

UTCC VOICE

THE NEWSLETTER OF THE UNITED TAXIDRIVERS COMMUNITY COUNCIL

Volume I

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Issue I

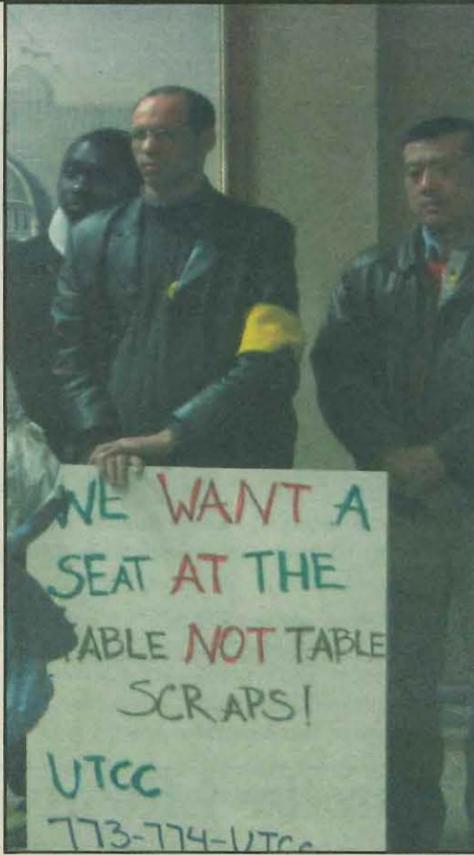
Cabdrivers to Daley: "We need a permanent fare increase!" as \$1 gas surcharge in effect

Cabdrivers denounce ordinance which includes controversial provisions that triple fines, reduce fare rates to suburbs

CHICAGO – Taxi drivers have been struggling to make ends meet, and for more than a year now, they have asked for some relief from rising costs, including gas prices. In response to a \$1 gas surcharge, cabdrivers say it is not only "too little, too late" but could result in a spike of false complaints against cabdrivers. The Daley-backed gas surcharge ordinance will raise fares by 50 cents when gas prices hit \$2.70 and \$3.20. This ordinance, however, also includes several controversial proposals, including tripling of fines, and reduction of fare rates for Skokie and Burbank communities.

Many cabdrivers say they are outraged over how the gas surcharge has been handled- as of Monday morning, only a minority of cabs actually had signs installed indicating to passengers that a Surcharge was in effect. "It is the city's job to educate the consumers about this gas surcharge- none of my customers even know about it yet," says Fayeze Khozindar, chairperson of the United Taxidriver Community Council (UTCC). "Not only are the tripling the fines, but they're set-

Cont. page 5



دعوة عامة خازنر الخزندار

By Fayeze Khozindar, UTCC Chairperson



بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ
وَقَدْ آمَلُوا ضَيَّرِي اللَّهُ
مَعَكُمْ وَرَسُولَهُ وَالْمُؤْمِنُونَ

بعد مفاوضات طويلة مع بلدية شيكاغو ومصحة الملاحة الجوية بطار "أرضير" افتزعنا منهم اعترافاً وتصريحاً بالساح للمهملين وقت صلاة المغرب بايقاف سياراتهم بجوار المسجد dome للتعرض لهم بالمخالفات.

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Groundbreaking victory in Shen case as attacker brought to justice



In February, veteran driver Stanley Shen, 57 years old, was attacked by 26 year old Thomas Gniadek in broad daylight without provocation.

"I want to know what I did to deserve such violence," says Shen. On February 24, Shen was with a fare at a stoplight at 18th and Halsted, when he was rear-ended. "When the driver of the car behind me approached my vehicle, I thought he wanted to talk, but instead, he started repeatedly throwing punches," says Shen.

Shen endured serious injuries to his eyes, mouth, and nose requiring twelve stitches- today he leads the call to justice. Shen's attacker should have been one of the first to be charged with a felony under a new Illinois law which promises stiff penalties for those who attack cabdrivers.

However, Gniadek was not charged with a felony when he was arrested for brutally beating Shen- he was charged with a misdemeanor. The UTCC supported Shen in his demand that charges against his attackers are upgraded to a felony, as per the new Illinois law, and dozens of drivers came to both hearings at the Branch 43 courthouse.

At the first hearing the UTCC organized a lively demonstration outside the courthouse, and cabdrivers and allies chanted "An attack on one is an attack on all!" At the second hearing, after continued pressure, charges against Gniadek were upgraded to a felony- a groundbreaking victory not just for Shen but for all drivers who face astronomic rates of violence.

"It was very critical that there was a huge number of supporters who showed up for Mr. Shen to show that the community is aware of the law and wants the law enforced," says advocate Myron Quon of the Asian American Institute. Additional pressure comes from State Representative La Shawn

Cont. on Page 3

UTCC: Who are we and where did we come from?

By Peter Enger, UTCC Secretary



UTCC's origins lie in the injustices and exploitative working conditions faced by Chicago cabdrivers. In 2006 an organization called the Council of Islamic Organizations of Greater Chicago, attempting to respond to the many complaints they had been receiving from the Muslim cabdrivers here in Chicago about unfair treatments at the hands of the City of Chicago, approached progressive allies who could assist them in the endeavor to address these issues. They found the American Friends Service Committee a willing partner. The AFSC is a faith-based human rights organization with a long history and track record of involvement in successful campaigns for social justice all over the country and the world.

The AFSC made a commitment by hiring some organizers, training them, and setting up the Taxi Workers Organizing Project (TWO Project). This project began doing research into the nature of the exploitation of taxi drivers here in Chicago, identified possible solutions, and attempted to recruit leaders and activists amongst Chicago cabdrivers who would be willing to work with them to address these issues and reform the industry here in Chicago.

Summer of '07: Wildcat Strike and Our Beginnings

By the summer of 2007, the conditions of work had gotten so bad that many drivers had begun doing grassroots organizing work (outside of the TWO Project's organizing) to address the many injustices we face. One such driver, Melissa Callahan, called a wildcat strike. The strike energized many to become politically involved, including some current members of the UTCC. On another front, the village of Skokie attempted to ban parking by cabdrivers on their city streets, which resulted in further activism by many drivers. The ticketing of Muslim drivers at O'Hare Airport who were parking briefly to prayer at sunset prayers politicized many others.

In January 2008, the AFSC organizers decided to call together a group of drivers whom they had identified as having a track record of dedicated activism. The goal of this meeting was to see if those assembled could form an organization that would work towards collectively addressing the issues faced by Chicago cabdrivers.

At the meeting, a core group of committed activist cabdrivers decided to form a Steering Committee to push the work forward. In the coming weeks this committee would become the United Taxidriver Community Council (UTCC), envisioned as a mass, grassroots, membership-based organization, founded on democratic principles and transparency as embodied in our Mission Statement and Code of Conduct.

Cont. on Page 8

왜 UTCC가 있어야 하는가? By Steve Kim, UTCC Vice-Chair

시카고 택시 운전
사들의 권익을 보
호하기 위한 단체
로서 UTCC가 출
범한 지 벌써 반



년이 지나갔습니다. 여기까지 오
는 과정은 결코 순탄하지 않았습

Cont. on page 4



By Stanley Shen, UTCC Steering Committee Member

保障我们的权益
我们自己的权益
沈真连

我是芝加哥一名出租车司机，在一年轻肇事案中，遭到无故攻击，面部缝了十几针，罪犯虽立即被捕，但未以重罪起诉。之后在汤一先生及UTCC等大
力奔走，罪犯得以重罪起诉。希望芝加哥出租车
保障我们的权益，我们自己的权益，沈真连。

Ma is Kaashan Karnaa

By Ahmed Dahir, UTCC Steering Committee Member



Aniga oo magacayga la yidhaa Axmed Maxamed Daahir ahna tagsiile. Mudo markaan eegay dhibaata tagsiilayaasha magaalada Chicago ay ku nool yihiin waxaan goostay go'aan ah inaan ka qayb qaato abuurida iskaashato difaacda una hadala tagsiilayaasha.

