



More trade stories than all the others put together

Issue 236 February 2016

# Wednesday, February 10th at 2:30pm



# DEMO AT DOWNING STREET

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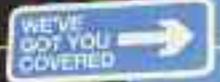
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Published by  
The London Cab Drivers' Club Ltd.  
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Tower Bridge Business Complex  
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The Badge is distributed free to the  
Licensed London Cab Trade.

For advertising enquiries please contact the office on  
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## Editorial:

### PH WHITEWASH DEMONSTRATION

As most of you will be aware, the results of the PH Regs review consultation have led me to realise that the licensed taxi trade has been led up the garden path by TfL, and the whole process has been a complete charade.

There is no doubt in my mind that there is a concerted effort by this Government, led by David Cameron and George Osborne, to systematically replace us with a foreign based company that relies on paying its drivers slave labour rates and also pays no tax in the UK.

Hence the Club has decided to support the trade call for the Demonstration on Wednesday 10th February @ 2.30pm – 4pm at Whitehall.

I am pleased to say that I have invited mayoral candidate George Galloway to attend as he has a son on the Knowledge and is the only candidate to openly speak out about banning Uber.

I urge everyone reading this to make an effort to attend; it's not only my job at stake... it's yours as well.

### MANDATORY CREDIT CARDS

Whilst the trade is united in accepting the need for us to take credit cards, there is some disunity as to how this strategy will be implemented.

The majority of taxi drivers who already take credit cards and the app companies, who already process cards, are very concerned with the TfL proposals (see pages 4-5) fixed units tied to the metre.

Unfortunately, at the meetings the LTDA is the only Org in favour of this proposal. Let me make it clear that the LCDC will in no way be dictated to by TfL, yet again, as to what we can and cannot do in this issue.

To implement more costs which include brackets, electrical work connecting the metre, etc. at a time when the trade is fighting for its life is utter madness.

If need be, the LCDC are prepared, with others, to instigate legal action if they try to go ahead and impose this on us.

Grant Davis



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# Reasons for the demo

- 1. Uber is a company registered in Holland as a front for a parent company registered in the Bahamas.**  
As a consequence it pays a minuscule amount of tax in the UK.  
Last year Uber paid just £22k in Corporation tax - the equivalent of 4 licensed taxi drivers.

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- 2. The main reason for this demonstration taking place outside Number 10 Downing Street is the unprecedented intervention by both the Prime Minister and the Chancellor of the Exchequer in the issues surrounding the licensing of Uber.**

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- 3. The Mayor of London is the person ultimately responsible for the licensing of all London taxis and Private Hire vehicles and any issues ascertaining to this.**  
He has been constantly overruled by Central Government:  
Firstly by refusing to place a cap on private hire numbers (which has doubled under his Mayoralty) and more recently overruled TfL on their proposed Private Hire Regulations.

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- 4. Recently, demonstrations have been held by Uber drivers protesting that they are having to work an 18-19 hour shift earning between £4-5 per hour.**  
As a consequence of this, many of them readily admit that the only way they can work for Uber is to claim and receive tax credits.  
So not only are Uber not paying any tax in the UK, but their business is being subsidised by every tax payer in the UK.

**It beggars belief that this Government seems intent on destroying the most revered taxi service in the world, in favour of a service run on slave labour wages and at the same time not contributing anything to the UK economy.**



# If it's good enough for

**Last weekend I visited my local Apple Store at Bluewater in Kent to get a new charging cable, somewhat annoyed that it was my third one.**

As I waded through the busy store full of excited customers of different ages playing with the latest gadgets and the eager to please Apple staff with their bright red t-shirts, a young lady approached me to help. Within a couple of minutes she took a card payment from her handheld mobile device emailed me a business VAT receipt and I was on my way, now a very satisfied customer. That's why Apple is the largest and most successful company in the world as they are always innovating and provide great customer service.

This experience is not uncommon as mobile card and contactless payments become part of everyday life for consumers globally. According to Future Market Insights mobile payments are expected to account for £526 billion by 2016 and by 2020 a whopping £1,951 billion. Only last week Visa reported 250% growth in UK contactless transactions with 60% occurring outside London.

Today, Transport for London (TfL) announced that from October 2016 all London black cabs will be required to accept credit cards and contactless. About time I hear you say and after a recent experience at Charing Cross Station the feeling is mutual, as the first three drivers on the taxi rank did not have card processing facilities so I walked away in frustration.

Now, before I go any further I

have to declare a vested interest as I am the co-founder and an investor in a black cab mobile payments and booking app, invented by a longtime friend Peter who is a London green badge driver. Over the last three years we've been developing one of the most advanced mobile taxi payment solutions in the world, so given our line of business you would have thought today's announcement regarding mandatory card acceptance would have us both jumping for joy.

On the one hand this is a welcome and very exciting development as TfL estimated in a 2014 survey that 58% of London's 25,200 black cab drivers accepted card payments. Now from October this year all customers will be able to experience the seamless payment process that I enjoyed on my recent visit to the Apple Store. This can only be good for business and tourism in London, as more consumers join the cashless revolution and enjoy the convenience and flexibility of mobile payments in an iconic black cab.

The vast majority of the London taxi industry embraces this change as was evidenced in a Consultation Report issued by TfL in October 2015 where 86% of respondents (939) supported the introduction of card payments in all London taxis. This was further backed up by an independent survey from AskPOB where 74% (574) supported the proposal.

Now comes the catch and as they say, the devil is in the detail, which is why black cab drivers are taking to twitter

and other social media forums to vent their frustrations at two of TfL's very specific and prescriptive conditions for the method of accepting mandatory card payments. My business partner was working in his cab at Heathrow Airport yesterday when the news broke and told me that drivers are up in arms as they feel they have been misled and are now being forced to accept terms and conditions for taking card payments in such a specific a way that no other UK industry, company or self employed trader could be legally forced to.

The two specific areas of contention as per the TfL published minutes dated 3rd February 2016, which will change the Conditions of Fitness for all London black cabs to continue operating, are as follows:

- mandate a maximum card payment transaction fee to drivers of 3 per cent of the total sum payable for TfL approved card payment devices. This will be included in the TfL guidelines for electronic payment devices; and
- to mandate that card payment devices will be required to be fixed in the passenger compartment of the taxi so passengers stay in control of their card details at all times, whether by fixed equipment or by handheld devices affixed to a cradle, approved by TfL to ensure passenger safety

If we examine the legal and practical implications both points above in greater detail to see what this means for my mate Peter and thousands of other taxi



drivers trying to earn a living, you will see why I believe such prescriptive methods of taking payment are a restraint of trade and a backward step for consumers. I can think of no other sector or industry in the UK where this would be legally enforceable if made compulsory.

