

**PRESENTATION TO  
PUBLIC UTILITIES BOARD  
AUTO INSURANCE REVIEW 2018**

**AT THIS TIME I WOULD LIKE TO THANK THE CHAIR AND THE BOARD FOR ALLOWING ME THE OPPORTUNITY TO MAKE MY PRESENTATION REGARDING THIS IMPORTANT REVIEW.**

**MY NAME IS DOUG MCCARTHY AND I AM A PRIVATE OWNER OPERATOR OF A TAXI AND I AM AFFILIATED WITH NEWFOUND CABS INC.**

**TODAY I WOULD LIKE TO ADDRESS THE ISSUE OF SKYROCKETTING INSURANCE PREMIMUMS FOR THE TAXI INDUSTRY**

**LET ME START BY SAYING THAT WE ACKNOWLEDGE THAT WITHIN OUR INDUSTRY WE HAVE A PROBLEM WITH THE AMOUNT OF EVENTS THAT OCCUR WITHIN ANY ONE GIVEN YEAR. HOWEVER AFTER THAT WE HAVE MAJOR CONCERNS WITH THE MANNER IN WHICH WE ARE TREATED BY THE INSURANCE INDUSTRY WHEN IT COMES TO OBTAINING INSURANCE COVERAGE FOR OUR VEHICLES.**

**THE AUTOMOBILE INSURANCE ACT SPECIFIAALLY STATES IN PARA 6.1 (1) "THE REQUIREMENTS REQUIRED BY AN AGENT, BROKER, OR REPRESENTATIVE SHALL IN WRITING INFORM THE PERSON TO WHOM IT PROVIDES INSURANCE THROUGH THE FACILITY ASSOCIATION**

- (a) OF THE REASONS WHY THE INSURANCE IS BEING PLACED THROUGH THE ASSOCIATION**
- (b) HOW LONG THE PERSON IS ANTICIPATED TO BE PROVIDED WITH INSURANCE THROUGH BASED ON THE PERSONS DRIVING RECORD; AND**
- (c) WHAT STEPS THE PERSON MAY TAKE TO QUALIFY FOR INSURANCE OTHER THAN THROUGH THE ASSOCIATION,**

**AND SHALL PROVIDE A COPY TO THE ASSOCIATION."**

**IT FURTHER GOES ON IN PARA 6.1 (2) TO STATE THAT "AN AGENT BROKER OR A REPRESENTATIVE SHALL ANNUALLY WHILE IT PROVIDES AUTOMOBILE**

**INSURANCE TO A PERSON THROUGH FACILITY ASSOCIATION. INFORM THE PERSON IN WRITING" IT THEN GOES ON TO REPEAT THE SAME THREE SUB-PARAS AS STATED I N 6.1 (1). I HAVE BEEN PROVIDED INSURANCE BY A BROKER FOR THE PAST FOURTEEN YEARS AND NOT ONCE YET HAVE I EVER RECEIVED SUCH LETTER, NOR WILL I EVER. THE REASONS I WOULD I MAKE THIS STATEMENT IS SIMPLE, NO MATTER WHAT I DO TO IMPROVE MY DRIVING SKILLS, NOR NO MATTER HOW I DRIVE I WILL ALWAYS BE INSURED THROUGH FOR FACILITY. REGARDLESS OF MY PERSONAL DRIVING RECORD OR PROVINCIAL LAW. SO MY FIRST QUESTION THEN IS WHO GAVE MY BROKER AND FACILITY THE AUTHORITY TO BY-PASS PROVINCIAL LAW? SECONDLY WITH A PERFECT DRIVING RECORD AND BEING INSURED THROUGH FACILITY THAT WOULD TELL ME THAT IN ORDER TO BE REMOVED FROM FACILITY I WOULD REQUIRE AND ABSTRACT THAT CONTAINS MULTIPULE INFRACTIONS, AND ACCIDENTS. USING THEIR OWN LOGIC THAT IF A PERFECT RECORD PLACES YOU IN FACILITY THEN A LOUSY RECORD SHOULD BY THEIR STANDARD REMOVE YOU FROM FACILITY.**

