

UTCC VOICE

THE NEWSLETTER OF THE UNITED TAXIDRIVERS COMMUNITY COUNCIL

Volume I

October - November 2008

Issue 5

HIKE OR STRIKE!

“Fare” demands not met by city as gas surcharge expires; UTCC to announce strike date at November 25 Rally

Cabdrivers have been left with few options after giving the city more than a month to come to the negotiating table: Now

they intend to strike, potentially causing the city millions of dollars in loss of revenue.

The demand comes at

a time when the cost of living has skyrocketed, and maintenance costs have increased substantially. Meanwhile what little relief the \$1 surcharge provided has been stripped as the surcharge went down to \$0.50 and then eliminated entirely.

Cabdriver income now averages \$5.77 an hour, well below minimum wage, while the average shift is 12 hours and 20 minutes. To add insult to injury, the recent volatility in gas prices has once again ignited frustration with a 50-

STRIKE DEMANDS

- ◆ 16% Fare Increase effective January 1st, 2009
- ◆ Freeze of the lease rate caps & enforcement of lawful leasing practices
- ◆ Restoration of Meter & Half rates to Skokie, Burbank & Elk Grove Village
- ◆ Moratorium on issuing of new medallions
- ◆ An independent review of economic factors impacting cabdriver earnings every two years. Fares should then be adjusted to reflect findings with the goal of ensuring cabdrivers can earn a living wage by year 2016.



UTCC Steering Committee Members Vait Miftari, Ron Florence, Peter Enger, and Fayez Khozindar speak to CLTV, ABC, & Sun-Times reporters in front of the Mayor's Office

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NOVEMBER 25 CABDRIVERS' RALLY TO ANNOUNCE STRIKE!

MEET AT ZAIQA RESTAURANT (858 N ORLEANS) AT 1PM- BUS WILL TAKE YOU TO RALLY AT RANDOLPH & CLARK

TELL THE CITY: HIKE OR STRIKE! See rear page for details!

UTCC launches membership drive



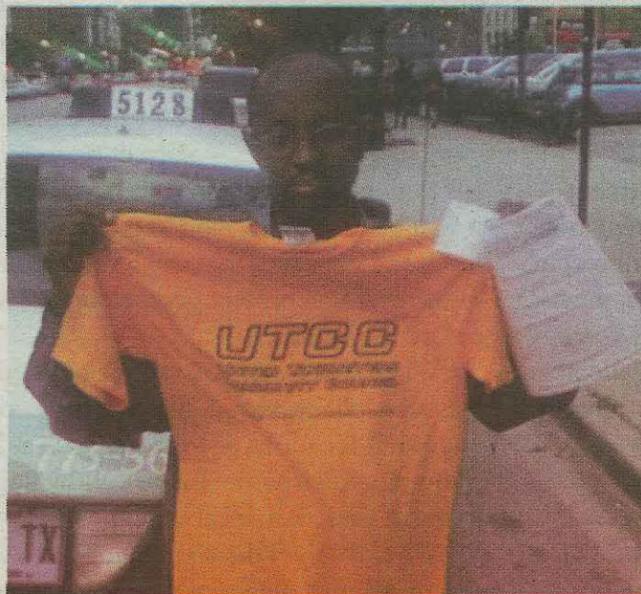
By Peter Ali Enger, UTCC Secretary

The United Taxidrivers Community Council started its membership drive on September 22, 2008 and is proud to an-

nounce our first member, Farah Musse Mohamud who came to our table at Baba Palace to pay his dues and receive his membership card. (See photo)

Since that day, we have had an amazing response from you drivers, with many community leaders joining our member-

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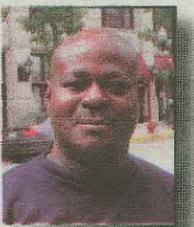
As the first UTCC member, Farah Musse Mohamud proudly holds up his UTCC t-shirt, application and membership card

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To my fellow African Drivers

By Paul Archibong



Good day, my fellow cab drivers. Many times we've all talked about having representation for us cab drivers. This is it!

UTCC is the voice for cab drivers, formed by cab drivers to represent us. As we all know, without representation, we're nothing.

I started driving a cab 23 years

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Common Sense Corner

Join UTCC and support the strike: Its common sense!

