access to 20 more bus lanes. **TT**

Join the newest club in town....

CLUB
BRUNSWICK TAXI

Discount for
Green Top
and Owner Drivers

Third Party & Public Liability Taxi Cover

- ✓ Quality and Fast Repairs
- ✓ Lower Annual Contribution on all vehicle types
- ✓ Providing Third Party Certificate with Public Liability of \$20,000,000
- ✓ Income Lost for not at fault

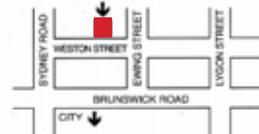


Call us today

9380 6522

0403 621 291

We are here



Fax: 9380 9411 | E-mail: brunswicktaxiclub@gmail.com | 59 Weston Street, Brunswick



Send your opinion letter to

email: yoursay@taxitalk.com.au

post: PO Box 2345 Mt Waverley VIC 3149

Please include your name & full contact details for verification.

Below are a couple of letters that we have received from taxi owners who are members of the Turkish community. They speak of their plight since having invested in a taxi licence.

I am 50 years old, separated from my wife and have a 24 old daughter and 18 year old son. We have been living in Australia for 24 years.

I bought my taxi licence in 2006. I lost my job in 2009 and my wife wanted to separate from me, but she wanted our house.

The bank said house was valued at \$600,000 and my taxi licence was valued at \$515,000, so I said okay to my wife's request.

Every month my total bank repayment is \$8300. I am very stressed because next October the bank will not renew my loan.

I work 16+ hours every day - 4 am to 8 pm - just to try and make ends meet.

I no longer have a social life, am very sad and suffering from depression and diabetes.

I have lost hope and don't see a future for me unless something dramatic changes.

CB 



I am 40 years old and at the moment I'm married, but soon I will be divorced. I have lived in Australia for 13 years and have two children aged 7 and 9 years old. I met my wife 15 years ago, married her and then came to Australia.

I bought my taxi licence ten years ago. A few years back the taxi business was going down and I couldn't pay our house loan as well as the loan for the taxi licence. Our bank gave us very short notice and foreclosed on our mortgage and sold our home.

I am a very hard worker, work long hours (14-18 hours per day) and I have since bought another house

But then the price of the taxi licence kept falling down very low.

Then one day after work my wife said I am not allowed to go home.

She went to legal aid and gave them a story and she showed me document that says I am not allowed to see my own kids.

No one wants to listen and offer help or support to me. I have not seen my children for more than 6 months. I don't have enough money to go solicitor to help me to see my kids.

I am very depressed. I am suffering from anxiety and often have panic attacks. And all because the value of the taxi licence has decreased so very much.

MD 



RULES & REGULATIONS **update**

Support available

The Victorian Government has acknowledged that the changes announced on 23 August 2016 will have an impact on the industry, including perpetual and annual taxi licence holders.

A \$378 million Industry Transition Assistance package has been set up by the government to help licence holders transition to the new legislative framework.

This is in addition to a \$50 million Hardship Fund that will provide targeted support for licence holders who may experience significant financial hardship as a result of the changes.

For more information on the range of support services available through the Hardship Fund please phone the Hardship Fund Support Line on 1800 875 122 between 9:00am and 4:30pm, Monday to Friday. 



Wheelchair Accessible Taxi

lifting fee increase

To support the ongoing provision of accessible services, the Government announced that it would be increasing the lifting fee paid for loading eligible Multi Purpose Taxi Program (MPTP) members travelling in their wheelchair to \$20.



This increase came into effect on Saturday, 1 October 2016.

The MPTP system updates the lifting fee automatically when a driver logs-in. Wheelchair Accessible Taxi (WAT) drivers and operators shouldn't need to do anything to receive the updated payments. However, the TSC will be checking payment records and will make top-up arrangements if any payments are made at the old rate on, or after, 1 October 2016.

There is no change to the proportion split of the lifting fee (as set out in the WAT licence conditions), with the driver at the time of the journey receiving at least two thirds (2/3) of the total lifting fee/s. **TT**

Rebates for annual licences

As part of the Industry Transition package, some existing annual licence holders will receive a rebate from the TSC. The rebate will not apply to annual licences purchased after 23 August 2016 and administrative fees are still payable on all licences. A rebate for an annual licence depends on when you purchased the licence from the TSC - see the examples in the table below.

Scenario	Will I receive a rebate?	How will I receive my rebate?
You are an existing annual licence holder and you have already paid your annual invoice which had a due date after 1 July 2016.	You are eligible for a rebate.	The TSC will write to you about your rebate.
You were issued with a new annual licence between 1 July 2016 and 23 August 2016.	You are eligible for a rebate.	The TSC will write to you about your rebate.
You have received your renewal invoice but you have not paid yet.	You are eligible for a rebate.	You will receive an updated invoice from the TSC with the rebate applied.
You have an annual licence that will be due for renewal during the transition period (before January 2018).	When your licence becomes due for renewal, you will be able to renew your licence for an administrative fee only.	You will receive an invoice when the licence is due for renewal.
You were issued with an annual licence from the TSC after 23 August 2016.	You are not eligible for a rebate.	

The TSC has started writing to licence holders who are eligible for a rebate. If you are eligible for a rebate you do not need to do anything until you are contacted by the TSC. **TT**

Taxi-Cab Assignments

understanding your obligations

To operate a taxi you MUST have a properly licensed vehicle.