Peter Schive is 51 years old, has been a London cabbie for 15 years and has been taking credit cards for over 10 years since the original swipe machines came out. As part of his conditions of fitness he spent 3 years training doing the Knowledge, spent £40k+ on a wheelchair accessible vehicle and is subject to

regular enhanced DBS checks and medicals. As well as being a green badge driver, Peter happens to be the inventor/co-founder of a taxi mobile payments and booking app, which he created specifically to help improve services and reduce costs for both consumers and drivers.

Today he uses the biggest selling mobile chip & pin device in the world supplied by Miura and linked to his driver app working with Barclaycard as the service provider. Passengers in his cab are now able to pay by Visa, Mastercard, American Express, PayPal and in the coming weeks contactless with Apple Pay. Plans are

# Apple, why not for us?



underway to add MasterPass and Pingit to the platform with other payment options to follow if there is sufficient consumer demand. He is able to compete on price and service with large corporates in the same sector such as PayPal and iZettle, who incidentally use the same Miura mobile payment device. He is able to offer passengers a significant discount when paying by card when compared to the US retail payments giant Verifone, who have been passing on a 'convenience charge' of 10% to taxi passengers for years. The feedback from the many thousands of consumers (passengers and drivers alike) is a bit like the Apple

experience – they love it!

Now as part of the above changes to his Conditions of Fitness to take credit cards going forward Peter will now have to a) source a fixing unit in the rear that is designed specifically to hold the flexible 'mobile' payment device b) get that fixing approved by TfL 'for passenger safety' c) take his £40k taxi to a garage and have large holes drilled into the rear panels d) absorb all the costs of this process and all ongoing card fees. If he doesn't agree to that, he can no longer be a London taxi driver. Does that seem fair, particularly when TfL are issuing 800 private hire licences every week with

none of these specific conditions of fitness? And to think Boris Johnson recently accused London cabbies of being 'luddites'.

As consumers we've all benefited from innovations in other travel related sectors, whether that's booking a low cost flight on Easyjet or a train journey via Trainline.com. If you read Easyjet's terms and conditions it states that bookings made by credit card will incur a fee of 2% of the total transaction and for Trainline.com there is a booking fee of £1.00 and credit card fee of £3.50 added to the total cost. So why is it other leading travel companies can legally pass

on legitimate card processing fees to their mass customer base but black cab drivers cannot?

If you read The Consumer Rights (Payment Surcharges) Regulations 2012 as issued by the Department for Business Innovation & Skills dated August 2015, Regulation 4 sets out the prohibition on above-cost payment surcharges:

"A trader must not charge consumers, in respect of a given means of payment, fees that exceed the costs borne by the trader for the use of that means." More specifically, for card payments, legitimate payment surcharges could include fees directly charged to the business such as:

- The Merchant Service Charge, which traders pay to their acquiring bank. This includes the interchange fee paid by the trader's bank to the card issuer; the fees paid by the trader's bank to the scheme (e.g. Visa or Mastercard); and the margin retained by the trader's bank to cover costs and profit.

- The transaction/overhead fees paid by the trader to intermediaries for some or all of the merchant services usually provided by the acquirer bank. This is where an intermediary acts as a point of contact for retailers and typically deals with the acquirer bank, charging a mark-up on the acquirer bank's fees for the relevant services.

If we go back to the Apple Store experience, where mobile payment devices are widely accepted as the norm

for customer convenience, can you imagine the response from Apple (not to mention their loyal customers) if they were forced to abandon the flexible, low cost mobile payment innovations that have proven so successful and were forced to return to fixed units in a specific position in all their stores. I think we know the answer!

Today's announcement that all London taxis will accept cards and contactless payments from October 2016 (the majority do already) is indeed a welcome milestone in the history of the iconic black cab and is great news for both consumers and taxi drivers. It should have provided a perfect platform for TfL and the black cab industry to build some bridges, however TfL's insistence that self employed taxi drivers can now only take card payments in such a prescriptive manner that no other UK industry is subjected to does leave you wondering if there is another agenda.

I would be very interested to hear what the Secretary of State for Business, Innovation and Skills, the Rt Hon Sajid Javid, thinks as I had the opportunity to meet him recently to discuss innovation within the black cab industry.

As head of TfL and in the interests of common sense, I would like to reach out to Boris Johnson before he departs as Mayor to ask one simple question "if it's good enough for Apple, why not black cabs?"

**Article by Derek Stewart, CabApp**

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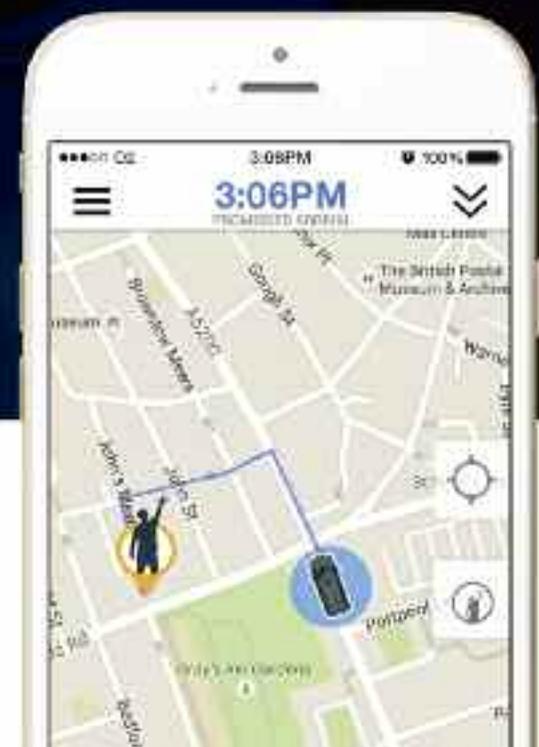
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# European MP accuses Uber of being 'designed, from the start, to reduce its tax'

**A European member of parliament has accused Uber's European business of being "specifically designed, from the start, to reduce its tax liabilities."**

Labour's Anneliese Dodds made the comment to Business Insider over email after we pointed out that two Dutch companies closely involved in running Uber's UK business had no employees for up to a year after it launched here.

Uber employed eight people in its Amsterdam offices in 2013.

But the corporate entity that immediately controlled the UK operation had none.

Uber strongly contests Dodds' characterisation of the business and argues that there is nothing wrong with the two companies in its Dutch structure that had no employees at the time. The company stresses that at the time eight employees worked for Uber overall in Amsterdam and it now employs over 150 people in the Netherlands. Uber runs all of its European operations from the Netherlands. The company has faced criticism for the set-up in the past and been accused of using the country as a tax haven, skirting corporation tax by processing revenue from Uber rides in places like London through its Dutch subsidiaries, where there is a lower tax rate. Business Insider obtained documents from the Dutch Chamber of Commerce on Uber's Dutch businesses,



which show Uber BV, the company that currently issues invoices for UK rides and handles the revenue from UK fares, had zero full-time employees as of December 2013, the most recent period the Chamber has accounts on. Uber International Holding BV, the immediate controlling party of Uber's UK company, also had zero employees up to December 2013.