By FayeZ Khozindar, the "Common Sense Man"

When we went to Mr. Allen, the chairman of the Transportation Committee at City Hall to lobby for the fare increase, he told us, to my best recollection: "Listen. When you need something from City Hall, I see five or six drivers in the hearing room. I want to see it packed with drivers. I want you to be organized." And since then, we have worked hard to organize our drivers.

At the hearing, we packed the room successfully bringing in 70-75 drivers. Since then, as before, we have worked hard to establish and build this organization, the United Taxidriers Community Council, which is an umbrella organization representing drivers from all nationalities and backgrounds and we are hoping it will include all the drivers eventually.

We are working hard to do this and the drivers come to us and say, "What about this? What about that?" We tell them, all these

problems will be solved one at a time, two at a time, three at a time, but we cannot do it alone. You have to belong. You have to build this organization because it's yours. And don't say, "I have nothing to with it and I don't need it and I don't care." You do! You care because this is your life and your job. It's common sense to join the United Taxidriers Community Council.

If you want to solve the problem of limousines stealing your fares from hotels, then you have to join. If you want to solve the problem of the unjust and unconstitutional process going on at 400 W Superior, the Kangaroo Court, then you have to join. If you need to solve the problems with authorities that are abusing the drivers at O'Hare or anywhere else, then you have to join. You have to join a community, an organization to represent you and to be strong with your participation. This organization will defend you. We have a brochure that will specify all the benefits you will get if you join.

This includes a bond card, so you don't lose your license if you get a ticket, a safety placard, and a free T-shirt. We are working hard to ensure that you will

receive term life insurance and dismemberment insurance for your family and legal representation with reasonable fees in the future. You will receive all these benefits and more if you become a member. If you join before the end of the year, you pay only \$60 for this year and next year. Your membership will last until the end of 2009. If you join after January 2009, then you pay \$100 for one year, so it's very reasonable. It's common sense that you save \$40 if you join now.

It's your life and your job to protect and you cannot do it alone. We are overwhelmed with unjust and unfair treatment. So many bad things happen to drivers. The other day, a guy told me, "I just received ten tickets at O'Hare." Ten tickets! He came crying to me, saying "What should

I do?" These things need to be taken care of, and if you cannot deal with it, you need to join UTCC and be represented. You have to be stronger and you cannot do it unless you join this organization to represent you and to help you and to solve all these problems in the long term.

There was neglect in our fifty years in the taxi industry and we have to do something about these issues, especially the abuses committed by the authorities. We have to reform the industry. We will hold a press conference in front of Mayor Daley's office and present him with the over 400 signatures of the drivers who want a 16% fare increase. In all the media coverage, you can see the United Taxid-

riers Community Council participate in all these events and initiate all these actions to protect the drivers and work for their benefit. Therefore, we urge all the drivers to join.

There will be actions to join

at O'Hare, Midway, and downtown restaurants, so please join. It's your opportunity to be represented and it's time! UTCC will protect the rights of the drivers and participate in other community events such as the previous Olympics Rally. Now, we are teaming up with workers from Michael Reese Hospital who have not been paid for three months. We will hold a press conference at City Hall to demand that these workers are paid immediately.

We are involved in social work, and defending the rights of all kinds of workers. You should be proud of this organization. It's a human rights organization and it works for the drivers. It's the only organization that represents the drivers.

If the City Hall does not respond positively to our demands of a 16% fare increase and a seat at the table to negotiate with the city and reform the industry, then we have to take action. That action will be a 24-hour strike, followed by a rush hour strike from 4 to 7 in the evening.

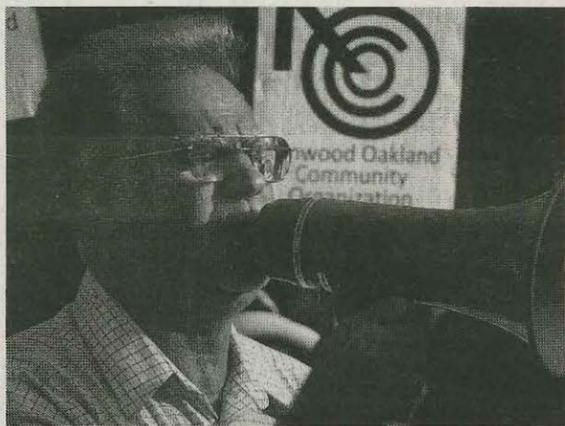
We need your support. When we say strike, you have to strike, and you will have to make a sacrifice. You have to suffer to reform the industry and to correct these problems. We

ask you, please save money. If you save \$8 a day, it will be enough for you to cover your lease, your food, and expenses that day. You are not going to suffer if you protect yourself and save \$8 a day before the strike.