**FIVE YEARS AGO SEPT OF 2013 MY INSURANCE COST ME \$1890.00 FOR FULL COVERAGE FOR MY TAXI, MY INSURANCE COST FOR A NEW FAMILY VEHICLE WITH TWO DRIVERS AND FULL COVERAGE COST ME JUST OVER \$1100.00. SEPT 2017 MY TAXI INSURANCE COST ME \$6,965 FOR FULL COVERAGE AND IN SEPT OF 2018 THAT SAME COVERAGE WILL COST ME \$8,260.49 PLUS TAX. USING THOSE NUMBER MY INSURANCE OVER THESE PAST FIVE YEARS WILL HAVE INCREASED BY OVER TWO HUNDRED AND THIRTY PERCENT, WITH NO END IN SIGHT.**

**IN THE YEAR 2014 THE TAXI INDUSTRY IN THIS PROVINCE HAD AT THAT TIME ACCORDING TO MVR RECORDS 2,165 TX PLATES IN USE, AS OF DEC 2017 WE HAVE 1877 TX PLATES IN USE. THIS MEANS THAT IN THE PAST THREE YEARS 288 VEHICLES HAVE BEEN REMOVED OR JUST OVER 13 PERCENT OF THE ENTIRE FLEET. THE SOLE REASON FOR THERE REMOVAL IS THAT OWNERS COULD NO LONGER AFFORD TO PAY THE INCREASED INSURANCE RATES AND STILL EARN A LIVING. THIS DECLINE IN NUMBERS WILL CONTINUE SO LONG AS THE RATES**

**CONTINUE TO INCREASE YEARLY BY DOUBLE DIGIT. FACILITY HAS ALREADY STATED THAT THEY WILL KEEP SEEKING THESE HIGH INCREASES UNTIL SUCH TIMES AS THEIR PREMIUMS ARE GREATER THAN THEIR PAYOUTS PLUS THEIR 6-8 PERCENT ROI.**

**THE REASON WE KEEP HEARING THAT WE HAVE TO BE INSURED THROUGH FACILITY IS BECAUSE WE ARE HIGH RISK. WOULD SOMEONE PLEASE DEFINE HIGH RISK, BECAUSE FACILITIES DEFINITION AND MY DEFINITION ARE NOT EVEN IN THE SAME BALLPARK, AS AN INDUSTRY WE WITH NOW JUST 1877 VEHICLES ON THE ROAD, WE STILL AVERAGE JUST OVER 100,000 KMS PER VEHICLE PER YEAR. THEREFORE IN ANY ONE GIVEN YEAR WE WILL DRIVE 187 MILLION 700 THOUSAND KMS, WHEN YOU DIVIDE THIS BY THE NUMBER OF EVENTS, AS WE NOW SEEM TO CALL ACCIDENTS, RATHER THAN USING ANY ONE YEAR LET SAY WE HAVE 250 EVENTS PER YEAR, THIS WILL THEN GIVE US A FIGURE OF ONE ACCIDENT FOR EVERY 834,222 KMS, CONSIDERING THE AVERAGE PERSON DRIVES APPROX 25,000 KM PER YEAR THIS WOULD WORK OUT TO THE EQUIVLANT OF ONE ACCIDENT FOR EVERY 33.3 YEARS FOR THE AVERAGE DRIVER. IF I DROVE FOR 33 PLUS YEARS WITHOUT AN EVENT FOR SOME OTHER INDUSTRY I WOULD RECEIVE AN AWARD OF SOME TYPE, HOWEVER IN THIS INDUSTRY I AM PENALIZED RIGHT FROM THE START REGARDLESS OF MY PERSONAL DRIVING RECORD. I AND OTHERS WHO HAVE A CLEAN DRIVING RECORD ARE BEING DISCRIMINATED AGAINST SIMPLY BECAUSE WE ARE TAXI DRIVERS.**

