

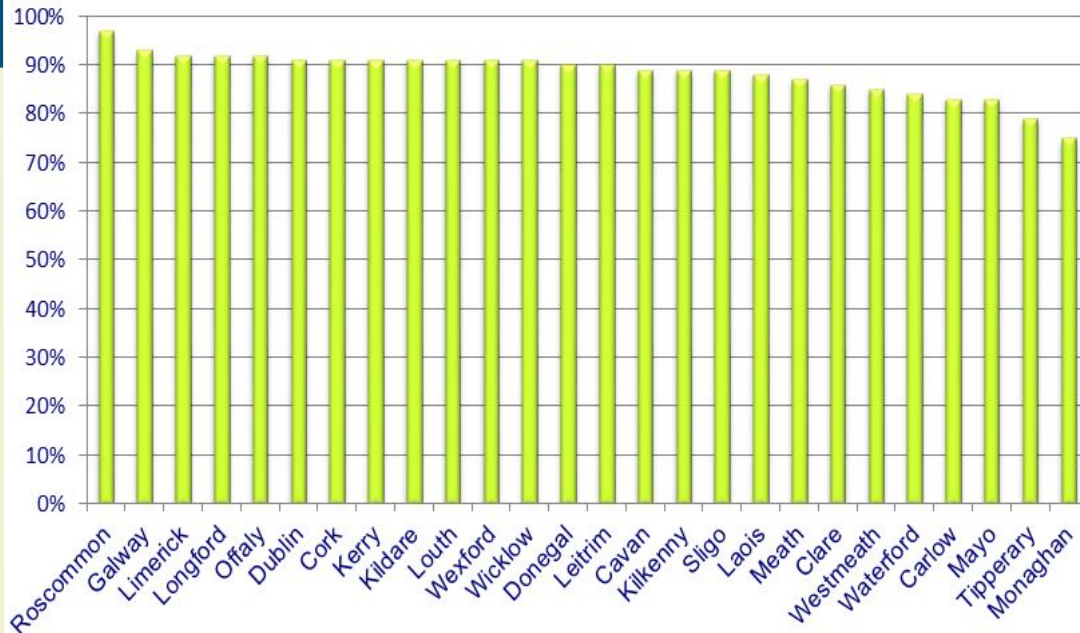
LINKED TAXIS NATIONWIDE

An average of **90%** of active taxi licences are linked to their drivers daily.

"Notification of driving an SPSV" or "linking" informs the public safety App, **Driver Check**, which NTA has recently been promoting in the media.

It takes seconds to do by App, [online](#), by text or by phone. Do it and avoid a €40 fine or a court case risking a conviction and heavy fines.

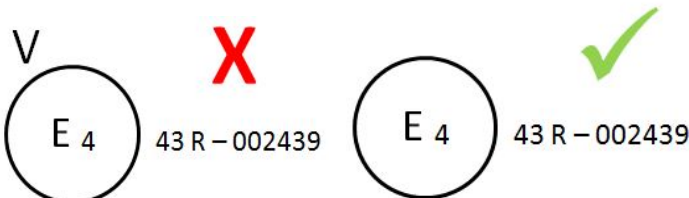
LINKED VEHICLES PER COUNTY



NTA has prosecuted 29 operators so far this year in relation to not paying the €40 fine for not linking to a vehicle while operating. In 28 of those prosecutions, the operator had to pay an average of €387. In one case, the penalty imposed was €900.

Q. Can you advise on the rules surrounding tinted windows?

A. Clear windows are required adjacent to all seating positions for all vehicles entering the fleet except limousines. Only the rear windscreen, sunroof and fixed rear fly windows, if positioned behind the headrest of rear passenger seat, are exempt. To check a vehicle you are considering purchasing, look at the details stamped on the glass itself. Almost all glass for cars within Europe will be marked with a letter "E" in a circle and a number starting with "43R". If there is a "V" near this symbol, usually above it, the glass is too dark and will not pass inspection. See the [Initial Suitability Inspection Manual](#) on our website for more information.



NOT A TAXI? NO STANDING OR PLYING

Only validly licensed taxis are permitted to stand or ply for hire.

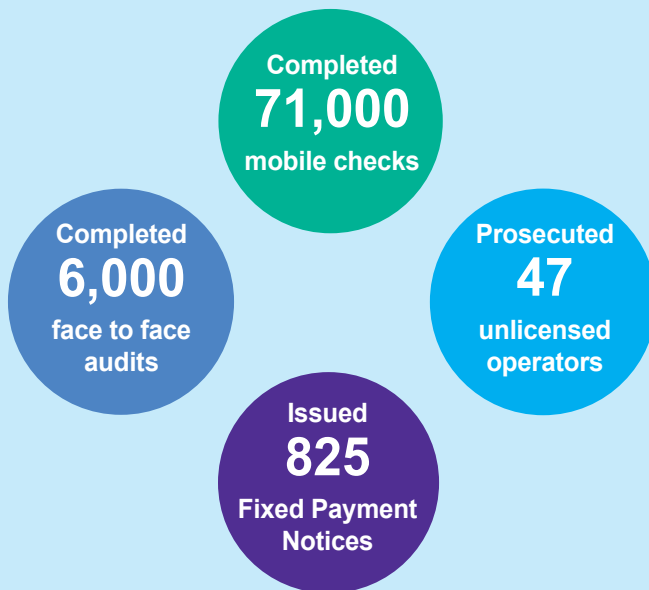
Hackneys and limousines can only accept fares which are pre-booked. It is illegal for them to stand or ply for hire in a public place in any rural or urban area.