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UTCC leads discussion on post-9-11 racism after documentary film "A Dream in Doubt"

Cabdrivers were some of the greatest victims of September 11, 2001 and its aftermath- many people of Middle Eastern, North African and South Asian descent had to leave Chicago amidst immigration raids and deportations by the newly formed Department of Homeland Security. But this was only the beginning- violence against cabdrivers shot up dramatically as some people turned their rage at the 9-11 attacks into racist violence against America's hardworking immigrants.

It was in this climate that Sukhpal Sodhi, a San Francisco cabdriver was shot and killed. The documentary film "A Dream in Doubt" follows Sukhpal's brother, Rana Singh Sodhi, who lost not just Sukhpal, but his other brother, Balbir Sodhi, a Phoenix gas station attendant, to racist violence. The film was screened by the group Independent Television Service (ITVS) at the Chicago Cultural Center on April 19, and two panelists from the UTCC were invited to speak after the film.

Rana Singh Sodhi spends much of the documentary in an attempt to educate Americans about the Sikh religion, which requires the faithful to wear turbans and grow beards- making them a frequent target by racists after 9-11 due to their appearance. Rana Singh Sodhi also petitions for justice in the courts and police station, and achieves a conviction in Balbir's case, but none in the case of cabdriver Sukhpal Sodhi.

UTCC members Faye Khozindar and Pankaj Kapoor joined filmmaker Tami Yeager in addressing the issues of racism, hatred, and violence in a panel discussion that followed the film. "I believe we have to learn about each other's cultures, and we have to learn to love each other," said Faye Khozindar, who spoke about racist comments that he has been subject to from some customers.

The documentary film "A Dream in Doubt" will be aired on WTTW Channel 11 on May 20 at 10PM and May 22 at 3AM - We highly recommend this important film!



Faye Khozindar, Pankaj Kapoor of the UTCC join film maker Tami Yeager at the panel at the Chicago Cultural Center

Comedy and Tragedy in the Life of a Cabdriver

By Steve Kim, UTCC Vice-Chair

After driving for three years, I have wanted to know one thing: "What type of people do not pay their fares?" Well after three years, I have identified at least six different types who steal fares- and this is how it happened:

The Stranger

I picked up a very well dressed and polite lady, and when I dropped her off, she just gets out of the cab and walks off without paying- when I catch her, and ask her to pay me, she just says "Do I know you? I have never seen you before..." and keeps walking!

The Birthday Girl

When I picked up another very well dressed and polite young lady in her 20s and when we got to her destination, she pointed a gun at me and said "It's your lucky day- cause its my birthday, I'm not going to kill you... I'll just take your money!"

The Pimp

I picked up a young couple leaving a bar and when we get to his destination, and the boyfriend said "if I show you see my girlfriend's breasts I wont pay you-" I said "What!?", and turned around, only to see his girlfriend exposing herself. Then the boyfriend said "Now you saw them already- I'm not paying you again!" and got out of the cab.

The Drunk

After we arrive at the destination- I say "Wake up, wake up!" - After he wakes up he says he doesn't have any money!

The Bar Hopper

Once I brought 6 ladies to Excalibur, and as soon as I got there, they just got out of my cab and went to the nightclub without paying me. I tried to chase them down but in this area, I couldn't find a place to park, or to stand while I went to them. Finally when I got there, they had gone in and I could not even get inside!

The Unfit Navigator

I was taking home three young people in their 20's and I realized that the street they gave me was wrong. I asked them twice but they would not respond, because they were too drunk and in their own worlds. Finally when we got an unfair to their neighborhood, they accused me of taking the long route and refused to pay!

A lot of people think that "young black males" do not pay their fares and run off- from my experience, this is a stereotype, which is not at all true!



Common Sense Corner

By Faye Khozindar, UTCC Chairperson, the 'Common Sense' Man

What is the closest instrument to the steering wheel? If your answer is the horn, you are indeed mistaken. I have my own word regarding this, although this is not my topic. The horn is a type of warning in case of an emergency. It is not a means of communication. You cannot use it to call the attention of a friend across the street. It is not meant to alert someone on the second floor of an apartment. Furthermore, you may receive a violation in certain locations where there are signs posted in the vicinity of quiet areas.

Back to our main question: What is the closest instrument to your fingertips while driving? The answer to that is your turn signal, which most drivers ignore, misuse, or do not use at all. What is the philosophy of using the signal, then? It is also used for warning, but only when you are about to do something different than what you are currently doing. You should use the signal before you attempt to change lanes, move your car from park gear, before you are going to pull over, and for any other needed reason.

And since we are talking about signals, let me ask you a question? What do you do when you come to a stop sign, and one other car comes to the same stop sign at the same time- do you wait till the other car blows their horn for you to move? Or can you wait till the car behind you gives you a push to move you out of the spot? Of course not! You should pay attention to the intersection and respect other drivers. And give them a signal, using your hand or your head or a smile, or a wave- just don't sit there. That will save you time and gain you respect from others!

Remember the slogan that stated "Move to the right for sirens and lights"? I would like to suggest a new slogan to remember. "Take my lane, take my turn, just give me a signal." So please, whatever you do, use your signal. And whatever you do in life, you need to use a little common sense.



Next issue: short trips from the airports.

UTCC VOICE
UNITED TAXIDRIVERS COMMUNITY COUNCIL

Our Vision

To organize and unify all licensed chauffeurs in the Chicago area, so we can collectively overcome oppression and achieve economic and social justice.

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We welcome your contributions, feedback, and letters!

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Fly-Tickets in the Stream- of Revenue

By Marc A. Nelson, UTCC Steering Committee Member



Taxi-drivers call them "fly-tickets." They are the gift of the street cop or traffic management employee or any city designee who can't catch you but catches your cab number. So while you may "fly by" at the time of the alleged violation, the tickets and fines that go with them "fly" through the mail to you and catch you at home. Often, these tickets come months and months after the date of the incident. One driver I spoke to said he got two tickets in one week this last March. One was for stopping at 205 N. Michigan at 6:15 pm last May, ten months before! And the other one was for another downtown street corner from last October.

Many drivers have thought these tickets were unfair and tried to fight for justice. However, in the "kangaroo court" system for taxi drivers in Chicago, fighting for justice means taking time off of our jobs to appear in court. We usually lose the cases, and even if we win, we lose the money we would have made by working. So many drivers take the easy way out and just pay the fines. Why do drivers believe these tickets are unfair? For one thing, they are issued only to cabdrivers, and the fines are more than fines for other kinds of vehicles for the same offense. There is also the possibility that they are completely illegal tickets, designed by the City of

Chicago to target cabdrivers specifically for what we do normally in the performance of our jobs. Taxicabs are easy targets of such a policy. They have their license plate number lit on their rooftops and displayed on each side of their vehicles. As stated in "Section 2. Chapter 9-48 of the Municipal Code of Chicago:

9-48-060 Taxicabs—Stopping, standing and parking

(a) The driver of any taxicab shall not stop such vehicle upon any business street at any place other than a taxicab stand, except for the expeditious loading or unloading of passengers or when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer, traffic control aide or traffic sign or signal; provided, however, that this section shall not apply when the taxicab is unoccupied, not for hire and otherwise lawfully parked.

