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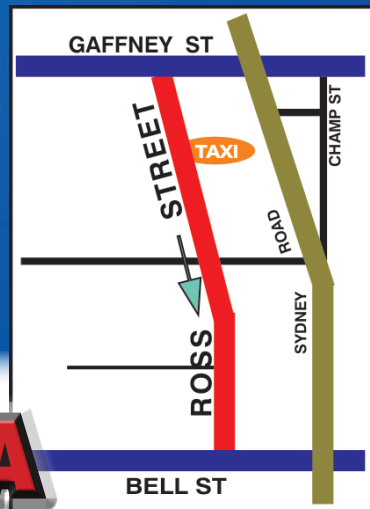
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Taxi inquiry announced



Potentially the biggest thing to hit the taxi industry in nearly two decades was announced by Premier Baillieu on 28 March when he said that an inquiry will be held into the taxi industry headed up by Professor Allan Fels.

(see the Premier's announcement in this issue.)

The Premier also announced that following the completion of the 12 month inquiry a Taxi Services Commission will be created to take over the role of the Victorian Taxi Directorate (VTD).

This edition of *Taxi Talk* carries a number of articles about the inquiry, but suffice to say here that whilst the inquiry hasn't formally started yet, it will no doubt look into a whole range of matters, including those the VTA has been pressing for some years. (See the Terms of Reference [TOR])

Whilst it didn't take long for wild speculation to run rife throughout

the industry of where this inquiry might lead, we all needed to be calm and sensible despite there being concern with the way in which the inquiry might be conducted.

Firstly, it appeared the inquiry might NOT look sufficiently (or at all) into a major influence on how the industry performs; namely the VTD. If it didn't (as was promised by the Minister before the election) the inquiry would be seen by the industry as a sham and a whitewash, and the Taxi Services Commission could merely be the VTD with a new brand and wrapping. (Sort

of like re-wrapping an unwanted Christmas gift from last year to give to someone else this year.)

Secondly, the timeline of 12 months to conduct the inquiry seemed long, particularly if decisions on important matters such as the size and implementation of a fare increase were delayed to the end. Also, we are aware that the Department of Transport (DOT) has been "looking into" taxi regulation and legislation for more than two years.

Thirdly, the inquiry could turn out to an exercise in economic theory rather than an exercise of inquiring

into the real “shop front” service delivery issues that impact on taxi users (refer to TOR).

Basic questions and alleged complaints need to be addressed; such as who drives taxis and why, who doesn't drive taxis and why, why do experienced drivers leave the industry, why do some drivers refuse short trips, why do some drivers take the long way, why do some drivers undertake trips off the meter, why do some drivers try to cheat the dispatch systems (and their fellow drivers), why do some drivers seem to have trouble keeping their EFTPOS working, why do some operators take short cuts on vehicle safety and standards, why do some taxis look in bad shape when most look great, what is the truth about the allegation that some taxis smell, what is so cool about not tucking in your shirt, and so on.

Fourthly, recognition and consideration for those who have built the taxi industry over the years through hard work and doing without to create a future for their family and themselves need to be praised and protected, not condemned and cast aside.

Economic purity can be cruel and impersonal, and can threaten the very being of the people and culture that built our country and industry, such as the refugees and immigrants from the World and more recent Wars, and those who built our great infrastructure like the Great Ocean Road, the metropolitan railway tracks, and the Snowy Mountains Scheme.

In any case, the public is not interested in economic purity. The public need certainty of what is being delivered even though that certainty might not necessarily equate to extreme expectations.

So in summary, if the inquiry is to be of any value it has to look into the VTD/DOT, get on with it, keep it simple and output focussed (rather than process focussed), look after the industry participants, and respect those who have built the industry – and bingo, the public will be better off.

Neil Sach, VTA CEO ❀



Taxi safety cameras

At the time of writing still only one camera system has been approved by the VTD that complies with the 2009 specification. Given this unacceptable situation the VTA has requested the Minister to instruct the VTD to place on hold the rollout of the upgrade/extension program and refer the whole matter of safety cameras to the taxi inquiry. ❀



Treating drivers APPROPRIATELY



DAVID SAMUEL
VTA Policy and Communications

“The VTA has tried time and time again to talk through this issue with VTD and we have been told the situation will improve.”

Our industry comes in for a fair bit of stick when it comes to treating drivers fairly. In some cases the criticism may have been warranted. However, on the whole the reasons and issues that affect our drivers are external to the industry.

Fares are a great example. While income distribution is left to the industry, the income level itself is determined by Government. This seems to be a point lost on those responsible for reviewing our fares. Fare levels need to be treated objectively not as a political tool. Since 2008, costs have risen, fares have not. Simple.

Another example of treating drivers appropriately relates to the process surrounding Driver Accreditation (DA). The VTA has made the point in the past that we do not question the Regulator's authority to review and determine a person's suitability to drive a taxi. The Transport Act is explicit in providing them with this power. This is not to say we always agree with their determinations, but that's life in a regulated industry and we accept it.

What we do not accept is the length of time it takes a driver to get his/her DA back after their VicRoads licence is returned to them following a suspension. In numerous cases I have seen, the time it takes the VTD to get the show cause letter to the driver is far longer than the VicRoads licence suspension itself.

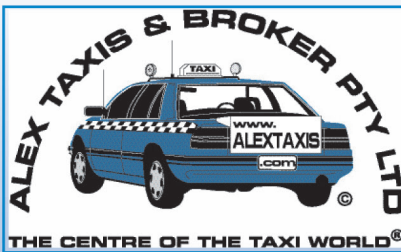
In a recent case it took a driver

four months to receive the show cause letter after having his VicRoads licence returned following a one month suspension. The driver provided a submission to the VTD and the VTD replied, informing the driver that they believed he should serve a two month suspension.

This means that when you add the four months waiting time for the show cause letter onto the two month suspension this driver would not be able to drive a taxi for six months because he incurred a one month driver's licence suspension. The driver's record, as set out in the show cause letter, could at worst be described as satisfactory – there was no long list of passenger complaints.