When we strike, you will be notified by text message, phone, email, flyers, and people staging important locations downtown, such as hotels, train stations, and airports. Large yellow flags will be flying at these key locations.

When you get the signal, you have to strike to defend your existence and your job. This is a common sense action to take. We hope that we will succeed in representing ourselves and having a seat at the table to negotiate and reform the taxi industry in the Chicago area.

"You have to belong! You have to build this organization because it's yours. And don't say, "I have nothing to with it and I don't need it and I don't care." You do! You care because this is your life and your job. It's common sense to join UTCC!"



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!

UPDATE: STRIKE ORGANIZING

Chicago Cabdrivers!

We in the UTCC have been working hard to organize a successful strike to have our demands met. You may be asking yourselves, what are our demands?

First, we want a fair fare increase on the meter, which even the *Sun Times* came out recently in favor of our request. We also want a biennial review (every two years) of the cost of driving by an independent body, which can recommend changes in fare, depending on what the conditions are at that time.

Second, we are demanding a freeze on lease rates and investigation of illegal lease practices. Finally, we want restoration of meter and a half to Skokie, Burbank and Elk Grove Village.

We came up with these demands by surveying drivers and holding meetings with a Strike Team. We also narrowed down some reasonable and realizable demands we felt we could negotiate with the City of Chicago about. A brief history about our demands for a fare increase follows below.

As we continued to organize a successful strike, we went through several stages. First, we had to be confident that drivers were in favor of a strike, and would pledge to support it by staying home for at least one day (if not longer!).

We asked drivers to fill out pledge cards with their contact information so we could inform everyone when we decided to take action. We found that not only did 95% of drivers we surveyed support a strike, and pledged to honor it, many drivers wanted to strike for more than one day! It is clear that there is dissatisfaction among drivers about working conditions.

We also carried out our petition drive to demand a City Council hearing about a fare increase. Finally we had to decide if we had enough leadership and commitment among our many driver communities to bring picketers and bodies to a demonstration and rally Downtown on the day of the strike.

We are still working on two main components of what it will take to call a successful strike: 1. We need drivers to volunteer to help reach out to drivers who only work in the daytime, in Downtown, and gain their support; 2. We need driver community leaders to volunteer to bring bodies of drivers to downtown pickets and rallies on the day of the strike. Without these two crucial components to our strike organizing plans, we won't be able to call a successful strike.

Please contact us to find out about our next Strike Team meeting or if you want to volunteer, where you can plug into the plans. We won't be able to do it without you, Chicago Cabdrivers!

CLARIFICATION: DEMANDS & HISTORY

Earlier this year, we analyzed the statistics of driving a cab and settled on an increase of 16%, one that would not hurt our passengers too much, but would add a significant amount to our paychecks at the end of the day. We know some of you think it's too much, some think it's too little, but we also agree that the gas surcharge is not fair and does not add to our income.

The petition last year was for a 25% fare increase, which at the time many considered to

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 collec-

tive 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.

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 Female (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

Membership drive launched

CONTINUED FROM PAGE 1

ship ranks, and vowing to promote membership in the UTCC in their respective communities.

Chicago Cabdrivers! We have dreamed of this day, and have been working towards it all year long, and finally we have succeeded in getting all of our paperwork submitted to the governmental authorities (the State of Illinois, the Federal Government, and the IRS) to become a legal not-for-profit entity.

What does this mean, you ask? It means we are accountable to our own internal structural principles and pledges, and to our public pledges to *you*, our constituency and membership.

We are also legally accountable to the public regarding transparency about our democratic voting procedures, our constitution and by-laws, and our annual financial statements. These documents are legally

required to be made available to any member who wishes to see what is done with the membership funds. We in the UTCC believe the People (that's YOU and ME and ALL OF US TOGETHER) can make a difference in our own lives and living conditions. We only need to come together to demand better treatment.