(b) No driver, involved in the expeditious loading or unloading of passengers shall be charged with a violation of any parking ordinance contained in this code, unless such driver fails to move his vehicle after having been directed by a police officer or traffic control aide to do so.

In quoting this ordinance when contesting these "fly tickets", any driver who was unloading or loading a passenger at that time can be assured of having the ticket dismissed. In one driver's experience, he made sure to state clearly that he was a cabdriver, he was unloading a passenger at that time, and no police officer or traffic aide had told him to move his vehicle.

This practice of the City of Chicago policy to target taxi drivers for these tickets is unjust and unfair.

Application of any laws should be equal to be just. Cabdrivers, who have to pass chauffeur license reviews every year should not have to pay so much more than other drivers. The city does this because it is easier to charge and collect fines from drivers than other citizens. They are having trouble finding revenue, and they are covering their own ineptitude as leaders. **They are also taking advantage of a disempowered and scattered workforce who have no organized body to challenge these policies.**

The city wants our money and as individuals we are going to pay. If drivers realize that the driver sitting in the line next to them at the airport is suffering under these unequally applied laws just as he is we can begin to fight back together. We need to stand **together** to see change. We are citizens, we deserve to be able to operate businesses under conditions, that allow us to make fair profits without fear of **suffering the** abuses of an unfair system designed to keep general taxes low and burden an industry being squeezed by mounting expenses.

We in the UTCC are currently building such an organization to challenge these unfair and unjust practices. Our solution to the problem of "fly tickets" contain three levels:

One, each driver who wants to challenge his tickets in court can take the ordinance published above to argue his case. If the hearing officer is doing his job correctly, every ticket should be dismissed. Two, we can build a legal case and a legal team to challenge the practice of "fly tickets" in a court of law. And three, we need to build the membership of our organization in order to empower all of us. In numbers there is strength, and once we have enough members, we can finally insist on having a seat at the table for negotiating with the City of Chicago about our work conditions.

The law is clear: Battery committed against a taxi driver on duty is to be charged as an aggravated battery- a Class 3 felony. (SB 76/P.A. 95-0256/Amendment to 720 ILCS 5/12-4)

Victory in Shen Case

CONTINUED FROM PAGE 1

K. Ford (D-Chicago) who said, "Hopefully by raising awareness for this new law, we can send the message that we take instances of violence against taxi drivers seriously and also that we appreciate their service to our city."

"The law is clear: any assault on a cabdriver is an Aggravated Battery, a felony offense," says Ron Florence, spokesperson of the United Taxidrivers Community Council. "By upholding the law the court has sent a message to the drivers and the public. Violence against

Statement of support from the Office of State Representative LaShawn K. Ford

"Taxi drivers are out there every day and every night, driving us to work, to school, and to the doctor. Many often forget that they are part of our public transportation system, keeping cars off our roads and providing a valuable service. I am proud to have been chief co-sponsor of a new law meant to protect them by enhancing penalties for battery of on-duty taxi drivers. Hopefully by raising awareness for this new law, we can send the message that we take instances of violence against taxi drivers seriously and also that we appreciate their service to our city."



ABOVE: Nearly 50 demonstrators- cabdrivers and their allies- gathered at the Branch 43 Courthouse on Chicago's west side to call for upgraded-charges for Shen's attacker. Yellow armbands were worn by all attending as a powerful show of solidarity.

دعوة عامة

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عمية ذلك ادركت انه النظام
والمنظم هو الطريق الوحيد الذي
سيمكننا من الجلوس على طرقات
المفاوضات مع البلدية بكل ما
يختص بالقواعد والعمارة
التي تفرضا علينا الطريق
كل يوم فيما يتعلقه بإدارة
احمال سيارات الاجرة الفاسي
لذلك اخذت على عاتقي مع
بعضه المؤمنين بهذا الهدف
ونحن في تشكيل منظره في
الدول من نوعها لانها ستكف
ان تار الاصل لا تتأثر
كل الامليات باختلاف الطام
وبلادهم.
لذلك ناتي اصيب بكل الاجوه
اللا يوفروا اى جمهور لبناء
وانجاح هذه الهيئه والانضمام
لصفوف العاملين بها حتى
تكونه قدره للمقدولة
المقاة على كائناتها وللحقوه
الصوف الدكي الا وهو العلال
للبيع.
والله من وراء القصد.

Ma is Kaashan Karnaa

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aan goostay go'aan ka mid noqdo iskaashata
dirawalda ee magaceeda la yidhaahdo United
Taxidriver's Community Council.
Waxaan filayaa akhristood inaad ila
dareemi karto baahida aan u qabno isku tiir-
sanaan iyo is taakulayn. Akhriste dib iskugu
noqo kana fikir bal inaad kala qayb qaato is-
kaashatadan United Taxi drivers' Community
Council sida loo xalinayo dhibaatooyin kaas.
Alaa Mahad leh.

왜 UTCC가 있어야 하는가?

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단연코 말씀드리지만, UTCC가
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한발 신중히 준비했습니다.
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것이고, 회원수를 바탕으로 평소
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됩니다. 스티브 김.

Respect and Decency

By Wolfgang J. Weiss

A lawsuit is a civil legal action in which one party is suing another party for money, property or other remedy or relief.

An injunction is an order of a court requiring a person, corporation, or government unit to stop doing something and to keep it from performing that action in the future. Otherwise there could be irreparable harm that money damages alone could not replace.

Why are seven cabdrivers trying to get an injunction against the City of Chicago?

In Cabdrivers v. the City of Chicago, we are asking the court to stop the City from imposing a new ordinance, because the law has the result of harm to taxi drivers and owners, and money damages cannot replace the losses. We want to establish common sense and decency with regard to the management and administration of the taxicab industry. We are particularly concerned with the recent changes in the laws that were added on to the one dollar surcharge for gas price increases.

As most people know, the price of gasoline has increased so much that, without considerable meter increase, drivers and owners will continue to suffer greater and greater economic hardship, which is a direct result of the City's refusal to recognize these severe economic conditions and its failure enact a "just and reasonable" meter increase.

Gasoline and oil industry analysts and economic experts predict that the cost of gas could soar to \$7.00 per gallon in the next eighteen to twenty months. This gasoline surcharge was too little and too late even before it became a law and is not nearly enough to meet the increasing costs of gasoline and the cost of living. The new surcharge yields an increase in our income of only about two percent.

The effect of the surcharge on short fares may actually cause a decrease in our net income because of a decrease in short trips -- based on surveys conducted by UTCC.