While these two had no direct employees, a Dutch business that owned them both has eight. A spokesperson for Uber said: "In 2013, all international employees based in our headquarters in Amsterdam were contracted to a Dutch company that wholly owned Uber BV. We restructured, and today there are more than 150 employees of Uber BV." Uber declined to specifically say what the purpose of the two zero-employee Dutch businesses were, but said it was not unusual to have such structures to allow legal

separation of subsidiaries, protect legal accountability, and allow varying ownership. We've noted before that Uber's UK fares are processed through a Dutch subsidiary. This means revenues and profits from the UK company, which might be liable for corporation tax, end up in the Netherlands. Uber BV's 2013 accounts show it had \$51.2 million on its balance sheet. The most recent accounts for Uber's UK-registered operation show it made a £888,436 pre-tax profit on revenues of £11.2 million in the year to December 31, 2014, according to DueDil. It marks a 951% increase in revenue on the year earlier. While the accounts are out of date, they do cover a period in which Uber was operating in the UK. Uber launched in London in June 2012, with the two Dutch subsidiaries examined here opening months later. They are also the most recent accounts available. Anneliese Dodds, a Labour

Party MEP for the South East, told Business Insider via email: "It is especially worrying that Uber's business model appears to have been specifically designed, from the start, to reduce its tax liabilities."

"I share many of the concerns that have been raised in the UK and elsewhere about Uber's tax arrangements," she said. "As a result, I have asked for the company to appear in front of the European Parliament's 'special committee' which was set up to investigate corporate tax avoidance. I have also raised issues with their business model with the EU's Competition Commissioner." Responding to Dodds' accusations, a spokesperson for Uber told BI: "Our corporate tax structure is probably the least innovative thing about Uber: it's the standard approach adopted by most multinational companies. Uber is a significant net

contributor to hundreds of local economies, creating new economic opportunities for thousands of people in each city where we operate. In terms of corporation tax, this is a moot point today because unlike more mature, highly profitable US companies, Uber is still investing heavily to roll out our service around the world".

Dodds has been a leading voice calling for European tax reforms to stop large corporations avoiding paying dues. Many of the recommendations made in a report she authored last year have been endorsed by the European Commission. Dodds' office clarified that Uber has not yet been asked to appear before the special committee on tax, and the EU Competition Commissioner has not yet responded to her letter about Uber. Dodds continued: "Some people have suggested that criticising Uber's business model is to criticise the new digital economy. This could not be further from the truth. There are huge numbers of digital companies out there which are creating value through increasing productivity and adopting innovative new business models." "Uber's profitability, however, seems to be based on reducing its tax liabilities and screwing down pay for drivers. That is not the kind of 'innovation' which will help us create a sustainable digital economy for the future."

**Article courtesy of Business Insider UK**

# TfL taxi licensing and

**This a regular meeting that takes place and reps from the LTDA, Unite and LCDC are invited to attend.**

**MOT:** The trade had serious concerns over cab owners accidentally failing to arrange their interim MOT due to there not being reminder systems of renewal dates. This concern was recognised and until the new VOSA system upgrade that will take care of this is in operation, TfL are planning to begin sending reminders. This was an action that needed to be re-opened as the action has not taken place.

**TOUTING PROSECUTIONS:**

The trade wanted full details of prosecutions for touting at Heathrow rather than merely the outcomes. After some wrangling, it was agreed that TfL would supply as much detail as was possible to provide.

It was asked if TfL required the police to attend Heathrow TfL/trade meetings but TfL felt that their quarterly meetings with Heathrow Police was sufficient and they could bring forward to the trade meetings anything that required discussion from these separate meetings.

The trade felt that current law at Heathrow is not sufficient and required change. TfL agreed. This agreement did not mean they plan to seek it though.

It was then suggested that the minutiae of Heathrow should be moved to the specific Heathrow meetings rather than closed

**NEW PH COMPLAINTS SYSTEM**

The new system that allows customers to complain directly to TfL had been completely set up by 31 December and will go live in March. After this date, complainants will have the ability to continue complaining

to the operator, TfL, or both. TfL are looking into how to bring the complaints procedure to the notice of passengers. Currently, they are looking at notifications inside vehicles and an information promotion. However, it is unlikely that this will happen before the Mayoral elections in May.

**KNOWLEDGE OF LONDON:**

The "initial talk" is being reinstated from April this year.

**DBS CHECKING DELAYS:**

The temporary licence system is now up and running. By and large, should it be necessary a driver will receive a temporary licence. However, if a few instances there may be a need for the DBS to be completed so no temporary licence.

**ROAD COLLISION DATA**

The trade wanted taxi and PH driver data separated. TfL say they cannot obtain this from police but they can make such a separation where there is personal injury involved. "The Mayor's Office for Policing And Crime (MOPAC) has received confirmation from the MPS that the casualty data which is collected by the MPS for all personal injury collisions, including those self-reported on Form 207, differentiates PHVs from Taxis."

**PERFORMANCE UPDATE**

The meeting attendees were presented with an interim report. The trade asked if such reports could be circulated prior to these meetings to give the trade the opportunity to study them in more detail. At this particular meeting, the trade received first sighting of an update (4 pages), an "enforcement and compliance" report (52 pages and were informed that an "impact assessment" of the proposed changes to PH regulations (109 pages) was to go on-line while



this meeting was actually taking place. This impact assessment should have been party of the agenda for this meeting, in our view. Thus, it was agreed that this would be done where possible.

Taxi driver numbers remain consistent at around 25,000 drivers. New applications are around 1000-1200 per year. When asked if taxi and PH could be separated as it was thought that the exponential growth of PH driver numbers was swamping the system, TfL said it was actually concerned taxi drivers rather than PH drivers that were causing the call escalation.

The NSL vehicle testing booking system still has problems and the time taken to answer a call is almost at the maximum two minutes allowed. The number of compliance officers will be increased in April. The new licence fee system they are trying to put in place for PH operators should provide more funds for enforcement and compliance. TfL refused to increase individual licence fees for PH Drivers. Instead these are to be frozen. TfL said they would revisit this next year. It was pointed out that doubling PH Drivers licences to the same fee as Taxi Driver would currently raise £10M which could go towards training and enforcement.

**DBS/TEMPORARY LICENCES**

There are currently 10 drivers

with expired licences. Three have been given temporary licences but there are some complications with the other seven that prevent a temporary licence being issued.

The trade asked if we were paying twice for the DBS – the individual fee to the driver and through licence fees pay for

TfL staff to be loaned out to The Met. This was confirmed.

