

UTCC VOICE

THE NEWSLETTER OF THE UNITED TAXIDRIVERS COMMUNITY COUNCIL

Volume I

June 15, 2008

Issue 2

DRIVERS ASSAULTED Enfin...

Two more reasons for Driver Safety Placards

When cabdriver Ivan Njuba picked up two sailors from Union Station on Memorial Day who were headed to the Great Lakes Naval Station, he hardly expected anything to go wrong. But instead of getting a juicy \$100 fare to round off his shift, Njuba ended up having his taxicab carjacked and his life threatened at the end of the trip.

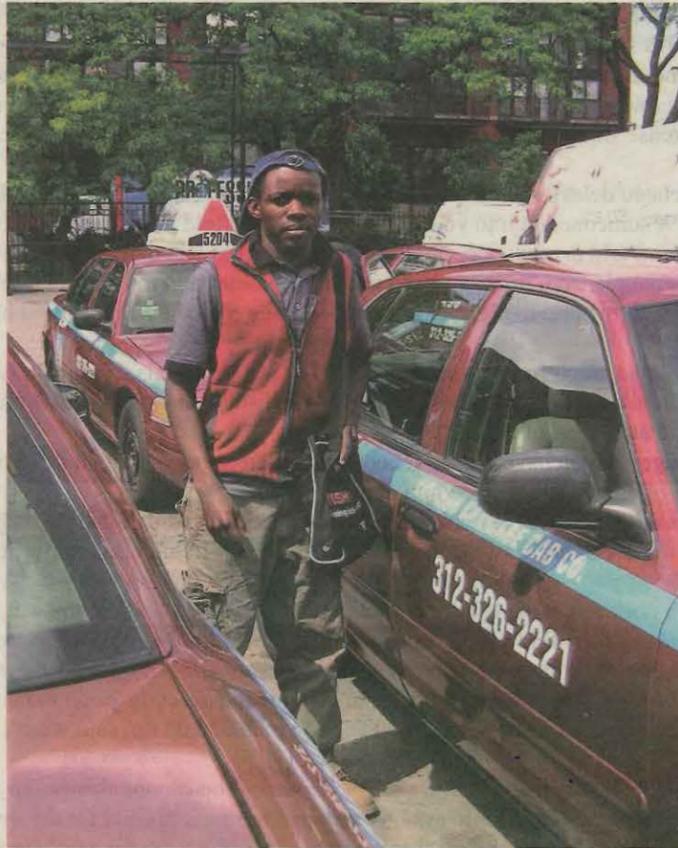
As his ordeal went from normal to threatening, Ivan tells me how he started to try to get out of his situation: "I ...reached for my phone...[to make a] 9-1-1 call—which he noticed, that I was tryin' to pick my phone—and he say, 'what are you doing?'—I say, 'I'm callin' my brother'. He say, 'don't fool me—don't bullshit me—you're callin' the police', I say 'no', I told him no—I think he noticed from the way I was so nervous—he say, 'no—you callin' the police'—I told him no again...and he says again, 'you're callin' the police—I'm gonna kill you now.'" Ivan repeats this last phrase in a hushed voice: "I'm gonna kill you now."

Through his own quick-witted thought and actions, he managed to escape this harrowing situation and seek help from a nearby homeowner, but his cab was not so lucky. It was found later that evening, having been set on fire by his alleged perpetrators.

IVAN NJUBA'S STORY:

Ivan Njuba is a slight man. Slim, with big, expressive eyes and an wide-open face, he sat in his chair in the offices at Chicago Carriage Cab company and talked to us about his experience during a fare that went wrong last Memorial Day. Ivan is from Uganda, a cabdriver for going on two years, and

Cont. page 9



Ivan Njuba stands next to his cab in the Chicago Carriage Cab parking lot

By Emmanuel Hounguevou



Enfin, une organisation pour la défense efficace et effective des droits et intérêts des conducteurs de taxi à Chicago.

Portée dur les fonds baptismaux, UTCC en Janvier 2008 à la suite des assises d'AFSC, les organisateurs ont décidé d'unir les efforts pour voir dans quelle mesure prendre cmpte les nombreuses plaintes des conducteurs de taxi de Chicago, victimes à la fois des brimades policières et de l'injustices des compagnies de taxi. En effet les objectifs de l'UTCC sont entre autres:

- Défendre les intérêts et droits de conducteurs de taxi à Chicago.
- Conseiller les conducteurs sur les

Cont. on page 4

بنی آدم اعضای یک دیگرند



By Saied Sarvinehbagh

بنی آدم اعضای یک دیگرند

که در آن زمین ز یک گوهرند
 چو عنبری بدر آورد روزگار
 دیگر عنصرها را همانند قرار
 تو که از همت دیگران بی غمی
 شاید که نامت نهند آدی
 بعد از عرض سلام
 از تمام همکاران عزیز ایرانی
 می خواهم تا دست در دست هم
 درصم و با همکاری هر چه بیشتر
 موفق و پیروز تر از گذشته
 شریم

United Taxidrivers Community Council growing in numbers & support

An interview with UTCC Chair Fayez Khozindar and Spokesperson Ron Florence by Thom Clark of the WNUA (95.5 FM) program "City Voices"



Interview of UTCC Chairperson Fayez Khozindar, and UTCC Spokesperson Ron Florence with Thom Clark of the "City Voices" program at WNUA

Thom Clark: With the summer travel season officially under way, tourists and conventioners will be visiting our city for outdoor festivals, business meetings and baseball games. There is no better time to enjoy Chicago than in the summer, and there is no better way to get acquainted with the city than with a local who knows it inside and out. Taxicab drivers have long been the unsung ambassadors of the cities they live and work in, they know the neighborhoods within the neighborhoods, famous sites, best restaurants and even the occasional local celebrity. Cabbies come from all walks of life and from all over the world. They put in long hours, sometimes 16 hours a day and they are also feeling the financial pinch of high gas prices and stricter city ordinances. Many cabbies are not fluent in English and some are simply

Cont. on Page 6

UTCC meets with Senator Durbin's in solidarity with Indian guest workers

Delegation to Senator's office urges protections for guest workers on hunger strike

Chicago, IL – Dozens of Chicago-area groups sought support today from Senator Dick Durbin in securing continued presence for about one hundred guest workers from India. A dozen of the workers are on their fourth week of a hunger strike in Washington, D.C.

The workers and their supporters allege that Gulf Coast shipbuilder Signal International and its labor recruiters defrauded about 500 workers. After being charged up to \$20,000 each for arranging "green cards" and employment, the guest workers arrived in the U.S. to temporary H2B work visas that tied them to employment with Signal.

The workers reported dangerous working conditions, intolerable living conditions, and retaliation and threats of deportation when raising complaints to their employer. In March 2008, about 100 workers walked off Signal shipyards.

Of the three speakers in the lead was Fayez Khozindar, Chairperson of the United Taxidrivers Community Council. "Like the Indian guest workers who have been made to work 16-20 hours a day, we too have been made to work 14-16 hour workdays to make a living- that is why we stand in solidarity," says Khozindar

"We live in the City of Chicago, the birthplace of the 8-hour- day. Workers have struggled and died for the right to an 8 hour day over a century before, why, today there are still workers who are maltreated under the same working conditions," says Khozindar

Five workers launched the hunger strike on May 14th. To date, 16 workers have been hospitalized, including Paul Konar, who went 23 days without food. They seek continued presence, authorizing them to remain in the U.S. and participate in an investigation by the U.S. Department of Justice into possible human trafficking.

Today, after a month of the hunger strike, allies in a dozen cities, representing Asian, Latino, labor, and faith groups, called for protections for the Indian guest workers. "Their

Cont. on Page 8

Në Memorial Day...

By Vait Miftari



Në memorial day unë isha në mbledhjen e „UTCC”që ishte e hapur për të gjithë taksistat, pasi ishte lajmëruar një kohë të gjatë kishte një numër bukure të madh taksistësh, por unë isha i vetmi shqiptar, po kjo s’do të thotë se unë jam vetëm në këtë biznes apo diçka i vaçant. Nga frymëzimi i atije momenti dhe kërkesa e UTCC që të shkuaj disa fjalë në gjuhën e kulluar shqipe, dhe për të dëshmuar se UTCC është organizat e hapur për të gjithë pa dallim race, kombi apo feje, që angazhohet për të dretat njerëzore dhe humanitare, kryesisht është angazhuar për taksistat që më së

Cont. on page 4

Common Sense Corner

By "Common Sense Man"

Do you hate short trips from the airport? I don't, and after you read this column I think you will change your mind and agree with me. There is nothing wrong with short trip fares from the airport, and your passengers cannot help living in a short trip zone. You cannot change this fact, so don't get mad or agitated, because this is not going to change anything. If you sound any objections or bad comments, you will be accused of being rude and disrespectful, and your passenger might get out of your cab and tell the starter. You will be sent back to the staging area to wait for another two hours and for a new fare.

So why go through all this when you can be nice, helpful and pleasant? Many times I go to the economy lot, which is only five minutes away from the terminal, and I get \$20 in five minutes! I have had this experience many times, because I did not sound any objections. After this fare, you can go back to the terminal without paying stamps, and when you go to the downtown area, or the city or the suburbs you'll make another \$45. If you put them together, the short trip and the long trip will net you about \$65- exactly like going to the suburbs at a meter and a half.

We've all experienced traveling by air flights, and have arrived frustrated, fatigued and disappointed- sometimes by cancelled flights, and sometimes by lost luggage. This stress affects our passengers too. We, the drivers, are the first people to meet and greet these passengers on the ground, and if we have any slight argument with the passengers, they will explode in our faces. Why? Because they think they can get away with it, or because they think we have no human rights, or even because they think we are second or third class citizens. But we drivers must act properly with them, even when they are being impatient; otherwise we will be seen as at fault.

This story happened one night when weather-related delays caused long lines at the terminal, cancellations, and delays- it was a madhouse in general. So what would you do if someone got into your cab at O'Hare and told you "Park Ridge, fuck you, no tip"? When a guy got into my cab with his wife and told me that very phrase, I simply left my cab and I explained the situation to the starter and requested that he remove this couple from my cab. But instead, the starter told me the story behind his behavior: he told me that this couple had a problem with the previous driver because, he got agitated when they told him he was going to Park Ridge.