If you are currently an assignee of a taxi-cab licence, you must ensure that your assignment agreement remains valid in order to continue to operate your taxi-cab. If your assignment agreement expires or is terminated, your vehicle may be unlicensed and you may lose the right to operate your taxi.

Assignments are commonplace in the taxi industry. An 'assignment' is a contract where one party holds a taxi-cab licence (the 'assignor') and leases the rights in the licence to operate a taxi-cab to another person (the 'assignee'), usually for a fee. To make a change, transfer or terminate your assignment, there are certain steps that you must follow.

An assignment is a private agreement

An 'assignment' is a contract where one party holds a taxi-cab licence (the 'assignor') and leases the rights in the licence to operate a taxi-cab to another person (the 'assignee'), usually for a fee.

Each assignment agreement will be different, but each party will have rights and obligations under the assignment agreement. Those rights and obligations will depend largely on what the parties have agreed to. An obligation on the assignee is usually the payment of a fee in exchange for the rights of the taxi-cab licence.

An assignment is authorised, but not enforced, by the TSC

An assignment needs to be authorised by the TSC before it has legal effect. Once parties have made an assignment agreement, the assignor must apply to the TSC to authorise the assignment. The parties set and enforce the terms of the assignment agreement; the TSC does not. However, the TSC does take enforcement action against owners or drivers of unlicensed commercial passenger vehicles, such as taxi-cabs that are not operated under a licence or assignment. That action can include criminal charges.

An assignment can end when it expires or it is terminated

Depending on the terms of the assignment agreement, it can end on an expiry date. Once that date passes, the parties do not have to continue on with their obligations to lease the licence or to pay future assignment fees.

Depending on the terms of the assignment, both parties can end – or terminate – the assignment by written agreement. The assignment agreement might set out what happens on termination, such as who gets to keep a security deposit, who has to pay outstanding fees or charges, and how vehicles must be returned.

Assignments may also be terminated by one party if the other party breaches a condition of the agreement. Assignment agreements can set out a process for termination in those cases.



What can be done when parties no longer agree to the assignment

You should always get professional, independent legal advice about what are your rights if there is a break-down in the assignment arrangement. In general, two options are to terminate the assignment, or to sue the other party for a breach of the agreement.

Terminating the assignment

An assignor may terminate an assignment if an assignee breaches a key term of the assignment agreement. A key term may be that the assignee pays the assignment fee by a due date.

If that condition is breached, the termination procedure may involve the assignor serving a notice of the breach and a clear decision to terminate, if the assignee fails to pay the fee within a set timeframe.

The impacts of terminating the assignment include:

1. The assignor could then enter into another assignment, or could licence and operate a taxi-cab themselves (if they hold operator accreditation). There are private taxi licence brokers who can assist in searching for other potential assignees.
2. The assignee could not operate the taxi-cab if that taxi-cab is not the subject of an assigned licence (or another taxi-cab licence). It is a criminal offence for an owner of an unlicensed taxi-cab to operate that taxi-cab as a commercial passenger vehicle.

If you want to terminate your assignment agreement, you could follow these steps:

1. Carefully read your assignment agreement. (Can you terminate it? How do you terminate it? What are the consequences that follow?)
2. Comply with the requirements to terminate and actually terminate it.

3. Advise the TSC that it has been terminated with proof of the termination. The TSC will write to the other party to confirm that the assignment has been terminated and allow 14 days to respond:
 - If the assignment is lawfully terminated, the TSC will record that the assignment no longer exists; or
 - If there is a dispute that the assignment has been terminated, the other party can lodge a dispute with the Magistrates' Court of Victoria or the Civil and Administrative Tribunal.

Consider taking civil action

You can also consider a legal action for a breach of the agreement. That can involve a party going to court or a tribunal to seek damages for that breach.

Damages are designed so that the innocent party would be in the position it would have been in, had the agreement been properly performed. The innocent party would have obligations with respect to reduce its losses and damages. There are time and cost implications involved in taking civil action, but at the end of the process, there may be an enforceable order that someone must pay you some money.

Civil action can be taken in a number of ways, such as:

1. You can commence proceedings in the Magistrates' Court of Victoria. The Magistrates' Court of Victoria can hear matters involving a claim for damages of up to \$100,000;
2. You can commence proceedings in the Victorian Civil and Administrative Tribunal. The Tribunal can hear disputes between purchasers and suppliers of services in trade and commerce, where the claim for payment is \$10,000 or less.

If you want to take civil action, or defend yourself against civil action, you should first consult an independent legal practitioner for advice. **TT**

Where you can go for more information

For advice or information about your rights and options, you can:

- find a private lawyer through the Law Institute of Victoria: <http://www.liv.asn.au/find-a-lawyer>
- ask for free legal advice at a Community Legal Centre. Find your local legal centre at: <http://www.communitylaw.org.au/>
- visit the Magistrates' Court of Victoria website: www.magistratescourt.vic.gov.au/jurisdictions/civil
- visit the Victorian Civil and Administrative Tribunal website: <https://www.vcat.vic.gov.au/case-types/goods-and-services>

The information contained in this document is for information only. It is not, and should not be relied upon as, legal advice.

