



More trade stories than all the others put together

Issue 260 June 2018

LCDC REFUTES MAYOR'S CLAIMS

SEE
PAGE 3



THE BUCK STOPS WITH YOU SADIQ

INSIDE



ALAN'S ANGLE
TRIES OUT THE TX^e
PAGE 7

NEWS



CHECK MATE FOR
DIAL-A-CAB DRIVERS?
PAGE 13

NEWS



NORMANDY TRIP
FOR WAR HEROES

PAGE 19

QUOTAX
INSURANCE SERVICES

To see how much you could save call
0208 127 8418

London's leading
Taxi Insurance

Visit Us: Quotax Insurance Services, Blackhorse Road, London E20 5HR
On site at Ascotts, Call Us: 0205 177 0010, Mon to Fri: 09.00 - 17.00, Sat & Sun Closed
www.quotax.net





Published by
The London Cab Drivers' Club Ltd.
Unit A 301.3,
Tower Bridge Business Complex
Tower Point, 100 Clements Road
Southwark, London SE16 4DG

Telephone: 020 7394 5553

E-mail for membership enquiries:
E-mail: thelcdc@gmail.com
Web: www.lcdc.cab

Editor: Grant Davis

The Badge is distributed free to the
Licensed London Cab Trade.

For advertising enquiries please contact the office on
020 7394 5553 or E-mail: thelcdc@gmail.com

All advertising in The Badge is accepted under our
terms and conditions. These are available
at the LCDC office.

Before entering into any commitment, financial
or otherwise, always remember to seek
professional advice.

The views expressed in this publication are not
necessarily those of the Editor or of the
Management Committee of the
London Cab Driver's Club.

Contributions for publication are welcomed
and should be sent to the Editor at the
above address.

The London Cab Drivers' Club Ltd.

Printed by Iliffe Print. T: 01223 656500
www.iliffeprint.co.uk

Lawless London

After yet another week of violence and mayhem on the streets of the capital, one wonders what is happening to this once great city of ours.

It is hard to imagine that attacks in broad daylight on high class retailers in the West End of London is not now a 'one-off' but has become a regular occurrence.

Attacks are taking place predominantly by heavily armed moped riders right across our city. No area is deemed a safe haven, there have been reports that up to 60 incidents a day are taking place.

How has this situation been allowed to fester? We know under the present PM whilst Home Secretary, she cut the police funding by some 40% and the chickens are now coming home to roost.

With all this mayhem and lawlessness on the streets daily, we would like to ask the question, where is the Mayor?

It is all very well and good

welcoming Major League Baseball to the London stadium or turning up at the next AJ mega fight at the O2, but we were under the impression that the Office of Mayor of London was more than a ceremonial post and one that represented the rank and file Londoners who are now afraid to walk down their streets!

Surely he should be seen taking a much more high-profile position in combating what has now become a security crisis on our streets?

Present day London no longer resembles the city we all grew up in and loved - in fact it is slowly becoming a third world city, a rail system run by ex-TfL Commissioner Peter Hendy not fit for purpose, constant dithering over whether to build a third runway at Heathrow and our Emergency Services are continually under threat.

Mind you, when one thinks about the lawlessness, no regulation, no law and order, the Uber "free for all" model fits perfectly.

Grant Davis
LCDC Chairman



E16
RENTALS

TX4s TO RENT

- Ascotts maintained
- Pay by cash/bank/online
- Merces also available

CALL US TODAY

07957 465423
e16-taxirentals.co.uk

PAYTON'S SOLICITORS

Suite 12, Temple Chambers,
3, Temple Avenue,
London EC4Y 0HP

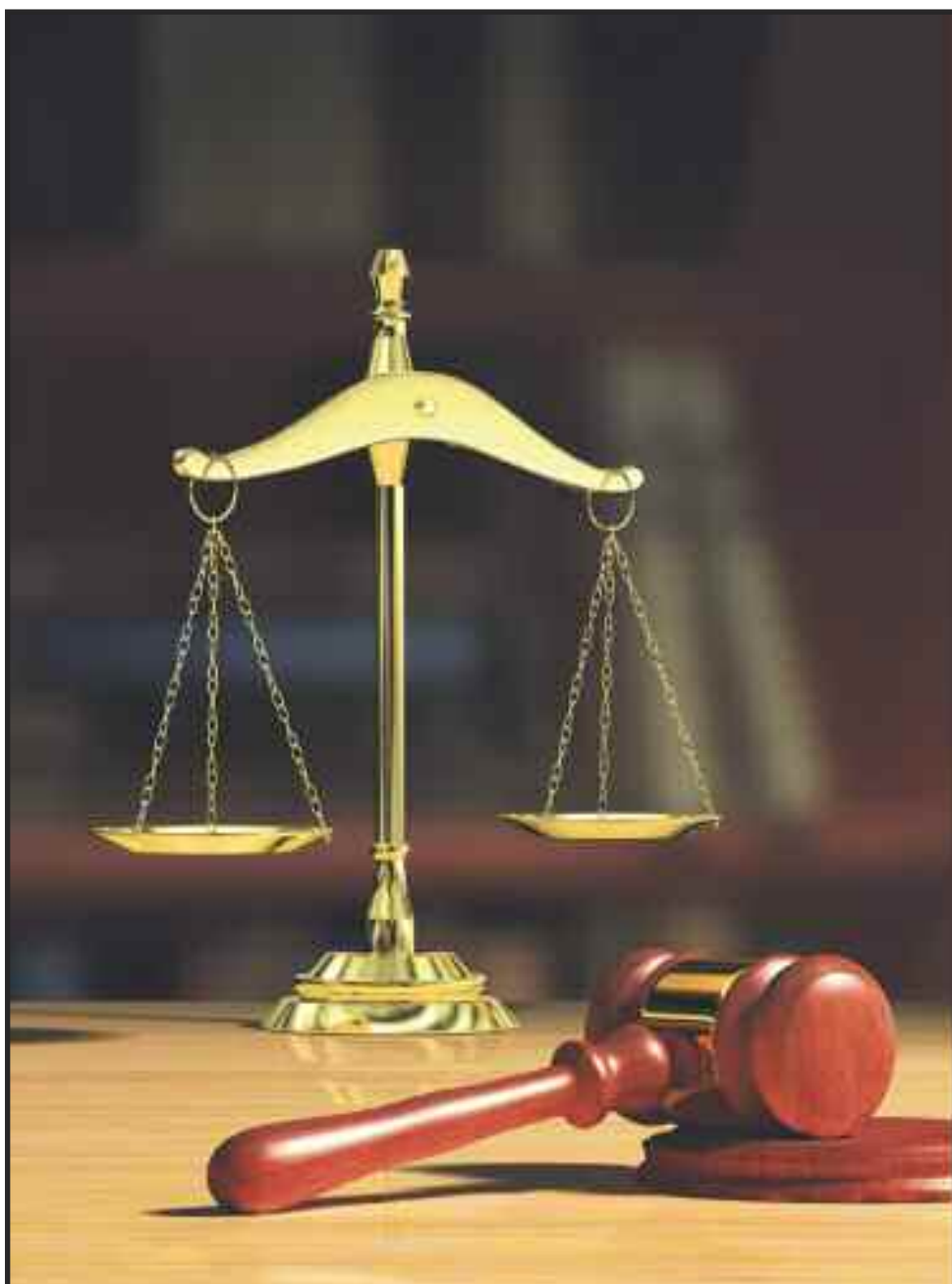
We at the LCDC don't often bang our own drum when it comes to helping our members with their legal troubles. A lot of the cases which come our way with members are quite sensitive and we respect their wishes to keep things in house and out of the paper which I can fully appreciate.

However, not only do Payton's Solicitors offer our members a 24 Hour Duty Solicitor 365 days a year, but since getting involved with the Club, our solicitor Keima Payton has the distinction of having a 100% success rate in all her cases which she has handled on behalf of the Club's members.

Keima Payton has a fearsome reputation in court and should ever the need arise you will find no one better able to fight your corner and save your Badge than Keima.

- Grant Davis, LCDC Chairman

Tel: 0207 405 1999
FAX: 0207 405 1991



WHY DID IT TAKE FIVE YEARS TO REIN IN UBER?

Mayor Sadiq Khan
City Hall
The Queen's Walk
London
SE1 2AA



6th June 2018

Dear Mayor Khan,

Thank you for your letter dated 30th April in reply to our letter I sent to you on the 5th April. Having read your response, although at the time one paragraph (see below) was seemingly correct, subsequent events prove that this was not the case.

"...Turning to the concerns you have raised about Uber, as I have made clear on several occasions, all applicants for private hire operator licences are required to demonstrate that they comply with Private Hire legislation and Uber London Limited (ULL) was licensed as a Private Hire Operator in London 2012, having met the same pre-licensing requirements as any other applicant for an Operator's licence at the time."

2012: At the time of licensing TFL were made aware of concerns regarding the recording of bookings. Why didn't TFL check their systems instead of relying on Uber assurances?

2013: Clifford Chance on behalf of the LPHCA writes to TFL stating that it is the driver who accepts the bookings - this is a precursor to the TFL model investigation.

2014: TFL conduct Uber model Investigation (approx. 7 months). At no stage did Uber demonstrate to TFL that their systems were compliant, they just accepted assurances.

2016: The LCDC were given transcripts of the Toronto case involving Uber on the 25th May and we put it straight out on social media. TFL would have been aware of this at the time and later they used it on their Uber refusal letter.

2016: (October) Employment Tribunal Hearing, it was again stated that the driver takes the booking, this was also used in the Uber refusal letter from TFL

2016: (October) Helen Chapman writes to Uber just after the Employment Tribunal Hearing to discuss how bookings are managed.

2017: (16th May) TFL writes to Uber requesting permission for an I.T systems architect to visit ULL and review the way the technology and booking process works. This is SIX MONTHS after the Employment Tribunal and a full year after the Toronto case became widely publicised.

2017: (26th May) Uber receives a four-month licence (under the 2012 licensing criteria), although it is abundantly clear that TFL have STRONG suspicions that Uber systems were not compliant.

2017: (7th August) Deloitte's report states that Uber systems are non-compliant.

2017: Uber licence refused.

As you can see Mayor Khan, there were many occasions where TFL could and should have accepted their legal responsibility of a Regulator and revoked Uber's licence. One can only hope that the Law Courts do a far better job of the law than TFL have over the last six years.

Yours sincerely,

Grant Davis
Chairman

IS UBER'S PR OFFENSIVE A CYN

The taxi app is attempting to turn around its toxic image with a quirky documentary narrated by Dawn French. But has anything actually changed for its drivers?

Near the end of April, Uber dropped a “fireside chat” podcast on to its “partner” channel on SoundCloud. It featured representatives of UberENGAGE (the company’s scheme for soliciting feedback from its drivers) doing a little soul-searching about the taxi app’s toxic public image.

Back in 2014, the Guardian had been asking if Uber was the “worst company in Silicon Valley”, and that was before the sexual harassment lawsuits, the #DeleteUber campaign, the employment tribunals over its failure to pay the UK’s minimum wage, Transport for London (TfL) refusing to renew its licence and the forced resignation of its chief executive, Travis Kalanick, last June.

On the podcast, Uber London’s marketing strategy boss, Irina Kondrashova, conceded that the company had some “reputational challenges”. But she promised that Uber would come out fighting. “You probably haven’t seen much advertising for Uber in the last six months or so because rebuilding reputation is not just what you say but how you say it,” she said. “Shouting with billboards about how great we are doesn’t feel like the right thing right now. But I have some great news in that [over] the next couple of months we’re going to have some great campaigns coming out.” Uber was ready “to start telling people what we’re about and how we’re doing the right thing and ultimately changing our reputation”.

If you are one of the four million or so people in Britain with an Uber account, you may well have seen the results pop up in your inbox recently. Uber has produced a six-part mini-documentary series called *Where to, Britain?* in collaboration with All 4. It follows Uber drivers and riders in six cities, in an attempt to position hailing an Uber as just another quirky bit of British life – complete with jaunty incidental music and a narration from Dawn French. In the first five-minute-long episode, a driver called Ali picks up the Manchester United players Ashley Young, Juan Mata, Marcus Rashford and Axel Tuanzebe. In the next instalment, Elshan in Bristol picks up a couple of female graffiti artists. “All people featured are

genuine Uber users,” says the disclaimer. “While their stories are real, the journeys were created for your enjoyment.”

