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TIMES

An Insider's Look at Both NYC TLC Regulated Industries

IS THE CAP WORKING AS INTENDED?



OTHER CITIES EYE NYC CAP



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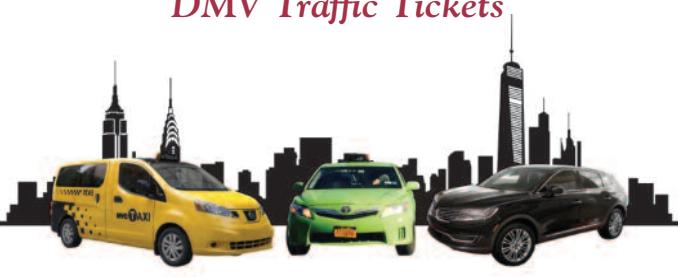
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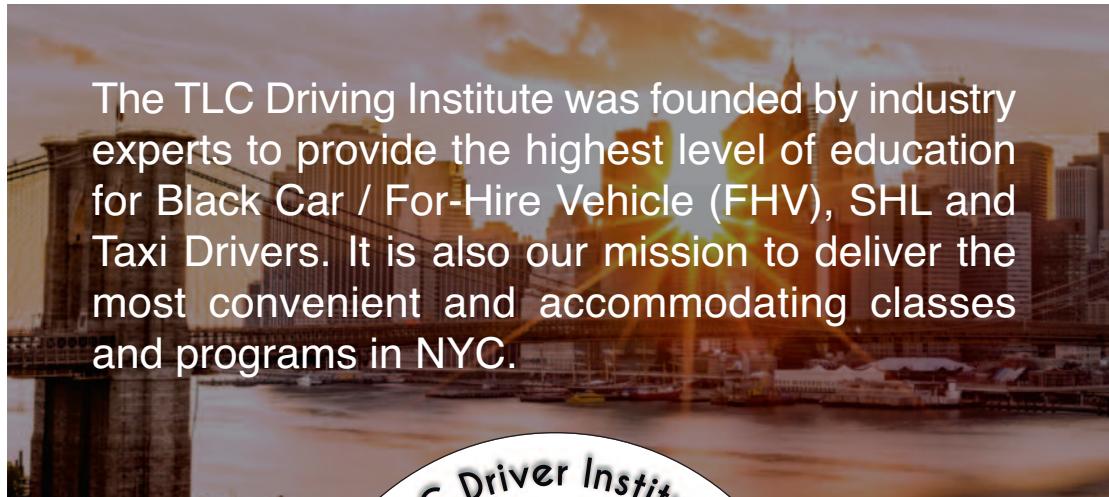
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PUBLISHER'S PAGE

HOW THE CAP DOES THE OPPOSITE OF WHAT'S INTENDED

By DAVID POLLACK

Now that the cap on new Uber-Type-App-Based vehicles is in effect, you must understand that there were 42,000 applications submitted to the New York City Taxi & Limousine Commission (TLC) in the weeks prior to the City Council vote. Word has it that there were many days with lines around the corner, with applicants waiting to submit their applications to the TLC's Long Island City licensing division.

Chairwoman Joshi publicly stated she expects "only 16,000 to be approved," of those 42,000 pending applications. If the chairwoman is correct, then the same 2,000 Uber type cars will be registered each month for the next eight months. Some cap!

If there was a true cap, one which immediately prohibited the approval of any pending applications, the existing Uber-type drivers would not have to split any fare income with the newbies, thereby ceasing the continued reduction of Uber-type driver income. For at least the next eight months, Uber-type driver income will continue to deteriorate until there is a process by which NO Uber-type applications are approved for at least a year.

What happens if 32,000 of the 42,000 pending applications are approved? Then 3,000 new Uber-type cars will be registered and placed into midtown traffic each month for the next year, thereby actually increasing the number of monthly Uber-type vehicles registered from the previous year.

Another reason the Uber-type bases should have been in favor of a real cap, inclusive of pending applications: Their existing drivers would earn more money, thereby making it easier for Uber-type bases to comply with the upcoming mandated "minimum wage."

TLC Fact Book

As we are working through the end of a medallion value correction, the NYC TLC has published a 22-page 2018 Fact Book, which illustrates statistics for driver and passenger preferences. The Fact Book encompasses statistics from 2016 through June 2018 from all segments of TLC licensed vehicles.

While the number of licensed yellow cabs has remained constant at 13,587, the FHV industry has seen an increase in their vehicles of 59% from 67,484 to 107,435. It should also be noted that Green Cabs (SHLs) numbered 5,573 in 2016, and according to the Fact Book, there are now approximately 3,579... a decrease of 36%! Additionally, the number of yellow Wheelchair Accessible vehicles are up 63%, with 1,934 yellow wheelchair accessible vehicles registered, as opposed to 105 for FHV's.

In 2017, the average vehicle age was 3.8 years old, Black Cars were 3.2 years old and Liveries were 6.6 years old. In 2016, there were 237 Licensed Black Car Bases, and in 2018 so far, there are 373... over a 50% increase! In 2016 and 2017, about two thirds of fares were paid by credit card, with the average yellow fare of \$13.61. Nearly fifty-three percent of Uber type cars picked up in Manhattan, while 92.2% of yellow fares were in Manhattan. The top locations for e-hails for both yellow and FHV's are as follows: #1 Upper West Side, #2 East Village, #3 Lincoln Square, #4 Tribeca.

I hope that being armed with this information helps you all earn more money!



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TRANSLATIONS:
The Language Center and NYC TLC

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IN THIS ISSUE

Publisher's Page	4
Dear Taxi Dave	5
Editor's Notes	6
Taxi News	8
Livery News	9
Directory.....	13
Features	15
Fun & Games	16
Taxi and FHV Relief Stands	17
ITAR Outlook	18
By Matthew W. Daus, Esq.	
Taxi Tales	22
By LHB	
The Fishbowl	24
By Larry Fisher	
Commissioner's Corner	25
By Meera Joshi	
The Taxi Attorney	26
By Michael Spevack	
Defensive Driving	27
By Bertram Merling	
News	30

DEAR TAXI DAVE:

As I was waiting to pick up friend of mine from LGA by the main terminal. I had 11 people ask me if I'm available and where taxis are located. It is ridiculous how Port Authority is so incompetent. But for Uber pick up it's right out front.

So much income is lost, yet TLC is pushing e-hailing systems. Why should a yellow taxi driver for even a minute drive without a fare, to go pick up someone u don't even trust is there? Until construction completed at LGA, yellow taxis should be allowed to pick up fares in front of main terminal where people exit, not by cargo area

What is the point of bus lanes???

Taxi Solomon

Yellow Taxi passengers and drivers are NOT the Piggy Bank for NYC! NO MORE SURCHARGES for YELLOW RIDES! Surcharge the surge pricing app vehicles!

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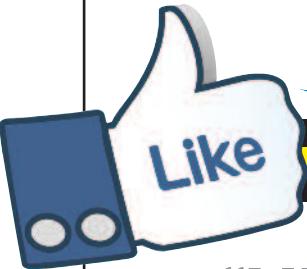
“Don't dwell on what went wrong. Instead, focus on what to do next. Spend your energies on moving forward toward finding the answer.”

– *Denis Waitley*

“I mean, I don't know why they want the headache, honestly.”

– *Speaker Corey Johnson*

on why the state should give the city control of the subways



TAXI & LIVERY TIMES



An Insider's Look at Both NYC TLC Regulated Industries

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EDITOR'S NOTES

By NEIL WEISS



NYC'S FHV CAP DRAWS ATTENTION OF OTHER CITIES

When New York City halted the issuance of new For-hire Vehicles (FHVs) for one year this past summer, cities across the country (and the globe, in fact) took notice. Not long after, proposals were being discussed for a similar cap in a number of cities, to halt the exponential growth of app companies like Uber and Lyft, which wreaked havoc on the traditional industry and reportedly worsened traffic congestion.

In Chicago, where nearly half of the city's 7,000 licensed cabs are in foreclosure or idle due to the unchecked expansion of Uber and Lyft, regulatory intervention has been a topic of discussion for some time. Now that NYC has taken the bold move of preventing new FHVs from hitting city streets, the Chicago taxi industry is hoping for something similar. Taxi advocates have long complained that part-time app-based drivers flood Chicago's streets on weekends, scooping up fares that could help buoy drivers working long hours during the week, who need the additional income to survive.

Some officials want to "let the market dictate" the outcome, pointing to changes in consumer habits and claiming they are powerless to stop customers from getting what they want – but NYC was proof that intervention was necessary. After six suicides and an untold amount of lost wealth caused by plummeting taxi medallion values, it seems obvious that something actually should have been done much sooner.

There are currently nearly 70,000 active app-based drivers in Chicago, a number that has grown fourfold in the last three years. If NYC is any indication, the number of drivers will continue to spike unless something is done. If Chicago is willing to cap the number of taxi medallions, why not app-based drivers? How about if the number of app drivers explodes from 70,000 to 100,000? Will that be the right time?

As one Chicago taxi advocate said, "No one benefits from tens of thousands of vehicles on the street competing in a race to the bottom." Unlike taxi drivers, most of Chicago's app drivers see their job as a side gig, working less than 20 hours a week – and in doing so, hurt people who are trying to earn a living wage.

Like NYC, Chicago medallion prices have plummeted from more than \$300,000 five years ago to about \$30,000 in July, according to city data. Banks that financed taxi medallion purchases are aggressively foreclosing on a growing number of owners, who find themselves underwater and unable to make payments on their loans.

Taxi medallions have taken a similar hit in Miami – dropping from \$350,000 to \$35,000 since the arrival of app-based companies in 2014. Now that NYC instituted its cap, two commissioners in Miami Beach are proposing similar legislation. Commissioners Kristen Rosen Gonzalez and Michael Góngora point to South Florida's horrific traffic congestion and note the struggles of taxi drivers struggling to compete with app services.

Supporters of the legislation say the proliferation of app vehicles has impoverished local taxi drivers and played a major role in the downfall of taxi companies that have served local communities, some for decades. Unfortunately, state legislators passed a bill banning local governments from regulating companies like Uber and Lyft, so Rosen Gonzalez and Góngora are asking Florida lawmakers to make some changes and initiate a cap.

The fact is, this would help all drivers, including those working for the app companies. *MarketWatch* reported in September that drivers for app platforms – including Uber and Lyft – are making less than half of what they did four years ago, even as more and more people pile onto the apps. *MarketWatch* cited a new report from the JPMorgan Chase Institute, which said that payments directed to 2.3 million families show that average

EL TOPE A LOS VEHÍCULOS DE ALQUILER EN LA CIUDAD DE NUEVA YORK LLAMA LA ATENCIÓN DE OTRAS CIUDADES

Cuando la ciudad de Nueva York dejó de emitir licencias para vehículos de alquiler (*For-hire Vehicles, FHV*) por un año en el verano, ciudades de todo el país (y del mundo) tomaron nota. Al poco tiempo, se analizaban propuestas de un tope similar en varias ciudades, para frenar el aumento exponencial de las empresas basadas en aplicaciones, como Uber y Lyft, que causaron estragos en la industria de taxis y, se dice, empeoraron la congestión vehicular.

En Chicago, donde casi la mitad de los 7,000 taxis con licencia de la ciudad están en ejecución hipotecaria o inactivos debido a la expansión desenfrenada de Uber y Lyft, desde hace un tiempo se viene analizando la posible intervención de entes reguladores. Ahora que la ciudad de Nueva York tuvo la audacia de evitar que nuevos vehículos de alquiler circularan por las calles, la industria de taxis de Chicago espera una medida similar. Desde hace mucho tiempo, los defensores de los taxis se quejan de que los fines de semana los conductores que trabajan con aplicaciones a tiempo parcial invaden las calles de Chicago y se quedan con viajes que podrían beneficiar a los conductores que trabajan largas horas durante la semana y necesitan ese ingreso extra para sobrevivir.

Algunos funcionarios pretenden que sea "el mercado el que regule" los ingresos, y apuntan a cambiar los hábitos de los consumidores aduciendo que no tienen manera de evitar que los clientes obtengan lo que quieren, pero la ciudad de Nueva York probó la necesidad de la intervención. Después de seis suicidios y pérdidas materiales incalculables causadas por la caída en picada de los valores de las licencias, parece obvio que en realidad debería haberse hecho algo mucho antes.

Actualmente hay 70,000 conductores que trabajan con aplicaciones activos en Chicago, cifra que se ha cuadruplicado en los últimos tres años. Si algo nos indica el caso de la ciudad de Nueva York es que la cantidad de conductores seguirá en aumento a menos que se la controle. Si Chicago está dispuesta a limitar las licencias de taxis, ¿por qué no limitar los conductores que trabajan con aplicaciones? ¿Qué pasa si la cantidad de conductores que trabajan con aplicaciones crece exponencialmente de 70,000 a 100,000? ¿Sería ese el momento de tomar medidas?

Como dijo un defensor de los taxis de Chicago, "Nadie se beneficia si decenas de miles de vehículos en la calle compiten para ver quién se hunde primero". A diferencia de los taxistas, la mayoría de los conductores de Chicago que prestan servicio mediante aplicaciones lo ven como un trabajo extra al que dedican menos de 20 horas por semana, y de ese modo perjudican a personas que tratan de ganar un salario de subsistencia.

Al igual que en la ciudad de Nueva York, los precios de las licencias de Chicago se desplomaron de más de \$300,000 hace cinco años a aproximadamente \$30,000 en julio, según datos municipales. Los bancos que financiaron las compras de licencias de taxis están embargando agresivamente a una creciente cantidad de propietarios, que están sumergidos y no pueden pagar sus préstamos.

En Miami, las licencias de taxis sufrieron un impacto parecido, al caer su precio de \$350,000 a \$35,000 desde la llegada de las empresas basadas en aplicaciones en 2014. Ahora que la ciudad de Nueva York estableció su tope, dos delegados de Miami Beach proponen una legislación similar. Los delegados Kristen Rosen Gonzalez y Michael Góngora señalan la espantosa congestión vehicular del sur de Florida y la lucha de los taxistas por competir con los servicios basados en aplicaciones.

Los defensores de la ley aseguran que la proliferación de vehículos que trabajan con aplicaciones ha empobrecido a los taxistas locales y tenido gran responsabilidad en el colapso de las empresas de taxis que prestaron servicios a las comunidades locales, en algunos casos por décadas. Lamentablemente, los legisladores estatales aprobaron un proyecto de ley que prohíbe a los gobiernos locales regular a empresas como Uber y Lyft, por lo que Rosen Gonzalez y Góngora piden a los legisladores de Florida que hagan algunos cambios y dispongan un tope.

Lo cierto es que esto ayudaría a todos los conductores, incluso a los que trabajan para empresas basadas en aplicaciones. *MarketWatch* informó en septiembre que los conductores que trabajan con plataformas de aplicaciones –entre ellas, Uber y Lyft– están ganando menos de la mitad de lo que ganaban hace cuatro años, más allá del creciente interés de la gente por sumarse a esta modalidad. *MarketWatch* citaba un nuevo informe del JPMorgan Chase Institute, según el cual los pagos dirigidos a 2.3 millones de familias demostraban que los ingresos men-

monthly platform earnings dropped by 53% between 2013 and 2017 (\$783 per month in 2017 versus \$1,469 in 2013). A separate report, published by the nonprofit D.C.-based think-tank the Economic Policy Institute, noted that after account fees and other expenses, Uber drivers typically earn about \$9.21 an hour.

In NYC, it's clear that legislators and regulators waited far too long to solve what was all-too-obviously a serious problem. Now that they decided to act, they are rushing through a huge number of complicated and far-reaching laws and rules, the impact of which one can only guess. Already I'm hearing complaints from small luxury bases that would like to add a handful of cars to serve new accounts, but who are being prevented from doing so because of the new cap. Although the cap was aimed at the app companies, it is affecting all FHV bases. Dealerships are not happy either as these smaller companies make up a fairly large percentage of their overall sales, and now they are being prevented from selling to them.

