



More trade stories than all the others put together

Issue 257 March 2018

THEY KNEW

EXPLOSIVE EMAILS REVEAL TfL KNEW UBER WERE NON COMPLIANT BACK IN 2013

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LEVC TAXI

There has been much debate in the press and on social media regarding the merits of the new LEVC TXe.

Earlier this week, I attended a meeting with LEVC and raised the issues that have been voiced by drivers who not only have concerns, but also want answers before investing in a TXe.

LEVC have informed us that in regard to drivers' questions and concerns over the vehicle, they will be holding a series of Q&A sessions at their Brewery Road premises, so that all drivers can attend and discuss the issues surrounding the new TXe with senior LEVC staff.

UBER & TFL BOTH ANNOUNCE RECORD LOSES

You can read on pages 4-5 the record amount of losses being posted by both UBER & TFL.

It must be the irony of ironies that by licensing over 40,000 Uber drivers TfL has not only completely undermined a safe and successful two tier in place since 1998, it appears to have undermined its own financial welfare.

When Uber was first licensed in 2012,

TfL's operational deficit was £171m. This year it expects the deficit to be £968m.

At the same time Uber's latest results show a loss of \$4.5 billion! So, it looks liked we've all been sacrificed for the sake of a GIGANTIC PONZI SCHEME.

GETT GONE

In this edition of the Badge you can see the reasons why you will not be seeing any adverts from GETT.

Admitting to fitting cameras to 50 taxis enabling them to map the streets of London and then sell the information to any autonomous company is just not on.

Also installing PH vehicles on the app alongside taxis is an utter P... take.

Who needs enemies with "friends" like this?

STOP PRESS!

On the day of going to press, we received FOI emails, some of which you can see opposite.

They make for grim reading, but shouldn't be a surprise to any readers of this paper.

The big question is - will anyone be held accountable?

Grant Davis
LCDC Chairman



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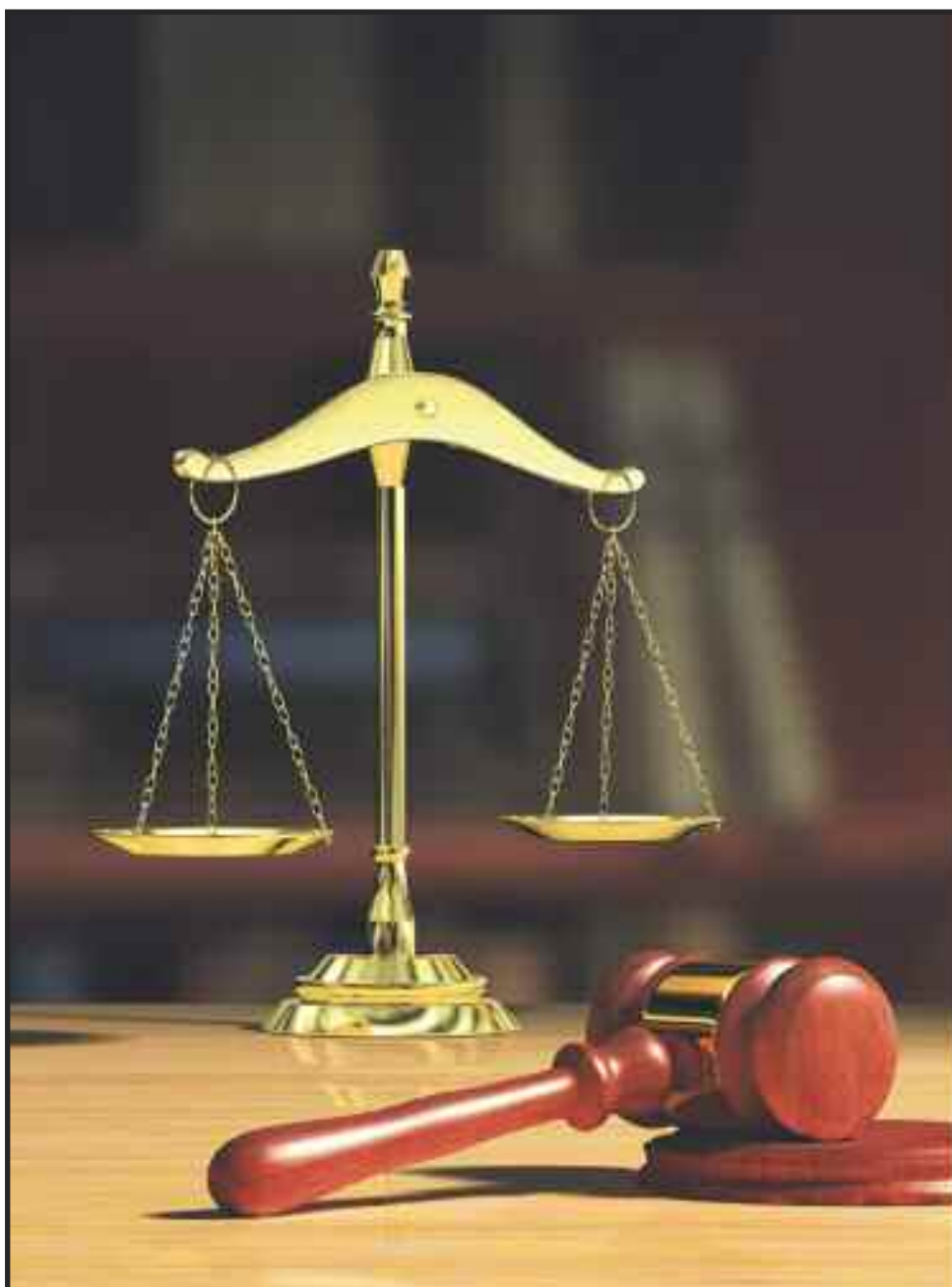
We at the LCDC don't often bang our own drum when it comes to helping our members with their legal troubles. A lot of the cases which come our way with members are quite sensitive and we respect their wishes to keep things in house and out of the paper which I can fully appreciate.

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

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WE WERE RIGHT ALL ALONG - AND TFL KNEW IT

Damning emails have come to light, proving that Transport for London were aware that UBER were non compliant as an operator back in 2013 - over **FOUR** years ago, but chose to do nothing.

Emails obtained under a Freedom of Information request lay bare the correspondence between top people at Tfl, Uber and 10 Downing Street, in the aftermath of an investigation by Tfl compliance officer Cliff Llewellyn. He had visited Uber's then Baker Street office in December 2013 and drawn up a report that concluded that the way the company was accepting bookings was not compliant with the 1998 Private Hire Act. He went

so far as to call them 'an unlicensed operator'. (See excerpt below).

By early 2014, emails were exchanged between the above parties, raising fears that the brakes could be put on Uber's expansion, including one from a senior Downing Street advisor, Daniel Korski, who added that it would be 'a real shame if we let incumbents in various markets, outdated rules or old-fashioned thinking block our effort to attract key firms to the UK'.

In July of that year, Tfl's Garrett Emmerson and Howard Carter produced a report, stating that, should Uber be in breach, proceedings should be initiated against them in the UK courts. However, the pair's report

concluded that Uber were not in breach and that no steps were necessary.

By 2017, a further report by Deloitte UK arrived at the following conclusions:

The IT Architect Review has provided TFL with a much clearer understanding of the booking process. Contrary to ULL's explanations of the booking process to TFL in the 2014 Correspondence and to the High Court in the Taximeter challenge, it is clear that ULL's system automatically "accepts" the booking only after a driver has "accepted" the trip. If the first driver, to whom a booking is offered, rejects the trip, it is then

forwarded to the next available driver. **ULL's prior assertions, that the dispatch servers arranged for drivers to discharge a booking already accepted by ULL, and that receipt and acceptance by ULL of the passenger's booking takes place at the same time as the relevant driver is notified of the booking, were false.**

So if the Deloitte report was correct, Uber had been in breach all along, as Cliff Llewellyn had first suggested after his inspection in 2013.