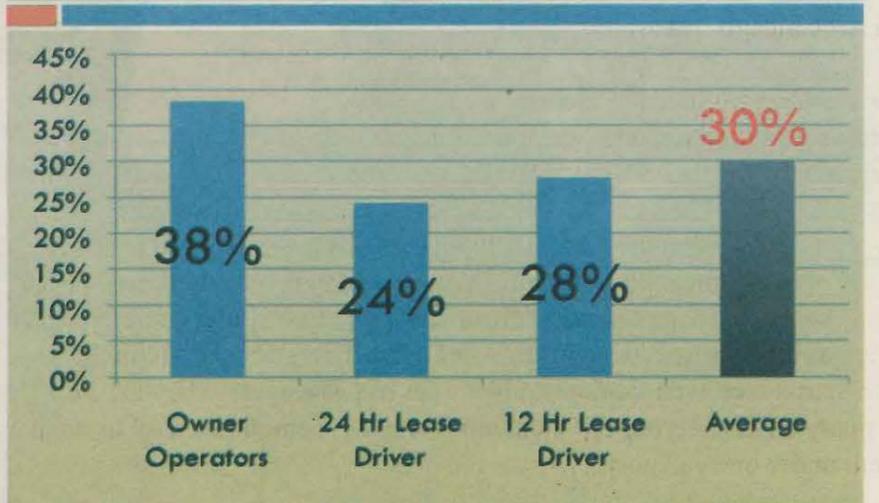
According to the DCS, the gas surcharge ordinance prevents any more chances of considering taxicab fare revisions for one more full year. This would keep us drivers from petitioning for any relief from the continuing increase in gas prices no matter what kind of hardships we might be suffering. This is anything but "just and reasonable."

The ordinance also adds Burbank and Skokie to the list of suburbs that get straight meter rates from the airports; triples fines at administrative hearings for the most petty of infractions; and permits the DCS Commissioner to suspend or even to revoke the public passenger vehicle chauffeur license of a driver who might be charged with a felony even before a finding of guilt.

We find these additions to the gas surcharge ordinance to be unjust and unreasonable, and imposed on our industry without any consideration or input by any members of our cabdriver workforce. We believe that the increase in the "police powers" of the DCS is a violation of drivers' rights to due process and is bad law. We also believe that the increase in fines is also harsh and unwarranted, and that the addition of Skokie and Burbank to the "straight meter" suburbs also results in a decrease in income for cabdrivers forced to take passengers there from the airports.

Taken as a whole, we felt that the filing of an injunction to stop the City's imposition of these unjust and unreasonable laws was justified in order to keep them from harming our cabdriver workforce, and hopefully result in new hearings to negotiate for a "just and reasonable" fare increase for our hardworking cabdrivers.

Rise in Costs of Driving and Cost of Running a Taxicab in Chicago (2005 - 2007)



At the gas surcharge hearing at City Hall, UTCC was officially recognized by the Transportation Committee, and was offered the opportunity to present data that it had compiled. This chart, prepared by Sayed Ilyas of the UTCC, indicates that the average increase in costs for Chicago's cabdrivers is 30% between 2005-2007.

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Support our cause and promote your business! Competitive rates!

Please call 773-774-UTCC or email info@goutcc.org to advertise!

Drivers to Daley: "We need a permanent fare increase!"

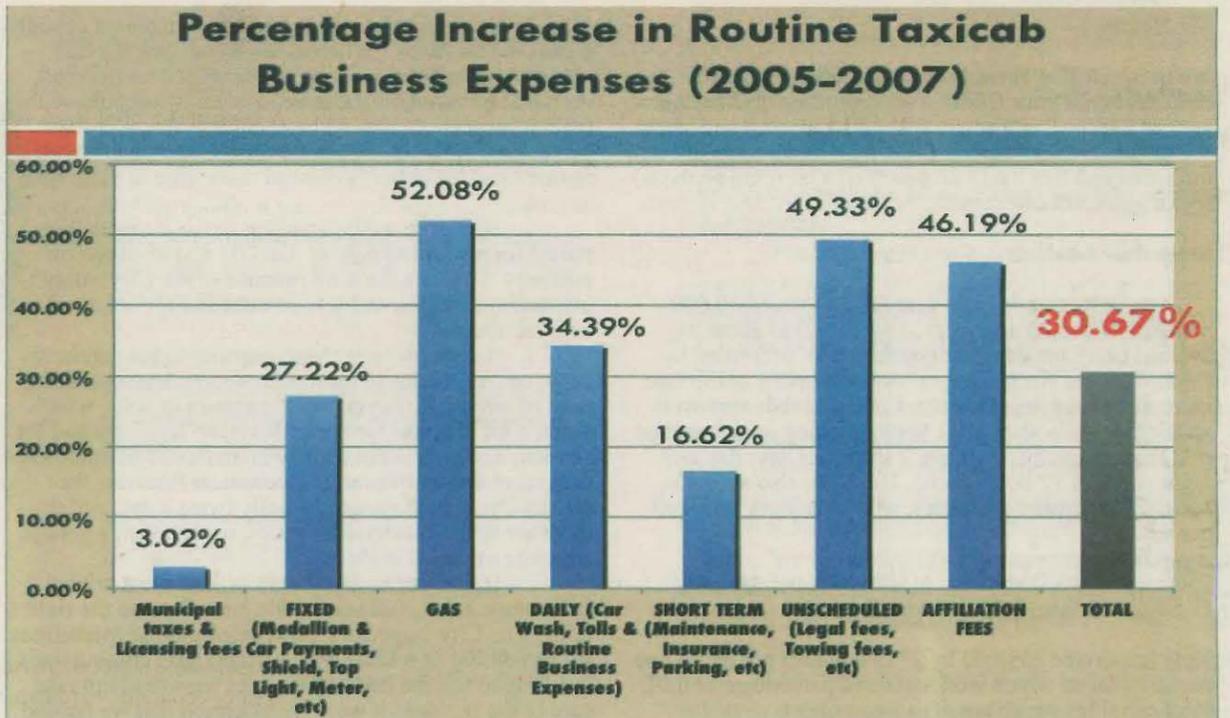
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ting cabdrivers up to get more customer complaints!"

The City of Chicago's "Taxi Advisory Notice" was issued by email only one business day before the surcharge was in effect, and few cabdrivers or customers knew about a gas surcharge. Many drivers say the plan will result in fare disputes with confused customers, which will lead to customer complaints and fines. The fact that fines would be tripled by a bundled provision in the surcharge ordinance only compounds this concern for most drivers.

Driver group United Taxidriers Community Council (UTCC) favors a comprehensive proposal for a permanent 16% fare increase that they would like to see implemented within 60 days. "While we appreciate the Mayor's concern, we need a long-term solution to address the fact that we are working nearly 80 hour weeks at less than minimum wage rates," says UTCC Member Peter Enger.

"A dollar per ride is just scraps- we need a permanent fare increase," says UTCC Chairperson Fayez Khozindar, "we need a seat at the table, not just scraps- we need to be involved in negotiating a permanent fare increase!" UTCC also opposes a draconian provision, which calls for revocation of chauffeur's licenses if the cabdriver has been charged with a felony- without a determination guilt.