The lesson here for other cities is: Don't wait! Work with the companies, drivers and vendors who serve them to make any new laws as painless as possible, and do your best to make small, deliberate moves to prevent avoidable problems, like the ones already being faced in NYC.

suales promedio de las plataformas cayeron un 53 % entre 2013 y 2017 (\$783 por mes en 2017 contra \$1,469 en 2013). Otro informe publicado por el Economic Policy Institute, un comité asesor sin fines de lucro con sede en Washington D.C., señaló que descontando las comisiones de cuentas y otros gastos, los conductores de Uber suelen ganar alrededor de \$9.21 por hora.

En la ciudad de Nueva York, es evidente que los legisladores y los entes reguladores esperaron demasiado para resolver lo que era a todas luces un problema grave. Ahora que se decidieron a actuar, quieren apresurarse a implementar un sinnúmero de leyes y normas complicadas y de amplio alcance, cuyo impacto es imprevisible. Ya he oído quejas de pequeñas bases de vehículos de lujo que desearían sumar algunos autos para prestar servicio a nuevos clientes, pero se ven imposibilitadas de hacerlo debido al nuevo tope. Aunque el tope estaba dirigido a las empresas basadas en aplicaciones, está afectando a todas las bases de vehículos de alquiler. Los concesionarios tampoco están conformes porque estas empresas más pequeñas constituyen un buen porcentaje de sus ventas totales, y ahora se les impide venderles.

La lección para otras ciudades es: ¡No esperen! Trabajen con los conductores, con las empresas y con sus proveedores para que cualquier ley nueva cause el menor dolor posible, y esfuércense al máximo para dar pasos pequeños y deliberados que les ahorren problemas evitables, como los que ya enfrenta la ciudad de Nueva York.

QUOTE

“Satisfaction lies in the effort, not in the attainment, full effort is full victory.”
 – Mahatma Gandhi

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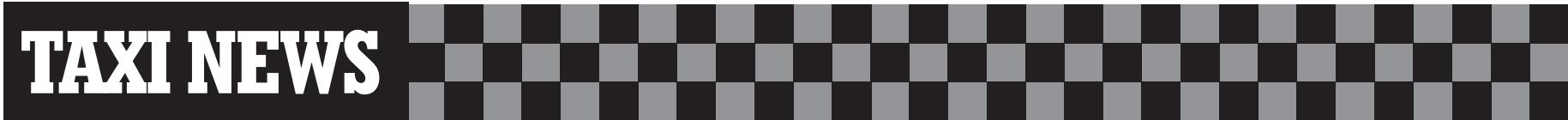
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TAXI NEWS

TAXI, THE CLASSIC SITCOM, CELEBRATED 40TH ANNIVERSARY IN SEPTEMBER

Taxi, the ground-breaking sitcom that launched quite a few careers, celebrated its 40th anniversary in September. Appearing just two years after Martin Scorsese's seminal movie, *Taxi Driver*, the show took a much lighter look at the New York City cab industry.

Oddly, the TV show was inspired by a *New York* magazine article by Mark Jacobson, "Night-Shifting for the Hip Fleet," about life at Greenwich Village's Dover Taxi Garage #2. *Taxi* was created by future *Simpsons* producer James L Brooks, along with Ed Weinberger, Stan Daniels and Dave Davis, all seasoned veterans of *The Mary Tyler Moore Show* (1970-77).

Taxi was first broadcast on ABC on September 12, 1978, running to 114 episodes over the course of five seasons, before wrapping in May 1982, having won 18 Emmys. It centered on Danny DeVito's tyrannical dispatcher Louie De Palma and the crew of misfits who drive for him. The rest of its enviable cast included Judd Hirsch, Jeff Conaway, Marilu Henner, Tony Danza, Christopher Lloyd, Carol Kane and comic-legend Andy Kaufman – best known for challenging women to wrestling bouts and his lounge lizard alter-ego Tony Clifton.

Kaufman played Eastern European mechanic Latka Gravas.

As Latka, Kaufman brought an anarchic presence to the set that occasionally left his fellow cast members exasperated. Kaufman could also be poignant, as in the episode "Paper Marriage," in which Latka marries a prostitute to secure his green card, only for his bride to then walk away from the alter as soon as the ceremony is concluded.

"Boy, America is a tough town..." he says forlornly, looking at the floor.

Hirsch, a stage actor was more commonly the heart of the show, his disheveled brand of decency, innate reasonableness and air of disappointment providing an emotional counterweight to his co-stars' antics. Christopher Lloyd did underrated work as Reverend Jim Ignatowski, a counter-culture casualty driven round the bend by a tainted brownie. The actor was brought in by DeVito after the pair had appeared as inmates together in Forman's *One Flew Over the Cuckoo's Nest* (1975).

Factor in Henner, Danza and Conaway – all vital components in their own right – and rarely has a more naturally gifted ensemble been assembled. More than that, the cast looked like ordi-

nary people, with wild hair and battered denim. You believed they worked for the Sunshine Cab Company.

They got on famously behind-the-scenes too, the show notorious for its boozy episode wrap parties, often honored with a guest appearance by the likes of John Belushi, Robin Williams and Jack Nicholson, the latter changing his tune after initially advising DeVito against taking his role.

"I'm so proud of *Taxi*, the way it tackled difficult subjects and yet still made people laugh," DeVito recalled. Those subjects included everything from drugs, divorce, single parenting, gambling addiction and obesity. Nothing was off limits.

Crucial to the show's appeal as a workplace comedy was its setting in Sunshine's dingy Manhattan depot, which added enormously to *Taxi's* blue-collar authenticity. *Taxi* is as tied to the Big Apple as *Cheers* was to Boston (actress Rhea Perlman, married to DeVito, appeared in both). The latter show might not exist without the former, nor might *Seinfeld*, with which *Taxi* shared a preoccupation with the petty frustrations of everyday life.

Source: Independent

TAXI PASSENGER SHOOTS HIMSELF DURING RIDE

A man fatally shot himself in the head while riding in the back of a yellow cab on the Upper West Side in the early-morning hours of Sunday, September 2, police said. The 30-year-old man got into the taxi at about 2 a.m. near the corner of 93rd Street and Amsterdam Avenue, then pulled out a gun and shot himself once in the head while sitting in the backseat of the car, according to authorities.

The driver pulled over and called 911 after the shooting. Medics responded to the scene and rushed the man to Mount Sinai St. Luke's Hospital, where he was pronounced dead, authorities said.

Source: New York Post

SOME CAB PASSENGERS ARE FORGETTING HOW TO PAY, DUE TO APPS

As a growing number of riders use app-based transportation services like Uber, some are forgetting to pay their cab drivers when their ride is complete. Many are also forgetting they need to give their driver a destination, if they haven't entered it into an app.

Many drivers have learned the hard way that some customers who hail a ride the old-fashioned way may need to be reminded at the start of the trip about the protocols of using a taxi – even if they have been taxi customers for years – and if they get out without paying, drivers have to wrestle with the decision of whether or not to run after them.

Source: Wall Street Journal



LIVERY NEWS

CAR STRIKES, KILLS ELDERLY MAN WALKING DOG ON UPPER EAST SIDE

Irwin Cohen, 84, was crossing the street mid-block in September, just feet away from his E. 72nd St. home near Third Ave., when a man driving a Chevy Suburban with NYC Taxi and Limousine Commission (TLC) plates struck him. The elderly man was walking his dog when the Livery vehicle hit him; the dog was not injured.

Medics rushed Cohen to New York Presbyterian Hospital in critical condition with head trauma, but he died of his injuries at 2:30 a.m., police said. An unnamed witness said Cohen walked with a cane due to a hip condition.

The driver remained on the scene. Police sources said he's not likely to be charged with a crime.

Source: New York Daily News

AUTO ATROPELLA Y MATA A UN ANCIANO QUE PASEABA A SU PERRO EN UPPER EAST SIDE

Irwin Cohen, de 84 años, estaba cruzando la calle a mitad de cuadra en septiembre, a pasos de su casa situada en E. 72nd St., cerca de Third Ave., cuando un hombre que conducía un Chevy Suburban con placas de la Comisión de Taxis y Limusinas (*Taxi and Limousine Commission, TLC*) de la ciudad de Nueva York lo embistió. Al producirse el accidente, el anciano estaba paseando a su perro, que resultó ileso.

Los médicos trasladaron al Sr. Cohen de urgencia al New York Presbyterian Hospital en estado crítico con traumatismo de cráneo, donde la víctima falleció a causa de sus heridas a las 2:30 a. m., informó la policía. Un testigo anónimo declaró que el Sr. Cohen caminaba con un bastón debido a un problema de cadera.

El conductor permaneció en el lugar del accidente, y fuentes policiales informaron probablemente no se le impute ningún delito.

Fuente: New York Daily News

BRONX MAN CONVICTED OF CARJACKING, MURDERING LIVERY DRIVERS

A Bronx man, who was part of a group that carjacked and killed two Livery drivers from Yonkers, was found guilty of participating in those crimes, as well as two armed robberies in Yonkers. Tyrone Felder (aka "Man Man") was convicted in September on all nine counts of the indictment following a two-week trial before U.S. District Judge Vincent L. Briccetti.

"Tyrone Felder's days of reckless and deadly violence are over," Geoffrey S. Berman, the United States Attorney for the Southern District of New York said. "This unanimous verdict means that Felder will spend the rest of his life in prison, but it will not bring back the two men that Felder murdered."

On August 5, 2014, Felder participated in the armed carjacking of Maodo Kane. Felder shot and killed Kane in the Bronx, then used the stolen car to participate in two gunpoint robberies of businesses in Yonkers. A week later, Felder, 29, participated in the carjacking of Aboubacar Bah. During the course of the carjacking, he shot and killed Mr. Bah in the Bronx.

Felder was found guilty of two counts of carjacking resulting in death, two counts of robbery, four counts of firearms possession and one count of conspiracy to commit robbery. He faces a maximum sentence of life in prison and a mandatory minimum sentence of 100 years in prison, which must run consecutively to any other term of imprisonment imposed. He is scheduled to be sentenced by Judge Briccetti on Jan. 18.

Co-defendants, Kareem Martin (aka "Jamal Walker"), Takiem Ewing (aka "Mulla") and Tommy Smalls (aka "Tommy Guns") previously pled guilty to participating in the fatal carjackings.

Source: Mount Vernon Patch

CONDENAN A HOMBRE DEL BRONX POR ASESINAR A CONDUCTORES DE VEHÍCULOS ALQUILER Y ROBARLES LOS AUTOS

Un hombre del Bronx, miembro de una banda que asesinó a dos conductores de vehículos de alquiler y les robó los autos, fue hallado culpable de participar en los citados delitos, así como de dos robos a mano armada perpetrados en Yonkers. Tyrone Felder (alias "*Man Man*") [supermacho en inglés] fue condenado en septiembre por los nueve cargos de los que estaba acusado tras un juicio de dos semanas ante Vincent L. Briccetti, juez de distrito de los Estados Unidos.

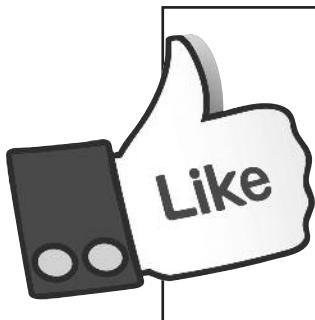
"Los días de violencia descontrolada y mortal de Tyrone Felder han terminado", aseguró Geoffrey S. Berman, fiscal de los Estados Unidos para el distrito sur de Nueva York. "Este veredicto unánime condena a Felder a pasar el resto de su vida en la cárcel, pero eso no les devolverá la vida a los dos hombres que asesinó".

El 5 de agosto de 2014, Felder participó en el robo armado del vehículo de Maodo Kane. En esa oportunidad, disparó y asesinó al Sr. Kane en el Bronx y luego usó el auto robado para tomar parte en dos asaltos a mano armada a empresas en Yonkers. Una semana después, Felder, de 29 años, participó en el robo del vehículo de Aboubacar Bah, circunstancia en la cual disparó y mató al Sr. Bah en el Bronx.

Felder fue hallado culpable de dos cargos de robo de auto seguido de muerte, dos cargos por robo, cuatro cargos de posesión de armas de fuego y un cargo por conspiración para cometer robo. Está sujeto a una pena mínima obligatoria de 100 años de cárcel y a una pena máxima de cadena perpetua, las cuales deben cumplirse consecutivamente a cualquier otra pena de prisión que se le imponga. Su sentencia, que será dictada por el juez Briccetti, está programada para el 18 de enero.

Los demás acusados, Kareem Martin (alias "*Jamal Walker*"), Takiem Ewing (alias "*Mulla*") y Tommy Smalls (alias "*Tommy Guns*") se declararon culpables previamente de participar en los robos de vehículos fatales.

Fuente: Mount Vernon Patch



An Insider's Look at Both NYC TLC Regulated Industries

FOR BREAKING NEWS!



LIVERY NEWS

GREEN CABS WERE MEANT FOR UNDERSERVED AREAS... THEN CAME UBER

New York City introduced the “green taxi” Street Hail Livery (SHL) program to supposedly solve a longstanding problem: Yellow cabs were notorious for not wanting to pick up people outside Manhattan, except at the airports. Unfortunately, the arrival of green cabs (or Boro Taxis) more or less coincided with the rise of app-based companies like Uber and Lyft, which, after establishing themselves in Manhattan, expanded across the city.

The transformation of the NYC transportation industry, due to the proliferation of app-based companies, plunged yellow cabs into an existential crisis, and green-cab drivers are no less angry, saying that Uber and Lyft torpedoed their fledgling segment of the industry before it even had a chance to establish itself.

Mayor Bill de Blasio recently signed a bill into law that capped For-hire Vehicles at their current level – but many drivers aren’t so sure the cap will create a new window of opportunity for green cabs, in part because app-based cars outnumber green cabs 30 to 1. Many Uber customers also say it’s easier to use an app than look for a green cab to hail on the street.

Figures from the city’s Taxi and Limousine Commission (TLC) underscore the nosedive green cab rides took since app-based cars arrived. In May – green taxis made 25,693 trips a day across the city, a 55% decrease from May 2015, the busiest month on record, which had 57,637 trips. By contrast, Uber says it handled more than 84,000 trips to or from a single neighborhood, East New York, Brooklyn, between July 18 and Aug. 15.

For green cabs, revenue has declined proportionally as trips have dwindled, to \$386,965 a day citywide in May 2018, from \$862,099 in May 2015. Green-cab drivers are working less than they were, 5.7 hours in May 2018, compared with 6.5 hours in May 2015.

Brooklyn accounted for a third of green-cab pickups from January through May of this year, according to the TLC. Almost another third, 31%, were in northern Manhattan, and 29.5% were in Queens. By contrast, only 5.3% were in the Bronx, and a tiny sliver were on Staten Island.

While the number of app-based vehicles has soared, the number of green cabs has shrunk. A total of 8,345 SHL permits were issued since 2013, but the TLC considers only 3,514 to be active.

Green taxis were supposed to be the “better mousetrap” – a new category for the entrenched taxi industry, created by then-mayor Michael Bloomberg. “The right to hail a legal taxi in all five boroughs,” he said in 2013, was “something that New Yorkers have deserved and never had.” A TLC survey found that 95% of yellow taxis picked up passengers below 96th Street in Manhattan and at the airports.

The attempted solution – taxis that could only operate away from the areas dominated by yellow cabs – now seems outdated and overly confusing. Green cabs weren’t allowed to pick up passengers in Manhattan south of East 96th Street or West 110th Street, although they can stop if someone hails them anywhere in the other boroughs, except at the airports. Different rules also apply to green cabs at airports, where they can drop off passengers but cannot pick them up, except by prearrangement.

Many drivers complain that the rules force them to go to the airports empty if they are dispatched for a pickup or return empty if they take someone there. Unlike yellow cabs, they cannot wait in the taxi lines. Uber and the other ride-hailing apps are not bound by those airport rules.

Initially, the yellow-cab industry was concerned that green cabs would adversely affect business, but it wasn’t the SHLs that would inevitably cause medallion values to plummet. The fact that green cabs and Uber entered the NYC market at around the same time seems to be an unfortunate coincidence for people who saw SHLs as an answer to an age-old problem.