LCDC has always argued that Uber should never have been issued with a Private Hire licence in London. This further evidence vindicates our argument.

DEC 2013 - THE DAMNING REPORT

From: Llewellyn Cliff (TFL)
Sent: Thursday, December 19, 2013 09:24 PM
To: Hayward Shaun
Cc: Altman Sonia (TFL); Baggey Simon (TFL)
Subject: Uber meeting report

Hello Siwan,

At today's meeting with Jo Bertram (General Manager of Uber London) and Christophe (Operations Manager) at the offices of Uber London Limited at 83 Baker Street, London, Sonia and I asked them to run through their whole procedure from registering via the 'Mobile App', to completion and invoicing of the PHV booking.

They ran through the IT system for Uber London Limited, which went beyond the criteria of the 1998 Act, however, upon asking them to go through the registration of the 'App' and the accompanying Terms & Conditions, they confirmed that it was Uber B.V that are accepting the bookings and the wording of the T&C's were the 'Global T&C's

1. Website and Uber B.V T&C's

Issues:
 Upon further investigation, it was confirmed that the booking platform is owned and operated by Uber B.V and not by Uber London Limited. Therefore:

- a) All bookings are being taken by an unlicensed operator. [Point 45 (2) of Clifford Chance Letter]
- b) All bookings that Uber London have taken from Uber B.V are bookings accepted from an unlicensed operator. However, they are complying with the legislation in all other aspects. [Point 48 (3) of Clifford Chance Letter]
- c) All bookings that are allocated to the drivers could be considered as the driver undertaking PHV bookings as an unlicensed operator based on the above point being correct [Point 48 (1) of Clifford Chance Letter]

JAN 2014 - THE SCRAMBLE BEGINS...

-----Original Message-----
From: Emmerson Garrett [mailto:XXXXXXXXXXXX@XXX.XXX.XX]
Sent: Tuesday, January 14, 2014 11:07 AM GMT Standard Time
To: Isabel Dedring
Cc: XXXXXXXXXXXXXXX@XXX.XXX.XX; Taylor Lisa; Osborne Emma
Subject: FW: Uber UK

Hi Isabel

I can up date more fully on Thursday but, I met with Cory Owens et al from Uber last week and there is not really a substantive issue with their compliance. I appreciate that they are very good at lobbying in the highest circles, but I really don't think there is a need for a meeting - their PH license is not in question! The meeting with them was very positive.

The bigger problem we are going to have is with Steve Wright, the LPHCA and the rest of the private hire trade who will be up in arms when we confirm that we've got an problem with the way Uber are operating - this is really all about competition within the industry (and indeed with the Hackney Trade who Steve is also wounding up) - Uber are a big threat to all of them.

Garrett

From: Isabel Dedring
To: Emmerson Garrett
Cc: Sonja Altman; Taylor Lisa; Osborne Emma; Anita Chan
Subject: RE: Uber UK
Date: 14 January 2014 11:47:39

That's helpful

Anita can you tell daniel's office all probably fine and no need for meeting as garrett sorting - I will call daniel Friday (can you book something in) and if he still feels need for meeting after that I am happy to meet next week

Isabel

JAN 2014 - NUMBER 10 STEPS IN

Dear Julian and Kit

First off, happy new year. Hope you had a good one.

Could I ask you to take a look at a problem Uber seems to be facing with TFL. We are about to make a big pitch in No 10 to make the UK a world leader in the 'sharing economy'. And it would be a real shame if we let incumbents in various markets, outdated rules or old-fashioned thinking block our effort to attract key firms to the UK and encourage home-grown companies. Not to say a bit embarrassing given our felt in sharing economy event in No 10.

So I'd be really grateful if you could look into Uber's case and see what we might do.

Thanks

Daniel

A DAY LATER - A PAT ON THE BACK FROM UBER!

From: Cory Owens [mailto:XXXXXXXX@uber.com]
Sent: Wednesday, January 15, 2014 11:03 AM
To: Emmerson Garrett; Nancy Thomas
Cc: Jo Bertram; XXXXXXXXXXXXXXX@uber.com; Daniel Korski; XXXXXXXXXXXXXXX@uber.com
Subject: Uber London

Garrett and Nancy,

Thank you for being so firm to deal with me and the team last week. As I mentioned, we interact with regulatory bodies the world over and TFL has always been among the most professional and forward-looking we've engaged with. In the context of a world where there is pressure from competitors to find that gap price-combining, the fact that we were able to provide clarity as to the function of the app and the effort as it relates to existing legislation, especially Jan's earlier functions as a meter, is, after Jo and Zoe finish their conversations with your compliance staff, there remain any outstanding questions please let me know and I'll gladly do what I can to get you answers.

Best wishes,

Cory Owens
 Uber (London)

SO MUCH FOR SAFER TRAVEL MANTRA, AS UBER DRIVERS WREAK HAVOC ACROSS CITY



UBER'S FINANCIAL ROAD TO RUIN

Uber trumpeted its Q4/2017 financial statements as evidence of the company's progress towards CEO Dara Khosrowshahi's goal of profitability and IPO by 2019; the company argued that despite losing \$4.5 billion in 2017, its cost-cutting in the final quarter of the year was proof that they would eventually go from losing money on each ride to actually earning money.

But a closer examination of the figures shows that nothing of the sort is going on. The company's cost-cutting came mostly in the form of cuts to driver compensation, taking \$2.2 billion out of drivers' pockets, meaning that Uber drivers are increasingly losing money with every drive (something that isn't apparent until you factor in the capital costs borne by drivers).

Uber drivers can drive for other companies, or get other jobs (that's key to Uber's claim that its drivers aren't employees, without which the company would be unambiguously doomed); its rival Lyft is happy to go on paying drivers more (for now), and drivers have already shown that it's pretty easy to ditch the platform, create their own app, and pocket 25% more than the company will pay them.

So Uber's already losing drivers, and also they lost \$4.6 billion -- and to become profitable, they'll have to find another \$4.6 billion in cost-cutting, which is unlikely to come from drivers, whom they're actually going to have to start paying more if they want to continue to have cars on the street.

For Uber to find an additional \$4.6b/year in savings, there

would have to be some indication that their costs were actually going down with scale. They're not. Insurance, a major cost to Uber, is rising linearly with revenue. Other costs have gone down thanks to deep cuts: Operations, Sales and Marketing, Research and Development, and General and Administration. Unless the company starts spending more on these, they will not continue to grow, and thus will continue to lose billions.

What's more, Uber's figures are totally untrustworthy. Every financial report from Uber picks a different set of accounting practices, selected to cast their dismal finances in the best possible light (and even with that cherry-picking, Uber is still losing \$4.5B/year!). So things are likely much, much worse.

As ever, Hubert Horan is the best source on Uber Financial Kremlinology; since I wrote about his initial five deep dives in 2016, he's written eight more -- the latest one is where I found about about these balance-sheet shenanigans.

All previous releases of Uber revenue data were limited to the top-line "Gross passenger payments" (the total money paid by passengers) and "Uber revenue", the 20-30% of that total retained by Uber. In past analysis, I had assumed that the difference went almost entirely to drivers, but the newly released data shows this assumption is not true, and that Uber may be inflating the top-line revenue number.

