

RECEIVED
IRRC

#3048

2014 AUG -5 PM 2: 13

Mr. Frank Justis
1601 Ritner St.
Phila., Pa 19145

To The Honorable Commission:

7/29/14

Please note that I was only made aware of the P.P.A.'s intent to install cameras in taxis under the guise of safety on the night of July 23 2014. I pray that you pardon my tardy response to their action.

I am my brother's keeper. The vast majority of taxi drivers are in favor of cameras in taxis. Any images of the driver or passenger must be considered the legal property of said driver or passenger and can only be used by the P.P.A., Verifone, the dispatcher, law enforcement or courts as evidence in legal matters, exclusively. Any use of the images outside this narrow scope must subject the offending parties to criminal and civil legal action and severe penalties and fines. These cameras are to be installed exclusively as a safety measure, not for any form of entertainment, experiment, advertising, propaganda, blackmail, coercion, extortion or profit. Due to the time sensitive nature of legal proceedings in general, access to any recordings or copies of recordings must be made available to the driver or passenger in the most expedient fashion if legal action is perceived for or against the driver or passenger.

I urge the Honorable Commission to halt the mechanics of this process till the most important details are settled and this action can proceed unblemished along the lines of unquestioned integrity. We must temper our sincere concerns for safety with a vision of the best solutions. To see that this is done right, it must be given the highest consideration. With all due respect without the addition of the dashboard camera (a.k.a. hood camera) this whole affair becomes enigmatic, borders on a farce and the driver's camera becomes little more than material for snuff films and murder mysteries, executed by perpetrators operating from outside the taxis. The overriding fact remains that the majority of attacks on drivers originate and flow from the front of the taxi or driver's side. Leaving these areas blind would be a great travesty; with culpable negligence, expressing enmity towards the drivers. Evidence will almost always remain as to what happened to the victim but scarcely as to who did it. This is why a dashboard camera is vastly superior to a driver's camera. Merely capturing the driver's reaction to external forces amounts to micro management; a science experiment or a sick form of entertainment. The dashboard camera has been employed for decades by law enforcement with great success in the areas of protecting officers, prosecution of criminals and training. The P.P.A.'s argument that the public would object to the dashboard camera or hood camera is absurd, in light of the fact that people have been exposed to filming in public spaces for decades. A

quick search on the Internet would reveal that there are taxi drivers who have rigged their taxis with cameras and have been streaming this video for years.

The installation of cameras in taxis to record the driver and passenger and not one on the dashboard amounts to a half measure, indeed. I have personally been attacked in the course of driving a taxi dozens of times in the form of rocks, bottles and various other objects being thrown at the taxi. I have been physically assaulted quite a number of times and have witnessed other drivers being attacked as well. The attacks almost always involved the assailant's approach from the outside of the taxi, with the majority of these incidents spawning from some sort of dispute concerning a perceived right of way and or intoxication. On a daily basis I experience people who nearly cause accidents by bucking traffic, running stop signs and red lights, jaywalking, pushing another person into the street, throwing open a car door, reckless cyclists and so on and so forth, ad nauseam... A camera on the dashboard of the taxi would not only deter and record assaults on the driver, giving him peace of mind and a solid legal recourse, but also deter and record scam artists and the mentally deficient who create additional hazards in an inherently dangerous field.

Clearly the dashboard camera is the most effective, practical and prudent tool for the protection of the driver and the public in general. Not only is this fact evident beyond a shadow of a doubt, but also the dashboard camera would serve to lower insurance premiums for taxis abundantly. It would pay for the whole camera system in a short time, and cut operational costs perpetually, relieving the driver of another burden. Hence, there could be no logical reason not to incorporate, nay, enforce the dashboard camera into any notion of a camera system for taxis. Reasonable persons should be suspicious of any argument to exclude the dashboard camera as a vital, indispensable component of any camera system in taxis. At this point a reasonable person must seriously question the P.P.A.'s exclusion of the dashboard camera and conclude that it is a callous disregard of driver's safety motivated by unadulterated greed.