6 jobs that didn't exist **10 years ago**

Think back to 10 years ago: There was no such thing as an iPhone, Facebook was mostly unheard of and you would have laughed at anyone calling themselves a social media guru. Nowadays, the world and the workplace is a very different place. It is safe to say that there is only more change on the horizon and who knows what we will be doing in 2026 if we continue going at full speed.

In fact, one report reckons that 65% of children in primary school today will end up in jobs that we haven't even heard of yet. With that in mind, here are seven jobs that were not around 10 years ago.

App Developer

Back in 2006, we would have asked what on earth an app was. However, nowadays we can't get away from them. Apps can be created from everything from Windows and Apple to Android and Kindle. Job titles and specific duties may vary, but the role usually involves writing specifications and designing, building, and supporting apps using programming languages and development tools.

Digital Marketing Executive

Can you imagine a world now where marketing was done all offline? Only 10 years ago it was unheard of apart from the occasional email. Fast forward a decade and the digital marketing team are some of the most important members of the office. A digital marketing executive is typically responsible for engaging a brand with clients and aiming to manage the company's online presence.



Bloggers and Vloggers

Nowadays, bloggers and vloggers can make a huge amount of money online through promoting products and sponsored content. Back in 2006, blogs were just an online diary for people to often write about their interests and YouTube was just an online version of You've Been Framed. However,

it is now a profession and brands worldwide are getting bloggers and vloggers involved in their campaigns because of their wide audience.

Social Media Manager

The social media guru in the office is a fairly common thing now, but 10 years ago the job was very much unheard of. In recent years, many companies are realising the importance of a social media manager in their business. It is now crucial to have an online presence and be active across social platforms to have any chance of potential customers discovering a brand and connecting with the business.



SEO Specialist

Similarly with social media, SEO is now incredibly important in a company, especially a small business. A Search Engine Optimization Specialist analyses changes to websites so they are optimized for search engines. This means maximizing the traffic to a site by improving page ranking within search engines like Google and Bing.

Uber Driver

Not all jobs that have come about in recent years require you to sit behind a desk every day. However, as an Uber driver, you would still be required to use a smart phone to discover who needs picking up from where on the taxi app. With the increase in popularity of Uber,

flagging down a taxi and having the money on you to pay is becoming quite an old fashioned thing to do. However, even Uber drivers may become a thing of the past soon as the company is looking into self-driving cars. Just imagine what we will be enjoying in 2026. **IT**

METRO CLUB

**24 hour
HELP HOTLINE
0425 837 766**

- ✓ Fastest recovery for loss of income
- ✓ Prompt repairs carried out
- ✓ Genuine parts used
- ✓ Well equipped workshop in Tottenham
- ✓ Get rewarded for no & not-at-fault claims
- ✓ 3rd party property/public liability cover \$30M

FOR ALL YOUR
**TAXI & VHA
COVER**



Call Chantel

9348 9507

119 Errol Street, North Melbourne

Ultra thin solar panel powered vehicles



A sports car named “Hanergy Solar R” was part of a four solar-car launch last month in Beijing.

Integrated with flexible and highly efficient thin-film solar cells and modules, the full solar power vehicles with zero emissions use solar energy as its main source of driving force through a series of precise control and managing systems, including a photoelectric conversion system, an

energy storage system and an intelligent control system.

As Hanergy’s full solar power vehicles acquire power directly from the sun, they do not depend on charging posts and thus have no need to bother with “distance per charge” anymore, making “zero charging” possible during medium and short distance journeys. Breaking the bottleneck of poor practicality of previous solar-powered vehicles, the four launched by Hanergy are the first full thin-film solar power vehicles that can be commercialised, redefining new energy vehicles.

Under the mode of routine-day use, the vehicles are able to charge themselves with clean solar energy while travelling, making “zero charging” possible.

It alters our inherent concept of “distance per charge” of an electric vehicle. In the cases of weak sunlight or long-distance travel, the lithium batteries equipped in the vehicles can also get power from charging posts, enabling them to travel a maximum of 350 km per charge. **T**



Cruise shipping at Station Pier

Arrival Date	Cruise Ship	Berth	Arrival (approx)	Departure (approx)
Tuesday - 1 Nov	Carnival Spirit	OESP	1 Nov 0700	3 Nov 1600
Tuesday - 1 Nov	Pacific Dawn	Victoria Dock	1 Nov 0800	2 Nov 1600
Friday - 11 Nov	Sun Princess	OWSP	11 Nov 0800	11 Nov 1800
Sunday - 13 Nov	Emerald Princess	OWSP	13 Nov 0800	13 Nov 1800
Monday - 14 Nov	Golden Princess	OWSP	14 Nov 0600	14 Nov 1600
Wednesday - 16 Nov	Maasdam	OWSP	16 Nov 0800	16 Nov 1700
Friday - 18 Nov	Noordam	OWSP	18 Nov 0900	18 Nov 1800
Sunday - 20 Nov	Golden Princess	OWSP	20 Nov 0600	20 Nov 1600
Wednesday - 23 Nov	Radiance of the Seas	OWSP	23 Nov 0800	23 Nov 1800

OESP - Outer East Station Pier | OWSP - Outer West Station Pier





MELBOURNE CUP CARNIVAL

The Emirates Melbourne Cup Trophy is a stunning 18 carat gold trophy noted for its three-handled "loving cup" design. Made by Hardy Brothers Jewellers, the same processes that commenced in 1919 are still followed to this day. It is made of 44 pieces of gold metal, hand beaten over 250 hours.

