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MEDIA CONTACT:
Dave Sutton
(dsutton@melwoodglobal.com)
(301) 873-2393

Uber's Refusal to Submit Trip Data Prevents Cities Guarding Against Danger and Discrimination to Passengers

Uber is refusing to provide California and New York City with its trip data, preventing crucial oversight that could help remove drivers who assault passengers and prohibit drivers from discriminating against certain neighborhoods or passengers with disabilities.

Uber has refused to furnish its data—date and time of trip, pickup location and license numbers—to the California Public Utilities Commission (CPUC) and New York City's Taxi & Limousine Commission. Meanwhile, its competitors, Lyft and Sidecar, have each provided such data to California.

As a result, a CPUC judge is threatening to revoke Uber's license to operate in California, and the New York City Taxi & Limousine Commission temporarily suspended five of Uber's six operations.

Uber is currently refusing to turn over trip data in California and to New York City, [despite previously providing](#) the same information when it originally entered the New York market. New York officials have characterized the data as necessary to ensure "adequate protection and public safety." For example, in the absence of such data, if the New York City TLC receives a report of a driver harassing a passenger, it would be forced to request an affidavit from Uber concerning the driver's identity. In the past, New York officials have waited months before receiving such information from Uber.

At the same time that Uber is refusing to provide this information to public officials, Uber has infamously used data to track customers' alleged one-night stands and to show off to investors its capability to spy on passengers' movements.

Regulators rely on trip data to make certain drivers aren't discriminating against certain neighborhoods or against people with disabilities—such as those who use wheelchairs or people who are blind and rely on the assistance of service dogs. Uber has already generated controversy due to its drivers refusing to service passengers with disabilities. The [National Federation of the Blind has sued Uber](#) for refusing rides to the blind and putting a dog in the trunk of a vehicle.

"Cities can't manage what they can't measure," said Mike Fogarty, President of the Taxicab, Limousine & Paratransit Association. "If Uber refuses to provide this critical data required by the authorities in its most lucrative markets, then Uber certainly won't provide ride details to smaller cities. This refusal continues a pattern of defiance that repeatedly places the public at risk."

ABOUT US:

'Who's Driving You?' is a public-safety campaign designed to educate the public about the dangers of unlicensed transportation companies. It is an initiative of the Taxicab, Limousine & Paratransit

Association, an international non-profit trade association whose membership consists of 1,100 licensed transportation companies. For more information, visit www.WhosDrivingYou.org, follow us on Twitter (@WhosDrivingYou) and follow us on Facebook (facebook.com/WhosDrivingYou)

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