It’s not Uber’s only paradigm-melting marketing strategy. In recent weeks, PRs have pitched to the press the story of one heroic driver with paramedic training who assisted a birth in his car, while another publicity-savvy driver, 53-year-old Manuel Dias, told the Sun last week that Benedict Cumberbatch had jumped out of his Uber to prevent a mugging. Uber was also reportedly among the companies ready to sign a £500,000 commercial deal with George Osborne’s London Evening Standard to secure “money-can’t-buy” coverage. The Standard has denied the story – but Osborne’s editorship had already raised conflict-of-interest-related questions. In the light of the London mayor Sadiq Khan’s Uber “ban” last year, Osborne published an editorial in defence of Uber that failed to note that one of his other jobs is a £650,000-a-year advisory role at the US fund manager BlackRock, a major Uber investor. He and David Cameron were also noted defenders of the gig economy while in power.

Over in Paris, Uber’s new chief executive, Dara Khosrowshahi, has revealed plans to launch a fleet of flying taxis. And in the US, Uber has appointed the self-described “force of nature in fierce stilettos” Bozoma Saint John as its chief brand officer. “Is this the woman who will save Uber?” asked the New York Times, atop a breathless profile that detailed how the Uber board member Arianna Huffington headhunted Saint John from Apple’s Beats Music. “I felt like she has this incredible capacity for intimacy and for sharing her story and for sharing others’ stories,” Huffington said. “She’s great at social media.” When asked if it wasn’t a little calculating of Uber to hire an African American single mother to repair its image, Saint John responded: “Being present as a black woman – just present – is enough to help exact some of the change that is needed and some that we’re looking for.”

It seems unlikely that she can exact the sort of change that some of the 70,000 or so British Uber “driver partners” are fighting for, which is basic recognition of their rights as



workers. Uber has lost two court cases brought against it by former drivers Yaseen Aslam and James Farrar, who argued that they were entitled to minimum wage and sick pay. Uber plans to challenge them for a third time. (On the UberENGAGE podcast, one of the company’s legal team, Jonathan Ollivent, complains about the “various obligations” that this puts on Uber. “I don’t know if you’ve read the court order, but it’s really emotive. It’s really nasty about us and the way we work.”) But for Farrar – a member of the IWGB, an independent trade union whose members are predominantly low-paid workers in London – Uber’s “PR shenanigans” amount to little more than an effort to distract users from the fact that the rides are so cheap essentially because it has used 21st-century technology to erode 20th-century workers’ rights. “The point of departure has got to be Uber agreeing to pay the minimum wage to workers. If they can’t deliver that, then what good is all the rest of this stuff?”

His argument is that Uber drivers are not in some fancy new category invented by the whiz-kids of Silicon Valley. They are workers (defined legally as “limb (b) workers” under the Employment Rights Act 1996). “You don’t get a lot of rights as a worker, but you do get some,” Farrar says. “Minimum wage, holiday pay, protection against discrimination, whistleblower protection. Not much else. But these rights are really important if you are self-employed as part of someone else’s business, especially at the lower end of the

market.”

The idea that such rights are incompatible with the flexibility offered by Uber is, he believes, false. All full-time British workers are entitled to 28 days of holiday a year. For part-time workers, holiday accrues at a rate of 12.07%. So for every hour you work, you are entitled to 7.725 minutes of holiday. Rather than rendering this impossible to calculate, Uber’s technology ought to make it much easier. As for pay, while £10-£15 an hour is often cited as a typical driver earning rate, in reality, once a driver has paid 25% commission to Uber, plus about £250 a month to lease a car, £100 a month for petrol, £50 for car washes and so on, earnings often fail to clear the minimum wage threshold. Drivers tell me they only really make proper money on Friday and Saturday nights; they say the idea that you can log off and on between school runs and auditions is a myth. One anonymous blogger, Uber Driver London, calculated his earnings at £23,000 a year (£18,000 after tax) for 60 hours’ work a week with no holidays. At £7.19 an hour, this would be under the minimum wage of £7.83 an hour for workers over 25. Of course, drivers can always take advantage of the limitless overtime afforded by Uber’s “flexibility”.

Farrar notes that when Uber dropped rates for drivers waiting at Heathrow from £1.20 a mile to 70p a mile to optimise supply and demand, there was still a huge queue of cars at the airport. “That’s a serious market

ETHICAL CORPORATE WHITEWASH?



Uber Chief Executive Dara Khosrowshahi has revealed plans to launch a fleet of flying taxis, as part of the company's rebrand



signal to me," he says. "You can drop and drop and drop and drop, and people will still work. One, because they're desperate. They'll have a fixed number in their head, say, £500, and they will work for 40 hours or 80 hours to get that, whatever it takes. Two, because of the economics of the job; people will take it because they have to pay off those debts. They'll accept any work."

The reason Uber hasn't lavished us with heartwarming PR campaigns in the past is because it has adopted a very successful twofold strategy. The first is to make the user experience seamless – as close as possible to Kalanick's dream of using your smartphone as a "remote control for life" – in the hope that sheer convenience will override any ethical concerns. "What we have to do is just keep reminding them of the awesome experience they have with the app," says the marketing officer on the podcast. "The amazing experience they have in the car. And then they'll

just keep riding more and more with us." Considerable effort goes into ensuring that there are plenty of little cars on your smartphone screen when you log on, the fare is cheap, the wait is short, your driver doesn't talk to you about politics or religion and that he or she will return lost property to you (in their own time) if you leave it in their car (under threat of being reported to the police). When I surveyed friends who use Uber, everyone was aware of the company's toxicity but were generally reassured by the responses the drivers gave when they asked them how they liked working for Uber.

For James Bloodworth, who worked for Uber while researching his book *Hired: Six Months Undercover in Low-Wage Britain*, those conversations need to be set in context. "People asked me if I liked driving for Uber when I was driving and I always felt reluctant to criticise Uber. If you start

a negative conversation, you're more likely to receive a negative rating – and if your reputation falls below 4.4 stars then you're deactivated." The conversations that drivers have among themselves are very different in tone, he says. One recent post on the independently run Uber People forum is entitled *I Hate Uber*: "Guys, do you think is OK 13 hours for £106 after commission working ... is it just me or Uber like a cancer destroying drivers mentally and financially?" The consensus is it used to be a lot better for drivers than it is – although one driver shoots back: "No one forced you to be Uber partner driver. You became so on your own free choice. Don't blame Uber or anyone else."

Bloodworth says that most Uber drivers come from still shadier areas of the economy – and an inscrutable algorithm is often a step up from an exploitative boss. "Overwhelmingly, they're migrant workers. They have usually come from the back rooms of restaurants or other private hire firms, which are some of the worst industries in London. Restaurant kitchen work is often completely off-grid, no minimum wage. And in regular private-hire firms, you're at the mercy of the controller. That's why you have laws around the minimum wage. If you go to Barking [east London], say, you can find someone who will work for £2 an hour. It's not enough to say: 'There's a choice.' That choice is made in a context."

The underlying problem is that the government is not enforcing the law. Which brings us on to the other reason Uber hasn't offered us much in the way of shiny advertising campaigns. It has instead put its resources into influencing those in power not to mess with a business model that rests on eroding workers' rights. The company's head of communications and policy from 2015-2017 was Rachel Whetstone. She is a former Conservative adviser, married to David Cameron's former aide Steve Hilton, is the godmother of one of Cameron's children and is the granddaughter of Antony Fisher, the battery-chicken farming magnate who founded the rightwing Institute of Economic Affairs thinktank. Cameron came under scrutiny for attending a party Whetstone threw at the restaurant *Sexy Fish* with the lobbying firm *Portland* in 2015. And last year, leaked emails written by Cameron's former adviser Daniel Korski showed how No 10 had put pressure on the then London mayor, Boris Johnson, into abandoning proposed legislation to regulate Uber and its rivals. While Johnson's successor, Khan, has been more critical of Uber, declining to renew its licence last year, he preferred to focus

on safety concerns rather than employees' rights.

Last month, as part of the same attempt to change the conversation, Uber revealed an insurance scheme for drivers backed by Axa, promising a £1,000 payout for maternity leave and sick pay, capped at £1,125. For Farrar, that doesn't begin to redress the balance. "It's a bit like throwing a toothbrush to a drowning man: 'I'll take it, it might come in handy one day. But it's a bit of a distraction from the crisis I'm in right now.'" Uber is still determined to challenge any attempts to get it to pay basic minimum wage to its drivers.

So what's a cash-strapped millennial to do? It is undeniable that Uber has made the business of getting around London and other cities much more convenient. It's cheaper than a black cab and more convenient; usually, that's an either/or choice. But there are already signs that Uber is having unwanted consequences, not only on traffic but on the wider transport ecosystem. TfL recently announced a surprise Tube fare shortfall of £1bn as passengers abandon the service, jeopardising future improvements.

But Farrar doesn't believe that consumers stopping using the app is the answer. "The underlying problem is that the government is not enforcing the law. It's allowing firms to pay less than the minimum wage. It's the government's responsibility, not that of some twentysomething who wants to get home after a night out."

He would like Uber's business customers to think twice, however. "If you go to Canary Wharf on a weekday night, you'll see all the bankers going home in private hire vehicles paid for by their companies. They're the ones I expect more from. We can't fault low-paid young people for taking an Uber. They shouldn't be shouldering the responsibility. But we can ask the government. We can ask the regulator. And we can ask businesses." Bloodworth has similar sympathies with cash-strapped young people. But he asks them to consider the ethics. "There's a very obvious connection between cheap fares and the low level of money that the drivers are getting. It's like sweatshop clothes. Someone somewhere is paying for your cheap fare. The internet makes it much easier to ignore that. It's not just the guy driving your taxi or delivering your pizza who suffers. These conditions spread and become the new normal. Soon, it will be your job, too."

Article courtesy of Richard Godwin, The Guardian

JETT CABS

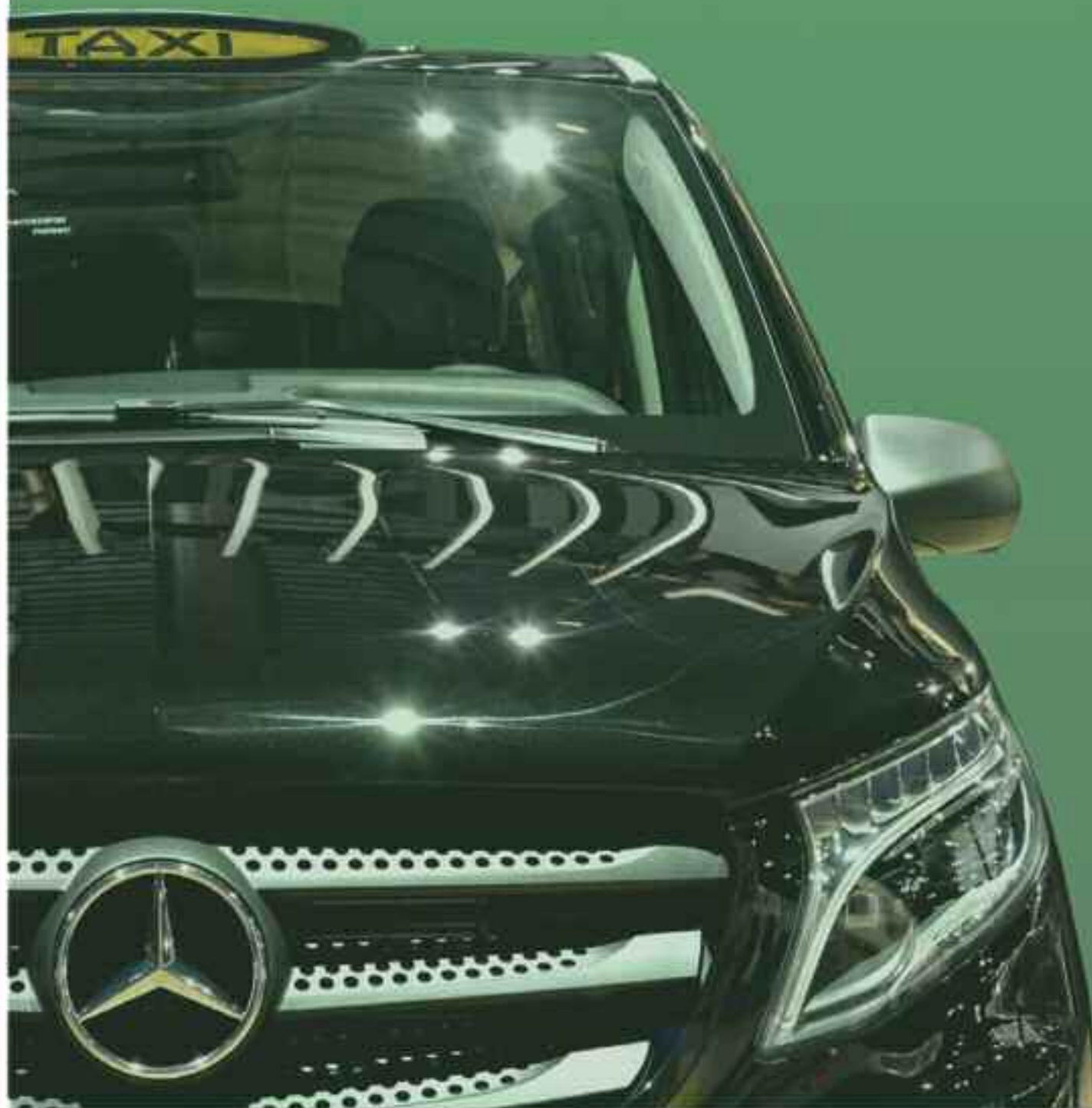
LONDON TAXI RENTAL

MERCEDES VITO FROM £220 PW

CALL 0777 629 2903

www.jettcabs.co.uk

🐦 @jettcabs





Alan's Angle



TAKING THE NEW TXe FOR A TEST DRIVE...!