UTCC members wearing yellow "solidarity armbands" packed city hall after a press conference in the lobby- UTCC's presentation recieved standing ovation from its many supporters

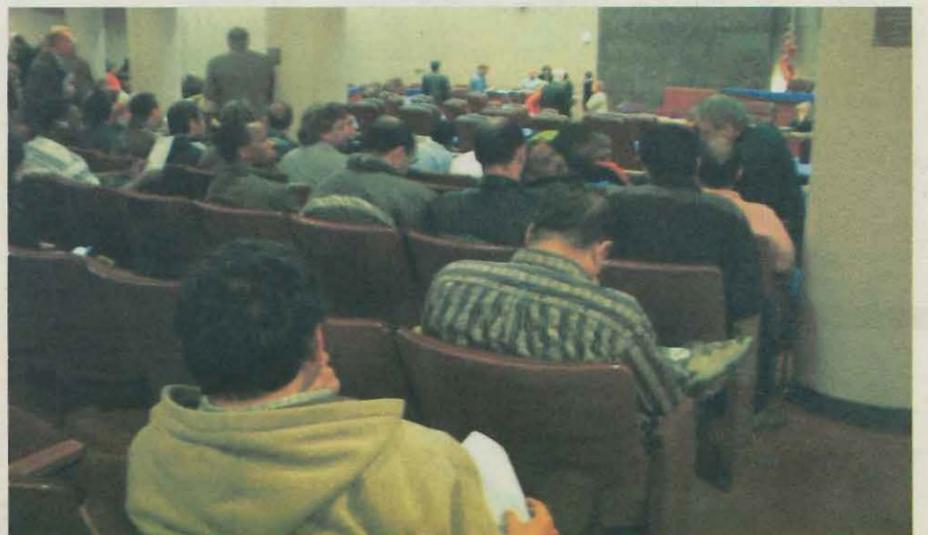
Incident report form: What it is and how to use it!

To All Chicago Cabdrivers:

We members of the UTCC have been working hard to address the many serious issues facing our Chicago cabdriver/worker community here in Chicago.

To be a cabdriver in the City of Chicago means to be exposed to many kinds of indignities, injustices and even illegal acts on a daily basis from many sources. These can come from various City of Chicago employees (such as safety inspection officials or DCS officers), hotel doormen, airport starters, or even random traffic aides or passengers. They can come in many different types of "incidents", and it is sometimes hard to lump them under one category.

We decided that we should create this "Incident Report Form" in order to collect the many examples of interactions between cabdrivers and City authorities (and various other persons) that we felt were unfair, unjust, or illegal. Once we collect the many hundreds of reports that we expect we will, we can initiate a process to file collective complaints with the City



on a weekly basis. We feel this will be a much more effective type of collective action than each individual driver taking her or his valuable time to complain on their own.

How it works: when you are working in your job as a cabdriver, and something happens that you feel violates your rights or your dignity as a human being, such as an unjust order, or rude speech, or perhaps a possible bribery of a hotel doorman by another driver (whether taxi, limo or Airport Express), take the time to fill out this "Incident Report Form" with all the information, and turn it in to our organization, the UTCC. Once we start to collect these forms, we can analyze them, categorize them into types, and it will better inform us as to how to take collective

Cont. on page 4

Response to ABC News Report "License to Gripe" on February 12, 2008 by Ben Bradley

Mr. Bradley;

We in the United Taxidrivers Community Council (UTCC) heard your recent news report about complaints against Chicago cabdrivers with some interest and alarm. We decided that your report was a bit hyperbolic and uninformed and that the issue deserved a bit more analysis, so we've decided to respond to your report item by item.

Statistical Analysis

You said that last year DCS received 10,000 complaints about cabdrivers. That comes to about an average of 27 per day. But consider this: according to Commissioner Norma Reyes' own testimony at the fare increase hearing last October, Chicago cabdrivers work an average daily shift of 11 hours, picking up an average of 22 fares per day (there are 2 shifts per day: day and night shifts of 12 hours each). There are also approximately 2500 owner-operators, who only work one shift per day.

$2500 + (4500 \times 2 \text{ shifts}) = 11500 \text{ shifts per day}$
 $11,500 \times 22 \text{ fares} = 253,000 \text{ fares per day}$

Now lets divide 253,000 by 27 complaints per day = one per 9370 fares, which works out to a percentage of 0.01 % of cab rides which result in a complaint.

Given the conditions of cultural differences, possible language or communication misunderstandings, and the vagaries of random human emotional or psychological conditions among both our cabdriver community and the larger American population, this does not seem to be such an alarming statistic as your report would lead us to believe.

Add to this analysis the fact that there are certain individuals among the citizens of Chicago who make it a regular habit to file numerous complaints against cabdrivers, which can completely skew the statistical analysis. Are you aware of the one gentleman, a Mr. Jeff, who filed over 600 complaints himself in one six month period? It would be interesting to us to study the complaints collected by the Dept. of Consumer Services to discover whether there are any more such individuals, and how much money the City collects from drivers from such unwarranted complaints.

Let us make ourselves perfectly clear: we are not in any way defending some of the practices you describe in your report. We believe citizens should have recourse to report any violations of legal or social conduct. Drivers should not take the long way to destinations, drive recklessly, and so on. We agree. But let us illuminate for you some of the unfair and unjust treatments cabdrivers get from the hearing system currently in use here in Chicago.

The Hearing Process

Once a passenger calls in a complaint about a cabdriver, the driver gets called in to a hearing to address the complaint. During this hearing there are absolutely no stipulations for evidence, facing our accusers so the hearing officer can weigh comportment and testimony, or anything even remotely resembling a judicial process of fairness for the driver.

The complainer does not have to give any direct testimony, give any proof that they have identified the right driver, or provide any proof of any violation occurring. The hearing officer is prone to accept as truth anything contained in the complaint, and the driver has to defend himself in oral testimony where he or she is supposed to try to prove, or convince, the hearing officer, he or she didn't commit the offense described.

Do you know how hard it is to prove a negative? Especially when the facts as presented by the complainer are accepted as true to begin with? With the new rules proposed by the City, a driver could be fined up to \$750 (possible 30% of a monthly income) and he or she could have their license to work suspended or even revoked for only up to 3 complaints. It is no wonder the drivers call these hearing a "kangaroo court", as it is so rare that we ever win a case. But "fair" and "just" are not what this process describes in any way.

Safety violations and Inspections

You mention that a driver "lost his medallion" when an inspector noticed the airbag warning light was on.

Let us try to explain what this statement actually means in real terms. Whereas we do believe if a taxi vehicle is unsafe for carrying passengers over the road, it should be taken off the street somehow, we believe the regular inspections should be enough to discover these conditions. After all, we drivers don't want to be driving unsafe vehicles either; we spend more time in them than anyone.

However, we believe that to have a medallion pulled for a warning light is overkill, and an abuse of authority. This is a standard practice of the City safety inspection officials, and it is an uncalled-for action of an extreme nature.

Let us try to explain: warning lights regularly come on in vehicles to inform the driver that something may be wrong. It is even more common in taxis, which suffer a lot of stress for being driven so regularly and for so many miles. It is not usually an indicator of imminent danger, or failure of crucial mechanical features. We drivers check in to garages usually twice a day, and if there are major mechanical issues, we can visit a garage any time of day or night.

It is in our interest to do so, and most drivers are mature, adult, and reasonable enough to do the right thing. The City inspectors' practice of pulling medallions for something as routine as a warning light coming on is insulting to say the least. It assumes we would not take care of the problem if we were informed that we needed to take care it right away. A non-fine, 'fixer' ticket would suffice, with penalties for non-compliance in a reasonable amount of time, say 24 hours.

These 'safety inspectors' regularly visit the airport staging areas to randomly check taxi vehicles for any minor violations, such as lease agreements that aren't filled out properly, cabs that they determine are 'dirty', or the aforementioned warning lights for airbags or 'check

"I am compelled to mention... that the current situation cabdrivers are living and working under, with the economic burdens of high gas prices, overcharged lease fees, and the "routine" fines we receive regularly from various City officials constitute endangerment for the drivers and the citizens of Chicago"

engine' lights. We believe that the tickets they write and their habit of 'pulling medallions' are an abuse of authority that is propelled by the City's desire to gain extra revenue from an already economically disadvantaged and hard-pressed captive workforce.

