



The Regulator

The International Association of Transportation Regulators

April 2003

Volume 10, Issue 2

**Start making your
plans to attend the
2003 IATR Conference
in
Anchorage, Alaska
from
September 14-17, 2003.**

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Anchorage, Alaska

Anchorage or Bust! Please join us for what will be an exciting and fun-filled event September 14-17, 2003. Anchorage is Alaska's largest city, offering the biggest selection of things to see and do...all wrapped in stunning scenery! Anchorage is a modern city set among Mother Nature's finest work. Anchorage has a population of 254,000 people; large enough to offer the amenities and cultural diversity of a metropolitan city yet small enough to be warm and inviting. This spectacular area covers nearly 2,000 square miles from Portage Glacier on Turnagain Arm of Cook Inlet to the historic Native village of Eklutna on the Knit Arm. The municipality of Anchorage contains more than 500,000 acres of preserved parkland and miles of some of Alaska's most magnificent wilderness. The city is framed on the north by Mt. McKinley and the agriculturally rich Matanuska-Susitna Valley; on the south by the Kenai Peninsula; the east by Prince William Sound and the west by Cook Inlet and the great Alaska Range.

Summer and fall are characterized by warm, pleasant days, typically with limited precipitation. Visit the glaciers to pan for gold, take a scenic hike or train ride, mush a dog team, cruise the inlets and waterways, gaze at the abundant wildlife, and much, much more in this beautiful frontier of Alaska.

Watch your mail, registration packets will be arriving soon!



Start checking the mailbox for your
2003 conference registration packet.
Mark your calendar for
September 14-17, 2003.



IATR
P.O. Box 605
Gainesville, VA, USA 20155



2003 IATR Membership Fee Structure (Revised December 2003)

Regular Member--Governmental: \$250

This membership is limited to a government and/or governmental regulatory authority. This membership entitles the government and/or authority to name one official as a regular member representative. The named official has the right to vote and hold office.

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This membership is limited to individuals that are not necessarily government or governmental authority regulatory officials or representatives but individuals who are directly involved with the regulation of transportation through education, research, consulting or related product manufacturing, development and/or sales. This membership may further include transportation providers, companies, or drivers that may not be regulated but may derive benefit from such membership. Associate members are not eligible to vote or hold office.

IATR Membership Application and Renewal Notice 2003

Please complete and return to: IATR, c/o Membership Coordinator, P.O. Box 605, Gainesville, VA, USA 20155,
Telephone (703) 324-5947; E-mail: IATRmembers@aol.com

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Their Name _____ Are you a new member for 2003? _____

For -- IATR Annual Membership Dues		
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Each Additional Member..... <small>Please include an application form for each additional member.</small>	\$75.00	\$
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Associate Member..... <small>Not a representative of a government or transportation regulatory authority</small>	\$400.00	\$
<i>Please make checks payable to IATR in U.S. dollars. FIN # 52-1828850</i>	Total	\$



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A list of the IATR Board, including directors and the past presidents can be found on the IATR website. It can be accessed at the following URL: <http://www.iatr.org>

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President's Message

I cannot believe it is time to think about our next conference already, but plans have already been made for our 2003 meeting in Anchorage, Alaska. The next conference will be held September 14-17, 2003, so mark your calendars.

We are looking for speakers and moderators for the conference. If you have a subject of interest for our group and would like to speak or if you would like to serve on the Conference Committee, please contact me at (703) 324-5957 or at Carolyn.Quetsch@fairfaxcounty.gov. This will be one of our most exciting conferences so we hope you can make plans to join us.

IATR is looking for a new editor of *The Regulator*. Nancy Kutz has been editor since 1998, but she can no longer perform this task due to job constraints. The July edition will be Nancy's last. Without a volunteer to

accomplish this task, IATR will not be able to offer this publication to its members. All the editing and production is done by mail, e-mail, telephone and FAX, so it does not matter where the editor is located. Nancy has agreed to work side-by-side with the new editor for the October issue. If you wish to volunteer, or have any questions please contact Nancy at 240-777-5850 or kutzn@co.mo.md.us.

In closing, all your support and hard work are always appreciated. Don't forget to volunteer for the newsletter and to save the dates for the conference in Alaska. We are looking forward to seeing everyone in September.