**HOW IS IT THAN AN OWNER OPERATOR WITH OVER 20 YEARS OF CLEAN DRIVING IS REQUIRED TO PAY MORE FOR INSURANCE THAN AN INDIVIDUAL WHO HAS THREE CONVICTIONS FOR IMPAIRED. WHO IS THE GREATER RISK, THE TAXI DRIVER OR THE INDIVIDUAL WHO HAS ALREADY PROVEN THAT HE CANNOT BE TRUSTED WITH CONTROL OF A VEHICLE? WHY IS IT THAT A NEWLY LICENSED DRIVER CANNOT OBTAIN INSURANCE THROUGH THE NORMAL MARKET AND ARE SHIPPED OFF TO FACILITY FOR THE FIRST SIX YEARS? ONCE AGAIN THE INSURANCE INDUSTRY IS BYPASSING LEGISLATION AND DOING**

**WHATEVER THEY PLEASE, YEARS AGO IT USED TO BE MALE DRIVERS UNDER 25 WHO WERE TARGETED AS HIGH RISK NOW REGARDLESS OF AGE OR GENDER ANY NEW DRIVER IS DEEMED HIGH RISK. HOW CAN THAT BE IF THE LAW STATES INSURED ON YOUR PERSONAL DRIVING RECORD. WELL A NEW DRIVER HAS NO RECORD, THEY HAVE NEITHER PROVEN THAT THEY ARE A GOOD OR BAD DRIVER, YET THE INSURANCE INDUSTRY DETERMINES THAT THEY ARE AUTOMATICALLY BAD DRIVERS STICKS THEM INTO FACILITY AND FORGETS ABOUT THEM FOR THE FIRST SIX YEARS.**

**MOVING FORWARD, THE TAXI INDUSTRY IN THIS PROVINCE IS NOT JUST A CONVENIENCE INDUSTRY WE ARE FOR ALL INTENSIVE PURPOSES AN ESSENTIAL INDUSTRY. WE PROVIDE A VALUABLE SERVICE NOT JUST HERE IN THE CITY BUT ALL ACROSS THIS PROVINCE, IN SOME CASES WE ARE THE ONLY MEANS OF PUBLIC TRANSPORTATION FOR RESIDENTS LIVING OUTSIDE OF AREAS SERVED BY A TRANSIT SYSTEM, WE ARE THE FIRST PERSON OF CONTACT TO TRAVELLERS ENTERING THROUGH OUR AIRPORTS, WERE WOULD THE TOURISIM OR CONVENTION INDUSTRY BE WITHOUT A RELIABLE TAXI INDUSTRY, IN SOME CASES WE ACT AS THE EYES ON THE ROAD FOR THE RNC WHEN THEY ARE LOOKING FOR SOMEONE, WE ARE THE ONES WHO DRIVE THE IMPAIRED INDIVIDUAL HOME AND IN SOME CASES THEIR CAR AS WELL SO THAT THEY ARE NOT ON THE ROAD PLACING PEOPLES LIVES IN JEPORADY. WHICH IN ONE WAY I FIND AMAZING THAT OF ALL THE PEOPLE REPRESENTED HERE AT THESE HEARINGS THERE IS NO REPRESENTATION FROM "MADD" ONE WOULD THINK THAT THEY TOO WOULD BE CONCERNED OVER THE RISING COST OF TAXI INSURANCE, FOR EVERY CAR THAT WE HAVE TO REMOVE BECAUSE WE CAN NO LONGER AFFORD THE INSURANCE, IT IS ONCE LESS CAR AVAILABLE TO DRIVE HOME THE IMPAIRED INDIVIDUAL WHO WOULD OTHERWISE DRIVE THEMSELVES.**

**I WAS NOT FULLY AWARE OF THE DEMAND FOR ACCESSIBLE TRANSPORTATION UNTIL I STARTED DRIVING WITH NEWFOUND CABS, HOWEVER I REALIZE THAT THIS IS A VERY ESSENTIAL PART OF OUR INDUSTRY. SPEAKING WITH MR. NEWELL YESTERADY I ASKED HIM WHAT IS THE COST OF INSURANCE FOR EACH VEHICLE, HIS RESPONSE WAS THAT AS OF RIGHT NOW IT COSTS BETWEEN**