In 2017, roughly \$3 billion[8] of this revenue was "Refunds, Taxes and Fees" or "Rider Promotions." Government

charges and fares that are refunded should not have been included in the original gross revenue number. The "Rider Promotions" item is more problematic.

If Uber offered discounts, the higher fare (that the passenger did not pay) appears to be included in gross revenue, while the promotional discount is a separate offset.[9] These numbers do not affect bottom line P&L calculations, but inflating the top-line gross revenue number directly supports Uber's desire to show the strongest possible passenger demand numbers. Uber has steadfastly refused to release any numbers (such as market-specific fare and yield trends) that would meaningfully document whether (or where) its revenue performance might actually be improving.

Courtesy of boingboing.net



L.C.D.C LEADERS NOT FOLLOWERS
Stop talking about it and JOIN!

TFL HEADS FOR £1bn DEFICIT

Transport for London is heading for an operational deficit of nearly £1bn next year following a fall in passenger numbers, raising concerns that the city's transport system is being pushed to its limits.

In an internal email sent this month, Patrick Doig, finance director for Tfl's surface transport division, told staff the £968m "loss" was "clearly not a sustainable position to be in as an organisation". Tfl's operational deficit has swollen from £171m in 2012-13 to £458m in 2016-17. The transport body expects the deficit to be £785m this year, and hit £968m in 2018-19. The rising deficit has been blamed on several factors, including the removal next year of a revenue grant from the UK government, which was once as high as £700m a year but has been falling since 2015. In addition, Sadiq Khan, London's Labour mayor who oversees Tfl, has frozen fares — a move that is estimated to cost about £640m over four years. Tfl has also seen a drop in passenger numbers, which has been blamed on more people working from home or using ride-hailing apps, such as Uber. Alex Williams, director of city planning, has suggested that the decline is due in part to safety concerns following last year's terror attacks in London and Manchester. David Begg, a former Tfl board member, said the transport body was "in a crisis".

"There's a genuine concern that the organisation is starting to creak," he said. "I'm starting to worry about Tfl and its ability to deliver against this financial background."

Tfl's funding squeeze has already seen a number of projects shelved, including the scrapping of upgrades to the Northern and Jubilee lines on the London Underground, and a failure to fulfil a promised extension of the Metropolitan line. Tony Travers, director of the LSE's Institute of Public Affairs, said: "Tfl's financial future looks pretty bleak if the boom in public transport passenger growth has come to a halt".



Caroline Pidgeon, a Liberal Democrat member of the London Assembly, said Tfl had struggled to understand that lifestyle changes were changing how much people travel, with more people working from home, shopping online or using ride-hailing apps. "It's the biggest financial challenge that Tfl has ever faced," said Ms Pidgeon. "If they don't find ways to manage their expenditure we are going to see a crisis because we will see more transport projects being cut." In 2014, Tfl predicted that there would be 1.44bn

passenger journeys on the Underground by 2018-19. But by March 2016, the transport body had downgraded its projection by more than 7 per cent, to 1.34bn. The most-recent figures show passenger numbers fell 1 per cent last quarter, compared to the previous year. At the same time, Tfl has slashed its predicted income from fares by hundreds of millions of pounds. In 2016, Tfl expected to generate £5.58bn of fare income in 2018/19. In a budgetary document in December, however, it

predicted just £4.79bn in fare revenues for next year. City Hall believes that the fall in passenger numbers would have been even worse without Mr Khan's fare freeze. But Gareth Bacon, a Conservative member of the London Assembly, said there was now "serious cause for concern" about Mr Khan's "cavalier" financial stewardship of Tfl. "His expensive promises might have won him cheap headlines but they have cost Londoners vital investment in their buckling transport system," he said. A spokesperson for Tfl said

the mayor had made a "big push" for the transport body to reach an operating surplus of £78m by 2021 under a recently-agreed business plan. But the prediction is based on passenger income rising 30 per cent, from £4.6bn in the current financial year to £6bn in 2021-22.

"London is leading the way in showing how you can keep fares affordable, while still investing record amounts in creating world-class infrastructure," the spokesperson said.

"Although overall ridership is currently slightly lower than originally budgeted, ridership on the bus, Tube and rail services is regularly outperforming that elsewhere across the country."

Tfl is hoping to boost income through property development, and has laid out plans to raise £850m over the next five years by developing housing and office space above or beside its stations.

A cost-cutting programme is also already under way. The Tfl spokesperson said the transport body's day-to-day operating costs fell by £153m in the last financial year and an additional £194m in savings were found in the current financial year.

Courtesy of the FT

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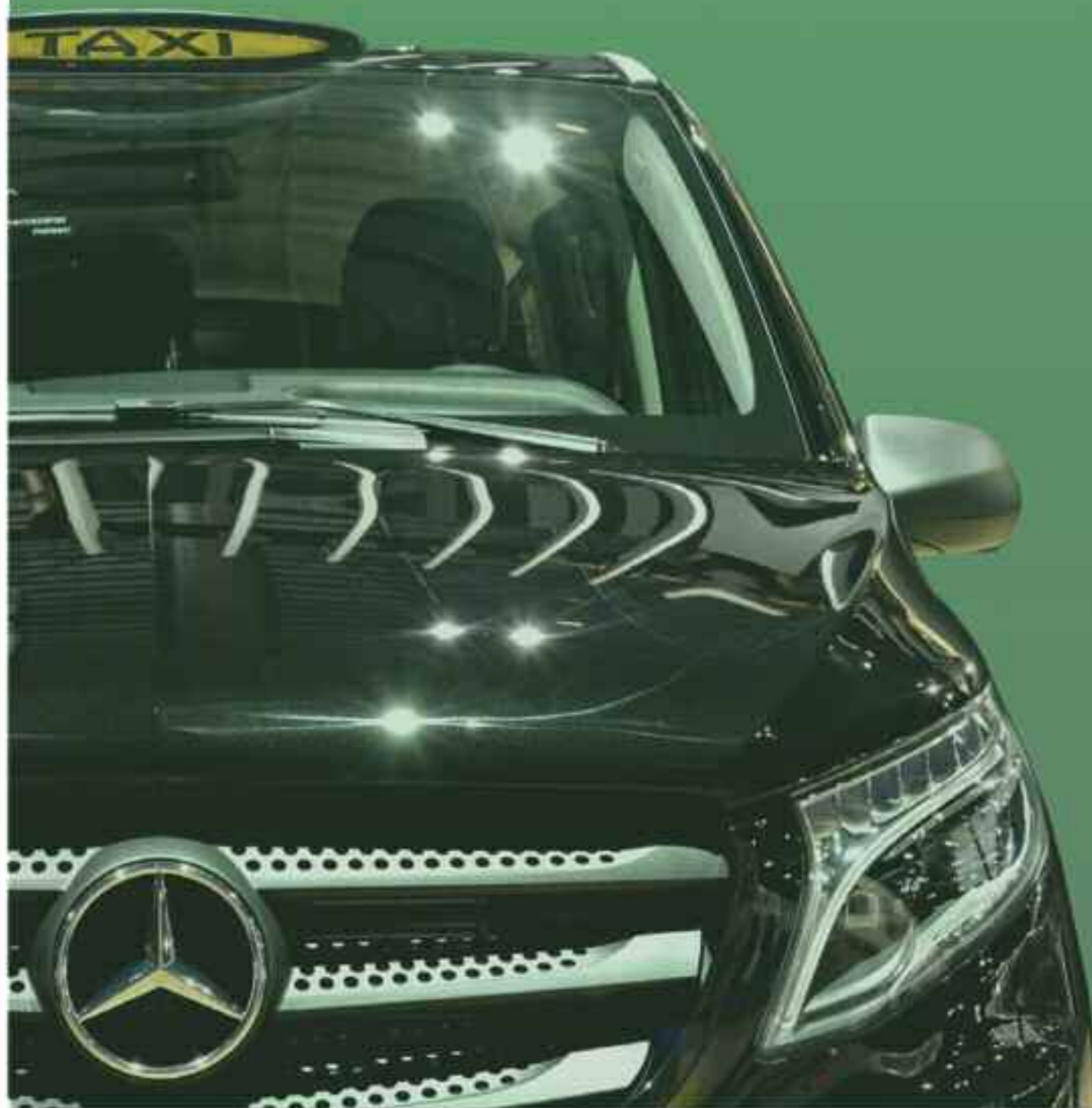
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GETT SIGNS DEAL TO MAP STREETS FOR DRIVERLESS CARS

Taxi app Gett has signed a deal to fit the Mobileye tech to black cabs to map London's streets.