Last month the kind people at LEVC asked the LCDC if anyone of our committee would like to take out the new TXe for a test drive for a week.

After hearing all the negative tweets regarding the mileage on electric I was a bit negative about giving it ago, as I thought I was it going be nothing but aggro with charging. But then I thought if anyone was going to give it a good run it would be me and then I'd know how well this taxi runs and drives. I was also curious to see how the public was reacting to it.

So I'm going to try and write this article as truthfully as I can and not try and dress it up as I'm doing LEVC a favour for letting me drive it. So if I've got any problems I will tell you exactly what I told LEVC in my feedback to them. I will also be covering as much as I can regarding pros and cons on as many points as I can.

The night before I was going to collect the TXe I was having a sleepless night worrying about how I write a article if the vehicle is useless.

So after a short walk through on how the taxi operates and how to connect the charging cables, I was let loose in the new TXe with my last word echoing to Wil Barber was don't let me fall in love with it please. Bearing in mind the last time I walked out of the LTI offices nearly 6 years ago I claimed I would never drive a TX vehicle again after loads of problems with a TX2 and TX4 I was done with the brand and went and bought a Vito, a vehicle that has never let me down to the point I call it bullet proof. But after only about 10 mins driving the TXe away from Brewery Road I knew I was driving the best TAXI I'd ever driven. But I know you might say all new cabs are nice but this cab just handled and sounded like nothing I'd ever driven and was excited to see how the seven day trial would pan out.

But I didn't have time to work it that day so Thursday was going be my first day working and the start of my calculations for mileage and electric charging costs.

So I set out to run the Cab on as

much electricity as I could, so I could see how much downtime we as trade was going to do and how easy it would be to charge and find empty chargers, as I know London as a whole is very slim on 50kw fast chargers. TFL might say they're on target to hit their projected chargers by 2020, but at the moment they're mostly outside our working area up around the north circular and in the suburbs, where it's easier for them to acquire the road space and land on their private land at underground stations. So I'll break the article down into sections, I'll start with the vehicle itself. Let's start with the cons first. I found that elderly customers were struggling to



close the doors from the inside - the doors are heavy and the handle makes it very hard for them to close it. You'll have to get out and help them but that's no hardship.

The partition and intercom are not very good - it's really loud for the customers in the back when you speak and find it's not very loud up the front. I was told you don't really need the intercom as you can hear clearly without the intercom on, which is true but it's not good if you're taking a phone call and the customer can hear every word you say and likewise when someone is taking a call in the back. I feel the partition should be good enough to cancel out most of the sound and then the intercom would be needed.

The hire light you might have noticed is somewhat small and sloped - customers were struggling to tell if the light was off and trying to hail me when I

had a passenger on. The look of disappointment was not what I wanted to see as I drove past and trying to explain I had a passenger on, which I don't think they were happy with. I even had a driver having a go at me asking why I had blanked and drove past them. When I explained my meter was on and I had a customer on board he then said: well it looks like your light is on - and there's the problem, even a taxi driver can't tell either.

Now we come to the wing mirrors which I found very inadequate. Firstly I think if you're paying 67k for a vehicle they should be able to be pulled in on both sides by an electric motor and not having for you to walk around the vehicle pushing them in, so you don't come out to find one on the floor after being clipped. The other fault I found with the mirrors was they weren't wide enough and there

was a huge blind spot in the mirror. I nearly wiped out a cyclist on Bishopsgate as I couldn't see him. I've noticed that a few drivers have put blind spot mirrors on the mirror to help with the vision. Thought it might be me just thinking it and was also having to lean forward to get a better view in the mirror. Something I don't need to do in my Vito.

That's about it for what I found wrong and other drivers might not agree with what I've said but that's my thoughts on what might need a tweak on future models.

After giving some feedback to LEVC I've been told they're looking at the hire light and the wing mirrors.

Overall I feel the Taxi is excellent to drive and look at. It certainly wasn't me as the driver that was making heads turn as I drove it quietly down the road. Lots of people were also enquiring if I

was driving a Bentley Taxi because the LEVC logo looks like the Bentley logo, especially on the wheels. Passengers loved everything from the ride to the glass sunroof - the only negative I picked up on was a couple of passengers thought the back seat was a bit narrow in width. So the feedback was it's a great cab to drive and passengers loved it as well - is it enough to get more people travelling in taxis? Only time will tell.

Now as an electric taxi it needs to be charged daily, either at home or on the street and this is where some frustration can creep in. Home charging is fine if you've got a drive to park on, not so much if you live on the 5th floor of a block of flats. I charged from home every night using an extension cable. If you purchased a taxi you can have a home charging point installed with a government grant helping towards the installation cost. I would leave it charging at home for about eight hours to get about 60 miles of electric charge to use. So at some point during the day I would look for a quick charge to have enough power to see me through the day and for my homeward journey. This is the part I found most frustrating, with some parts of town showing a severe drought of chargers. They're really hard to find all over London, especially in the Westminster area and City. I found myself driving out of areas looking to see if I can find one free or more frustratingly a member of public had parked on it and disappeared.

There are two charging companies providing on street chargers at the moment, Chargemaster Polar and ESB. Both are running membership schemes that you have to buy into to get the benefits for cheaper kilowatts, making the charge up even cheaper.

ESB monthly membership deal

25p per kWh and £4 per month. They charge per unit of electricity known as kilowatt hour (kWh). The mileage you will get per kWh will depend on your vehicle and driving style. All their rapid chargers in London use 100% renewable energy. No Connection or Set Up Fees - just charge and go!

If you are an occasional user, you can pay as you go at any of their rapid charging points for just 29p* per kWh.

There are two Pay As You Go payment options:

- Pay As You Go: Make a once off transaction at any of their rapid charging points via our 'EV Plug In' app
- Pre Pay: Purchase pre-paid credit with a registered account on the website or via the 'EV Plug In' app.

POLAR plus

POLAR plus is a unique subscription service that offers members better value and special benefits.

With the first three months' membership free, you pay just £7.85 per month thereafter. Members enjoy unlimited access to over 6,000 charging points, most of which are then free to use. For the others, they just pay for the electricity consumed (from only 9p per kWh, which is cheaper than the average cost at home).

There's no long term contract or nasty notice period to worry about. If you decide for any reason to cancel, you can do so. Immediately. It's as simple and painless as that.

Now only one of these companies allow you to make a on street credit card payment and that's the Polar charger which was easy to do. At a meeting recently I said the ESB charger didn't allow CC payments, only to be told all on street chargers should have the CC facility. So TPH said they will look into it for me.

My week's test drive went all too quickly for me and felt I needed more time driving it, well that's what I told LEVC as I was very reluctant to hand the keys over. My total mileage for the week was 840 miles and I worked my fuel out to around £80 give or take a tenner. That was a real eye opener on the saving capabilities of running a electric vehicle. But, and yes there is always a but, as a trade I think we require two things when purchasing a vehicle **AFFORDABILITY AND RELIABILITY**. Now personally I feel the TXe is priced too high when as a trade we are suffering and going forward we don't know where our future lies and with Reliability only time will tell how the TXe stands up to the daily toil of driving round London. Coming away I wondered if I'd ever rekindle my brief love affair with the TXe or I'll just have to watch and admire it from afar from my Taxi.

MANUFACTURER APPROVED

USED TAXIS

FROM
£133
PER
WEEK*

OUR MANUFACTURER PROMISE

WE WILL INCLUDE FOR FREE**

3 Years
Vehicle
Warranty

2 Years
Servicing

1 Years
Roadside
Assistance



Every LEVC approved used taxi comes with our 321 manufacturer promise, giving you **free extended manufacturer warranty and servicing, using factory trained technicians and genuine parts**. You can be assured that you're buying the best used taxis from us, as all taxis go through a 100-point inspection before being approved and come with a guaranteed future residual value. View the full stock online today.



BROWSE STOCK
[LEV.COM/USED](https://levc.com/used)



CALL LONDON
0203 912 6205

Approved
Used **N7**

LONDON



*Terms and conditions apply. Business/Lease only. Finance offer available on Personal Contract Purchase (PCP) 6 yrs APR Representative figures based on Approved Used TX4s Plate: EURO 51st £1285 GTFF** with a customer deposit of £1200 followed by 48 monthly payments of £976 (equivalent weekly payments of £133) plus an optional final payment of £6025 including an option to purchase fee of £100. Based upon an annual contracted mileage of 30,000 (20,000 miles over term). All prices inclusive of VAT. 50 deposits may be available and can be paid on collection. The above is an example deposit based on the finance illustration. Two or three-year plans are also available. Other models are available. Note vehicle residual values are based on vehicles registered in London only. You have the option at the end of the agreement to return the vehicle and not pay the Final Payment. If the vehicle has exceeded the allowed mileage a charge per excess mile will apply. In this example, 60p + VAT per excess mile. If the vehicle is in good condition and has not exceeded the allowed mileage you will have nothing further to pay. Credit is subject to status and is only available to UK residents aged 23 and over. Finance is provided by Black Horse Taxi Finance a trading style of Black Horse Ltd, 51 William House, Trellicker Terrace, Cardiff CF10 5DH. Excludes Motor, credit card equipment and any local authority fees. **Free 3 years comprehensive vehicle warranty is valid up to 120,000 miles or three years, whichever occurs first, from the date of purchase and subject to the terms of the LEVC Approved Used Manufacturer Promise. Free 4 years servicing offer is valid up to 80,000 miles or 5 services, whichever occurs first, with 12,000 miles service interval on Euro 6 models and roadside assistance is valid for 12 months, all from the date of purchase. Servicing and roadside assistance is subject to the terms of the LEVC Approved Used Manufacturer Promise. LEVC reserves the right to terminate offers at any time. Not to be used in conjunction with any other offer.

EARN £3,000 TOWARDS YOUR NEW TXe

Ubiquitous, the UK's leading taxi advertising company is helping drivers of TXe taxis to make money from their unique and innovative vehicle.

- £3,000 in year one, with option to extend.
- Opportunity to earn additional money from event work.
- Paintwork restored to TfL standards at contract end.
- Green badge drivers only please.

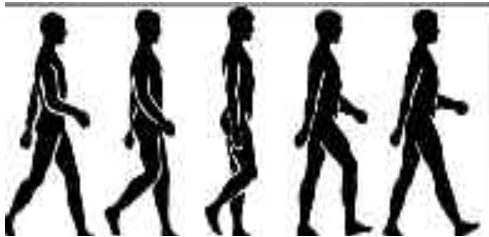


CALL US NOW FOR FURTHER DETAILS:

020 7291 3700

UBIQUITOUS
ICONS

TRUSTED TO DO RIGHT BY DRIVERS



Walker on the March...