This offence under section 22 of the Taxi Regulation Act 2013 can attract a conviction and a fine of up to €5,000.

COMPLIANCE STATISTICS



Up to end June this year, the Compliance Team has:



Unlicensed Operators

Unlicensed private hire (hackney, limousine) vehicles have been the subject of a number of covert operations carried out with the assistance of An Garda Síochána across the country. These operations are jointly planned in advance, involve multiple personnel from both organisations and, on a number of occasions, have needed the assistance of officers fluent in another language.



Prosecutions

In the first half of this year, 47 individuals have been prosecuted in court by NTA for operating without a valid SPSV licence and vehicles have been seized on a number of occasions. These prosecutions include those without a driver licence, those without a vehicle licence, those without any licence and also those who have allowed another person to operate their SPSV without a licence.

Compliance Work

The Compliance Team continues to work across the country carrying out mobile checks and roadside audits of all SPSVs, detecting offences and, especially, undertaking operations to disrupt, detect and prosecute those who offer SPSV services without valid licences.

Compliance Officers can access all SPSV licensing data (both driver and vehicle) whilst on duty. Checks can be carried out within seconds with no disruption to passengers. The properly licensed and linked operator will often not even realise that a check has been carried out. This allows the Compliance Team to focus on operators where possible compliance issues have been revealed through the initial checks.

In the first six months of 2017, almost 71,000 SPSV vehicle checks were completed. Compliance Officers followed up with roadside audits on nearly 6,000 of those checks. 825 Fixed Payment Notices were issued to 716 operators to the end of June 2017 as a result.

See more Taxi Statistics on our website [here](#).

Details of any illegal operator should be provided to NTA

Information should include;

- the identity of the driver or vehicle;
- the location and times that the driver and vehicle are operating;
- how the vehicle can be hired; and
- any other information which you think might assist in a detection and successful prosecution.

E-mail: compliance@nationaltransport.ie
subject "Illegal Operator Report"

Telephone: 0761 064 000 (9am-6pm Monday to Friday) mention "Illegal Operator Report"

Post: SPSV Compliance, PO Box 436, City North Business Park, Tuam Road, Galway



NATIONAL MAXIMUM TAXI FARE PROPOSAL

+3.2%
Overall

The public consultation on a proposed 3.2% increase in the National Maximum Taxi Fare got under way last month. This increase is based on the Taxi Cost Index, set out in the 2017 National Maximum Taxi Fare Review. It found that, taking both increases and decreases in operating costs into account, the overall cost of operating a taxi went up by 3.22% between 2014 and 2016.

The primary purpose of the Taxi Cost Index is to provide a standardised approach to assess the percentage change in the costs associated with operating a taxi since the previous review. It does not seek to represent the actual costs to any individual driver, but instead it provides an estimate of any percentage change on overall costs facing an average driver.

The costs included in the Taxi Cost Index consist of three components – Running Costs, Labour Costs and Fixed Costs. The build-up of each of these is set out in the these tables. The details are in the [2017 National Maximum Taxi Fare Review Report](#).

TOTAL COSTS COMPARISON

Index Component	2014 Cost	2016 Costs
Running Costs	€4,026	€4,309
Labour Costs	€24,246	€23,945
Fixed Costs	€10,222	€11,478
Total Costs	€38,493	€39,732
% Change from 2014 Review		+3.22%

Details of the Public Consultation, the National Maximum Taxi Fare Review and Fact Sheet, together with the proposed maximum fares order, can be downloaded at the following link – [Public Consultation on National Maximum Taxi Fares](#). The consultation remains open until Monday, 04 September 2017 and the matter will be considered by the NTA Board at their meeting in mid-September. Any changes in maximum fares would take effect in February 2018 at the earliest.

*Insurance

Survey of 500 drivers gave 2016 average figure of €2,248. Sample insurance quotes ranged from €2,122 to €2,500. An average figure of €2,400 was used. Equivalent 2014 figure for insurance was €1,817.

**Taximeter verification & calibration

This costs an average of €176 over a minimum of two years and is the third party outlay spent by an operator to update a meter to the new fare.

