ASX Announcement
5th March 2019

H1 F19 Results Presentation Transcript

HIGHLIGHTS

- Strong financial results driven almost entirely from within existing destinations.
- Major step-change towards international expansion is successful.
- International expansion is expected to drive revenues from 2H FY19
- Total Transaction Value $6.7M, up 71% PCP
- Commissions Booked $1.8M, up 88% PCP
- Net Revenues $1.4M, up 79% PCP
- Passenger Trips Booked 155,000, up 41% PCP
- Countries Launched 44, up 780% PCP
- Market Access 4.2B, up 100% PCP
- Self-Funding Airports 317, Total Airports 974

Jayride Group Limited (ASX: JAY) ("**Jayride**" or the "**Company**") the e-commerce marketplace that provides seamless transport experiences for travellers, from 3,000+ transport companies, presents a transcript of the H1 F19 Results Presentation (28 February 2019).

References to slides relate to the Investor Presentation H1 F19 released to the ASX on 28/02/19.

START

Rod Bishop: Thank you operator and thank you everyone on the line for joining this, our half year results presentation call. This is Rod Bishop, Managing Director. I'm here with Peter McWilliam, our Chief Financial Officer to talk you through the results that we've published today. We're going to jump straight to it; we're really looking forward to questions at the end. Ahead of all of that I'd just like to say thanks for the call, thanks for joining, thanks for making the time, as we're really looking forward to sharing this with you.

So straight into it, the last six months were transformative for us. They were, in a way, the six months we've been waiting for in the six years since we started Jayride. We always believed that we could launch a world leading as a global aggregator of ground passenger transport for the traveller, and this half year we finally got underway. For those that have been watching, this is enabled by a new technology platform that we launched in May 2018 which allowed us to take potentially a step-change in terms of how fast we could approach internationalisation, and how cheaply we could approach internationalisation.

The core of it essentially is that we can now contract any ground transport company anywhere on Earth with the platform and make them available to travellers and to travel agencies like Flight Centre around the world, overnight, without any engineering and essentially just a process of outbound business development and data aggregation. It is great to see that this big bet has paid off. This is the big bet that we were essentially making when we raised our pre-IPO and IPO and became a public company, was that we could put that capital to work to build this platform, and then that it could be used, and used well, to aggregate transport companies at low cost of acquisition, all around the world.

Then in the six months to this period that we're now in, we've launched countries in various destinations in all sorts of different languages and in all sorts of different currencies, so travellers can simply travel everywhere with Jayride. The numbers we'll go through in a second, but I just wanted to say that transformation, that bigger bet, it's a success. So now to look forward, this is the success that's going to drive the company's performance for many years to come.

I'll walk through the slide deck today and we'll go in order. In general, what you'll see is you'll see performance for the period, but you'll also see the inklings of what's coming next. Onto slide 2, to show record results continuing, the funny thing about these results is that they are all empowered by work done in previous periods and that the focus of these six months, which is internationalisation, only just barely touches these numbers at the top.

So, for example, $6.7 million TTV, up 71% PCP, was almost entirely driven through existing regions. Only around about 5% of that comes from the new geographies we've just launched, because they take some time to build up. Similarly, $1.8 million in Commissions Booked, that's up 88% PCP, again driven through - for example getting additional TTV margin with scale and buying power - again primarily within existing regions rather than new regions. Net revenue is also up 79% PCP, passenger trips booked, also up 41% PCP.

In terms of how those numbers relate, notice - and we'll get to this in a second - the increase in value that we're getting from every single passenger trip that's booked. Where we get into the real lead indicators of future periods, which we think is going to be the driver of our success, are the 44 new countries, rather the 44 countries that we've launched. The six years in five countries, now in 44, that brings us up to date to the January release where we released 13 more countries in January alone, and then going forward from here, to actively scale that around the world.

Our top number with regards to expansion though, is not counted countries. Because obviously shall we say Hungary is not quite as exciting as the US in terms of number of airports, number of travellers, so it's important to pay attention to how much market we actually access every time we go and cultivate a new destination. So that's the number in the bottom right, 4.2 billion passengers is the Market Access that we now command and that's up 100% PCP as a result of launching all of these airports and destinations around the world.