WASSUP WIV THE KNOWLEDGE (KOL)?

SYNOPSIS

The KOL is in crisis. Student numbers are falling, Knowledge schools are closing or amalgamating. However, the problems with the KOL do not stand alone but are a symptom of wider problems in the taxi trade. If these problems are resolved, the KOL problems will largely resolve themselves. Attempting to isolate and resolve the problems specifically associated with the KOL, without reference to the wider problems, will be doomed to failure.

The London taxi trade is in crisis, possibly terminally so. Knowledge student numbers are at an unprecedented low. A quarter of existing drivers are 60 years of age or older. Less than 2% are under 30, resulting in overall driver numbers falling month on month and week on week.

Many drivers will retire or semi-retire in the near future, seriously reducing supply but many of these will not surrender their licence as it has no tradable value.

The shape of this age demographic is a fairly recent phenomenon as baby boomers have reached retirement age. The result is that not even TFL themselves know the true number of working drivers and by what % this has fallen over recent years.

Meanwhile, the taxi fleet is reducing in size, month on month and week on week as new taxis fail to keep up with the number going out of service. Since the arrival of the new ZEC taxi this year at a cost increase of nearly 50%, only one new taxi is being added to the fleet for every 10 going out of service.

This fleet reduction should see rentals struggle to satisfy demand. This was certainly the case when the 15 year age limit was first applied and reduced the fleet. This time however, fleets are reporting that they are unable to rent all their stocks.

The corollary of this is a combination of falling driver numbers and income, plummeting student numbers, a reducing taxi fleet and unrented taxis. The only reasonable conclusion is the taxi trade is in serious decline. Unless preventative measures are taken, the taxi service could quickly become untenable as a vital part of London's transport service.

Both the taxi trade and the GLA transport committee recognised this when they worked collectively to produce the 2014 "Future Proof" document intended to secure the trade's future. Unfortunately, the

report's recommendations have been largely ignored by The Mayor and TFL.

All the problems identified by "Future Proof" are still relevant but the situation has worsened because no action has been taken to rectify them.

THE VALUE OF THE KOL

The value of the KOL extends far beyond topographical expertise gained. The effort required ensures that any successful applicant has the character to turn the job into a lifetime career. Such commitment engenders pride in the trade.

The additional driving test required is crucial to maintaining the very high driving safety standards that the taxi trade has maintained since the birth of the motor car.

Perhaps even more importantly, the licence has no material value. The cost is the time and hard work invested by the holder and the value is what can be earned from driving a taxi, meaning a driver is committed to the work long-term and produces the greatest respect for licensing conditions. This is the bedrock of what makes London's taxi service the best in the world.

The result is that vehicle accidents and cases of sexual assault and other criminal activities committed by taxi drivers are miniscule when compared to PH drivers. This is no coincidence. The gaining of a PH driver licence requires very little time, effort and cost.

There is no additional PH driving test and the connection between this and the comparatively high number of road accidents involving PHVs is indisputable. However, there are other important factors, not least the reduction in concentration caused by the use of GPS and App dispatch technology.

The PH driver has the same DBS checks as the taxi driver, yet the PH driver commits a hugely greater number of sexual and other criminal offences. The licence value is as important a factor in this as the DBS check, if not more so. The DBS check reveals past offences while the licence value affects future offences.

As stated above, the taxi licence has a very high non-monetary value and results in high levels of driver compliance to the specific rules of the job, law in general and commitment to the job. Conversely, the very low non-monetary value of the PH licence produces less respect for compliance and a short term commitment to the job; more than a third of new PH licensees do not renew their first licence.

MYTHS

There are certain myths that those that sit in authority over the taxi and

PH trades appear to believe as truth. These are:

1/ That a free market will stimulate better value and choice for consumers.

2/ An apparent belief held by the Mayor/TFL that the taxi and PH services operate in a free market;

3/ That operators in the "gig" economy, by use of technology and economies of scale, will be a driving

competitors in deliberate fashion. One only has to look at the instant coffee market for an example of this. There are literally 100s of brands on supermarket shelves and yet there are less than 10 producers and this is a deliberate policy to make it hard for consumers to compare the price of similar products.

Very few markets satisfy the condition of no producer having the



IS THE KNOWLEDGE FAST BECOMING A THING OF THE PAST?

force to provide the aspects of "1" above.

4/ the taxi trade is a "dinosaur" industry that refuses to move with the times and adopt new technologies.

1/ FREE MARKETS

For a market to be free consumers must have perfect information and access to a homogeneous product/service, while no supplier can be large enough to affect market price.

Under such conditions the market will set the price automatically at the lowest reasonable price and both consumers and suppliers will either accept that price or leave the market. Any inefficient producer will be forced to leave the market and consumption will be set at the optimal level.

However, this is clearly not the case in most markets. Certainly, modern communications have made it more possible for the consumer to access prices and supply of a product/service.

However, a homogeneous market supply is a rarity. Suppliers strive to differentiate their product from their

ability to affect the market price. More often, a market has a small number of very large players and these dictate market price to a large degree, either directly or indirectly.

Thus, markets are rarely "free markets" in practice.

2/ TAXIS AND PH OPERATE IN A FREE MARKET

While free markets are the accepted optimal form of exchange, there are many exceptions. On occasion, a free market will not achieve this and is usually due to one of two conditions. Where a free market will not allow the exploitation of available economies of scale and/or where market players are able to externalize market costs onto society at large.

Natural monopolies are better able to exploit economies of scale than free markets. Examples of this are utilities such as gas, water, telephony, etc. Taking the example of gas, in a free market every supplier would need to develop their own pipeline infrastructure. Clearly, this duplication would be a waste of resources when

a single pipeline would serve the whole of society.

It is the second example of market failure that concerns the taxi industry; the externalisation of costs.

This type of failure is due to the full cost of production falling elsewhere than on the final consumer of the good/service. Where this occurs, a variable degree of regulation will normally be applied to the market by an overseeing authority.

Up until the middle of the 20th century many manufacturing industries discharged waste into UK rivers. The cost of this pollution fell on society at large rather than the consumers of these manufacturers. This resulted in legislation forcing

case. It is compelled to use vehicles and drivers of a prescribed standard and competency to carry out the duties of taxi driving.

The advent of Uber (more specifically the ride-hail PH service) is proof that without legislation, it is improbable that a taxi driver would choose to purchase a vehicle (the TXe taxi) that costs up to double that of a PHV vehicle used to convey passengers. Equally, it is illogical to expect that a driver would voluntarily undergo the time and expense of completing the KOL if the law did not compel him/her to do so.

Thus, the London taxi market is not free; it is a highly regulated market

working hours.

Long-term, the Uber aim is to create a monopoly situation by using technology to avoid legislation in order to operate what can only be described in practice as an App-taxi service. Uber call it a "ride-hailing" service.

PH legislation bars operators and vehicles from offering on-demand (hailing) hiring that is the province of the taxi service with its higher regulatory framework and was formed with a lighter regulatory framework on the premise that PHVs would be pre-booked rather than instantly available.

The higher the regulation, the higher the cost. By ring-fencing immediate hiring to taxis only, taxis and PH operate in two distinct markets, albeit some cross-over exists in the pre-booked market. This allows the maintenance of the taxi service and the growth of the PH service to the benefit of the consumer but has been disrupted by the Uber App-taxi. While the regulator supports the claim that Uber are a PH operator, in practice they operate similarly to taxis in the on-demand market.

Uber PHVs are "hailed" like taxis; they respond to "hails" like taxis; they determine fares like taxis, though the device used cannot be deemed a taximeter.

4/ THE "DINOSAUR THEORY"

The taxi trade does not oppose "moving with the times". The PH trade copied taxi use of telephony and two-way radio to give public access to their services. Taxi radio circuits used computerized order-taking and dispatch systems long before PH. They similarly utilized GPS technology before PH for dispatch. Taxis were accepting card payments (although not universally) long before PH. Perhaps currently most significantly, the taxi trade used App booking technology years before Uber came on the scene.

The main difference between the trades is not the use of these technologies but "why" they were and are being used. The taxi trade utilized the above technologies to improve the services they provide to the public. The PH trade has used them to avoid legislation put in place to prevent them offering taxi services.

THE FUTURE AND THE ROLE OF THE KOL IN IT

The heart of the problem for the taxi trade and therefore, the KOL crisis, lies in the regulating authorities differing licensing terms for the two trades, while allowing the more lightly regulated PH trade to operate taxi services by use of App/GPS technology under the guise of operating PH services.

It takes approximately four years to qualify as a taxi driver, with all the associated costs this implies. The same candidate can qualify as a PH driver in approximately six weeks, with very little cost or effort involved and then use car-hailing systems to

operate as a pseudo taxi.

Why would a candidate opt to train for the KOL? Even allowing for the increased earnings that can be theoretically made by a taxi driver over and above a PH driver, it makes no economical sense to opt for the KOL.

Assuming a taxi driver can earn 25% more than the driver of a PH "ride hailing" service, it would take eight years of taxi driving to compensate for the four years spent "doing" the KOL. This means a total of 12 years investment in the taxi trade before becoming better off financially by choosing the KOL over a PH licence.

Most current taxi drivers don't believe there will be a taxi trade in London in 12 years time.

Therefore, the solution to the KOL crisis lies in preventing PH from offering taxi services by the back door of "ride hailing". By all means allow PH operators and drivers the use of App and GPS technologies to benefit the consumer but prevent them from using these technologies to avoid taxi regulations.

The intention of lighter PH regulation was to improve "pre-booked" services to the consumer. "Pre-booked" was intended to mean "advance booked". If the KOL is to survive, the regulator needs to outlaw PH "ride hailing" services.

The result should be what was intended by The Mayor that introduced PH licensing in London; a PH driver licence would a progression stage to becoming a taxi driver. This could perhaps be formalized by increasing the qualifying standard for a PH licence to meet a stage of the KOL, avoiding any need to separate the PH trade from the KOL. Every candidate would apply for the KOL but allowing a student attain a PH licence and continuance to a full taxi licence, either immediately or within a maximum time allowed.

Failing this, "ride hailing" should be recognized and licensed distinctly from "normal" ph operations. The vehicles on a ride hailing app perform the same functions as a taxi and should meet similar standards.

Perhaps the most obvious current anomaly is in respect to the disabled. The disabled taxi passenger has an equal chance of hailing a taxi but only a 1 in 800 chance of hailing a car from a car hailing service compared to an able-bodied passenger

There is no logical reason why a ride hailing driver should not be subject to the same advanced driving test as a taxi driver.

In conclusion, there are two possible solutions to ending the KOL crisis:

1/ End the use of app based technology currently being used by PH drivers to offer ride hailing (taxi) service without the need to obtain a taxi driver licence; or

2/ recognize ride hailing as a service distinct from "normal" PH operations and apply additional regulatory vehicle and driver costs to the service. This would have the effect of swinging candidate choice away from PH and towards taxi driving to some degree.



manufacturers to make any waste safe for the environment before discharge into rivers or to dispose of waste in other ways.

Costs were rightly forced onto the consumer that the market had been avoiding when left free. Because price is normally the dominating feature of any free market, if able to externalize a particular cost, the producer left to its own devices will do so in order to maintain consumer price as low as possible.

More specifically, this applies to many trades and professions that range from doctors and lawyers to electricians and gas fitters. The latter is a prime example. Originally gas fitters did not have to qualify or register to offer their services and avoided training costs. The ultimate result of this cost avoidance was a gas explosion in 1968 that caused the destruction of the Ronan Point tower block. The CORGI scheme forced the cost of training onto the industry and its consumers, where it rightly belonged

The London taxi industry is a similar

3/ THE "GIG" ECONOMY

Without doubt, technological advancement generally produces lower prices and greater quality for the consumer as a result of finding better materials and/or better ways of producing and distributing goods and services.

The previous Mayor, Mayor Johnson, and TFL, apparently believe that this is the case with Uber. However, this is not the case. Hubert Horan, a leading authority on transport industry economics, rightly points out that Uber is a "disrupter" of a taxi industry that has worked well for more than a century; not only in London but across the world.