That's why they left that cab and came to me with so much frustration and anger. When I heard this, I just simply felt sorry for him, and I went back to my cab, and I took him to his destination. Guess what? All the way to his home, he and his wife and were apologizing to me, because I was polite and at the end of the trip I got a nice tip.

The point is no matter how frustrated the passenger is, you have to play it cool, and you have to know that there must be something behind his frustration- sometimes its one of our own that made him upset.

And something else, most of us hate to go to Terminal 5 which is really unbelievable because, while I end up with short trips sometimes, most of the times I get long trips. Have you heard of General Mitchell airport? If you don't know, its in Milwaukee- I went to Milwaukee from Terminal 5!

Have you heard of Sleepy Hollow? It's a suburb not even in the handbook- when an elderly lady got into my cab and asked the starter "How much to Sleepy Hollow?" He could not even find the price. I just told her that I have some idea where Sleepy Hollow is- by west Dundee North on Route 31. I passed there and I saw Sleepy Hollow, but she did not have an exact address. Finally, she got an address from her daughter, I called home, and I asked my wife to give me the exact direction to her daughter's home at Sleepy Hollow, and I got her there safe. The fare was over \$100.00 and she paid \$20.00 tip, so it wasn't too bad to go to Terminal 5!

My fellow cabdrivers, whichever customer you get, at the end the drivers are the winner. You cannot change the fact that you are going to Evanston, Oak Park or even to the Economy Lot. Its always business and business is good for drivers.

Another tip I would offer is this: always tell your customers about your background-if the customer ask you questions, do answer, and if you have a story, tell it... This personal touch will have some effect, and the tip will skyrocket. So do that, and you'll find out you'll get good tip. Be friendly!

And remember there is a new slogan in town: "take my lane, take my turn, just give me a signal"- don't forget it!

Next Issue: "How patience, respect and common sense gained me \$50 in tips..."



Comedy and Tragedy in the life of a Cabdriver The One Day, One Fare Career of One Chicago Cabdriver

By Steve Kim, UTCC Vice-Chair

There once was a man who heard from his cabdriver friends in Chicago that it was easy enough to get a chauffeur's license. He also heard that the money was decent, the job was low key, and for independent-minded hard workers, it was ideal. It also served the public well, as a cabdriver helps people get where they need to go, and they also pay you, and they are usually grateful. All this sounded pretty good to him...

So he went to get a chauffeur's license and leased a cab, and as soon as he got in his cab, he went to O'Hare Airport. Even though he got an education from Harold Washington College, he didn't even know how to buy the airport stamps and give them to the starter. Even this was already making him a little nervous.

He went to the terminal and picked up a fare to Marriott Suite Hotel in Rosemont. However, he didn't know where the Marriot Suite Hotel in Rosemont was, so he just asked another cabdriver. The other cabdriver said "when you take I-190 going towards the city, you'll see the hotel from the freeway." "Easy enough!" he must have thought.

So without detailed directions he left the airport, thinking that he could just see the hotel off of I-190, and he didn't even bother to get confirmation from the dispatcher. The situation turned disastrous from the first moment. Unfortunately, he didn't know that when he was driving from I-190, he could not see the hotel, because he only looked to his right, and the hotel was barely visible anyway. The hotel is small and lower than other hotels, so its difficult to see it from I-190, so he passed River Road and went all the way to Cumberland Ave. Realizing he had already passed Rosemont, he turned around at Cumberland North, and got back on I-190 West

But unfortunately, still he did not find that hotel- he wasn't sure where to get off and went back all the way to the airport, and he turned around at terminal 1-3, starting all over again. By the time he was back on I-190, the passenger was infuriated and started cursing and yelling at him.

The poor cabdriver was even more freaked out and nervous- he just kept driving and didn't even talk, and he was so nervous. He didn't know how to deal with upset customers, as he was a new driver. Then as soon as he passed the River Road North exit, and was around 20 feet away, then the customer said "you should turn here!!!" But he couldn't turn cause he already passed the north exit- however, he nearly lost his mind with this comment and turned around against traffic to get to that exit. I have no idea how he survived this dangerous maneuver.

He must have felt relieved when he finally saw the Marriot Suite Hotel- but at the entrance of the hotel, he saw a barricade. That is the only hotel, which has a barricade- after he got a ticket he could go in. But instead he lost his head and decided to swerve and go through the lawn.

The cabdriver and passenger bumped their heads as they went over the curb, and his passenger as you might imagine was screaming by this point. Of course the customer didn't pay him! Instead of getting a payment he only paid fines to the police and complaints from the hotel. And so was the end of his cabdriving career: One day, one fare!



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!**

Letters to the Editor

Veteran driver writes to Commissioner Reyes against new Rate Sheets

Dear Commissioner Reyes,

I am a Chicago cabdriver going on 11 number of years. I awaited the news about the new rate sheet coming soon with eager anticipation. I could not wait for it because I was expecting the City of Chicago's Department of Consumer Services to surprise us drivers with a fair and reasonable taximeter increase. This would allow us drivers and our families to keep up with the fast climbing cost of everything around us. I also hoped it would be fair to the general public- the consumers, our customers- who we like and depend on for our living and who we want to have a friendly relationship with. We drivers do not like to put pressure on the consumers. But we are too squeezed and if we do not have some room to ease the pressure on us then the unbearable pressure could cause something nobody likes.

Instead of the meter increase the new rate sheet came with an increased size which is a surprise. I wanted

a surprise from the City and I got it. Now the new big rate sheet with increased size is harder to fit inside the cab. Why is it larger and what is the big idea behind the larger size? It's just a rate sheet, not something else! At least with this increased size I thought that the new fuel surcharge information would be included in that humongous area, especially when I saw that yellow background. I thought for sure we would be able to remove the fuel surcharge ordinance and simply have less signage in the cab. Surprise again! It was not! But instead of including it on the rate sheet, it has a sentence mentioning the fuel surcharge and still drivers must have separate signs to announce the surcharge! It's a professional cab, not a Christmas tree!

Now about the color—yellow: If the fuel surcharge had been added it would have been OK to highlight this announcement with the yellow color. But having the whole sheet with a yellow color background—it's like sending a message to the consumer: be aware, warning, warning, warning—you have just landed in a City full of thieves and your cabdriver is the first thief who will rob you! Of course it's not true: we live in a very friendly city and we have very hardworking drivers. But yellow is the color of warning, and this sends the wrong message to our passengers

In addition to all that, on the new rate sheet I noticed the flat charge for the shared rides was increased. BUT:

in the meantime the sentence explaining the number of people on the shared ride disappeared. And that sentence is the one that mentions the four-person maximum. Not just that sentence disappears but the one sentence explaining the waiting time too, which is: "for people not traveling together—maximum time 10 minutes waiting time." I was left wondering: what is the purpose of removing this valuable information for the passengers, the drivers and the airport starters? Is it simply to make all our jobs harder? We drivers, our passengers and the starters deserve to work together in a friendly atmosphere, and simple, clear rules and regulations will help all of us to work in a mutually beneficial and healthy environment.

In conclusion, I wanted to mention the missing map of the shared ride zone—replaced with a good size map of the downtown area of Chicago. I guess it's to remind people they are in Chicago. I was wondering why not put the shared ride zones on that map? Wouldn't this make more sense? This would decrease the amount of problems we drivers would have with the starters and our customers.

With respect, I hope you will consider my suggestions in revising a new rate sheet with the coming new, fair, and reasonable taximeter increase in the coming months.

Sincerely,
Anonymous Chicago Cabdriver

Incident Reports

After a driver refuses to pay a bribe, hotel staff assail him with racist language

(Details erased for confidentiality purposes)

This incident happened on an early Sunday morning, March 9, 2008 around 8 AM, after a long 40 minutes of waiting in a cab line at the xxxxxx Hotel. A doorman named xxxxx came up to me. I was the first cab in line. He told me, "My man, if you wanna get a fare from here hook me up with a couple dollars." I have seen him previously taking money from cabbies that were not in line, while some other cabbies were still waiting in front of the gate. These other cabbies cut through the line because they were paying money to the doorman.

I told xxxxx I am not going to pay anybody money to get a fare from the Hotel. He replied, "Get the fuck out of the line." I was so upset I left the line and parked my cab in the back of the line and walked up to the main door of the hotel. There were about five doormen and two cabbies there. One cabbie paid money so he was waiting for a fare, the other cabbie was just another cabbie like me who refused to pay the bribe to the doormen, so he was not getting a fare.

I asked one of the doormen if I can talk to the manager, and all of them started laughing. I was like, "So what is so funny, let me talk to the manager." Then Mr. xxxxx said, "Get the fuck off of the property, you sorry-ass Indian." Before I could reply, a 6'4" African-American guy said, "No, he is a dirt ass Pakistani Cabdriver." From

"We kill Indians and Pakistanis so get the fuck out of the line!" The lady also joined in, "That's right, you dumb Indian, get out now!"

this moment on, there were nothing but insults, curses and threats against me. There were trying to beat me up but a guy from the hotel came and everybody stopped what they were doing.

He called a lady from the hotel for me and I reported the incident to the lady, even though she refused to give me the manager's phone number. I walked back to my car, and as I entered it I saw xxxxx and an African American lady walking towards me. I rolled my window down. Mr. xxxxx started yelling and threatening me again. "I am from the 'hood, we kill Indians and Pakistanis so get the fuck out of the line!" The lady also joined in, "That's right, you dumb Indian, get out now!"

I drove off and left that day. I found the hotel phone number and reported this incident to them. A month later they retaliated and sold my fare and kicked me out of line again. I called the phone number of the hotel again and reported it, even though the lady that answered told me not to call again after writing down my information.

The hotel doorman and hotel management have filed a complaint against me for "abusive behaviour" and I am currently fighting this case at 400 W. Superior.