As a lease driver, who pays for a daily or weekly lease of a taxi, a pulled medallion means this person has lost his or her job for that day, or even for that week, if his or her company doesn't have a replacement. This is done for no fault of their own, as they don't own the cab, the light may have just come on in the middle of their shift, and they have no recompense for their lost income. Many companies do not reimburse lost lease money, and even if they did, it is only at the rate of \$4 per hour that they pay, rather than the \$20 they might make if they were working.

To recover the medallion might take days, or even weeks, for the City to schedule a re-inspection, and all for a warning light which might take an hour or two to fix or repair at the most. For an owner-operator, this might mean he or she has lost half of his or her monthly income. Does this seem fair to you? It doesn't to us, either. It is a major complaint of cabdrivers.

The Credit Card Issue

As defined by the City and State income tax laws, cabdrivers are "independent contractors" and entrepreneurs who pay fees and take tests to qualify as licensed public chauffeurs authorized by the City to be in business for themselves. If this is true, why should we

be legally required to accept credit cards? In what other industry are independent businessmen or women required to take credit cards? In addition, even when we do, our companies charge us 5% or more to cash them, and we have to interrupt our workday to go process them.

The Dispatching Issue (Availability of Cabs in Underserved Areas)

Lastly, I wish to address the complaint that it is hard to get a cab on the South Side of Chicago, or in other neighborhoods. This is true, but it is not for the reason that was mentioned in your report. It's not that drivers "refuse to serve some neighborhoods". The fact of the matter is that there are many places in the City with no street traffic or persons who flag cabs regularly.

The way the dispatching system is currently set up in Chicago is completely dysfunctional, in our opinion. It does not serve the citizens of Chicago, nor the cabdrivers. Let us consider the problem as we see it. We currently have up to 20 taxicab affiliations (companies, such as Yellow, Flash, American United, etc.) who all operate their own dispatching system for people calling for cabs.

If someone calls one of these companies for a cab, the company puts out the call over its radio or computer system that a fare is available in a certain area. If, and only if, a taxi driver from that company happens to be in that area at that time, and they are available and want to take the call, then that customer can be served.

Under the current system, it is only by completely random chance that a customer can actually have much success in calling a cab and getting one. There may be 20 other cabs from other companies nearby, but they will never know that this fare even exists, let alone be able to make a decision that they'd like to take the call. The smaller affiliations don't even get calls for cabs, as people usually call the larger companies with more cabs on the street, in order to increase their odds of getting a cab.

Remember, we are not employees, and can't be told to go pick up a fare if we're not in the area. We believe that in the long-term interests of both the customers in underserved areas and our cabdriver workforce that a central dispatching system should be implemented by the City somehow, whether run by the affiliations as a cooperative, by the City, or by some independent entity.

Summation

To sum up, we sincerely believe that the impetus for your story, if it came from Norma Reyes' office, the Department of Consumer Services, is the recently proposed rule changes for taxi drivers. We in the industry are seriously concerned and opposed to the language and penalties contained in these new rules, as they could possibly lead to incredible abuses of our rights, and we are already laboring under many unfair rules currently as it is. We are attaching the Rules proposed and our objections to them for you to consider. We believe Ms. Reyes will be trying to garner public support for these draconian new rules, so she can pass them with a minimum of fuss. We have every intention to try to expose these tactics for what they are, and the labor conditions we cabdrivers currently work under as being violations of our rights as workers and human beings.

In addition, I am compelled to mention that we are of the opinion that the current situation cabdrivers are living and working under, with the economic burdens of high gas prices, overcharged lease fees, and the "routine" fines we receive regularly from various City officials constitute endangerment for the drivers and the citizens of Chicago. The reason is that the average driver who is under these kinds of economic pressures, who is working for close to minimum wage, will more likely tend to try make up for lost revenues due to unreasonable fines by driving longer hours and not taking breaks for eating or sleeping, not to mention the emotional stress we feel. The City and public of Chicago should seriously consider whether this is a reasonable policy to take towards such a crucial and valued workforce in the transportation industry.

Thank you for your time in reading this long letter.

Peter Ali Enger



KNOW YOUR RIGHTS!

Radio Dispatched Taxi Drivers- Did you know that the City of Chicago Municipal Code Number 9-112-510 says:

"...If a taxicab is dispatched to transport a customer at the customer's request, the taximeter may be activated two minutes after the arrival of the taxicab at the location to which it has been called, or at the time at which the taxicab was scheduled to arrive, whichever is later. At all other times, the taximeter may be activated only upon the passenger's entering the vehicle."

For more such rules and information, watch out for our our next edition...

INVEST IN JUSTICE!

Support our cause and promote your business! Competitive rates available!

Please call 773-774-UTCC or email info@goutcc.org to advertise!

CONVENTION CALENDAR (MAY-JUNE)

| | | | |
|--------------|--|---------------------------------|-------------------|
| May 13-16 | Green Business Conference and Green Festival | Navy Pier | Delegates: 350 |
| May 14-16 | Illinois Association of School Business Officials - Annual Meeting | Sheraton Chicago Hotel & Towers | Delegates: 1,300 |
| May 16-21 | Medical Library Association - Annual Meeting | Hyatt Regency Chicago | Delegates: 2,000 |
| May 17-20 | 2008 National Restaurant Association Restaurant, Hotel-Motel Show® | McCormick Place North | Delegates: 74,000 |
| May 18-21 | Gas Mart | Sheraton Chicago Hotel & Towers | Delegates: 500 |
| May 20-24 | National Flood Insurance Program Conference | Hyatt Regency Chicago | Delegates: 500 |
| May 22-25 | Association for Psychological Science Annual Meeting | Sheraton Chicago Hotel & Towers | Delegates: 850 |
| May 22-23 | The College Board | Hyatt Regency Chicago | Delegates: 375 |
| May 23-27 | Association for Behavior Analysis International Annual Convention | Hilton Chicago | Delegates: 4,000 |
| May 28-30 | Rural Independent Competitive Alliance Spring Conference | Hilton Chicago | Delegates: 200 |
| May 31-Jun 3 | American Society of Clinical Oncology - 44th ASCO Annual Meeting | McCormick Place | Delegates: 33,000 |
| Jun 1-3 | Women's and Children's Chicago Apparel Market | The Merchandise Mart | Delegates: 1,000 |
| Jun 9-11 | NeoCon® 2008 World's Trade Fair | The Merchandise Mart | Delegates: 50,000 |
| Jun 9-12 | Internet Retailer 2008 Conference and Exhibition | McCormick Place West | Delegates: 5,000 |
| Jun 12-13 | Defense Research Institute Diversity Seminar | Fairmont Chicago | Delegates: 450 |
| Jun 13-15 | The Salvation Army - Central Regional Meeting | Radisson Hotel at Star Plaza | Delegates: 3,300 |
| Jun 14-18 | American Medical Association - Annual House of Delegates Meeting | Hyatt Regency Chicago | Delegates: 1,500 |
| Jun 15-17 | American Medical Association Alliance Annual Meeting | Drake Hotel, The | Delegates: 600 |