So, the new destinations are growing and existing destinations are growing too. On slide 3, you can see that roughly speaking the Jayride revenue composition across these destinations though didn't change a whole lot in first half of FY19. The Australian and US markets are still our biggest markets for revenue this period, but the thing to be looking at is the fact that we've gone from nothing to something in terms of revenue derived from new destinations launched since June of 2018. So these are the new countries we're talking about, 39 new countries, already contributing 5% of our TTV. It's important to look ahead and see what that can do next.

The story that's important here is that these new countries from the launch are outperforming in terms of TTV as compared to the US did in its period in time since launch. I'll show you a graph in a minute that communicates this really well. But if you're looking at this and looking at the kind of revenue that the US yielded over several years, right now what we're on track to, is that the new destinations are going to outperform that. So looking at this and seeing the performance of US revenue, you get a feel for what we're thinking in terms of the years ahead and how the work that we've done in the last six months is really going to contribute to that TTV growth.

Moving ahead to the next slide 4, strong growth in TTV and margins; something that's always true of marketplace businesses is that you get more successful with scale. It has proven true with us. Over the course of the period, not only did TTV grow 71% PCP, but also our commissions on TTV, our TTV margin, grew as well. So our TTV margin grew from 24% of total TTV, to 27% of TTV. That's a 10% uplift. So that's how come our revenue is growing faster than our TTV. A couple of things there to really kind of drill into, one is just because marketplaces get buying power as they scale, and the second one is because we're getting to understand our travellers more.

What we're identifying is opportunities to add additional value in terms of transactions and trips, things that are may be harder to access, we can get because we're an aggregator, and those things can command a bit of a price premium and sometimes a bigger margin too. So it's buying power from the transport companies, but it's also cultivating really good, strong, understandings of our travellers and being able to pitch premium prices to them.

Also worth paying attention to cost of customer acquisition, so we've outlined in previous periods and for those who are watching, cost of customer acquisition is really Jayride's only true scaling cost that scales with revenue, and what you're looking for long term is a really good Gross Profit After Paid Acquisition to come into the model. Now in this line, the top line, what we see is Gross Profit After Paid Acquisition actually went nowhere, stayed flat, if by comparison to TTV and everything was increasing. Now this picture here is kind of misleading, I'll tell you soon what the view is and I'll also tell you on two slides from here about what we're going to see about how there's a delta now between existing destinations and new destinations.

Cost of customer acquisition, it includes everything that we advertise on. So it's all paid promotions, all paid media spend, all coupons and discounts to agents, everything. We bundle it all into one line and we present it so that you can see how profitable our transactions are. It makes it really clear to look at. And what happened in this period was we promoted the hell out of our destinations, at least with the fresh destinations, we promoted them a lot in order to get that initial traveller traction.

What you'll find with a new destination is that you've got to get out there, you've got to get to market, and there are a couple of reasons for that. One is, as an aggregator, we provide travellers with the ability to choose based on reviews left by other travellers. But when Jayride first enters a new destination, we don't necessarily have any reviews, so our proposition needs enhancing, and getting those first few transactions requires targeted promotion.

Also, summer holiday season, at least for Australian travellers, but Christmas holiday season, December holiday season the whole world over, is a great opportunity to try to re-engage with existing travellers and getting that traveller engagement up, getting that traveller retention up is kind of, again, a key driver of future enhancements to bolster customer acquisition. So this period, and Peter will talk more to this when we go through the financials and the detail, cost of customer acquisition for this period alone is treated less like a scaling cost and it's more like an investment in the new destinations. These new destinations, they weren't necessarily profitable in the first month that they launched, but they're starting to come through now and it's as a result of building that initial retained traveller traction and that initial customer review attraction too.

On to slide 5, all the key marketplace metrics are ticking up. This is comparing half one PCP for two years and you can see TTV booked, commissions booked and passenger trips booked are all on a tear, and you can also see what we talked about before, which is cultivating a higher value per passenger trip booked, really getting into that margin, really working with transport companies to get more value for them and so command more value from them and then also pitching really nice premium products to travellers who can pay for a premium trip because they're really sold on a product, where there's a special X-factor kind of requirement they've got.

Slide 6, now we get into profitable airports. In the December presentation deck, we released this information for the very first time to market. It's very interesting information; we present an update here again. In the previous presentation, we showed that 200 of our roughly 500 airports were profitable to the level of profit that we targeted from airports. I'm going to tell you all about that now. It's a Self-Funding Airport, is what we call it, and essentially it's an airport which has enough Gross Profit After Paid Acquisition that at scale, by cultivating these airports, we fund the whole company to profitability and beyond.