UTCC

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UNITED TAXIDRIVERS COMMUNITY COUNCIL

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		
<input type="checkbox"/> Passenger <input type="checkbox"/> Department of Consumer Services Official <input type="checkbox"/> Chicago Police Department <input type="checkbox"/> Department of Aviation <input type="checkbox"/> Affiliation Employee <input type="checkbox"/> Mechanic <input type="checkbox"/> Hotel Doorman <input type="checkbox"/> Limo Driver <input type="checkbox"/> Other (Specify: _____)		
PERPETRATOR NAME & INFORMATION		
Please Specify Name, Position and Employer of Suspected Perpetrator:		
DESCRIPTION FOR INCIDENT		
Date of Incident:	Time of Retaliation:	am pm
Place:		
Were any of the following contacted:		Police Report No (If applicable):
Police: Yes <input type="checkbox"/> No <input type="checkbox"/>		
Lawyer (Contact: _____): Yes <input type="checkbox"/> No <input type="checkbox"/>		
UTCC or AFSC or Other Cab Driver: Yes <input type="checkbox"/> No <input type="checkbox"/>		
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

Has a similar incident happened to you? You are not alone – UTCC will stand with you! Fill out the Incident Report form (above) to take action! See Page 5 for details...

Enfin...

CONTINUED FROM PAGE 1

conduites à tenir sur les questions de droit.

- Conscientiser les conducteurs de taxi sur la place qu'ils occupent dans l'économie de la ville de Chicago.

Les moyens d'action

- Considérée comme une organisation très active, l'UTCC entend atteindre ses objectifs à travers plusieurs moyens dont les plus importants sont:
 - La recherche des informations sur les cas à elle présenter par les conducteurs de taxi.
 - Les descentes sur le terrain pour recueillir les faits.
 - Le dialogue avec les différents acteurs de la corporation.
 - Contraindre les autorités de la mairie de Chicago à veiller à l'application de textes de lois qui régissent l'activité.
 - Exiger des compagnies de taxi le respect des droits des conducteurs et les traiter avec dignité.
 - Traiter de façon équitable les conducteurs de taxi, sans discrimination aucune.

Perspective d'avenir

A long terme, l'UTCC souhaite obtenir l'adhésion de la majorité des conducteurs de taxi de Chicago que ces actions soient de plus en plus efficaces et effectives.

Nous osons croire que les conducteurs de taxi à Chicago sachent désormais qu'il existe un creuset de discussion ouverte à tous et à toutes, sans distinction de sexe, de religion, de race, pour la cause commune.

Në Memorial Day...

CONTINUED FROM PAGE 1

shumti janë të prekur nga kriza e thellë ekonomike e vendit, si dhe nga pritja e çmimit të benzinit dhe të gjithë taksave të pronës dhe artikujve ushqimor në saje të këtyre problemeve që uetëm pak janë cekur e humë ma tepër egzistoj, dhe mund që të shtohë edhe më shumë pasi benzina mund të shkojë deri \$5.00 dolare për galon.



Të gjithë këto kanë bërë që të lindi UTCC dhe të korri sukses të mënjëshme, duke e këthy ligjin i cili. Ndalonte parkimin e taksistave në „Skoki” kjo organizat vazhdon të punoj me këmbulje për të ghitha sfidat që hasim për çdo ditë dhe besonse jemi me të vërtet forcë që mund të ndryshojmë të ardhurat tona. Por kjo kërkon angazhimin e të gjithë neve- „një për gjithë” „gjithë për një” Ejani në mbledhjen rregul't që mbahet çdo të katren të djel'ë dhe binduni vetë në adresën 637 S. Dearborn St, Chicago iL. Mendimet sugjerimet e juaja janë të mirësardhura bile shmë të nevojshme. Mendimi imifundit është që ne të bashkohemi e kam fja ën për ne shqiptarët e ta zgjedhim një përfajcues. Për më shumë informata keni sekretarin e UTCC zotri Peter Enger 1-773-550-7921 zoti ibekoft shqiptarët kudo qe janë.

Civil remedies for cabdrivers to pursue without a lawyer

By Donald S. Nathan, Esq.

Not all wrongs done to cabdrivers need professional help. This series of articles deals with ways drivers can help themselves when they run into trouble without hunting out someone to speak for them. Even if English is a second or third language, there are places to win without assistance.

Small Claims Court

Often a cabdriver has a fender bender where there is little damage. Maybe it's as little as \$1,000. But the typical owner has a policy of holding back a bond: \$200 or even \$500. That bond is enough to make anybody want to go for the throat of the other driver if he's clearly responsible for a crash. There's a place to do it - for cheap - and quickly. That place is the Pro Se Court in Room 1308 of the Richard J. Daley Civic Center.

The filing fee varies with the amount being requested. The complaint can be prepared by a law student for free on the sixth floor where it gets filed, and the work done is pretty much as good as what any licensed lawyer might do.

Once filed the lawsuit has to be served. It can be served by certified mail for about another \$16. Of course, if the defendant is unlikely to pick up certified mail, a cabdriver can spend \$60 to have a Deputy Sheriff serve the complaint anywhere in Cook County, but they fail to get defendants served at least half of the time.

If the Certified Mail delivery of the lawsuit does not get the defendant served (you have to check to see if it did get picked up; it can be done on the Internet web page of the Clerk of the Circuit Court), you have to turn to a Private Detective. When you go before your judge to report on the status of the case, you can ask him to appoint one of these agencies called "Special Process Servers." An order has to be prepared that does this, and some help is going to be given to you in the Pro Se court in doing this.

With the judge's order, you have to go down to the 6th floor again and prepare with some help at the counter at the east side of the building an "Alias Summons". Once it is ready, you take it to the west side of the building to get the Seal of the Clerk of the Court for which you pay \$6.00. At this point, you take your sealed Alias Summons and a copy of your complaint to your Special Process Server; they are all the same in the service they give and about the same in price: about \$55 whether successful or not, but their people usually hit the first time.

Once you get the defendant served, things move quickly. The judge will tolerate one continuance, maybe two, but he or she is unlikely to allow three. Trial follows without delay as long as you are asking for less than \$10,000. The only complication would be if the defendant asks for a jury trial. That would take the case out of the Pro Se room to another court. The cost of a request for a jury is very small: it is only \$12,50 for a six person jury and \$25 for a 12 person jury. Bad insurance companies demand juries so as to get the case out of the Pro Se courtroom and so as to stall it as much as possible.

In the event you get a jury demand made by a lawyer for an insurance company, you better get yourself a lawyer to represent you. Otherwise, you should get ready to go forward with your trial. And it is not as complicated as you would think. In the Pro Se court, the judge will hear evidence much less formally than will judges in other courtrooms.

Of course, complete hearsay is not going to be allowed, but if you bring a witness to tell the judge what happened, you are not going to have to have all the questions written out on a pad of paper in advance. The judge will let your witness tell the story all at once and without interruption even if there is another lawyer there. And if the facts are more in your favor than not, you are definitely going to win a judgment.

KNOW YOUR RIGHTS: WHEN IS A U-TURN PERMITTED?

According to Municipal Code of Chicago, Section 9-16-040 if you are not (a) within 100 feet of an intersection, AND (b) you are not within the area bounded by Wacker on the west and north, Michigan on the east, and Congress Parkway on the south (map attached), THEN YOU CAN MAKE A U-TURN.

Exceptions to this rule that cabdrivers need to know: U-Turns cannot be made on major streets with a solid yellow line separating the lanes. (On Bessie Coleman Drive there is a DOUBLE solid yellow line—this makes it illegal to make a U-turn even when you are 100 feet (about 30 meters) from an intersection)

KNOW YOUR RIGHTS: REFUNDS FOR BROKEN DOWN TAXI

According to Rule 8.06 (g) from Rules and Regulations for Taxicab Medallion License Holders, if you have a 12-hour lease, a 24-hour lease, OR a weekly lease including repairs and maintenance, the taxi company CANNOT charge you for ANY time that you are not able to use the taxicab. Most people pay for the lease up front, which means that the taxi company must REFUND your payment or CREDIT your account for any time that you were not able to use the taxi.

This includes times when the taxicab license has been suspended, when the cab is being inspected by the DCS, and when the cab is broken down.

Here's how it works:

Let's say you pay \$473 for a 24-hour weekly lease with maintenance and repairs included. One day after you take the taxicab, the car breaks down and it takes 24 hours to fix. For 24 hours, you are not able to drive a cab. The company must refund you or credit you with \$67.51 (\$473 per week divided by 7 days/week = \$67.51). You don't have to pay for time that you're not able to drive the cab!

A lesson to learn from Chicago's struggling artists

By Ehsan Ghoreishi,
UTCC Steering Committee Member



What do Chicago's cab drivers and independent artists have in common? For one thing, they don't earn money easily. And they both serve the public which entitles them to obey regulations that are enforced by the City.

I happen to know a thing or two about these groups because I am both a cab driver and a musician. In the last couple of months, both of these communities were facing challenges that were imposed by City Council Aldermen.

They did vote on the gas surcharge ordinance (ordinance is a law made by a municipality or other local authority) that gave taxi drivers an extra dollar on the meter but took so many of their rights away (such as the innocent until proven guilty policy that was reversed). The UTCC tried to have an input in the ordinance in order to revise the unfair provisions of it. But the ordinance passed without any changes.

There was also another ordinance that was about to be voted on the City Council floor. This one was to affect the lives of Chicago's independent artists and venue owners. This ordinance was far from practicality and also fairness; and I mean far, like a ride from Skokie to Burbank (They are both straight meter from O'Hare and Midway now, thanks to the gas surcharge ordinance). But this ordinance didn't head the same way the gas surcharge ordinance did.

As an independent and non-commercial musician, I, like many others, rely on the existence of underground venues (places where a musician can set up a show without having to pay for various fees and restrictions). I also depend on locally organized events in order to be able to perform and seek my audience without having to spend so much money to advertise and promote my performances.

As a matter of fact, the majority of artists and musicians in Chicago (and almost all other cities) function very much the same way; which is to set up shows and events without the burden of high costs of corporate venues. This way, they can easily reach a local audience which is simply more appealing and satisfying. There is a stronger connection between the artists and audience simply because it wasn't promoted through a giant corporation or a mega venue where you can barely see the stage let alone having a chance to communicate. This opportunity has been a major contributor to Chicago's great art and cultural evolution.

Well, the City Council alderman were about to put an end to all of that.