**\$11,500 TO \$12,000 PER VEHICLE PLUS RST AND THAT DOES NOT INCLUDE THE RATE INCREASE APPROVED FOR MARCH 2018 OF A FURTHER 18.6% WHICH WILL DRIVE HIS RATES TO \$13,935.50 PER VEHICLE IF WE USED \$11,750 AS AN AVERAGE, SO JUST FOR THOSE TEN VEHICLES HIS RATES WILL INCREASE BY \$21,850. WHAT TYPE OF AN INDUSTRY CAN SUSTAIN THOSE RATE INCREASES ON A YEARLY BASIS AND STILL REMAIN IN BUSINESS OR TO DO SO WILL HAVE TO REDUCE THE SIZE OF THEIR FLEET THEREBY IMPACTING THE SERVICE PROVIDED TO OUR CLINETELL AND THEIR ABILITY TO CARRY ON WITH THEIR NORMAL DAILY ROUTINE.**

**OVER THE PAST WEEK I HAVE SAT HERE AND LISTENED TO VARIOUS GROUPS SPEAK ABOUT PROFIT AND LOSS AND FOR THE LACK OF KNOWLEDGE I WILL CALL IT THE PRIMARY RESERVE AND THE SECONDARY RESERVE FUNDS HELD BY THE INSURER, HOWEVER NO ONE HAS YET EXPLAINED WHERE DO THESE RESERVE FUNDS GO AFTER THE EVENT HAS BEEN CLOSED, DO THEY GO TO GENERAL PROFIT, DO THEY GO BACK AS RESERVE, ARE THEY INVESTED FOR PROFIT GROWTH, ONE THING WE DO KNOW IS THAT THEY ARE NOT USED TO REDUCE PREMIUMS! SO WHERE DOES THIS MONEY GO, IF IT IS USED FOR INVESTMENT GROWTH, AND IT EARNS DIVIDENDS WHY DO MY RATES KEEP GOING UP. IF FACILITY INDICATED THAT THEY ARE LOSING MILLIONS OF DOLLARS PER YEAR DUE TO HIGHER PAYOUTS VERVUS LOWER REVNUUE THEN WHERE ARE THEY GETTING THE FUNDS TO STAY IN BUSINESS? IS THE MONEY COMING FROM PREVIOUS UNUSED RESERVES OR IS IT COMING FROM INVESTMENTS, ONE THING THAT I DO KNOW IS THAT THEY ARE TRYING TO RECOUP THEIR LOSES BY DRAMATIC INCREASES TO OUR RATES, BUT THIS IN IT SELF STILL WILL NOT COVER THEIR LOSSES SO WHERE ARE THEY GETTING THE MONEY FROM TO STAY SOLVENT? IF THEIR RESERVES AND INVESTMENT ARE THAT HIGH THEN PERHAPS THE RESERVES NEED TO BE REAJUSTED TO A MORE REASONABLE AMOUNT.**

**IF OVER THE PERIOD OF 2006 UNTIL 2016 THE AUTO INSURANCE INDUSTRY IN THIS PROVINCE CAN GENERATE A GROSS PROFIT OF 1.2 BILLION DOLLARS AFTER CLAIMS PAYOUTS THEN THEY ARE DEFINITELY GETTING A VERY GOOD RATE OF RETURN ON THEIR INVESTMENTS. PERHAPS THIS IS AN AREA THAT THE PROVINCIAL GOVERNMENT MAY WANT TO CONSIDER SHOULD THEY OPT FOR A PROVINCIAL INSURANCE PLAN. THAT TYPE OF REVENUE WOULD CERTAINLY HELP IN REDUCING THE PROVINCIAL DEFICIT.**