London cabbies will help create a virtual roadmap for driverless cars. The advanced cams will log data to help create a high-definition map that driverless cars will use to navigate streets. Around 500 taxis in the capital will get the cutting-edge systems fitted. The Mobileye equipment can be fitted to any vehicle and works with just a single windscreen-mounted camera. And cabbies will also benefit from the collision prevention features that the Mobileye tech has included.



Gett GONE

Last month the LCDC took a vote at the AGM regarding dropping advertising from GETT in the Badge.

This has certainly been no knee jerk reaction, far from it as we realise that drivers are individuals and have their own opinions and financial responsibilities.

In the past months I have received many calls from irate members who are absolutely disgusted that the fixed price offered to the customer on the GETT app for a journey varies greatly from the price being offered to the driver, why is this?

When drivers worked out the price differential and then factored in the driver's 13% deduction fee they pay GETT many exclaimed that GETT took more money from them than an UBER driver.

Now to add insult to injury, we then find out that GETT has agreed to fit 50 cabs with cameras on them to map the journeys undertaken by the drivers, then sell the info to any Autonomous vehicle owners...maybe UBER, who can then introduce to London their own Autonomous taxis with the World-Famous Knowledge.....so all that hard work you put into getting your badge on that moped over all those years will be given away for tuppence, again, are you happy with that?



Also, is the trade happy that GETT are offering a PH Porsche on their app? There is also NO differential to how both are being booked, the passenger looks onto the app and sees the available taxis / PH.

Are we happy that their PH could be plying 4 Hire on the app just like us? Someone

please tell me the difference. When it comes to Industries pressing the "Self-Destruct" button, the cab trade seems to be a market leader.

Let me re-iterate - how a driver decides how and where they work is entirely a matter for them, but Gett dispatching work to PH through in the same



manner it does to us i.e., "as an immediate hail as opposed to a pre- booked job" opens up a whole can of worms and totally undermines our case against re-licencing of Uber. One thing that never fails to amaze me however is how upset drivers are about apps booking PH when the radio circuits they used to be on and

in many cases still are, they never raised a murmur even though they funded the development of PH booking systems such as One Transport and Concierge with their hard-earned subscriptions! It seems that in the Cab trade, it doesn't have to be December the 25th for turkeys to vote for Christmas.



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Anthony Street



Bob Oddy



Paul Brennan

ALL CHANGE AT THE



Last month Anthony Street and Paul Brennan were elected by the LTDA Council of Management to the position of Executive in the wake of Bob Oddy and John Thomas standing down.

Mr. Street is set to replace Mr. Oddy as treasurer of

the Association. Mr. Street faces an onerous task as the LTDA over the last five years have posted losses of just under **£2.7 million**. The last available accounts for the financial year ending September 2016 show losses in excess of **£1 Million**.

Also, with a new treasurer in place members may at

last get the answers to some of their questions asked at the Association's AGM.

One of the them was for a breakdown of the Committee's fees and salaries which were **£682.422** for the year ending September 2015, and **£644.645** for the year ending 2016.

With Bob Oddy and John Thomas standing down they were no longer eligible to remain as directors of LTDA Enterprises Ltd. Mr. Oddy, who was appointed a Director in November 1986 and Mr. Thomas in 2002, have been replaced by Anthony Street and Paul Brennan, who join fellow directors Steve McNamara

and Richard Masset on the board.

All the assets of the Association were transferred to LTDA Enterprises Ltd. in 1987. The last available accounts for LTDA Enterprises in September 2016 show a deficit of **£1.8 million** that LTDA Enterprises owe to the LTDA.

BLACK TAXI DRIVERS OFFERED £1,550 TO DUMP DIESEL

Black taxi drivers are today handed a **£1,550** incentive to dump dirty diesels in a move to help clean up London's air.

Treasury minister Robert Jenrick told the Evening Standard that a tax break for drivers switching to electric taxis is to start next month, a year early.

The Exchequer is scrapping a Vehicle Excise Duty surcharge for new electric cabs purchased from April onwards. In addition to being exempted from the **£310** a year charge, which is imposed for five years on all cars costing over **£40,000**, cabbies stand to gain **£400** a month in fuel savings.

The move, a week ahead of the Chancellor's spring statement, helps put London's fleet of 21,000 traditional black cabs on a

fairer footing with private hire cars and Uber drivers, who can already save money by buying cheaper electric and hybrid saloons that cost less than the **£40,000** threshold. Black cab drivers cannot currently avoid the charge because their highly specialised vehicles, equipped with disabled access, are more expensive, costing around **£55,000**.

Mr Jenrick said: "Replacing just one of these taxis with a cleaner, electric version would rid the city of seven tonnes of carbon dioxide a year.

"Now, just think about what could happen if we upgraded them all to these greener, cleaner cabs." With over 75,000 black cabs operating in England, the impact of a change to electric vehicles would be



significant, but the biggest benefits would be in air quality in the city centres and pollution hotspots like Oxford Street.

Chancellor Philip Hammond said: "Ensuring the air in our bustling towns and cities is free from pollution is part of our quest to become the first government to leave the

environment in a better state than we found it."

Chris Gubbey, the chief executive of cab manufacturer LEVC, said his firm would stump up the charge for any cabbies who had ordered electric models to be delivered in March, worth **£310**.

"We will compensate these

drivers to ensure that they are not penalised for being the first to make the transition to a cleaner vehicle," he said.

The measure builds on a **£7,500** grant towards zero emission cabs and a **£400** million investment in charging points announced in last year's Budget.

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Alan's Angle



St Thomas St update

TFL have been working in partnership with Southwark Council to deliver improvements to St. Thomas St, London Bridge in line with local aspirations for a world class pedestrian focused public realm, which has the capacity to handle the increased numbers of pedestrians projected to use the area as a result of the London Bridge redevelopment.

The street has been closed since Network Rail started the London Bridge station redevelopment 6 years ago and will be reopened in May this year.

Since the street was closed there has been more emphasis on the environment and reducing pollution, creating healthier places. So TFL are proposing to reopen the street one-way – westbound – for

access only. Access only includes deliveries to the premises along the street, taxis picking-up and dropping-off at The Shard (note that the station taxi drop-off and pick-up is on London Bridge St by the News building) and residents. This will keep traffic to a minimum and make the place better for people walking and people cycling. The main changes people will notice apart from the reopening and resurfacing by Network Rail will be new signs (No entry except for access etc) and lines marked on the street (indicating taxi ranks etc). We are keeping the works to a minimum as plans develop to meet the local aspirations for the street which will avoid any disruptive and unnecessary works.