The Melbourne Cup is the richest handicap race held in Australia, and the prize money and trophies places it among the richest thoroughbred horse races in the world.

It all began in 1861. In front of an estimated crowd of 4000 people, Archer became the first winner of the Melbourne Cup. Victorians, and the wider Australian community, were already displaying their great passion for thoroughbred racing.

At the time of the first Cup, Victoria was experiencing the gold rush and many people had flocked to Melbourne, Bendigo and Ballarat in the hope of finding gold.

By 1880, 100,000 people would make the journey to Flemington to attend the Cup. As Melbourne's population was only 290,000 at the time, this attendance was quite phenomenal, and many visitors came from the country and other Australian colonies, too. And still today the attendance is between 102,000 - 110,000 every year.

2016 total prize money is \$6.2 million plus trophies valued at \$175,000. The first 10 past the post receive prize money, with the winner being paid \$3.6 million and tenth place \$125,000. The prize money is distributed to the connections of each horse in the ratio of 85 % to the owner, 10 % to the trainer and 5 % to the jockey.



QUICK FACTS

35 out of 150 favourites have won the Melbourne Cup (23%).

71 favourites have finished in the first three placings (47%).

The fastest winning time for the Melbourne Cup was recorded by Kingston Rule in 1990, crossing the line at 3:16.3.

Bart Cummings has trained the most winners, with 12 victories - 1965, 1966, 1967, 1974, 1975, 1977, 1979, 1990, 1991, 1996, 1999 and 2008.

Michelle Payne is the only female jockey to have won the Melbourne Cup (2015).

BEST WEIGHTS

54.5kgs | 8 wins

55.5kgs | 7 wins

53.5kgs | 6 wins

52.5kgs | 6 wins

During the past 35 years only Makybe Diva (2005) has carried 58kgs or greater to victory and she won 3 years in a row - 2003, 2004 2005.

HORSE AGES

3 year olds | 23 wins

4 year olds | 42 wins

5 year olds | 44 wins

6 year olds | 30 wins

7 year olds | 10 wins

8 year olds | 2 wins

BARRIERS

The most successful Cup barriers since they were introduced back in 1924

BARRIER	WINS
5	8
10	7
11 & 14	6
1, 4, 6, 8, 17, 19 & 22	5

No horse has won from Barrier 18 in the 83 years that they've been in use.

Likewise, many feel barrier 13 is an unlucky draw.

Just don't tell that to Phar Lap (1930), Baghdad Note (1970), Ethereal (2001) or Dunaden (2011) who all won from Barrier 13.

Taxi Ranks at Melbourne Cup Carnival

MAIN RANK (adjacent to Members Turnstiles)
Access is only available via Smithfield Road, Stables Drive. No entry will be permitted via Epsom Road Gate or Members' Drive.

RIVERBANK RANK
Access via a one-way arrangement from Smithfield Road (at Lynchs Bridge Gate Entry) to the designated taxi rank at the Riverbank Transport Interchange, then exiting via a left turn at Fisher Parade.

HILL GATE RANK (next to Hill Gate entry point)
Access from the left lane only of Leonard Crescent which operates one-way for the duration of each raceday. Taxis will drop off patrons or will queue in the designated holding area within the VIP Car Park prior to picking up patrons and exiting back onto Leonard Crescent.

Taxis and hire cars are permitted to drop off in the infield during the entry phase (Winning Post Enclosure/ Home Straight Enclosure) however during the exit phase no access will be permitted to the infield.