“The city was kind of undercutting [the green cabs] by licensing all those other cars” – the app-based vehicles, said Graham Hodges, a historian of the taxi industry and a professor at Colgate University, who predicted the shakeout still being felt. “There are far too many vehicles on the road, and that’s where I think the TLC will tighten up regulation. And when they do, the ones with those permits will be in the best legal situation. They’ll be the ones that survive.”

Source: *New York Times*

LOS TAXIS VERDES SE HABÍAN CREADO PARA ATENDER ÁREAS CON SERVICIOS DEFICITARIOS... HASTA QUE LLEGÓ UBER

La ciudad de Nueva York implementó el programa de vehículos de alquiler con paradas en la vía pública (*Street Hail Livery, SHL*) supuestamente para resolver un antiguo problema: era sabido que los taxis amarillos no querían recoger pasajeros fuera de Manhattan, salvo en los aeropuertos. Por desgracia, la implementación de los taxis verdes (o taxis del distrito) prácticamente coincidió con la aparición de empresas basadas en aplicaciones, como Uber y Lyft, las cuales, luego de establecerse en Manhattan, se expandieron por toda la ciudad.

La transformación de la industria de transporte de la ciudad de Nueva York, debido a la proliferación de empresas basadas en aplicaciones, sumió a los taxis amarillos en una crisis existencial, y los conductores de taxis verdes no están menos molestos porque, afirman, Uber y Lyft echaron por tierra su incipiente segmento de la industria antes de que tuviera siquiera la oportunidad de establecerse.

Si bien hace poco el alcalde Bill de Blasio promulgó un proyecto de ley que limita los vehículos de alquiler a su nivel actual, muchos conductores no están tan seguros de que el límite cree una oportunidad para los taxis verdes, en parte porque los autos basados en aplicaciones los superan en número 30 a 1. Por otra parte, muchos clientes de Uber dicen que es más fácil usar una aplicación que esperar un taxi verde y pararlo en la calle.

Las cifras que maneja la Comisión de Taxis y Limusinas (*Taxi and Limousine Commission, TLC*) de la ciudad ponen de relieve la caída en picada que experimentaron los taxis verdes desde la llegada de los autos basados en aplicaciones. En mayo, los taxis verdes realizaron 25,693 viajes por día en toda la ciudad, un 55 % menos que en mayo de 2015, el mes más activo registrado, con 57,637 viajes. En cambio, Uber declara haber realizado más de 84,000 viajes hacia o desde un solo vecindario, East New York, Brooklyn, entre el 18 de julio y el 15 de agosto.

Los ingresos de los taxis verdes se redujeron en forma proporcional a la merma de los viajes, de \$862,099 en mayo de 2015 a \$386,965 por día en toda la ciudad en mayo de 2018, y los conductores de taxis verdes trabajan menos que antes: 5.7 horas en mayo de 2018, en comparación con 6.5 horas en mayo de 2015.

Según la TLC, Brooklyn concentró un tercio de los pasajeros recogidos por taxis verdes de enero a mayo de este año. Casi otro tercio, 31 %, se registró en el norte de Manhattan, y un 29.5%, en Queens. Por el contrario, solo un 5.3 % de los pasajeros fueron recogidos en el Bronx, y una mínima proporción en Staten Island.

En tanto que la cantidad de vehículos basados en aplicaciones aumentó considerablemente, la de taxis verdes disminuyó. Desde 2013 se emitieron 8,345 permisos SHL, sin embargo, la TLC considera que solo 3,514 están activos.

Se suponía que los taxis verdes serían una versión mejorada del servicio existente, una nueva categoría para la industria de taxis arraigada, creada por el entonces alcalde Michael Bloomberg. “El derecho a parar un taxi legal en los cinco distritos”, aseguró en 2013, era “algo que los neoyorquinos merecían y nunca tuvieron”. Una encuesta de la TLC reveló que el 95 % de los taxis amarillos recogían pasajeros al sur de 96th Street en Manhattan y en los aeropuertos.

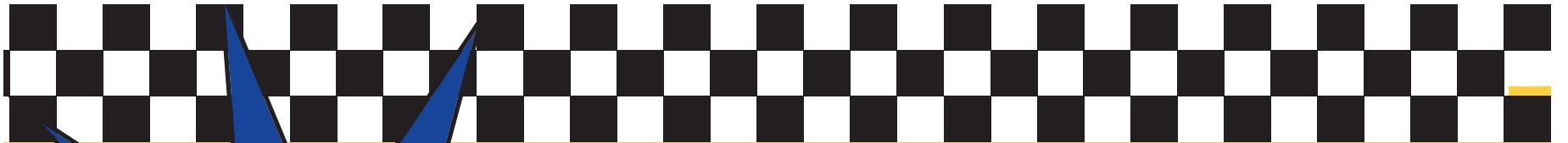
La solución tentativa –taxis que solo pudieran circular fuera de las áreas dominadas por los taxis amarillos– ahora parece desactualizada y demasiado confusa. Los taxis verdes no estaban autorizados a recoger pasajeros al sur de East 96th Street o West 110th Street, aunque pueden detenerse si alguien los para en cualquier lugar de los otros distritos, excepto en los aeropuertos. Además, distintas normas rigen la operación de los taxis verdes en los aeropuertos, donde pueden dejar pasajeros pero no recogerlos, salvo que esto haya sido previamente programado.

Muchos conductores se quejan de que las normas los obligan a ir a los aeropuertos vacíos si los envían a recoger pasajeros o a volver vacíos si recogen a alguien allí. A diferencia de los taxis amarillos, no pueden esperar en las filas de taxis. Ni Uber ni las otras aplicaciones de solicitud de viajes están sujetas a esas normas de los aeropuertos.

En un principio, a la industria de taxis amarillos le preocupaba que los taxis verdes afectaran negativamente el negocio, pero no fueron los SHL los que desplomarían inevitablemente los valores de las licencias. El hecho de que los taxis verdes y Uber accedieran al mercado de la ciudad de Nueva York en forma casi simultánea parece ser una coincidencia desafortunada para aquellas personas que vieron a los SHL como una respuesta a un viejo problema.

“La ciudad en alguna medida debilitó [a los taxis verdes] al otorgar licencias a todos esos otros autos”, los vehículos basados en aplicaciones, sostuvo Graham Hodges, historiador de la industria de taxis y profesor de la Universidad Colgate, quien predijo la crisis económica que aún se siente. “Hay demasiados vehículos en la calle, y es ahí donde creo que la TLC endurecerá la regulación. Y cuando lo haga, quienes tienen esos permisos estarán en la mejor situación legal. Serán quienes sobrevivan”.

Fuente: *New York Times*



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LIVERY NEWS

EX-BOYFRIEND SOUGHT IN VICIOUS STABBING OF WOMAN IN QUEENS

A vengeful ex-boyfriend stabbed the mother of his children more than 20 times as she stepped out of a Livery vehicle in Queens, leaving her badly injured and bleeding in the street in late August. The 31-year-old victim somehow survived the brutal assault, though her lung was punctured and her throat slit. The attacker fortunately missed her pulmonary artery and other vital organs, cops said.

Police began hunting for the jilted lover, Juan Portoviejo, 33, as the woman recovered in a hospital bed at Elmhurst Hospital.

Portoviejo, who has two children in common with the victim, attacked her just weeks before, as she got out of a cab in Elmhurst, on her way home from work. He ambushed her and started choking her, police said, but she talked her way out of more serious harm by promising to get back together with him, and he left, police said.

Police released a photo of Portoviejo, taken after a July 26 drunk driving arrest in Queens, which can be viewed here: <http://www.nydailynews.com/new-york/nyc-crime/ny-metro-man-repeatedly-stabs-ex-girlfriend-queens-20180829-story.html>. Portoviejo was released on his own recognizance after the DWI arrest. Portoviejo, who police believe is an Ecuadorian citizen, is 5-foot-5 and about 150 pounds, cops said.

Police are asking anyone with information to call Crime Stoppers at (800) 577-TIPS.

Source: New York Daily News

SE BUSCA A EXNOVIO QUE APUÑALÓ BRUTALMENTE A MUJER EN QUEENS

Un vengativo exnovio le asestó más de 20 puñaladas a la madre de sus hijos cuando esta bajaba de un vehículo de alquiler en Queens, dejándola gravemente herida y ensangrentada en la calle a fines de agosto. Si bien la víctima de 31 años logró sobrevivir al brutal ataque, sufrió la perforación del pulmón y un corte en la garganta. Afortunadamente el agresor no lesionó la arteria pulmonar ni otros órganos vitales, informó la policía.

Los oficiales salieron en busca del amante despechado, Juan Portoviejo, de 33 años, mientras la mujer se recuperaba en una cama del Elmhurst Hospital.

Portoviejo, quien tiene dos hijos en común con la víctima, la agredió pocas semanas atrás, cuando esta bajaba de un taxi en Elmhurst al volver del trabajo. Según las fuentes policiales, el autor del hecho la emboscó y comenzó a estrangularla, pero ella evitó un daño mayor prometiéndole regresar con él, ante lo cual el agresor se retiró.

La policía difundió una fotografía de Portoviejo, tomada el 26 de julio luego de ser arrestado por conducir en estado de ebriedad en Queens, la cual puede verse aquí: <http://www.nydailynews.com/new-york/nyc-crime/ny-metro-man-repeatedly-stabs-ex-girlfriend-queens-20180829-story.html>. Después del arresto, el hombre en cuestión fue liberado bajo palabra. Portoviejo, quien la policía cree es ciudadano ecuatoriano, mide 5 pies y 5 pulgadas y pesa unas 150 libras.

La policía solicita a cualquier persona que tenga información que llame a Crime Stoppers al (800) 577-TIPS.

Fuente: New York Daily News

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FEATURE

S.O.S.

LIVERY INDUSTRY IN DISTRESS

By Steven J. Shanker, Esq.

S.O.S. is the International Morse code signal indicating catastrophic loss is imminent. At this point in the history of the For-Hire Vehicle (FHV) industry, if we were on a boat, most of us would be past ready to send out the S.O.S. signal to politicians and regulators indicating the need for immediate relief. Unfortunately, as has been the case with the taxi industry and FHV drivers in general, calls for help have often gone unheeded or ignored until it was too late.

First, let us look at the numbers. In 2014, the livery sector included approximately 28,000 vehicles. Four years later, the size of the industry has shrunk to about 14,000 livery vehicles. This 50% decline is mostly due to overregulation of the industry.

The requirements placed on all sectors of the industry to capture and transmit trip data, as well monitor “driver hours,” led to the mandate for small mom-and-pop livery bases to spend massive amounts of money to purchase and maintain costly computer hardware and software. An industry that was once able to operate efficiently and effectively with the use of two-way radios now had to spend more than they could rightfully afford to digitize their operations. This is in addition to the legal fees needed to ensure compliance with the NYC Taxi and Limousine Commission’s (TLC’s) Rule 59, which requires costly consultants, lobbyists and PR reps.

Those who have engaged the services of such professionals are currently on life support and those who were unable to afford those costs have shuttered. Many of these mom-and-pop livery bases operated in this city for 30 years without issue by providing a valuable service to their local communities. Now, many of them have either died a slow death or are swimming in shark infested water with a life preserver, but no land in sight for relief.

It is one thing for the livery industry to be destroyed by competition from well-funded companies who disrupted the marketplace. It is a whole other story when an entire sector of the FHV industry is dying a slow death, not from com-

petition, but from onerous rules and actions taken by unelected bureaucrats who claim to be doing what is best for the riding public.

At this point, the cap on the issuance of new FHV licenses will only serve to further destroy the livery industry. Placing a cap on a sector of the industry that is surely not the cause of traffic woes in the City, and who has been hurt most by the growth of TNCs, will only lead to a further and faster demise for the simple reason that the cap prevents the livery sector from growing or at least recouping its losses. While theoretically, one or more of the 80,000 plus drivers who have vehicles affiliated with black car bases can choose to change their affiliation and move to the livery sector, the fact is that the barriers to entry are too high and all without rhyme or reason.

For example, livery drivers who are affiliated with bases that are members of the Livery Fund have received notice from the biggest carrier in the FHV insurance marketplace that it will be issuing surcharges. This is on top of the fact that livery vehicle insurance is already more expensive than black car vehicle insurance. The increase in insurance premiums gives the typical owner-operator an incentive to leave the livery industry rather than stay and is a barrier for those considering transferring to a livery base. Additionally, livery vehicle owners are still required to purchase, install and maintain a distress signal and in-vehicle camera system. This adds an additional \$1000 to their costs and gives further incentive to be a black car driver, instead of a livery driver.

What is worse is that there is no reason or rationale for livery vehicles to be equipped with distress signals and in-vehicle cameras when black cars are required to have them. In the old days, when the typical black car customer was a corporate client and the typical livery customer was just some Joe Schmoe, the distress signal and in-vehicle cameras made sense because the likelihood of the livery driver encountering danger and the need for such systems was greater in

liveries than in black cars. Now that then the line between who is transported in a livery and who is transported in a black car has been blurred beyond almost all recognition, the rules mandating such equipment serves no purpose, other than to make the barrier to entry to the livery sector higher. This further lessens the riding options for residents of the outer boroughs, who have relied on local car service for decades.

Some of the TLC’s rules clearly shows either its detachment from the understanding of the different ways each sector of the FHV industry operates or a lack of concern that the livery sector is literally being regulated out of business. The TLC needs to work harder to level the playing field and recognize that the livery industry needs a boost to remain viable. In the alternative, perhaps the regulators can at least lift their foot up and take a bit of pressure off the necks of those who operate in the sector of the industry most in need of help.

The writing was on the wall for the taxi industry for many years, but the TLC did nothing. Now the TLC is playing catch up in trying to help the decimated taxi industry after years of neglect and all warnings of impending doom. The same now holds true for the livery industry. For many years the TLC systematically dismissed the warnings from livery industry stakeholders as “speculation”. Unfortunately, the mass exodus from the livery market over the past four years is proof that those warnings were accurate, and everything is playing out exactly as was described to the TLC.

All we ask of the TLC is a fair chance to make it in a sector of the industry in steep decline and in need of relief. The residents of the outer boroughs have relied on their local car services for reliable transportation for decades. With the cap in place, the further decline of the livery sector will only serve to hurt the vitality of the industry and will eliminate one more transportation option for residents who need it the most. The writing is on the wall. The only question is whether the TLC will heed the warning or not.

Steven J. Shanker, Esq. is General Counsel to the Livery Roundtable, Inc. and the New York Independent Livery Driver Benefit Fund.

FEATURE

VISIBILITY, FOCUSED DRIVING KEY FOR TRICK-OR-TREAT SAFETY

As kids hit the streets to trick-or-treat on Halloween, keeping them safe is paramount. For drivers, it's important to pay extra attention to the festivities on the streets and sidewalks, and slow down to avoid accidents.

Accidents involving pedestrians quadruple on Halloween, according to AAA. Fatal collisions between motor vehicles and young pedestrians (under 15 years of age) happen most frequently between 4:00pm and 8:00pm – prime trick-or-treating time. Almost 85% of deaths among young pedestrians occurred at non-intersection locations (indicating children are most likely to dart and dash from mid-block into the street).

Halloween is also dangerous because of the number of parties that take place. Of all the highway fatalities that take place on Halloween two-thirds are alcohol-related.

“Halloween is meant to be a fun, family event,” said Dean Fisher, Chief Operating Officer for CARSTAR Auto Body Repair Experts. “But drivers have to pay extra attention to avoid the little ghouls and goblins on the streets and sidewalks. With some additional care,

everyone can enjoy the night.”

The following are tips for safe driving on this dangerous night:

- Don't use a cell phone or text while driving through neighborhoods.
- Stay well below the posted speed limit.
- Pay attention to what's happening on sidewalks and roadways. Watch for children darting across streets, especially between parked cars.
- Be extra alert when pulling in and out of driveways.
- Do not assume children can see you or are paying attention.
- Drivers should check that all lights on their car are operational – to see and be seen.
- Do not pass other vehicles that have stopped in the road. They may be dropping off children.
- If you're driving a group of children, but staying in the running vehicle at the curb, be sure to put on your hazard lights to alert other motorists.