As a result of these proposals general traffic will no longer be able to drive onto St Thomas St eastbound from Borough High

Street. Since the closure this has mainly been taxis, private hire and deliveries but there is often congestion and risks from turning vehicles.

By making it one-way we can remove the delays and hold-ups caused by turning vehicles, the extra pollution they cause, and reduce the risk of vehicles colliding with people walking and cycling

Taxis, private hire, delivery and servicing vehicles, people cycling and disabled blue badge holders will be able to access St Thomas St westbound from its junction with Crucifix Lane and Bermondsey St. to access The Shard and other businesses along St Thomas St.

The longer-term aspiration when the new developments on the southside of the street have been completed is to allow people to cycle in both directions.

Work to start on Tottenham Court Road

Tottenham Court Road is set to become more cyclist and pedestrian friendly, with all motor vehicles except buses banned from using the thoroughfare between 8am and 7pm, Monday to Saturday. The restrictions are due to be in place by early 2020, said the London Borough of Camden.

The first phase of the £35m scheme begins in March, with initial works to include: new granite paving on New Oxford Street by Centre Point; the removal of pedestrian barriers and traffic light poles from Tottenham Court Road; and trial holes being dug across the project area to understand the previous underlying road structure.

These works will prepare the way for major changes to road layouts, including scrapping the current one-way traffic system, as well as installing wider footways and segregated cycle lanes on Gower Street and Bloomsbury Street.

The current one-way system on Tottenham Court Road and Gower Street increases the journey times and is hard to navigate for cyclists, said a spokesman.

“The transformation project is a £35m fully funded project. Alongside Camden Council, the project is being funded by Transport for

London and private contributions. In addition to these funders, a number of local developers have made significant contributions as part of their planning permission conditions (section 106 contributions).” Cabinet member for improving the environment at Camden Council, Adam Harrison said: “This year, 2018, will be one of the most important years in the history of Tottenham Court Road and Gower Street. I am very excited that the fruits of many years’ preparation will soon be seen. In Gower Street, the project will create new segregated cycle lanes along the entire length of Gower Street and Bloomsbury Street.

“This part of the West End deserves the ambition that Camden and Transport for London are showing for it. With the opening of the new Elizabeth Line station, the West End Project will create new public spaces for residents, local workers and visitors, making the area safer, greener and good for business.

“This includes the first new park in many years, at Alfred Place – which is currently a road. We will finally be able to sweep away nasty street clutter like old railings and the many redundant phone boxes, which cause such a blight.”



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Stop talking about it and JOIN!

The Anderson Shelter's TAXI LEAKS

Taxi driver stabbed

We've received news that a Harrow licensed Taxi driver has been stabbed 8 times, in an attempted robbery. The driver was taken to a nearby hospital, but his injuries have been confirmed as not life threatening. The incident took place on the Taxi rank outside Harrow On The Hill Station, on Collage Road Harrow Town centre, at approx 5:30am on Sunday morning.



So far, the attack hasn't been mention in any form of main news media...except for the local

paper online page and a tweet put out this afternoon by Harrow Met Police. The Tweet form Harrow Met Police reads: Yesterday morning at 05:30 a Taxi driver was stabbed multiple times in Harrow Town Centre during an attempted robbery. His injuries have been confirmed as non-life threatening. Any witnesses to the incident are urged to contact #Harrow Police on 101.



Will Uber crash at Buckingham Palace also be covered up?

UBER 500% SNOW SURGE

Minicab-booking app Uber has faced criticism for increasing their prices as the 90mph Storm Emma and the 'Beast from the East' hit Britain with blizzards, ice and flooding leaving public transport across the country to be cancelled.

The firm has charged customers up to five time the normal fare for journeys as the Met office issues six different weather warnings covering almost the entire country today - two amber for 'be prepared' and four yellow for 'be aware'. Angry Uber users took to social media to share their dismay with the app. Richard Silcock, from Manchester, said his journey was 'an absolute joke' after being charged £13.20 for a three mile journey. He added it was 'ridiculous' to charge a 2.7 times surcharge for 'a bit of snow. Other frustrated users

described the business as 'desperate' or 'pretty douchey'. One passenger in Birmingham allegedly paid five times the usual fare. The customer reportedly



paid £31 for a three mile journey that usually costs £5. Twitter users complained about being asked to pay more than usual with some saying it was 'desperate'. Another Uber user was charged £16 for a for a two mile journey that usually costs £5. She queried the price and was told 'We understand that you never had to pay this much before' but 'the rates are updated

based on the demand and supply in real-time. An Uber spokesperson said: 'The last few days have been incredibly challenging for transport services and anyone trying to get around. Bad weather has seen more people looking to book a car with Uber but fewer drivers on the road which caused prices to automatically increase. 'Our app uses dynamic pricing to encourage more drivers to pick up fares so

that more cars are available. Users can always see a fare estimate before they book and can split the fare with others through the app. We'd encourage both riders and drivers to stay safe and follow the latest travel advice. Uber trying to get away from the embarrassment of the surge by calling it "Dynamic" pricing, so back to the old 'it's easier to ask forgiveness than permission'...

An Uber car has crashed into the gate of Buckingham Palace in the early hours of Sunday Morning.

The incident took place a little before 12:30 a.m. local time, Sunday (7:30 p.m. EST, Saturday). Images of the aftermath of the incident show Police at the scene standing in front of anyone filming or taking photos. According to initial reports, the car in question appeared to be an Uber and the crash is being treated as an isolated vehicular accident. It is not being looked at as a deliberate act of violence or a terrorist attack (there's a surprise) "So scary. Loads of police here. Being told to move back by the police," said Mathew Vincent, who witnessed the scene. "Police were stopping anyone trying to video the scene".

It's not immediately known how many members of the royal family were present at the palace at the time of the attack. Also, it is yet to be determined if the police have apprehended the driver of the car. **TAXI LEAKS EXTRA BIT:** Looks like we could see another cover up of TfL stakeholder Uber. It's already gone from most all UK news channels.



It's been alleged by our insider, that top TfL staff were called in early this morning, to discuss the incident. Last October, we saw an Uber driver mow down pedestrians on Exhibition Road. Although eleven members of the public were taken to hospital, the story was killed in the press within hours. **CAN YOU IMAGINE THE NEWS COVERAGE THIS INCIDENT WOULD HAVE RECEIVED, HAD IT BEEN A LONDON TAXI???** **Taxi Leaks Late Night Extra:** As we said earlier this story has now been buried. No mention on UK news channels since breakfast this morning. And yet a friend has just had a call from family members on holiday in Mexico who said its all over the news there.



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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

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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 CALL TO ARMS

MEMBERSHIP

Over the last year, the LCDC has seen a steady increase in membership; this has significantly grown over the past few months, where we are experiencing a huge rise in numbers of drivers joining in our battle to preserve our trade, against an inept regulator.

Below, I have written an account of what we have been doing and why so many drivers have joined the Club and are supporting the work we have done. Perhaps if you're not in an org or in one that you feel is not working in the best interests of you and the trade, you may consider joining us.