It is never good to use one off examples when discussing the success or failure of a policy or the administration of a policy. Unfortunately, this is not a one off case. There are many. The VTA has tried time and time again to talk through this issue with the VTD and we have been told the situation will improve. In the meantime, if you are a driver in this situation or know of someone who is, please feel free to contact the VTA on 9676 2635 or by email admin@victaxi.com.au.

The Regulator and Government more generally, also have a responsibility to treat drivers fairly. This responsibility does not lie solely with the industry and passengers. ♣



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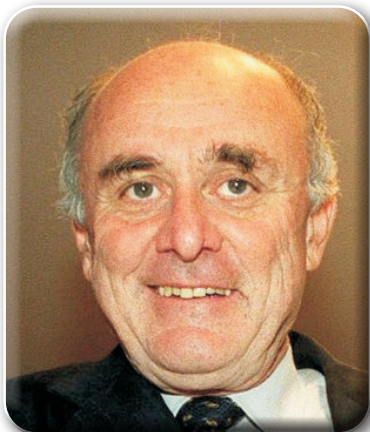
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Who is Allan Fels?

Allan Fels has been appointed Chair of the Inquiry into the taxi industry in Victoria. Many are asking who is he and where does come from?

The following information is taken from the Australia and New Zealand School of Government, where Professor Fels worked after leaving the Australian Competition and Consumer Commission (ACCC) in 2003.

Professor Fels was Chairman of the ACCC from 1995 until 2003. He was also Chairman of the former Trade Practices Commission from 1991 until 1995 and Chairman of the Prices Surveillance Authority from 1989 until 1992.

He was Prices Commissioner, Victoria from 1982 -1991 and has served on numerous other government bodies.

Professor Fels was appointed as Professor of Administration at Monash University in 1984 and was the Director of the Graduate School of Management, Monash University from 1985 until 1990.

He is now an Honorary Professor in the Faculty of Business and Economics at Monash University and became a Professorial Fellow in the Department of Political Science at the University of Melbourne in 2003.

Professor Fels has degrees in economics and law from the University of Western Australia, and a PhD in Economics from Duke University.

After leaving Duke he was appointed as a Research Fellow in the Department of Applied Economics, University of Cambridge, where his Duke PhD thesis was published as *The British Prices and Incomes Board* by Cambridge University Press.

He received an honorary doctorate in Economics at the University of Western Australia in 2006.

Professor Fels was the Co-Chairman of the Joint Group on Trade and Competition at the OECD from 1996 until 2003.

He was awarded the Order of Australia in June 2001. ♣

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Reform of the taxi industry

On 28 March 2011, the Victorian Government announced plans to recommend and implement reforms to the State's taxi industry.

The reform process will include two stages; the undertaking of a Taxi Industry Inquiry and the consequent establishment of a Taxi Services Commission.

The first stage, headed by Professor Allan Fels AO and commencing in May 2011, will be a comprehensive Taxi Industry Inquiry into the service, safety and competition issues in the Victorian taxi industry.

The Government has committed to a broad ranging consultation with the general public, the taxi industry and other key stakeholders.

Accordingly, taxi industry participants will have a unique opportunity to shape the future direction of the industry by issuing submissions at an appropriate time.

In the second stage, following the Inquiry, a Taxi Services Commission will take over the role of industry regulator, giving it the powers and tools necessary to reform the taxi industry. The Taxi Services Commission will be established as a statutory authority, at which time VTD staff and resources will move across to the new body.

I wish to make it clear to the industry that until that time the Victorian Taxi Directorate (VTD) will continue to function as the regulator of the taxi and hire vehicle industries.

In other words, it is business as usual for the VTD and the industry.

VTD Transport Safety Officers will continue to have a visible and proactive presence on our streets, with the full range of regulatory powers required to enforce compliance within the industry.

For further information about the Inquiry, and to view the associated Terms of Reference, please visit www.taxi.vic.gov.au. You also have the option of submitting specific questions in relation to the Inquiry by writing to taxiindustryinquiry@transport.vic.gov.au.

I look forward to working with you during this important phase for the Victorian taxi industry. ❖



● Peter Corcoran, VTD General Manager with a WAT driver

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Who is David Cousins?



● Dr David Cousins

Dr David Cousins is the Assistant Chair of the taxi Inquiry.

According to Monash University information, Dr David Cousins joined the Centre for Regulatory Studies in the Faculty of Law in July 2008 after a long career in senior Victorian and Australian Government regulatory positions.

From 2002 until joining the faculty he was the Executive Director Consumer Affairs with the Victorian Department of Justice and the Director of Consumer Affairs Victoria.

Prior to this he was a Commissioner with the Australian Competition and Consumer Commission and Chairman and Member of the Prices Surveillance Authority.

He has worked in private consulting as a Director of KPMG Consulting. He is an economist and has previously taught in the Economics Department at Monash University. He is a part-time Commissioner with the Victorian State Services Authority.

Areas of expertise - economic regulation, competition, and prices and consumer protection policy. He holds PhD, M Eco, B Eco (Hons), and Dip Ed. ♣

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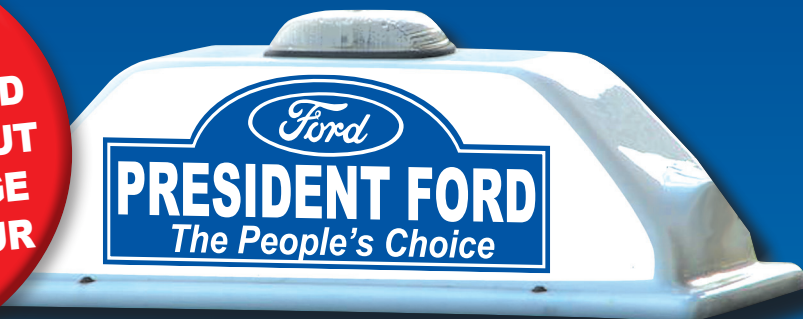
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Support for an inquiry, not an **INQUISITION**

The Victorian Taxi Association (VTA) welcomed the announcement of a new government inquiry into the Victorian taxi industry. The VTA has for over two years called for structural reform, particularly around licence assignment and industry accreditation practices, and fare setting.