The so called "Promoter's Ordinance" was originally designed by 47th ward Alderman Eugene C. Schuler whose ward ironically includes the musically vibrant neighborhood of Lincoln Square. This ordinance was intended to prevent fatal incidents like the one at E2 club which was essentially caused by reckless behavior of the

club's security.

The ordinance would have required promoters for musicians and performers (including theater) to obtain a "promoter's license". The definition of a promoter was also so loosely stated it included artists who book their own shows (like me). The license fee ranged from \$500 to \$2000 and that was just the beginning.

The minimum age had to be 21 and there was a background check (no one with a felony would have been allowed to perform art in Chicago). Also for every event, musicians had to obtain liability insurance up to \$300,000. This meant one thing for Chicago musicians and artists and also small venue owners: an end to their artistic existence.

So what stopped this ruthless ordinance from getting passed? The answer is simple and could be a lesson the taxi drivers could be inspired by. It was in fact, hundreds (if not thousands) of phone calls made to offices of all Chicago aldermen, especially Alderman Schuler and the online petition (savechicagoculture.org) which got the attention of those who are in charge. This was the voice of those whose lives would have been affected by this ordinance.

The day before the scheduled vote, Alderman Schuler announced that they are putting it on hold due to "many unanswered questions" about the practicality of the ordinance. When I tried calling his office a day before, I had to give up because his phone lines were busy for hours due to heavy volume of calls from the musicians and supporters opposed to this nonsense ordinance.

After all this, the ordinance will be revised and this time, with input from Chicago musicians and venue owners.

When I and my fellow cab drivers went down to the city hall on April 7th for the hearing about the "gas surcharge" ordinance, we were hoping for a chance to have an influence on an ordinance that was to affect our lives. The UTCC was able to bring a noticeable number of drivers to the hearing (I had joined them just prior to that). But despite our logically convincing arguments and professional approach, the ordinance was passed without any revisions.

I understand that crossing through Chicago's notorious political machine could be a journey through hell. But the City would have made lot more money from musicians and artists who are even more financially fragile than cab drivers. If it weren't for dense and united opposition to the ordinance, Chicago musicians would have been struggling even more.

After hearing that the City Council was overturning the "promoter's ordinance" for revisions, I was relieved and thought of one thing; this could have been us. The taxi drivers of this city would have gotten a better deal and a more practical ordinance if we had a larger presence and therefore louder voice and if each and every one of us backed up those who worked so hard to have a fair input in the "gas surcharge" ordinance.

Support a struggling artist! See Ehsan's band, "Black Bear Combo" on June 30th at 8PM at the Darkroom Nightclub at 2210 W Chicago Ave (\$10 at door)



Photo by B. András © 2007

Author Ehsan Ghoreishi can be frequently seen playing the accordion at the airport staging area

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

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 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 FORMS UPDATE:

Since our last issue, we in the UTCC have taken in two Incident Reports from cabdrivers who wanted to report injustices they have encountered. The following is a description of how these forms can be used:

One report we received concerned an incident that occurred at the O'Hare staging area one early Friday morning. This was a report of rude language used by an Airport employee towards a group of drivers discussing a problem with them.

Another incident report concerned a solicitation of bribery for premium fares that occurred at a downtown hotel. The driver in question was kicked out of the taxi line three (3) times in one month for refusing to bribe the doorman.

We urge any drivers who have had incidents like these occur to them to please contact our UTCC organizers, get the Incident Report Forms from them, fill them out and return them to us.

WNUA's "City Voices": UTCC growing in numbers & support

CONTINUED FROM PAGE 1

unaware of the new rules and regulations. To protect and educate drivers, a group of cabbies recently created the United Taxidriver Community Council (UTCC) in conjunction with the American Friends Service Committee. The group is growing in numbers and support and indeed now has a newsletter. This morning on City Voices we'll hear from two veteran cabbies Faye Khozindar who also is chairman of the council and Ron Florence. Thank you so much, gentlemen, for joining us this morning. It's a sunny holiday weekend. What kinds of visitors to your cabs are you likely to encounter this weekend? How do you greet them and how do you introduce them to the City of Chicago?

Ron Florence: We serve the city welcoming all kind of people and visitors from all over the world; we always welcome all these visitors with open arms and wide smiles because we think this is our capital and the city because its a tourist destination for everybody and Chicago has a lot to give and therefore we have to give more to the visitors by treating them well, by welcoming and by giving them a hand and giving information the right information [about] where they will go.

Thom Clark: The formation of this community council, Ron, is a pretty interesting development- Why did you feel the need to form this group?

Faye Khozindar: Our cab drivers are diverse in nature from all over the world- here in Chicago we have different cultures, different languages of cab drivers and we need to bring all of these cab drivers together so we all will be on the same page.

Thom Clark: I know that cabbies often can be the favorite target of people's complaints road rage, and congested traffic, can raise all of our tempers, but you are out there driving all the time. You must see a lot of this. How do you cope with the car that is rushing down the street and cuts you off in the middle of trying to get your own customer to a hotel or meeting on time?

Ron Florence: Well personally I would rather give that road rager the benefit of the doubt. I love myself, I love my family, and I would rather go home that evening safe and sound with no injuries as opposed to trying to challenge another driver for driving or sharing the roads.

Thom Clark: And yet when there are critical encounters, Faye, City Hall ends up hearing about it and then they react back, don't they?

Faye Khozindar: They do, but still this is our duty and our role as an organization to educate ourselves and educate our fellow drivers not to do these things. We need to educate ourselves in this regard get them the right path so they don't do drastic things like road rage, insulting customers [or] behaving wildly. So we have this newsletter just for this purpose, we have education courses we're going to conduct so the people in the driving community will improve their English.

Thom Clark: I'm sure like anyone else who relies on the internal combustion engine to get to work or to do their work like you do, rising gas prices have to of really pinched your budget. The city has recently passed a one dollar surcharge; was this useful and helpful to you?

Faye Khozindar: Really its not- this is not the answer to our dilemma. Not only [is the] gas going up. [the] cost of living in general is going up and everybody is feeling it now. Even [the cost of] food is going up, so the fuel surcharge was not the answer. The city decided to do this so they can circumvent the drivers from proceeding for a permanent fare increase which that is what we need on the meter.



A fuel surcharge is confusing to the customers and confusing to the drivers and we need permanent fare increase on the meter. What we're asking for 16% increase on the meter.

Thom Clark: Ron, as you been working in your cab what kind of reactions have your customers have had with the surcharge?

Ron Florence: Well, the reaction has been mixed- some customers accepted it and some customers say we do need a permanent fare increase. They would like to see a fare increase take place and the surcharge just wiped off the meter. We have some customers that complain, "Well why is the one dollar surcharge on the meter?" Some customers get quietly upset about it and they may give you a 15

"... the fuel surcharge was not the answer. The city decided to do this so they can circumvent the drivers from proceeding for a permanent fare increase which is what we need on the meter."

cent tip and say goodbye or not tip you at all and slam your door when they get out your cab.

Thom Clark: And in case customers don't realize this that tip is a very important part of your income.

Ron Florence: Oh absolutely no question about it

Thom Clark: Can you explain briefly without getting into an economics lesson how much of that meter expense actually goes in your pocket? What do you end up having to use that money for before you actually get money to bring home?

Ron Florence: An increase in the cost of gasoline that I have to purchase during the course of a day, 3 months ago I may have spent 45 dollars filling up my tank now I spend 60 dollars to fill up my tank

Thom Clark: So roughly for every five dollar fare you might get or maybe I should say 7 dollars now, how much of that is actually going in you pocket after you pay for those other expenses?

Ron Florence: I would say maybe \$1.90 maybe \$2.00

Thom Clark: What other issues came out of this recent fare increase- well it wasn't

a fare increase it was a fuel surcharge but the city did a couple of other things when they put in that surcharge that may effect you even more, can you tell our listeners about that?

Faye Khozindar: Sure, the fuel surcharge was accompanied three provisions which we did not, which we did not know [about] until one day or two days before the hearing, which is one [issue]. Tripling the fines on cab drivers which we think is outrageous. The second [issue] is the authority of the commissioner to revoke the license or chauffeur's license of a driver if he is charged [with] a felony even before his court date before he is proven guilty. We think this is not constitutional. The third [issue]: we used to go from O'Hare and Midway Airports to Skokie [and we could] charge a meter

and a half because Skokie is a village not adjacent to Chicago. All the suburbs not adjacent to Chicago are charged a meter and a half they removed Skokie and Burbank from this category we think this not fair that's why we are here to build this organization so we can have a seat at the table when they [make] decisions like that.

Thom Clark: Ron how have these changes the city put through affected you?

Ron Florence: Basically, like Faye Khozindar was [saying], we lost 33.3 percent of our income by taking a passenger from O'Hare to Skokie. We still have to take a local route to get to Skokie. We still burn the same amount of gas and once we get to Skokie we can't pick any passengers up we have to travel back into the city before we can get another fare. Why should we lose 33.3 percent income in a situation like that.

Thom Clark: So Ron tell me how you got into this business, where did you grow up, when did you come to Chicago, how did you decide to become a cabbie?

Ron Florence: I've been in Chicago 41 years now and I have seen this city change. Believe it or not one of my earlier jobs was driving a cab one of those old cabs where you lift the seat up sit down and go wherever your destination is.

Thom Clark: Checkered taxi?

Ron Florence: That correct, yes and I basically worked in the downtown area and just recently about 4 years ago a friend of mine encouraged me to leave the shuttle service and come drive a cab for the independents and I like talking to people around the country and around the world find out whats going on in their corner of the earth.

Thom Clark: Faye where do you hail from, how did you end up in Chicago, where did you grow up?

Faye Khozindar: I grew up in Gaza Strip, I'm a Palestinian. I came here and I drove a cab five years through college and I have a degree from Northeastern University. I worked in an office downtown for many years until they laid me off. Chicago isn't great job wise, so I felt like I had to be self-employed so I drove a cab for 25 years.

Thom Clark: Now that the United Taxidriver Community Council is a relatively new organization, you have a newsletter out in the street just this week. How many members do you have and what has been the response so far to what you are trying to do to educate both drivers as well as the public to what cab drivers are up against?

