

## Heathrow Airport Taxi Drivers United [HATDU]

This is to announce the forming of a new driver representative Society at Heathrow.

The organisation was initially formed in April 2008 by a group of Licensed London Taxi Drivers, who work mainly at Heathrow, and with a common sense of purpose, as it is widely felt that the organisation currently in existence at Heathrow to represent the interests of London Taxi Drivers is not "accountable" in a truly democratic and transparent manner.

HATDU was so named because many drivers felt that they HAD TO DO something when, amongst many other things, the Airport Authorities appeared to be unable or uninterested in ensuring that all Licensed Taxis using the Terminal 5 Rank had passed through the Feeder Park system as required.

A Steering Committee has been formed and shall register HATDU with the Financial Services Authority and manage its affairs until the first [1st] General Meeting.

Recruitment to the Society has been quite rapid and in the first few weeks more than Four hundred [400] have registered for Membership.

The Membership joining fee is currently £5.00p and this will represent the share value when the Society is registered.

The new Society is in the process of setting up a Credit Card system for the benefit of its Membership; a facility that is becoming increasingly widely used in the Licensed London Taxi industry today, and in recognition of passengers' common spending practices.

It has been determined that:

1. The Organisation shall be known as Heathrow Airport Taxi Drivers United [HATDU].
2. The Society shall be registered with the Financial Services Authority [FSA] as an Industrial & Provident Society under the Industrial & Provident Societies Act 1965 working on the principle of one man – one vote.
3. A Share Certificate, Rules Book and Membership Card shall be issued to all Members.
4. Membership shall be open to all Licensed London Taxi Drivers who are registered to use the Taxi Feeder Park at Heathrow Airport.
5. The Society shall open a Bank Account.
6. A Credit Card processing system shall be created for the benefit of the Membership and encompassed within the Rules. All surpluses derived from this system shall be re-invested into the Society for the benefit of the Members.
7. A Set of Rules shall be drawn up and submitted to the Financial Services Authority which shall reflect the views of those drivers who work at Heathrow and will be expected to include a provision for a Legal Protection Scheme.

8. As a legally ' Incorporated Body' HATDU shall approach BAA/HAL/Ferrovial to ensure that its Members are fully represented at the highest level in all discussions on matters affecting their working practices at Heathrow Airport.

Should you require any further information please contact ;  
Mr E,Symes, the Acting Secretary, by post to:

HATDU,  
Office 518,  
28, Old Brompton Road,  
London, SW7 3SS.  
e-mail: office@hatdu.com

phone: 07530 677519.

**Editors comment:** Members of the LCDC should note that HATDU are not set up in opposition to the LCDC. They are set up in opposition to HALT. Drivers belonging to the LCDC are covered for legal representation at the PCO and in the Magistrates Court which forms the package of benefits offered to members. Equally the LCDC have a voice at the airport and will discuss airport issues with HATDU as they affect LCDC members. The LCDC supports any initiative that enhances the control of drivers over their own destiny and it is apparent that over a long number of years that HALT has been unable to come to terms with the democratic wishes of its members to have quorate meetings and elections to Office and to move away from complicity with the airport authorities to increase gate monies at the expense of drivers. Membership of HATDU and LCDC does not conflict with drivers' aspirations.

## Heathrow Report by Ken Burns

It has now been a year since the LCDC were banned from liaison meetings at Heathrow. Now is not the time for recrimination over the incident which led to this unfortunate incident. Suffice to say I have been working behind the scenes to endeavour to get us back into meetings so that we can properly negotiate for , and support our members. I have in recent months met or spoken with the three principle representatives of the other trade organisations, all of whom no longer object to our being included. I have also spoken with Ms Baljit of Commercial Transports Solutions and I am hopeful of a quick return to future meetings. As I intimated at our recent Annual General meeting, I believe that there should be a radical shake-up of the way that our Feeder Park entrance money is calculated, with not enough consideration given in the services that we provide at Heathrow.

With the steady, over inflation increases that we incur compared with our inflations and meter increases we are, year on year, steadily paying a greater percentage of our takings to BAA. We now pay around 10% of our fares in gate money. This will steadily rise over the coming years until it will not be a viable proposition to work from Heathrow.