Social movements for hu-
CONTINUED ON PAGE 5

UTCC/MEMBERSHIP RECRUITERS

Only the following six persons have been authorized to accept UTCC dues payments.



PETER ALI ENGER



STEVE KIM



FAYEZ KHOZINDAR



RON FLORENCE



RAJA KHAN



VAIT MIFTARI

Hike or strike!

CONTINUED FROM PAGE 1

cent drop, followed by a total expropriation of the gas surcharge, effective Nov 1. Drivers say, "enough is enough!"

"We refuse to be subjected to this roller coaster. We said it before, at the hearing [in April], that the surcharge will never be a solution to our dilemma because not only is the price of gas going up, the cost of living is also going up and we have not had permanent relief," says Faye Khazindar, Chair of UTCC. "Therefore, we are demanding a 16% fare

increase. If the city doesn't act, we will!"

Drivers will announce a strike at a rally and press conference to be held in front of the Thompson Center building at Clark & Randolph at on November 25. Cabdrivers will be offered a ride to the rally in front of Zaiqa Restaurant at 1pm SHARP.

"We need a seat at the table, not table scraps," says Peter Enger, UTCC secretary. "It's time for the City of Chicago to give us what we need and that's a

16% fare increase."

Another key reform drivers are demanding is a biennial (every two years) review of rates of fare, based upon cost of living and cost of driving, and incremental fare increases on the basis of the findings.

Other key reforms are a freeze of lease rates & investigation of illegal leasing practices, restoration of meter & half rates to Skokie, Burbank & Elk Grove Village and a moratorium on the issuing of new medallions. With skyrocketing fuel costs, costs of living,

and maintenance costs, taxi drivers are instead demanding a permanent 16% fare increase.

United Taxidriers Community Council is represented by its general counsel, Burgess Law Office, PC., in negotiations with the City of Chicago over the fare increase.

On October 1st, cabdrivers had submitted petitions from more than 1300 cabdrivers, initiating a legally-binding process that will lead to hearings at City Hall within 60 days. (MCC 9-112-510(c)). This

process gives the city until December 3 to schedule a hearing where a fare increase will be considered.

WANT TO GET INVOLVED IN BUILDING FOR THE RALLY AND THE STRIKE? CALL US AT 773-774-UTCC!

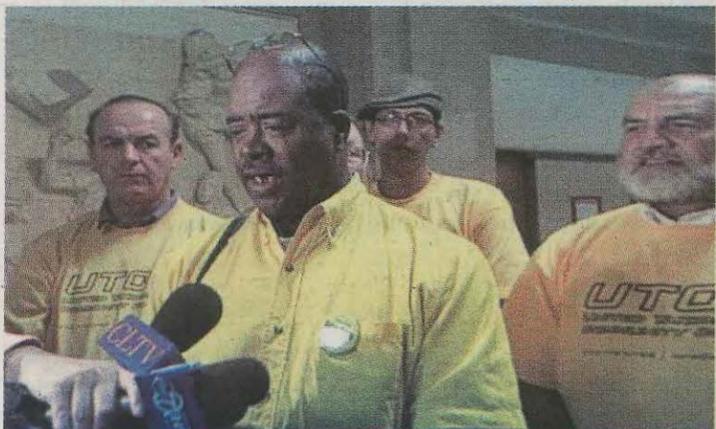
LOOK FOR UTCC ORGANIZERS WITH YELLOW FLAGS IN THEIR WINDOWS!



TOP: Close up of the 255-foot "red carpet" of 1300 petitions, which stretched all the way from Daley's office to the statue which stands at the other end of the hall.

RIGHT: Faye Khazindar, UTCC chair addresses ABC and NBC reporters as other UTCC leadership look on

BOTTOM: Ron Florence, UTCC spokesperson addresses pointed questions from reporters at the press conference



Membership drive launched

CONTINUED FROM PAGE 4

man rights past and present prove that this is possible, given leadership, unity and cooperation among the population. In every conversation we have had with you Chicago cabdrivers you have agreed with this position.

We must only remember that every union that exists in the world

What does this mean, you ask? It means we are accountable to our own internal structural principles and pledges, and to our public pledges to *you*, our constituency and membership.

today had to overcome some of the same problems that we cabdrivers face today in Chicago. There are forces arrayed against us achieving our goals, including pessimism and cynicism in our own cabdriver community.