Other quite tangible and visceral reasons for the advocacy of a taxi dashboard camera are rooted in psychological, cultural and human considerations and must be enumerated. The vast majority of taxi drivers are immigrants with varying degrees of understanding of the language, culture and psychology of their adopted country. Unfortunately there are those who revel in exploiting this situation, with full understanding of the vulnerabilities of these transplanted souls. This not only takes the form of degradation of character but also extends into prospects of ill gotten gain. To protect hard working, honest human beings from these types of malevolent creatures is honorable, benevolent, humane and serves to strengthen the moral fabric of this country and polish its image as a shining light to the world. The steps that we take to protect taxi drivers will echo in a symphony heard around the world. For this reason it is imperative that the notes be crisp and clear, with the purest intent and motivation. The omission of the dashboard camera will taint any effort to project a true concern for the lives and livelihood of the taxi driver and the general

public, drawing suspicion and doubt to the integrity, motivation and intent of the action. Without a dashboard camera, criminally unscrupulous lawyers will continue to hire scam artists to prey on immigrant taxi drivers and naïve judges will continue to rule in their favor. Thieves, murderers and violent bullies will continue to prey on the taxi driver from outside the taxi. The omission of the dashboard camera is a clear, unmistakable indication of the true motivation and exemplifies how sick this business has become, another symptom of the disease of greed and corruption.

The proposed still frame operation of the camera system outside the panic button mode is also a half measure, for it only captures part of the whole, when the whole will always be necessary in discerning the true nature and course of events in every situation. The still frame proposition amounts to built-in ambiguity, as it is inherently flawed, intellectually deficient and unacceptable. The P.P.A.'s argument that data storage limitations dictated the still frame method is inaccurate to say the least, according to the slightest understanding of Moore's Law and existing data storage device capabilities. The manner in which they stuff this 3rd rate, antiquated, surplus equipment down the throats of taxi drivers reminds me of the manner in which farmers force feed ducks to produce Foei Gras. This human Foei Gras is sweet in their mouths but if there is any Justice it shall be bitter in their stomachs. This industry as a whole feeds on the driver while unloading as much liability and cost on the driver as possible. A textbook example of exploitation! To hear them talk of driver's safety makes me want to vomit all over their suits. The evidence of lack of concern for taxi drivers is glaring, manifest and rears its ugly head in every aspect of this business. This inadequate, enigmatic camera system is just the latest example of a scheme to increase their profits at the expense of the driver. The P.P.A. will profit, the vendors will profit, the medallion owners will profit and the taxi driver will pay again for 3rd rate, antiquated, surplus equipment, incorporated into a system that continuously malfunctions. When one boots up the Verifone system, a disclaimer briefly appears on the screen that states the driver assumes full responsibility, and liability, and that the equipment should not be operated while driving because serious injury or death may occur. They installed this equipment in a taxi and claim it should not be operated while driving. That has to be one of the most absurd things I ever heard in my life.

The video screen that is installed in the partition under the shield has no manufactures mark, no UL certification mark, no indication of the amps, watts, volts or current, and is positioned less than one foot from the driver proper. He is exposed to the back side of said video screen and an unknown amount of radiation, in a confined space for long periods of time. This video screen was installed purely for advertising, propoganda, coercion and profit for 2nd, 3rd, 4th and 5th parties who are quite aware and comfortable knowing full well that the driver will eat any radiation emitted from the back end of said video screen. This video screen also continuously buzzes, beeps and serves as a distraction to the driver. When Verifone was formally confronted with these issues in July of 2013, demanding the driver's right to know the maximum exposure limits and maximum contaminate levels; Verifone's response was to that the driver did not have the right to know. The P.P.A.