Faye Khozindar: The response is great and people are really very enthusiastic and supportive and our membership is growing and [will continue growing.] We are hoping to cover all the minorities and all the drivers to be represented in our organization. We have now about 10 different sub committees dealing with 10 different issues regarding fare increase, lease overcharge, [unfair ticketing, etc]

Ron Florence: If I may add to it, our goal is to get at least 80-90% of all the independent cab drivers up under our organization so we'll be the dominating force in representing them with the city on the issues that we have. The issues are numerous its too numerous to even try and discuss in this short period of time, but we all have different issues but some of them are so similar that we just need to bring everyone together and exchange this issues and bring to light in the city.

Thom Clark: In the brief amount of time we have left, what's been the reaction of the commissioner and the city officials you have to deal with, you started meeting with them... how have they reacted to the United Taxidriver Community Council making these kinds of suggestions if not demands?

Faye Khozindar: Well so far we are not meeting with Commissioner, we are not meeting with the Mayor but we hoping that in the future we [will]. We are meeting with the [Deputy] Commissioner- she agreed to meet with us once a month to deal with certain issues but we do not

Cont. on page 7

WNUA's "City Voices": UTCC Growing

CONTINUED FROM PAGE 6

have any commitment to solve any of the issues we raised until now. We are hoping that since we are at the same table [that we will be able to] share [in] the decision making in the future.

Ron Florence: If I may add to that, when we attended the surcharge hearing in the City Council last month, the Aldermen were very impressed with how we presented our side of the story, [we were] opposed to but accepting the fuel surcharge

but at the same time stressing the need that we need a fare increase.

Thom Clark: If fellow taxi drivers want to get in touch with you or for that matter the general public, how will they contact you?

Fayez Khozindar: We have the newsletter we are going to pass out to the customers so we encourage the customers to even write in this newsletter to sound their interest and sound their concerns plus we

UTCC Membership : Your questions answered...

What does it mean to "JOIN THE UTCC"?

Many people have asked us about how they can join in UTCC's work—to organize Chicago cabdrivers into an organization that can address and reform the many ways we are exploited and taken advantage of, as workers and as human beings.

There are two answers to this question.

First, we need volunteers. Any cabdriver who wants to take a more active part in our organizing activities can join a subcommittee and volunteer time to work on one of the UTCC's many campaigns.

Please take the time to contact our organizers to find out the time and place for our subcommittee meetings, which currently relate to the fare increase, lease issues, and law and safety. Participate in our campaigns and make your voice heard in our decision-making process!

Second, we know that many people have expressed an interest - even an eagerness- to contribute money to our organization. We also know that there is a significant amount of suspicion about us, and when we will start collecting money.

We need to make ourselves perfectly clear about this issue: collection of dues and/or donations will not begin until UTCC has developed a system of accountability that will defeat any attempts at fraud. We in the UTCC know that we must earn the trust of the driver community, and we are well aware that there have been attempts in the past to part drivers from their hard-earned money, in the name of "organizing."

Haste makes waste, and we are therefore taking the necessary time to develop a system of transparency and accountability, in collaboration with non-profit industry experts, that can rightfully claim to protect the interests of the cabdrivers, who generously give their time and money to the organization. Please be patient with us.

When that process is complete and made public, the UTCC will begin a membership drive. At that time, cabdrivers who want to join UTCC must fill out a membership form and submit membership dues.

Although the American Friends Service Committee is currently providing assistance to the UTCC in the form of logistical support, the UTCC has concrete plans to become financially independent in the long-term.

This means that in our long-range plans, the UTCC will run exclusively on grants from charitable foundations and membership dues. This is the only way

will provide to your organization, the UTCC. What the UTCC can and will provide, and how soon, is completely up to you drivers and the support you will provide to the UTCC—both in dues paying memberships, and in the leadership you provide to join our governing body, the steering committee and the UTCC board of directors.

The financial benefits that UTCC will be able to offer will depend on the number of dues-paying members that join UTCC. The larger the number of drivers, the more services the organization will be able to afford. This is

DIVIDED WE FALL. Nowhere is this truer than among taxi drivers.

When taxi drivers are united, they can show the city and the taxi industry as a whole just how important they are to the smooth running of the business. One taxi driver who stands up for his rights is truly admirable, but 1,000 drivers who stand up for their rights and the rights of all drivers, are a mighty force to be reckoned with.

One driver who fights his case at 400 West Superior is likely to lose, but 1,000 drivers who demand justice at 400 West Superior can win the media and the public to their side, forcing the city to reform what has been widely called a "kangaroo court." Imagine what we can achieve with 10,000 drivers!

An organization that is internally governed by a democratic process, like the UTCC, can become a truly representative body for cabdrivers. Drivers can, through their representatives, have a meaningful seat at the table when taxi reform issues come up, or when a response is required to negative media coverage.

Those representatives will be accountable to the driver membership of the organization, and if the UTCC membership is unhappy with the UTCC leadership, they will have a chance to use the democratic process to vote for different leadership.

Imagine a day when the city or taxicab companies or the riding public have an organization that they can reach when they need to know about cabdrivers' issues and the solutions that those cabdrivers propose to concerns about their performance and service.

Strength comes in numbers. Taxi drivers are regularly treated unfairly by unfair systems, and the solution is not to simply fight each injustice on a case-by-case basis. Because the system itself is unjust, justice will not come from the system. Instead, through unity in the form of a membership-based organization, taxi drivers can change the system itself, by showing the power of unity and solidarity.

"Strength comes in numbers. Taxi drivers are regularly treated unfairly by unfair systems, and the solution is not to simply fight each injustice on a case-by-case basis. Because the system itself is unjust, justice will not come from the system. Instead, ... taxi drivers can change the system itself!"

that UTCC can ensure that it remains first and foremost a cabdrivers' organization, free from the political agenda of any other industry players.

What are the benefits of joining UTCC?

There are two ways to think of benefits: financial and social/political.

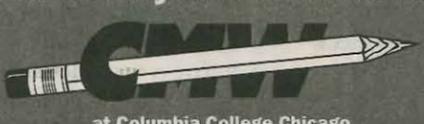
Financial benefits-

When most people think of "benefits," they think of financial benefits, such as health insurance or life insurance. UTCC cannot promise to provide these benefits at this time. The possibility of providing them in the future will depend on YOU, the Chicago cabdrivers, and the support and leadership you

because the larger number of people you have, the better rates you will get for services and goods like bond cards, discounted legal services, educational services, life insurance, and even health insurance. For example, you might be able to order 100 bond cards at \$5 each from one company, but that same company might offer 500 of the same bond cards at \$3 each, saving \$2 per bond card, because the company profits from your larger order. The same will apply for many different benefits.

Social/political benefits-

The social and political benefits of joining a mass cabdrivers' membership-based organization all come from the basic principle we have all heard so many times: UNITED WE STAND,

Community Media Workshop

 at Columbia College Chicago

Connecting the Community with Media, the Workshop promotes news that matters

visit www.newstips.org for tips, tricks & more

While you're at it, check out our blog, www.communitymediaworkshop.org



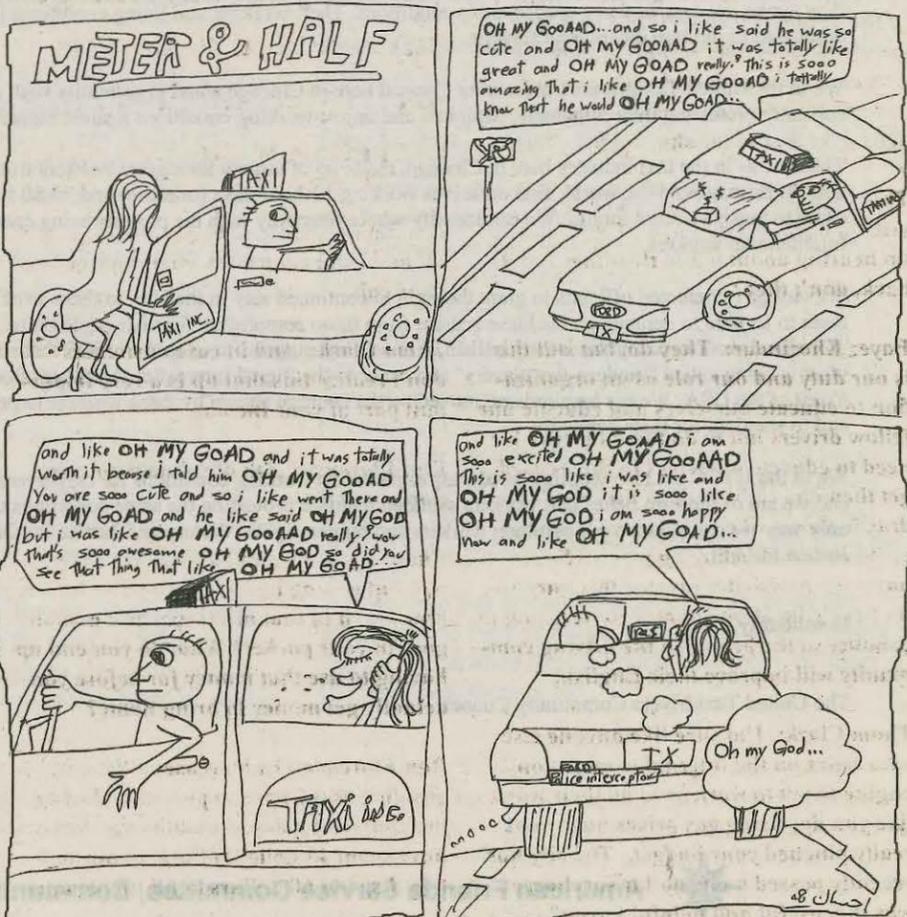
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METER & HALF

OH MY GOOAAAD...and so i like said he was so cute and OH MY GOOAAAD it was totally like great and OH MY GOAD really? This is sooo amazing that i like OH MY GOOAAAD i totally knew that he would OH MY GOAD...

and like OH MY GOAD and it was totally worth it beause i told him OH MY GOOAAAD You are sooo cute and so i like went there and OH MY GOAD and he like said OH MY GOD but i was like OH MY GOOAAAD really? wow that's sooo awesome OH MY GOD so did you see that thing that like OH MY GOAD...

and like OH MY GOAAD i am sooo excited OH MY GOOAAAD This is sooo like i was like and OH MY GOD it is sooo like OH MY GOD i am sooo happy now and like OH MY GOAD...