**AS I STATED IN THE BEGINNING WE AS AN INDUSTRY REALIZE THAT WE HAVE A PROBLEM WITH SOME OF THE INDIVIDUALS WITHIN OUR BUSINESS, THEREFORE IN CONJUNCTION WITH THE MINISTER OF SERVICE NL WE HAVE BEEN WORKING TO IMPROVE THE REQUIREMENTS FOR AN INDIVIDUAL TO ACQUIRE A CLASS 4 LICENCE AND THE REQUIREMENT TO RETAIN THAT PRIVILEGE. WE AS AN INDUSTRY ARE TAKING STEPS TO IMPROVE THE QUALITY OF OUR DRIVERS BY PROVIDING THEM WITH ADDITIONAL TRAINING, SO THAT THEY HAVE THE NECESSARY SKILLS TO PROVIDE SAFE AND RELIABLE SERVICE TO THE CLIENTS WE SERVICE. MOST COMPANIES NOW REQUIRE ALL NEW APPLICANTS TO HAVE A CURRENT DRIVERS ABSTRACT, A RECORD OF CONDUCT AND A VULNERABLE SECTOR CLEARANCE PRIOR TO STARTING WORK. NEWFOUND TAXI HAS ALSO IMPLEMENTED A NUMBER OF REQUIRED TRAINING COURSES THAT A DRIVER MUST COMPLETE AS WELL. NEWFOUND WAS THE FIRST COMPANY TO INTRODUCE DRIVER ID PLACARDS ON THE DASH SO THAT CLIENTS WOULD KNOW WHO THEY ARE BEING DRIVEN BY, NEWFOUND HAS ALSO INSTALLED GPS TRACKING UNITS IN THEIR CARS SO THEY MONITOR THE VEHICLES SPEED, BRAKING, STARTING AND TURNING SO AS TO DETERMINE THE CONDUCT OF THE DRIVER WHILE ON THE ROAD. SHOULD THAT DRIVER BE SPEEDING THE DISPATCHER WILL AUTOMATICALLY RECEIVE A NOTICE OF THIS ON THE MASTER BOARD AND THE DRIVER WILL BE ADVISED TO SLOW DOWN. IF HE CONTINUES TO DRIVE ABOVE THE SPEED LIMIT THE MANAGERS CELL PHONE WILL THEN START TO RING INDICATING THAT SOMEONE IS SPEEDING AND HIS PHONE WILL RING AT ALL HOURS OF THE DAY OR NIGHT, NEWFOUND**

**HAS ALREADY SEVERED THE EMPLOYMENT OF DRIVERS FOR SPEEDING BECAUSE OF THIS NEW SYSTEM. WE ARE NOT THE ONLY COMPANY IN THE CITY TO ADD THESE FEATURES AND REQUIREMENTS TO OUR OPERATIONS, OTHERS ARE ALSO FOLLOWING SUITE. WE ARE TRYING TO BE AS PROACTIVE AS WE CAN BE WHILE STILL PROVIDING SERVICE TO OUR CLIENTS, JUST LIKE EVERYTHING ELSE IT WILL TAKE TIME TO IMPROVE. IN ORDER FOR THIS TO HAPPEN WE REQUIRE RELIEF ON OUR INSURANCE RATES, THE SYSTEM HAS TO CHANGE WE NEED INSURANCE BASED ON OUR DRIVING RECORD NOT ON STATISTICAL DATA COMPILED BY AN INSURANCE COMPANY. WE ARE ALL INDIVIDUAL DRIVERS WHO COLLECTIVELY FORM AN INDUSTRY.**

