

# UTCC VOICE

THE NEWSLETTER OF THE UNITED TAXIDRIVERS COMMUNITY COUNCIL

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Issue 3

## Violence rises sharply Outraged cabdrivers take action after City of Chicago inexplicably rejects "Driver Safety Placard" proposal

After a wave of attacks and beatings against cabdrivers, the United Taxidriver Community Council (UTCC) decided to ask the Department

of Consumer Services (DCS) to install "Driver Safety Placards." The proposed placards simply said: "Battery of an on duty taxi driver is a class 3

felony, punishable by up to 5 years imprisonment," referring to a new law that protects cabdrivers from workplace violence.

The proposal had been submitted in March 2008. However, three months had passed since the presentation of the proposal with no response from the DCS. "We thought that this could be the beginning of a positive, collaborative relationship," says Fayeze Khozindar. "Why in the world would the city not want to promote driver safety?"

But the Department of Consumer Services (DCS) had other priorities. In a phone call received by a UTCC steering committee member, UTCC was informed

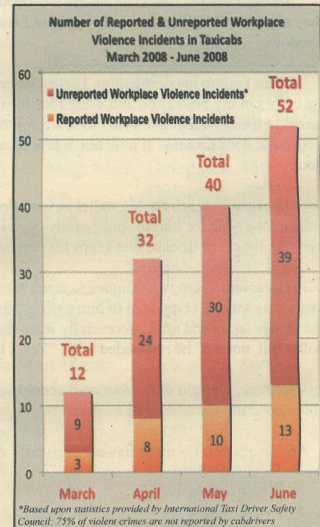
that the commissioner had rejected the Driver Safety Placard proposal. The reason given: "clutter" caused by a 2 in. by 11 in. placard.

Responding to this inexplicable rejection of the proposal, drivers took matters into their own hands by holding a press conference and demonstration in front of DCS Ogden office to issue their own "Safety Placards" for fellow cabdrivers.

"We serve the city at all hours of the night, carry cash, and we work alone- we face incredible risks, without weapons or body armor- so how can the city deny us such basic protections?" asks Ron Florence, spokesperson of cabdriver advocacy group UTCC.



UTCC Chair Fayeze Khozindar and Spokesperson Ron Florence speak to FOX 32 and Chicago Public Radio about the Driver Safety Placard and workplace violence



\*Based upon statistics provided by International Taxi Driver Safety Council. 75% of violent crimes are not reported by cabdrivers

CONT. ON PAGE 6

## UTCC meets with NY Taxi Workers Alliance

On June 27, the United Taxidriver Community Council (UTCC) held a historic meeting with the New York Taxi Workers Alliance (NYTWA), the largest grassroots cabdriver organization in the country. Representing over 9,000 members, the NYTWA is an inspiration for driver organizations around the country.

UTCC was honored to host NYTWA Organizing Committee members Javaid Tariq and Victor Salazar for an exchange of ideas and to

build solidarity amongst drivers in either city. Also on the agenda were discussions on tactics which can be used to create positive social change in the taxi industry.

NYTWA is in a unique position- although it considers itself as a union, it is not recognized as such by the State of New York. However, it has recently been accepted into the Central Labor Council, a federation of unions in New York.

The other feature which sets NYTWA aside is its ben-

### INSIDE...

- COMMON SENSE CORNER.....2
- COMEDY AND TRAGEDY IN THE LIFE OF A CABDRIVER.....2
- UTCC'S CODE OF CONDUCT & ETHICS.....3
- INCIDENT REPORT FORM.....3
- EDITORIAL: CENTRALIZED DISPATCHING.....4
- CROSSROADS FUND AWARDS UTCC \$3000 GRANT.....5
- KNOW YOUR RIGHTS.....5
- UNIVERSITY OF ILLINOIS SURVEY TEAM AT O'HARE.....5
- UTCC TO LAUNCH MEMBERSHIP DRIVE.....9
- METER AND A HALF: THE CITY THAT WORKS.....10
- CIVIL REMEDIES TO PURSUE WITHOUT A LAWYER.....10
- CONVENTIONS AND EVENTS.....11
- ISLAMIC PRAYER TIMES.....11
- GAME TIMES.....12
- UTCC MEETING ANNOUNCEMENT.....12

## Carriage crisis

Royal 3/CCC drivers stage a 1-day strike to demand change as conditions significantly worsen



By Peter Ali Enger, UTCC Secretary

Hey Chicago cabdrivers! Have you heard about the new company in town? They offer a health club and free massages for their drivers!