The appointment of Professor Allan Fels to head the inquiry was a surprise, but we look forward to working collaboratively with him, the State Government, all industry sectors, the community and the subsequent Taxi Services Commission. The opportunity to introduce meaningful reform into the industry to achieve improved outcomes for the public and the industry is timely.

We raise our concern that any

pre-conceived conceptions of the industry do not interfere with the terms of reference for the inquiry or its outcomes. Given the Baillieu Government's vow to run an honest government without hidden agendas the industry expects to be consulted in a real and meaningful way. Industry also expects to collaborate on the setting of transparent benchmarks by which customer service can be measured.

There are 5000 cabs servicing Victorians, and the majority of their drivers are doing a good job. Recent negative comments regarding customer service made by opinion leaders in the media need to be placed in perspective as they are more often than not incorrect and, at their worse, come dangerously close to inciting anger against drivers.

A new Government is a rare opportunity for a fresh start; an opportunity to collaborate with passengers, drivers, network service providers and operators to build a sustainable industry.

Taxis form a vital part of Victoria's transportation mix. The taxi industry provides safe, accessible door-to-door transportation for all members of the community, at all hours. Business and government rely on taxis to ensure expediency and productivity; the elderly and people living with disabilities rely on taxis to stay connected with family and community life. Life for many without taxis would be dangerous, depressing, costly, unproductive and inhibiting.

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PIX: Michael Claton-Jones

VTA meets with Allan Fels

Even though the Fels inquiry into the taxi industry has yet to formally commence (needs legislation), work has informally begun.

A series of meetings have been held by Professor Fels with various industry groups, including drivers, operators, and the VTA. He has met with business and tourism groups and will be speaking with disability groups.

The VTA meeting was held on Friday 15 April at which time the Inquiry team was introduced: Professor Allan Fels (Chair) and Dr David Cousins (Assistant Chair), and support staff Megan Bourke-O'Neil, Liza McDonald and Leana VanHeerden (all seconded from the DOT). It is understood that Alastair Jaffray from DOT Legal will also be seconded to the support team.

The VTA took the opportunity to advise Professor Fels that the Inquiry will have little or no credibility with the taxi industry if the VTD/DOT is not

inquired into. He was advised that the state of the industry is not only determined by the industry itself but is largely determined by legislation, policy, procedure and process developed and/or implemented by the VTD/DOT.

Professor Fels was quite up front in saying that he agrees that the VTD/DOT as the industry regulator does have a major bearing on the operation and performance of the industry and as such will be inquired into.

He stressed that the Inquiry is independent of the Government itself and it will pursue any matter or avenue that it feels is relevant to the Terms of Reference. He indicated that the status, processes and procedures of the Inquiry will very much reflect the way the Australian Productivity Commission works.

He said that the Inquiry will be looking at the taxi industry state-wide, not just Melbourne. In this regard the VTA offered to assist the

Inquiry by co-ordinating its region meetings with Inquiry visits to urban and country areas.

Along the way, it is expected that issue papers will be released for industry/public comment. Professor Fels anticipates the draft report will be released early next year for comment.

In regard to reviewing current fares and other operational policies and procedures, Professor Fels was quite clear that this responsibility remains with the Minister and DOT, and it is not part of the Inquiry's role to interfere in ongoing operations whilst the Inquiry is in progress.

The meeting also touched on driver training, driver licensing, community expectations, industry commitment and investment, traffic congestion, traffic management, media commentary, and other things.

The meeting was most useful in setting the stage for what is to follow.♣

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Ballarat's heritage will come to life as you wander along grand streets, board the steam locomotive or horse drawn carriage and visit heritage buildings and gardens around town. The event will feature a theme of Lessons and Learning and include a selection of theme related collections and demonstrations of past skills and trades across the weekend. A range of local and state historic and heritage societies and organisations will also be on display in the central information hub (Mining Exchange building).

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After several years of planning, 3000 years in the making and thousands of miles travelling around the globe, Tutankhamun and the Golden Age of the Pharaohs opened at Melbourne Museum.

The exhibition of more than 130 stunning artefacts that rarely leave Egypt has drawn over seven million visitors in the United States and London in the past five years. The Exhibition opening marks the first visit of King Tutankhamun's treasures to Australia, and Melbourne will be the exhibition's one and only stop on the continent.

With many dates nearing capacity, organizers strongly recommend advance booking to guarantee desired date and time.

Tutankhamun and the Golden Age of the Pharaohs is a National Geographic exhibition that explores the figures who guided ancient Egypt more than 3,000 years ago. The exhibition focuses on the 18th Dynasty, a 250-year period when Egypt was at the height of its power and the "Golden Age" of Egyptian artistry.

"After four years of planning to bring this blockbuster exhibition to Australia, we are excited for the Australian general public to be dazzled by Tutankhamun's treasures," said Stephen Flint Wood, Managing Director of IMG Arts & Entertainment. "The response from the public has surpassed expectations – as they recognize the historical significance of this once-in-a-lifetime opportunity." ♣



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all courses are held at the Victorian Taxi Association offices

Course No.	Day	Date	Course No.	Day	Date
193	1	Mon 9 May	195	1	Mon 6 June
	2	Tues 10 May		2	Tues 7 June
	3	Wed 11 May		3	Wed 8 June
194	1	Mon 23 May	196	1	Mon 27 June
	2	Tues 24 May		2	Tues 28 June
	3	Wed 25 May		3	Wed 29 June



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Note - Dates are subject to change.

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Taxi services reform to start with **INDUSTRY INQUIRY**

from
Victorian Premier
Mr. Ted Baillieu

Media Release from
the Victorian Premier,
Monday 28 March 2011.

A new Taxi Industry Inquiry will be established to recommend and implement sweeping reforms to Victoria's troubled taxi industry, Premier Ted Baillieu announced today.