The trade wanted to know if there could be any compensation for drivers unable to work due to the DBS delays. The response was that in other cases, this would normally be between staff and employer but in our case we would probably need to take out a class action against the DBS. There's a web address for this compensation claim and TfL will obtain and circulate it to the trade.

**FEES/INCOME**

The trade asked if The Mayor could use increased PH driver licence fees as a tool to slow the growth of new drivers. TfL said they would look into it. As enforcement is still inadequate, the trade asked why PH licence fees had not been increased to produce more funds for enforcement? It was pointed out that due to the surplus last year, normally licence fees would be reduced.

However, in light of all the new PH licensing requirements that are coming, they were left at current levels.

TfL are concentrating on increasing operator fees, based on the number of drivers on their books. These fees will be significantly increased, subject to board approval in March of the new measures.

**PH REGULATIONS**

TfL are looking at requiring a DSA driving test for PH drivers (same as taxi drivers).

**TAXI-CARD/CAB WISE**

The trade objected to the use of these titles because they provided information on PH services. TfL will review this and look at adding taxi Apps to Cab-wise or ditching it altogether.

The trade also objected to the name of the Taxi-card account as PHVs as well as taxis were used to service this account. TfL will speak to the mayor with regard to the name of the Taxi-card scheme but it is for him and the councils that operate it to make any decisions.

The licensing meeting ended here.

**COMPLIANCE**

The trade complained about the loose use of "cab" and "taxi". TfL stated that they always make the distinction



# compliance meeting

themselves and do try to challenge the press over this. The problem is that throughout the rest of the country, both officially and unofficially, these terms are used to describe both taxi and PH trades.

The ending of satellite offices is complicated. There is some concern over onward travel and safety. It was suggested and agreed that more taxi ranks to replace them should be sought.

There were trade questions about RD2. It was asked if their licence had been revoked as a result of creating ranks on red routes. The answer was not but when their licence came up for renewal this would be looked at.

TFL and COL Police claimed that they had reviewed all the evidence and had found nothing to suggest that RD2 had committed parking or touting offences at Old Billingsgate for the "Shine" event. The trade produced a photograph of the PH rank but this was rejected.

As for touting, TFL explained that Cancer research had made "block bookings" with RD2 for cars. The bookings were "as directed", rather than for specific passengers. The specific passengers then supplied the remaining information to the marshals to complete the booking arrangements. This is in line with current regulations.

The LTDA have taken legal advice and dispute this legitimacy. They warned that they did not act on this advice this year due to the charitable nature of the event itself. However, if the same is allowed next year, they will be forced to take legal action.

TFL said enforcement officers were on scene and if the rides had been booked through the operator, they were not touting. Regulation 11 states that the journey details have to be taken before the

commencement of the journey. The trade claimed that this was the case with the early car allocation but as the evening progressed the system disintegrated.

When asked, TFL said that the ending of satellite offices will not resolve issues such as Shine (because block booking will continue, presumably).

Regulations were complied with because Cancer research block-booked the cars, gave a time and according to TFL, A/D suffices for a destination.

The trade pointed out that the intention of the law is that "pre-booked" means "advance booked", all to no avail.

The trade also pointed out that at the Shine event, RD2 began to run short of available vehicles and began organising multi-drop destinations and preventing people leaving the event to seek taxis on the street. This was disputed by TFL.

In relation to other "events", The Met told the meeting that they had had complaints from Enfield and Greenwich boroughs but while these complaints had been noted, there had been no recent deployment of officers as a result. They intend to keep a careful watch on the situation.

The Met told the meeting that they target special events, such as those that take place at Ally Pally and the O2, but most of their efforts are normally concentrated on Westminster, rather than the outer boroughs. They work on intelligence and taxi drivers are their ears and eyes on the street, so drivers should use the reporting tool on the TFL website.

The number of cab-related sexual offences continues to improve, with most of those taking place in PHVs and not taxis. For the first time, thanks to initiatives like "Neon", there were no sexual offences in December for the first time ever. Unfortunately, like everything else in this report,

we are not able to publish the exact figures without Met permission.

There have been a significant number of arrests for fraud by drivers, mostly concerning licence documents, etc. The Met receive much assistance from cab drivers and compliance teams. A big problem is the quality of photo-shopping. This allows the forgers to use real documents but change names, dates, etc. When asked by the trade, The Met felt there was no problems with regard to credit card fraud by PH drivers.

## HEATHROW

Enforcement officers have begun visiting during early mornings and late evenings. The trade offered the expertise of our marshals to assist and instruct enforcement officers. TFL said they work with other licensing authorities up and



down the country to improve enforcement. They concentrate their efforts outside the terminals and leave it to the police to deal with touting problems inside the terminals. The trade felt the biggest problem at Heathrow was PHVs parking on the terminal forecourts waiting for a job to be allocated to them. TFL claimed that PH drivers can no longer be issued a job while on the terminals as software installed by the operators prevent this, unless it is in the



new holding area in the car parks.

The trade pointed out that Heathrow by-laws state that PHVs are not allowed entry to the airport without a booking.

Enforcement spend much time at LCA and this appears to be working as the number of YBs being caught is reducing dramatically. The police are working to move on touts. TFL have received no reports of problems from Luton, Gatwick and Stansted airport authorities re taxis and PH licensed by TFL. The trade disputed this account. TFL have since been sent an article from Dunmow: [http://www.dunmowbroadcast.co.uk/news/uber\\_drivers\\_upset\\_villagers\\_near\\_stansted\\_airport\\_1\\_4378519](http://www.dunmowbroadcast.co.uk/news/uber_drivers_upset_villagers_near_stansted_airport_1_4378519)

## OTHER

The trade complained about the safety of PH drivers using Apps, phones, etc while in motion. Both TFL and police stated that so long as the driver was in full control of the vehicle and "hands-free" there was no problem. TFL advised that they have received a growing number of complaints of wheel-chair bound passengers being refused by taxi drivers, mainly on grounds of "ramp not working" or "lost ramp key" and there is concern that this is a growing problem.

TFL said they were seeking to obtain powers to enable them to operate on the Airport as it is private property and to enforce the bye-laws. The trade objected to PH operators running pseudo-offices in Heathrow car parks.

TFL agreed with the trade that high enforcement visibility is an effective deterrent and a future meeting to deal with this at Heathrow was asked for by the trade. An initial meeting took place on the 3rd of February.



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# Trade in turmoil after PH regs

**The recent conclusion of the PH Regulations Consultation has left the London Taxi Trades short and long-term future in complete jeopardy.**

The consultation was nothing but a complete fraud and whitewash in favour of UBER to continue to operate as they have done with disregard to the current legislation and face any further action from a pathetic incompetent regulator in TFL.

