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Issue 177 March 2010



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THE FUTURE IN OUR HANDS

I WOULD like to start by thanking all the drivers who are supporting the Clubs Initiative at Nobu, and Tiger Tiger. The coverage on the marshalled ranks has been nothing short of fantastic, as well as the very positive response we have received from the drivers who have greatly appreciated what we are trying to do to protect our night time work from these venues and create a safe haven for both the drivers and the public alike.

However, the same cannot be said unfortunately for the trade press who have failed to even be bothered to mention the scheme in any of their publications. I have always had my suspicions that many within our trade do not really want the situations out there to be resolved, and are quite happy to keep a "bogey - man " at the end of the garden.

I recently attended the third workshop regarding the new Mayors Emission Strategy and must say that we are still miles apart in finding a solution that satisfies all parties. I am of the

opinion that once again we in the Licensed Taxi Trade may become the whipping boys again if we are not careful.

In this edition you will read an article regarding a report on the Ethnic Knowledge which was introduced by the last Mayor Ken Livingstone. As you will see this was an absolute waste of public funds, and we at the LCDC believe that this was no more than a cynical gimmick to entice the ethnic vote in London to vote Ken back into power. WE AT THE LCDC WERE THE ONLY TRADE ORGANISATION TO OPPOSE ITS INTRODUCTION AND HELD A DEMONSTRATION TO VOICE OUR OPPOSITION TO THE SCHEME. After reading the findings of the report, I think you will agree we were correct in demonstrating against this scheme.

Finally I am proud to announce that we now have a new LCDC web site, the correct address to type into your URL is www.lcdc.org.wordpress.com or alternatively you can find it via Google by entering lcdc.org



“WE AT THE LCDC WERE THE ONLY TRADE ORGANISATION TO OPPOSE ITS INTRODUCTION AND HELD A DEMONSTRATION TO VOICE OUR OPPOSITION TO THE SCHEME”



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

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

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

The London Cab Driver's Club Ltd.

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Official fuel consumption figures for the TX4 in mpg (l/100km): Urban 25.5 (11.1) - 28.0 (10.1), Extra Urban 38.2 (7.7) - 41.5 (6.8), Combined 32.0 (8.8) - 35.2 (6.9), CO2 emissions: 211 - 233 g/km.

L.C.D.C SECURITY MARSHALLS

On Thursday 25th of February Chairman Grant Davis invited John Mason, Martin Low, and Joe Royle as well as other member of the trade to see for themselves how the security marshalls installed by the club have made such a positive difference to the operation of the ranks at NOBU and Tiger Tiger

" The system was very professional and well run. and I believe adds to the safety and security of the area. This in turn has created a better enviroment and a safe haven especially for lone females late at night who may be at risk from sexual predators.

It would be great if the same principals were adopted in other appropriate areas."

- Chief Superintendent Joe Royle
T.O.C.U.



Joe Royle shares a joke with Grant Davis and L.C.D.C security marshal

" Martin Low, Westminster City Council's City Commissioner of Transportation said: "I was very impressed with the marshalls supplied by the London Cab Drivers Club that I saw in Berkeley Street outside Nobu and Funky Buddha and in Haymarket outside Tiger Tiger. They were polite and very helpful and ensured that passengers got safely into licensed taxis waiting at the taxi ranks provided in these streets by the City Council and Transport for London's Public Carriage Office."

- Martin Low
Director of Transportation
Westminster City Council

" T.F.L. Will always support any initiative that seeks to improve the passenger experience when using our world famous taxi service.

Having seen the marshalling scheme for myself it is clear that both passengers and drivers welcome the enhanced service that is provided as a result."

- John Mason
Director of Taxis and Private Hire



Grant Davis, Martin Low, and John Mason see for themselves the operation outside NOBU in full swing

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RECEIVE SEAL OF APPROVAL



"I have seen the London Cab Drivers Club security marshalls in action here tonight and believe that they have brought structure to a situation that was in chaos."

- Inspector David Brown
T.O.C.U

'Suzy Lamplugh Trust supports this initiative by London Taxi drivers to enable members of the public who are out late at night to access a cab without the fear of harassment and intimidation from illegal operators.'

- Ann Elledge
Suzy Lamplugh Trust



L.C.D.C.

LEADERS NOT FOLLOWERS



ON THE WATERFRONT PART II

(Or just another day at Heathrow)



On Friday February 26th, the LCDC airport representative Mr Peter Cannon left the feeder park and was sent down to Terminal 3 hoping for a nice ride maybe into town, what he was not prepared for was the assault he experienced at the hands of two of the airport marshalls.