Source: CARSTAR Auto Body Repair Experts



FUN & GAMES

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FACT BOOK

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- UPPER WEST SIDE
- FEWER GREEN CARS
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LAST MONTH I INADVERTANTLY SPELLED DIAZ AS DIAS IF YOU WENT CRAZY TRYING TO FIND IT, SO DID I! SORRY FOR THAT.....

TAXI AND FOR-HIRE VEHICLE RELIEF STANDS

Taxi and For-hire Vehicle relief stands allow drivers to park their vehicles for up to one hour. This affords drivers the opportunity to leave their vehicles and take care of personal needs. Taxi relief stands should not be confused with taxi stands, which are locations where drivers can wait in their cars to pick up passengers.

DOT is not responsible for regulating taxis. Taxis are regulated by the New York City Taxi and Limousine Commission. DOT regulates taxi relief stands.

The type column indicates if the relief stand is for taxis alone, or for both taxis and For-Hire Vehicles (FHVs).

Staten Island currently has no relief stands.

The following information was found at www.nyc.gov/html/dot/html/motorist/taxirelief.shtml (as of July 24, 2018). We recommend checking back periodically, in the event changes are made to these lists.

MANHATTAN

Type	Street	Cross Streets
Taxi/FHVs	10 Ave (E. side)	W 26 St & W 28 St
Taxi/FHVs	11 Ave (E. side)	W 45 St & W 46 St
Taxi/FHVs	3 Ave (W. side)	E 14 St & E 15 St
Taxi/FHVs	3 Ave (W. side)	E 15 St & E 14 St
Taxi/FHVs	6 Ave (E. side)	Thompson St & Grand St
Taxi/FHVs	6 Ave (W. side)	W 22 St & W 23 St
Taxi/FHVs	6 Ave (W. side)	W 38 St & W 39 St
Taxi/FHVs	6 Ave (W. side)	W 39 St & W 40 St
Taxi/FHVs	6 Ave (W. side)	W 55 St & W 56 St
Taxi/FHVs	8 Ave (W. side)	W 46 St & W 47 St
Taxi	9 Ave (E. side)	W 30 St & W 29 St
Taxi	Ave A (W. side)	E 2 St & E. Houston St
Taxi/FHVs	Church St *E Rdway (W. side)	Franklin St & White St
Taxi/FHVs	E 116 St (S. side)	3 Ave & 2 Ave
Taxi	E 15 St (N. side)	Irving Place & Union Square E
Taxi	E 23 St (N. side)	1 Ave & 2 Ave
Taxi	E 26 St (S. side)	3 Ave & 2 Ave
Taxi	E 27 St (S. side)	Park Ave S & Madison Ave
Taxi	E 28 St (N. side)	Park Ave S & Lexington Ave
Taxi/FHVs	E 29 St (S. side)	Madison Ave & 5 Ave
Taxi	E 32 St (N. side)	Madison Ave & Park Ave S
Taxi	E 77 St (S. side)	1 Ave & 2 Ave
Taxi	E 78 St (N. side)	Lexington Ave & 3 Ave
Taxi	E 78 St (S. side)	Lexington Ave & 3 Ave
Taxi	E 86 St (N. side)	Henderson Pl & York Ave
Taxi	E 87 St (S. side)	1 Ave & 2 Ave
Taxi/FHVs	Grand St (N. side)	Forsyth St & Chrystie St
Taxi/FHVs	Madison Ave (W. side)	E 26 St & E 27 St
Taxi/FHVs	Maiden Ln (S. side)	Front St & South St
Taxi	Park Row (E. side)	Ann St & Beekman St
Taxi/FHVs	South St (W. side)	Wall St & Gouverneur Ln
Taxi	University Pl (E. side)	E 13 St & E 14 St
Taxi	W 33 St (N. side)	9 Ave & 10 Ave
Taxi	W 39 St (S. side)	8 Ave & 9 Ave
Taxi	W 41 St (N. side)	10 Ave & 11 Ave
Taxi	W 55 St (S. side)	10 Ave & 11 Ave
Taxi/FHVs	W 181 St (S. side)	Pinehurst Ave & Fort Washington Ave
Taxi/FHVs	West St (E. side)	Laight St & Vestry St

QUEENS

Type	Street	Cross Streets
Taxi	31 St (W. side)	34 Ave & 35 Ave
Taxi	31 St (E. side)	37 Ave & 36 Ave
Taxi	31 St (E. side)	38 Ave & 37 Ave
Taxi	34 St (W. side)	37 Ave & 38 Ave
Taxi/FHVs	35 St (S. side)	Starr Ave & Bradley Ave
Taxi/FHVs	36 St (E. side)	Skillman Ave & 43 Ave
Taxi	43 Ave (N. side)	35 St & 36 St
Taxi/FHVs	43 Ave (N. side)	11 St & 12 St
Taxi	44 Rd (S. side)	21 St & 11 St
Taxi/FHVs	43 Ave (N. side)	36 St & 37 St
Taxi	49 St (W. side)	Newtown Rd & Northern Blvd
Taxi/FHVs	45 Ave (S. side)	Jackson Ave & 23 St
Taxi/FHVs	47 Ave (S. side)	11 St & Vernon Blvd
Taxi	55 St (E. side)	Queens Blvd & Roosevelt Ave
Taxi	64 St (W. side)	34 Ave & 35 Ave
Taxi/FHVs	61 St (E. side)	Roosevelt Ave & 39 Ave
Taxi	Queens Blvd (S. side)	50 St & 51 St
Taxi/FHVs	Pearson St (W. side)	Jackson Ave & DeadEnd
Taxi	Queens Blvd (N. side)	55 St & 54 St
Taxi	37 Ave (N. side)	32 St & 31 St
Taxi/FHVs	Van Dam St (W. side)	Queens Blvd & Skillman Ave

BRONX

Type	Street	Cross Streets
Taxi/FHVs	E 233 St (S. side)	Carpenter Ave & White Plains Rd
Taxi	Park Ave (E. side)	E 135 St & E 138 St
Taxi	Park Ave (W. side)	E 135 St & E 138 St
Taxi/FHVs	Pelham Pkwy S (S. side)	Wilson Ave & Eastchester Rd
Taxi/FHVs	W 231 St (N. side)	Albany Cr & Broadway
Taxi/FHVs	West Kingsbridge Rd (S. side)	Sedgwick Ave & Webb Ave

BROOKLYN

Type	Street	Cross Streets
Taxi	4 Ave (W. side)	3 St & 6 St
Taxi/FHVs	4 Ave (E. side)	Prospect Ave
Taxi	N 6 St (N. side)	Berry St & Wythe Ave
Taxi	New Utrecht Ave (N. side)	55 St & 13 Ave



IATR OUTLOOK

A WORLD TOUR OF FOR-HIRE & TNC REGULATION



The for-hire ground transportation sector has been traditionally comprised of on-demand or dispatched taxi services and prearranged service by limousine, black car, livery or sedan. Taxicab regulations in most jurisdictions allow for street hails and prearranged dispatch service with set rates of fare calculated through a taximeter, sometimes with a cap or limit on the number of taxi permits.

Prearranged limousine and black car service, whether called for-hire (as in New York City) or private-hire (as in London), are generally characterized by what they cannot do: i.e., pick-up street hails. Regulation of the for-hire sector allows for trade name or brand competition, an unlimited number of cars for growth and the ability to set fares without government regulatory approval or intervention.

While taxi services vary in terms of their quality and price from city to city, there is usually some level of stability or uniformity of fares and service levels within a particular city. The prearranged for-hire market, globally and even locally, varies in terms of price, vehicle quality and professionalism, from company to company. In most countries, taxicab service is regulated at the local level, while limousine and for-hire prearranged service is regulated at the local, state, or provincial level – and rarely is either service regulated at the national level. There has been little consistency in the type of government agencies responsible for regulating such services, with anything from a police department to a mass transit agency or transportation department, to consumer affairs agencies or public utilities commissions, with the general approach being that taxicabs are regulated more tightly and extensively than high-end premium limousine services.

Despite decades of evolution of such services, not much has changed, with the exception of taxicabs and limousines accepting payment by credit cards and using automated dispatch systems, which have been disrupted by smartphone technology.

A little over 10 years ago, the world was introduced to the smartphone. Shortly after, a smartphone application (app) revolution delivered ground transportation services to passengers' fingertips. But companies that sought to disrupt the market, such as Uber, Grab, MyTaxi and Lyft, chose to develop national or international brands with apps to deliver traditional taxi services. These companies engaged in market take-over strategies by developing a hybrid-model of on-demand taxi service and private limo-like car service. The result was on-demand service delivered in a fancier vehicle (in some instances) and the meter was replaced by a pre-calculated fare shown as part of the booking process – auto-synced to charge a passenger's credit or debit card.

These disruptors took advantage of the disparities in regulation, and also operated for some time without any licensed drivers or vehicles, claiming they first were technology companies, and then claimed they were engaged in peer-to-peer sharing of private vehicles. Neither was true, and in the U.S. and abroad, many regulators responded with cease and desist orders, fines, vehicle confiscation and even criminal charges. This article explores the different approaches undertaken by regulators and the pushback by incumbent taxi and limo industry members across several continents – starting with the U.S. – where it all began.

United States - After being faced with a shut-

down of their businesses, Uber and Lyft started to craft their own legislation. These companies started in Colorado and then in California in the U.S., creating a new category of licensing known now as Transportation Network Companies (TNCs), allowing for looser insurance standards, relaxed criminal background checks and easy entry requirements to facilitate unlimited and quick growth. Loose regulation has provided more prompt, but sometimes risky, service that eventually has led to driver income declines.

TNCs also provide precise pick-up and travel time projections and cashless transactions – but with demand pricing (sometimes 2-3 times the normal fare), as well as driver and passenger rating systems. With the U.S. now having a near uniform version of TNC laws, it has created a complicated and, many say, uneven system of regulation among transportation services. Various governments outside the U.S. have not been as welcoming of the disruption, with the exception of large cities with poor taxi systems.

The U.S. approach to TNC regulation has been driven predominantly by tech-based capitalism, one in which market disruptions are accepted as the norm. As of June 2017, 48 states have passed legislation facilitating the operation of TNCs. With the exception of New York City, most jurisdictions in the U.S. have broad-based laws governing TNCs.

In NYC, by far the largest market in the U.S., app-based companies are regulated by the NYC Taxi and Limousine Commission (TLC) under a pre-existing category known as for-hire vehicles, including limousines, liveries and so-called “black cars.” In August 2018, the New York City Council approved new rules to restrict the number of ride-hailing vehicles and to establish driver wage rules. Elsewhere in New York and in the U.S. (with the exception of Chicago, Seattle, Portland and Washington D.C.), TNCs are regulated at the state level.

Overall, the regulatory framework applied to TNCs is lighter than the one applied to the taxi industry. To date, no jurisdiction has established any cap on the number of TNC vehicles. There is no regulation setting fare levels, only disclosure of fares. With regards to passenger safety, most drivers are not required to undergo stringent background checks. The only universal regulation in the U.S. seems to be insurance requirements based on two time periods: before and after the driver has accepted a ride.

Due to the lax regulations imposed on TNCs, it is not surprising that the biggest market player of them all, Uber, has been under intense scrutiny after a wave of highly-publicized scandals and crises, including gender discrimination, sexual assault allegations, hiding details of a mass data breach from regulators, tax miscalculations that cost its drivers tens of millions of dollars and the use of secret software to dodge regulators.

Canada - Moving northward, we find the Canadian approach to TNC regulation is more cautious than the U.S. Although TNCs operate in 20 of Canada's 30 largest metropolitan areas, their jurisdictional footprint is minimal: Uber only operates in three provinces (Ontario, Québec and Alberta) and Lyft operates in only one city, Toronto.

The regulatory frameworks surrounding TNCs are still relatively nascent in Canada. In Toronto, Uber was legalized in 2016 after a long battle with the city. In Québec, Uber was ordered to follow

stricter regulations in September 2017, threatened to quit but later backtracked. In Manitoba, there is ongoing debate to allow municipalities to set rules pertaining to TNCs. In Saskatchewan, the provincial government passed an act in May 2018 outlining how TNCs should operate, but there are still uncertainties surrounding fare regulation. In British Columbia, despite years of lobbying by industry players, TNCs are not legal and the provincial government is working to pass TNC regulations. As the TNC industry continues to spread throughout Canada, provincial and municipal governments are looking into a more conciliatory approach to regulation.

Latin America & South America - Moving southward to Latin America, one of the world's most heavily urban regions, regulations on TNCs are even more preliminary than Canada. Historically, countries in this region are tied to traditional transportation such as taxis, buses, trains and metro systems. Things have changed, however, over the past three years. In large cities such as Mexico City, São Paulo, and Bogota, limited public transit capacities have inevitably pushed passengers towards TNCs. In 2015, Mexico City was the first city in Latin America to regulate TNCs, requiring a 1.5% ride tax, a yearly permit fee and a minimum vehicle value. Other regulators in the region have been slow to adapt regulations due to the constantly changing landscape involving new players, mergers and acquisitions.

2018 may be a pivotal year for TNC regulations in several South American countries. In Brazil, a bill regulating TNCs was signed into law in May, allowing local governments to institute rules and requiring drivers to have insurance coverage, as well as social security contributions. Prior to the signing, Brazil's Congress had voted to eliminate certain requirements from the initial bill, including special license plates and driver ownership of vehicles, which was a victory for Uber, which lobbied heavily against stringent regulations. In Chile, regulations were imposed in June, requiring TNCs to register as paid transport companies with tax obligations and requiring drivers to maintain a professional license and vehicle insurance, in addition to undergoing criminal background checks. In Argentina, lawmakers in the Mendoza province passed the country's first TNC law in July, paving the way for the entry of Uber, Cabify, and other companies. It is likely that other governments in Latin and South America will follow suit to legalize and regulate TNCs in the region.

Europe & Eurasia - Across the pond from the U.S., European countries have adopted a more cautious and stringent approach to TNC regulation than the U.S. In the European Union (EU), regulators view the new business models and innovations with caution, until the full consequences are determined. In December 2017, the European Court of Justice (ECJ) ruled Uber to be a transportation provider subject to the same rules as taxi services, and not a technology company. The ruling was a legal blow to Uber and other TNCs as it meant stricter national regulations, as well as requiring licenses to operate in each and every member state.

In April 2018, Uber was dealt another blow when the ECJ ruled that all 28 member-states were allowed to “prohibit and punish the illegal exercise of a transport activity such as UberPop (similar to UberX in the U.S.), without having to notify the commission in advance of the draft legislation

laying down criminal penalties for the exercise of such an activity.”

In London, by far Uber’s biggest European market, the ride-hailing company was banned from operating in the city last year due to its “lack of corporate responsibility in relation to a number of issues which have potential public safety and security implications.” However, after Uber agreed to reform some of its business practices, a British appeal court judge later ruled that Uber vehicles can stay on the road for 15 months. Despite this, it is clear that the regulatory environment in Europe is becoming more difficult, not only for Uber, but TNCs in general.

In Italy, France, the Netherlands and Finland, Uber has faced suspensions over its UberPOP service. In Bulgaria, Denmark, and Hungary, Uber has been banned altogether. Uber may exit several more European markets if it does not anticipate a sufficient return on investment.

In terms of Eurasia, in particular Russia, the Federal Antimonopoly Service (FAS) approved the merger of Yandex (also known as “Google of Russia”) and Uber at end of last year, but stipulated that the combined company not prohibit drivers from working for competitors. The joint venture controls only 10-12% of the total taxi market, allowing other taxi apps – such as Gett and InDriver – to flourish.

Middle East - In the Middle East, there are still inadequate or unclear regulatory frameworks surrounding TNCs. Due to uncertainties concerning their operation, licensing and tax requirements, TNCs often operate in legally gray areas. Where regulations exist, they vary widely from country to country.

In Dubai, United Arab Emirates, TNCs are required to hire only licensed taxi drivers from incumbent companies and must align their fares to official tariffs. This is meant to prevent what is seen as unfair competition from TNCs, such as Dubai-based Careem, also known as “Uber of the Middle East.”