We are led to believe that the Government intervened and instructed TFL not to force through the proposals put forward that would have severely restricted UBER's business model in London. Why are the government so keen to dictate policy on the London's PH and Taxi Trade? The links between Cameron & Osbourne with Rachel Whetstone Head of Communications of UBER need to be investigated. Unfortunately, there appears to be no political appetite from Labour MP's or interest from the mainstream media to delve into this or into their non UK tax paying status and reliance on drivers on tax and housing credits.

The new regulations if implemented will legalise London has having a 3-tier system rather than the 2-tier system (Taxi and Pre-booked PH) that has served Londoner's well for the past 50 years.

As we, all know TFL love a consultation on a consultation and they have issued another one to press through the new regulations. What is alarming is that they aim to have these finalised and passed by the TFL Board (which Bob Oddy sits on for 28K PA) by March.

This Board and the Mayor will be replaced in May but these regs will become law before a new Mayor is elected. This IMO is undemocratic and being deliberately hurried through in order to legalise UBER.

The new regulations will allow UBER to continue to be the only PH Operator that does not allow you to pre-book although TFL insist that all PH journeys are pre-booked (work that one out). In light of this, TFL have invented a new term, "immediate Private Hire". What does this mean? My



definition is this is plying for hire, tapping an app and a mini cab approaches you as quick as you can tie up your shoelace is the same as holding your hand up and a taxi approaches you and stops.

As London Taxi Drivers, we

have earned the right to ply for hire by passing the knowledge of London. The law states (that TFL have interpreted differently to suit their agenda) only Taxis can be hired directly via the driver immediately at ranks or on the street. PH are not legally available for immediate hiring as a taxi is, but through an operator, so the driver has opportunity to check the details of the journey before the journey commences. This legislation makes it clear the distinction between the two trades but UBER have been allowed to bypass this.

The new regulations will ensure UBER continue to operate just like a Taxi only difference, hailed by a phone rather than a hand.

As a London Taxi Driver, we have invested considerable time and



finance to complete the KOL and doing so enter a contract with TFL.

We abide by their abstracts of law, drive a very expensive vehicle of their choice that is Wheelchair accessible with a turning circle to navigate the streets and have our fares set by them via a meter. TFL have neglected their responsibilities to us allowing UBER to operate as a Taxi rather than a pre-booked PH and without the constraints, regulation and running costs they put on us making it impossible for our trade to compete with them on fares. We have witnessed a complete bias towards UBER at the expense of the world's finest taxi trade, giving them an unfair competitive advantage over us.

This trade is at an extremely critical period as what we are experiencing now is deregulation of PH industry, allowing UBER to operate without any meaningful or forceful regulation.

As a trade, we have exhausted almost every avenue. We have we have gone down the political

route via the GLA, lobbying MP's trying to work and engage with TFL and demonstrations, but we have found no fruitful change to our plight. We have been up against a regulator actively working against us and working alongside UBER even going to great lengths of defending their business model in court with the meter case.

Drivers work levels and incomes are declining and along with a world economy that to economists is soon to get worse, many of us are going to find ourselves in serious financial situations if not all ready. Many drivers are working longer hours for even less pay than a few years ago, and it is having a serious effect on health, well-being and family life.

What can we do in the mean time? We must continue to fight as we have done but more drivers need to shoulder some responsibility rather than leaving it to the same faces. We must continue to raise our concerns and injustices in the hope that we will be heard and that common sense will prevail.



# launches driver crowdfunding

**When we first set up cab:app the vision was to create one national taxi app which unites fellow independent Hackney drivers, offering drivers low cost card processing, low cost access to jobs and other driver related services.**

Thanks to your support, cab:app now has over 9,500 registered drivers across 90 locations and has processed over £12m in card payments for drivers. With the infrastructure and coverage in place, we are now ready to embark on the next major phase, which is to finally generate work for drivers and increase trade ownership. From next week we will be launching a crowdfunding campaign to raise £500,000, which equates to £50 per registered driver on cab:app. The investment is required to invest in PR, marketing, corporate accounts and support team enabling us to accelerate growing jobs while keeping

cab:app in the hands of the trade. We'll also start promoting directly to over 175,000 taxi users that have either downloaded the passenger app or used the mobile payment system.

Driver ownership – we recently implemented a driver cashback plan which enables every driver to earn a share of cab:app's profits every time they accept a job, process a card or share the app with passengers. Already over 4,000 drivers have now earned cashback so will be entitled to redeem the cash or convert to shares in 2016, increasing driver ownership and helping create a real driver owned app over time. Any driver who invests in the crowdfunding will be entitled to double cashback as a shareholder in the business going forward.

Time to invest in our future – in addition to free cashback, we now want to accelerate trade ownership by offering taxi

drivers, the taxi trade and family/friends the first option to invest in cab:app shares through crowdfunding. UK investors will be entitled to a tax refund under EIS this tax year at 30% of their investment e.g. 100 shares @ £5.51 per share = £551 investment with a tax refund of £165.30, so the shares only cost £385.70.

Going forward all investors will share in the growth in value of the business and any dividends paid out from profits.

Going contactless – in February we switch on contactless and Apple Pay within our mobile chip & pin solution. Once contactless is live cab:app will have the most advanced taxi payment solution in the world, something we can be proud of and show that black cab drivers are leading the way in mobile payment technology. For driver's who invest £551 or more (100 shares), they receive a free contactless chip and pin device (TfL approved) and if



you purchased a cab:app device recently we will refund you the cost after investment. We are excited about raising funding to invest in accelerating our plans for cab:app. We welcome every driver to participate so we can show that collectively we can build a successful and profitable taxi app business where the trade has a long-term vested interest.

To invest in the crowdfunding click on the link below and complete the short registration process.

[www.seedrs.com/cab-app](http://www.seedrs.com/cab-app)

You can also view the business plan from this link and any questions please read the attached Q&A or contact us at [support@cabapp.net](mailto:support@cabapp.net) to discuss further.

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# GOES EAST

## SOUTH LONDON'S FAVOURITE GARAGE EXPANDS TO EASTERN PASTURES

Ask any taxi driver to recommend a top quality garage "sarf" of the water and I bet the name Long Lane is the one they mention.

Tony and his brother Simon have built up the Long Lane Cab Centre on a solid reputation for being a taxi garage that is very much driver oriented on every aspect of their business, whether that is rentals, mechanical, or their acclaimed body shop which delivers an absolutely outstanding finish.

Also, by working with Cab;aid Long Lane delivers a Non-Fault accident service which has been highly recommended by nearly all taxi drivers that have used it.

**"It was simple from start to finish, Tony was really helpful and I lost no down time at all" Peter McAllister - Romford.**

**"No fuss, No hassle, it really is that easy" David Kane - Bromley**

Now, after months of hard work and planning, Tony and Simon are very happy to announce to the trade their new premises East of Town, in Kingsbridge Road, Barking.