Large numbers of drivers have recognised the genuine efforts and endeavour of our committee and reps (who are all full-

time working taxi drivers, no big salaries or expensive motors) in holding TFL to account. We were the only trade organisation through our FOI requests and investigations to uncover the shocking UBER sexual assault figures and the corruption between UBER/Government and TFL. Without all these exclusive exposes, UBER and TFL would not be under the heavy critical observation they find themselves in today. UBER's licence would probably have been rubber stamped last year without any questions, and would be operating under the same conditions they were licensed originally back in 2012. LTPH Management who licensed and facilitated them, would still be in their lofty positions now, if the LCDC had not provided this information to our contacts in the media. We were the first

organisation to examine UBER's booking process, discovering that the bookings made, go to the Netherlands not London, with the driver accepting the initial booking. Therefore plying for hire, licensed and operating outside of the PH regulations. The LCDC are the only organisation to voice huge concerns on TFL's mandate of the new electric taxi. There is only one model and manufacturer, a monopoly, making it uncompetitive for the trade. We still do not know the full range of these vehicles once fully charged. More importantly, it is economically unviable to most drivers. Those coming up to the 15 year age limit on their cabs, have a big decision to make, take the financial risk of purchasing one of these vehicles or withdraw from the market, essentially involuntary redundancy (with no

compensation package). Certain Reps from other orgs have publicly endorsed this vehicle, a "game changer" will "fly off the shelves" are some of the comments I have read. As working taxi drivers, we know and share the same frustrations, concerns and stresses as every other driver. We have seen the how apps have taken a lot of our traditional street-work, and in GETT's case introduced fixed fares, coming in lower than you would expect on the meter, making the meter obsolete. We listened to our members and took a vote at our AGM, which was unanimous to stop advertising them in The Badge. As an organisation, the LCDC has become more organised, our reps are meticulous, knowledgeable and determined, evident to those who attended our AGM in January. Our Trade has been seriously

damaged by incompetent and negligent decisions by LTPH, which we feel have biasedly favoured PH and particularly UBER. We are intent to continue to seek accountability and impartiality from this regulator, which has been absent for too many years to remember. There is no doubt that LTPH have been put under pressure by our probing emails, questions to the Mayor and Freedom of Information Requests, so much so they have tried to ban us from sending them anymore FOI's. It appears they do not appreciate us examining and inspecting their actions closely and increasing their workload. Due to the road changes and designs over the last few years, such as CSH and pedestrian schemes, we have seen an increase in Penalty Charge Notices. This is a lucrative cash-cow for authorities, where taxi



Matt the Cab urges drivers to join the club and rally to the cause

never shy's away from criticising TFL, or stakeholders in the trade such as apps, circuits and vehicle manufacturers, if we feel they are not acting in the trades best interests. Most of the other trade orgs do not even have a trade paper or have one that seems to gloss over the main issues affecting our business.

In our view, we have the best legal team within the trade in Keima Payton Solicitors – She is awesome and has 100% record of not losing a case for our members over many years. For those who have been reading The Badge and Twitter over the last year or so, she recently got Sean Stockings' licence back, after actions by TFL and Leon Daniels to take his livelihood away. Recently, we have been visiting some of the knowledge schools such as Wiz Ann and Eleanor Cross, discussing with them the precarious position the trade is in, particularly notable with the huge drop in people signing up to the Knowledge. We are looking at ways to promote the Knowledge of London, which TFL have in the recent past been reluctant to do. The schools like the

rest of the trade have had no support from TFL. The Club have had lots of students join our associate scheme, who want to be part of an organisation that will fight their corner and help preserve the trade that they will soon be a part of. We have recently been appearing outside TFL' Offices on Badge Day Ceremony, with welcome packs for those receiving their hard-earned badges. We are determined that new entrants to the trade, are aware they have an alternative organisation to join.

Last month, Grant Davis and I held membership evenings at The Astral Café, so drivers can join the Club whilst they are having their dinner or stopping for a tea or coffee. These have proved to be extremely popular, where we have been inundated with drivers signing up as members. We will be continuing this in March and will remind drivers beforehand on our Twitter account. We are upgrading our website and will be making it

easier to join to become a member.

Drivers will soon have the option to join online and by Direct Debit.

The London Taxi Trade is the best in the world, there are no comparisons that come close. We are vital to London's transport network, identity and economy, but not valued it seems by our regulator.

As I stated earlier, the LCDC will continue to fight for our futures and for fairness and impartiality from TFL and we stand a better chance with drivers joining us, who feel the same.

If you share the same concerns, join the Club not later, tomorrow or the day after, join today!

drivers are often unsuspecting victims. The LCDC have and will assist all members from start to finish fighting PCN's. If required, we will provide representation at a Tribunal. LCDC Rep, Heather Rawlinson has had many successes fighting appeals on behalf of drivers.

The LCDC is the most proactive organisation in the trade. We strive to keep our members and all drivers up to date with all the relevant trade news and opinion (more so than any other org), via The Badge, Twitter, Facebook and our website. The Badge never pulls any punches and



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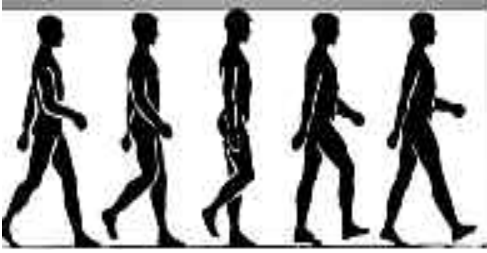
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Walker on the March....

TfL ARE PLANNING TO CHEAT US - AGAIN!

For the last two years, TFL have published a tariff increase that has been considerably lower than the actual increase awarded. This is beginning to look like a trend as they are about to do it again this year.

In 2016, the Tariff Cost Index indicated the need for a 1.7% increase and this was duly awarded and published.

However, during this round of negotiation, we had to fight to prevent T4 (the rate above 6 miles) from being increased from approximately 3.5 miles in distance to 12 miles. We had to settle for an increase in distance to 6 miles. This took a fairly hefty bite out of our increase.

We also had to argue to prevent T3 (the night rate) operating time from being cut in half from 8 to 4 hours. We had to settle for an hour reduction. This also took a chunk out of the increase. Put together, we probably suffered a decrease in 2016 but thanks to TFL, this didn't prevent the Evening SubStandard from fan-faring another increase in taxi fares of 1.7%.

It was no better in 2017, when the Cost Index indicated a 2.8% increase. TFL agreed this and subsequently published it. However, we again probably suffered a decrease.

First, the credit card fiasco came into play. We had been given 20p on the meter drop for this, it's true, and this covered the transaction charges in most cases. However, some drivers were paying 10% charges at the time; 20p was a joke for airport drivers and no rental or installation costs of machinery were taken into account.

Even now, despite trade arguments, TFL are so far refusing to actually put the cost of App and credit card usage into the Cost Index, as recommended by their own consultants (admittedly bad consultants).

Worse still, due to having to wait for the results of a useless tariff review by pointy-headed consultants who had no understanding of our trade, our increase was delayed by two months, effectively reducing the increase by 17%.

Neither TFL or the SubStandard are likely to let the truth interfere with a good headline so our loss was claimed as a 2.8% increase.

This year it's all happening again. The trade group asked if the tariff could be adjusted this year to

compensate for the late implementation last year. We were told no because there is no specific date for a tariff increase.

That is very true in a formal sense but in an informal sense, this is nothing more than swerving our proper increase. Between 2003 and 2016, the tariff has always been increased between the 2nd to 14th April. It was the same before that.

TFL themselves say – and I quote – “Taxi fares are normally revised every April.....They normally change on the first Saturday of April but are sometimes deferred by a week when Easter falls on the first weekend of April.”

There is also a precedent (I think it



was in 2003) for TFL awarding an additional increase for late implementation in the previous year.

This year though, the pen-pushers who don't have live on our wages, have decided it's not appropriate to make up the shortfall.

So Lord help us this year because there ain't no way we are getting the increase in April. It's the end of February as I write and it's yet to be put before the board. If, as I suspect they intend but won't hold their hand up to, they wait until the pointy-heads deliver the current academic exercise to try and prove our fares are too high, we won't get the increase until about October.