Most national taxi companies in Dubai are government-owned or -backed, such as the Dubai Taxi Corporation, a subsidiary of the Road Transport Authority (RTA). At the same time, the RTA has partnered with TNCs to improve transportation offerings across the United Arab Emirates (UAE). For example, Careem includes all taxis on its platform, making Dubai’s entire for-hire sector accessible through one platform. In Abu Dhabi, the capital of the UAE, the for-hire vehicle regulator TransAD requires TNCs to charge 30% more than taxis, and this has caused Uber to suspend its services in 2016, roughly three years after its launch. Careem also halted its operations around the same time but has returned to the city this year by launching a less expensive car service.

In Egypt, possibly the biggest market for ride-hailing in the Middle East, TNCs were only legalized in May 2018, after facing legal and regulatory setbacks since 2014. The new law specifies – among other topics – licensing fees and data sharing requirements. In Saudi Arabia, a recent ruling allowing women to drive may affect the revenue of TNCs (women account for roughly 80% of Uber and Careem’s passengers), as well as future tweaks to regulations to cater to female drivers. TNCs are undoubtedly expanding in the region, but there are still countries such as Jordan, Oman and Turkey, where the government has opted for regulatory protection for the taxi industry by banning TNCs.

Africa - In Africa, many governments seem to have been caught off-guard by the rapid development of TNCs and are rushing to put regulations in place. Last year, Ghana became the first country

in Africa to have a Standard of Understanding (SOU) signed between its Ministry of Transport and Uber. The SOU provides holistic guidelines for TNC operations and sets forth regulations for both companies and drivers.

In in April 2018, following several attacks on Uber drivers by taxi drivers last year, the government of South Africa passed regulations to license and regulate TNCs in the same way as metered taxis. In Kenya, after a series of protests from drivers concerning wages, the Ministry of Transport has agreed to look into fares and commission rates.

There are still several countries with regulatory uncertainties in Africa. In Morocco, the regulatory framework only recognizes taxis under registered associations. As a result, Uber exited the market in early 2018, despite operating in a legal grey area since 2016. In Nigeria, one of the biggest economies in the region, has prohibitive regulations that have hampered the growth of TNCs.

Asia-Pacific - The approaches taken in the Asia-Pacific region are wide-ranging, depending on the country or region. In China, DiDi Chuxing, often referred to as the “Uber of China,” currently operates with more than 21 million drivers and is expanding rapidly. What is unique in China is the fact that taxis and TNCs are generally positioned for different market segments, with TNCs offering higher quality (and more expensive) door-to-door services.

After several run-ins with regulators, the Ministry of Transport in 2016 finally issued regulatory guidelines for TNCs and even instructed local governments to promote the booming industry. The Chinese government has vowed to tighten rules to crack down on unlicensed services, tax evasion and data breach.

In other regions of the Far East, such as Japan, South Korea, Taiwan and Hong Kong, TNCs have made very few inroads. Thus far, taxi operators in these countries have been influential in dissuading regulators from allowing TNCs to compete head-on.

Many drivers in Japan appear to be adverse to the concept of using personal vehicles for business purposes. Also, most passengers do not feel the need for a differentiated service in light of the superior quality of the traditional for-hire service and public transit system.

The scenario is somewhat different in Southeast Asia, where regulators have struggled over the past five years to keep up with the pace of demand for TNCs (particularly Grab and GoJek), due to the lack of transportation options. Policymakers in several countries have, however, begun to step up after facing a severe backlash from the incumbent taxi industry.

In Indonesia, the Transport Ministry has required TNCs to be registered as transport companies to ensure they meet safety requirements. In Thailand, the military government has banned the use of personal vehicles as TNCs. In the Philippines, the regulator in Manila has set a cap on the number of TNC vehicles. In Malaysia, the transport ministry recently announced that TNCs will be subject to the same regulations as taxis. In Singapore, the city-state’s anti-trust body has proposed fines on Uber and Grab due to a virtual monopoly and warned that it may require the companies to “de-merge.”

In Australia, regulators have been relatively receptive to TNCs, as evident from the fact that TNCs are now legalized in all states and territories. As a result, Australia has become the battleground for major TNCs such as Uber, DiDi and Ola, in addition to other local startups. The latter two companies, Ola (from India) and DiDi (from

China), have only started their operation this year, which is a first for both companies to venture into Western territory.

This is not to imply that the regulatory regime in Australia is lax or predisposed towards TNCs. In New South Wales, TNC drivers are required to undergo stringent medical, criminal and car-safety checks. In Tasmania, drivers are similarly required to pass police and medical assessments, but their vehicles must pass an initial inspection, followed by subsequent annual inspections for vehicles older than three years. In the Northern Territory, the rules are less stringent for TNC vehicles, with those older than nine years being allowed to operate.

One of the most pressing issues for taxi regulators today is whether they should compensate incumbents in the traditional taxi industry for their losses on the grounds of fairness or political obligation. Most state regulators in Australia have opted for compensation in the form of monetary compensation, as opposed to continued regulatory protection from competition. With the legalization of TNCs, taxi owners/drivers are expected to receive up to A\$250 million in NSW; A\$494 million in Victoria; A\$100 million in Queensland, A\$120 million in Western Australia, and A\$31 million in South Australia.

In conclusion - This article offers a broad survey of TNC regulations around the world, from which businesses, investors and policy-makers can hopefully gain insight into the evolution of for-hire transportation regulation and the many different approaches to smartphone application transportation technology. For all the ways that TNC regulation represents a departure from traditional for-hire vehicle regulation, the regulatory regime is still fundamentally reactive, because it is responsive to changes in technology and business models. Nonetheless, case studies around the world are abundant by now and, moving forward, regulators and private industry should be able to gauge the efficacy of a particular policy or business model before implementation.

Regulatory changes have not necessarily kept track with technology changes and advances, and this reactionary approach may not be the best alternative in light of the convergence of ride-hailing with autonomous driving and shared mobility in the near future. The hodgepodge of different approaches shines a light for those in the U.S. that Uber is not necessarily the international dominant force many think it is.

The war of the apps is far from over, and the cycle of regulation-to-deregulation, and back to more regulation, is just turning a corner. Many new and other international players may emerge as the industry’s Facebook and could leave existing players much like MySpace – the fledging social media platform that was eclipsed by Facebook. Now Facebook is not the flavor of the day, with other apps and related platforms enticing different types of consumers – such as Twitter, Instagram, Linked-In and Snapchat.

Different demographics are using different platforms, but many are copying one another in terms of functions, and the same is likely to happen in the transportation app market, with marketing and investment dollars playing a greater role than regulation and service delivery over time. We are not there yet, and in fact some may say we are still in the Dinosaur age with automated vehicles on the horizon.

This is not the last World App Tour – and we will need to circle the globe often to keep track of the rising tides of innovation and tectonic forces that will shape transportation on our planet over the coming decade.

TAXI TALES

ONE RAINY WINTER DAY

On a rainy afternoon, while driving up 10th Ave, a beautiful brunette hailed my cab in the pouring rain. She was holding two coffee cups as she stepped into my cab. She asked that I drive her to a theatre on 43rd Street, between 7th & 8th Avenue.

After she expressed how grateful she was that I had picked her up, I asked her if she was on her way to a matinee. She told me that she's a singer/actress in a new musical opening next season, and anything I could do to get her to rehearsal on time would be greatly appreciated.

Since I haven't been to the theatre in a while, I doubted that I would recognize anyone well known, so I asked her if she was famous. Very modestly, she responded that she had been in a few productions, including the title role in the Broadway production of Mary Poppins. She had also been on the London stage but insisted she was not famous.

I asked her what musical she was rehearsing. She told me it was an adaption of the film "Finding Neverland" about J.M. Barrie, the author of Peter Pan. Johnny Depp starred in the film version. Researching the internet later revealed she was Laura Michelle Kelly, a very accomplished, internationally-respected actress who has appeared in many successful productions.

I noticed while driving east on 44th Street approaching 9th Avenue that traffic on the next block was at a

standstill, with no relief in sight. I had hoped to continue onto 7th Avenue and make two right turns to reach the front of the theatre, near the corner of 7th Avenue on 43rd Street.

I suggested that it would be much faster if I took her to the southeast corner of 42nd Street and 7th Avenue, rather than sit in traffic just to avoid walking to the theatre. She appreciated my suggestion and agreed.

She offered me one of the coffees she was holding. I thanked her and suggested that she only had to cross 42nd Street and walk around the block to get to the theatre.

I asked her if she had an umbrella, not having noticed whether she had been carrying one. As she left the cab I grinned and jokingly remarked to her, "Of course you have an umbrella! You're Mary Poppins!"

LOST PHONE

Several years ago, after I had taken a lunch break, I was driving on Bowery just below Canal Street when a young woman hailed my cab. She asked that I take her to Greenpoint, Brooklyn.

She expressed appreciation that I had taken the trip, saying that she had difficulty in the past getting a cab to take her there.

As I suspect all cab drivers know, many customers are curious and like to ask questions. She was certainly one of them. Frequently they ask me questions such as, "How long have you been driving a cab?" and "Have you considered driving for Uber?" among others.

After I responded with "too many years" and "Hell, no!" the young lady told me that she had a friend who drives a cab and wrote a book about her experiences. Her friend was Melissa Plaut, who wrote the critically acclaimed book, "How I Stopped Worrying About What to Do With My Life & Started Driving A Yellow Cab."

Shortly after I crossed the Williamsburg Bridge back into Manhattan, I picked up a few people who asked that I take them to Midtown on the East Side. They found a smart phone on the back seat and handed it to me. I told them I knew which customer had left it and I'd do my best to return it.

A few years ago, passengers left cell phones in my cab on a regular basis. I must have found 2-3 phones a month, if not more. These days it hardly ever happens, at least to me.

In any case, I used to make a point to personally contact each person by looking for "Home" on the phone's contact list to ensure the phone was returned to its rightful owner. If it's not listed, I try some of their other contacts. The phone was locked, so there was no way to contact anyone in this case.

Someone did call her phone about an hour later, and when I answered with a male voice, they hung up. Someone else called and I explained I was a cab driver and would like to know where I could drop off the phone. That person directed me to her business office, which was not far from where I picked her up originally on Bowery.

When I arrived at her office she wasn't back yet, so I left it with one of her colleagues, along with a business card. A few days later I received an e-mail from the woman thanking me for returning her phone, and to my surprise attached was a \$25 Amazon Gift card. I thanked her and told her I would use the card to purchase her friend's book. I did, and it was an enjoyable read.

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THE FISHBOWL



By LARRY FISHER

THE GIG IS UP

Recent articles have been published providing evidence of the fallacy of the benefits of the gig economy. While it is also true that Uber drivers have seen their incomes drop precipitously, there seems to be no end to the supply of people looking for additional income as either a part or full-time driver.

It is instructive to remember how we have all gotten to this juncture. Maybe there are even solutions to the issues of worker benefits and protections.

During the post-World War II period, an era where there was intense competition for skilled labor, companies competed in the marketplace by offering health insurance as an enticement to workers. In addition, to foment loyalty to the company, and provide stability among its workforce, defined benefit pension plans were also promulgated as employee benefit plans became more robust.

So, what changed? In the auto industry of the 1970s, the cost of health insurance per employee per car cost more than the cost of steel per car. It became apparent that if the cost of health care and therefore the insurance kept rising at a super-inflationary rate, it would become unsustainable for companies to continue to provide the benefit. So, some companies funded their health insurance by funding the employee coverage and not funding the family coverage. This cut the expense by 60-70%. As if this wasn't enough, some companies decided that having employees was too expensive and outsourced as many tasks as possible to further eliminate costs. Hello Bangalore!

This was seen by Wall Street as a positive development. Firms that were lean were viewed positively while corporations that had many employees were called bloated. Cutting costs became all the rage on Wall Street through the go-go 1980s and into the current period. As Wall Street is largely concerned with short-term data (quarterly reports), CEO and management pay became tied to the success of cutting costs and therefore benefits.

Enter the "gig economy." As technological advances made it possible for hyper-fast matchmaking (apps), gig workers saw an immediate improvement in their work prospects. In the case of Uber, they saw no reason to limit their hiring of drivers because it would be counterproductive to their top revenue line. There was no need to protect their workers because they weren't their workers. By not providing any benefits to their drivers, they've been able to keep costs at a minimum.

So, then, what happens to the gig workers? How do they obtain health insurance? How comprehensive is the coverage? Are they forced to go on Medicaid due to the low net income they are earning? Are many of them on the NY State version of ACA? Last month, I was hospitalized with a staph infection resulting from a spider bite. I have insurance, but I was shocked to find out that I had a Hospital and Emergency Room co-pay. I have not reached my deductible or out of pocket maximums, so this "vacation" is going to cost me several thousand dollars. With insurance! I have had multiple surgeries and have never encountered this situation before. It appears to me that health insurance provided by companies has declined to the point of being beneficial primarily as catastrophic insurance. Individual health insurance has similar characteristics.

When I was a lender, it was not an infrequent occurrence to see a potential borrower's credit report marred by a health coverage issue. Usually a collection agency would be listed as a judgment creditor to collect on a doctor or hospital debt. My feeling was that this would not be an issue if there was national health insurance or universal coverage. There would be no collection agency judgements. It has also been reported that one-third of all personal bankruptcies emanate from medical problems and poor or lack of coverage.

Finally, doesn't it make sense for US corporations to become more competitive by eliminating all health insurance costs as our European and Asian counterparts do? The current patchwork of insurance coverages serves only to confuse and obfuscate. You can see this doctor in network but not that one. But, they work in the same group! And the group is owned by the hospital! The resources expended on navigating the myriad plans and collecting on bills is ludicrous.

The criticisms leveled at proponents of universal health insurance usually revolve around governmental bureaucracy, as if corporate bureaucracy is any better. At least governmental bureaucracy is ultimately accountable to the voters. For a country that has relatively poor health care outcomes, one would think that we could do better. It is stupid for a society to allow a person's health insurance, and likely health care, depend on their employment status. Hopefully soon, corporate America will see the ultimate benefit to them in cutting costs and providing health care coverage to all.

Larry Fisher entered the NYC transportation industry in 1982 as a yellow taxi driver, and has also worked as a black car driver. In 1987, he became a lender for Progressive Credit Union, then took the position of lending supervisor in 2003 for Melrose Credit Union – which he held until he retired in 2016. Currently, Mr. Fisher is a consultant for his own firm, LAF Consulting Services Corp. He can be reached at: lafisher292@gmail.com.



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COMMISSIONER'S CORNER

By MEERA JOSHI

Getting Help: Connecting TLC Licensees to City Services

Growing out of the TLC's close work with the Department of Health and Mental Hygiene and other city agencies to connect drivers with the resources they may need, the agency is launching a new series of outreach events with ThriveNYC, the city's mental health initiative. This month, the series will begin with a focus on houses of worship that are heavily attended by drivers and their families. As this column goes to print, the first event was scheduled to take place in September at a mosque in Kensington, Brooklyn. As part of this series, ThriveNYC and TLC staff members speak about wellness, mental health, and TLC policy topics, followed by Q+A and general outreach afterwards. For more information, e-mail: tlcexternalaffairs@tlc.nyc.gov.

As a prelude to this series, ThriveNYC has also taken part in a number of other outreach events with the TLC. Our External Affairs, Prosecution and Enforcement staff have combined their talents to host a comprehensive discussion series called TLC in your Borough, with the goal of addressing driver issues and concerns head-on by connecting the leadership within our agency with drivers in every part of the city. The agenda is tailored to provide drivers with information on TLC policies, city resources, answers to common driver questions, and one-on-one assistance for those who need it.

There has also been significant outreach by the City at OATH's LIC Hearing Center. Starting this summer, two mental health first aid trainers with clinical and crisis support backgrounds have been available to provide emotional support at OATH offices. These two professionals saw almost 40 drivers through September 7 on an individual basis while they were at OATH for hearings. Of those who benefitted from this outreach, 28% were referred to NYC Well. Also, 80 OATH staff members – including office and hearing staff -- have received mental health first aid training. Staffers found they were more able to recognize when drivers need time to manage stress better and would offer drivers time during hearings to work with emotional support staff, which was well-received.