"it seemed the most logical thing to do" said Tony Forsythe..." we



Tony is waiting for your call at his brand new offices

have expanded in every department and with more and more drivers coming to us from Essex and North London, we have created a fantastic new office development which caters for our existing and new rental drivers and also a state of the art brand new body shop that can accommodate driver's needs:

We have newly decorated offices where drivers can come in after a Non-Fault accident, fill out all their cab;aid paperwork with a cup of tea in clean and modern environment, and then just drive out with our courtesy vehicle... it really could not be more simple"

Tony was keen to

emphasize that all their hard work is focused on delivering the very best they can for the driver and working alongside cab;aid, they firmly believe that any driver coming to Long lane in barking will receive the very best of service possible.

Tony went on to say " any drivers who live in East London or Essex and are looking to rent a cab, then give us a call, you can pop in for a cup of tea and a chat on your way into work"

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Tony in front of the two state-of-the-art bodywork booths



New rental fleet operating from the new offices in Barking.



# PARIS LEADS THE WAY



**On the 25th January, I accompanied other taxi trade representatives to Paris to meet up with our fellow French and other European taxi unions who were hosting a Pan European taxi Association meeting to discuss the problems we are all facing regarding the introduction of Uber and to see if we could work together and form some kind of European Alliance.**

When I arrived at the Gare

du Nord station, I was met by Kamel, a French speaking member of Unite who has family living in Paris and has been actively speaking to the French unions throughout the last eighteen months. He then drove us through the backstreets of Paris to the HQ of the French taxi union. After a spot of lunch we were taken to a very old and historic building, which subsequently, I found out, was the home of the French resistance during the Second World War - how

appropriate, I thought to myself.

At the meeting there were taxi representatives from, France, Italy, Switzerland, Belgium and Spain. After the Chairman had made his initial speech, we went round the table introducing ourselves and explained the current situation we were facing in our particular countries regarding the problems we are all facing with Uber.

When I was addressing the

room and mentioned that in London we had nearly 100k private hire drivers, there were loud gasps from the other representatives, who could not believe that so many had been licensed in London. I must say that the rest of Europe have nothing but admiration for our history and tradition as London taxi drivers and regard us as the most esteemed in the world. With help from translators I listened to speeches from all the other trade representatives and after a

couple of hours debating, we all came to the conclusion that for us to have a louder and stronger voice, we need to come together and agree to work for the common good of the licensed taxi trade throughout the EU. We agreed that we need to form a EU Taxi Alliance where we can go to the European Parliament with a message that Uber will not be tolerated, and that Governments throughout Europe need to regulate and control the cancer that is

# - NOW IT'S UP TO US...



Uber. The spread of un-licensed, uncontrolled drivers steam-rolling legislation to suit Uber cannot be allowed to destroy the livelihoods of thousands of taxi drivers throughout Europe.

The Spanish Association "Elite" had produced a document outlining proposals and strategies for the EU Taxi Alliance, and I was happy to sign this on behalf of the London Cab Drivers' Club. There was

much debating and exchanges of opinion, as you can imagine, but there were many positives put forward and some very exciting plans that I cannot even mention in this article as you never know who reads the Badge. U KNOW WHO!

Myself and Brian Garvey from the UCG were given a lift to the Gare du Nord at around 8pm, but unfortunately for us the train was delayed for two hours,

so I got into Ebbsfleet at around midnight. As I drove home reflecting

on what a great day I had had, the M25 was shut... so to round things off, I rolled in

at 1.15am... nothing like being home, is there?

**The French taxi drivers, supported by their European colleagues, demonstrated for three long days, bringing the airport and Paris to a standstill.**

**As a consequence:**

- 1) Christiane Taubira, the French Justice Minister and member of the pro-Uber government, resigned.**
- 2) Uber was fined 1.2million euros**
- 3) The French government held a meeting with French taxi unions, and agreed to regulate all apps, including Uber.**

**VIVE LA FRANCE!**



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**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.

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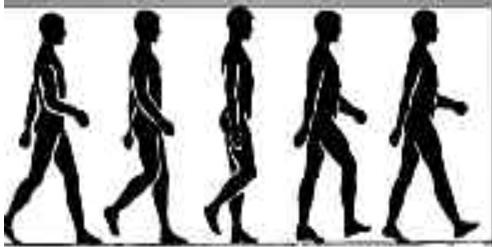
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# Walker on the March...

## PH CONSULTATION OUTCOME: HAVE WE BEEN “UBERED”?

We have just seen the proposed outcome of the Private Hire Consultation that finally closed on 23rd December. To say the trade were disappointed by the outcome is an under-statement.

Most of the trade had hoped that this outcome would put an end to e-hailing. It has failed to do that but there is still much progress if the proposals are implemented and, most of all, effectively enforced.

There is no way to put a gloss on this. We had hoped above all, to see the proposals go through that would require a five minute wait between booking and dispatch and the removal of the apps being able to show available cars on a phone screen. This would hopefully have kiboshed e-hailing.

We got neither. In honesty, we were never going to get the “five minutes”. We should have because it was always the intention of the people that constructed the PH Act that “pre-booked” meant “advance booked”. It is mealy-mouthed TFL interpretation that has changed this to mean “ordered through an operator”. The act states this elsewhere so this could hardly have been its intention. However, it was clear well before the result that even our political friends did not support this. Uber were cacking themselves over these proposals, but also with the proposals to compel PH operators to accept advance bookings up to seven days in advance, quoted fares and destination on bookings as these would have caused them to change their modus operandi.

Well, we didn't get the seven day advance booking but they do now have to quote fares and final destination. If this is enforced properly, that's the end of two clicks and you have your car and apps like Uber have to change the way they operate.

This whole consultation has to be looked at in a far wider context though than merely the “Uber effect”. Before we all start slashing our wrists we should look at what we have got out of this consultation, providing the impact assessment doesn't cause the results to alter.

The biggie is the ending of satellite offices. To realise what a result this is, we have to go back to 2007, when the Safer Travel at Night (STaN) was dreamed up. Out of this came a proposal for a minicab rank at Leicester Square in 2008. This caused us to take to the streets for what is possibly the biggest cab demonstration to date as we all converged on Trafalgar Square. We prevented this rank but STaN just did a swerve and introduced satellite office that in turn, created unofficial minicab ranks outside nightspots all over the capital. Over



the next two years, we held many demos to try and end satellite offices, the “take back the ranks” effort by drivers, all to fight for the end of the satellite office.

In 2010, this resulted in TFL running the first PH consultation process. This was nothing more than a PR exercise and they pretty much buried the results and it was business as usual for PH. They didn't even consider the ending of satellite offices. The result of the current process proposes ending satellite offices. Some of us are making this out to be insignificant but they should remember how hard we fought to end these offices and completely failed. If this had been achieved in 2010, we would have been talking about a great victory for our trade.