Oh my God...

UTCC Solidarity with Indian Guest Workers Campaign Updates

CONTINUED FROM PAGE 1

experience recalls the wrongs many of our communities have experienced," said Ann Kalayil of the South Asian American Policy & Research Institute in Chicago.

A delegation of Chicago-area leaders met with Senator Durbin's staff in Chicago and requested that the Senator join Representatives Schakowsky and Gutierrez and sixteen other members of Congress, in urging Attorney General Michael Mukasey to "ensure the workers' continued presence so that DOJ can continue this important investigation of modern day slavery, human trafficking,

and forced labor and bring these traffickers to justice," as stated in the letter drafted by Rep. Kucinich of Ohio.

"Our Senator can stand with all workers, as he has before, by making sure these workers can testify to the abuses they've faced," said James Thindwa, Executive Director of Chicago Jobs With Justice.

"If these workers are not allowed to stay, these crimes will be swept under the rug," said Khozindar, chairperson of the United Taxidriviers Community Council.



UTCC's Chairperson Fayez Khozindar (second from right, top row) joins representatives of diverse organizations, including Jobs with Justice, Asian American Institute, Community Renewal Society, Grassroots Collaborative, American Friends Service Committee, South Asian Progressive Action Collective, Illinois Coalition for Immigrant and Refugee Rights, and the Indo-American Democratic Organization in a meeting with Durbin's Asian-American Liaison Cynthia Bajjalieh (second from left, bottom row)

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UNITED TAXIDRIVERS COMMUNITY COUNCIL

May 25, 2008

To our brothers on hunger strike,

The United Taxidriviers Community Council has recently become aware of yet another case of abuses of workers rights. Signal International, a company contracted to rebuild the shipping industry in a still-devastated Gulf-Coast area, has used exploitative "guest worker" visas and corrupt recruiters to hire cheap labor from several countries, including India.

Welders and pipe fitters from India paid recruiters up to \$20,000 for the promise of permanent visas for themselves and their families. Upon arrival to the U.S. these workers were placed in cramped, unsanitary housing, charged exorbitant rent, had their passports taken from them, and were even physically beaten when they spoke out against these unacceptable conditions. Their working and living conditions in the Gulf Coast amounted to modern day human slavery.

We in the United Taxidriviers Community Council here in Chicago stand in solidarity with our fellow workers currently protesting their inhumane, exploited and unjust working conditions against Signal International.

Those of us in the taxi industry here in Chicago, made up of largely immigrant workers from around sixty (60) nations from around the world, find ourselves working 12-hour days (or more) and 70-80 hour work weeks in order to make a decent living. We can identify whole-heartedly with the protests being carried out by the Signal International workers.

We call on our elected officials to grant the right to continued stay in the U.S. to these workers, the better for them to be able to demand and achieve redress from those responsible for their exploitation. In these days of a globalized workforce and trans-nationalism, it is no great surprise to us in the UTCC that such an injustice as what is being called "modern-day slavery" can occur to the Signal International workers from India on the Gulf Coast of the USA. We are inspired and moved by the courage shown by these workers to protest their treatment and to stand up for their humanity.

We in the UTCC are also working to address exploitative working conditions for cabdrivers here in Chicago, and we are of the firm belief that workers standing together protesting the same conditions and issues are the only way we can achieve our common workers and human rights. Victory and Justice for One is Victory and Justice for All!

In solidarity,

The United Taxidriviers Community Council

FARE INCREASE UPDATE:

The UTCC is determined to keep up the pressure on the City to request, request and then demand a fare increase on the meter for Chicago cabdrivers. We talk to drivers every day who ask us what is happening with this campaign. We DO have a strategy.

One aspect of this strategy is to collect a minimum of 4000 signatures on our petition drive in the next two months. If you haven't signed the petition yet, please approach our organizers and get your name and contact information on the petition.

Furthermore, we want and need your help to accomplish these goals. If you want to get involved, please ask us when our next Fare Increase Subcommittee meeting is, and plan to attend. We are a small organization right now, and we can't do it all alone, but together, WE CAN DO IT!

FUTURE CAMPAIGNS:

COMPLAINT SYSTEM AT 400 W. SUPERIOR

We in the UTCC have two pending complaints against drivers that we want to find more evidence about. We need you drivers to step forward and report to us about any complaints concerning the following circumstances in order to fight to change the system here:

The first one concerns two complaints from two different random drivers in Chicago at two different times about two different cabdrivers. The suspicious thing is that they concern very similar events at the very same location in Chicago!

The complaint mentions the following same things:

1. The incident happened on eastbound I-90 at about Irving Park, where it merges with I-94
2. The complainer says they were run off the road by the cab which merged into the fast lane without signaling
3. There was no room for the cab to move over into the lane
4. The cab almost caused an accident by this maneuver

We are looking for any other cabdrivers who received similar complaints about similar incidents in the same location. Please contact the UTCC with these complaint forms if you have them so we can study them.

The second type of complaint we are looking for concerns the solicitation of bribes by hotel doormen. We have one driver who had a complaint filed against him by a doorman for protesting being kicked out of line for not bribing the doorman.

If any drivers have been solicited for bribes for good fares by hotel doormen, please contact the UTCC so we can document these illegal injustices.

Get involved with UTCC's campaigns on the issues that matter to YOU! Call us at 773-774-UTCC!

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American Friends Service Committee, Community Ally

Attacks on cabdrivers Ivan Njuba and Mohammed Jawad: Two more reasons for the safety placard

CONTINUED FROM PAGE 1

has lived in Chicago for about the same amount of time.

As Ivan begins to tell his story, he becomes more comfortable with the interview process, and becomes more animated. He doesn't remember the exact time he picked up his fare at Union Station, but the call he made to 9-1-1 went through about 9:20 PM later that night. The pick up at Union Station started out uneventfully enough. The two young men were carrying bags and Ivan assumed they were getting off of a train and on their way back to their base at Great Lakes Naval Station.

At first they drove around Union Station area in the West Loop area, looking for their "friends" according to Ivan. They seemed intent on finding some other sailors to share the cab ride with. This proved unfruitful, and soon enough they were on their way. Ivan describes the ride as "normal", in that there was some talking back and forth with his passengers. He tells us that he is a "cautious man," and is usually alert for any signs of trouble. He rarely works late at night, except on the weekends when it is most lucrative and wouldn't make sense not to work. These passengers did not give him any cause for alarm, either by speech or action, during the whole trip. He does recall that he asked them if they knew the way, as he had never been there before, and they said they did, and would direct him.

As they got off Highway 41 and approached the base, Ivan's passengers asked him to pull over. One of them got out, and the other one did not. As the passenger door sometimes sticks and has to be opened from the outside, Ivan dutifully got out to open the door for him. "I thought he was stuck in the back seat", Ivan tells me. When he did, the passenger who had gotten out proceeded to get in and take the wheel of the cab.

"It was strange... it was kind of strange!" Ivan says. The passengers then indicated that they wanted to go get some liquor, so Ivan tells them OK; he could drive them there. This is where this cab fare started to turn ugly. Ivan's voice gets real quiet here, "I can drive," the passenger in the driver's seat tells him, "I'm gonna drive."

I asked Ivan whether he told them that he couldn't let them drive the cab, as it was against company policy and City rules. He told me that he was nervous as they were "military men" and he wasn't sure how much "training" they had. "They were two guys against you!" Ivan exclaims.

As Ivan tells it, "it kind of looks strange, when someone say he's gonna drive your car--especially times...well, I was kind of scared...there was no car coming, and it was a little bit----dark--no one heard, and my favorite thing I don't have a phone---I had my phone on---it was in my bag lying there---and I couldn't grab my bag and run away."

They proceeded in silence to the liquor store, where the passenger in the back seat purchased some liquor, Ivan still sitting nervously in the front seat, and then head back to the base. This time as they near the base, Ivan asks them again "What's gonna happen next. Are you gonna pay me when we get to the base?" They tell him yeah, but they want to get some food, they have to get some money first.

As Ivan tells it, he seems to relive the experience. Ivan starts to get nervous on the way to the base when he notices

that they have passed several ATMs, including a Chase Bank, without stopping for money. When the driver pulls into a parking lot, turns around, and then starts heading away from the base again, this time down some dark streets, Ivan tells me he got "very very panicked---very very very panicky---so I reached for my bag, slowly---and---reached for my phone.... [to make a] 9-1-1 call---which he noticed, that I was tryin' to pick my phone---and he say, 'what are you doing?'---I say, 'I'm callin' my brother'. He say, 'don't fool me---don't bullshit me---you're callin' the police', I say 'no', I told him no---I think he noticed from the way I was so ner-

"I think he noticed from the way I was so nervous---he say, 'no---you callin' the police'---I told him no again...and he says again, 'you're callin' the police---I'm gonna kill you now'." Ivan repeats this last phrase in a hushed voice: "I'm gonna kill you now."

vous---he say, 'no---you callin' the police'---I told him no again...and he says again, 'you're callin' the police---I'm gonna kill you now'." Ivan repeats this last phrase in a hushed voice: "I'm gonna kill you now."

Ivan proceeds to tell me that he thought that he was "maybe at---my last moment in time", so at the next opportunity when the car slowed down, he popped his seat belt off, opened the car door, and tumbled out into the street. He shows me his scrapes on his elbows. He tells me how he ran towards some houses, clutching his cell phone and trying to call 9-1-1 as he ran. As he approached the

attacked while working as a cabdriver. In Jawad's case, one of his passengers failed to pay the fare, got belligerent, and punched a hole in the passenger's side window before running away. Jawad chased after him and tussled with him, receiving some bruises on his face, before calling the police and having him arrested.

We met Mohammad on the phone after our first issue of the UTCC Voice came out. He was excited to learn that his attacker could potentially be charged with an aggravated battery, and he wanted to let us know that he got this information from our newsletter. He described how he carried the Voice with him into court and

One of the most important things we learned in the Shen campaign was that a new protective law like this one would serve no purpose if no one knew about it---not the passengers, not the police, nor the district attorneys whose duty it is to prosecute these cases. There is a theory in law called the "deterrence theory", which provides that an increase in penalties for crimes against society has the most effectiveness in preventing such crimes when the penalties are widely publicized.