In the previous presentation put out in December referring to FY18, we had only 200 of those of 500 total airports. The way to scale Jayride out towards profitability really is a repeatable process. Essentially launch a new airport and then mature it towards profitability. We've done both in this last period, which is why we're quite excited. With regards to launching new airports we just talked about, we now have 657 new airports in the development bucket; we finished the period with 974 airports, now in January we've got 1,000 plus airports. Each one of these airports has the opportunity as we grow it out to become a profitable source of profitable revenue for the company. Then, in terms of those airports that already have the required profit margin, 317 of them, so that's an increase of 45% since we put out that presentation referring to FY18.

So this is an outstanding result and it's very important to analyse this when you're pulling apart what happened to that Gross Profit After Paid Acquisition line because it only tells half the story. The full story is that Jayride's now got a track record of rolling out new airports, promoting them and converting them to profitability. So when you look ahead, that promotional period is now over for December and we've got our initial traveller reviews in a host of major airports, so what we look for, going forward, is you look forward to more airports being moved from that developing airport into Self-Funding Airport category, which will drive more profitability and more scale.

Slide 7 we outline different ways that we view the model, Aspirational Economics talk about how we can be a profitable company and very profitable at scale. We reaffirm essentially what we put out in December, which was that we can target to be a break-even profitable company four times TTV, now less than four times TTV because, of course, we're growing. That's still true and the performance in the last period and understanding how those airports came to profitability, these profitability scenarios are built around that 35% GPAPA ratio at which the airport is a Self-Funding Airport. So track record scaling out airports, track record bringing them to profitability, demonstrating a very clear path to be a profitable company at scale, it's really just about how it's going and how we're launching new things across the period.

This next slide, slide 8, shows you the new countries that we've launched. Essentially this is the work of the releases that we put out and we've been putting them out once a month to demonstrate the countries and name the countries that we're in and talk about the airports that are covered. A map of pictures does it so much better: This is what our global expansion looks like. In green are original destinations, the five countries that we were in for six years and then in dark blue, this is the location of the new countries that we've official launched. There are 44 countries now in total with 13 launched in January alone.

To explain the concept of this, the launch for us, we set a really high bar because we're not going to go and tell partners like Flight Centre that we've launched somewhere when we're not 100% confident that their travel agents and their VIPs are going to have a fantastic experience. We've got to be 100% confident, so what that means for us is at every single international airport, with more than I think 25,000 passenger trips per year - so that was a very, very small airport - every one of those, multiple transport options, shared and private, if shared is available, so that there's a comparison, there's a choice and it's literally everywhere in the country and only then, once we've validated that and got commercial traction there, we call it launched. So 44 launched countries, it's not just about signing up transport suppliers, it's about making the proposition really work.

Then you can also see on this layout many, many light blue dots and those dots represent places where we are still piloting, where we're looking forward to making a launch in the near term.

That's the launch, and then how are the results? Slide 9 shows you both supply and demand side of that equation. On the supply side, you can see we're accelerating, it's 100% growth in that Market Access metric that is a weighted metric that talks about real success and real passenger trips in real markets, not just counting countries. So we've grown that 100% over the last six months.

Then on the demand side, this is an interesting one to explain, but what this graph shows is this graph shows time and market relative to how we went in the US, because if we think back to that original decision, that concrete decision we made to raise $10 million, pre-IPO and IPO in order to build out the international platform, it was based on what we saw in the US and what we considered was the US was wild success. That's the blue line. Then, the green line represents what we're doing today in terms of the new destinations. People like to point out we're in more countries now, but remember the US is 20% of the world passenger trips and so it's a huge market to be comparing against, we've just added around about another 40% of passenger trips, so it is slightly bigger, but the count of countries doesn't do it justice. We've done very well taking this to market and we did 230% quarter on quarter in terms of bringing those passenger trips and getting them booked by real travellers.

Other things launched, we're not staying stable on our incumbent markets either. These next three slides talk to different ways that we're developing our transport and passenger traction within existing markets. So, Medical Assist, we talked about this at the end of last year too. It's a new business vertical where we're able to work with existing car companies and position those car companies' services for really special traveller needs. What we've found is, potentially, through both travel management companies but also direct through insurers and workers compensation-type operations, that by providing really high care, really high-touch passenger transport services, it really just enhances their value proposition to be able to access those aggregated nationally and globally.