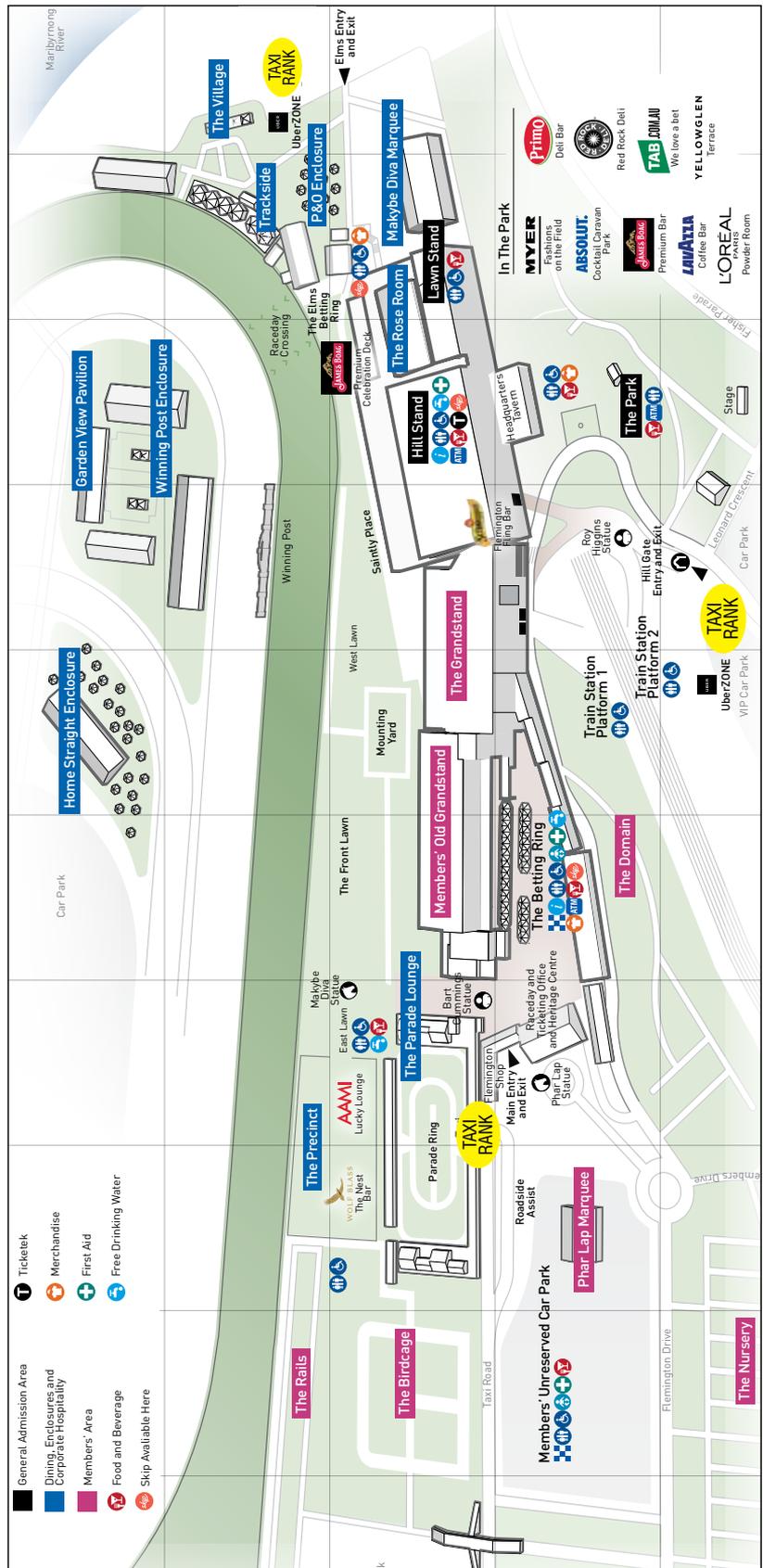
Limousines & Hire Cars Return Collection

VHA/B/C cars and limousines returning at the end of the day to collect patrons can collect from 3 different pickup points.

MEMBERS' CAR PARK
Wait in the limousine holding area within the main Members Car Park and you will be called down to the patron collection point when your client is ready to depart.

RIVERBANK TRANSPORT INTERCHANGE
Enter via Lynchs Bridge Gate and you will be directed to the Limousine Holding Area. You will be called down to the Elms patron collection point when your client is ready to depart.

HILL GATE
Wait in the holding area within the Showgrounds located adjacent to the Limousine Meeting Point. Entry to the holding area will be via Gate 7 from Leonard Crescent. You can arrange to meet your clients at the Limousine Meeting Point. You must exit via the Showgrounds, exiting onto Langs Road through Gate 5.





MELBOURNE CUP CARNIVAL



AAMI VICTORIA DERBY DAY

Saturday
29 October 2016

The Melbourne Cup Carnival shifts gear with what is arguably the most outstanding day of racing on the Australasian calendar: AAMI Victoria Derby Day.

The feature race of the day, the Group 1 AAMI Victoria Derby, boasts an impressive prize money of over \$1 million.

Considered by many to be the most prestigious day of the Melbourne Cup Carnival, AAMI Victoria Derby Day embodies a world of glamour and sophistication.

The fashion stakes are high with the start of the Myer Fashions on the Field competition for women and men.

This is the day for classic elegance, and sets the pace for the entire week.

The official flower for AAMI Victoria Derby Day is the cornflower. **TT**



EMIRATES MELBOURNE CUP DAY

Tuesday
1 November 2016

The Emirates Melbourne Cup is a truly spectacular event: each year on the first Tuesday of November at 3pm, the greatest thoroughbreds from around the world gather at Flemington and battle it out for a stake of the \$6.2-million prize money and to cement their names in history.

There's nothing like being there amongst the 100,000+ crowd to experience the day that puts Australia firmly in the international sporting spotlight.

Trainers from around the world set their sights on the Emirates Melbourne Cup, a race widely considered to be the best staying handicap in the world. Over 3200 metres, the Emirates Melbourne Cup offers the richest prize in Australian sport and an 18ct solid gold Hardy Brothers trophy valued at \$175,000.

As the jewel in the Melbourne Cup Carnival crown, this iconic day is a heady mix of revelry, spectacular racing and fashion, and exquisite hospitality and entertainment, making it an unmissable sporting and cultural event.

Official flower for Emirates Melbourne Cup Day is the yellow rose. **TT**



CROWN OAKS DAY

Thursday
3 November 2016

Traditionally known as 'ladies day', the racing highlight of Crown Oaks Day is the Group 1 Crown Oaks, a classic for three-year-old fillies over 2500m, with \$1 million prize money and a stunning crystal winner's trophy.

The elegant atmosphere of Crown Oaks Day fittingly plays host to the national final of Myer Fashions on the Field Women's Racewear competition.

Crown Oaks Day is a wonderful social occasion for friends to gather on this most stylish of days, and soak up the atmosphere in a glamorous environment, surrounded by manicured gardens, fine dining and beautiful marquees.