Not only that, we can get training on how to be polite to get bigger tips, they will issue us umbrellas so our customers won't get wet in the rain, and the dispatchers will give us driving tips when the traffic is bad!

And our customers will benefit too! They get a radio and internet access in the backseat of every cab!! We are going to be so popular our customers will fight to get in our cabs!

How would you like to work for this new company? You'd love it? Me too!

Unfortunately, this new company was the Chicago Carriage Cab Company four years ago, and these promises were a pipe dream of their owner, Simon Garber, that he sold to the Chicago city fathers, the Chicago media, and the business press when he and his new company came to town in 2004.

CONT. ON PAGE 7



Chicago Carriage Cab's parking lot overflows as cabdrivers with Chicago Cabdrivers Action Committee stage 1-day strike



## علمان قریشی

By Mohammad Qureshi

دیر اندر دہانتاں کے ساتھ  
 لہول نے آپ کے حقوں کے  
 لیے جدوجہد شروع کر دی ہے  
 UTCC کے جھنڈے تلے

CONT. ON PAGE 11

## Communication...

By Ron Florence, UTCC Spokesperson



Communication is an art that must be open and sincere in our industry. As we struggle to survive and care for our families, some of us truly lack the basic knowledge of effective communication.

Is it: because we can't trust one another; we think the industry is centered primarily around me and only me; because I know everything in the industry, that I don't need help or assistance from any individual or organization; or that the government is going to do whatever it wants to do without any or little input from the groups that seek to collectively help the individual cabdriver

CONT. ON PAGE 10

# Common Sense Corner

## How patience and respect earned me \$50 in tips...

By "Common Sense Man"

It started out like this: I picked a man up from a building on the north side of Berwyn and Lake Shore Drive, where the doorman helped the man into my cab by opening the door for him. After he got in he said, "Orleans and Illinois Street, please". I glanced at the man while I was backing up onto the driveway of the building in order to go west on Berwyn. The man was wearing glasses, was in his fifties and did not look at me, possibly trying to avoid eye contact.

I usually don't look at my passengers unless I have to, but something attracted my eyes to this man. Immediately after he entered my cab, I smelled the scent of strong after shave lotion. After driving a few blocks, I looked at the man again through my rearview mirror, this time noticing many cuts on his face. It brought me back to when I was young and always nicking myself from shaving with a blade and I knew I could tell this poor man how to get rid of the problem but, of course, I didn't think it was the proper way to start a conversation.

In fact, I usually don't talk unless somebody asks me a question in order to give passengers privacy and quiet time since they are sometimes tired as well. Because I stayed quiet, my guest in the backseat also did and instead simply looked out his window.

When I got to his destination, I asked where to stop to which he replied, "the church at the corner". I stopped my cab at the curb, put my blinker on and waited for the man to pay me or get out of the cab. A few seconds passed and nothing happened. I then noticed him trying to reach for the door and immediately realized he needed help. I told him to please wait while I open the door for him. It took him a few seconds to get out of the cab but I kept the door open and continued to stand by the door.

He began to reach for his wallet in very slow motion which I then noticed the wallet shaking in his hands a lot. It took quite a long time for him to successfully open it to reach for the money inside. This is when I realized the man was suffering from the illness or disease that keeps his hands shaking when he uses them.

It took him about two minutes to reach for the money to pay the fare all the while thanking me for my patience, telling me I was very kind. I responded to him saying, "Sir, this is my job and you are welcome, it is my pleasure." He then reached for his money again and after successfully removing one bill said, "this is for you." I looked at it and said, "But Sir, this is a 50 dollar bill, not a 5" he responded with, "Yes, I know, and I want you to have it".