gave no formal response to the same inquiry; however, soon after the right to know request, an announcement magically appeared on the said video screen when the meter was engaged, stating that the said screen was now a device for the visually impaired. Around this same time period another letter informed Verifone and the P.P.A. of the urgent need for a hood camera, A.K.A. dashboard camera. The representatives for the P.P.A. lied to the face of this Honorable Commission. The result is the exclusion of a dashboard camera from a taxi camera system as they continue to force feed the drivers and eat their human Foie Gras, growing fatter and fatter. I suspect that the black box they plan to install in taxis will be positioned in close proximity to the driver and would not be surprised if they installed it right under the driver's seat, sure to expose him to the maximum amount of radiation emanated from this device. It makes a person suspect that they intentionally want to irradiate the drivers to create a turnover of new, naïve drivers to be exploited. Furthermore, the shield design and installation in the hybrid taxi I drive has a fatal flaw. There is a gap in the lower section of the partition below the shield, large enough to put your whole arm through, rendering the shield almost useless.

The appearance of Uber taxi, poachers and hacks from outside the medallion system in the city of Philadelphia is an epidemic and has created a flying circus which the P.P.A. seems unable or unwilling to stop or regulate. The P.P.A. is quite adept at punishing legitimate taxi drivers for the slightest infraction but does not even employ passive methods such as advertising to warn the general public of poachers and hacks, who present a clear and present danger. Uber taxis that do not play by the rules; poachers and hacks from the counties and suburbs that don't require medallions, greatly diminish any value placed on medallions and are a serious threat to the general public and legitimate taxi drivers. The P.P.A.'s very existence obligates them to stop this flying circus by any means at their disposal and protect the general public and the medallion system. Why there seems to be no sense of urgency to stop this flying circus is a question that should be given serious consideration and addressed till rectified.

Dispatchers in Philadelphia have instituted a draconian policy to punish any driver who does not accept every job sent over the computer system, regardless of the distance of said job from the taxi in question or the age of the job. A driver who refuses three to five sent jobs will be barred from receiving any work for a set period of time. The typical taxi driver starts every shift in the hole, investing money from his own pocket in the form of a lease and gas. Every shift he gambles with his own money and his life to earn a meager living and must pay a corporate tax and a tax on all credit card transactions. We are not dispatcher drones! No one has the right to tell us how to recoup our investment, turn a profit and stay alive performing one of the most dangerous jobs on the planet. We are this business! We are where the rubber meets the road and every other entity that may spring up around us owes their very existence to the taxi driver. They have little right to interfere with our instincts and empiric intuitions which are developed and honed by real life experience and hard lessons. If the dispatcher wishes to work in harmony with the driver they should stop insulting our intelligence, conflicting with our sensibilities

and opposing our primary concerns of profit and survival. The radio dispatch, like all other industry derived from the taxi driver, consists of persons who have never driven a taxi; thus they have little or no understanding of the harsh realities facing the driver, no empathy and little sympathy. These facts need to change universally.

I urge all those involved in this decision to put aside all other motives and bring this business to fruition with the clear echo of driver and public safety, without a note of half measure. I pray this letter touches the ears and eyes of decent God fearing people and that they awake to the harsh realities facing the common taxi driver today and shine a light into the dark recesses of this unscrupulous business. If it is decided not to incorporate a dashboard camera into the taxi camera system, be advised that this letter will be used as exhibit #1 in any case involving injury or death to a Philadelphia taxi driver. May God bless, forgive and correct all those who create and partake in human foie gras, their names should be made public and a scarlet letter placed upon their breasts. The immense pleasure that I derive from writing this letter with a pen that I obtained from the P.U.C hearing is only surpassed by the grace and eloquence which flows from said pen and my love of God. I AM MY BROTHER'S KEEPER! M.U.T.T.

Sincerely;

A handwritten signature in cursive script, appearing to read "Frank Justis".

Frank Justis A.P.T.
Pro Se

Ps. May all the powers of darkness tremble
at what they just heard, for all the powers of darkness
cannot drown out a single word!