We in the UTCC are determined and dedicated to overcoming our obstacles, and we are every bit as confident that we will succeed in meeting our goals once we all

CONTINUED ON PAGE 8

Civil remedies for cabdrivers to pursue without a lawyer

By Donald S. Nathan, Esq.

Workers Compensation

Surprisingly enough, a recovery can be made at the Illinois Workers Compensation Commission without the help of a lawyer, although it is unlikely that a cabdriver on his or her own is going to do well.

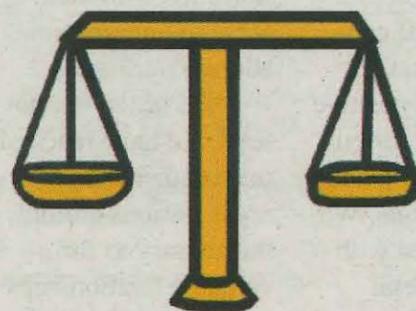
The basics can be found on the web page of the IWCC, and if a cabdriver is without internet access or savvy, he or she can to the same State of Illinois Building to the 8th floor to get pamphlets and all kinds of help from the staff who are fantastically helpful.

The pamphlets are printed up in simple language, and the way the law is set up, it is possible to figure out what kind of rate you can expect to use to calculate what is coming to you.

Cabdrivers usually have problems come over the questions of whether they are independent contractors or employees and whether they have reported income so

as to be able to make a workers compensation claim for anything above the minimum rate.

Obviously a cabdriver who reports no income is going to have to face the consequence under the Workers Compensation Act as he does under the Crime Victims Compensation Act. Under



the CVCA, he gets nothing at all for loss of wages. But under the IWCA, he gets the minimum rate which varies depending on when the injury may have taken place. It is not too generous.

If a driver reports something in the area of \$25,000 per year, that driver is going to be able to be paid about \$330 per week while

temporarily disabled and depending on the nature and extent of his or her injury, a multiple of \$300 per week for permanent disability. The arbitrators are very cautious about not letting an unrepresented person be brutalized, so if you go it alone, you can expect at least a little protection from your judge.

Of course, writing as an attorney, I would never encourage anyone to go to a court without someone schooled in the law at his or her side. This is especially so the case for anyone who has difficulty speaking for himself or herself. But so many cabdrivers are able to do just as well at expressing themselves as do lawyers.

In fact, my experience with so many of the lawyers who have worked for me over the years has been that so many of my cabdriver clients have been more capable with the English language than they were. Some of the suggestions above might help toward that end.

Strike organizing update

CONTINUED FROM PAGE 3

be too much. Now some of those same people are saying 16% is too little. Considering the cost of living has risen since we started our petition, we tend to agree. But what's done is done. The petition has been filed and now we are waiting to hear when the Transportation Committee will hold a hearing about the fare increase.

Let me clarify some of the misleading points you all may have been hearing about in the media:

1. Commissioner Reyes has stated that we cannot have a hearing about the taxicab rates until March 2009 because we already had a hearing last April, and we can't have more than one hearing in a year. The Ordinance section that Commissioner Reyes is referring to clearly states that this "once a year" rule only pertains to the drivers' being able to petition once a year. It also says that there has

to be a hearing within 60 days of a petition being filed. The last time this happened was in August 2007, over a year ago, which resulted in a Transportation Committee hearing in October 2007. In addition, there is no rule that states the Transportation Committee could not hold a meeting every week about taxicab fares if it wanted. The rule only applies to a hearing in response to a petition filed by the drivers.

2. The Commissioner has also claimed that the Transportation Committee hearing we had in April of this year was a "fare increase hearing" and falls into the first argument.

This is not true. The hearing in April concerned the proposal to add a temporary gas surcharge to our taximeter. It had nothing to do with a "fare increase". The City Ordinance, reproduced in this newsletter, makes a distinction between a "fare

increase" and a "gas surcharge". They are called two different things!

We wish that journalists covering this story would do their job a little better and read, research and fact check a little more diligently. Isn't that what journalists are supposed to do?

However, it still remains to be seen whether the Transportation Committee will also interpret the ordinance according to the rules of logic and English comprehension or follow along with Commissioner Reyes' erroneous statements. We may have to take this case to a judge for declaratory judgement.

