



December 23, 2019

Commissioner William Gross  
Boston Police Headquarters  
One Schroeder Plaza  
Boston, MA 02120

**Taxis with Open Recalls Should Not Pass an HCU Inspection**

Dear Commissioner Gross:

The Center for Auto Safety (Center) is writing today to urge the Hackney Carriage Unit (HCU) of the Boston Police Department to prohibit vehicles with unrepaired federal safety recalls in your jurisdiction from carrying passengers. Taxis with open recalls endanger not only drivers and passengers but also other road users, pedestrians, and cyclists. Vehicles are only recalled when there is a safety defect or a violation of a federal regulation. Recalls are never undertaken for cosmetic reasons, yet potentially thousands of Boston residents and visitors are unknowingly exposed every day to these deadly risks. Taxis are regulated by your Department, and consumers presume that your oversight protects them from the safety risk of recalled vehicles.

The Center, the nation's premier independent, non-profit consumer advocacy organization dedicated to improving vehicle safety, quality, and fuel economy, makes this request on behalf of our members and all drivers, passengers, and pedestrians who live in, or visit, Boston. The HCU could easily address the unnecessary risk faced by consumers by requiring a check against the federal recall database at each bi-annual HCU inspection. Anything less than such a requirement is willful neglect when it comes to the safety of your drivers and passengers.

We urge the HCU to immediately take regulatory and enforcement steps to require all recalls be fixed prior to accepting passengers. To determine whether a vehicle has open recalls is as simple as running its vehicle identification number (VIN) against the National Highway Traffic Safety Administration's (NHTSA) recall database at [www.safercar.gov](http://www.safercar.gov). Under Chapter 392 of the Acts of 1930, the Police Commissioner has exclusive authority to make rules and orders for the regulation of Boston taxis. We believe you already have the authority to require inspections for open recalls and to direct owners with a recalled vehicle to either fix the recalls or stop carrying unsuspecting passengers.

We also recommend making the recall-free requirement explicit and prominent on the Boston Police Department's website and other safety materials. Such a requirement is something the Department should be promoting, because maintaining a taxi fleet free from open recalls would set a safety example that rideshare companies such as Uber and Lyft would follow to stay

competitive. Neither Uber nor Lyft requires their vehicles to be repaired when under recall, a safety lapse which continues to place their drivers, customers, and everyone on the road at risk.

Today, there are over 70 million cars with open recalls across the country, including vehicles with exploding Takata airbags causing at least 24 deaths and General Motors vehicles with faulty ignition switches causing at least 124 deaths. Although we found no statistics about Boston taxis, the recall rate is probably close to that of other major cities: one in six taxis has open recalls in DC, one in three among Seattle, New York City, Tampa, and Houston.<sup>1</sup>

In conclusion, taxis with open recalls pose a serious safety risk for everyone in Boston. Because taxi owners may be resistant to removing vehicles out of service due to potential lost income while the vehicles are being repaired, it is the statutory and moral responsibility of the HCU to direct these repairs be made for everyone's safety. The Center for Auto Safety urges you to take decisive actions and require Boston taxis to not be on the road with open recalls.

Thank you for your attention to this important matter,

Sincerely,

A handwritten signature in black ink, appearing to read "Jason Levine". The signature is fluid and cursive, with a large loop at the end of the last name.

Jason Levine  
Executive Director  
Center for Auto Safety

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<sup>1</sup> Whitney Wild, *1 in 6 DC Taxis Have Open Recalls and Warnings are Regularly Ignored*, WUSA9 (May 9, 2018), <https://www.wusa9.com/article/news/local/dc/1-in-6-dc-taxis-have-open-recalls-and-warnings-are-regularly-ignored/65-548809101> (finding that one in six DC taxis has open recalls, based on a review of 5,400 VINs); Danielle Leigh, *Could Your Next Cab, Uber, or Lyft be Unsafe?*, THV11 (Nov. 24, 2016), <https://www.thv11.com/article/news/investigations/could-your-next-cab-uber-or-lyft-be-unsafe/354771686> (Seattle, New York City, Tampa, and Houston). See also Ryan Felton, *1 in 6 Uber and Lyft Cars Have Open Safety Recalls, Consumer Reports' Study Suggests*, CONSUMER REP. (Aug. 16, 2019), <https://www.consumerreports.org/ride-hailing/uber-and-lyft-cars-have-open-safety-recalls/> (finding that almost one in four New York City taxis has open recalls, based on a review of 32,000 VINs).