However, there are no scale economies to be taken advantage of in the taxi and PH industry. The technology used by Uber simply replicates what is already being done within the industry and according to Horan, more inefficiently so. The cheaper fares offered at the moment are being subsidized by Uber and its drivers who are unable to earn a living wage from a reasonable number of

mytaxi
picks up where
you left off.

Stay busy,
all shift long.

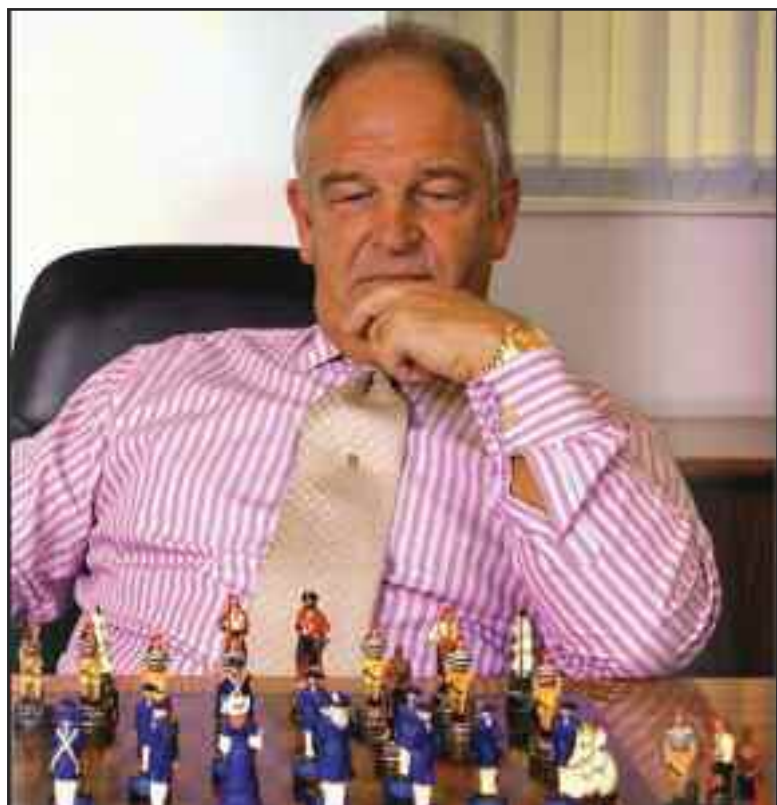
mytaxi



your black cab app

Download the app today at d.mytaxi.com

DIAL-A-CAB DRIVERS ASK BRIAN: WHERE'S THE MONEY GONE?



Following our article about the sale of Dial-a-Cab Ltd in the last edition of *The Badge*, we have been contacted by several members who are still on Dial-a-Cab.

They have voiced their concerns to us as to whether they were likely to receive any further payments from the sale of Dial a Cab House. We at the Club have been able to examine records at Companies House and the Land Registry. Surprisingly it turns out to be a complicated story in what should have been a straightforward matter.

So, to keep it as simple as we possibly can for all the Dial-a-Cab drivers we can confirm the price paid for Dial a Cab House was £23,250,000 (**see document right**)

To date, the 1,123 shareholders who were eligible for payment have received £12,500 each, which equates to the sum of £14,037,500.

When deducting this from the original sale price of the building this leaves a balance of £9,212,500, which would give a further £8,203 to each shareholder.

However, this may not be the case: At a General meeting of Dial a Cab House Holdings Ltd held on Monday 10th July 2017 one of the resolutions passed was that the

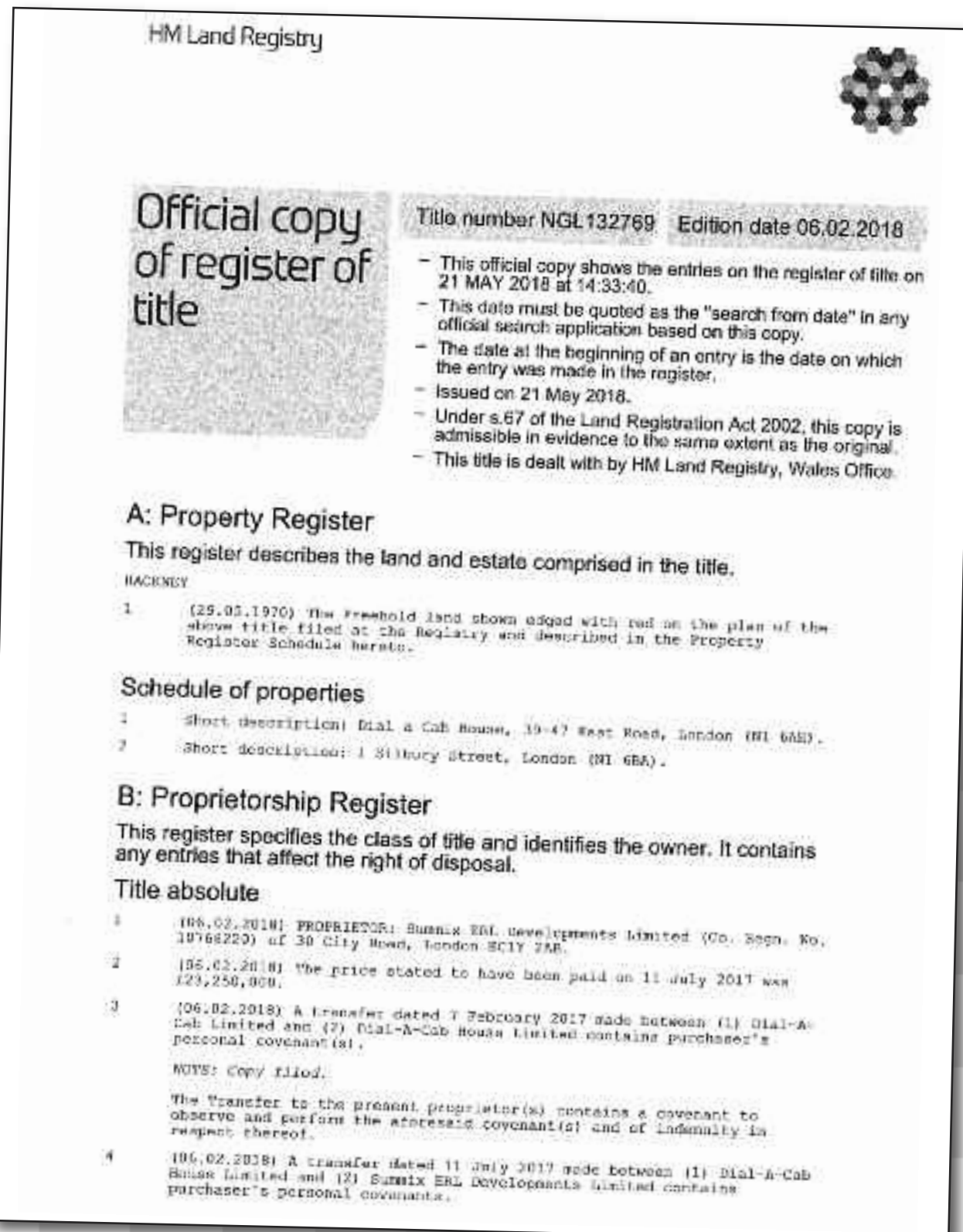
Above: Former Dial-a-cab chairman Brian Rice ponders his next move. DaC was sold for £1.

Right: Official Land Registry document, showing the sale of the building (pictured below) for £23m.

Directors of the Company be authorised to utilise the assets of the Company and its subsidiary to financially support the Company until any sale of that Company or its business be achieved.

In other words, the proceeds from the sale of Dial a Cab House could now be used to prop up Dial a Cab Ltd, which we now know was sold to City Fleet Ltd for just £1.

In the latest published accounts for Dial a Cab Ltd ending 31st August 2017, Note 11 on page 15 states:
"Trading losses of approximately £5.7m, are available to be carried forward against any future trading profits for Corporation Tax purposes."



No tax credit in respect of these losses has been recognised in the financial statements as there is insufficient evidence that the assets will be recoverable.

All this impacts on what funds are likely to be left when all the debts and fees have been paid.

Shareholders are advised not to hold their breath...



BLACK CABS ONLY

DRIVEN_BY_KNOWLEDGE

TAXIAPP UK

TAXI

DOWNLOAD THE APP

**1ST MONTH FREE. QUOTE
THEBADGE**



WWW.TAXIAPP.UK.COM



AS AN L.C.D.C MEMBER YOU WILL RECEIVE:

■ **24 HOUR DUTY SOLICITOR EXCLUSIVE TO THE CAB TRADE**
Your 24 Hr duty solicitor hotline membership card.
Peace of mind 24 hrs of the day.

■ **FULL LEGAL COVER**
Our fantastic team of City Of London based solicitors and barristers, experts in Hackney Carriage and road traffic law.

■ **COMPLAINTS AND APPEALS**
As a member of the LCDC, we will deal with any complaint that has been made against you by members of the public.
Also we will attend the LTPH with you on any personal appeals that would affect your licence.

■ **HEATHROW AIRPORT REPRESENTATION**
With our reps at the airport working

hard on the trade's behalf for a fairer, and more safer future at Heathrow.
■ **RANKS AND HIGHWAYS**
The LCDC attend the Joint Ranks committee, working hard for more ranks and more access for the taxi trade in London.

■ **CAB TRADE ADVICE**
All members can call the office for any information or up to the date news on any trade related subject.

■ **TRADE'S FUTURE**
The Club worked tirelessly in bringing in the green & yellow identifiers to the taxi trade.
And are always working hard to protect our future.

■ **CAB TRADE REPRESENTATION**
We are working hard to work with members of the GLA and also politicians to fight our corner against TFL and was a major influence in the recent "future proof" document.

■ **VEHICLE MANUFACTURERS**
The Club works alongside LTC and

Mercedes to deliver a vehicle that meets our standard as a London taxi driver. Recently we have held meetings to work against the ULEZ strategy and the introduction of taxi age limits.

■ **CLUB PROTECTA**
To help drivers who have acquired twelve points keep their licence.

**JUST
£3 per
month**

* £12 per month is tax deductible



Join over the phone - just call and we'll take your payment details



Please complete this form and send it with your application form

(LCDC) Ltd UNIT 303.2
TOWER BRIDGE BUSINESS COMPLEX, TOWER POINT,
100 CLEMENT'S ROAD, SOUTHWARK
LONDON, SE16 4DG
0207 394 5553

Standing Order Form

Your Bank:

Your Bank Address:.....

Post Code:.....

Please pay the sum of £15 NOW and monthly thereafter until further notice.

Please pay the sum of £42.50 NOW and then quarterly thereafter until further notice.
Quoting Reference No ()

To the account of THE LONDON CAB DRIVERS' CLUB LTD,
Barclays Bank Bloomsbury & Tottenham Court Road branch,
PO BOX 1134, London W128GG
Sort Code 20-10-53. Account No- 40450421.

Your Name:

Account No:

Sort Code:

Signature:

Date:



Application Form

Please complete this form in BLOCK CAPITALS

The subscription rate is £170 per annum. If you are unable to pay in a single payment please make one cheque payable to "The London Cab Drivers' Club Ltd," with today's date, for £56.67, and two post-dated cheques one month apart for £56.67.

Send the completed form to: **THE MEMBERSHIP SECRETARY, The London Cab Drivers' Club Ltd, UNIT A 303.2 Tower Bridge Business Complex, Tower Point, 100 Clements Road, Southwark, London SE16 4DG**

Mr/Mrs/Miss/Ms:..... Surname:

First Names:.....

Address:

..... Post Code:

Badge No: Email:

Telephone No: (with full STC code):.....

I agree to abide by the rules of the Club. I also agree that the above information will be kept by the LCDC in a computer system under the terms of the Data Protection Act.

I understand that I will not be eligible for legal representation for matters arising prior to the date of this application. Thereby declare that I have no outstanding PCO or police matters pending.

Signed: Date:

A light-hearted look at the Trade!

Cab Chat Radio Show is a talk show that takes a light-hearted look at London and its World-Famous Cabbies, discussing issues that cabbies face in their daily working lives plus events and news from London.

The show started in 2014 when Jamie AKA @SuperCabby and Mark AKA @MacTheCab, frustrated with the low number of listeners to their respective shows on LTR, sat down and recorded a Radio Show which they put out as a podcast.