The City of Chicago is well aware of this theory. This is why all CTA buses and trains carry notices which inform the passengers that there are severe penalties for attacking CTA bus drivers or train engineers. It is obvious that we also need such notices for protection of our cabdriver workforce, and the UTCC is determined to carry on the struggle with the City of Chicago to get a notice about this new law for display in our taxis.

For the last three months we have been having monthly meetings with Deputy Commissioner Shellie Riedle of the Department of Consumer Services to discuss issues of concern to our taxi industry. We have repeatedly requested that the City issue a placard to be placed in our cabs that would inform the public of this new law with increased penalties for assaulting cabdrivers. Month after month we have received no definite reply to our request, despite the City's stated desire to work with us.

As Ivan Njuba stated, "[these guys had] military training...[I didn't know] what they were training there---they were two guys against you!" in his description of how he felt when his passengers took over his cab. We'll never know if a placard in the back seat would have deterred them, but even the smallest chance of deterrence would make it a sensible decision to place them in our cabs.

In Jawad's case, he had the UTCC Voice with the Shen article that highlighted the new law with him in court. When he asked the prosecutor about charging his attacker with a felony under the new law, she stated she wasn't aware of the law. Mohammad Jawad was then able to pull out the article and show it to her to educate her about it.

We in the UTCC are concerned for our cabdrivers' safety, and we have urged the Department of Consumer Services to take a simple action that could possibly save a cabdriver's life someday, or at the very least reduce the risk of violence being perpetrated upon her or him. We have become increasingly frustrated with the lack of response from the City officials concerning this matter. We cannot imagine any reason why any official could possibly be against such a placard promoting awareness of cabdrivers' safety and the penalties for assaulting us.

We cabdrivers need to stand up for ourselves, both in the political arena and in the world at large---we need to insist on being treated with dignity and respect, both by our elected and appointed city officials, and by the public. This placard will convey to the public that the city takes violence against cabdrivers seriously, and so should they. Call or write your aldermen and the DCS officials to let your voice be heard, along with all of our voices.

UTCC's proposal: Driver Safety Placard to be installed in Chicago taxicabs:

Battery of an on-duty taxi driver is a Class 3 felony, punishable by up to 5 years imprisonment.

720 ILCS 5/12-4, 730 ILCS 5/5-8-1

house he was also on the phone with the police dispatcher, and he was able to reach the homeowner for help to tell the police where he was located. He tells me he wasn't aware of the cab at this time, and assumed it sped off.

The police finally show up and take him into the station, where he hears eventually that his cab was found shortly afterwards, having been set on fire. The perpetrators were arrested and eventually bailed out on 50K bond and confined to base on the Naval Station. Ivan's brother came to get him from the police station an hour or so later. As we speak with him he has not been driving since, and is not sure when he will go back to work.

MOHAMMAD JAWAD'S STORY

Mohammad Jawad was also recently

was able to educate the prosecutor about the new law, as she knew nothing about it before he brought it to her attention.

These two recent cases of violence against Chicago cabdrivers highlight the fact that driving a cab is one of the most dangerous professions in the US. According to grim statistics from the Occupational Safety and Health Administration (OSHA), the taxicab industry faces the highest rate of homicides of any profession---nearly 60 times the average rate. It seems that cabdrivers deserve to have better protections than only the safety shields we currently have here in Chicago. There

should be a law to give us greater protections.

It turns out that now there is such a law, which went into effect January 1, 2008. This law makes battery on a cabdriver on duty an aggravated battery, which is a felony, punishable by up to 5 years imprisonment. In the first application of this new law, the United Taxidriers Community Council supported the Stanley Shen case (reported in our last newsletter) by publicizing the unprovoked attack on him and demanding that his attacker's charges be upgraded from a misdemeanor to a felony. By involving our cabdriver community in a spirited demonstration and making the struggle with the prosecutor's office, we won this campaign, and Shen's attacker was re-arrested under the new law and new charges.

Letters and Correspondence from UTCC

Every month, we write many letters to our Aldermen, Department of Consumer Services officials and Department of Aviation officials and many others- and we publish them in this newsletter so you can be informed of the latest developments...

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

June 13, 2008

Alderman Thomas Allen
121 North LaSalle Street
Room 203, Office 12
Chicago, Illinois 60602

Dear Alderman Allen,

I am writing to you on behalf of the United Taxidriviers Community Council (UTCC) to draw your attention to the critical issue of violence against cabdrivers. We have put forward a proposal to the Department of Consumer Services (DCS) that will improve safety conditions for cabdrivers. However, we have yet to receive any meaningful response to this request, and we hope that, with your support, our reasonable proposal will be implemented.

While the DCS has been remarkably resistant to developing a productive relationship with the UTCC, the City of Chicago's Department of Aviation (DOA) stands in contrast. As you may already know, many Muslim taxi drivers who parked their vehicles to one side of the staging area in order to perform obligatory prayers would receive parking tickets from airport authorities. The UTCC met with DOA officials to present our grave concerns about this unfair practice, and we came to a mutually agreeable solution, which provides all drivers, regardless of religion, an area in which to stop their cabs, to take short breaks.

The DOA's inclusion of UTCC in the decision-making process has ensured that the new parking solution in the staging area is not enforced by airport authorities alone, but by drivers themselves. We are truly pleased that the DOA has engaged in good faith efforts to accommodate the needs of taxi drivers, by not only listening to our concerns, but acting on them as well.

We regret to inform you that such a positive working relationship has not yet been established with Commissioner Norma Reyes of the DCS. Although we have tried to meet with Commissioner Reyes, we have thus far only been able to schedule regular meetings with Deputy Commissioner Shellie Riedle. While we appreciate the time that Deputy Commissioner Riedle has taken to meet with us, we are deeply disappointed that Commissioner Reyes has declined to join us at any of these meetings.

At our meeting with Deputy Commissioner Shellie Riedle in March 2008, we requested that the City of Chicago place placards in the taxicabs to educate the public about a new law that went into effect this January, which makes battery of an on-duty taxi driver a felony. (Please see the attached copy of the law and our proposed text for the placard.) Having worked in the criminal justice system, you are well aware that the deterrent effect of such a law can only be achieved if the law is publicized, discouraging potential offenders. This responsibility is squarely in the hands of the DCS, but after three meetings over three months, we have received no response either accepting or rejecting our request.

A simple placard, of limited cost to the city, has the ability to reduce rates of crime against taxi drivers, who face the highest rate of workplace homicide in the country. This modest request deserves immediate attention, and we are disheartened that the Commissioner has shown utter apathy to the issue. We would appreciate your immediate attention to this matter, and we hope you will offer us your support on this matter.

Sincerely,

Fayez Khozindar, Chairperson
United Taxidriviers Community Council (UTCC)
cc: Committee on Transportation and Public Way, Commissioner Norma Reyes



American Friends Service Committee, Community Ally

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UNITED TAXIDRIVERS COMMUNITY COUNCIL

April 24, 2008

Commissioner Richard Rodriguez
Department of Aviation
Aviation Administration Building
10510 W Zemke Rd
Chicago, IL 60666

Commissioner Rodriguez:

I am writing on behalf of the United Taxidriviers Community Council (UTCC), an organization representing the interests of cabdrivers. Firstly, I would like to congratulate you on your appointment as the Commissioner of the Department of Aviation- and we are hopeful that you will continue to build bridges with the various communities affected by the DOA.

We are honored to say that the UTCC enjoys an excellent working relationship with DOA, which is in no small part due to the efforts of Mr. Marcos Fernandez, general manager of Landside Operations. Mr. Fernandez has made it a priority to improve the communication between the DOA and the UTCC- a strategy that has been successful in resolving difficult issues at the O'Hare Airport's Staging Area for public vehicles. Please find the enclosed article with regards to this issue.

Today, we would like to ask you to take another step towards facilitating a positive relationship between Chicago's cabdrivers and the DOA. In the staging area, there are two multi-purpose shelters where many cabdrivers go to socialize, or pray. We would like to request the installation of a bulletin board someplace near this facility, where the UTCC and others in the cabdriver community may post announcements and information to explain rules and regulations those drivers must follow.

Just like employees at other workplaces may access information about their union or their workplace rights at their break room, cabdrivers should also have a similar right to access information in the only "break room" that is available to them. The UTCC will accept the responsibility of maintaining the bulletin board, while our community-based ally, the American Friends Service Committee (AFSC) has agreed to donate and pay for installation of the bulletin board. Please find the enclosed catalog clipping to see dimensions.

I look forward to your response, and am available to meet to discuss this matter at your earliest convenience. Congratulations, once again, on your appointment, and I look forward to your call. You may reach me at my cell phone at (312) 343-5831.

Sincerely,

Fayez Khozindar, Interim Chairperson
United Taxidriviers Community Council

CC: David Ochal, First Deputy Aviation Commissioner
Marcos Fernandez, General Manager, Landside Operations



American Friends Service Committee, Community Ally

Department of Aviation responds...

We sincerely thank newly appointed Commissioner of the Department of Aviation Richard L Rodriguez for upholding an excellent working relationship with the United Taxidriviers Community Council.



City of Chicago
Richard M. Daley, Mayor

Department of Aviation
Richard L. Rodriguez
Commissioner

Chicago O'Hare
International Airport
P.O. Box 66142
Chicago, Illinois 60666
(773) 686-2200
(773) 601-8333 (TTY)

Chicago Midway
International Airport
5700 South Cicero Avenue
Chicago, Illinois 60638
(773) 838-0600
(773) 838-0795 (TTY)
www.flychicago.com

May 16, 2008

Mr. Fayez Khozindar
United Taxidriviers Community Council
6124 North Milwaukee Avenue
Suite 12
Chicago, Illinois 60646

Dear Mr. Khozindar,

Please accept this letter in response to your correspondence of April 24, 2008. I am pleased that there is an established line of communication between the Department of Aviation and the taxidriviers that service Chicago O'Hare International Airport.

Though you generously offer to purchase and maintain the bulletin board, the DOA will provide weather-resistant material for the board. I have instructed Landside Operations and Facilities to construct and erect a common use bulletin board in the area you have recommended.