Sincerely,
Carolyn Quetsch
IATR President

New Legislation—H.R. 2546

Press Release

From Taxicab, Limousine & Paratransit Association
December 10, 2002

On November 26, 2002, President Bush signed H.R. 2546, the Real Interstate Driver Equity Act, into law. This new legislation effectively:

*Frees prearranged interstate passenger trips from duplicative and costly licensing and fee requirements as long as the taxicab, limousine, or airport shuttle carrier is properly licensed in its home state.

*Updates the existing federal definition of taxicab service to qualify for the "taxicab service" exemption from federal DOT licensing and other requirements for inter-

state carriers. Now, a vehicle has to either be licensed by its home jurisdiction as a taxicab or it has to meet service criteria like charging for service based on distance traveled, like the "black car" industry in New York City, to meet the federal definition of taxicab service.

The new law became effective immediately on November 26, when it was signed by President Bush. For more information, please visit the association's web site at www.tlpa.org or contact TLPA at (301) 946-5701.
(See a related article on page 4.)

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- Sun-Times
- Sydney Morning Herald
- Taxicab, Limousine & Paratransit Association
- The Ottawa Citizen
- Toronto Star
- washingtonpost.com
- www.nelsonnygaard.com

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101 Monroe Street, 5th floor
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**"The Regulator"
is published quarterly
for the members of the
International Association of
Transportation Regulators.**



More Oversight Sought for Taxi Industry

From AP Newswire
Phoenix, AZ, USA
December 17, 2002

Licensing agencies have proved unable to ensure all drivers are in full compliance with state regulations. The varying state agencies responsible for regulating the taxicab industry result in little oversight and a situation ripe for abuse, some state officials say.

While the state has regulations, the different agencies that issue licenses can't ensure cabs are in full compliance. The Motor Vehicles Division requires cabs to have a commercial license plate and carry minimum insurance coverage of \$600,000, half of which must be for uninsured motorist claims.

The Department of Weights and Measures says a cab must register its meter or odometer, which ever is used as a timing device.

But Weights and Measures is not authorized to demand proof of insurance before issuing a registration sticker. Similarly, MVD

can't demand proof a cab has had its timing device registered before issuing a commercial plate.

Neither agency patrols for scofflaws, leaving it up to local police to keep an eye out for illegal taxis—something police admit isn't a priority.

Some of the state's largest taxi operators agree more needs to be done to catch unregulated cab drivers.

Industry observers estimate an additional 500 taxis, mainly in the Phoenix area, operate without proper credentials.

Sandy Williams, director of the Department of Weights and Measures, said the agency, in cooperation with MVD, is drafting legislation that would require a taxi operator to show proof of commercial licensing and insurance before the agency issues a registration for a timing device.

Greece Sends Taxi Drivers to Charm School

From Reuters NewsWire
Athens, Greece
January 24, 2003

As the Greek capital gets in gear for the return of the Olympic Games next year, organizers are taking no chances with renegade taxi drivers stalling the city's attempts to upgrade its image.

The Greek parliament passed a bill that will see 1,500 drivers attend Olympic day-long behavioral seminars where they will be taught how to act with international visitors.

The charm school graduates—those who pass—then stand to earn up to 130 euros (\$140) per day for ferrying around Olympic officials and VIPs during Games time.

Another 600 drivers will be offered special permits to work the streets not affected by tight traffic controls expected for the duration of the Olympics.

Making Taxi Service Work in San Francisco

From www.nelsonnygaard.com
December 2002

Taxis should be a key part of any urban transportation system, bridging the gap between the convenience of the private car and the efficiency of public transit.

An effective taxi system could reduce private automobile use, and the need to own an automobile. Better taxi service would improve mobility for those without cars, particularly seniors and people with disabilities, and give visitors a better image of the city.

Taxis in San Francisco, however, are not fulfilling their potential. More than half of local residents take a cab just a few times a year or less often, and most people perceive the service as unreliable. This is not surprising given the fact that someone telephoning for a cab has just a 40% chance of one arriving.

The San Francisco Planning and Urban Research Association asked Nelson/Nygaard to develop a package of recommendations to improve service and increase the use of taxis. The study involved comprehensive literature review, interviews with key stakeholders, and a study of innovations in cities in North America, Australia and Europe. A key aim of the study was to develop a robust regulatory framework that would improve taxi service at any stage of an economic cycle and develop policies that would work for passengers, for drivers and for customers in good times and in bad.



London Cabs Headed for Ottawa

From The Ottawa Citizen
Ottawa, ON, Canada
December 13, 2002

The provincial government will allow London Cabs in Ottawa, which will make getting around easier and more pleasant for people with disabilities—or anyone who needs a ride.