The show proved to be an instant success and very popular, increasing the number of listeners by

2000% in the first week alone, the show didn't even have a name at this point so the pair agreed on the name Cab Chat which was announced in the second show.

After a couple of months, the duo decided to take the show on the road, recording the show from the Oak Taxi Café to attract more guests and interaction from the trade. This led to more drivers joining the team at Cab Chat.

Cab Chat continued to grow in listenership, tackling Taxi Trade issues every week until November 2016 when Mark moved to France and effectively left the show, during 2017 Jamie became



a bit despondent with the show and ceased recording the podcast in September and transferred the ownership of LTR to Sean Day.

Jamie kept the Cab Chat Show but was unsure whether to continue or not, that was until Mark returned from France for a few weeks and encouraged him to record the show during February, even if for just a few weeks and old times sake.

Cab Chat has now taken on a new format with many members of the old team staying loyal, the show has new features and no longer lingers on the doom & gloom within the trade, instead injecting humour and good feeling into the podcast.

If you haven't listened to Cab Chat for a while, or you

got bored with the old format, maybe now is the time to have another listen, the team think you will be pleasantly surprised as we are adding new bits into the show every week.

The Cab Chat Team welcome your interaction and ideas and Jamie would like to thank all of the team for their support and contributions including Mark @MacTheCab, Saul @RequiredLevel, Drop Kick Rick, Rob @Iamcabman, Steve @SixMileSteve, Marc @Drumslayer2, James @GentlemanCabbie, Joe @TheHolbornCab, Jon @ParkerCabbie, Mark Wakely, Dan and the team from Plan Insurance and all of our listeners.



Cab Chat Radio Show
The show that takes a light hearted look at London and it's World Famous Cabbies
Hosted by @SuperCabby and the Team
cabchat.london



CABCHAT
cabchat.london

KINGSTON & WIMBLEDON TAXIS

**TX2's rental from
£150 PW***

Spare Cabs always available

24 Hour Breakdown Service

**Call 0208 391 1600
for more information**

*** Exclusive for yellow
badge drivers**



Excellent Rental Rates for Green Badge & Yellow Badge Drivers

**Accident Repairs / MOTs / Bodyshop / Overhauls / Servicing
Tyres / Meters / Gearbox Specialist Repairs**



PREMIUM COMFORT AT THE TOUCH OF A BUTTON



Experience TX for yourself
levc.com/testdrive

TX The electric taxi
From just £177 per week*

ECITY
TECHNOLOGY

5 years
unlimited
mileage
battery
warranty*

3 years
of free
servicing
up to 100,000
miles*

3 years
or 120,000
mile
vehicle
warranty*

Find out more about driver comfort at
www.levc.com/tx-electric-taxi

LEVC London
Bromley Road,
London SE16 3QJ
www.levc.co.uk
020 30 126 100

*Terms and conditions apply. Business users only. Finance offer available on Fixed-term Contract Hire (6-36 ATP). Representative figures based on TX HST4 at 333 kWh OTS with a customer deposit of £3,750 followed by 65 monthly payments of £164.49 (equivalent weekly payment of £16.45) plus an optional free element of £2,880 (also an option to pay extra for an 110% based upon an agreed contracted mileage of 30,000/50,000 miles over 36m). All prices inclusive of VAT. £3 deposit may be available and can be paid on collection. The above is an example deposit based on the finance distribution. Two three or four year plans are also available. The purchase finance options are available. Other models are available. Includes 3 years/100,000 miles comprehensive warranty or 3 years or limited mileage drive. Includes warranty. You have the option at the end of the agreement to return the vehicle or take back lease. Tax (first year) and use the first year. If the vehicle has exceeded the allowed mileage per year, an excess mileage will apply. In this example, 10% VAT per excess mile. If the vehicle is in good condition and not exceeded the allowed mileage you will have nothing further to pay. Credit is subject to status and is only available to UK residents aged 18 and over. Finance is provided by Black Horse Leasing (a trading style of Black Horse Ltd, 51 William House, London E16 3BH). Includes Motor, Break and equipment and any local authority fees. LEVC reserves the right to terminate offers at any time. Not to be used in connection with any other offer. OTS (kWh) is not of 0.1 kWh/kg or 0.1 kWh/kg. LEVC is a registered company in the UK and is subject to European Union Vehicle Type Approval and European Commission rules on road traffic. All prices and promotions are valid for vehicles leased before 31 March 2016.





BREXIT BASHER

**ARE YOU PAYING OVER £150
FOR YOUR TAXI METER ?**

WHY ???

SAVE MONEY AND CALL NOW

THE LONDON & GENERAL MOTOR CAB COMPANY

0208 208 3600

NEW VIKING TAXI METER

FULL EEC—ISO 9001—MID APPROVED

£95 PER YEAR ALL INCLUSIVE

Fleet discounts available

THE LONDON & GENERAL MOTOR CAB COMPANY LIMITED MIDLAND ARCHES EDGWARE ROAD LONDON NW2 6NJ

NORMANDY 2018 WITH THE TAXI CHARITY FOR MILITARY VETERANS

The timing of the copy date for *The Badge* means I have just provided the basic outline of this D Day commemoration visit from 4th- 8th June 2018.

20 taxis took WW2 veterans over to Normandy for a variety of events. The acts of remembrance began on the ferry shortly before arrival at Caen-Ouistreham with the casting of a wreath in memory of those that lost their lives at sea. This dignified ceremony is exceptionally moving and members of Brittany Ferries crew attend to show their respect.

On 5th June there was a parade and service at the Memorial Pegasus Museum followed by lunch at the aptly named 3 Gliders Restaurant at Pegasus Bridge. During the afternoon 300 local schoolchildren took part in a display and another parade. The annual midnight commemorations at Pegasus Bridge included those of our party with exceptional stamina.

On D Day itself the British Legion service took place at Bayeux Cathedral followed by another service at Bayeux Commonwealth War Graves Commission Cemetery. Here three of our veterans laid wreaths on behalf of each branch of the services.

The afternoon was spent at the Arromanches parade.

On the penultimate day the veterans attended a small remembrance service in the little village of Grangues followed by a reception given by the local mayor in their honour. They then enjoyed a leisurely and well-earned lunch before returning to the hotel.

Even the final day had plenty of activities before we embarked on the ferry for home. We visited the Hillman Fortress which was the German regimental headquarters and command post for the coastal defence of the area, and Sword Beach where we were welcomed by the Mayor of Colleville-Montgomery. A brief lunch and then it was back to Portsmouth after another memorable and emotive visit. As always heartfelt thanks must go to the drivers who not only give up their time, but who look after the veterans in such a kind and friendly way. They are all heroes.

Coming up next month will be details of the drivers who are defying good sense and doing a parachute tandem jump with the Red Devils in aid of the charity. Watch this space.



COLTS CABS LTD

HAVE MOVED - NEW PREMISES ARE
100-102 DUNBRIDGE STREET LONDON, E2 6JG

NEW PREMISES OPENING DEALS...

NEW HIRERS

20 POUNDS OFF ON THE PRICE YOU PAY TO
YOUR CURRENT RENTAL COMPANY OR GARAGE.
For a minimum period of a year on the model/ registration that you currently hire.

NEW HOLDERS OF A CAB LICENCE

20 POUNDS OFF ON THE CURRENT RATE OF OUR
VEHICLES TO HIRE. WE WILL BEAT ANY QUOTE
YOU RECEIVE FROM OUR COMPETITORS.

EXISTING HIRERS

LOYALTY DEALS NOW AVAILABLE.

Phone only to make an appointment to discuss.

All offers above are subject to terms and conditions.

All deals above require an initial phone call to make an appointment to discuss

TELEPHONE

020 7613 0684 | 020 7613 0630

HAVE GUM SHIELD WILL TRAVEL

When LCDC member, Charlie Hoy started boxing at Cheshunt ABC aged 11 to get strong, who would believe that journey would take him to the World famous 5th St gym in Miami where Muhammed Ali trained for most of his fights.

During a sparkling amateur career which saw Charlie box for West Ham, Repton and England, the natural progression to turn Pro beckoned and at 21 he turned



Pro with Frank Warren, trained by Mark Tibbs. Training hard twice a day Charlie knew he could never have the money to fulfil his dream of becoming World Champion one day, so after 5 fights Charlie decided to sign up full time on the KOL. After completing the KOL Charlie kept fit and now working as a Cabbie and earning a living he ended up going on holiday with his pals to Miami. This is where he visited the world famous 5th St Gym for the first time and his life was never to be the same again. Full of excitement and adrenaline, Charlie asked to spar in the gym and

after sparring with a Cuban fighter, Jorge, the buzz was back, and Charlie just knew he had to fulfil his lifetime dream. The trainer at the Gym, Dino Spencer, was so impressed with what he saw in Charlie that by the time he left Miami the agreement was sealed for them to work together in the future alongside coach, Luis Perez.

So now Charlie works his socks off in the Cab to save up and then flies to Miami for two months at a time, staying in the local hostel with other fighters and trains every day.

Charlie has now had 14 fights with 9



KOs and now holds the WBA Latin Title, as well as the number 9 World ranking with the WBA.

I know the Club and every London taxi driver wishes Charlie all the very best in his quest to be World Champion.

TEAM WILKEY NOTCHES UP ANOTHER WIN

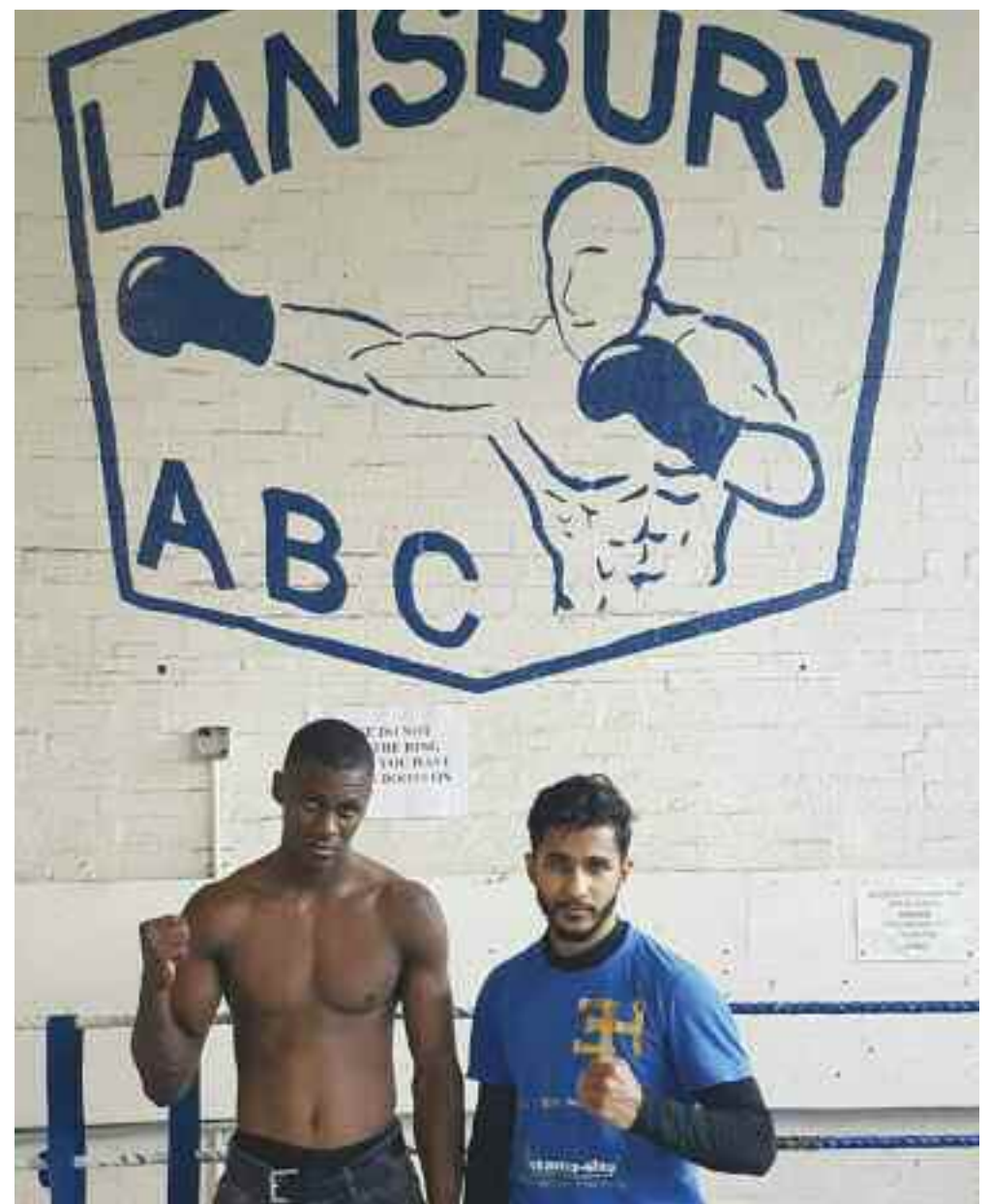
Saturday 2nd of June at the world famous York hall, Joey Pyle put on an excellent 8 bout show.