The Inquiry will be chaired by eminent reformer Professor Allan Fels AO. Mr Baillieu said the Fels' Inquiry's key tasks would include improving disastrously low levels of public confidence, providing better security and support services for drivers and safety for customers, and ensuring drivers were properly trained and knowledgeable.

"The state of the taxi industry has deteriorated under the former Labor Government, failing both passengers and the industry," Mr Baillieu said.

"It is a troubled industry that needs significant reform to drive improvements in service."

Mr Baillieu said key problems included:

- safety and security for passengers and drivers;
- insufficient support for drivers;
- low customer satisfaction, with a sharp decline over the past five to six years;
- too many poorly-skilled drivers with inadequate knowledge;
- a high turnover of drivers resulting in a shortage of experienced drivers;
- complex ownership and management structures;
- lack of competition; and
- too much of the industry revenue not being directed to the service providers - the drivers and operators.

Mr Baillieu said Professor Fels would investigate every aspect of the current industry.

"It is obvious that the current industry structure and regulation has failed," Mr Baillieu said.

"It has entrenched a lack of accountability for on-the-ground taxi services by the major industry participants.

"These issues are long-standing and deep-rooted and the Coalition Government has a responsibility to improve the level of service to customers who utilise the taxi industry."

The reform process will include two stages. In the first stage, the Fels' Inquiry will undertake a comprehensive inquiry into the service, safety and competition issues in the Victorian taxi industry.

In the second stage, following Professor Fels' investigation, a Taxi Services Commission will take over the role of industry regulator, giving it the powers and tools necessary to reform the taxi industry. The Taxi Services Commission will be established as a statutory authority.

The Victorian Taxi Directorate (VTD) will operate as normal until the Commission is established. During the second stage staff and resources from the VTD will move to the new body as it assumes the ongoing role of regulator.

The Fels' Inquiry will begin in May. Terms of Reference for Taxi Industry Inquiry (The inquiry) will have broad scope to review the sector and its performance against the following principles:

Customer and service focus

- Safety for passengers and drivers
- Support for and training of drivers
- Integration with other forms of public transport

- An outcomes-based and accountable regulatory framework
- Market design that is effective, efficient and promotes competitiveness
- Sustainability, in economic, environmental and social terms

The overall aim of the inquiry is to instigate major and enduring improvements to service, safety and competition to Victoria's taxi and hire car industry. The inquiry should be wide ranging and consider all point to point transport services including taxis, hire cars and other demand responsive services with a particular focus on service outcomes.

The inquiry should conduct broad ranging consultation to determine the views at all levels, including consultation with the general public and expert industry and other key stakeholders.

The Commission will report regularly to the Minister for Public Transport and make a final report and recommendations focussing in particular on the following:

- The appropriateness of the structure of the taxi industry including the accountability of the range of industry participants with a particular focus on commercial incentives to participants including licence holders to improve services to passengers
- Service delivery and employee conditions, in particular the working conditions, training, standards and remuneration of drivers, and how these contribute to service standards and outcomes
- Competition in the sector, in particular focussing on vertical integration, anti-competitive practices and incentives for innovation
- The effects of regulation, particularly relating to entry to the

taxi market through capped licence numbers and to price controls and taxi fare setting arrangements, and how these impact on customer service and innovation

- The performance of the Multi-Purpose Taxi Program and Wheelchair Accessible Taxis in providing service to people with disabilities and a broad range of mobility disadvantaged people.
- The current and potential role of taxis, hire cars and other demand responsive transport services in an integrated transport system, with a focus on the role of these services in social inclusion
- Options for reform including benchmarking safety and service standards, appropriate market-based, legislative and administrative solutions, and communication technology advancements that may be harnessed, to facilitate improvements in the safety, service and environmental performance
- The appropriate regulatory and service model for long term regulation and operation of the industry, focussed on service outcomes
- Examine, evaluate and report on other models and new approaches in the taxi and hire car sectors both in Australia and overseas
- Transitional arrangements from the current regulatory and service arrangements to the recommended model
- Any other related matters. ♣



Don't forget the **REGULATOR AND GOVERNMENT**

The Premier, the Minister and Professor Fels have spoken publicly about the taxi industry and the inquiry into it. What hadn't been publicly spoken about is inquiring into the other side of the equation – the taxi Regulator - the Victorian Taxi Directorate (VTD) and the Department of Transport (DOT).

For years the VTD has claimed that it is part of the taxi industry and has even claimed that its role is to manage the taxi industry.

Whilst the DOT Secretary, Jim Betts, has written to DOT staff saying how marvellous the VTD is and how tough the taxi industry is to regulate and work in, the fact remains that according to VTD statements - as regulation (and compliance) has been increased its measure of industry performance has declined - not a great indicator of effectiveness.

From the day of the Premier's announcement the VTA has maintained that the VTD itself needs to be inquired into by Professor Fels. The Minister himself said so before the election.

Neil Sach recently summed it up when he wrote that the role of the Regulator is twofold:



● Jim Betts

1. Administer the "regulations" in a legitimate, consistent, fair, non-discriminative, constructive, reasonable, practical, and timely way; and
2. Encourage the industry and work with it in a way that is really consultative, not divisive, constructive, innovative, and aligns with and guides development of Government policy and legislation.

Talk with industry people and they will tell you that the VTD doesn't meet this role specification. These same people will also tell you that the cost of the additional ineffective regulation and processes are burdensome and a distraction from

the main game – good service and adequate reward.

It certainly raised eyebrows when it came to light that Professor Fels is being supported by DOT and VTD staff who themselves have been involved in regulating the industry over recent times. Time will tell on how this arrangement pans out.

Of course, Government itself can't be let off the hook here and must take most of the blame for a root causal matter – driver income. Taxi fares in Victoria have not increased since December 2008, and right now New South Wales taxi fares are nearly 30 percent higher than ours. What an absolute disgrace!