That will cut the current indicated increase of 3.8% neatly in half. Yet, that will not stop the pen-pushers and the SubStandard from announcing to the world that our increase is twice as high as it actually is.

Let's be fair though, if they were to announce the REAL changes to our tariff, it would look quite bad to see that rail, bus and tube fares have

been constantly rising faster than taxi fares, year on year.

So chaps and chapesses, smile as you bend over and say thank you to your masters.

DO LTDA MEMBERS WANT TO DITCH OUR NIGHT RATE (T3)?

The LTDA are surveying their members on whether they want to keep the night rate or not.

Albeit this is being done innocently, if the result is to abandon it, this would seriously undermine the all trade tariff group policy. I might even go as far as to say it could make this

WHAT WILL DROPPING THE NIGHT RATE ACHIEVE?

It is accepted market theory that price and demand work inversely – reduce price and demand rises; increase price and demand falls. How much things rise and fall varies with elasticity.

Fair enough but in the real world things are more complicated. Most importantly, these “rules” depend on getting information out to customers and potential customers. Simple really, if nobody knows you've changed your prices, they won't react to such changes. Right?

So let's say we drop T3 (the night rate) by 20%. How will anybody know? Our existing customers will be aware their fares have reduced and thanks very much but that loses us money. OK, we may get some business by word of mouth but seriously, how much? Enough to make up for a 20% reduction? I don't think so.

Let's face it, we drivers don't have the will to all chip in to a fund to advertise this 20% drop in fares and TFL won't do it for us.

Even if we could find a way of letting the whole public know we have reduced fares at night by 20%, that means PH operators will know this as well. If we start winning work from them, what happens next?

Taking into account that our useless regulator imposes costs on us that are twice as high as our PH competitors, it doesn't take a genius to work out that they can play this game by always reducing their prices by more than we can. Unless we go so cheap that taxis and PH are winning work from the busses, the only outcome is that we all make less money.

That said, if we dropped T3, some night drivers would probably gain. This is because many current night drivers would switch to working days. T3 provided the incentive for day drivers to switch to nights some 15 years ago. Common sense should tell us that if we remove T3, it will provide the incentive to switch back to days.

In short, the idea of ditching T3 is utterly stupid. The whole trade is dragging its bum along the floor. If trade was great during the day and all the day men were coining it, while night men were scratching around, then it would make obvious sense to ditch T3.

The truth is that day men are probably suffering worse than night men. With the Paddington feeder stretching back into Praed St and airport faces doing 5 hours in cold blood, do we really need night men switching back to days?

Please, if you take part in the LTDA survey, just think about it first.



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Sound of the Suburbs



Rob Cardwell



Two key factors to the success of Uber in my opinion, the second is price but the first is convincing: the public can just walk out of their house, club, pub, etc, push a button and an Uber will be there in minutes. We need to compete with this and this is why I've been trying to make a go of the Bexleyheath Rank. We have three boroughs in Sector 3 Bexley Greenwich and Lewisham. Whilst we give the slave app a good run for their money in Lewisham and Greenwich, Bexley is virtually untouched! This needs to change to compete with our compilation and give us more scope for work, so Sector 3 drivers please give Bexleyheath Rank a go during the day (Broadway opposite Asda) and support the Bexleyheath rank of a night time (just past the Esso

opposite Lion Road). This rank operates between 7pm and 5pm and is a shared loading bay, so marked out in white, but a temporary plate has now been put up there, so like I said please support it.

Every Tuesday I've been doing a periscope show at 13:45 for 30 to 45 minutes. The idea of this is simple - it's very difficult for me to get round all 9 sectors to converse with drivers find out what's affecting drivers the most and how we can work to gather to improve the working environment for suburban drivers? So now I'm doing this show drivers can come to me and post any questions they like and I'll do my best to answer them, even if I don't know the answer I'll find out and will get back to you the following week. I have to say this



is working very well - the last show I did yesterday has had 150 views already and I've been in contact with drivers in sectors 8 and 1 which I have no members in at the moment but am hoping I will soon so the LCDC can take on the challenge of making Suburban drivers' jobs better in those sectors.

I've joined Cabchat with Jamie Owens and Mac the cab - me and Jamie

recorded a podcast last week which was a laugh and I really enjoyed and I'm looking forward to doing more and bringing back 'sound of the suburbs' to highlight the problems of the suburbs to the taxi trade. So please visit www.londontaxiradio.co.uk and download the podcast now! Till next month you all be lucky out there.



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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:



Alex White
LCDC Airport Rep
& Marshal.

MONEY TALKS

I will make a couple of statements in this article the first of which I truly hope I am wrong, but my conclusions which are the basis of these statements comes from more than two decades of commercial experience so they are well founded in my view.

“The taxi feeder park will be gone or will be totally different within 5 years”

The taxi feeder park costs the same to run regardless of how many rides a day go through it, what will change is how much you pay to go through the park, halve the rides and you pay double to go through its that simple. now the price to go through roughly equates to 30 minutes in the short stay car park, so our costs are roughly the same as prebook. We are cost neutral to Heathrow Airport Limited (HAL); they don't make money out of us and we are competing (I use the term loosely) against commercial companies that are prepared to pay Airports to pick up work. Luton Airport is a good example of where we could end up.

The idea that HAL have to provide taxis is true, but what do they have to provide; a rank with say 5 cab spaces or a feeder park with space for 500 taxis?

Cross-Rail is coming; there is unprecedented levels of competition and the reality is that as a trade have done nothing other than credit cards (which was forced upon us) to improve work levels. London Taxi PR have done some advertising in an inflight mag but when only 2%-3% of our trade are paying into them its not enough.

Our work is slowly being eroded on all sides and a small percentage taken by many others is a death by a



Airport matters...

thousand cuts. If you're retiring in the next few years you may feel you have nothing to worry about. But if, like me, you need to get 15-20 years out of Heathrow then you have a problem because its not about today's money that needs looking at, it's further into the future and a plan for all eventualities. TFL have released their survey which has a number of questions about pricing; its a shame that we did not do our own, but that was not for a lack of trying on the part of the LCDC reps, but instead some who seem quite happy to sign in on a regular basis and do very little, whilst allowing others to do all the work. Paul Brennan of the LTDA was one of the few that made an effort, but most of the other reps are lazy and, in my honest opinion, should not be representing the trade. The Club have one possible solution to getting us to work better at Heathrow, if anyone has a better idea, I would love to hear it. The HUTG represents around 40% of the Trade at Heathrow; it does

not represent Every Driver who works there but some Reps speak as if they do. A more sensible solution would be to have an umbrella group that does. The concept of HALT was a good one; the application was not. Here is a link to the start of a project that we in the Club think could everyone together: <http://portal.lcdc.uk/concordia.pdf>. Your thoughts on this are welcomed.

DO WE NEED TAXI MARSHALS?

Taxi Marshals are needed more today than they ever were.

Long gone are the days where the only role of a Marshal was to chase Touts around the Airport: they are the eyes and ears in the Terminal buildings and see the current situations on the ground that affect our trade and the volumes of work. The Marshals are often the first interaction a lot of the people arriving at Heathrow have with the Cab trade. It's imperative that they make a good impression.