So there, you can draw your own conclusion from this story as to what did I do, say or not say that made that man give \$50 of his good money as a tip to a cabdriver.

And as always, I want to remind everyone our new slogan in town called "take my lane, take my turn, just give me a signal".

Next issue: "What to do, and what not to do on the roads..."



## Comedy and tragedy in the life of a cabdriver

# Unanswered Questions

By Steve Kim, UTCC Vice-Chair

A few months ago, I was sent to pick up a fare from Terminal 1 at O'Hare Airport. I picked up a woman with two children and lots of bags. She wanted to go the Economy Parking Lot- as we got there, she asked to be dropped off inside the gated area.

At this point the Standard Parking cashier who was at the gate gave me a ticket to go in, and I dropped her off earning a \$6.80 fare. I was inside the gated area all of 2 minutes and 30 seconds- but as I left the lot, the Standard Parking staff asked me to pay \$4 entrance fee for going into the lot. I was shocked- how can a public vehicle, providing transportation within O'Hare be charged in this way? Do the shuttle buses get charged the same way?

I tried to argue with Standard Parking cashier, and even asked her to call the manager- which she did. However, the manager confirmed for her that "all taxis have to pay too, whether they are dropping a customer, or not." So after 2 hours of waiting and a \$6.80 minus \$4- only \$2.80! Unbelievable!

This incident raised a lot of unanswered questions for me, and I am sure for many of you: How can I get my customer to reimburse the parking fee if I have to pay on the way out?

Does the City of Chicago's contract with Standard Parking permit them to charge for public vehicles (i.e., taxis) who are dropping customers inside their facility? Isn't there a law in the City of Chicago, that within 5 min, private parking lots cannot charge money? My trip inside the lot lasted exactly 2 minutes and 30 seconds; why did they charge me?

If I pay the \$2 MPEA tax, doesn't that mean I can travel within the Airport without paying again? Can they charge me again? If I do not get reimbursed from the customer for service to the economy lot, can I refuse service without incurring a penalty?

Issues such as this one are such an awful burden to all taxi drivers, and it seems like there is no way to explain them to customers, let alone anybody outside the industry. The only people who do understand is the City of Chicago! But the fact that they won't answer it- this is the real tragedy!



## 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!**

## UTCC'S Code of Conduct & Ethics

Establishing and maintaining public confidence in the honesty, integrity, professionalism, and ability of a director of United Taxidrivers Community Council (UTCC) is fundamental to the future success of UTCC. This Code of Conduct & Ethics will be necessary and beneficial to the general public and contribute to the continued development of a mutually beneficial relationship among UTCC, members and the public.

UTCC seeks to work closely with all of its members to protect and enhance the interests of the public and taxi drivers. To this end, UTCC has adopted, and made as a condition of serving as a director or a steering committee member, this Code of Conduct & Ethics.

UTCC recognizes the vital need to preserve and encourage fair and equitable practices among those who are elected as directors and steering committee members. To this end, directors and steering committee members of UTCC shall have subscribed to the following pledge:

- ◆ I pledge myself to the advancement of UTCC through the mutual efforts of my fellow directors, steering committee members and by any other proper means available to me.
- ◆ I pledge myself to seek and maintain an equitable, honorable, and cooperative association with directors, steering committee members, and with others who may become a part of my business and professional life.
- ◆ I pledge myself to place honesty, integrity, and industriousness above all else; to pursue my gainful efforts with diligent study and education to the end that service to UTCC shall always be maintained at the highest possible level, in local, state and national scopes.