Nathanael Wilson, Chris Eubank senior's estranged son who is managed by the club's own Alec Wilkey, moved one step closer to his first title fight by beating Nadeem Chaudhry on points.

Wilson started well controlling the first round with his good long jab, by the end of the second round he was showing he superior boxing skills. In the third and fourth round Chaudhry was just content to spoil by just holding on, Wilson went on to win by a 40-36 on points, Alec said it was another good performance by Nathanael, he will be out again on the Micky Helliet Show on the 14th of July, it will be for a challenge Belt.



The next 2 members of Team Wilkey, Emran Hussain and Chavis Campbell, will be out on the MTK Show on the 13th of July at York Hall. Alec told the club: "The boys are just starting out on their pro careers, but are already showing great promise. I am over the moon with how they are progressing."



**WE BUY
ALL CABS
CASH PAID!**

kpm



LUKIN ST
E1 0BN

LONDON'S

HEMMING ST
E1 5BL

PREMIER★TAXI★DEALERSHIP

★ BODYSHOP ★

- ★ FAULT AND NON-FAULT SPECIALISTS ★
- ★ REPLACEMENT VEHICLE AVAILABLE IMMEDIATELY ★
- ★ TFL APPROVED CHASSIS WELDERS ★

HAD A NON FAULT ACCIDENT?

LET KPM AUTOMOTIVE TAKE THE STRESS AWAY FOR YOU, COME AND VISIT
OUR TRAINED BODYSHOP REPAIR TEAM WHO WILL GUIDE YOU THROUGH
YOUR CLAIM FROM START TO FINISH.

WE PRIDE OURSELVES ON A SPEEDY TURNAROUND.
GETTING YOUR TAXI BACK ON THE ROAD IN THE SHORTEST TIME POSSIBLE.

CALL US TODAY 020 7377 2182

WWW.KPMAUTOMOTIVE.CO.UK

Mayor Sadiq Khan should take advantage of Uber's desperation

Uber is now begging London's mayor for an 18-month licence



By James Farrar,
for *The New Statesman*

The drama surrounding Uber's legal and public relations battle to be relicensed in London descended further into farce last week, with the news that the firm is now begging the mayor to grant them an interim 18-month license.

This parole period would allow Uber to avoid having to plead for its licence in Westminster Magistrates

Court on 25 June 2018 and offer them another chance to prove themselves to Transport for London. It's a strategy that reeks of desperation and comes on top of an intense, money-no-object PR campaign. This week, we learned Uber paid Channel 4 to air a series of advertorial programmes featuring unlikely "reality" in-car scenarios, including that of four Manchester United stars sharing a ride in an Uber. On 24 May, Uber's UK general manager used an opinion slot in London's *Evening Standard* newspaper to declare the company was "on a new journey". Recently, Uber offered some limited benefits to drivers in the form of additional insurance cover for accident, illness and paternity leave. But this is no substitute for statutory worker rights, including the minimum wage. In

November, Uber lost an appeal contesting its obligations on this front. For both Uber and our regulatory authorities, obeying all laws should be Uber's point of departure. But there are signs that Uber's force-fed PR campaign may yet win it shelter in high places. Despite our call on Uber to prove it was serious in turning over a new leaf by halting its legal appeals against us, the mayor's spokesperson unhelpfully told the press he hoped Uber's offering of insurance cover would "become the norm across the gig economy". This is the wrong political aspiration for the mayor. He should instead be demanding gig economy firms obey the law, respect worker rights and pay a living wage. For five years, Transport for London happily tolerated Uber. Shortly before the regulator decided not to renew Uber's licence in September 2017, Leon Daniels TfL's Managing Director for surface transport, quietly left with a £640,000 pay off. Daniels had a close relationship with Uber, if a trove of emails uncovered by Freedom of Information requests are to

be believed. In evidence for our case, Uber told the Employment Tribunal Judge that TfL had "vetted and verified" its business model "before and after issuing the operator's licence". The message to the Judge was unmistakable: TfL has no problem with us, neither should you. Indeed, Daniels did commission a legal review of Uber's business model in 2014, which recommended maintaining the licence. And during Uber's initial five-year licence term TfL inspectors cleared Uber no less than ten times and in later years spent close to £500,000 per annum auditing them. Then in 2017, TfL conducted another business model review with the assistance of Deloitte and this time judged it was "minded" to think Uber's business model was illegal after all. Daniels' 2014 review also controversially took a view that Uber passengers enter into a contract directly with the driver, to which Uber is not a party. This conclusion was roundly rejected by the Employment Tribunal Judge in 2016 saying "the supposed driver/passenger contract is a pure fiction which bears no relation to the real dealings and

relationships between the parties". TfL's first responsibility should be to do all possible to protect passengers and drivers, not help shield Uber from liability for both. The further danger now for TfL is that political manoeuvring could drag its already shredded reputation further below the water line. It may be easier for some City Hall executives to see Uber win back its licence in court. As LBC's political editor Theo Usherwood put it, Sadiq Khan is most likely keen to avoid the political backlash of becoming "the mayor who banned Uber, rather than just the mayor who stood up to Uber". I say it's time for the mayor to stand up "for" worker rights not just "to" Uber. Admittedly, there are limits to the mayor's power. But when it comes to keeping global mega powers in check, and protecting the most vulnerable workers in London, there should be no limits to his political ambition.

James Farrar is chair of the Private Hire Drivers branch of the Independent Workers' Union of Great Britain's and the co-claimant in Aslam & Farrar vs Uber.



LONDON TAXIS FOR SALE



CRICKLEWOOD CARRIERS

"Purveyors of the Finest Quality Cabs"

WE ONLY DISAPPOINT THE COMPETITION

PRESENTS

The Reliable, The Well Built and The Economical
MERCEDES BENZ VITO Taxi for London

FOR SALE

PREVIOUSLY ENJOYED

End of Lease "12 & 62" Registration Taxis

All Taxis Fully Prepared to Showroom Quality Standards & Package Includes:-

- Full Major Overhaul
- Full Major Service / Aircon Service / Valet
- Full Body & Interior Refurbishment
- 4 New Tyres / New Battery / New Carpet Pack
- PCO / NSL Fees - Passed and Plated
- Second Six-Monthly MOT & Full Service
- 1 Year Road Tax
- 1 Year Meter Hire
- 1 Year RAC Full Package
- 1 Year LCDC Membership
- Full Vehicle Warranty
- Modified & Re-worked Rear Wheel Steering by Penso
- Most Vehicles are One Owner and have Full Mercedes-Benz Service History & Very Low Mileage
- ALL MERCEDES-BENZ TAXIS UPGRADED TO OUR OWN UNIQUE 'VOGUE' SPECIFICATION—With Extra Enhancements to Personalise your Taxi
- Competitive Finance Packages Available (1 to 5 years)



PLEASE CALL FOR CURRENT & FUTURE STOCKLISTS

0208 208 3600

07572-0-07572

Email:beardmoremotorcabs@outlook.com

The Beardmore® Motor Cab Company Limited—The Retail division of Cricklewood Carriers Cab Company Limited
Registered in England and Wales. Companies House Registration No. 9592090 (Regulated by the Financial Conduct Authority)
Vat Registration No. 227 9474 74

OPEN 7 DAYS A WEEK



FREE NEXT DAY MONEY 6 DAYS A WEEK

24/7 UK SUPPORT



CABVISION HEAD OFFICE

2-4 Hemming Street
Bethnal Green
London E1 5BL

CABVISION HEATHROW

Building 249, Unit C, Enfield Road
Eastern Business Park
Eastern Perimeter Road
London TW6 2RX

Monday-Friday 8.30am til 5.30pm - Bethnal Green & Heathrow

Saturday 9am-12.00 noon - Bethnal Green

Sunday 9am-12 noon - Heathrow

24/7 UK Telephone Support 020 7655 6970

www.cabvision.com • 020 7655 6970 • @cabvisiontaxi



A Blue Print for Heathrow?

In the Summer of 2014, an International travellers survey, conducted by hotels.com, voted the London black Cab Service, the world's best taxi service for the 6th year running.

An interview in the Evening Standard reported that New York's tourism Chief had said 'London has the best taxi drivers in the world and that they were one of his favorite things about the city'. At City Hall, Matt Daus, New York's Taxi & Limousine Commissioner told the London Assembly that London's Taxis were the Gold Standard that other Cities measured their services by. However, if the aim was to continue to be the world's best taxi service, year after year, with every city in the world wishing they had a service like London's, then standards needed to be maintained, and fares needed to be reviewed and marketed to the travelling public.

The main aim is to enhance the passenger experience because happy passengers mean more work, and that in turn means happier drivers.

In recent years, the trade has delivered some interesting facts from Driver Surveys at Heathrow. For example: In July, 2014, Drivers told us the following;

91% of drivers want a trade agreed price guide on all terminals.

95% of drivers think we should have a trade administered code of conduct.

90% of drivers want us to invest in a Website, App, Mobile info desk & trade promotions.

86% would prefer this funded by a levy on the entrance fee.

So how could the Taxi Trade achieve its aims?

Following some excellent work by the LCDC's Senior Rep, Peter Cannon, the CAA (Civil Aviation Authority) told HAL that they could only recover the direct costs of the Taxi feeder park entrance Fee, which had escalated from 50p in the 80's to more than £6.50.

In 2015, it reduced to £3.50, and gave the perfect



opportunity for the Taxi Trade at the Airport to ask HAL if there was a possibility for the Trade to be allocated some funds to do a lot of the things that had often been promised, but could never be delivered. However, at a Taxi Liaison Meeting Heathrow Airport Limited refused the request for another levy on the Gate. Maybe it's worth reconsidering:

In the last edition (29th May 2018) of 'Taxi' Newspaper, there was an article written by LTDA Executive and Senior Heathrow Rep, Paul Brennan, entitled 'How can you help the Trade?'

Paul says: "The answer could be as simple as having a booking website or having a tie up with various other booking websites, be they airlines or sites like expedia, but then that leads to other problems like:

1. They would want a piece of the pie.
2. Prices would have to be fixed.

Maybe we need to ask ourselves what's the problem we would rather have:

1. Giving away a percentage of income?
2. Receiving a fixed price for completing a hiring?
3. Sitting in an empty cab in a

full feeder park for more hours than there is daylight?

Is it more palatable if we say:

1. Spend a bit of money to make more money? After all if we tied up with booking sites they would be advertising our services worldwide.
2. Get paid a fair price for giving a service, because fixed fares don't have to mean LOW fares?
3. Do the above, increase work and maybe you'll be home with money in the bank and some daylight hours still left in the day?"

What the Senior LTDA Rep doesn't say is exactly 'how?' all this would happen. In fact, the first part of this article is basically what he proposed in the Summer of 2014. There is no doubting Brennan's sincerity in wanting to increase the amount of work by promoting and marketing the Cab Trade at Heathrow. Four years ago, Paul presented his Draft Business Plan to the other Trade Orgs at Heathrow, in which he listed all the things he felt the Trade should be doing at the Airport.

A Booking Website

London Taxi PR

Taxi Ambassadors

A Driver's handbook

Heathrow Taxi App

According to Paul the app could be developed into a booking app with drivers being Gold, Silver or Bronze members, with those who work the airport the most (and so paying the most) will be gold members whilst those who are only light users of the feeder park would be bronze members. He went on to say: "If we can make this a booking app then passengers who wish to return to Heathrow could be offered a discounted fare. A driver who accepts the less favourable jobs on the rank would in return be given priority on a return job. Carrot & stick. The App could be advertised via tip seats in back of Heathrow's taxis.