If the province approves the change in regulation that will allow the taxis, Ottawa will be the first city in Canada to have the distinctive and popular cabs.

The black cab is famous on the streets of London, where its shiny black finish and round shape have been in use for decades. Unlike most taxis, the London Cab is built specifically for use as a taxi and has more room and many more features than a typical cab.

It has wide doors and is spacious enough to carry wheelchair users. The intercom system between driver and passenger works on hearing aid frequencies and it has a curbside jumpseat that swiv-

els outside the taxi's body to provide easy entry for elderly passengers or others with limited mobility.

The London Cab can seat five comfortably, with two pull-down seats that can be stowed away to make room for a wheelchair.

Passengers can also enjoy separate controls for air conditioning, heating, and lighting. And there are even outlets to plug in a laptop or cell phone.

Technically, the London Cab is supposed to be very agile in traffic and has a life span of 800,000 kilometers, which takes the sting off a hefty price tag.

But even if the provincial government approves the London Cab, they will have to wait for approval from the federal government for the cars to be sold in Canada.

Cameras Cut Crime Against Cabbies

From Toronto Star
Toronto, ON, Canada
January 23, 2003

Overall crime against cabbies is down 18 percent, due mostly to cameras digitally photographing clients as they close the door and take their seat.

There were 479 crimes committed against cab drivers in 2000, according to police statistics. The number dropped to 395 in 2001, the first year cameras were intro-

duced, and there were 140 for the first six months of 2002, the latest point for which statistics are available.

Among the stats: Armed robberies are down 66 percent with all robberies down 50 percent and falling (100 in 2000 to 50 in 2001 and just five for the first half of 2002).

President Bush Signs Legislation

From Black Car News
December 2002

President Bush signed H.R. 2546 into law on November 26, 2002. The bill is referred to as RIDE (Real Interstate Driver Equity Act).

H.R. 2546 provides a very limited federal preemption of state/local licensing authority exclusively for prearranged passenger trips that cross a state line, seats 15 people or less (including the driver), is provided by a carrier that is properly licensed in its home state, and that meets all applicable federal requirements for interstate transportation. There is also a provision that allows for non-discriminatory driver background checks and/or drug testing.

H.R. 2546 also defines taxicab service as passenger transportation in a motor vehicle having a seating capacity of not more than eight passengers (including the driver), not operated on a regular route or between specified places. In addition, either the vehicle must be licensed as a taxicab, or the transportation must be offered by a company providing local transportation for a fare determined primarily on the basis of distance traveled (except for airport trips), and that does not primarily provide transportation to and from airports.

(See a related article on page 2.)



Police: Crown Victoria Prone to Rust

From AP Newswire
East Hartford, Conn., USA
December 02, 2002

Police departments in Connecticut and other states are taking some of their Ford Crown Victoria Interceptors off the streets because the police cars' frames are rusting. The Crown Victoria was also recently investigated by the government for gas tank fires linked to the deaths of 112 officers.

The National Highway Traffic Safety Administration in October closed its investigation of the fires, saying that the car exceeds federal standards for fuel system safety and that the rate of fires was no greater than that of Chevrolet Caprice police cars. Ford has agreed to pay for the installation of shields around gas tanks on Crown Victoria police cars to reduce the chances that the vehicles will burst into flames after a crash.

Cab Service is Now Just a Mouse Click Away

From Cape Cod Times
Hyannis, MA, USA
November 24, 2002

At the Centerville Taxi Co., calling for a cab is the old-fashioned way of doing business. The company recently set up a dispatching feature on its website, and customers can now request a cab using the Internet as well.

The online dispatching system, which uses basic HTML, components, sends the customer's request to all the drivers' mobile phones or personal digital assistants. The nearest driver can respond to a central dispatcher to claim the call, and the dispatcher calls the customer to confirm that a taxi is on the way. The dispatcher typically calls the customer with a confirmation within five minutes.

Better Taxi Service Drives Ordinance

From Indianapolis Star
Indianapolis, IN, USA
August 9, 2002

Indianapolis is the kind of place where just flagging down a cab is an accomplishment, and where more than half of all calls for a ride go unfulfilled.

After nearly two years of public hearings and debate, the city is on the verge of sweeping changes. The new ordinance would require taxi companies to send a cab, or give callers a time estimate, within 15 minutes of receiving a call.

Indianapolis has certified 557 cabs and licensed 481 drivers, down more than 100 since last year.