GAME TIMINGS (CUBS AND WHITE SOX)

| Cubs Home Games (Wrigley Field) | | | | White Sox Home Games (US Cellular Field) | | | |
|------------------------------------|------------|-----------------|----------|---|---------|----------------------|----------|
| Date | Start Time | Teams Playing | End Time | Date | Start | Teams Playing | End Time |
| 5/15/08 | 1:20 PM | Padres at Cubs | 4:20 PM | 5/20/08 | 7:11PM | Indians at White Sox | 10:11 PM |
| 5/16/08 | 1:20 PM | Pirates at Cubs | 4:20 PM | 5/21/08 | 7:11PM | Indians at White Sox | 10:11 PM |
| 5/17/08 | 12:05 PM | Pirates at Cubs | 3:05 PM | 5/22/08 | 7:11 PM | Indians at White Sox | 10:11 PM |
| 5/18/08 | 1:20 PM | Pirates at Cubs | 4:20 PM | 5/23/08 | 7:11 PM | Angels at White Sox | 10:11 PM |
| 5/26/08 | 1:20 PM | Dodgers at Cubs | 4:20 PM | 5/24/08 | 2:55 PM | Angels at White Sox | 5:55 PM |
| 5/27/08 | 6:05 PM | Dodgers at Cubs | 9:05 PM | 5/25/08 | 7:05 PM | Angels at White Sox | 10:05 PM |
| 5/28/08 | 7:05 PM | Dodgers at Cubs | 10:05 PM | 6/3/08 | 7:11 PM | Royals at White Sox | 10:11 PM |
| 5/29/08 | 7:05 PM | Rockies at Cubs | 10:05 PM | 6/4/08 | 7:11 PM | Royals at White Sox | 10:11 PM |
| 5/30/08 | 1:20 PM | Rockies at Cubs | 4:20 PM | 6/5/08 | 7:11 PM | Royals at White Sox | 10:11 PM |
| 5/31/08 | 12:05 PM | Rockies at Cubs | 3:05 PM | 6/6/08 | 7:11 PM | Twins at White Sox | 10:11 PM |
| 6/1/08 | 1:20 PM | Rockies at Cubs | 4:20 PM | 6/7/08 | 6:05 PM | Twins at White Sox | 9:05 PM |
| 6/10/08 | 7:05 PM | Braves at Cubs | 10:05 PM | 6/8/08 | 1:05 PM | Twins at White Sox | 4:05 PM |
| 6/11/08 | 7:05 PM | Braves at Cubs | 10:05 PM | 6/13/08 | 7:11 PM | Rockies at White Sox | 10:11 PM |
| 6/12/08 | 1:20 PM | Braves at Cubs | 4:20 PM | 6/14/08 | 6:05 PM | Rockies at White Sox | 9:05 PM |
| | | | | 6/15/08 | 1:05 PM | Rockies at White Sox | 4:05 PM |

ISLAMIC PRAYER TIMINGS

| Day | May | Hijri | Fajr | Sunrise | Dhuhr | Asr | Maghrib | Isha |
|-----|-----|-------|------|---------|-------|------|---------|-------|
| Thu | 15 | 10/5 | 3:56 | 5:29 | 12:47 | 4:45 | 8:05 | 9:39 |
| Fri | 16 | 11/5 | 3:55 | 5:28 | 12:47 | 4:46 | 8:06 | 9:40 |
| Sat | 17 | 12/5 | 3:53 | 5:27 | 12:47 | 4:46 | 8:07 | 9:42 |
| Sun | 18 | 13/5 | 3:52 | 5:27 | 12:47 | 4:46 | 8:08 | 9:43 |
| Mon | 19 | 14/5 | 3:52 | 5:27 | 12:47 | 4:46 | 8:08 | 9:43 |
| Tue | 20 | 15/5 | 3:49 | 5:25 | 12:48 | 4:47 | 8:10 | 9:46 |
| Wed | 21 | 16/5 | 3:48 | 5:24 | 12:48 | 4:47 | 8:11 | 9:47 |
| Thu | 22 | 17/5 | 3:47 | 5:23 | 12:48 | 4:47 | 8:12 | 9:48 |
| Fri | 23 | 18/5 | 3:46 | 5:22 | 12:48 | 4:48 | 8:13 | 9:50 |
| Sat | 24 | 19/5 | 3:45 | 5:22 | 12:48 | 4:48 | 8:14 | 9:51 |
| Sun | 25 | 20/5 | 3:44 | 5:21 | 12:48 | 4:48 | 8:14 | 9:52 |
| Mon | 26 | 21/5 | 3:44 | 5:21 | 12:48 | 4:48 | 8:14 | 9:52 |
| Tue | 27 | 22/5 | 3:42 | 5:20 | 12:48 | 4:49 | 8:16 | 9:55 |
| Wed | 28 | 23/5 | 3:41 | 5:19 | 12:48 | 4:49 | 8:17 | 9:56 |
| Thu | 29 | 24/5 | 3:40 | 5:19 | 12:48 | 4:50 | 8:18 | 9:57 |
| Fri | 30 | 25/5 | 3:39 | 5:18 | 12:49 | 4:50 | 8:19 | 9:58 |
| Sat | 31 | 26/5 | 3:38 | 5:18 | 12:49 | 4:50 | 8:19 | 10:00 |

| Day | June | Hijri | Fajr | Sunrise | Dhuhr | Asr | Maghrib | Isha |
|-----|------|-------|------|---------|-------|------|---------|-------|
| Sun | 1 | 27/5 | 3:37 | 5:17 | 12:49 | 4:50 | 8:20 | 10:01 |
| Mon | 2 | 28/5 | 3:37 | 5:17 | 12:49 | 4:50 | 8:20 | 10:01 |
| Tue | 3 | 29/5 | 3:37 | 5:17 | 12:49 | 4:51 | 8:21 | 10:02 |
| Wed | 4 | 30/5 | 3:35 | 5:16 | 12:49 | 4:51 | 8:22 | 10:04 |
| Thu | 5 | 1/6 | 3:35 | 5:16 | 12:50 | 4:52 | 8:23 | 10:05 |
| Fri | 6 | 2/6 | 3:34 | 5:15 | 12:50 | 4:52 | 8:24 | 10:05 |
| Sat | 7 | 3/6 | 3:34 | 5:15 | 12:50 | 4:52 | 8:24 | 10:06 |
| Sun | 8 | 4/6 | 3:33 | 5:15 | 12:50 | 4:52 | 8:25 | 10:07 |
| Mon | 9 | 5/6 | 3:33 | 5:15 | 12:50 | 4:53 | 8:25 | 10:08 |
| Tue | 10 | 6/6 | 3:33 | 5:15 | 12:50 | 4:53 | 8:25 | 10:08 |
| Wed | 11 | 7/6 | 3:32 | 5:14 | 12:51 | 4:53 | 8:26 | 10:09 |
| Thu | 12 | 8/6 | 3:32 | 5:14 | 12:51 | 4:54 | 8:27 | 10:10 |
| Fri | 13 | 9/6 | 3:32 | 5:14 | 12:51 | 4:54 | 8:27 | 10:11 |
| Sat | 14 | 10/6 | 3:32 | 5:14 | 12:51 | 4:54 | 8:28 | 10:11 |
| Sun | 15 | 11/6 | 3:32 | 5:14 | 12:52 | 4:54 | 8:28 | 10:12 |

Incident Report Form: What it is and how to use it!

CONTINUED FROM PAGE 5

action to address the issues to make our jobs a better place to work.

Please take these Incident Report Forms seriously, tell all your friends, and make the effort to fill them out when you are the victim of incidents you believe to be unfair or unjust. The form is very comprehensive, asking you to document everything from unfair tickets, to 'hate speech' or comments made to insult your ethnicity, religion or skin color.