While he's at it, Professor Fels should also look into driver licensing practices, particularly for people coming from overseas. It is not the job of the taxi industry or the VTD to determine if a person can or cannot adequately drive a motor vehicle in Victoria. This is the job of VicRoads. So, if it is suggested that some licensed drivers of taxis can't drive, then there might be something wrong with the driver licensing policies and practices of VicRoads.

prepared by the VTA ♣

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LPG TAX

will bring fare hikes

Elderly and children with special needs may be the hardest hit if Australia's taxi owners are forced to hike their fares because of a Government tax on the cheaper, greener alternative fuel LPG. The warning from the taxi industry comes as Federal politicians prepare to vote on a tax on Australia's alternative fuels.

Australia's taxi industry leaders call on Senators and MPs to vote down legislation before the unintended consequences of a tax prices taxis out of the reach of many Australians.

90% of Australia's taxi fleets run on LPG which is up to 50% cheaper at the bowser than petrol and a vehicle powered by LPG emits up to 13% less harmful carbon emissions than a petrol or diesel vehicle.

The taxi industry warns that if the Government also brings down a carbon tax on alternative transport fuels, passengers will face a double whammy at the hip pocket. President of the Australian Taxi Industry Association John Bowe said that among the most regular users

of taxis are the elderly, the frail and children with special needs, who needed a modified vehicle to transport them to the doctors, pharmacy, food shopping, school, home and elsewhere.

"Often for this disadvantaged group of passengers, the taxi represents their only chance of mobility and independence. These are passengers who least can afford any increase in costs let alone being hit by an LPG tax and then one for carbon," Mr Bowe said today.

Mr Bowe from the national peak taxi body of Australia, said the Government should be encouraging people to transition from the dirtier costlier petrol and diesel to more environmentally friendly fuels.

At a time when the Middle East turmoil is driving up the cost of petrol, the cost of living is really biting families and the Prime Minister says Australia needs a carbon tax to change behaviours on climate change, it beggars belief that the Government would even think to impose a levy on a green fuel such as LPG."

Local fleet taxi representatives recently attended 'town hall-style' meetings in Hobart and Tamworth with other concerned small businesses, consumer groups, manufacturers and retailers of LPG. The message from meetings, organised by the national peak body LPG Australia, was clear. Australian consumers - the working families - cannot absorb a cost increase to LPG. The impact on consumers relying on LPG would be devastating.

"What we are saying to politicians from all sides and those sitting on the cross benches is think first before voting. Do not put any more undue financial pressure on our passengers and their families. How can the Government honestly say it will tax a greener transition fuel now when it wants to reduce carbon emissions?"

Mr Bowe called on the Government to introduce an alternative fuels policy before any tax was considered and to ask taxi passengers how much more financial pain they can bear in rising costs in transport. ♣

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Victoria's new Governor



● Hon Alex Chernov AO QC

On 8 April, the Hon Alex Chernov AO QC became the 28th Governor of Victoria, replacing Professor David de Kretser AC.

Mr Chernov was born in Lithuania and, with his Russian parents, immigrated to Australia as a young boy. He was educated at Melbourne High School and at the University of Melbourne where he gained the degrees of BCom and LLB (Hons).

After graduating, he was a part-time tutor at Ormond and Newman Colleges and at Monash University. In 1968 Mr Chernov signed the Roll of Counsel at the Victorian Bar and in 1980 was appointed Queens Counsel. He practised almost exclusively in commercial and company law and equity, appearing in the Supreme Courts in most states and the Supreme Court of Fiji, at trial and appellate levels, and before the High Court of Australia and the Privy Council.

Alex Chernov played a significant role in the leadership of the legal profession and legal education in Australia and in our region. Between 1971 and 1975 he was the Independent Lecturer in Equity for the Council of Legal Education and between 1985 and 1987 was an Honorary Consultant to the Australian Law Reform Commission. He is the co-author of Brooking and Chernov, Tenancy Law and Practice in Victoria, and the editor of its second edition.

During 1985 and 1986 he was the Chairman of the Victorian Bar and Vice President of the Australian Bar Association. Between

1990 and 1991 he was President of the Australian Law Council and was Vice President of LawAsia between 1995 and 1997. He was also a member of the Council of the Presbyterian Ladies College between 1981 and 1990 and Chairman of the Australian Motor Sport Court of Appeal between 1985 and 1997.

In 1997 Alex Chernov was appointed a Judge of the Trial Division of the Supreme Court of Victoria and in 1998 was appointed to its Court of Appeal. In 1992 he became a member of the Council of the University of Melbourne and chaired a number of its major committees. In 2004 he was elected a Deputy Chancellor of the University of Melbourne and then became its Chancellor.

In 2008 Alex Chernov was appointed an Officer of the Order of Australia. Mr Chernov and his wife, Elizabeth, who is also a law graduate of the University, have three children and six grandchildren. Their children are all graduates of the University of Melbourne. ❀

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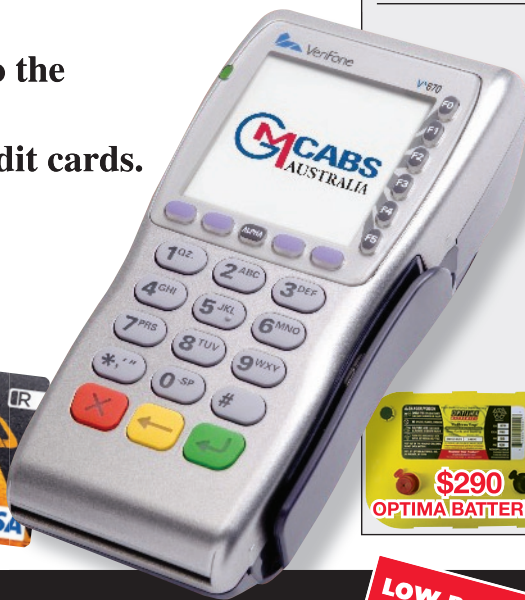
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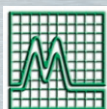
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This easy-to-use kit offers great value at \$19.95 and contains:-

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WAT YELLOW bumper bars

There continues to be a lot of confusion around what colour the bumper bars of Wheel-chair Accessible Taxis should be. The VTD issued the following advice in December last year:

"Bumper Bars must be painted Victorian Taxi Yellow. The only exception is if the bumper bar is not an integral part of the bodywork. Bumper bars on current shape (3/2005 and later) model of the Toyota Hiace WATs must be painted yellow"

As the confusion centres around what constitutes "integral part of the bodywork" the VTA advises that any member who remains unsure should contact Garry Ellis or Brendan Healy at the VTD to ascertain if the bumper bars on their WAT vehicle needs to be painted Taxi Yellow. ❀



Do you belong?