If all goes as planned, it soon will be easier to predict your fare, file a complaint against one of the city's 22 cab companies or simply find a cab. More than adding cabs to the streets, city officials want to make sure cab availability is distributed more equitably.

A large number of drivers are not interested in smaller fares and choose to wait at hotels and the airport. That would change under the ordinance, which would make it more difficult for companies to refuse a customer.

The ordinance would require

new drivers to live in the area for at least a year before getting a license and mandate a training course that lasts roughly 40 hours. The city will continue its policy of refusing to give licenses to anyone convicted of violent crimes, drunken driving, or habitual drug or traffic violations.

The proposal would set new penalties for violations.

City officials found a list of problems, including difficulty catching a cab—six out of 10 people who call for a cab are never picked up.

Council members have heard from residents who couldn't get rides to their doctors and drivers who say unqualified colleagues are giving the industry a bad name. Hoping to prevent fly-by-night companies from hitting the market, the ordinance would require new companies to have a fleet of at least 20 cars.

The industry went downhill after the city deregulated it in 1994, with a number of private companies coming and going, overcharging and not knowing how to get from point A to point B.

Website Listings

*Do you have a website that might interest our readers?
If you do please forward it to our Editor, Nancy Kutz.*

Jerry Kozubal from Manitoba suggests that the readers make like to check out the new Manitoba Taxicab Board website at the following address: www.gov.mb.ca/taxicab/



Taxi Commission Proposes a Limit on Number of Cabs

From St. Louis Post Dispatch Online
Contributed by John Hoffman
 December 24, 2002

The number of taxicabs serving Lambert Field could be capped under a proposal made by the Metropolitan Taxi Commission.

There's been no ceiling on the number of cabs at the airport for two years. The Missouri Legislature established the commission this year to oversee airport taxi-

cabs, on-call taxicabs and specialty services like hotel shuttles, limousines and horse-drawn carriages in St. Louis and St. Louis County.

The new rules could take effect in June, giving the commission control of licensing of the industry in the city and county.

Vintage Vehicles OK'd for City's Taxis, Limos

From Sun-Times
 Chicago, IL, USA
 December 6, 2002

Chicago's taxicab and limousine industries got the green light to go retro Thursday when City Hall agreed to allow "vintage class" and "specialty" vehicles to operate on the streets of Chicago. Classic Cadillac limos and Lincoln formal sedans from the 1940s, '50s and '60s could be rolling within weeks, adding panache to weddings, anniversaries and corporate events. The new rule bends the requirement that

cabs and limos be no more than seven years old.

Yellow Cab's bid to convert a healthy chunk of its fleet to London Taxis—the roomy and distinctive-looking car that is the signature of London's acclaimed taxicab industry—will have to wait a little longer. The London Taxi still needs federal crash-test approval, which is expected in early 2003.

Aussie Taxi Driver Trained with Al-Qaeda

From News Limited NewsWire
 Australia
 January 14, 2003

A fourth Australian al-Qaeda suspect has been arrested, after being seized by police in Pakistan.

The driver has been accused of training with Osama bin Laden's al-Qaeda network in 2001—the year the fanatical

group launched its September 11 attacks on America.

Pakistani police claim he was taught the tactics of terror in Afghanistan, where bin Laden's network propped up the fanatical Taliban regime.

Taxi Drivers in New Language Course

From Sydney Morning Herald
 Sydney, Australia
 January 12, 2003

A language course teaching taxi drivers how to speak to passengers has been introduced after many were failing the English test needed to get their taxi license.

The intensive 20-hour English course will help applicants in "understanding spoken instructions, participating in spoken exchange and casual conversation.

The city also reports that from the 175 million passengers driven around the state each year, there were 3500 to 4000 complaints and that up to three a month were about the driver not being able to speak English.

For information on the course, call the Sydney Community College on 8752 7555.

Too Many Taxis, Too Few Riders

From Dallas Morning News
 Dallas, TX, USA
 December 10, 2002

A glut of taxis and out-of-date regulations have left cabbies idling and customers irate, according to a new study of Dallas' cab services.

"Taxi service in Dallas is deplorable," said Ray Mundy, director of the Center for Transportation Studies at the University of Missouri-St. Louis. He found drivers who idle for hours often fight over customers and then sometimes berate passengers who want to travel only a short distance. Dr. Mundy recommended restructuring the city's taxicab regulations in an effort to pare down the number of taxis and weed out drivers who are rude or break rules.



