



**New York City
Pedicab Owners'
Association**
A 501(c)6 trade association

FOR IMMEDIATE RELEASE

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New York NY –August 10, 2012: The New York City Pedicab Owner's Association (NYCPOA) welcomes this week's investigations into the predatory rate cards some pedicab operators use to make quick cash off the goodwill of both tourists and locals. The victims of the \$400 pedicab rides first contacted the NYCPOA about their ordeal. We helped them make a complaint with the Department of Consumer Affairs (DCA) and passed their information onto the NY Post who broke the story.

Since its inception in 2005, The NYCPOA has placed a premium on best practices for NYC's pedicab industry. We worked with legislators to craft the 2007 bill requiring safe trikes, pedicab licenses, and liability insurance. It was hoped this legislation would finally clean up the industry and bring it full acceptance within the NYC community. However, it soon became clear that loopholes in the law might annul the insurance requirements and make price gouging far worse than it ever was. The NYCPOA has been intensely lobbying the City to make common-sense improvements that will finally mean qualified drivers, charging fair fares.

▶ The price must be quoted up front. A sign attached to the driver's seat, stating as much, will make sure customers know their rights. Before rate cards were required, price-gouging was rare and relatively small. Per block, per avenue, per person signs are unfair, inaccurate and confusing even for New Yorkers. A timer and a meter are the only way to measure distance.

▶ A quad-state license requirement (i.e., NY, NJ, CT, PA) will ensure that all drivers know the 'rules of the road' and are accountable if these rules are skirted. Currently, the DCA allows any driver's license in the world to be used to get a pedicab license. However, the NYPD has no way of checking these foreign licenses or writing tickets that stick to them. They are forced to use the archaic method of recording a driver's name and date of birth. Common names wreak havoc on this database. For these reasons, cities from Austin to San Diego now require a local license to become a pedicab driver.

▶ Stronger license requirements will also conform to Federal law. The State Department issued a clear directive that J-1 summer visa students are ineligible to establish a business as a pedicab driver, push cart operator (think Atlantic City), or for-hire vehicle operator. If a J-1 student is involved in an accident, is anyone naïve enough to think the insurance company won't use this directive to try and void the policy and not pay the victims? (see NYCPOA.org/info).



Some will now call for a ban on pedicabs as if a yellow cab driver never overcharged a tourist or a tour bus didn't block an entire intersection and create a traffic jam. Unlike both these forms of transportation, pedicabs don't emit greenhouse gases and are congestion neutral (a pedicab and car can share the same lane). Unlike both, we have an impeccable safety record the NYPD can confirm. To this point, there have been zero fatalities in 17 years of operating in New York City.

Pedicabs are as fun as a carnival ride and often faster than a taxi. We show tourists places in Central Park they might never have found. And even hardened New Yorkers see the City differently once they are sitting in one of our convertibles, just people-watching or admiring the City's gorgeous skyline.

We encourage the public to get the price beforehand, and then sit back and enjoy an experience that is becoming as quintessentially New York as visiting the Empire State Building or seeing the New Year's Ball drop in Times Square. We can take you to both.

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