In yet another avenue to reach drivers, the TLC is starting an e-mail newsletter called "Keys to the City," which features information about City services available to TLC drivers and their families. In the September edition, the newsletter highlighted resources that include NYC Well, which provides free, confidential mental health and substance use support via phone, text and online chat. The newsletter also provided information about education classes provided by the Brooklyn Public Library, and Taxi Yoga, free classes offered in East Midtown for professional drivers. All drivers automatically receive the newsletter through their e-mail addresses on file with the TLC.

Passed and Upcoming Council Legislation

The City Council passed new legislation over the summer that gives the TLC new regulatory authority in the for-hire vehicle sector. This includes a one-year pause on new non-wheelchair accessible for-hire vehicles while the DOT and TLC study congestion and its causes, to be followed by a new regulatory structure for the industry. The bills also created a new license classification for high-volume for-hire vehicle bases, and mandate the TLC to build on an agency-commissioned study released in July to implement new driver pay protections in the for-hire vehicle sector.

A public hearing was held September 17 on other TLC-related bills, including the creation of an Office of Inclusion at the TLC to prevent service refusals, greater regulation of for-hire vehicle financing, and the creation of driver assistance centers. One bill that has been in the news was legislation that would require study and implementation of a driver health care fund. I testified that the TLC supports providing benefits to drivers, and that we are excited to restart these efforts after a court found the previous driver benefit fund went beyond the TLC's jurisdiction. There are any number of funding mechanisms to be considered for the driver health care fund, and we will be working closely with Council to determine the appropriate funding source.

Until next time, drive like your family lives here!

Obteniendo ayuda: conectando los titulares de la licencia de la TLC con los servicios de la ciudad

Debido a la estrecha colaboración entre la Comisión de Taxis y Limusinas (Taxi & Limousine Commission, TLC) y el Departamento de Salud e Higiene Mental y otras agencias de la ciudad, para poder conectar a los conductores con los recursos que puedan necesitar, la agencia ha lanzado una nueva serie de eventos de alcance comunitario con ThriveNYC, una iniciativa de salud mental de la ciudad. Este mes, la serie comenzará con un enfoque en las casas de oración a las cuales los conductores y sus familias asisten considerablemente. Mientras se publica esta columna, se programó que el primer evento tenga lugar en septiembre en una mezquita en Kensington, Brooklyn. Como parte de esta serie, los miembros del personal de ThriveNYC y de la TLC hablarán sobre temas de bienestar, salud mental y pólizas de la TLC, seguidos por una ronda de preguntas y respuestas (Q+A) que luego alcance comunitario. Para obtener más información, escriba un correo electrónico a tlcexternalaffairs@tlc.nyc.gov.

Como prelude de esta serie, ThriveNYC también ha participado en otros eventos de alcance comunitario con la TLC. Nuestro personal de Asuntos Externos, Fiscalía y Aplicación de la ley combinó sus talentos para organizar una serie de discusiones integrales llamada *TLC en su condado*, con el objetivo de abordar los problemas y las preocupaciones de los conductores a través de una conexión con el liderazgo dentro de nuestra agencia con los conductores en cada parte de la ciudad. La agenda se diseñó para proporcionar a los conductores información sobre las pólizas de la TLC, recursos de la ciudad, respuestas a las preguntas más comunes de los conductores y asistencia personalizada para quienes la necesitan.

También ha habido una gran alcance comunitario por parte de la ciudad en el Centro de Audiencia (Hearing Center) de Long Island City de la Oficina de Audiencias y Juicios Administrativos (Office of Administrative Trials and Hearings, OATH). A partir de este verano, dos entrenadores de primeros auxilios de salud mental con formación clínica y de apoyo a crisis han estado disponibles para brindar apoyo emocional en las oficinas de la OATH. Estos dos profesionales vieron a casi 40 conductores hasta el 7 de septiembre de manera individual mientras asistían las audiencias en OATH. De los que se beneficiaron de esta participación, el 28% fueron remitidos a NYC Well. Además, 80 miembros del personal de la OATH, incluido el personal de la oficina y el personal de audiencias, han recibido capacitación en primeros auxilios de salud mental. Los miembros del personal descubrieron que eran más capaces de reconocer cuándo los conductores necesitaban tiempo para manejar mejor el estrés, y que ofrecerían tiempo a los conductores durante las audiencias para trabajar con el personal de apoyo emocional, lo cual fue bien recibido.

En otra vía para llegar a los conductores, la TLC comenzará un boletín por correo electrónico llamado "Keys to the City", que presenta información sobre los servicios de la ciudad disponibles para los conductores de la TLC y sus familias. En la edición de septiembre, el boletín destacó los recursos que incluyen NYC Well, el cual brinda apoyo para la salud mental y el consumo de sustancias de manera confidencial y gratis a través del teléfono, mensajes de texto y chat en línea. El boletín informativo también dio información sobre las clases de educación proporcionadas por la Biblioteca Pública de Brooklyn, y Taxi Yoga, clases gratuitas ofrecidas en East Midtown para conductores profesionales. Todos los conductores reciben automáticamente el boletín de noticias a través de sus direcciones de correo electrónico que estén registradas en la TLC.

Legislación aprobada y próxima legislación del Concejo

El Concejo Municipal aprobó una nueva legislación durante el verano que le otorga a la TLC una nueva autoridad reguladora en el sector de vehículos de alquiler (FHV). Esto incluye una pausa de un año en los nuevos vehículos de alquiler que no son accesibles para sillas de ruedas, mientras que el Departamento de Transporte (Department of Transportation, DOT) y la TLC estudian la congestión de tránsito y sus causas, a lo que le seguirá una nueva estructura regulatoria para la industria. Los proyectos de ley también crearon una nueva clasificación de licencia y fundamentos para vehículos de alquiler de gran volumen y ordenaron a TLC que se basara en un estudio encargado por la agencia publicado en julio, para implementar nuevas protecciones de pago para conductores en el sector de vehículos de alquiler.

El 17 de septiembre se realizó una audiencia pública sobre otros proyectos de ley relacionados con la TLC, incluyendo la creación de una Oficina de Inclusion en la TLC para evitar denegaciones de servicios, una mayor regulación del financiamiento de vehículos de alquiler y la creación de centros de asistencia para conductores. Un proyecto de ley que ha sido noticia fue una legislación que requeriría el estudio y la implementación de un fondo de atención médica para conductores. Yo testifiqué que la TLC apoya proporcionando beneficios a los conductores, y que estamos entusiasmados de reiniciar estas iniciativas después de que un tribunal determinó que el fondo de beneficios del conductor anterior fue más allá de la jurisdicción de la TLC. Hay varios mecanismos de financiación que se deben considerar para el fondo de asistencia médica para conductores, y trabajaremos estrechamente con el Concejo para determinar la fuente de financiación adecuada.

¡Hasta la próxima, conduzca como si su familia viviera aquí!

THE TAXI ATTORNEY

By MICHAEL SPEVACK



Hello everybody, I hope that you are working hard and making good money...

This month, I want to talk about the beginning of Fall and the approach of the busy and crowded Holiday season for taxi and limo drivers. School is now back in session, summer is fading in the rearview and Christ-

mas is rapidly approaching – and that means that New York City will be more crowded than ever before.

Tourists and locals are in the City. Delivery trucks, bicycle delivery people and buses mingle with pedestrians and cars all over Manhattan and Brooklyn, and in many other

parts of the City, too.

It is the most difficult time of year to drive in the City. The roads are jammed. Gridlock alert days start. The UN comes into session.

What does that mean to the professional taxi and limo driver? More time stuck in traffic! PLUS: More chances to re-

ceive summonses from the ever-present NYPD, TLC and even traffic enforcement agents.

I am no traffic scientist, but I can assure you from my years of fighting traffic and TLC tickets that blocking the box tickets and failure to yield to pedestrian tickets are issued in droves this time of year. Even speeding tickets increase this time of year, as drivers get frustrated from being stuck in traffic and speed up when the traffic subsides.

It can be the most difficult time of the year to operate as a professional taxi and limo driver. It used to be that money flowed like champagne in the World Series winner's clubhouse when Christmas season approached, but then Uber and Lyft et al. came in and traffic increased, slowing down fares.

I urge everyone to stay calm and do your best. Try to think of the good things in life as you are stuck in traffic. Try to reflect on how to be a better person, and more mindful and thoughtful as you see others losing their tempers in the streets due to traffic congestion.

Concentrate on the wonder of the season and try your best to be happy and joyous as traffic slows to a crawl on the roadways of this great metropolis.

Michael Spevack is a 1992 graduate of NYU School of Law and has been a lawyer in good standing in New York State since 1993. He has been helping for-hire vehicle drivers in New York City since 1995, when he opened his own law firm dedicated to "helping individuals, not large corporations." Mr. Spevack can be reached at 212.754.1011; he also welcomes visitors to his office at: 97-77 Queens Blvd, Suite 1120, Rego Park, NY 11374.

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DEFENSIVE DRIVING

HALLOWEEN, NATIONAL SECURITY AND STATE-OF-MIND

By BERTRAM MERLING
LOSS CONTROL COORDINATOR,
HEREFORD INSURANCE COMPANY

Halloween is a notorious time for pedestrian accidents. As kids go out to trick-or-treat, it's essential to keep them safe by paying extra attention to the festivities on the streets and sidewalks. This month, we also included some info on ways you can help keep our city safe, as well as tips for maintaining the right frame of mind during your shift.

Halloween Safety

Studies show that accidents involving pedestrians quadruple on Halloween. Fatal collisions between motor vehicles and young pedestrians (under 15 years of age) happen most frequently between 4:00pm and 8:00pm – prime trick-or-treating time. Eighty-four percent of deaths among young pedestrians occurred at non-intersection locations (indicating children are most likely to dart and dash from mid-block into the street). Halloween parties also make roads more dangerous. Two-thirds of all highway fatalities on Halloween are alcohol-related.

- Pay attention to what's happening on sidewalks, roadways, medians and curbs.
- Watch for children darting across streets, especially between parked cars.
- Enter and exit driveways and alleys carefully.
- At twilight and later in the evening, watch out for children in dark clothes and costumes. Also, consider that criminals could use Halloween costumes to disguise their

appearance.

- If you are the victim of children or teenagers throwing eggs at your vehicle, do not get out of your vehicle to escalate the incident. It is easier and safer to proceed to a car wash and could just be a ploy to get you out of your car to rob you.
- Learn Halloween parade routes in advance and be patient if you are delayed in traffic.
- DO NOT use a cell phone or text while driving through neighborhoods.
- Drive below the posted speed limit.
- Do not assume children can see you or are paying attention.
- Check that all lights on your car are fully operational to see and be seen.
- Don't pass other vehicles stopped in the road. They may be dropping off children.
- If you're driving a group of children, but remaining in the vehicle at the curb, put on your hazard lights to alert other motorists.

Eyes & Ears of New York

All drivers are asked to assist in our national security and lend a helping hand to our military, government agencies, FBI, Port Authority police and the New York City Police Department by reporting suspicious activities. FHV drivers spend much of their workday at airports, terminals, ports, landmarks and city streets. These are HIGH RISK areas and possible terror targets. If you see anything suspicious or anyone acting suspiciously, call Crime

Watch: 718-244-4333. This will help keep all of us, and our families, safer. We need to be participants and not just bystanders in matters of national security.

State of Mind Safety Tips

Defensive Driving is a full-time effort that requires constant attention and 100% concentration.

- **Late:** Don't let lateness lead to unsafe driving, which increases the risk of accidents. Always allow extra time for traffic and do your best to offer an ETA you can keep.
- **Upset:** Leave personal problems at home. Focus on safe driving and customer service.
- **Excited:** Avoid getting overly excited or angry with other motorists' aggressions.
- **Impulsive:** Always scan the entire area before proceeding; never drive impulsively.
- **Daydreaming:** Try never to daydream when driving. Save it for when you're parked.
- **Fun:** It's OK to enjoy music but it's best to avoid songs that might cause you to lose your concentration.

Bertram Merling is the Loss Control Coordinator for Hereford Insurance Company. He welcomes your questions and comments, and can be reached at 718.361.9191 ext. 7235, or via email at bmerling@herefordinsurance.com

TAXI & LIVERY TIMES

An Insider's Look at Both NYC TLC Regulated Industries

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NEWS

D.A. DIDN'T PROSECUTE DRIVER INVOLVED IN BICYCLIST'S DEATH, DESPITE PRESSURE FROM NYPD

Manhattan District Attorney Cyrus Vance, Jr. chose not to prosecute the Livery driver whose maneuver into a bike lane led to the death of cyclist Madison Lyden in August, despite pressure from the NYPD. Lyden, a 23-year-old tourist visiting from Australia, was forced out of the bike lane on her way up Central Park West between 66th and 67th Street when the Livery vehicle pulled out in front of her, according to police. As she swerved into the regular traffic lane, she was struck by a construction vehicle and killed.

Lyden was "following all the rules of the road" when she was forced to swerve out of the bike lane and was then hit by a truck, according to Captain Timothy Malin of the NYPD's 20th Precinct. Malin said truck driver Felipe Chairez, 44, was arrested at the scene and charged with driving while intoxicated. Chairez was also given a summons for driving an oversized vehicle on Central Park West.

Despite Chairez's arrest, Malin said he believes "the real cause" of Lyden's death was the Livery driver, who pulled out in front of her – and the precinct is disappointed no action was taken to prosecute. "We took it

to the D.A.'s office. Everyone on the scene wants to arrest. The Collision Investigation Squad wants to arrest. The D.A.'s office didn't want to prosecute," he said.

The decision not to prosecute stemmed from an analysis of the accident, which found a lack of contact between Lyden and the Livery driver's vehicle, according to Danny Frost, a spokesman for the District Attorney. "Following this tragic incident our Office confirmed that [the Livery driver] was a validly licensed operator, and separately undertook a legal analysis to determine whether any criminal charges could apply," noted Frost. "The Office determined that New York law does not provide criminal liability for drivers whose illegal standing contributes to a fatality in instances where no contact is made between the illegally standing vehicle and the victim. We would strongly support legislation to address this gap in the law."

Malin told CB7 that officers in the 20th Precinct took the refusal to prosecute "personally," and have thus stepped up their efforts in the area, writing 260 summonses in the span of a month.

Source: West Side Rag

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NEWS**STUDY SHOWS BUSINESS TRAVELERS READY FOR DYNAMIC PRICING**

Despite growing concerns about data privacy and discriminatory fare pricing, a recent survey conducted by Travelport reveals that business travelers are open to receiving personalized ads based upon their previous travel purchases and their online browsing history. The finding could bode well for airlines that have begun to implement, or are considering implementing, personalized dynamic pricing.

The Travelport 2018 U.S. Business Traveler Survey, published in August month, found that 75% of business travelers would like to receive personalized ads based on their travel history when booking business travel online. Similarly, 72% of respondents said they would like to receive personalized ads based on their online browsing history.

The findings are the result of a survey of 850 U.S. residents who traveled by air for business at least twice over the 12-month period that ended in early July.

Industry experts, as well as airlines, say carriers will use personalized pricing to offer bundled packages tailored to the unique shopper, but not to charge customers different prices for the same product. Nevertheless, concerns that airlines will stray into price discrimination led Senate minority leader Chuck Schumer (D-N.Y.) in March to call for a Federal Trade Commission investigation into the practice.

Source: Travel Weekly

SECRET SERVICE AGENT TRIED TO SAVE SHOOTING VICTIM IN BROOKLYN

An off-duty Secret Service agent tried in vain to save the life of a shooting victim in Brooklyn in September. Heated words led to a homicide when a gunman opened fire, killing a 20-something male in Bay Ridge just before 6:00pm, cops and witnesses said.

A Middle Eastern male millennial was hit once in the chest after arguing with at least one other man in front of an apartment building on 93rd St., cops and witnesses said.

The unknown agent sprang into action, but the victim didn't make it. He was pronounced dead at NYU Langone Hospital in Brooklyn a short time later.

Three cars with NYC Taxi and Limousine Commission (TLC) plates were spotted racing from the scene. It was unclear if they were involved. Cops recovered at least three shell casings as they shut down the block between 3rd and 4th Aves., sources said.

"An off-duty Secret Service agent rendered first aid to the shooting victim," said Michael Seremetis, assistant special agent in charge of the New York field office. "His response was appropriate, and he should be commended."