The reason for the assault it seems was that Peter has dared to voice his concerns over the ongoing practices of the airport marshalls parking against the wall and not going through the feeder park.

At the time of going to press, a demonstration was held at the feeder park which stopped the flow of taxis leaving. The police, BAA, were quick on the scene

and Peter Cannon along with several other like minded drivers held a impromptu meeting at the Heathrow police HQ.

There is to be a meeting on Thursday 4th where BAA will be informed that

" ALL TAXI MARSHALLS MUST GO THROUGH THE FEEDER PARK.

FAILURE TO DO SO WILL RESULT IN FURTHER ACTION."

The LCDC will not tolerate any of our representatives being abused physically or verbally, and will take whatever action is needed to deal with the offenders.

Grant Davis



Check out our new website
www.lcdcorg.wordpress.com

Membership Matters with Abi



To all members with any queries or any new members who wish to be sent a membership form please call Abi on 0207 394 5553



FARE INCREASE - WHO SAYS WHAT WE GET?

MICKY W

Its good to see we are about to get a small increase in the tariff in April. At least we are getting an increase this year.

When TfL released their consultation document on the increase at the end of last year, it proposed the increase we are about to get. By the time the consultation process was complete, there were two proposals on the table; the one in the consultation document and one supporting no increase. The former was chosen but it must mean that one or more interested parties must have put their oar in to try and stop the increase.

So, we should think about who takes part in this process? Who are these interested parties? There are four main groups of "stakeholders" involved. One group contains credit card and meter companies so it is probable that they are involved for technical reasons, rather than the decision to increase the tariff and by how much.

A second group are the collective driver organisations so they obviously have an input into the tariff negotiations. Hopefully, none of those argued against an increase.

A third group consists of taxi users - Help the Aged, LATA and The Suzy Lamplugh Trust. We have to accept that this group should be part of the tariff negotiations as they are directly affected by our fares and

have no suitable alternatives to us in many cases. This group looks like the prime suspects for opposing the increase.

The last group is the "other taxi trade bodies" and this is the group that gives me the ache. These are also potential suspects for opposing the increase. This group consists of the three main radio circuits, LTN, LMCPA and LTB. Whatever the pros and cons of the validity of this group to put their oar into our affairs, there is no justification for the LTB doing so. Its individual members are already represented within the other organisation in this grouping so the voices of LTB members are being double-counted.

As for the LTN, London Taxi Network, is somebody having a laugh? This is an outfit that plans to have a taxi booking system using smart phones and GPS. It's not even fully up and running yet for gawd's sake and they are having a say in how much we can charge on our meter. Who's even heard of this lot?

What right do the circuits and LMCPA have for taking part in our fare process? They are directly affected by our fares but in that case, are we not similarly affected by their charges? The LMCPA are likely to be in favour of a fare increase because they usually put up cab rentals in tandem with an increase. The circuits however, are likely to resist a fare increase. The reason for this is that they operate in a more competitive market than

we do on the street. Therefore, it is in their interest to restrict fare increases. This does not necessarily mean that they argue against increases, only that it serves their interest to do so.

The circuits do not need to interfere in our fare structure to determine their own prices. If they disagree with a fare change they are at liberty to increase their own charges or discount the meter. If they disagreed with this 2.3% increase, they could simply tell drivers that they are going to reduce meter readings by 2.3%. They don't need to interfere with our tariff to do so.

These organisations have no right to be involved in tariff change consultations. However, if they are to do so, we must demand a quid pro quo. Bring their charges into the process. Let TfL determine the maximum charges that the circuits can make for booking fees, transaction charges, waiting time and gratuity charges and subscription fees. Let TfL determine the maximum charges for cab rentals in each age group. Let's see how enthusiastic they are when we are consulted before they can put their cab rents up or driver subs up.

This will create equality. The driver groups will have the same influence in what the circuits and garages can charge as they do in what we can charge. That's fair innit?

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STOP PRESS

GREEN I.D. DISCS TO BE FITTED IN ALL GREEN BADGE TAXIS

At a meeting last week at the PCO John Mason has informed me that after the representations made by the London Cab Driver's Club regarding identification of both yellow badge and green badge drivers has been listened to and the decision will be forthcoming in the very near future. The plan is for all green badge drivers to display two green discs on both the front and rear window screen which as well as having the TFL logo will also have the individual driver's badge number displayed.

Yellow badge drivers will receive no such discs so any cab found plying for hire in the capital without the green discs can be easily identified as law breakers.

Darren Johnson a prize twitter?