As we have stated many times before, we would rather not strike if we don't have to. It's a lot of work, and we're tired. It hurts us drivers, hurts our passengers and makes it difficult to have a decent relationship with the City. But if our demands are not met, on to the strike!



LEFT: UTCC Vice-Chair Steve Kim rolls out the "red carpet" to negotiations for Mayor Daley. The "carpet" was over 250 feet long and spanned the length of the hallway outside Daley's office. It was composed of petitions representing over 1300 drivers..

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EDITORIAL:



By Peter
Ali Enger,
UTCC
Voice
Editor

Building alliances

Chicago Cabdrivers! My brothers and sisters from many nations! We in the United Taxidriers Community Council have been hard at work to position our organization of cabdrivers here in Chicago to affect positive social change for our working, driving and living conditions. We have registered with State and Federal authorities.

We have worked hard to reach out to the many cabdriver communities from many nations who make up our industry

here in Chicago.

We have reached out to governmental authorities here in Chicago to achieve working, respectful and collaborative relationships with them to achieve our aims and address our issues.

And lastly, but not least, we have reached out to other cabdriver organizations around the country to form valuable relationships with drivers in other cities.

In all social movements to achieve social change, building partnerships with like-minded organizations and those with similar

bad experience with an individual worker seem to taint and condition and prejudice a person against the whole workforce.

We hear it over and over again, in hearings, in the media, and sometimes from our passengers. "I got in a cab and it was dirty. I got in a cab and it smelled. I got in a cab and the driver was on the cell phone. I got in a cab and he didn't know the way. So all cabdrivers are dirty, they smell, they are on the phone, they don't know the way, and they all need to be fined and reformed

Our vision is a city in which all Chicagoans stand arm to arm with cabdrivers in solidarity! We are working hard to make this happen through working in coalitions. We are currently involved in two coalitions- The first is Communities for Equitable Olympics 2016 (CEO 2016), a coalition which is fighting for a legally binding Community Benefits Agreement tied to Chicago's Olympic bid.

CEO 2016 is lead by the Grassroots Collaborative and Kenwood Oakland Com-

ready has a higher per capita number of taxis than any other city in the US, this would be an absolute disaster. Here, cabdrivers, as well as South-Siders share a common interest, and so by building a coalition with them, we are now united by the bonds of our struggle.

Another example of coalition building work deals with building alliances with workers who are similarly classified as taxicab drivers- "contingent workers", or workers who do not fall clearly within the traditional categories of employees or independent contractors. An example of this type of worker is a day laborer, who may stand at a corner to be picked up by a different construction company everyday, with little control over his pay or his hours.

We have been at the table with "Workers Centers" who are organizing day laborers and other such contingent workers, who are mostly immigrants. One of these type of organizations is the Chicago Interfaith Committee on Workers' Issues who is working with mechanics at Chicago Carriage Cab Company to help them secure overtime wages.

The table at which we meet these of groups is the AFL-CIO's nationwide initiative to build solidarity with Workers' Centers and other non-unionized contingent workers, like taxi drivers. In cities such as New York, this has led to the affiliation of the New York Taxi Workers' Alliance (NYTWA) with the city's Central Labor

"Our vision is a city in which all Chicagoans stand arm to arm with cabdrivers in solidarity! We are working hard to make this happen through working in coalitions."

beliefs and goals is crucial to ultimate success. We have seen this feature of movements worldwide in history over and over again.

The UTCC has always been aware that we will need a broad base of support in the wider society in order to achieve our goals. Cabdrivers in general have a strange and unique position in the lower class of esteem as seen by the government and the people. In no other workforce does one

and regulated even more."

This is not logical, it is unfair, it is discriminatory and prejudiced, and no other workforce is seen this way. If a plumber came to your house and he smelled, would you call up the City or the plumber's union and say that all plumbers smell and they should all be fined and the industry regulated and reformed so they all have to take baths every day and prove it to do their jobs? Of course not! The idea is ridiculous!