**THE TELEGRAM ON JUNE THE 5<sup>th</sup> PUBLISHED A FRONT PAGE ARTICLE BY GLENN WHIFFEN WHERE HE HAD CONDUCTED AN INTERVIEW WITH THREE LAWYERS FROM THE FIRM OF ROEBOTHAN MCKAY AND MARSHALL IN WHICH THEY STATED THAT THEY ARE FIGHTING AGAINST A CAP BECAUSE PEOPLE HAVE TO KNOW WHAT MIGHT HAPPEN IN THE FUTURE IF THEY WERE INVOLVED IN AN ACCIDENT AND THAT THEY WERE "NOT LOOKING OUT FOR THEIR OWN SELF INTEREST" WELL IN AN INDUSTRY THAT CURRENTLY LISTS OVER TWENTY DIFFERENT FIRMS THAT DEALS WITH ACCIDENT AND PERSONAL INJURY IN A CITY OF THIS SIZE IT MUST BE A VERY LUCRITIVE BUSINESS . ESPECIALLY WHEN YOU STOP TO CONSIDER THAT THEY ARE PAID ON A PERCENTAGE OF THE SETTLEMENT. I HAVE HEARD VARIOUS NUMBERS THROWN AROUND ANYWHERE FROM 10-40% PLUS EXPENSES AND HST. SO IT WOULD STAND TO REASON THAT THEY WOULD FIGHT TO OPPOSE A CAP ON SOFT TISSUE INJURY. WOULD THEY RATHER EARN SAY FOR THE SAKE OF PICKING A NUMBER OF 25% OF A \$5000 SETTLEMENT OR 25% OF A \$40,000 SETTLEMENT. WHY IS IT THAT FOR MONTHS NOW ALL YOU SEE, HEAR, OR READ ABOUT IS THE ADD CAMPAIGN "INSULT TO INJURY"? WHO IS PAYING FOR THIS CAMPAIGN IS IT THE INSURANCE COMPANIES, THE CLIENTS OF THE LAW FIRMS, OR IS IT THE LAWYERS THEMSELVES? WHY HAS IT BEEN FOR YEARS ONE WOULD CONSTANTLY SEE LARGE BILLBOARDS ALL AROUND TOWN FROM THIS VERY SAME LAW FIRM TELLING ALL TO SEE JUST HOW MANY HUNDREDS OF MILLIONS OF DOLLARS THEY HAVE COLLECTED IN SETTLEMENTS, YET SINCE THE START OF THE "INSULT TO INJURY" CAMPAIGN THERE HAS NOT BEEN ONE, WHY**

**NOW ARE SUDDENLY EMBARRASSED TO RAVE ABOUT HOW MUCH MONEY THEY HAVE COLLECTED. IT HAS BEEN STATED HERE THIS WEEK THAT 82% OF ALL EVENTS ARE REPRESENTED BY A LAWYER WITH SETTLEMENT AMOUNT THAT IS BETWEEN, \$35,000 - \$40,000. WHEREAS THOSE WHO DON'T HAVE A LAWYER SETTLE FOR APPROXIMATELY \$9900.00. SO IN THE LONG RUN WHO IS BETTER OFF THE EVENT THAT SETTLES FOR \$9900 OR THE ONE WHO SETTLES FOR \$40,000 MINUS THE LAWYERS FEE, THEIR EXPENSES AND HST AND WHO KNOWS HOW LONG TO WAIT FOR SETTLEMENT. I AM NOT HERE TO BASH THE LEGAL PROFESSION I AM MEERLY STATING FACT AS IT PERTAINS TO THIS REVIEW, WHETHER THEY AGREE OR NOT THEY DO HAVE TO ADMIT THAT THEY ADD TO THE COST OF SETTLEMENT.**