EDDIE NESTOR
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Happy New Year. I aim to keep saying that till next year when I will say it again.

I had a very contrite Darren Johnson on my show a few weeks ago.

In case you cabbies have for-

gotten he is the Chair of the GLA who after a drunken night out at City Hall decided to get in an unlicensed mini cab and then tweet about it. It was an incredibly stupid thing to do in view of the obvious dangers. I was impressed with the way he fronted up though. Maybe there is a lesson there for other politicians. We all make mistakes and when we do just admit it and apologise

Talking of mistakes what do you reckon about Wayne Bridge? Was he being honourable or a coward by saying he doesn't want to be considered for England? My view is he has done the best thing for himself and his country. For those

who disagree consider this. Every morning having to come down for brekkie in South Africa hoping you're not sitting next to the man who used to be your best mate who had a go at you ex and mother of your child. What happens when there is a problem on the pitch? Defenders need to work as a unit. Training would be interesting too and would they pass to each other. Not to mention how uncomfortable things would be for everyone else. By the time you read this we will know if Terry was booed at Wembley. I hope not but I fear he will be thus causing even more headlines and distractions. His form has fallen

dramatically and you can't but wonder whether he is now worth his place in the Chelsea team, let alone England. My prediction is Chelsea are going to have a tough time. Two players sent off. No left back. Injured goalie. No Essien. Cole not fancied by the manager Deco on way out and since Drogba has returned from the Africa cup of Nations Le Sulk has been invisible





ALAN'S ANGLE

Highway robbery

In days gone by there used to be highway men that would hold you up and steal all your valuables. These days the City Of London parks up their Mobile Camera Unit to capture unsuspecting members of the public and fleece them of their hard earned money.

Just before Christmas we had the maddest diversion running around Gresham St, but like a few other diversions the city has had recently they are also set to swell the corporation's funds.

It's like a sketch from Blackadder where someone pipes up and says 'I have a cunning plan - let's not make it straightforward and catch as many confused motorists as possible'.

So it comes as no surprise to find out in

the 3 months the diversion was in place 1228 PCNs were issued to confused drivers of which 352 were black taxis.

Instead of having a camera parked up catching drivers why didn't they have the same warden standing there warning drivers the road was closed off?

Why? That would be too easy as the camera unit has made over £70,000 in profit for the City of London with probably no chance of getting off on appeal.

It's starting to become like a scene out of the film Goodfellas when you put your appeal form into the corporation:

I was confused by the signage - "F-k you, pay me".

I was only following the car in front - "F-k you, pay me".

It was an honest mistake - "F-k you, pay me".

If this was an extortion racket run by the mafia it would be shut down. Because it's run by

the council the unsuspecting driver has to cough up. This is EXTORTION!

To date I have not heard of any driver getting off on his appeal in Gresham St.

It's such a shame that after 7 o'clock the wardens have not got the same success rate as their daytime counterparts, as it appears there are certain parts of town that are no-go areas to the wardens.

In relation to the daytime unit not ONE ticket has been issued in Cornhill or Leadenhall St by the mobile unit after 7 o'clock in a YEAR. So now you understand why we are having so many problems with TOUTS at Abacus and the Revolution Bar at night.

NO ENFORCEMENT and NO RANKS. We need taxi ranks right outside the doors at both these venues.

If we did have the ranks and we could put our Security Marshalls at these venues you might not have the trouble where

a driver gets assaulted and ends up with a fractured hand.

Also while we are on the subject of Abacus I would like to acknowledge the fantastic work

being done by the LTDF and the drivers on TWITTER who on a regular basis are turning up at Abacus and other venues at night en masse to take work from the TOUTS that freely operate outside these venues.

The corporation and the police seem to be starving us of any ranks in the City at the moment, in the places we require them.

We need action from the Corporation now regarding employing more traffic enforcement wardens to operate through the night not just until 11.30pm on Fridays and Saturday nights.

And the City of London Police have to start clamping down on the TOUTS that infest the streets of the square mile at night.

Movida rank finally arrives

Finally, after months of people asking me when the rank at MOVIDA was being put down, it has finally been painted in.

This rank is in a great location; not only are you outside the Palladium Theatre, you are also bang outside the Aqua restaurant that shuts at 11 o'clock and MOVIDA that shuts at 3am.

I'm hoping this rank will be busy for us as there are a lot of customers that come out of MOVIDA throughout the night and if we are ranking on we should pick up a lot of

work from the TOUTS that normally operate outside these venues. If we neglect it the TOUTS will just move back in and take over.