Paul also suggested a Driver's code of conduct:

"A driver's complaints committee will be set up with drivers sitting and hearing complaints made about drivers from passengers as well as other drivers or airport staff. These drivers will be vetted by the trade orgs and paid for their time. Punishments will range from warnings about conduct, suspension of cab tag for an

allotted time, or even the complete expulsion from Heathrow."

According to Paul, all the above should help to improve the Passenger Experience. He also had some other ideas for creating a revenue stream for Taxi Trade & HAL: Shared Sponsorship revenue of Feeder Park and Cab Ranks. The suggestions included 'Rank sponsorship': eg T3 could be the Virgin Taxi Rank and be branded with Virgin logos etc. (all terminals could have a particular airline).

Or the Rank could be sponsored by an Hotel chain and be branded like: "London's world famous black cabs recommend Hilton hotels." Or a telephone network so we could have: "When in the London use the Vodaphone network as recommended by London's knowledgeable cabbies." He went on to explain that "London's black taxis are a well-known and respected worldwide brand and many companies already use us in their advertising because of this fact; we are offering to take this to the next level."

He also suggested that all sponsorship of this nature could be supported with driver apparel e.g. polo's shirts and also

branded taxi receipt pads etc.

At Heathrow, we have London's biggest Taxi Rank. We are missing the perfect opportunity to market adverts to those captive drivers. We could very easily offer general or even Heathrow specific Taxi advertising through supersides and full taxi liveries like the recent 'Proud to Back Heathrow' campaign.

The LTDA Executive went on to say: "Why allow outside companies to benefit from the feeder park when we could have our own joint solution? HAL could offer airport partners a discounted taxi livery or just keep their share of any campaign. Drivers would benefit from less downtime because the livery can be applied whilst waiting in the park. There are many more opportunities that HAL & the trade could capitalise on if we worked in partnership."

So having produced this 'wish list' four years ago, what happened to it in the past 4 years and why hasn't it happened?

Well, some of it has, but other bits haven't, or have been delayed due to disagreements between Trade Orgs/Reps and the danger of losing control to others. But the main reason it hasn't is money and the fact that the Taxi Trade in London, let alone Heathrow, does not speak with one voice. When HAL refused to agree to another levy on the Gate, it was because of their past experience with HALT and the other Trade Groups. When Paul Brennan put forward his 'plan' in 2014, LCDC Reps explained that the Trade needed a properly constituted body to represent the Trade commercially with HAL. The LTDA Rep ignored the advice and pushed for the HUTG (a loose amalgam of the LTDA, Unite, HATDU & the LCDC) to ask for funding from the entry fee, which he said would be split 4 ways, with each party being given 25%.

In the past, the LTDA's General Secretary, Steve McNamara has openly stated that the LTDA have no desire to become involved in commercial enterprises having had their fingers burned by ComCab. The RMT and UNITE are Trade Unions with no interest in running businesses and HATDU were handicapped with serious debt. In fact HATDU folded in 2017. The LCDC advised that HAL would not agree unless Every Cab Driver at Heathrow agreed with the

plan, pointing out that the UCG, RMT and non-members would probably object. Why would their members wish to fund the other Trade Orgs without any representation? Another consideration was the money going into a black hole to fund another failing business, especially when the Credit Card mandate was on the horizon.

The LTDA Airport Rep, having suggested an App at the Airport and outside interests 'taking a slice of the pie', doesn't go into more detail of how to raise funding. Is Paul suggesting that the Airport Drivers use one of the existing Taxi Apps or has he got someone else in mind? In 2009, the Trade fought off an attempt by the PH Operation 'One Transport', run by Radio Taxis, who were bought by Gett. Is the suggestion that Gett or MyTaxi link up with the Feeder Park Ranks (including sponsorship and uniforms) and take 10-25% of our earnings? Or maybe that each Rank be linked to an App with a desk in the Terminal?

HAL refused to sanction a Levy on the Gate but said they had no issue with funding a properly constituted body via subscriptions, that had 100% Support from every Driver at the Airport. HATDU originally had 900 Members when the fee was £5/annum and linked to a Credit Card scheme. However, when the Credit Crunch kicked in and the fee went up to £10, only 200 renewed. It's believed that there are around 6,500 TAG holders and nobody represents everyone.

Despite the constant warnings from the LCDC, the LTDA Rep's plan was supported by Unite's Senior Reps. With dwindling numbers, they saw this as a way to flex muscles they didn't have, using other people. The Trade desperately needs to speak with one voice. Unfortunately, for Unite, that voice is not theirs.

We've also witnessed the embarrassing situation whereby the Unite Central Branch Secretary, Peter Rose, took to social media to claim that the regulation of Taxi Apps was unnecessary despite Unite the Union's policy of ALL Apps being regulated.

When the Trade Reps at Heathrow put forward a Driver's Guide book and plans for an induction programme, Unite blocked it. The other Trade Orgs waited for the Heathrow Branch to explain why but apparently they did not know and told the other Orgs it had been blocked



by their Central Branch. How one Org managed to veto what everyone else had agreed is a mystery, especially when their Airport Branch Secretary and Senior Rep, Stuart Hope, told the other Trade Groups and HAL recently that a majority vote would suffice when other issues were discussed. It would seem one rule for Unite and one rule for everyone else. However, despite Unite's attempt to block the Induction programme for new Drivers, HAL recently announced that they would be introducing them at Compass House, using the Guide Book that the LCDC had put forward before Christmas, despite Unite Central's opposition.

Alex White, who will be the Club's Rep responsible for guiding new Cabbie's at Heathrow, recently attended a meeting, with the other Orgs, to discuss the programme and to amend the Guide Book with HAL/APCOA, so that all parties were in agreement on procedures. Alex reported:

"The Induction course for new TFP tag holders; these will be back soon, just agreed the final wording of the induction document which will be made available to anyone who wants a copy once its been typed up. I would suggest all drivers have a read of it when it is finished as it contains all the rules of working at Heathrow Airport, for instance some of regulars believe things like overtaking when on locals is acceptable which it is not, so maybe a read is worthwhile.

This document and course

gives the foundation of working the airport. I personally don't agree that someone should be able to get a TAG before doing the course as it in those initial first weeks where some will come unstuck by overtaking because they don't know the rules, (something about restriction of trade, yawn!). Doing 5-6 hours in the feeder park is a restriction of trade too, but I don't see anyone banging on and changing that. Current rules will be that you will be issued a TAG and have to have completed the course within a certain timeframe after that point. Induction courses will be run by two trade rep, each time. The two reps will be from different orgs on each induction course.

Personally I would like to see the word park removed from all documentation about the feeder it gives the wrong impression that the feeder is a car park, its not its the biggest live rank in London, you are ranking up, and as per the bylaws you should be available for immediate dispatch. Penalties for being late back will be introduced soon, once agreed by all the Orgs. The knock-on effect of being late back can mean ranks empty and customers not getting the service they deserve. Being back on time is essential."

Over the past two years, there has also been an agreed price list that matches the Fare charts on ALL Terminals which ALL the Trade Groups agreed on. A Driver's survey was also planned to take place, last Summer, that would've gauged

the Trade's view on all things Tariff-related (inc. Fixed Prices & Local Journeys). However, that had to be postponed after the Club's Airport Reps felt that they could no longer trust Unite's Senior Rep, after he made a number of false and malicious statements, to cover up for his own indiscretions, to both his Branch, but also to TfL and HAL at Compliance and Liaison Meetings. The LCDC have continuously asked Unite to send the statements to us in writing, but Mr Hope and his colleagues have so far failed to do so. Unite have also struggled to send the LCDC detailed minutes of recent meetings despite their Central Branch Secretary being in attendance for the express reason of taking them.

The LCDC have also made a request to HAL that the Office space in the Canteen block be shared by ALL groups, including the Marshals and Wardens. Unite, who are virtually squatting in the old HALT office, have refused to share the space, yet it is hardly ever used...except for when they allow 'Fever' to use it as a store room.

The LTDA Office is also rarely used despite their Senior Rep's wish for the Trade to help itself. Instead of a buzzing hub of activity, two offices sit locked and dormant...except for when some Reps use them for sleeping in. Maybe Paul could start helping the Trade by opening the Offices up to others....or are his words as hollow and false as Unite's Airport Branch Secretary?



EDDIE NESTOR MBE

Drivetime: 4pm Weekdays
BBC Radio London 94.9

[http://www.bbc.co.uk/
programmes/p001d7](http://www.bbc.co.uk/programmes/p001d7)

<http://eddienestor.com/>

[https://twitter.com/eds30?la
ng=en](https://twitter.com/eds30?lang=en)

[http://playbackmedia.co.uk/
podcasts/the-manyoo-
redcast/](http://playbackmedia.co.uk/podcasts/the-manyoo-redcast/)

Prostate tests, street crime, a trip to the Palace and my film part as a preacher!

Greetings cabbies, I went for that test this week. I had been putting it off for over a decade now.

Even though I have had cancer and have friends who've had prostate cancer and know that it kills a man every 45 minutes, particularly men from a black and ethnic minority community.

So I am stupid and so are you if you haven't had an examination.

I know it wasn't pleasant but come on. Sorry to nag but you guys are mostly of an age, so DO IT.

It seems that there are more and more street crimes happening in the capital. Mopeds in particular are being

weaponised. Those of you doing the Knowledge, please be careful. 60 mopeds stolen a day, and over 20,000 moped enabled crimes in a year. Time for cabbies to call the peelers... even more than you already do.

I'm going to the Palace this month for my MBE and haven't even bothered to get a suit yet.

Mrs Nestor though, has had dresses in a 6, 8 and 10. She has tried them in purple, blue and orange.

Should she wrap, or does she try to fit a fascinator on her locks? She has booked her eyebrows, toes, eyelashes and most curiously a waxing, is there something I am missing?

Hey, if you get the chance, I am in a film.

It's Idris Elba, that ugly fat guy's directorial debut.

It's called YARDIE and I have a tiny part as a preacher.



Adam D. Elliott

Vincent House,
99a Station Road, London, E4 7BU

**SPECIALIST
ACCOUNTANT TO THE
LICENSED TAXI TRADE**

Tel: 020 8281 0500
email: adam@taxitax.co.uk / SKYPE: taxitax

Morris Tyres are moving to
369 Well Hall Road, Eltham, London SE9 6TY

TEL: 020 7231 5857

New and Part Worn Tyres

All Makes Supplied

Tyre Safety Checks

Wheel Balancing



MORRIS TYRES

FISH CENTRAL



**BEST FISH
AND CHIPS
IN LONDON!**

King's Square,
off Central Street
EC1

Exclusive Black Cab Rates from £995

plan[®]
insurance brokers



- Ⓟ Fantastic value cover designed to keep your business motoring
- Ⓟ Stay on the move with free breakdown assistance including home start on selected policies
- Ⓟ Protect your business with an optional policy that provides a replacement cab after a fault claim

Keeping your business motoring

0333 003 0063
planinsurance.co.uk



One-to-One Personal Service.

Martin Cordell & Co.

Accountants & Tax Specialists to the Taxi Trade

We're here to help. We want to meet you as we understand your business. Let us take the strain of dealing with your tax obligations.

With over 45 years experience of the taxi trade, and more than 40 expert staff members, we are the leading taxi drivers' accountancy firm in the UK.

Our services include:

- One-to-One personal service
- Annual confidential meeting
- Preparation of accounts
- Tax enquiries & investigations
- Limited company trading advice
- PAYE, VAT & company registration expertise
- Loss of earnings claim advice
- One point of contact for ongoing continuity
- Easy payment terms

CALL US FOR A FREE FIRST CONSULTATION
IN PERSON OR OVER THE PHONE

Phone us today on: **020 8980 7161**

See us at: **Unit 6, Quebec Wharf, 14 Thomas Road, Limehouse, London, E14 7AF**

Email: **info@mcordell.co.uk**

Web: **www.martin-cordell.co.uk**

We Speak Your Language

With exclusive schemes and specialist knowledge why would you use anyone else.



QUOTAX
INSURANCE SERVICES

To see how much you could save call

0208 127 8418

Quotax Insurance Services is a trading name of London Taxi Insurance authorised and regulated by the FCA (5040342)

www.quoteax.net