The previous consultation ruled out additional testing for drivers and now TFL are considering putting them through the same test as taxi drivers. Last time TFL ruled out any increased testing for PH drivers. This time, they want proper topographical testing, English language testing and disability awareness training.

Out of this process, operators must now provide much more detail to the passenger regarding the vehicle and driver.

Operators will no longer be able to change their operation model without TFL approval.

Apps will have to provide increased security against driver fraud, etc.

Operator will have to keep TFL updated on driver and vehicle information.

PH drivers and operators will have to give their National Insurance numbers to TFL, which will be shared with DWP.

Operator staff will now require a DBS check.

TFL have ended “on/off” hire and reward

insurance and this will increase driver insurance costs significantly and operators may have to indemnify drivers in the event they have no H&R insurance. The driver's insurance certificate will also have to be displayed in the vehicle.

The licence fees for all but the smallest operators are going to increase significantly as fee levels are to be tied to the number of drivers on an operator's book. There have been claims that Uber have 20,000 drivers on their books.

Currently, they pay the same fee as an operator with 50 vehicles.

Individually, these measures are no great shakes but collectively they will significantly add to operator costs, increase back office activity and slow down the booking process. IT should also slow down the unsustainable growth of PH drivers.

As stated earlier, we did not win the biggest battle this time around. However, put against the result of the 2010 consultation we have a significant step forward in stemming the encroachment of PH into taxi exclusive territory and with TFL's apparent blessing.

We must recognise the political aspect of our fight this time around. Prior to the 2010 consultation we had plenty of action on the streets with demo, drivers making unofficial ranks, etc. This time around we did all of those things again but brought our plight to the attention of the politicians in City Hall and elsewhere and lobbied them consistently for the last two years.

Obviously, there are other factors involved, not least the huge growth of PH drivers (97,000 currently and rising) and their effect on parking, congestion and air quality in the City.

We have made significant progress here but we need more and must work to get an even break from the authorities; no

more or less than that. The politicians have to be made aware that if they allow PH to do our jobs, there will be insufficient new blood into the cab trade to replace an ageing population.

All and sundry appear to bask in the reflected glory of the world's best taxi service. USA regulators called us the gold standard of taxi service and other cities around the world aspire to emulate us. Well, the politicians and regulators appear to think that no matter what costs they impose on us and no matter how much they allow PH into our market-place and compete with lower costs, that we will survive.

Well, we won't and they have to be told and understand why we won't survive. If they want to lose the best taxi service in the world, all they have to do is nothing. If they want to retain it, they have to listen to what we have to say.

If they refuse to listen, we have to take to the streets until they do listen. If they are listening, we don't need to waste our time and inconvenience Londoners by holding demos.

We have come a long way in the two years we have been lobbying the GLA. It's all the more impressive because it has been largely individual drivers and not the driver organisations that have driven this forward. Let's just keep at them. Keep filling Mayor's Question Time. Keep attending any transport committee meetings. Just being there keeps them on their toes and there is no need for barracking, etc.

We have to keep the faith. This was not a war won but we will be significantly better off as a result of this process than we were before it. Now we have to renew our efforts to obtain nothing more than a fair deal.

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Transport for London





**Amir Khan will jump up two weight divisions to face Sául "Canelo" Álvarez, the World Boxing Council, Ring Magazine and lineal middleweight world champion, on May 7 in Las Vegas.**



**Steve Bunce  
-BOXNATION**

# KHAN V CANELO IS ON!

almost in limbo in 2015, with just one contest, against Chris Algieri in New York in May, has the opportunity in arguably his greatest career challenge to date, going up from 147lbs to an agreed 155lbs limit to face the Mexican. Outside a contest against Floyd Mayweather or Manny Pacquiao, this is the most high profile event Khan could be

involved in, with Álvarez, nicknamed "Canelo" – cinnamo – for his shock of red hair, who could easily be placed in the top three or four in the pound-for-pound list in the sport.

The fight will be an easy sell between two exciting ring exponents. Álvarez, whose record is 46-1-1, 32 KOs, will be making his first title defence of 2016 against a former two-time world champion, whose own record is 31-3, 19 KOs, with Golden Boy Promotions exclusively promoting the fight. Khan return to his former home at Golden Boy Promotions for the showdown

Alvarez said: "As the middleweight champion of the world, I will take on the best fighters in the sport and on Cinco De Mayo weekend,



I look forward to making the first defense of my titles. Amir was a decorated amateur, a two-time world champion and is in the prime of his career. Fans are in for a great fight on May 7."

Khan said: "I know Canelo fights the best and wouldn't pass up the opportunity to face me like others have. My goal is to always fight the biggest names and the best fighters: that is why I'm excited for this fight. I would like to thank my team and Golden Boy Promotions for this opportunity. I know I have the speed and ability to beat him and will give my fans what they deserve on May 7."

Oscar De La Hoya, Golden Boy Promotions' chairman and chief executive, said: "We are committed to putting on the biggest and best fights



in boxing. Canelo is the biggest star in the sport and those who predicted that he would take an easy fight for his first defence have been proven wrong. As for Amir, he has won his last five fights,

including an incredible performance against Devon Alexander, and now that he is back where he belongs at Golden Boy Promotions, his future is very bright, once again."

# Team Wilkey added to Goodwin show

**LCDC Member Alec Wilkey and his team will be looking for success on 5th March, when three of his fighters enter the squared circle at York Hall in Bethnal Green.**

Johnny Coyle (11-0-1), Karl Ozimkowski (0-3) and debutant Michael Kalilec who all train with Alec at the Lansbury Gym, will fight on the Goodwins Promotion Show with their opponents to

be announced in due course. Southpaw super-lightweight Coyle is on the hunt for more titles in 2016 after picking up the Southern Area and WBC Youth International belts last year and will be hoping to kickstart 2016 with yet another win over 6 rounds. Personal Trainer Karl Ozimkowski, who is also known as 'The Doctor', will be looking to notch up his first win in the welterweight division after recent injuries

delayed his progress in the pro ranks. 24 year-old Kalilec joins Team Wilkey after an amateur career in Cork, Ireland, where he had over 30 amateur bouts. The Cruiserweight will be looking to make a solid start in the pro ranks in a 4 round contest. With a stacked bill including Goodwins Promotions very own debutant Josh Goodwin, Anthony Upton and Ben Day vs Floyd Moore amongst



others, it is sure to be an exciting night of boxing. If you wish to purchase tickets

for this event contact Alec Wilkey on 07944 791360



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# The Fightback Against Uber – Here's Some Ammo – and it's Free!

At times it must seem like the Uber and Goldman Sachs steamroller will flatten everything in its path.

In their fightback, Licensed Taxi Drivers need ammunition. Of course, there won't be a silver bullet or a wooden stake that sees off Uber. It will take a combination of carefully thought out new ideas. However, one Achilles Heel for Uber is their technology's sole reliance on credit cards.