So, all you night drivers, give this rank a look and it might turn out to be as busy as NOBU. I'm amazed sometimes that drivers just drive past NOBU when there is space to put on; it's the fastest moving rank at night.

And also let's not forget JALOOSE in Tenterden St. I know there is a problem with the time; I did put in a objection at the consultation to the time of 3 am when the

rank stops. I wanted 4am. The time will - hopefully - be changed soon so let's keep hitting the late night ranks and take back our work.

And after Mr Low's late night walkabout on Thursday night he has also agreed to place two new ranks: One will be a three cab rank outside Ciprianis restaurant in Davis St, W1, and the

other one will be on the north side of Shaftsbury Ave, (west of Wardour St) in a bay currently being utilised by PH as an illegal rank.



Fare calculator coming soon

This month has seen the arrival of two gadgets that can supposedly calculate fares before the journey has started while the other calculates the fare as you drive.

First is the A-Rix concept; it's a tamper-proof device that can calculate the fare with the help of a GPS chip. When the meter starts, it'll record your starting position and measure the distance between two consecutive points to calculate the distanced travelled, giving you the correct fare. It does have some rather nifty features, such as location information being displayed, a clock, indicator for 'hired' status, and

also a back-lit LCD to ensure you can read whatever is being displayed.

I still cannot work out if this is for the driver or the passenger and I have some issues over who sets the tariffs if it is purchased by the public. Also what might happen to the GPS signal as we pass through a tunnel

The second one, which we might hear a lot more of, is the Taxi fare calculator. It's an application for the apple iPhone.

It will automatically generate a price between two points and show you the route. As with most SAT NAV routes these are pretty wide and the price is more expensive than what is showing on the

taxi meter. It is also very slow to generate the price and route - you might have arrived at the destination before the price has been calculated! We as taxi drivers are trained to go the straightest way from A to B, not the easiest way - using only major roads - that the taxi fare calculator seems to prefer. If we had applied the same method when doing the knowledge we would have never got out!

So are the days of "How much to Putney driver?" to be replaced with: "My iPhone says the price will be..."

I can see a lot of arguments with customers if they believe this app to be spot on.





Winter of discontent, a personal view

2010, the wheel turns and another year begins and we edge a little closer to addressing the issues and confronting once and for all the people that are responsible for helping PH gain a foothold within our industry.

Why would anyone within the licensed taxi trade in London want to help our competitors to profit from us and take our business away?

You can blame the trade organisations all you like for the existing problems we have and we will get nowhere. They are not the ones putting our livelihood into PH vehicles, they make an easy and soft target for the angry and narrow minded among us !

Some time ago John Griffin was demanding that licensed taxis should only be allowed to pick up street hiring's, adding that an overhaul within the London taxi industry was required and we should not be allowed to do both street hirings and radio work.

As we all know a certain amount of consultation and legislation would be required to achieve this, fortunately nobody was listening to his rant anyway!

However, his wildest dream became a reality when the self proclaimed, so called gate keepers of our industry created a "virtual back door" to our business and gave PH the long awaited access they had been hoping for !

The more I dig into the membership of the Worshipful Company of

Hackney Carriage Drivers, the more it looks to me than no more than an annexe of the now defunct London Taxi Board (LTB).

It seems that the resignations from the London Taxi Board were no more than a charade, as it's business as usual at the WCHCD.

Let's take a closer look and maybe we can get a clearer picture why the WCHCD is failing the London Taxi trade.

Take for instance someone that runs a knowledge school that also trains mini-cab drivers, helps candidates applying for PH licenses with their applications, advises them and receives payment for doing so; but also derives an income from the licensed taxi trade. This person is obviously an advocate of PH. Is this morally wrong? maybe , but to me it's definitely a conflict of interest by somebody that's an ermine wearing member of an Honourable Company that was founded on the ethos of promoting the hackney carriage trade!

Then there are those that are voted in as board of management of "taxi friendly societies" who are put in positions of trust to run the society in the best interest of the members, who then create and design a system that helps and benefits PH 100% , creating a "virtual back door" to our industry; one to this day I fail to see how the members can possibly benefit from, an activity that's hardly in the interest of a taxi friendly society! A

system within a London licensed taxi radio circuit and friendly society, where members of PH can obtain work and profit at the expense of the subscribers; morally wrong and a conflict of interest from someone who as chairman resigned from the London Taxi board on a matter of principle over RTG'S proposed joint venture with Addison Lee PH at Heathrow airport. The same chairman sits on the public relations panel at the WCHCD !