Official flower of Crown Oaks Day is the pink rose. **TT**



EMIRATES STAKES DAY

Saturday
5 November 2016

The Melbourne Cup Carnival concludes its festivities with this great Emirates Stakes Day. It is packed with fast action and excitement, featuring Victoria's foremost 1600m event, the \$1 million Group 1 Emirates Stakes, and the unforgettable weight-for-age VRC Classic, previously won twice by the unbeatable Black Caviar.

As a week of world-class racing winds down, it all heats up off the track with free activities and live entertainment for children of all ages.

Highlights include the Emirates Stakes Day Fashions on the Field for younger racegoers and families, offering the opportunity to impress in the fashion stakes and claim fantastic prizes.

Official flower for Emirates Stakes Day is the red rose. **TT**

TRADE DIRECTORY

Drivers Wanted...

Set price
24 hour
hungry shifts
(conditions apply)

from
\$150
excl gst

Full Time
set price
hungry
(conditions apply)

from
\$990
excl gst

South Eastern Suburbs

Driving Silver Top taxis

All Shifts available and
flexible hours

Home changeover
is an option

Bayside Taxi Services

313 Bay Road, Cheltenham 9555 1155 ~ 0414 566 779

HYBRID IS THE FUTURE



Visit Melbourne City Toyota



Lower
your operating
costs with
Hybrid

Call us
TODAY!



FINANCE AVAILABLE AT CAMPAIGN RATES*

Melbourne City Toyota
621 Elizabeth Street, Melbourne, VIC 3000
www.melbcitytoyota.com.au

(03) 9282 8888



*T.A.P. Pics for illustration purpose only, E&OE LMCT 10018

Taxi Licences
available
**FOR
LEASE**



Contact
Peter
today on
0487 268 882

FREE HOT COFFEE



when you fill up your
Taxi or Hire Car at
BP ASCOT VALE
ON EPSOM ROAD

WASH & VAC



\$15
ONLY

888 MT ALEXANDER ROAD
ESSENDON

Wash your Taxi or Hire Car at the
**Airport Unigas
AUTO CAR WASH**

GET A
**FREE
HOT DRINK**



available at Melrose Lounge. Collect your
voucher from the Unigas office.





BRAIN TEASERS

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.

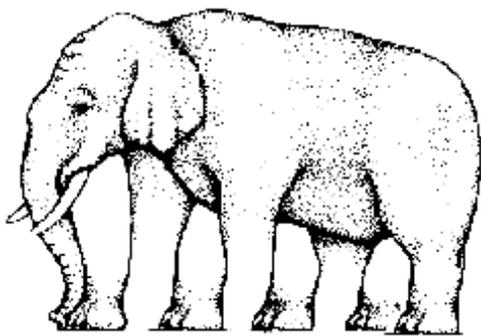
1		4		2			6	
6		2			5		4	7
					9	3		
			8	9		6		5
9			5	3	6			1
5		6		7	1			
		8	9					
2	4		3			8		6
	5			6		7		4

<http://1sudoku.com>

n° 123144 - Level Easy

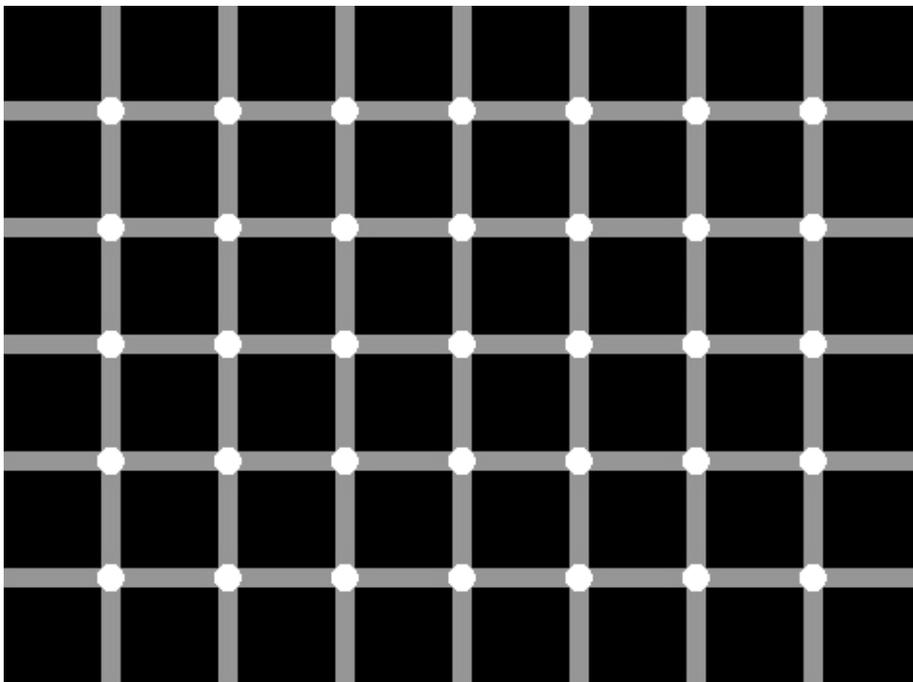
IMPOSSIBLE ELEPHANT

How many legs does the elephant have?



COUNTING FUN

Try and count the black dots on the image below



COUNTING FUN - Your brain plays tricks when the eyes are trying to clearly distinguish black from white - that's why you are finding it hard to count the black dots.