A new exhibition at the Immigration Museum, Flinders Street, Melbourne takes a mirror to our culturally diverse society and asks what it means to belong – or not – in Australia today.

Unlike any other exhibition in an Australian museum, Identity: Yours, Mine, Ours provides fresh and challenging insights into personal identity – who we are and how we perceive each other. Through objects, interactive multimedia displays and personal stories from Australians of widely diverse backgrounds, the exhibition asks: what does it take to feel like you belong in Australia?

Prominent Australians such as Collingwood footballer Harry O'Brien, chef and restaurateur Jacques Reymond and food personality and MasterChef finalist Poh Ling Yeow feature in the exhibition, reflecting on the unique experiences, cultural heritage, and beliefs that make them who they are. ❀

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26

special licences

10

LICENCES ISSUED

taxi licences

47

hire car licences

0

special vehicles

4

RH vehicles

6

LICENCES TRADED BY ASSIGNMENT

(March 2010 - March 2011)

total = 1,171

Number of Taxi

Licences

APRIL 2011

METROPOLITAN

4,135

(including 328 WAT vehicles)

COUNTRY

519

(including 112 WAT vehicles)

OUTER SUBURBAN

154

(including 27 WAT vehicles)

URBAN

237

(Ballarat - Bendigo - Geelong)

(including 35 WAT vehicles)

TOTAL

5,045

(including 478 WAT vehicles)

NUMBER OF DRIVERS

Active drivers

16,000 APPROX

Accredited drivers

25,000 APPROX

Compliance

outcomes (1-28 February 2011)

Taxi Inspections

2,085

Rectification Notices

244

Infringement Notices

120

Notices of Unroadworthiness

31

Official Warnings

16

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A world of dinosaurs

coming to Scienceworks

A new exhibition, Explore-a-saurus, has been developed by Scienceworks to demonstrate the ways in which palaeontologists use fossil evidence to learn about how dinosaurs lived; from what they ate and how fast they ran, to what colour they were and even how they cared for their young.

Visitors can explore the forensic method scientists use to learn about prehistoric life through a series of specially designed interactive exhibits, in a setting inhabited by Scienceworks' own animatronic dinosaurs.

You will also be able to test their strength against the strength of a T-rex jaw, or look through the eyes of different dinosaurs to learn how carnivores and herbivores saw the world differently.

The exhibition features animatronic versions of some of the world's most famous dinosaurs, including Muttaburrasaurus, one of the most complete dinosaur skeleton specimens ever found in Australia, and the carnivorous Tyrannosaurus rex, King of the Cretaceous Period. ♣



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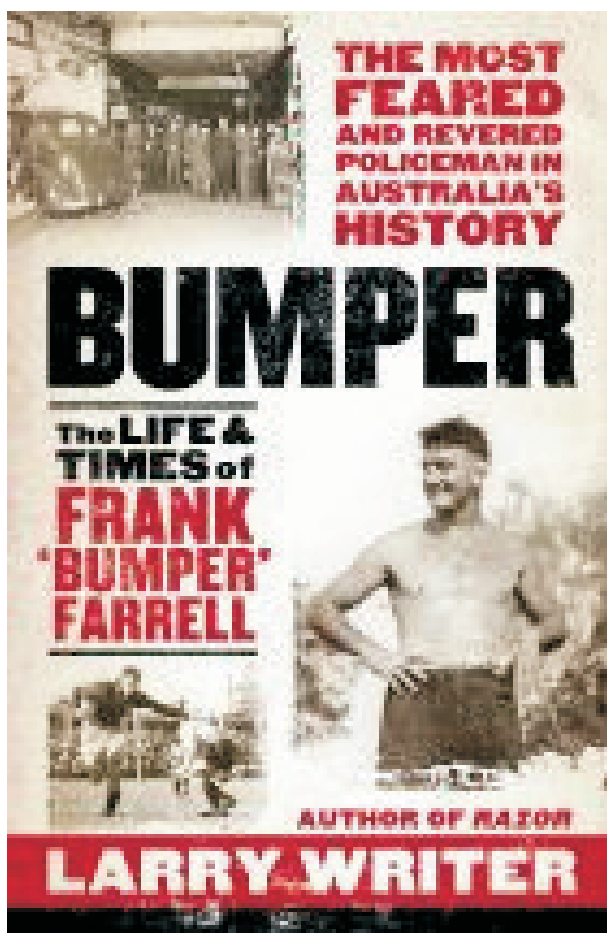
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ATC0910



I was sitting at a table in the Hasty Tasty cafe at the top of The Cross with Flash Harold, long time local cabbie and a mate I met at Thommo's two-up game, in the late 50s.

They used to say about the Hasty, if the food doesn't kill you - the customers will.

Suddenly the doors banged open and a purple faced man, built like a Sherman tank, stormed in and marched to the rear of the cafe to confront two men. Most of the customers in the cafe were quickly finishing their meal and moving out.

Then came a mighty eruption as the men at the rear were being flung around like matchsticks and with a warning from the Tank, "If I ever see you two around here again, I'll break both your legs".

The Tank then marched up to the front and when he got to our table, he stopped and stared at me for long time, then demanded "You're new here aren't you? What's your name? Well keep your nose clean because I will remember you." Then he was gone.

I looked at Harold and enquired "Who the hell was that?" "That was Bumper Farrell - the toughest cop in the country," he said.

Frankie McDonald ❖

the saga of a legendary Australian character

Based on never-before-published family, police and court records, photographs, interviews with people who knew him, including criminals, football colleagues and police officers, this is the biography of Frank 'Bumper' Farrell. He was a gambler, a hard drinker, a devoted husband and father, a devout Catholic, a staunch friend and a deadly enemy.