INCIDENT REPORT FORM

PUBLIC CHAUFFEUR INFORMATION

| | | |
|---|--------------|-------------|
| First Name: | Middle Name: | Last Name: |
| Current address: | | |
| City: | State: | ZIP Code: |
| Male <input type="checkbox"/> Female <input type="checkbox"/> (Please circle) | e-mail: | Home Phone: |
| Chauffeur No: | Cell Phone: | |

PERSON(S) INVOLVED IN THE INCIDENT

Passenger Department of Consumer Services Official Chicago Police Department Department of Aviation
 Affiliation Employee Mechanic Hotel Doorman Limo Driver Other (Specify: _____)

PERPETRATOR NAME & INFORMATION

Please Specify Name, Position and Employer of Suspected Perpetrator:

| DESCRIPTION FOR INCIDENT | Time of Retaliation: |
|--------------------------|----------------------|
| | am pm |

Place: _____

Were any of the following contacted:

| | |
|--|---|
| Police: <input type="checkbox"/> Yes <input type="checkbox"/> No | Police Report No (if applicable): _____ |
| Lawyer (Contact: _____): <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| UTCC or AFSC or Other Cab Driver: <input type="checkbox"/> Yes <input type="checkbox"/> No | |

Please describe briefly with detailed information what happened including site where the incident occurred, nature of incident, and details of how and precisely where the incident took place.

SIGNATURES

I authorize the verification of the information provided on this form and I hereby declare the foregoing information to be true.

Signature of applicant: _____ Date: _____



American Friends Service Committee, Community Ally

UTCC
 6124 N MILWAUKEE, STE. 12, CHICAGO, IL 60646
 E-MAIL: INFO@GOUTCC.ORG
 PHONE: (773) 774 UTCC
 WWW.GOUTCC.ORG

UNITED TAXIDRIVERS COMMUNITY COUNCIL

UTCC: Who we are and where we came from...

CONTINUED FROM PAGE 1

Our First Meeting: Formation of the Steering Committee.

At our first meeting, when the drivers present at the meeting decided to come together to work collectively, we proposed that we needed someone to lead the temporary Steering Committee. There was resistance to this idea: some felt that whomever was chosen would be seen as wanting "power" or to make a name for themselves, and no one wanted come forward for this position. Some of us argued that we needed this position, as someone would have to speak for our new organization, and lead meetings.

Finally, someone suggested that we choose the eldest, as all cultures recognize their elders as having authority, and no one could criticize this process as favoring one person over another. This is how we came to choose Faye Khazindar as UTCC's interim Chairperson.

Our Second Meeting: Advisory & Solidarity Members

At our second meeting, we decided that it would be extremely crucial and important to define the nature of the relationship of our cabdriver organization to supporters from outside the Taxi Industry, such as the AFSC's TWO Project. This is because there had been much criticism and discussion about who should have the job of organizing cabdrivers. Some of us at this meeting also had the opinion that we drivers should have the job and authority of organizing ourselves. We were suspicious of the motives of outside organizers coming into our workplace and setting goals and agendas for us.

In order to address these concerns, several of us who had been working on our Constitution and By-Laws went back to it and added several provisions to define what outside assistance we would be willing to accept and under what conditions- Our conditions. We would be the ones to define the conditions. This was of supreme importance to us.

We came up with two definitions for supporters from outside our Industry that we would accept assis-

tance from. The first was the "Advisory" relationship. This would be defined as persons or organizations that wanted to help our organization, whether it would be lawyers, educators, social workers, or other persons with skills that could assist our future social programs. These "advisors" are required to pay membership dues, would be welcome in our Steering Committee as non-voting members, and would be required to donate their skills or labor as per our requests (contingent, of course, on their abilities to provide them). The second was the "Solidarity" relationship. This would be defined as persons or organizations that wanted to take on an even deeper commitment to our goals and principles.

As with the Advisory relationship, the Solidarity relationship requires payment of membership and a

"We are all a part of the human family, and need to work together for the love of our fellow human beings so we can make progress in our society. If this makes us sound like idealists, we are guilty as charged, and proud of it!"

non-voting position on our Steering Committee, but in addition to these, the Solidarity organization or person would also be required to provide material resources to our organization, once again based on our needs and their abilities to provide them. Our Steering Committee members accepted all of these definitions into our Constitution and By-Laws. More importantly, supporters from outside our Taxi Industry who were taking part in these organizing efforts, most notably the AFSC, accepted these conditions.

UTCC becomes an active organization

Since these early meetings, we in the newly formed UTCC have been very busy and visible in taking on many issues facing Chicago cabdrivers. We are sure there is not a cabdriver in Chicago who does not recognize our organizers or our literature. Some of the issues we have just begun to address here are: the overcharging of leases by affiliations, and the City's non-enforcement of the lease cap rules, the fare increase campaign, the

Skokie parking ban, the "parking while praying" issue at O'Hare, and other issues. We have many far-reaching plans to address every issue that pertains to much-needed reforms in our industry.

But we can't do it without you, Chicago cabdrivers!

We are only a few, dedicated, determined activist drivers right now. In order to achieve our goals, your goals, all of our goals, we need more participation, more involvement, more dedication from our community. That means you, Chicago Cabdrivers!

We have just recently incorporated as a non-profit organization and registered with the State and Federal governments. That means we can finally collect membership dues and form the legal entity we have needed for so long to fight for our rights with the City of Chicago- to have a seat at the table when decisions are made that affect our livelihood, and that will ultimately provide much-needed social services for our workers, like any and every other workforce here in the United States.

While we cannot promise these things at this point in time, we have a long-term vision of being able to provide basic social services to our taxi workers such as: basic life insurance, credit unions, educational services, and ultimately even health insurance! But it will all depend on you, and your support for your and our organization, the UTCC. This is our vision, our hope for your and our future in this industry here in Chicago.

Will you help us achieve these goals? For you, your children, and for future cabdrivers! We are all a part of the human family, and need to work together for the love of our fellow human beings so we can make progress in our society. If this makes us sound like idealists, we are guilty as charged, and proud of it. Please come join us in this noble and noteworthy endeavor!

We will start having our membership drive in the near future, and scheduling meetings on a monthly basis open to all Chicago cabdrivers. Here, we will give reports on the work we are doing, invite public comment, expand our active membership of cabdrivers.

**We can't do it all alone, but together,
WE CAN DO IT!**

UTCC

6124 N MILWAUKEE, STE. 12, CHICAGO, IL 60646
E-MAIL: INFO@GOUTCC.ORG
PHONE: (773) 774 UTCC
WWW.GOUTCC.ORG

UNITED TAXIDRIVERS COMMUNITY COUNCIL

**UTCC GENERAL MEETING
SUNDAY, MAY 25th, 2 - 4 PM
637 S. DEARBORN
OPEN TO ALL DRIVERS**

LEARN ABOUT UTCC'S GOALS:

- BUILD OUR ORGANIZATION
- REFORM THE TAXI INDUSTRY
- FIGHT FOR CABDRIVERS' RIGHTS, RESPECT AND HUMAN DIGNITY!

LET'S TALK ABOUT HOW WE CAN ACHIEVE THESE GOALS TOGETHER!

**CALL US AT 773-774-UTCC
TO GET INVOLVED!**



The AFSC and UTCC member Sayed Ilyas played a key role in organizing a campaign to lift Skokie's draconian parking ban- ABOVE: Standing room only at Skokie's Village Hall, as it was packed by cabdrivers standing up for their rights

BELOW: Drivers celebrate their first victory in the campaign to end Skokie's ban- parking on rear parking pads would now be permitted