IMPOSSIBLE ELEPHANT - This was drawn by American cognitive scientist Roger N. Shepard. HINT - use a coloured pencil/pen and colour the elephant, then count the legs.

MELBOURNE MAJOR EVENTS

Until 27 November



Kinky Boots, the huge-hearted, high-heeled hit of Broadway and the West End finishes this month.

Featuring songs by pop icon Cyndi Lauper, this joyous musical celebration tells the story of unlikely friendship, compassion and triumph. Based on the film starring Joel Edgerton, and inspired by true events, Kinky Boots takes you from a shoe factory in Northern England to the glamorous catwalks of Milan.

Located at Her Majesty's Theatre, Exhibition Street, Melbourne

1 - 30 November

THE AGE goodfood

MONTH

This year's program has hundreds of events taking place across the city and regional Victoria.

Join food-loving locals and visitors in a variety of masterclasses, tastings, indulgent one-off events and raves

Located at various venues in and around Melbourne.

11-19 November



Made up of 110 events featuring 240 artists with input from more than 65 dedicated programming partners, Melbourne Music Week's breadth will be felt in 40 locations across this music city.

The historic State Library Victoria is MMW's Hub for 2016, with its original reading room, Queen's Hall, set to host many of MMW's marquee performances and acting as the main performance space.

Located at the State Library of Victoria, Swanston Street, Melbourne

17-20 November



Equitana is four days of everything equine featuring horses, Olympic gold medalists, world-renowned educators, Aussie cowboys, an elite equine competition program and over 300 exhibitors, making up the largest equine shopping spree in Australia.

There is also the crowd favourite The Way of the Horse - The Australian Horsemanship Challenge and specialist clinics presented by renowned international trainers.

Located at Melbourne Showgrounds, Epsom Road, Flemington

18-20 November



MELBOURNE FESTIVAL OF HOMER

Presented by Humanities 21 with the support of the Hellenic Museum and the Greek Centre for Contemporary Culture, the Melbourne Festival of Homer will celebrate the wellspring of the Western canon and Melbourne's special place in a living tradition.

The festival features drama, readings, talks, tours and more, with a stellar line up of writers, scholars and performers.

Located at Hellenic Museum, 280 William Street, Melbourne

25 November



DELUXE DESIGN GIFT MARKET

Tick off your Christmas gift list in one evening as The Atrium comes alive with the finest of clever, independent, Melbourne makers. 75 makers from the local independent design scene will help you give heartfelt gifts from made right here in Melbourne.

Pop in for delicious snacks, beautiful jewellery and accessories, fabulous fashion, homewares, art, stationery, beauty and body products.

Located at Federation Square, Corner of Swanston & Flinders Streets, Melbourne



Sneezing is one of the primary ways disease is spread. You can catch anything from a cold to meningitis to tuberculosis from another person's sneeze.

MIT scientists have discovered that a sneeze happens surprisingly fast. From start to finish it lasts only 15/100ths of a second. It is also extremely concentrated. A sneeze contains about 40,000 suspended droplets of vapour that are full of bacteria, viruses, and other microbes.

And here's the worst part... Most of us figure we're safe if we're not right next to a sneezing person. It turns out sneezes travel farther than most of us think.

Scientists found that droplets reach ceiling height and can travel 8 metres away from a sneezer.

A sneeze is a 160 km/h fastball

A sneeze begins when nerve endings send a signal to your brain that it needs to rid itself of an irritant in the lining of your nose. This causes a deep breath and increased air pressure in your lungs, which is expelled through your nose and mouth at speeds in excess of 160 km/h.

In less than two seconds, large droplets fall within 2 metres of the sneezer. But it turns out you're not safe outside of that range, either.

Of course, everyone should cover their

nose and mouth when they sneeze. But we've all seen cringe-worthy examples of people who neglect to do so. And sometimes a sneeze can take you by surprise and leave you without a chance to cover your face.

This makes it crucial that you stay home when you're sick. Even if you have your own work space, the new study shows that your sneezing could infect your co-workers.

The best way to catch a sneeze is to cover your nose and mouth with a tissue. If you don't have tissue? Most of us cover up with our hands. That's wrong.

First, your hands are often not clean. This means you could bring germs to your sinus openings, making yourself sicker. And second, after the sneeze, your hands can readily spread your germs to others.

The Centre for Disease Control recommends instead to sneeze into the crook of your elbow. It's safer for you and those around you.

Angela Salerno, INH Health Watch 

NEED A JOB? NEED A DRIVER?



MAXI TAXI DRIVER FULL TIME

Night driver or weekend nights. Ringwood area.
Please call Sumit or text 0414 278 097.

DRIVER WANTED

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

SILVER TOP DRIVER REQUIRED

Over 25 years old with at least 4 years
experience. Change over Rowville. Please ring
Tony on 0413 393 594.

HIRE CAR DRIVER REQUIRED

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



These listings are FREE.