Marshals are also the people that capture the people that walk back off the rank having not come to a mutual agreement with a driver and there have been countless good jobs that have been presented back to the rank a second time that allows an agreement to be reached. It's normally the bigger jobs that this situation happens with: some examples recently have been fares that went to Lincoln, Bristol, Liverpool and quite a few Gatwick's. Most of the time these passengers come back into the terminal buildings looking for alternatives. Unfortunately there are cases where people come back into the terminal buildings saying they will never use us again, I hate to think what the discussion was that got them into that frame of mind. Some drivers complain that Marshals are only bringing out shorter jobs to the rank. A couple of points on that: firstly does anyone actually know that this person was not going to use us and it was the Marshals advice that changed their mind?

The answer is no. What often happens is the Marshal is by the doors and is asked for the Taxi Rank. The passenger may then be escorted to the Rank in order to promote good customer service but also to stop Touts getting involved and ripping people off. Secondly, Marshals are not in a position to cherry pick work; those days are long gone and its one of the reasons the Trade is in the mess it is in. Jobs to Kingston, Kew's and Richmond may not be the best job from an Airport Drivers point of view but these are still good jobs that pay more than £40. Trust me, in a few years time, these will become the Roaders, rather than the bread and butter unless the Cab trade bucks up our ideas. In the last week the snow has caused a lot of problems, lots of cancelled flights and once again Marshals have been the ones that have been able to help passengers with some of their issues. Without them, I hate to think how much more work the Trade would lose.

One of the hot topics at Heathrow, these days, seems to be the Marshaling operation run on behalf of the drivers using the Taxi Feeder Park (TFP). I say 'hot topic' because as soon as any change to the current system at Heathrow is placed on the table, all Hell breaks loose.

I recently attended the Liaison meeting between HAL, APCOA and the various orgs represented at the Airport. The purpose of the meeting was to bring forward proposed changes to the system of the Marshals that would lead to a more transparent and fair system for everyone.

I'd like to state at this point that it is LCDC policy to support the Marshaling operation. However, it is my opinion, that support can only remain in place if we have a fair, open and transparent system for all.

Currently if you wish to become a Marshal you must first contact the spokesman, Andy Gorman.

Andy 'who?' you may ask. I have worked the Taxi Feeder Park (TFP) for 27 years and have only found out recently who does the hiring and firing of Marshals at the Airport.

The question is why?

Why isn't there more information regarding the Marshals?

Why hasn't an email address

been supplied via notice boards in the canteen block which encourages drivers to apply to work as Marshals? Why is the job of Marshal so elusive to the majority of drivers who might wish to become one? Well, hopefully, that's about to change.

I was told by the various members of the Marshaling Committee that up to 50 Marshals can be authorised to work the Terminals, but that figure has never been achieved (the most ever being 40) with only 34 currently deployed. Apparently, according to the information I was given by the Marshals there is also a 90% drop out rate. Again I have to ask 'why?'

But what is it about Marshaling that leads to some drivers giving up, when there seems to be a hardcore of the same Marshals that have been operating at the Airport for many years? And why are there very few Night Marshals and hardly any who work weekends, particularly at Night.

LTDA Rep, Paul Brennan, seems to manage to quite easily fit the duties of a Marshal into his schedule whilst being a rep and a Committee member, yet others seem unable to stay the course.

Why has there been no information regarding drivers

Marshaling applications and a Service Level Agreements (SLA or rules and benefits) posted in the canteen for all to see?

As I've said before, the Marshaling operation can only continue with the goodwill of the drivers.



Jamie Hawes
LCDC Airport Rep
The Marshal System.

Before the liaison meeting, Paul Brennan gave me a SLA, which will be posted in the new tamper-proof HAL notice board in the canteen that looked more like a Marshals wish list. It looked like it was possibly drawn up on the back of a fag packet ten minutes before the start of the

meeting. During the meeting any attempt to make changes to this agreement were shouted down by reps, some of whom operate as Marshals. The meeting took place in what can only be described as a tense and intimidating, almost bullying atmosphere. So much so, that at one stage actual physical threats of violence were made.

Is this not an abuse of all drivers goodwill, that in allowing Marshals to operate on their behalf, those that try to represent their members by asking questions, are bullied and silenced?

Let's be in no doubt that the concept of the Marshals is a good one. No one can argue that having a trade presence on the Terminals is a bad thing. But for the Marshals to continue operating, they must embrace change; we must get away from the notion that allowing them to continue as, what appears, a cozy little club, with those successfully applying, being limited to friends and acquaintances.

The idea is it's supposed to benefit everyone, so let's open it up to everyone.

Why not have a changeover once every 12-24 months, when those who have served the longest time step aside to allow new applicants to step up. Who could argue with that?

If 90% of all who apply to be Marshals drop out and hardly anyone works Weekends or Nights, isn't it time that the rules and benefits were looked at? How can it be that most Marshals are happy to operate during the day yet only a handful work later? The TFP operates 24/7. Why don't the Marshals? Do the Touts only do 9-5 Monday to Friday? Why is it so wrong to ask these questions? What is there to hide?

TAXI WARDENS
I'd also like to take this opportunity to say that the Cabbies acting as Wardens moving Taxis up in the North & South Park are doing a really good job, with queues in Newall Road all but eliminated.

Contrary to my previous article (and the information I had been given), the Wardens actually managed to save drivers from receiving fixed penalty tickets by ensuring there was sufficient space in the main TFP. Apologies to all concerned.

The Warden operation is testimony to the fact that when things are done openly and transparently, it can only be to the benefit of the majority of drivers. Now it's time to take that same ethos and apply it to the Marshaling operation as well.

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WILDER SAYS HE'S READY FOR JOSHUA SHOWDOWN

Deontay Wilder declared he was ready for Anthony Joshua after coming through his toughest test yet to successfully defend his WBC heavyweight title with a 10th-round knockout of Cuba's Luis Ortiz.

The unbeaten American survived a brutal onslaught in the seventh round on his way to a 40th career victory and seventh title defence at New York's Barclays Centre. IBF and WBA champion Joshua faces New Zealand's WBO champion Joseph Parker in Cardiff on March 31 and Wilder said he was fed up of just talking about the prospect of facing the Briton. Wilder defended his WBC heavyweight title against Luis Ortiz

on Saturday night and once again called out Anthony Joshua afterward.

Negotiations are underway for a fight between Joshua and Wilder potentially later this year. Wilder made hard work of Cuban Ortiz before eventually winning in the 10th round.

The 32-year-old said at his post-fight press conference: 'How many times do I have to call him out? I've done enough, I've spoken enough. I'm the baddest man on the planet and whenever they're ready I'm going to be ready.'

'My goal and my mission is to unify the division. I want to prove to the world I am the best.' Wilder also claimed his victory over the previously unbeaten Ortiz was



more impressive than Joshua's defeat of Wladimir Klitschko. 'Wladimir wasn't the king, he was already dethroned,' he said. 'And really Joshua didn't win that fight, Wladimir lost.'

Wilder will want to face Joshua next but talks have stalled over the split of the purse.

The challenger looked to be in control in the opening round, twice catching the champion with his left hand, but Wilder responded with a jab in the second before being forced into a corner.

From there, the crowd began to grow restless and jeered as Wilder struggled to land his punches in what was a slow start for both fighters.

By the fifth, Wilder finally found

Ortiz with a right hand across the face which sent the Cuban to the canvas just before the end of the round.

But the seventh round almost proved to be the turning point as Ortiz retaliated with massive left hands, putting his opponent on the ropes and continuing the attack into the eighth.

'He had me in a whirlwind and I had to get out of there,' Wilder said afterwards.

The late thriller continued into the next rounds when a knockout seemed to be Wilder's only chance of taking the bout, and a huge right uppercut ensured he produced it in the 10th, sending Ortiz to the floor as the referee waved for the fight to stop.

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