

Fatal and Critical Injury Crash Review and Enforcement Report

Cooper's Law and Local Law 28 of 2014

The NYC Taxi and Limousine Commission (TLC) is notified by the New York City Police Department (NYPD) of crashes that involve a TLC-licensed driver or vehicle and resulted in a critical injury or death. Upon notification of a crash, TLC reviews the details of the crash and the record of the TLC-licensed driver(s) involved. If, after its review, the TLC determines that the driver is not fit to continue to operate a vehicle for-hire, the TLC can summarily suspend the driver's TLC license, pursuant to Local Law 27 (Cooper's Law) or Local Law 28 of 2014, or take other enforcement action, such as TLC license revocation. A summary suspension prohibits the TLC-licensed driver from operating a vehicle for-hire and remains in place until the investigation has been completed and, if appropriate, the driver is charged and convicted. The TLC is required to revoke TLC driver licenses pursuant to Cooper's Law upon the conviction of the driver of at least one of the violations or crimes stated in the summons that is determined was a cause of the critical injury or death.*

| Month | Fatal and Critical Injury Crashes Reviewed | Crashes where TLC review showed action against driver was <i>not</i> necessary | Crashes where TLC review showed action against driver was necessary | Summary Suspensions Issued Pursuant to Local Law 28 | Summary Suspensions Issued Pursuant to Cooper's Law | Revocations Issued Pursuant to Cooper's Law* |
|------------|---|---|--|---|---|--|
| Jul 2014 | 2 | 2 | 0 | 0 | 0 | 0 |
| Aug 2014 | 5 | 4 | 1 | 0 | 1 | 0 |
| Sep 2014 | 6 | 6 | 0 | 0 | 0 | 0 |
| Oct 2014 | 1 | 1 | 0 | 0 | 0 | 0 |
| Nov 2014 | 1 | 1 | 0 | 0 | 0 | 0 |
| Dec 2014 | 3 | 3 | 0 | 0 | 0 | 0 |
| Jan 2015 | 4 | 2 | 2 | 1 | 1 | 0 |
| Feb 2015 | 1 | 0 | 1 | 1 | 0 | 0 |
| Mar 2015 | 3 | 3 | 1 | 0 | 0 | 0 |
| Apr 2015 | 4 | 3 | 1 | 1 | 0 | 0 |
| May 2015 | 4 | 2 | 2 | 1 | 1 | 0 |
| Jun 2015 | 3 | 2 | 1 | 0 | 1 | 0 |
| Jul 2015 | 1 | 1 | 0 | 0 | 0 | 0 |
| Aug 2015 | 3 | 3 | 0 | 0 | 0 | 0 |
| Sep 2015 | 3 | 2 | 1 | 1 | 0 | 0 |
| Oct 2015** | 2 | 1 | 1 | 1 | 0 | 0 |
| Nov 2015** | 4 | 2 | 2 | 0 | 3 | 0 |
| Dec 2015 | 3 | 0 | 3 | 0 | 0 | 0 |
| Jan 2016 | 3 | 3 | 0 | 0 | 0 | 0 |
| Feb 2016 | 2 | 1 | 1 | 0 | 1 | 0 |
| Mar 2016 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apr 2016 | 4 | 1 | 3 | 1 | 2 | 0 |
| May 2016** | 4 | 4 | 0 | 1 | 0 | 0 |
| Jun 2016 | 5 | 4 | 1 | 0 | 1 | 0 |
| Jul 2016 | 4 | 4 | 0 | 0 | 0 | 0 |
| Aug 2016 | 4 | 4 | 0 | 0 | 0 | 0 |
| Sep 2016 | 1 | 0 | 0 | 0 | 0 | 0 |
| Oct 2016 | 5 | 4 | 1 | 0 | 0 | 0 |
| Nov 2016 | 1 | 0 | 1 | 0 | 1 | 1*** |
| Dec 2016 | 5 | 5 | 0 | 0 | 0 | 0 |
| Jan 2017 | 4 | 2 | 2 | 1 | 1 | 0 |

| | | | | | | |
|-----------------|---|---|---|---|---|---|
| Feb 2017 | 5 | 3 | 2 | 1 | 1 | 0 |
| Mar 2017 | 4 | 2 | 2 | 2 | 0 | 0 |
| Apr 2017 | 6 | 5 | 1 | 1 | 0 | 0 |
| May 2017 | 5 | 5 | 0 | 0 | 0 | 0 |
| Jun 2017 | 4 | 4 | 0 | 0 | 0 | 0 |
| Jul 2017 | 5 | 3 | 2 | 1 | 1 | 0 |
| Aug 2017 | 3 | 3 | 0 | 0 | 0 | 0 |
| Sep 2017 | 8 | 7 | 1 | 0 | 1 | 0 |
| Oct 2017 | 2 | 2 | 0 | 0 | 0 | 0 |
| Nov 2017 | 1 | 1 | 0 | 0 | 0 | 0 |
| Dec 2017 | 3 | 3 | 0 | 0 | 0 | 0 |
| Jan 2018 | 5 | 3 | 2 | 0 | 2 | 0 |
| Feb 2018 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar 2018 | 5 | 3 | 2 | 0 | 2 | 0 |
| Apr 2018 | 3 | 3 | 0 | 0 | 0 | 0 |
| May 2018 | 4 | 4 | 0 | 0 | 0 | 0 |
| Jun 2018 | 3 | 3 | 0 | 0 | 0 | 0 |
| Jul 2018 | 2 | 2 | 0 | 0 | 0 | 0 |
| Aug 2018 | 1 | 0 | 1 | 1 | 0 | 0 |

* TLC suspends drivers and prevents them from driving for hire, when appropriate, following a serious crash. TLC does not make a revocation decision until it has the facts from a
 ** One or more suspensions apply to a crash that occurred in a previous month.
 *** Revocation applies to a crash that occurred in an earlier month.