

THE PHILADELPHIA PARKING AUTHORITY

In Re: Final Rulemaking Order
Taxicab Safety Cameras

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: Docket No. 126-12
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FINAL RULEMAKING ORDER

BY THE AUTHORITY:

The Authority is the sole regulator of all taxicab and limousine service in Philadelphia.¹ The purpose of the proposed rulemaking is to revise the current taxicab safety camera regulation to assure more rapid compliance. The Authority issued a proposed regulation at this docket number on June 25, 2015. The initial public comment period for this rulemaking proceeding concluded on October 19, 2015. The Independent Regulatory Review Commission (“IRRC”) confirmed by letter dated November 18, 2015 to the Authority that it would not comment on the proposed regulation. The Authority has completed its review of the comments and now issues the final-form regulation.

Purpose of the Final-Form Regulation

As provided in Section 1017.71, safety cameras were to begin appearing in taxicabs in Philadelphia earlier this year. The most challenging part of the implementation of the safety camera regulation has been related to the transmission of images from the taxicab to the Authority and dispatcher. The regulation provides that the images will only be transmitted upon the activation of the panic button already in the taxicab. However, the need to maintain a separate data plan,

¹ The act of July 16, 2004, (P.L. 758, No. 94), 53 Pa.C.S. §§5701 *et seq.*, as amended, (the “act”)

the technical capacity of vendors and the assertion of specious constitutional violations have slowed the advance of this vital program.

The Authority has received repeated requests for delays and modifications of the camera system from medallion owners, taxicab drivers and dispatchers, primarily focused on the image transmission requirement. The final-form regulation will remove the transmission requirement.

DISCUSSION

The Authority has reviewed the public comments to the proposed regulation and provides the necessary responses below. IRRC did not submit comments.

§ 1017.74. Safety camera requirements.

The regulation will amend Section 1017.74 by deleting subsection (h) to eliminate the requirement that the safety cameras transmit images to the taxicab's dispatcher and the Authority in the event the taxicab's distress button is depressed.

On October 1, 2015, Pennsylvania Taxi Association, ("PATA") submitted comments to the proposed regulation. Those comments noted support for safety cameras and an interest in eliminating a regulation that requires taxicabs to operate with safety partitions between the driver and the passenger(s). This regulation does not seek to modify the existing regulation related to taxicab partitions.

On October 16, 2015, the Philadelphia Taxi Association, Inc. ("PTA") submitted comments to the proposed regulation. PTA's comments do not address the proposed regulation, which eliminates the image transmission requirement from the existing taxicab safety camera regulation. PTA's comments challenge the propriety of the overall safety camera regulations, which is not the subject of the proposed rulemaking order or the final-form regulation.