Frank 'Bumper' Farrell was the roughest, toughest street cop and leader of a vice squad Australia has ever seen. Strong as a bull, with cauliflowered ears and fists like hams, Bumper's beat from 1938 to 1976 was the most lawless in the land - the mean streets of Kings Cross and inner Sydney.

His adversaries were such notorious criminals as Abe Saffron, Lennie McPherson, Tilly Devine and Kate Leigh and their gangs as well as the hooligans, sly groggers, SP bookies, pimps and spivs. Criminals knew just where they stood: he would catch them, he would hurt them, and then he would lock them away.

He was a legendary Rugby League player for Newtown, and represented Australia against England and New Zealand. A good many pages are devoted to his football journey.

Here's Bumper Farrell in brutal, passionate and hilarious action . . . saving Ita Buttrose from a stalker; sparking a national scandal when accused of biting off a rival player's ear; beating Lennie McPherson so severely the hard man cried; single-handedly fighting a mob of gangsters in Kings Cross and winning; terrorising the hoons who harassed the prostitutes in the brothel lanes by driving over the top of them; commandeering the police launch to take him home to his beach home, diving overboard in full uniform and catching a wave to shore; dispensing kindness and charity to the poor.

It is a great book.

Bumper Farrell: lawman, sportsman, larrikin . . . legend.

Bumper The life and Times of Frank "Bumper" Farrell by Larry Writer. Published: Hachette Australia RRP \$35 ❖

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- **SEND your classified advertisement** (\$25 for 1-30 words - \$50 for 31-60 words)
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CLASSIC ALBUMS LIVE PRESENTS

FLEETWOOD MAC'S RUMOURS

The acclaimed best-selling album
LIVE ON STAGE

State Theatre Melbourne
7 July 2011

Few records stand the test of time like Fleetwood Mac's RUMOURS. The energy, emotion, passion and musical mastery of this album is just as compelling today as it was in 1977.

To celebrate one of the greatest, most captivating, Grammy Award-winning pop albums of all time, Classic Albums Live will present the album in its entirety, followed by a massive set of hits including Rhiannon, Little Lies, Landslide, Tusk, Oh Well (from the Peter Green era) and many more....

Rumours is Fleetwood Mac's 11th and best-selling album. Achieving Number One on both sides of the Atlantic, it has sold in excess of 40 million copies worldwide to date. ♣

Building green cars **CREATES JOBS**

New technologies like hybrid engines, electric vehicles and lightweighting are paving the way for Australia to become a world-leader in green car manufacturing.

Acknowledging the take up of two Government funding offers Innovation Minister Senator Kim Carr said the Government's New Car Plan for a Greener Future was helping small to medium sized

companies innovate to give Australian manufacturing a greener future.

"The Gillard Labor Government understands the value of investing in Australian manufacturing. That is why we have provided over \$2 million to Brisbane's Very Small Particle Company and over \$3 million to Melbourne company Nissan Casting, helping them turn their innova-



tive ideas into green manufacturing solutions," Senator Carr said.

"The Very Small Particle Company will develop better materials for electric car batteries and Nissan Casting will manufacture inverter cases, which will be a key component for the next model of Nissan's LEAF zero emission electric vehicle.

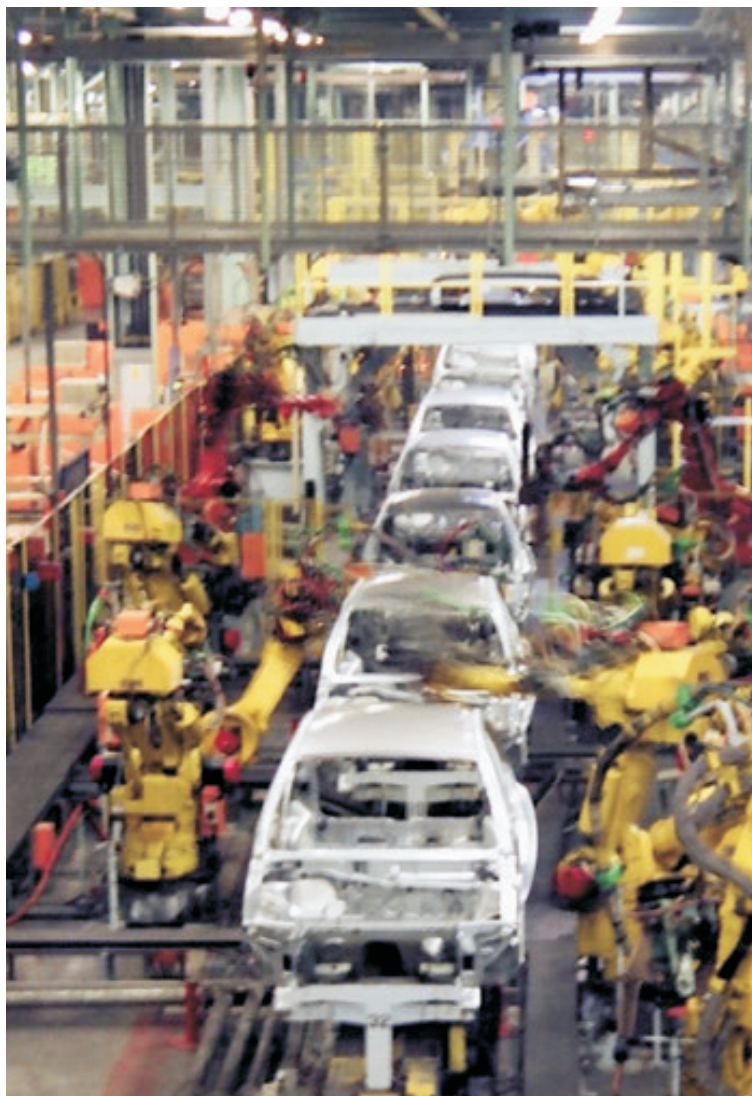
These projects are being funded under the Green Car Innovation Fund, part of the New Car Plan for a Greener Future. While the Fund was closed to new applications in January this year to help fund flood recovery, it will continue to generate approximately \$2 billion in total project investment in the manufacturing sector.