But with ID theft rampant everywhere, the public are very aware of the horror stories. Firstly, there's the obvious risk of ID theft where say, London student is charged hundreds of dollars for a ride somewhere in California! Or Uber jack up the fare during or after the ride. You never can tell. Who do you speak to? Definitely not the Uber driver. The anonymous Uber email system is itself a mass of horror stories.

## WorldCash – Download FREE

Uber boast their cutting edge technology based out in California is "disrupting" the London Taxi market. But it needn't be one way. WorldCash offer licensed taxi drivers technology that can tap into foreign currency



that Uber can't even touch. That's from foreign tourists and returning travellers with unspent euros, dollars etc. Right now, fares don't even imagine that they can pay in (over 30) foreign currencies. Now, if you download WorldCash you can confidently accept their foreign currency, give change in pounds and cash your foreign notes for pounds 24 hours a day at Chequepoint locations. I demonstrated WorldCash to Grant and he thought it was a doddle. It's only out on Android at present, but it's available on Apple very soon.

## Uber Can't Take Cash, Let Alone Foreign Currency

Licensed Taxis can now take foreign notes and

of course cash – Uber can't close that gap. It's a virtually untapped source of billions of pounds worth of business. With WorldCash, licensed taxi drivers, with the Knowledge, experience and world-class vehicles, are truly ambassadors for London in offering foreign visitors an unrivalled service. Chequepoint have over 40 years' experience in currency, and offer you a constantly-monitored rate. When you use WorldCash – The Currency App, you even share in the currency margin of 4% to make extra cash for yourself.

## Look out for WorldCash stickers put them up in your taxi

Because it's such a novel idea it sounds like

a lot to take in at once. But just place a sticker in your cab to let the passenger know that you take foreign currency. At the destination, enter the value of the fare in pounds and select the currency your passenger wants to pay in. The App then tells you how much of their currency to take. Enter that sum in the App and it calculates the change to give in pounds. The deal is done.

The stickers are being distributed by the LCDC at the Heathrow holding pool, Eurostar and City Airport. Your passengers will see the currency option throughout their journey and can think about it.

Its a very good option for them, as they will anyway have to exchange some of their

foreign cash during their stay in London. Returning holiday makers or travellers could spend their unwanted euros on their fare – it's part of the service. So it works out well for everybody. Finally, this also beats the hassle of credit cards, which you know all too well.

## The best way to buy your travel money

Remember you make up to a 4% commission on the currency you take – now that's an unbeatable rate! Also available is the Chequepoint "Badge Rate" at which you can buy currency straight at special rates from Chequepoint branches. Bags of twenty £1 coins are also offered (when available – Tuesdays and Thursdays). See for yourself go to: [thecurrencyapp.com](http://thecurrencyapp.com), Android App available on Google Play – Search for WorldCash. Coming soon to the App store for iPhone/iPad users!

For information, WorldCash has also launched its App in Hong Kong through the Taxi market, who also have Uber "disruption".

**Felix Grovit Jr, CEO of WorldCash, working with the LCDC to support the Taxi trade.**



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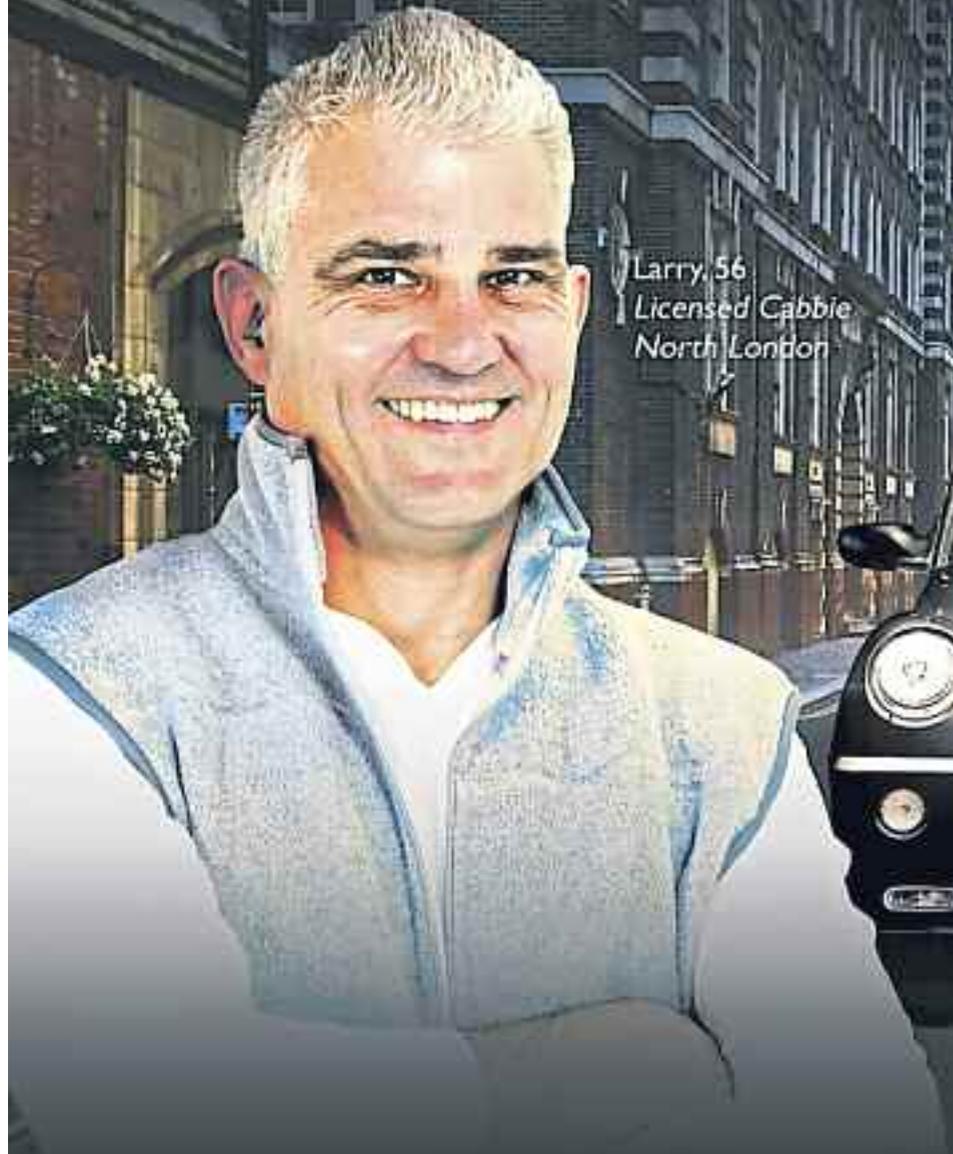
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