Cabbie Kickbacks Flourish at Harbor

From Star Bulletin
Honolulu, HI, USA
January 19, 2003

The state allows so few taxis to pick up customers at Honolulu Harbor's only passenger terminal that a secret system has developed, resulting in unauthorized cabbies funneling kickbacks to dispatchers to get a piece of the growing cruise business.

State officials said they were unaware of the kickback operation, but vowed to investigate.

The illicit system has taken off within the past few years, industry officials say, because the state's official system is grossly inadequate to handle the burgeoning

cruise business.

While hundreds of passengers may seek taxis when a cruise ship docks, only 12 drivers have state permits to pick up customers in the restricted area.

The state has limited the number of drivers because of lack of terminal parking space for cabs and because of security concerns since the 9/11 terrorist attacks, according to Glenn Okimoto, deputy director of the Department of Transportation, which oversees the state's harbor operations.

Guns for Cabbies

From Washingtonpost.com
Washington, DC, USA
February 5, 2003

To the short list of equipment D.C. taxi drivers are offered to protect themselves—emergency roof light, security camera, bulletproof partition—the city's Taxicab Commission debated adding another: guns.

About 20 drivers were in attendance as the commission debated the idea. The drivers agreed that the police do not respond quickly or thoroughly to complaints of robberies or assaults. But some drivers feared that more weapons would simply cause more violence, some against fellow drivers.

Neither the commission nor D.C. police keep specific statistics on crimes against taxi drivers, a topic that has gotten more attention since several drivers were killed or wounded in the District a few years ago. The U.S. Labor Department

reported that the homicide rate for taxi drivers nationwide is higher than that for police officers, making driving a cab one of the most dangerous jobs in the country.

Some jurisdictions—such as Boston and Miami-Dade County, Fla.—allow taxi drivers to carry guns provided they comply with regular licensing provisions that apply to any citizen.

The Taxicab, Limousine and Paratransit Association, a national lobbying organization based in Kensington, Maryland, does not take a formal position on the matter.

At least for the foreseeable future, it seems, taxi passengers should not expect their driver to be armed.

City's Transportation Reform

From Shanghai Daily News
Shanghai, China
January 30, 2003

Shanghai will implement advanced technologies and upgrade management standards in the taxi sector, and restrict the number of taxis operating in the city.

The city currently has 45,000 taxis with a daily passenger flow of 2.5 million, 21 percent of the total public transportation volume.

The municipal government has adopted strict controls on the total number of taxis to ensure orderly operation.

The traffic administration department plans to adopt advanced Global Position System (GPS) and wireless communications technology to improve operational management of the industry.

Taxicab Pocket Guide

By Nancy Kutz
March 2003

A Taxicab Pocket Guide has just been published by Project Action. The Guide contains information about communicating with and providing service to persons with disabilities. It can be used to distribute to drivers for information or training purposes.

The Guide is published by Project Action. Copies are available at no cost by contacting Project Action at:

Project Action
700 Thirteenth Street, NW, Suite 200
Washington, DC 20005
Phone 202-347-3066
Fax 202-737-7914
www.projectaction.org



2003 International Association of Transportation Regulators Conference Registration

Anchorage, Alaska

Sunday, September 14 through Wednesday, September 17, 2003

<i>Registration Fee:</i>	<i><u>Postmarked before 7/1/03</u></i>	<i><u>Postmarked after 7/1/03</u></i>
<i>IATR Members</i>	<i>\$350 USD</i>	<i>\$375 USD</i>
<i>Non-Members</i>	<i>\$400 USD</i>	<i>\$450 USD</i>

Name (last, first, middle initial): _____

Name You Prefer on Badge: _____

Title: _____

Organization: _____

Address: _____

City: _____ State/Province: _____

Postal Code: _____ Country: _____

Telephone Number: _____ Fax Number: _____

E-mail: _____

IATR Member? (yes or no): _____

Spouse/Guest: _____

(Name to appear on guest badge)

Guest Will Attend: _____ Opening Reception @ \$20; _____ Guided Tour @ \$20; _____ Evening Dinner Event @ \$75

Total Fee amount enclosed: _____

Mail this registration form, along with a check or money order (payable in US dollars) to:

**IATR
P.O. Box 605
Gainesville, VA 20155 USA**

You may also e-mail your registration information to: IATRmembers@aol.com.
Payment must be received no later than **9/7/03** at the above US mailing address.