So we're able to take our existing transport catalogue in our existing destinations, all the booking systems already in place, all the account management already in place, and then leverage it in to a new traveller segment where high-touch, high-care is the real emphasis. And what that means is that there's really not as much of a competitive set there because when you think about your low-touch, low-care, taxi and ride-hail type setups, they're not doing this justice when it comes to potentially say a mobility-impaired passenger or somebody who requires a meet-and-greet or a long wait-time. So that's now grown since we announced the pilot. There are now over 10,000 passenger trips booked through that business vertical.

In December, on slide 11 now, we launched our new SEO website and this is really interesting for our Business to Consumer direct channel. We've traditionally been very heavily reliant on paid acquisition through, for example, Google Adwords. That's why we call out the Cost of Customer Acquisition and make the Gross Profit After Paid Acquisition lines so much in focus, is you could definitely scale this business by paying too much for advertising, but it wouldn’t really get you anywhere. So we like to focus on making sure that we have really crisp Cost of Customer Acquisition and there's no better B2C customer acquisition channel in terms of low cost, than organic search.

So we're talking search engine ratings which are organic, provided by good search engine optimised websites that allow Google to understand the traveller query when it's typed into the search box, and present hyper-relevant results to that traveller, what the different kind of transport options are available for them. When they click that organic ranking, obviously there's no Cost of Customer Acquisition to Jayride, it's free travel. So what you can see here is the results of that work, where we engaged an engineering team and a lot of marketing help across the period to really build out our proposition in terms of SEO and then ship this major new website in December and then subsequently, once that website was now shipped, those engineering contract costs no longer need to be incurred, but the platform can now take this forward.

You can see here a screenshot that we're really particularly proud of. On the left, Jayride is now as the default, what's known as the Knowledge Graph. The answer to the question how to get from A to B, we are the answer to that question. Google is actually pulling the results out of our page and presenting the data in their landing page because we are the authority. Then if you click that as a traveller, you go to our landing page where you can of course now book that. Google still sees us the default authority on the subject matter on how to get from A to B. We're fantastically excited and I'm happy to announce that in the weeks since we launched that in December, now going into January, organic traffic has become our top traveller acquisition channel.

Slide 12, we've just announced it yesterday, we've been talking about piloting different rideshare and ride-hailing services for the longest time. Here they are. We've successfully graduated that pilot and we've launched with Lyft, Gett, Cabify and Careem. These are four of the world's largest ride-hailing companies and what a traveller can now do on Jayride is they can compare those ride-hailing companies versus existing shared shuttle bus companies and private transport suppliers all lined up in market.

You can see some screenshots there. Hypothetical or not hypothetical, actually real-life scenarios, you can go and test these yourself. There's Lyft, for example, compared with Elife Limo US, and SuperShuttle. You've got Gett and Careem there with screenshots, you can see how it looks and feels. What this means to a traveller is that for the first time ever they can pre-book even before they land, at a fixed price, without needing to be a member of a ride-hailing app, or to download anything, and get a transfer to and from the airport with a well-known ride-hailing brand that they might know, but they might not have yet its app on their phone. Then when they get to that international destination, they can travel with that company without downloading the app immediately, without worrying about data immediately, with no surprises if the traffic's bad or if anything goes wrong, and with Jayride taking care of it with a 100% refund guarantee.

So this is a really compelling proposition for travellers and it's also incremental because it sits at a price point between our shared shuttle bus companies and our luxury limousine companies. We were very happy to announce this yesterday and we're looking forward now to working with our transport companies in the ride-hailing and ridesharing space, in addition to the limousine and shared shuttle bus space.

Okay, latest update because quite a lot has happened. As I mentioned, going into slide 13, Early Trading of second half of FY19 as I mentioned, Gross Profit After Paid Acquisitions has seen really nice new high-water marks. There are a few aspects to that. First things first, I've mentioned the SEO website, organic traffic is now Jayride's top traveller acquisition channel and that really decreases Cost of Customer Acquisition.