The chairman of RTG, who led the board of management on a successful campaign to demutualise RTG, he then gets heavily involved in purchasing PH Company's, a man that sees nothing wrong with negotiating with BAA and getting involved with the taxi trades biggest competitor from the PH industry in a scheme that would have seriously damaged licensed taxi's business in London. In my view a definite conflict of interest from someone who is involved with the WCHCD !

Lastly the chairman of Londons largest retailer of taxi's, that resigned from the London Taxi board (LTB) also on a matter of principle over RTG proposed venture with PH at Heathrow airport.

It would appear to me that the same man sees nothing wrong with being involved with all of the above in the WCHCD, which includes the same chairman of RTG ! Incidentally, until recently this taxi retailer was Master of the



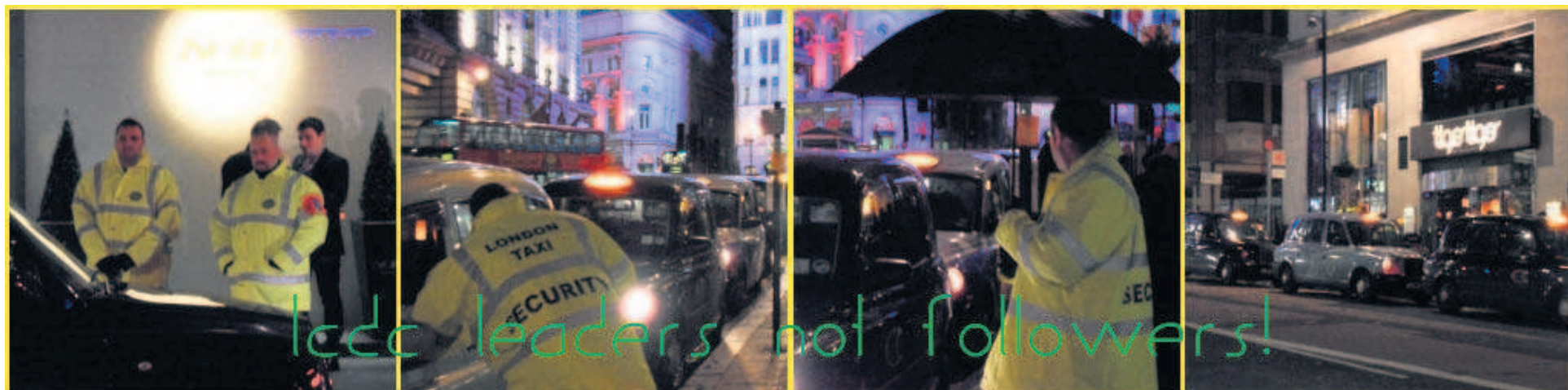
WCHCD !
The Worshipful Company of Hackney Carriage Drivers ethos is.

To bring together like minded people who wish to maintain and secure the long- term interests of those that earn a living within the Hackney Carriage trade. The company also endeavours to promote public awareness of the extremely high standards of the Hackney carriage trade and industry.

As far as I can see the WCHCD has NEVER promoted the hackney carriage trade in London and some of its members are STRONG ADVOCATES OF PH and have interests in the PH industry.

It's time for the WCHCD to put its house in order!

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THE LONDON TAXI SERVICE ARRIVES IN RIYADH

A high profile launch of the London Taxi Service recently took place at the Kingdom Mall in Riyadh.

The occasion was marked by a special ribbon cutting ceremony performed by HM Ambassador Sir William Patey KCMG, Sheik Nasser Alkahtani, president of The London Cab Club and John Russell, Chief Executive Officer of Manganese Bronze Holdings the parent company of The London Taxi Company.

The London Taxi has been operating in Riyadh for some months now and the special event marked the official launch of the service throughout Riyadh.

The London Taxi Service uses the unique London Taxi to provide a high class premium transport service in the city. Trained and courteous drivers in smart uniforms open doors, carry luggage and drive carefully to ensure the passenger always experiences a comfortable, safe journey. The London Taxi is specially designed for privacy for the passenger in a separate compartment from the driver with an intercom and five seats facing each other for the ultimate personal transport service.

"The London Taxi has been designed for the task of providing the ultimate in comfort, convenience and privacy," stated John Russell. "But here in the Middle East it has also been adapted to cope with the extremes of temperature and operation conditions."

There are over a hundred London Taxis in Riyadh and more are on their way. The vehicles are all part of the London Cab Club, a uniquely designed loyalty club that rewards passengers for using the service.

The service has proved a huge hit immediately and plans are now underway to launch it in other cities in the Kingdom of Saudi Arabia and the rest of the Middle East.



TAXI TALES