The Secret Service declined to identify the agent, citing security reasons.

Source: New York Daily News

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NEWS

TLC PUBLISHES 2018 FACTBOOK

The New York City Taxi and Limousine Commission (TLC) published its 2018 Factbook in September, offering insight into an industry that has undergone significant change in recent years. The 2018 TLC Fact Book can be viewed in its entirety here: www.nyc.gov/html/tlc/downloads/pdf/2018_tlc_factbook.pdf

The TLC collects and publicly shares a wealth of data about taxis and for-hire vehicles in New York City. The data, along with the TLC's engagement with stakeholders, helps the agency in its attempts to create smart policy that ensures professional, safe and accessible service.

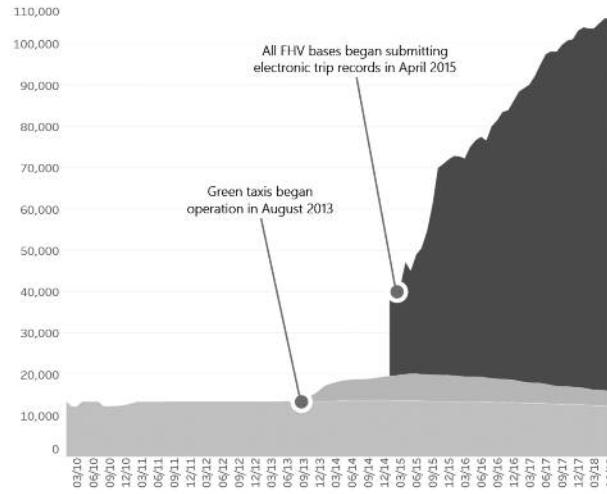
The Factbook provides a range of facts, from trip trends to lost property, the number of wheelchair accessible vehicles, and the number of electronically-requested taxi trips. For the first time, it also includes facts about shared rides, after this data in the for-hire vehicle sector became available last year. The data also illustrates the international diversity of professional drivers in New York City.

Created in 1971, the TLC is responsible for the regulation and licensing of over 300,000 yellow medallion taxicabs and for-hire vehicles, the men and women who drive them, and the businesses that operate and support them. The TLC is recognized as the largest and most active taxi and for-hire vehicle regulatory body in the United States.

To find out more about the TLC, or to review its rules, regulations and procedures, visit WWW.NYC.GOV/TAXI or call 311 in New York City, or 212-NEW-YORK outside of NYC.

INDUSTRY OVERVIEW

ACTIVE VEHICLES



ACTIVE WHEELCHAIR ACCESSIBLE VEHICLES

	2016	2017	2018	
	1,184	1,815	1,934	↑ 63%
	678	293	216	↓ 68%
	N/A	N/A	105	

03. Active Wheelchair Accessible Vehicles at End of Year, 2016 - 2018
Source: TLC Trip Records (2018 data is as of June 2018; historical FHV data not available)

The terms *licensed* and *active* are used to define vehicles and drivers in the Factbook. **Licensed** refers to vehicles and/or drivers currently in good standing with TLC's licensing division. **Active** refers to drivers and/or vehicles that provided at least one trip in a given time period.

LICENSED VEHICLES

	2016	2017	2018	
	13,587	13,587	13,587	0%
	5,573	4,245	3,579	↓ 36%
	67,484	82,794	107,435	↑ 59%
	584	437	297	↓ 49%
	1,123	659	425	↓ 62%

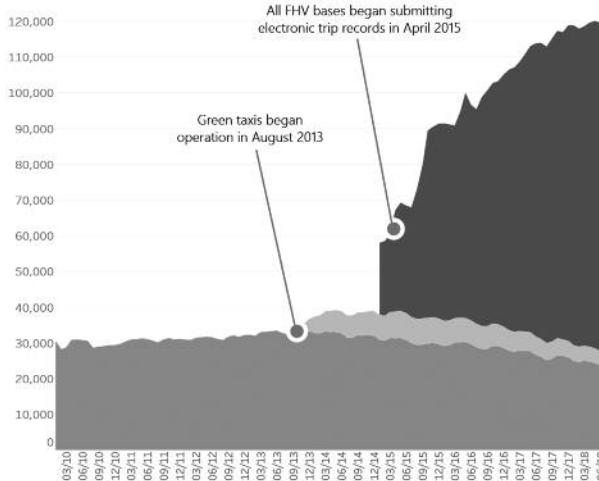
02. Licensed Vehicles, 2016 - 2018
Source: TLC Administrative Records (2018 data is as of June 2018)

LICENSED HYBRID VEHICLES

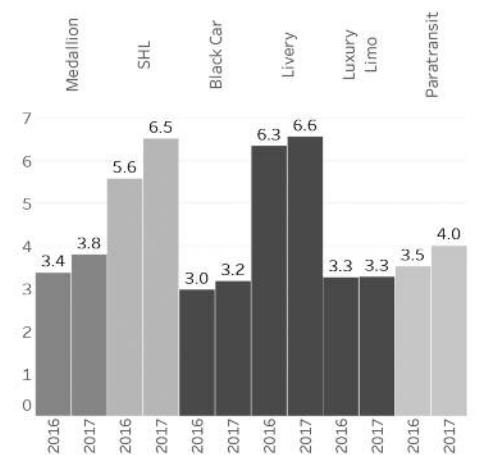
	2016	2017	2018	
	7,478	8,060	8,643	↑ 16%
	1,413	1,548	1,601	↑ 13%
	14,190	18,440	20,347	↑ 43%

04. Licensed Hybrid Vehicles, 2016 - 2018
Source: TLC Administrative Records (2018 data is as of June 2018)

ACTIVE DRIVERS

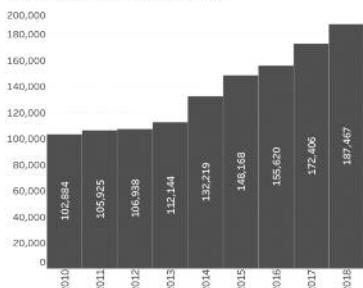


AVERAGE VEHICLE AGE



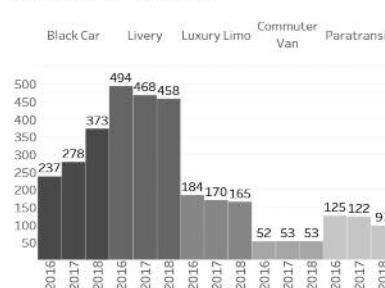
06. Average Vehicle Age, 2016 - 2017
Source: TLC Administrative Records

LICENSED DRIVERS



07. Licensed Drivers, 2010 - 2018
Source: TLC Administrative Records (2018 data is as of June 2018)

LICENSED BASES



08. Licensed Bases, 2016 - 2018
Source: TLC Administrative Records (2018 data is as of June 2018)

There are more than 125,000 licensed vehicles and 185,000 licensed drivers. The growth has not been distributed evenly, however. The FHV sector has grown considerably since 2015 when detailed data became available, with average monthly active vehicles increasing from 19,000 to more than 90,000. Over the same period, the number of medallion vehicles has remained steady while boro taxis have decreased.

Wheelchair accessible and hybrid vehicles are also more prevalent. The number of total WAVs on the road has increased 15 percent since 2016, and there are more than 30,000 hybrid TLC vehicles.

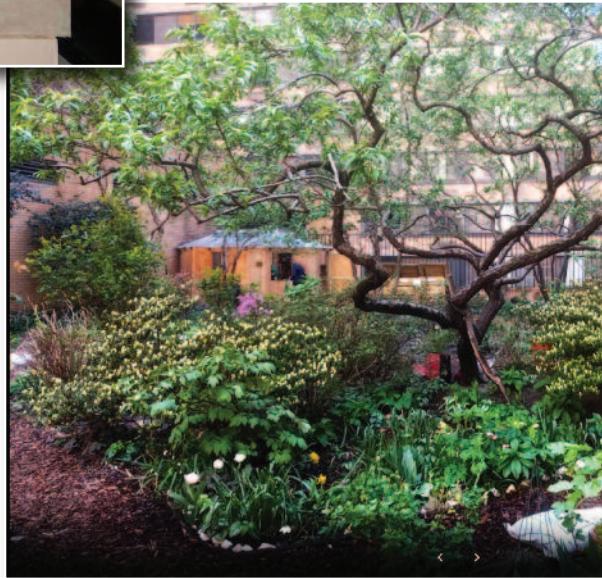
SCENES FROM THE CITY



2 OF NYC'S HIDDEN GEMS

In one of the busiest neighborhoods in New York City, hidden green spaces can be hard to find. But the **Elevated Acre**, tucked three stories above street level at 55 Water Street is open 24 hours, 7 days a week. It offers a beautiful unobstructed view of the Brooklyn skyline. Set back from the sidewalk, people often overlook its escalator entrance, meaning you'll find more locals catching up with friends during their lunch break than you will tourists.

Once upon a time, Lotus Garden was merely a condominium garage roof, but now it's a thriving community garden. **Lotus Garden** is located on the Upper West Side's 97th Street, between Broadway and West End Avenues. It's one of New York's first green roofs, and has tall shrubbery, fruit trees, a green wall, flowers, two goldfish ponds and views of the colorful buildings across the street. Though Lotus Garden is accessible 24/7 to members, it is open to the public every Sunday from 1:00pm-4:00pm.



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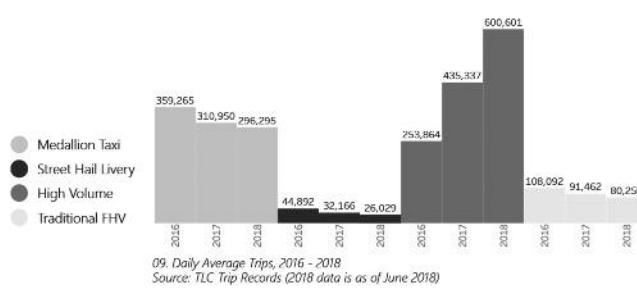
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TRIP TRENDS

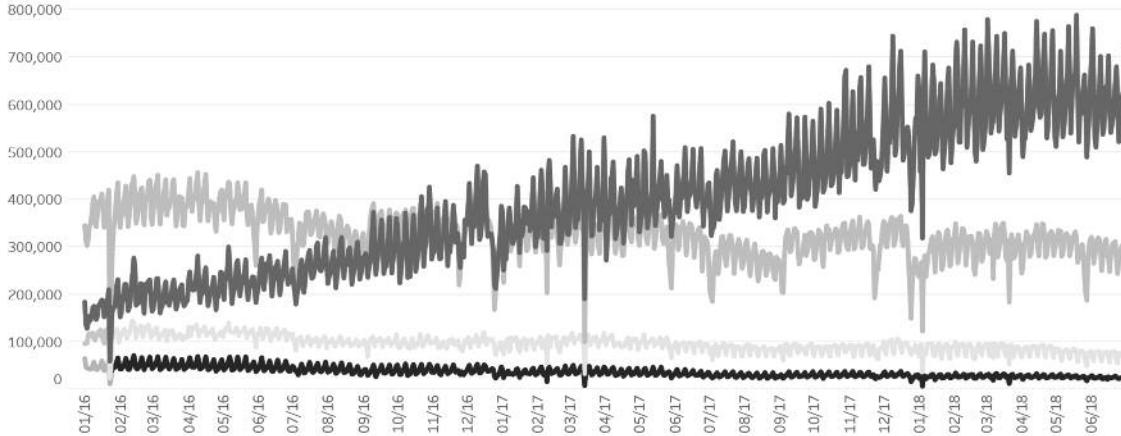
From January 2016 to June 2018, TLC-licensed vehicles and drivers completed nearly 780 million trips. The combined daily average trips in the taxi and FHV sectors increased 30 percent over the same period, from 766,000 in 2016 to over 1,000,000 in 2018. The fastest growing industry segment was High Volume For-Hire Services, which increased daily average trips 137 percent from 2016 to 2018.

The fewest amount of trips were given on January 23rd, 2016, when 27 inches of snow fell in New York's worst snowstorm since 1869. Only 171,000 trips were given that day, compared to the highest recorded day, April 14th, 2018, which had over 1.23 million trips.

DAILY AVERAGE TRIPS



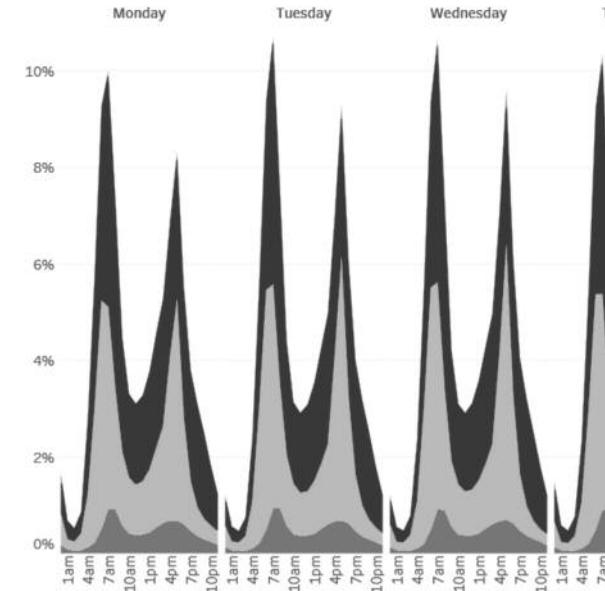
DAILY TOTAL TRIPS



2018
FACT
BOOK

3

DRIVER START TIMES



Driver Start Times

Across the industry, drivers tend to cluster their start times in morning and afternoon periods. On weekdays, 7am and 5pm are the most common start times. On weekends, start times are more evenly distributed, especially in SHLs.

16. Driver Start Times, 2016
Source: TLC Trip Records (2018 data is as of June 2018)

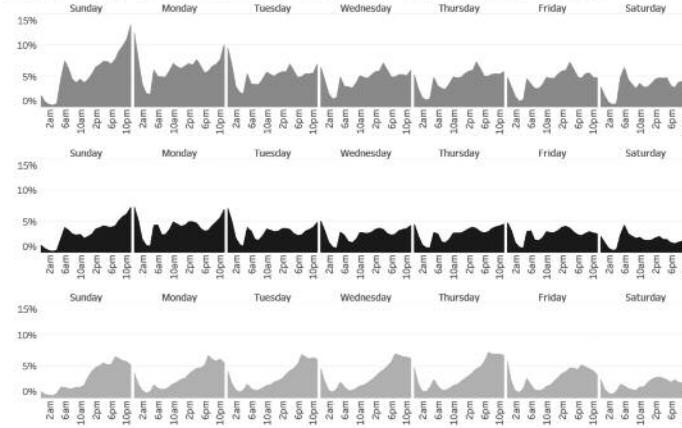
AIRPORT TRIPS

Between January 2016 and June 2018, there were 40 million combined pickups and dropoffs by TLC-licensed vehicles at New York City's airports. Activity was dominated by the medallion and High Volume For-Hire Services industries, which together served nearly all trips.

Dropoff data became available in the High Volume FHS sector in June 2017, and now accounts for the majority of dropoffs. Pickups are now relatively split between yellow and High Volume vehicles.

At peak times, airport pickups account for 14% of yellow, 8% of High Volume, and 7% of traditional FHV total trips. Note that SHLs are not included in pickup data as they cannot pickup from airports unless they are dispatched there directly.

AIRPORT PICKUPS AS SHARE OF TOTAL TRIPS



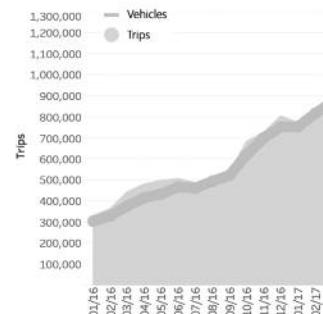
Accessibility

The Accessible Dispatch program allows passengers to request an accessible (WAV) medallion or street hail vehicle through a mobile app, website, or telephone. In 2018, 6,000 Accessible Dispatch trips completed nearly 200,000 trips.

When WAVs aren't providing trips for a larger community and are available for other WAVs on the road each month tripled. In the same period, these WAVs increased monthly.

