

October 11-14, 2011

REPORT ON MY ACTIVITIES DURING THE ANNUAL ITF CAMPAIGN

Hello Bill

Re: Morteza, Don & Dale

Hi Bill,

Well, we have the first day of the ITF Campaign in. With the weather being less than co-operative and gloomy, it was the opposite of the receptiveness we received from the majority of the cab drivers that we met today!

The response was much better than I had anticipated with Captain Morteza leading the way we managed to interact with roughly 60 to 70 cab drivers.

We started our campaign at the Via Train Station downtown and were there for just over an hour. In that time we spoke to roughly 25 plus cabbies, the majority from Black Top Cabs

Our second stop was at the Trade and Convention Center. We solicited there just over an hour and again interacted with 25 plus cabbies. The majority of the cabs were from Vancouver Taxi and McLures. Then it was back to headquarters (CAW office) for more supplies (handout material).

Third and last stop of the day was at the Skytrain Station by the Lougheed Mall. Again, keeping our time to around the hour we were able to make contact with about 10 - 15 cabbies before we had to call it a day because of rain.

Much of the feedback that we received from the cab drivers ranged from,

- issues regarding parking concerns and the ease of ticketing cabbies
 - lack of respect
 - restriction from HOV lanes (straight black diamond)
 - not being able to pick up return fares from drop off points
 - the need for fuel rebates for cabs
 - the fare prices need to rise to sustain the longevity of the cab industry
 - how many hours and days needed to work to maintain a very marginal standard of living
- And the most versed issue was..... "we need a union", "we need health and welfare" and "benefits", etc....

Overall I think today was a very successful day. Well done team!!!

Until tomorrow, Dale Quinn

Well day two was not quite as successful in the volume category, the receptiveness was as welcomed as it was on our first day of the campaign!

With the weather much more co-operative than the day before, we decided to start our morning by doing a blitz of the cab drivers at the airport. Wow... what a great place, cabs lined up twenty plus deep and all willing to listen and partake in the survey. Too good to be true? Oh yeah! As

we proceeded to hand out or information we were quickly approached my airport security asking us to wrap it up and move on. We did manage to interact with a fair number before our unexpected exit.

For the rest of the day we visited many different sites in Richmond, Annicas Island and New Westminster. The sites ranged from Card Locks, Truck Stops and shopping centers.

This being the first day of the campaign that we had interaction with the road transport sector many of their issues were much different than that of the taxi industry. Although many of the drivers in the road transport were very receptive to us and the campaign, they were also to busy to give us much of their time. Which kind of makes me wonder, how pushed are many of these drivers?

Over worked, over tired or over their hours, there is always room for some humour. As Don approached one of the drivers and began to explain that he was part of the ITF campaign and promoting the slogan "fatigue kills", the driver abruptly says "I am too tired to listen" :)

Another day tomorrow!

Dale

We started our third day of the ITF Campaign by going to the ferry terminal at Tswawssen. We thought that would be a very productive place, as the trucks are all parked waiting for the ferry. We had confirmation that the ferry workers union had been informed and that it would be ok. We were denied access by management at the BC Ferry Terminal.

We made a number of stops at a variety of different locations,(Card-locks, Weigh Scales, Taxi Marshalling points) around Richmond, Surry and Cloverdale. We finished our day by setting up on United Blvd at two Card-lock Stations and had a very productive finish to a day that started slow.

We have found that the best times to campaign the transport industry was first thing in the morning and again at the end of the day to get the saturation at truck stops, card-locks, etc.

Dale Quinn

On the fourth day, we decided to go out to the Fraser Valley to some strategic fuelling stations to speak to professional drivers as they stopped their rigs to fuel up. This turned out to be a great place as we were able to approach a lot of drivers.

Some of our suggestions for upcoming campaigns.

- Set out a few sites where we can set-up and be more visible to the goal of our campaign.

- Make an effort well in advance to gain access to some of the properties where we could make a significant impact.

Many of the places we were not allowed access seem to be in agreement with the direction of the campaign, but were very adamant to allow us on the site without permission well in advance.

Don, Morteza, and Dale



Dale Quinn



Dale Quinn and Don McIver



Morteza Maleki and Don McIver



Morteza Maleki speaking to Taxi Drivers in British Columbia