**AT THE BEGINNING OF THIS HEARING A PRESENTATION WAS PUT FORTH BY THE PROVINCIAL PRESIDENT OF CUPE, WHEREIN THEY FORTH THE IDEA OF A PROVINCIAL INSURANCE PLAN , BASED ON SOME OF THE PRINCIPLES OF THEOSE PROVINCES WHO CURRENTLEY OPERATE SUCH PROGRAMS. LOOKING AT SOME NUMBERS HERE IN THE PROVINCE, AS OF APRIL 01 OF THIS YEAR THERE WERE APPROXIMATELY 248,600 LICENSED VEHICLES IN THIS PROVINCE, IF ONE WERE TO USE A NUMBER OF BETWEEN \$1500.00 - \$2000.00 PER VEHICLE AND MAINTAIN THE SAME COST PAYOUT AS FOR THE YEAR 2016 THE PROVINCE WOULD GENERATE A PROFIT OF APPROXIMATELY 100,000,000 PER YEAR, AND WITH A CAP IN PLACE THEY COULD GENERATE MORE OR FURTHER REDUCE THE PREMIUM CHARGED TO ALL VEHICLES IN THE PROVINCE AND THIS WOULD ALSO HELP TO ELIMINATE THE UNINSURED DRIVER BECAUSE TO DRIVE THE VEHICLE HAS TO BE INSURED, I AM NOT SAYING WE WILL ELIMINATE ALL UNINSURED BUT THIS COULD BE A START.**

**THE PROVINCE ALSO HAS TO BRING INA PLATE REMOVAL SYSTEM AS THERE IS IN OTHER PROVINCES. CURRENTLY WHEN I SELL MY VEHICLE THE PLATE GOES WITH THE VEHICLE. IT IS THEN THE RESPONSIBILITY OF THE NEW OWNER TO INSURE AND REGISTER THE VEHICLE. HOWEVER THAT IS NOT ALWAYS THE CASE, AS WE KNOW JUST BY LISTENING TO THE LOCAL NEWS REPORTS, WHEREAS IF I KEEP THE PLATE BECAUSE I PAID FOR IT NOT THE CAR THEN THE**



**NEW OWNER WOULD BE REQUIRED TO OBTAIN A PLATE, AND IN ORDER TO SO WOULD HAVE TO SHOW PROOF OF LICENSE AND INSURANCE. THIS WILL NOT COMPLETELY STOP PEOPLE FROM DRIVING WITHOUT INSURANCE. TODAY I HAVE IT TOMMORROW I DON'T, AND MVR NEVER KNOWS. HOWEVER SHOULD I CANCEL THE INSURANCE ON MY TAXI AND WITHIN HOURS THE WHOLE WORLD KNOWS ABOUT IT, WHY? SHOULD I CANCEL MY TAXI INSURANCE MY BROKER NOTIFIES MVR WHO NOTIFIES CITY HALL WHO THEN NOTIFIES NEWFOUND CABS THAT MY VEHICLE IS NOT INSURED GET IT OFF THE ROAD UNTIL SUCH TIME AS EVERYONE IS SATISFIED THAT I DO HAVE A NEW POLICY IN PLACE, THEN AND ONLY THEN CAN I GO BACK TO WORK.**

**THERE ARE MANY OTHER ASPECTS THAT NEED TO BE ADDRESSED IN AN EFFORT TO SAVE NOT ONLY OUR INDUSTRY BUT ALSO PROVIDE RELIEF TO THE GENERAL CONSUMER IN THEIR QUEST FOR REASONABLE INSURANCE RATES.**

**THE VOCM QUESTION OF THE DAY FOR LAST TUESDAY ASKED THE GENERAL PUBLIC IF THE PUB SHOULD MAKE A RECOMMENDATION ON SOFT TISSUE INJURY AND A CAP**

**THERE WERE 2210 RESPONDENTS AND 62% VOTED IN FAVOUR OF THE QUESTION, 29% VOTED AGAINST THE QUESTION, AND 9% DIDN'T KNOW. THE QUESTION THAT HAS TO BE ANSWERED IS HOW IS GOVERNMENT GOING TO BRING IN EFFECTIVE CHANGES TO THE INSURANCE INDUSTRY IN THIS PROVINCE SO THAT ALL INDIVIDUALS ARE INSURED ON THEIR PERSONAL DRIVING RECORD AS THE LAW CURRENTLY STATES AND NOT WHAT THEY DRIVE OR HOW LONG THEY DRIVE OR WHERE THEY DRIVE IN THIS PROVINCE.**

**ONCE AGAIN MADAME CHAIR THANK YOU FOR ALLOWING ME THIS OPPORTUNITY TO SPEAK HERE TODAY**