You may contact Marcos Fernandez, General Manager of Landside Operations directly at 773-894-2085 if you have questions or concerns.

Sincerely,


Richard L. Rodriguez
Commissioner

cc: D. Ochal
M. Fernandez



CONVENTION CALENDAR (JUNE-JULY)

6/18/08	ACOSOG Annual Meeting	Wyndham Chicago	Delegates: 250
6/20/08	ISACA Sarbanes Oxley Symposia	Hyatt Regency O'Hare	Delegates: 120
6/19/08 - 6/21/08	LifePoint Hospitals, Sr. Leadership Retreat	Drake Hotel, The	Delegates: 325
6/19/08 - 6/21/08	eBay Live! 08	McCormick Place West	Delegates: 8000
6/19/08 - 6/21/08	AAWD - Annual Meeting	Oak Brook Hills Marriott	Delegates: 200
6/20/08 - 6/21/08	Academy of Laser Dentistry - Board of Directors Meeting	Whitehall Hotel	Delegates: 22
6/22/08 - 6/25/08	Managed Funds Association, Client Forum	Fairmont Chicago	Delegates: 220
6/22/08 - 6/26/08	The Movement Disorder Society's 12th International Congress of Parkinson's Disease and Movement Disorders	Hilton Chicago	Delegates: 3000
6/22/08 - 6/25/08	Society for Human Resource Management 60th Annual Conference & Exposition	McCormick Place	Delegates: 20000
6/23/08 - 6/24/08	Cystic Fibrosis Foundation Research Coordinator Retreat	Hyatt Regency O'Hare	Delegates: 200
6/24/08 - 6/27/08	Booke Seminars	Hard Rock Hotel Chicago	Delegates: 120
6/25/08 - 6/29/08	National NAAHP Meeting	Chicago Marriott - Mag Mile	Delegates: 850
6/25/08 - 6/26/08	Energetic Women Conference	Hotel Orrington	Delegates: 160
6/25/08 - 6/28/08	Chicago Arabesque	Daley Plaza	Delegates: 50000
6/25/08 - 6/27/08	Illinois Bankers Association - Annual Conference & Teacher Recruitment Fair	Sheraton Chicago Hotel & Towers	Delegates: 350
6/26/08 - 6/26/08	Institute Conferences/Food Sourcing /Ops Conf. (FS/OPS)	Lakeside Center at McCormick Place	N/A
6/26/08 - 6/27/08	General Fed. of Women's Clubs - Annual Intl. Meeting	Holiday Inn Chicago Mart Plaza	Delegates: 250
6/27/08 - 7/1/08	28th Annual Taste of Chicago	Hilton Chicago	Delegates: 1400
6/27/08 - 7/6/08	Jones-Brooks Family Reunion	Grant Park	N/A
6/27/08 - 6/29/08	Democratic Leadership Conference Natl Conversation 08	Ramada Lake Shore Drive	Delegates: 50
6/28/08	Dub Magazine Custom Auto Show & Concert	Hyatt Regency Chicago	Delegates: 500
6/28/08	Pathology Practice Management	Lakeside Ctr at McCormick Place	Delegates: 15000
6/29/08 - 6/29/08	16th Annual Race to the Taste	Hyatt Regency Chicago	Delegates: 150
6/29/08 - 7/5/08	Delta Delta Delta Sorority - Tri-Delta Reunion	Grant Park	N/A
6/29/08 - 7/2/08	Children's Memorial Hospital - ISPON	Wyndham O'Hare Hotel	Delegates: 700
6/30/08 - 7/3/08	National Conference on State Liquor Administration	Chicago Marriott - Mag Mile	Delegates: 800
6/30/08 - 7/3/08	Rainbow Push Coalition Annual Conference	Fairmont Chicago	Delegates: 300
7/3/08 - 7/5/08	TOPS 60th Anniversary IRD Convention	Hyatt Regency McCormick Place	Delegates: 1200
7/3/08 - 7/7/08	American Institute of Floral Designers Collaboration	Sheraton Chicago Hotel & Towers	Delegates: 4000
7/4/08 - 7/6/08	Chicago Meeting	Hilton Chicago	Delegates: 1100
7/6/08 - 7/9/08	Annual IDEA Conference	Westin Chicago North Shore	Delegates: 1600
7/7/08 - 7/11/08	ACSP - AESOP Joint Congress	Hilton Chicago	Delegates: 300
7/7/08 - 7/11/08	ICE/ATF: HAA 08 Annual Conference	Chicago Marriott - Mag Mile	Delegates: 500
7/9/08 - 7/13/08	National Assn of College & University Business Officers	Sutton Place Hotel	Delegates: 80
7/10/08 - 7/14/08	American Federation of Teachers Biennial Convention	Hilton Chicago	Delegates: 3000
7/10/08 - 7/13/08	08 U.S. Green Party National Nominating Convention	Navy Pier	Delegates: 4200
7/10/08 - 7/13/08	Summer Nursing Conference	Palmer House Hilton	Delegates: 1750
7/12/08 - 7/13/08	15th Annual Mayor's Cup Youth Soccer Festival	Wyndham Lisle	Delegates: 400
		Grant Park	N/A



City of Chicago
Department of Consumer Services
Norma I. Reyes
Commissioner

TAXICAB INDUSTRY NOTICE

June 13, 2008

New Information Sheets to be Posted by July 1st

Please be advised that the Department of Consumer Services has updated the Information Sheet (also commonly called the "rate sheet"). Information Sheets are required per Rule 2.08 of the Rules and Regulations for Taxicab Medallion License Holders, as well as the Chicago Municipal Code, 9-112-400.

By July 1, 2008, all taxicabs must have the updated Information Sheet posted.

Information Sheets can be purchased for \$2.00 at the Public Vehicle Division offices, 2350 West Ogden and 1615 West Chicago Avenue.

If you have any questions, contact the Public Vehicle Division at 312-746-4300.

Notice No. 08-003

Dept. of Consumer Services Public Vehicles Division • 2350 W. Ogden, Chicago, IL 60608 • 312-746-4300

ISLAMIC PRAYER TIMINGS

Date	Day	Fajr	Sunrise	Dhuhr	Asr	Maghrib	Isha
6/20	Fri	3:32	5:15	12:53	4:55	8:30	10:13
6/21	Sat	3:32	5:15	12:53	4:56	8:30	10:13
6/22	Sun	3:33	5:15	12:53	4:56	8:30	10:14
6/23	Mon	3:33	5:16	12:53	4:56	8:30	10:14
6/24	Tue	3:33	5:16	12:53	4:56	8:30	10:14
6/25	Wed	3:33	5:16	12:54	4:56	8:30	10:14
6/26	Thu	3:34	5:17	12:54	4:57	8:30	10:14
6/27	Fri	3:35	5:17	12:54	4:57	8:30	10:13
6/28	Sat	3:36	5:17	12:54	4:57	8:30	10:13
6/29	Sun	3:36	5:18	12:55	4:57	8:30	10:13
6/30	Mon	3:37	5:18	12:55	4:57	8:30	10:13
7/1	Tue	3:38	5:19	12:55	4:57	8:30	10:12
7/2	Wed	3:38	5:19	12:55	4:57	8:30	10:12
7/3	Thu	3:39	5:20	12:55	4:58	8:30	10:11
7/4	Fri	3:40	5:21	12:56	4:58	8:29	10:11
7/5	Sat	3:41	5:21	12:56	4:58	8:29	10:10
7/6	Sun	3:42	5:22	12:56	4:58	8:29	10:10
7/7	Mon	3:43	5:22	12:56	4:58	8:28	10:09
7/8	Tue	3:44	5:23	12:56	4:58	8:28	10:08
7/9	Wed	3:44	5:23	12:56	4:58	8:28	10:08
7/10	Thu	3:45	5:24	12:56	4:58	8:27	10:08
7/11	Fri	3:47	5:25	12:57	4:58	8:27	10:06
7/12	Sat	3:48	5:26	12:57	4:58	8:26	10:05
7/13	Sun	3:49	5:27	12:57	4:58	8:25	10:04
7/14	Mon	3:51	5:28	12:57	4:58	8:25	10:03
7/15	Tue	3:52	5:28	12:57	4:58	8:24	10:02

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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
6/20/08	1:20 PM	White Sox at Cubs	2:20 PM	6/19/08	1:05 PM	Pirates at White Sox	2:05 PM
6/21/08	12:05 PM	White Sox at Cubs	1:05 PM	6/27/08	3:05 PM	Cubs at White Sox	4:05 PM
6/22/08	3:33 AM	White Sox at Cubs	3:33 AM	6/28/08	2:55 PM	Cubs at White Sox	3:55 PM
6/24/08	7:05 PM	Orioles at Cubs	8:05 PM	6/29/08	3:33 AM	Cubs at White Sox	3:33 AM
6/25/08	7:05 PM	Orioles at Cubs	8:05 PM	6/30/08	7:11 PM	Indians at White Sox	8:11 PM
6/26/08	1:20 PM	Orioles at Cubs	2:20 PM	7/1/08	7:11 PM	Indians at White Sox	8:11 PM
7/8/08	7:05 PM	Reds at Cubs	8:05 PM	7/2/08	7:11 PM	Indians at White Sox	8:11 PM
7/9/08	7:05 PM	Reds at Cubs	8:05 PM	7/3/08	7:11 PM	Athletics at White Sox	8:11 PM
7/10/08	1:20 PM	Reds at Cubs	2:20 PM	7/4/08	6:05 PM	Athletics at White Sox	7:05 PM
7/11/08	1:20 PM	Giants at Cubs	2:20 PM	7/5/08	6:05 PM	Athletics at White Sox	7:05 PM
7/12/08	2:55 PM	Giants at Cubs	3:55 PM	7/6/08	1:05 PM	Athletics at White Sox	2:05 PM
7/13/08	1:20 PM	Giants at Cubs	2:20 PM				

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UNITED TAXIDRIVERS COMMUNITY COUNCIL

UTCC GENERAL MEETING

SUNDAY, JUNE 22, 2 - 4 PM

NEXT MEETING: SUNDAY, JULY 20, 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!

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