So why do people see cabdrivers this way? What we need to do is to work on improving public perception of cabdrivers, to humanize us. And we also need to do a better job of reaching out to our riding public—to provide better and more personal service, to humanize ourselves in their eyes.

munity Organization, amongst other partners. UTCC's community ally, AFSC, a founding member of the Grassroots Collaborative has made this partnership possible. This coalition is composed primarily of south and west side groups which are located in the neighborhoods which will be most affected by Olympic-related developments.

History tells us that cities which have hosted the Olympics in the past have left behind working people who live in neighborhoods near these developments. Cabdrivers, too, have been left behind as cities have sometimes been flooded with medallions to meet demand during the Olympics.

Cities are generally left with more taxis than are needed after the Olympics are over. As Chicago al-

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GAME TIMINGS (CHICAGO BEARS AND CHICAGO BULLS)

Chicago Bulls Home Games (United Center)

Date	Start	Teams Playing	End Time
12/2/08	7:30 PM	76ers @ Bulls	10:30 PM
12/6/08	7:30 PM	Wizards @ Bulls	10:30 PM
12/9/08	7:30 PM	Knicks @ Bulls	10:30 PM
12/13/08	7:30 PM	Nets @ Bulls	10:30 PM

Chicago Bears Home Games (Soldier Field)

Date	Start	Teams Playing	End Time
12/7/08	12:00PM	Jaguars at Bears	3:30PM
12/11/08	7:15PM	Saints at Bears	10:30PM
12/22/08	7:30PM	Packers at Bears	11:00PM

Membership drive launched

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come together in unity.

Our core Steering Committee members are busy handing out our membership materials, our brochure and applications, which outline our work, our vision, and the benefits of organizing. We will be providing material benefits, as all unions do, including a bond card, with term life insurance kicking in once we get enough members to get the best rates from the insurance company.

The main benefits of membership in the UTCC are the social and political benefits of coming together in unity to struggle together as a movement of cabdrivers who are finally standing up for our human rights, and demanding respect and dignity. We can achieve this sense of community by vowing to work together to address our common complaints and work towards solutions to them with the proper authorities.

As an added incentive, a discount membership of \$60 is available until Dec. 31st, and is good for membership until the end of 2009. The price will go up on Jan. 1st to \$100 for the yearly membership.

The day has finally come when Chicago will join the major cities in the United States that have a worker's organization in the taxi industry, such as New York, Philadelphia, Los Angeles, San Francisco, and others. We hope that we can become a model of organizing in our industry, both in methods and in principles of unity and structure.

Our membership drive is being carried out by core members of our Steering Committee. We have had to revise our membership policies for collection of dues in order to overcome some logistical problems. The revised policies are as follows:

There are six designated collectors- Fayez Khozindar, Peter Enger, Vait Miftari, Raja L Khan, Steve Kim & Ron Florence who are pictured on Page 4. Another change that we have made is to allow for a minimum partial payment of \$20, giving you the opportunity to contribute the remaining \$40 within 2 months.

Please join us in celebrating this historic moment in the Chicago Taxi Industry by seeking out our organizers and joining the United Taxidriviers Community Council. You may call 773-774-UTCC with any questions or to locate us to pick up applications and pay your dues.

It has been a lot of hard work, but we are proud and happy to say we have accomplished it!

UTCC

PO Box 10877, CHICAGO, IL 60610

E-MAIL: INFO@GOUTCC.ORG

PHONE: (773) 774 UTCC

WWW.GOUTCC.ORG

UNITED TAXIDRIVERS COMMUNITY COUNCIL

RALLY FOR FARE INCREASE!

TELL THE CITY OF CHICAGO THAT IT'S EITHER HIKE OR STRIKE!

OUR DEMANDS:

- ✓ 16% Fare Increase
- ✓ Freeze of the Lease Rates & enforcement of lawful leasing practices
- ✓ Restoration of Meter & Half rates to Skokie, Burbank & Elk Grove Village
- ✓ Moratorium on issuing of new medallions

CABDRIVERS' RALLY & PRESS CONFERENCE TO ANNOUNCE STRIKE

TUES, NOV 25, 1:00 PM

BUSES WILL PICK UP AT 1:00 PM
OUTSIDE OF ZAIQA (858 N. ORLEANS
ST), AND DROP OFF AT RALLY ON
RANDOLPH & CLARK

*NOTE: Strike is NOT on Nov 25th; strike date will be
announced on the 25th!*



American Friends Service Committee, Community Ally