Secondly, this internationalisation is maturing with the work that we did across the end of the year to get the first traveller traction with new transport companies and in new destinations. We had to do that before our travel partners, for example the Flight Centre's and the wholesalers of the world, were willing to kind of get on board with that content, as we had to street-test it. Now that it's street-tested, they're starting to adopt it and what we're able to do is recognise really great Gross Profit After Paid Acquisition through those channels too because these guys, they can't get that transport anywhere else. They're not necessarily having it replacing an incumbent, it's just new incremental revenue for them; they're adopting it very strongly.

Then lastly, just straightforward, the completion at our December promotional period; no coupons since the end of December, so there's better Gross Profit After Paid Acquisition.

We've got continued international expansion, 13 new countries launched in January, now 44 countries in total; we're launching more further countries in February. We've got the new product launches, we've got the ride-hail and the ridesharing pilot, which we completed during February and then Jayride travellers, as a result, now being able to book those ride-hails and rideshares at fixed prices. And, we've got new capital, at 3 January we issued the shares from our $1.7 placement that we completed in December, but we also now have offers on the table for convertible debt facility which we're interested in exploring and in a late stage negotiations to bring still more capital into the company. So that's the latest update.

Lastly, I just want to recap in terms of the past six months, this is the six months that we've been waiting for, for six years. This is the thing that sets us up for further internationalisation, and it worked and it's working. So when we look ahead and we think about what's going to come in the next halves, the next halves are really going to be driven by the international performance and we're excited to show it.

I'll hand over now to Peter McWilliam, our CFO, to go through the financial highlights.

Peter McWilliam: Thank you Rod and good afternoon everybody. It's a pleasure to be on the call and to be given the opportunity to share some insights on our results and to later answer any questions you may have. At a high level, I want to state that this has been a transformative period for the company. Rod's said that a number of times and I totally agree. We made a lot of big bets in 2018 and the majority of those big bets landed during this period, a lot of them mainly in Q4 and it was great to already see strong results hitting both in the back end of Q2 but then also in January and February.

My intent is to follow the slide deck as Rod has. We've just got three slides here: Income, Cash Flow and then Balance Sheet. If you haven't kept up, we're on slide 15. At a high level, the company generated a net revenue of $1.4 million off $6.7 million of TTV compared to $800,000 off $3.9 million in the prior period, which was growth of 71%. And the company's EBITDA performance was a loss of $3.9 million compared to $2.9 million in the prior period. The EBITDA margin was up 29% relative to sales, basically due to increased scale. These results were consistent with our expectations and are reflective of our business strategy to deploy funds in the pursuit of being the world leader in our category.

I'd now like to discuss net revenue, GPAPA and EBITDA performance and what contributed to some of these numbers in more detail, as well as helping you understand what is included. Contributing to net revenue performance, which was up by 79%, the Total Transaction Value outperformed the corresponding period by 71%. This is a strong result when considering that the majority of the growth was contributed by growth investment in prior periods. Remember that this calendar year we were really investing in the internationalisation and a lot of those projects didn't finish until the back end of the year. So the growth in the prior periods had to be carried by the previous investments, so strong number, 71%.

The Revenue from Commissions and Fees Booked being our commission on the total value of all transport sold through the platform outperformed corresponding performance by 88%. The increased growth relative to the TTV number, being 88% compared to the 71%, is directly attributable to continued improvement in margins with transport companies, which is now at 27% of the cart and has trended up all year. Given now other companies are aggregating long-tail transport content, meaning that our content will be unique today and going forward, we believe Jayride's long-term margin position on TTV will not be eroded and that in the future we will have a company that's got strong operating margins.

Commissions and Fees Refunded, it hasn't played a huge role in the net revenue line, but I just want to point out it's primarily attributed to Jayride's policy to offer 100% refund on any bookings cancelled greater than 24 hours before travel. It's not attributed to transports being incomplete. It's worthwhile pointing out, because it represents approximately 20% of our revenue and that the cancellations are all pre-travel cancellations. It's a material number which other companies have solved by getting creative with their policies and we believe there is scope to take a look at this in the future. Okay, so those are the main contributors to the net revenue line.