In February, Prime Minister Julia Gillard and Senator Carr confirmed the Government's commitment to all other elements of the \$5.4 billion New Car Plan, the key element of which is the \$3.4 billion Automotive Transformation Scheme. Other elements of the Plan include, the Automotive Industry Structural Adjustment Program, the Automotive Supply Chain Development Program, the Automotive Market Access Program and the Automotive Industry Innovation Council.

This commitment underwrites high-skilled, high-tech manufacturing jobs and a more productive economy.

The Government's New Car Plan is introducing new technologies in Australia at a very rapid rate.

For more information on the New Car Plan, visit www.innovation.gov.au and www.ausindustry.gov.au, phone 13 28 46, or email hotline@ausindustry.gov.au. ♣





Mondeo gets a boost

In July the new 2.0L EcoBoost™ engine will be available on the Mondeo Zetec and Titanium hatch models. EcoBoost™ will enable Mondeo to deliver the sort of performance you'd associate with a larger engine, with the fuel economy you'd expect from a smaller one.

By combining a direct injection fuel system with turbochargers, this technologically advanced engine makes for a powerful and responsive driving experience across the rev range.

In addition EcoBoost™ helps reduce CO2 emissions by up to 15%, as well as improving fuel economy by as much as 20%, compared to the previous 2.3L Mondeo petrol engine. ♣



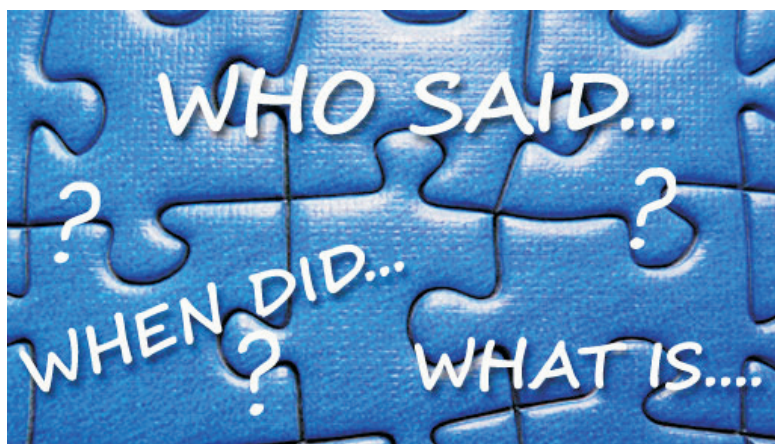
Tourism Victoria recently launched King Valley Prosecco Road, a new food and wine trail designed to help visitors discover the simple pleasures of prosecco in the King Valley of North East Victoria.

The King Valley is the first region in Australia to commercially grow and produce prosecco.

A showcase for locally grown prosecco, King Valley Prosecco Road was developed by the winemaking families of Brown Brothers, Chrismont, Ciccone, Dal Zotto, Pizzini and Sam Miranda as a way of giving visitors a range of authentic prosecco experiences in the region.

This unique trail from Milawa to Cheshunt highlights the finest examples of prosecco in the country and allows visitors to choose how they experience Australia's newest wine trail.

All six wineries offer intimate food and wine experiences with each stop including a taste of locally grown King Valley prosecco. Reflecting the Italian spirit of the region, the experiences are grouped under the headings of Salute, Buon Appetito and Buona Notte and cover everything from aperitifs and cocktails, to dining experiences and accommodation. ♣



1. What is 'Tiger' Woods' first name?
2. When there are two full moons in the month, what is the second one called?
3. Who wrote "Waiting for Godot"?
4. Which country beginning with a 'T' has a shoreline on the Andaman Sea?
5. Which US chain is named after the first mate in Moby Dick?
6. What is the capitol of South Africa?
7. The fastest serve in men's tennis (155 mph or 249.5 km/h) belongs to which man?
8. Name the two actresses Frank Sinatra married.
9. The Taj Mahal is built with what type of stone?
10. On what date is the wedding of Prince William and Kate Middleton? ♣



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- ANSWERS**
1. Eldrick
 2. Blue moon
 3. Samuel Beckett
 4. Thailand
 5. Starbucks
 6. Pretoria
 7. Andy Roddick
 8. Ava Gardner & Mia Farrow
 9. Marble
 10. Friday 29th



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Great coffee and cab driving a good mix

Taxi driving is rewarding work and if anybody thinks this may be the type of driving for them go and see the boys at Eastmoor and join me, up high in the world of taxis.

My name is Ricardo Calil. In 2008 I came to Australia from Brazil with my wife Tileia to give my children more opportunities in life.

I have 3 children and their names are Joyce, Marcela and Yuri the one thing they really love about Australia is the quality of life.

I was a journalist in my old life and was looking for something to kick-start my new life in Melbourne when I arrived. In Brazil I had driven taxis with my brother, so I decided it was time to get back behind a taxi wheel again.

I started driving in July 2010 when drivers were plentiful and opportunities scarce. After a few false starts I found my way to Eastmoor Taxis in Moorabbin, it was then I felt at home.

I started really enjoying my taxi driving, meeting lots of people and finding out where to get the best coffees en route. (For my money that's the Brazilian coffee my wife makes for me each morning.) And I am part of

a professional team of drivers. So, after a nice long trip down to Geelong, I now felt like a Melbourne cabbie.

The boys in the office suggested that I may like to do a Wheelchair Accessible Taxi course so I could drive one of the new WATs that they are putting on the road at the moment. This sounded good so off I went to learn all about wheelchairs and how they work with taxis. Once I completed my course I was given this brand new Commuter bus to drive.

I took a couple of shifts to find my feet in my new bus but I love it. I love my seat up high with the view out over the traffic and I get to meet some terrific people who get around in wheelchairs. People who catch a taxi every day to go to and from work, or somebody who takes a taxi once a week to go out for a good time. I know these people rely on the service I provide, and I really enjoy helping them take their part in the broader community. ♣

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