Running Costs (Annual mileage from CSO - 32,624km)

Index Component	2016 Cost
Fuel	€ 1,918
Servicing	€ 437
Cleaning	€ 988
Tyres	€ 373
Spares	€ 294
Miscellaneous	
Running Costs	€300

Total Running Costs €4,309

Labour Costs (CSO Index for Transport Workers)

Index Component	2016 Cost
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Fixed Costs

Index Component	2016 Cost
Car Purchase and Finance	€ 3,534
Insurance*	€ 2,400
Radio/App Rental	€ 4,752
Equipment Replacement – regulatory requirements	€ 298
Taxi Vehicle Licence Renewal	€ 150
Road Tax	€ 95
Airport Charges	€ 38
National Car Test (NCT)	€ 67
Meter Verification**	€ 43
Meter Calibration and Programming**	€ 45
SPSV Drivers Licence	€ 50
National Drivers Licence	€ 6

Total Fixed Costs €11,478





TAXIMETER CALIBRATION AND VERIFICATION

All taxi licence holders and operators are legally required to use a taximeter on every trip. That taximeter must be calibrated in line with the current National Maximum Taxi Fares Order (2015) and verified (sealed) accordingly by Legal Metrology Services. If any change to the national maximum taxi fare is to be made, the earliest that can happen is next year. There will be no change prior to February 2018.

Any taximeters which are either incorrectly calibrated or incorrectly sealed will fail at licence renewal assessment. We have seen a marked increase in taximeters being the fail item in the inspection since the National Maximum Taxi Fares Review commenced and we remind operators that, apart from the requirements at inspection, sanctions for operating with an incorrectly calibrated or unsealed taximeter can lead to a fine of up to €250 and a court prosecution.

To book a taximeter sealing appointment with Legal Metrology Services please call 01 4135951.

Q. What should I do with lost property?

A. Unidentified property found in your vehicle should be delivered to the local Garda Station as soon as possible. Thank you to all the drivers who have gone out of their way to reunite passengers with their forgotten property. NTA has passed on several commendations to drivers who have been complimented by happy passengers.

Q. How do you transfer your Vehicle Licence to someone in the event of your death?

A. The holder of an SPSV vehicle licence may nominate a person who, in the event of that licence holder's death, may apply to NTA to continue to operate the licence. A specific form, signed by the licence holder, must be received by NTA prior to the licence holder's death. NTA will send a written confirmation that the nomination form has been received and approved.

Form 15N (Application to nominate a person in the event of a death), together with an Information Guide (G15-Section 15 Nomination and Assignment) can be found [here](#). These forms are also provided after each Initial Suitability Inspection or Licence Renewal Assessment and are available at all NTA Inspection Centres.

We urge all licence holders to submit this completed form and not allow a small piece of administration to stop your vehicle licence living on after your death.

Q. My partner passed away and I am the licence nominee. How do I complete the process?

A. As you are the licence nominee, you will already be registered on our system. Within nine months of your partner's death, NTA must receive a completed Section 15 Assignment (S15A) form (available [here](#)) and a copy of your partner's death certificate to begin the process.

When you are approved to operate a vehicle licence (tax cleared, etc), you will receive written confirmation and may book a vehicle inspection to renew the licence on the same vehicle or on a different suitable vehicle if you prefer.

TYRES

The only things enabling you to safely control your vehicle are the four small patches of rubber where your tyres meet the road. The main cause of tyre damage is low tyre pressure: this is easily fixed by checking regularly, e.g. once a week with a gauge and visually every time you operate the vehicle. This visual check may also reveal any sidewall or rim damage.

Low tyre pressures cost you money with worse fuel consumption and promote punctures, especially when striking the edge of a pothole or kerb.

With autumn weather approaching the depth of tread is important: the less tread depth the poorer the performance of the tyre in cutting through water to the tarmac below. The absolute legal minimum is 1.6mm in a constant band across the central three quarters of the tyre and around the entire circumference.

Click [here](#) for the RSA Guide to Tyre Safety.



TOURS

On occasions, reports are received from around the country indicating that 'tours' are being provided in SPSVs or vehicles which would normally be classed as SPSVs. The same regulations apply to the carriage of passengers and the fares to be charged on tours as they do in the day to day operation of a hackney, taxi or limousine.

Even where tours are offered as part of an overall leisure or holiday package, they are 'hire or reward' services and appropriate SPSV licences must be in place. NTA will prosecute where this is found not to be the case.

CONGRATULATIONS!

to the following drivers who have received commendations from their passengers for their high levels of service

J2417 - Aidan Maher

K9809 - Djamel Nechat

G0609 - Pearse Fahy

L2948 - Xin Wang

K2635 - Waseem Akram Chaudary

K8960 - Ion Croitoru

G4993 - Raymond Hamilton

F1355 - Gerard Rothery

Q. If my SPSV Driving Licence expires, will I be able to renew it or will I have to pass the Skills Entry Test again?

A. If your SPSV Driving Licence expires, you have up to one calendar year from the date of expiry to renew it. If your licence is expired for a year or more, it will not be possible to renew it.

In this case, if you wish to hold an SPSV Driving Licence, you will need to go through the licence application process as a new candidate including having to pass the full Skills Entry Test again.