I'd now like to take a look at the Gross Profit After Paid Acquisition, which is down this period. Rod has discussed that at length already, but I'll give some of my insights as well. Okay, so with this line, the Gross Profit After Paid Acquisition, all lines above Net Revenue contribute to the performance here. With regards to the performance of the Costs of Acquisition this period, as Rod said, it's been polluted by significant promotional investment into launching new markets and to building customer reviews that will improve conversion and allow travel agents and partners to book the suppliers. Costs was a one-off cost and performance post-December is showing record monthly GPAPA and GPAPA margins, all of which was planned and looks like it's coming off. So underperformance for this period is a one-off, doesn't look to be a problem based on how we're tracking so far this quarter.

Okay, there are a number of other kinds of profit measures, but I'm just going to go straight down to EBITDA performance. The contributors of EBITDA performance are operational costs, corporate costs and growth costs. These lines will not move in line with revenue as the company continues to scale.

I'll give you some definitions here. We kind of build this P&L to make it easy for analysts to build models on our business. The operational costs are essentially manual staff costs, you might like to think of them as “skeleton ship” costs. So if you close all other kind of costs below this point, you would need to actually continue to pay these ones to keep the business going. Corporate costs include director fees, company secretary and ASX costs, as well as professional services related to being a listed company. Growth costs are discretionary costs deployed to improve aspects of the business. The engineering team would be included or could be included or considered as being a growth cost, except we capitalise them when they hit the balance sheet. So during the period, out of all these costs the company chose to accelerate its deployment in growth investment in pursuit of the objective to become the largest global transport aggregator, which is a position that we believe is difficult to challenge and we believe that it was the right choice to continue to invest heavily into growth.

Despite this investment in growth and despite not choosing to actually focus on improving operational efficiencies, the EBITDA margin improved primarily just due to increased scale, which is what we would expect in future years, but probably give a more improved performance because at some point we will choose to improve those manual costs and the operational costs line. Okay, next slide, cash flow.

The company's cash performance was in line with our expectations. The cash outflow from operating activities was $1.2 million, which was relatively flat on the $1.1 million in the previous period. Performance would have been stronger if the Customer Acquisition Cost was not polluted, so on a go-forward basis, you could expect better numbers there. From my point of view, if we go back to the Profit and Loss, I spoke about the operational costs being kind of the skeleton costs. If you're thinking about the cash flow, this is the same line to kind of look at. These are the costs that are required to continue to improve the business, so getting improved performance in this line is very important, because once we do that, we can essentially tread water. In the coming period, now that we've actually switched off that promotional spend, we're expecting to see rapid improvement in this line.

The cash outflow on investing activities was relatively flat at $1.6 million in both periods. The company chose to accelerate investment in growth activities when it received a strong

R&D claim. The cash inflow from financing activities was $1.6 million, which was less than the prior period. The funds received have assisted the company to continue to grow. Looking ahead, we're confident that the big bets and some restructuring that we've done early this year will allow us to move towards or allow us to get to break even and beyond. But to assist us with some working capital, we're currently negotiating a $3 million debt facility, the terms are attractive, we believe it's a good option for the company.

Finally, the balance sheet, the main item on the balance sheet is essentially the cash and the cash equivalents. I mean that's the number that we're generally looking at. The other thing to watch is the working capital ratio because what that means is when you're trying to figure out how much cash we may have in future periods, well there's actually a 5:1 ratio on the working capital to sales. So every time we get an extra $1 of revenue, we get an extra $5 of working capital which is one of the benefits of receiving the cash up front. So when you're doing your modelling, that will also assist you.

Thank you for listening to my presentation on the finances. If you have any questions, I'm happy to answer the

Rod Bishop: That concludes the presentation, so thank you everyone and now we'll turn it back over to the moderator and to the audience for questions. Thank you everyone for listening and joining our call, we really appreciate it. We look forward to speaking with you soon and looking forward to the next period. Thank you again.

END

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About Jayride Group Limited

Jayride.com provides seamless transport experiences for travellers by allowing them to compare and book ground transfers around the world. With Jayride.com, travellers can compare and book with 3,000+ transport companies, servicing destinations including over 1000+ airports across North America, Europe, Middle East, Asia and the Pacific.

The Jayride.com platform aggregates ground transfer companies and distributes them to travellers at Jayride.com; and via partnerships with other travel technology platforms, travel agencies and wholesalers. These partners implement Jayride.com APIs to sell ground transfers and add new incremental ancillary revenue to their travel businesses.

Founded in 2012, Jayride.com is headquartered in Sydney, Australia.

For more information, please visit www.jayride.com

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