Street Hail Livery WAVs mirror the growth of medallion drivers, and trips since early 2016.

WHEELCHAIR ACCESSIBILITY

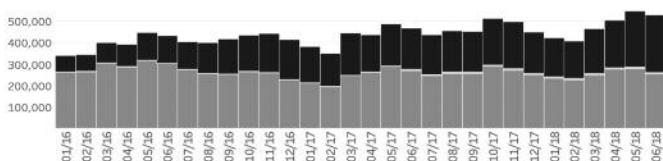


32. Active Vehicles and Trips in Wheelchair Accessible Vehicles, 2016 - 2018
Source: TLC Administrative Records

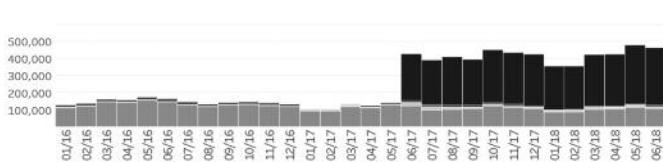
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AIRPORT PICKUPS & DROPOFFS

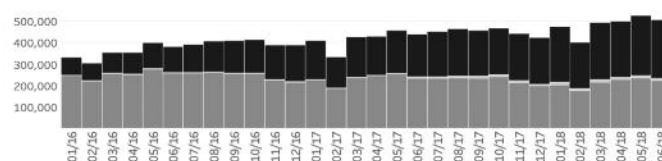
LGA Pickups



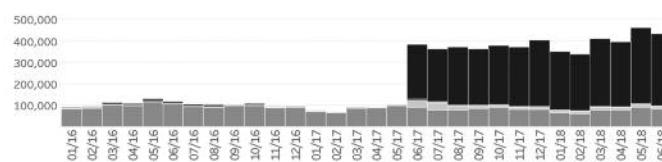
LGA Dropoffs



JFK Pickups



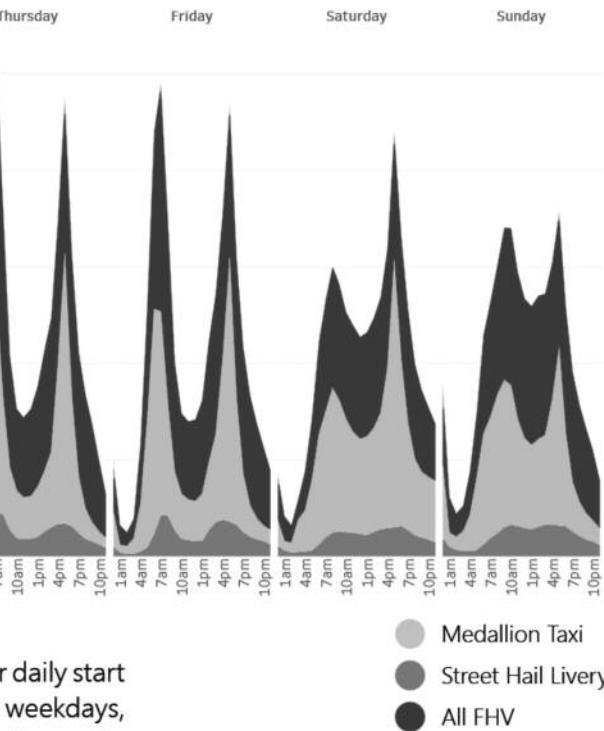
JFK Dropoffs



22. Airport Pickups & Dropoffs, 2016 - 2018
Source: TLC Trip Records (2018 data is as of June 2018; note that dropoff data in the High Volume sector was not available until June 2017)

8

NEWS



...r daily start
...weekdays,
...times. On
...distributed,

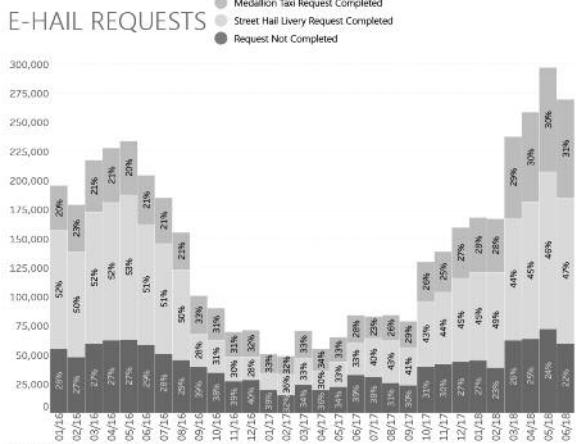
...5 - 2018
...2018 data is as of June 2018; FHV data from June 2017 - June 2018)

E-HAIL

Passengers can request medallion and SHL vehicles anywhere in New York City through the use of mobile applications by TLC-approved companies. Overall, SHLs receive and complete more electronic trip requests than yellow cabs. In a typical month, 70 to 75 percent of all e-hail requests are completed.

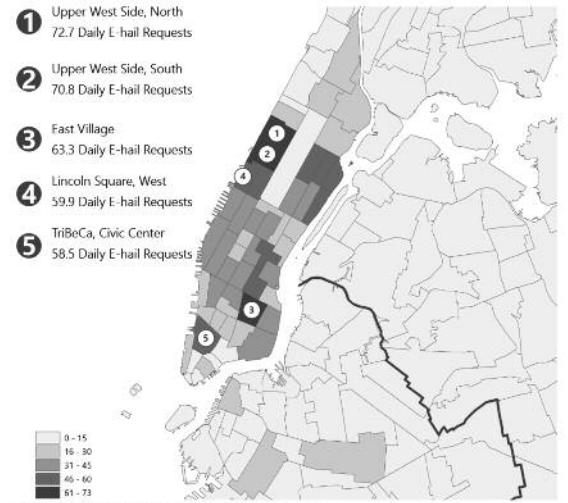
The decline in e-hail requests in 2017 is due to a decline in licensed providers; the subsequent increase in 2018 is accounted for largely by Access-A-Ride requests.

The most popular locations for e-hail requests tend to be in Manhattan. The five neighborhoods that rank highest for total daily requests are Upper West Side North and South, the East Village, Lincoln Square West, and Lenox Hill East. The most popular location for requests outside of Manhattan was Park Slope in Brooklyn.



19. E-Hail Requests by Outcome, January 2016 - June 2018
Source: TLC Trip Records

DAILY E-HAIL REQUEST TOP LOCATIONS



20. Average Daily E-Hail Requests by Taxi Zones, 2016 - 2018
Source: TLC Trip Records (2018 data is as of June 2018)

2018
FACT
BOOK

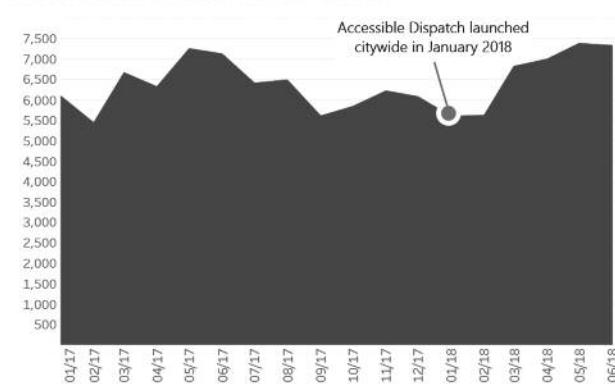
7

...s New Yorkers to request trips in wheelchair
...hail livery vehicles anywhere in the city via
...in an average month, there are more than
...leted. Since January 2017, the program has

...Accessible Dispatch, they serve as taxis in the
...or anyone to use. The number of medallion
...from January 2016 to June 2018. During the
...monthly trip volume 2.6 times.

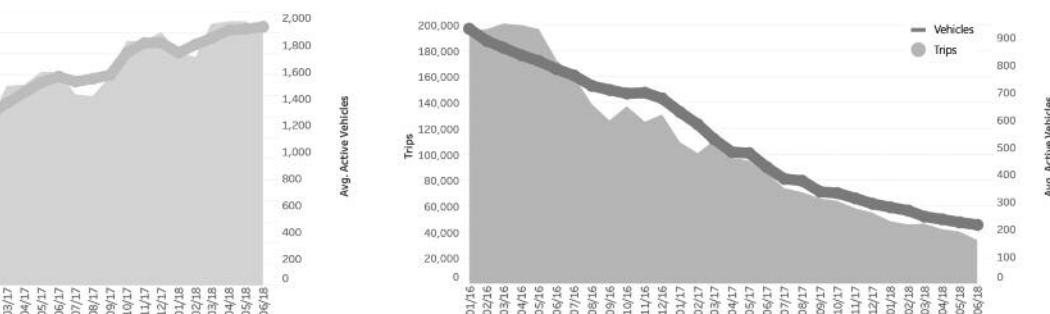
...general trend of a decrease in SHL vehicles,

ACCESSIBLE DISPATCH TRIPS



31. Accessible Dispatch Trips, January 2017 - June 2018
Source: TLC Trip Records (note that data before 2017 is not available)

WHEELCHAIR ACCESSIBLE VEHICLES & TRIPS



33. Active Vehicles and Trips in Wheelchair Accessible Vehicles, SHL, January 2016 - June 2018
Source: TLC Administrative Records

NYC Taxi & Limousine Commission

Distribution of Trip Pick Ups by Borough

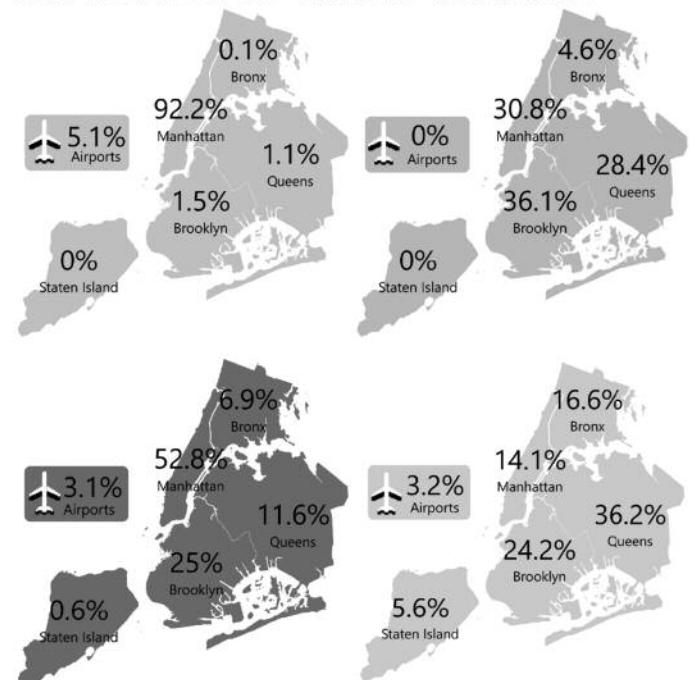
Each industry segment serves New York City's boroughs differently. Medallion taxis dominate service in Manhattan, while other segments distribute trips more evenly.

Fares

The average yellow cab fare was \$13.61. The average SHL fare was lower at \$12.78. Roughly half of all SHL fares were paid by credit card in 2016 and 2017, whereas two-thirds of medallion riders paid with credit card.

Fares for High Volume For-Hire Services are paid entirely by credit card; fare payment data for Traditional FHVs is not currently available.

DISTRIBUTION OF TRIPS BY BOROUGH



13. Distribution by Pick-Ups by Location, 2016 - 2018
Source: TLC Trip Records (2018 data is as of June 2018)

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- Get the care you need
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- Avoid potential permanent disabilities
- Get back to work quicker
- Avoid loss of full income
- Be at your best working potential



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REPORT YOUR ACCIDENT QUICKLY
AND HAVE PEACE OF MIND!**



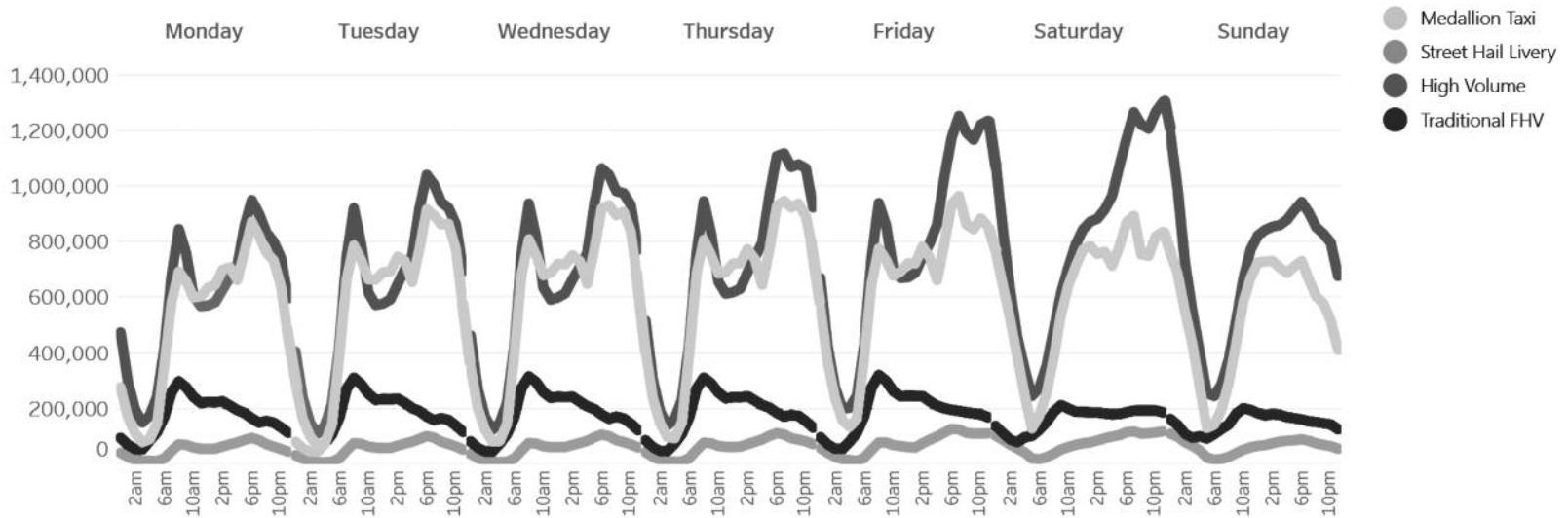
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NEWS

AVERAGE TRIPS BY TIME AND DAY



11. Average Trips by Time of Day, Day of Week, 2016 - 2018
Source: TLC Trip Records (2018 data is as of June 2018)

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**ARREST MADE IN ATTEMPTED
BAY RIDGE RAPE**

A suspect was arrested in September in connection with an attempted rape in the Bay Ridge section of Brooklyn. Police say Emmanuel Martinez-Hernandez faces charges of first-degree attempted rape, forcible touching and third-degree sexual assault. They say he allegedly attacked a 27-year-old woman around 1:40 a.m. on August 25, near 90th Street and Fifth Avenue.

A 30-year-old "Good Samaritan," who CBS2 identified only as Miguel, confronted the suspect and pulled him off the woman.

"He told me 'get out of here, it's not your business' and then he punched me," said Miguel. Miguel fought back and the suspect ran off, with Miguel giving chase while dialing 911.

Source: CBS New York

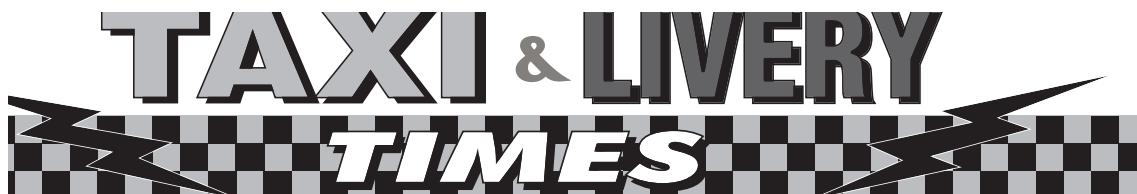
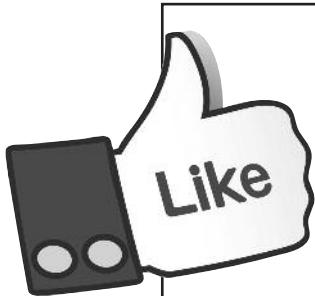
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