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

THE
UNSELLABLES

THE HEAD TURNER

ONCE TURNED HEADS NOW WON'T TURN A CORNER

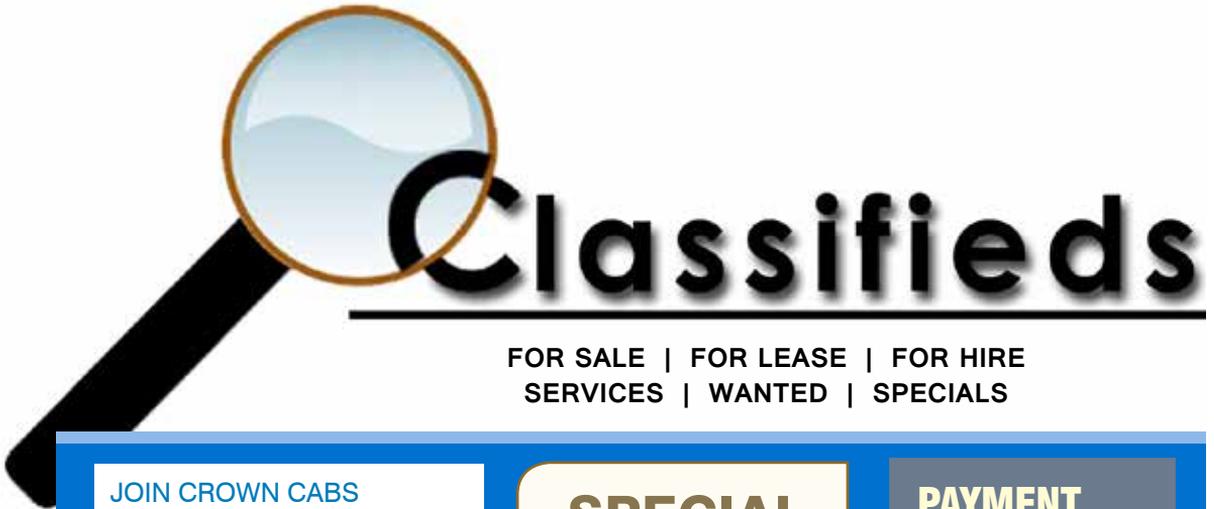


Remarkable. Arresting. Distinguished. But for all the wrong reasons.
Sound familiar? Let us collect your unwanted car. We'll auction it and 100%
of the sale proceeds will go toward preventing youth homelessness.

FREE CAR COLLECTION | ON A DAY THAT SUITS YOU | RECEIVE A TAX DEDUCTIBLE RECEIPT

Let us take your car for good

1800 801 633
donateyourcar.org.au



Classifieds

FOR SALE | FOR LEASE | FOR HIRE
SERVICES | WANTED | SPECIALS

JOIN CROWN CABS BEFORE JANUARY 2017 AND SAVE \$\$\$\$\$

Offering everyone the cheapest ongoing depot fees in Melbourne \$210 + GST. Why pay hundreds when you can pay less for the same service? Join now. Phone 9310 5422 today!

TAXI LICENCES AVAILABLE FOR LEASE

Contact Peter on 0487 268 882.
Victorian Taxi & Hire Car Families

TAXI LICENCE LEASES WANTED

Do you have an MT tax licence and want to lease it out? Please contact us today on 0414 940 031.

SPECIAL BUY 2 GET 1 FREE

Send your words to info@taxitalk.com.au along with your payment of \$70 to our paypal account, bank account or post box.

Your text advertisement will be included here in the NEXT 3 EDITIONS of Taxi Talk - voice of the taxi industry.

PAYMENT OPTIONS

Direct Deposit to
BSB 033065
Account 312786

Via PAYPAL to
info@taxitalk.com.au

Mail Cheque to
Trade Promotions Pty Ltd
PO Box 2345
Mt Waverley VIC 3149

ADVERTISE HERE

only \$35 for 40 words

advertisers' directory

Adams Maguire Sier Lawyers	9	Metro Club	35
Airport Taxi Car Wash	41	Metropolitan Taxi Club	2
Bayside Taxi Service	41	Oiii	11
BP Ascot Vale	39	OZ Cab Store	21
Brunswick Taxi Club	28	Patterson Cheney Toyota	48
Essendon Car Wash	41	The Owners Association	23
Kids Under Cover	45	Vic. Taxi & Hire Car Families ...	14, 41
Maddens Lawyers	17	Victoria Taxi Club	47
Melbourne City Toyota	17, 41	Yarra Finance	7

TALK TO US FOR **Quick and Easy** SOLUTIONS FOR YOUR **Accident Cover Needs**

PROVIDING COVER
TO THE
TAXI & LIMOUSINE
INDUSTRY
SINCE 1998

CALL TODAY
FOR AN
OBLIGATION
FREE QUOTE

VICTORIA TAXI CLUB

128 Errol Street, North Melbourne

tel 9326 3808 | fax 9326 4808 | email vic.taxi@bigpond.com

Patterson Cheney Toyota



THE TAXI SPECIALISTS

Call Paul or Nick today for a

GREAT DEAL on your next **TOYOTA**



Prius V



Hybrid Camry



Kluger GX

Aurion

Prius

Hiace Commuter

FREE
WITH EVERY
HYBRID CAMRY
AND AURION:

- Rubber or Carpet Mats
- Boot Release
- Slimline Weathershield
- Full Tank of Fuel

FINANCE AVAILABLE AT COMPETITIVE RATES.

Contact Paul Symons or Nick Cooper now at
Patterson Cheney Toyota
(03) 9215 2200



Patterson Cheney Toyota
200 Cheltenham Road, Dandenong, VIC 3175
Ph: (03) 9215 2200
pattersoncheneytoyota.com.au

LMCT578

