

PROPOSAL OF SERVICES. GROUPS AND STATIONS IN OPERATION

The possibilities that offer cover the following services, modular and cumulative:

1 .- Automated Request for Taxi Services.

Knowing the high costs required to maintain the current structures of radio taxi or creation, we offer this new opportunity with the goal of achieving a substantial cost savings over the medium term, may eventually be applied in taxi fees, in existing stations or stations ups the chance of immediate installation at no cost.

1.1 .- Description and features:

- . - **Full autonomy and exclusivity** in the management of services.
 - . - Continued growth of managed services automatically, without human intervention.
 - . - Convenient carry an extensive campaign to promote the use of the system
 - . - Complete fleet control and management of all services, automatic or not generated.
 - . - Democratization of the system affordable for all partners
 - . - Term start-up within 48-72 hours
 - . - Cost Central Station maintenance free.
 - . - Minimum economic impact to the drivers, which also would benefit from services originating outside the media's own radio station
- Offering taxi drivers .- a small fleet control in real time, at no cost.
- . - Offering to taxi drivers and other statistical tools servicios for reserved area from the site (to create) <http://xxxxx.etaxi.es> (where "xxxxx" is the station name) or other address specified by the applicant .

1.2 .- Scheme of operation:

Although during a period should live current systems through operating system supplemented eTaxi, the objective is to offer a complete service automation thanks to the many tools and resources we make available to customers, as summarized in :

- .-Mobile Applications
- .-Web Services
- .- Telephone IVR (auto) local
- .-SMS
- .- Panel online or installed in companies
- .-2.0 .- Social tools

In either case, when a service is generated by a client and is accepted by a taxi (always the closest to the origin of the service or in terms of priority stops) creates a strong link between them, knowing all service status at both sides, even graphically, the situation of the vehicle in real time. This link goes to extremes to generate all valid communication between them (which accept service license, vehicle make, phone the taxi driver, taxi warning road map display, notice of a taxi at the door, if telephone necessary, etc.).

1.3-Flexibility on standard system:

In addition to the above, and due to the needs of each group created at the request of the same, you can modify the project achieving the following purposes:

.- The creation of protected areas. In which (stops and the like) the driver assigned is not the closest to the customer, if not the oldest in the parade. You can create a protective area around it.

.- Programming services. A client can request a taxi for a time and date. In the terminal driver are all reservations made, with date and time.

.- Map of taxis and intelligence management. (Estimated in service: February 2010). The driver, via a map on his terminal, can see, by region, the concentration of taxis in each of them, the actual position of the fleet or the number of units each stop. Furthermore, according to statistics service for hours and areas that occur, the system is able to prevent the immediate demand for services in these areas at all times, which, combined with the location of the fleet, indicate, using code of colors in which areas there is a shortage of vehicles for the expected demand and in which areas this offer is, a priori, covered.

.- ETaxi-Nav. (Estimated in service: 2011). If the driver does not know the exact address of the service request, a button will open the application, which acts as a navigator to guide him to the applicant. It is especially useful when the user requests a service without definite direction, using their mobile phone via GPS application.

1.4 .- Progressive implementation. Existing stations

The aim is to reduce maintenance costs of the station (fees support the current provider, human resources, etc.) in the medium term. Thus, these cost savings may be transferred to the fees paid by taxi drivers.

Working together, the cost savings achieved within that period can be up to 70% of current costs.

1.5 .- Immediate implementation. New stations

The goal is to create an advanced application for use by taxis citizens irrespective of population size and the number of taxi licenses existing municipal, with implementation cost free.

1.6 .- Terminals

For taxi drivers, are available from the usual distributors validated eTaxi telephone terminals, depending on contract price plans and local operators offer special prices, or opt for our fully released and telephone terminals operating with any operator at very special prices.

(Mobile Terminal Ver1)
(Samsung Galaxy S)



In case this is not interesting the first option also offers eTaxi terminal consisting of a multifunctional device with 7 "screen tablet-like, unrelated to the telephone operator as the share data included in the final maintenance fee the price system.



(Mobile Terminal eTaxi 7". Ver 2)

And finally, if you wish, you can raise, to a future change or installation required for taximeters, obtaining taximeters approved fleet manager, safety and other brand accessories Digitax, its new model "Force One" (<http://www.digitax.com>), the most technologically advanced market and to distribute the software eTaxi built factory at very competitive prices.

All in one device. The "Force One" Digitax



(Terminal  ar 3)