Directors and steering committee members must also pledge that they will:

- ◆ Exercise loyalty to, protect the interests of and act in the best interest of UTCC and its members and shall not engage in any activity which could be reasonably construed as contrary to the best interests of UTCC.
- ◆ Avoid any actual and/or apparent conflict of interest with UTCC in both personal and professional relationships
- ◆ Deal fairly and in good faith with the other directors of UTCC and UTCC's officers, members, business partners, and others.
- ◆ Promote the responsible use and control of UTCC's assets and resources; UTCC's assets shall only be used for the legitimate business purposes of UTCC.
- ◆ Regularly attend and participate in all board of director and/or steering committee meetings.
- ◆ Keep and maintain accurate financial and business records concerning UTCC, which records shall be available for inspection at all reasonable times by other directors of UTCC.
- ◆ NOT commingle personal or company funds of UTCC or use funds of UTCC for the benefit of others, but shall keep the funds of UTCC in a fiduciary account in an insured financial institution or as otherwise directed in writing by UTCC
- ◆ Exert due diligence for the maintenance and protection of the funds of UTCC against all reasonably foreseeable contingencies and losses.
- ◆ NOT make, authorize or otherwise encourage any unfounded derogatory or disparaging comments concerning the practices of another director, officer resident or member of UTCC.
- ◆ Exercise loyalty to the interests of UTCC and be diligent in the maintenance and protection of the interests and property of UTCC.
- ◆ Conduct UTCC business and personal activities with knowledge of and in compliance with applicable federal, state, and local laws and regulations, and maintain the highest moral and ethical standards consistent with the standards and the purposes of UTCC.

Any violation by a director or steering committee member of the obligations of this Code can be grounds for removal by a 2/3rd majority of the board or steering committee, to be determined in accordance with and pursuant to the terms of the bylaws and rules and regulations of UTCC.

The information provided above is just a brief summary of the Code of Conduct & Ethics. If you would like to see the detailed document, please contact UTCC Secretary Peter Enger at [paenger@yahoo.com](mailto:paenger@yahoo.com).

# 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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PHONE: (773) 774-UTCC  
[WWW.GOUTCC.ORG](http://WWW.GOUTCC.ORG)

## UNITED TAXIDRIVERS COMMUNITY COUNCIL

### INCIDENT REPORT FORM

#### PUBLIC CHAUFFEUR INFORMATION

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

#### PERSON(S) INVOLVED IN THE INCIDENT

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

#### PERPETRATOR NAME & INFORMATION

Please Specify Name, Position and Employer of Suspected Perpetrator:

#### DESCRIPTION FOR INCIDENT

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

## EDITORIAL:

CENTRALIZED DISPATCHING:  
A 'WIN-WIN' SOLUTION FOR CABDRIVERS AND THE RIDING PUBLIC

By Peter  
Ali Enger,  
UTCC  
Voice  
Editor

## I. A COMMON EXPERIENCE

Has this ever happened to you? You take a dispatched call in your cab, drive 10 minutes to get to the address, asked for a callout, waited another 5 or ten minutes, and then get a message that the call is a "no show"? So then you drive another ten minutes to get back to a well traveled area where you might get a flagged call, but then get another dispatched call, so you take another chance to serve the public and get a fare, but this time when you show up, there is another cab from another company there already getting your fare. It's just not your night, you tell yourself.

This scene happens all too often, and many more like them, with the patchwork dispatch system cur-

rently in use in the taxi industry here in Chicago. It's a problem. The system as is wastes drivers' time, money and emotional energy on a regular basis, in addition to not doing an adequate job of actually serving the public, the citizens of Chicago who may live in areas that are not well-traveled by cabs, and who also regularly need cab service.

## II. HISTORY OF DISPATCHING SYSTEM

Long ago, taxicab companies employed drivers to work for them as employees. When the radio dispatch system was introduced, companies could send their drivers to the customers wherever they were, because they were the bosses, and the drivers were their workers, who had to do what their bosses told them. A citizen who called for a cab could be assured of getting one because we drivers worked for the company and had to go where we were told. That is the nature of the employer-employee system.

## III. MODERN EVOLUTION

This all changed sometime in the 1970's when most if not all cab companies figured out that they would be better off cutting their employees loose, and creating a system where cabdrivers were independent contractors who leased the cabs. This system is the main model for taxi companies in the US today. We won't go into WHY exactly this happened, though we have many ideas about it.

How this affected the dispatch system was that the companies could no longer assign fares to the drivers, as we were independent. If we didn't want to take dispatched calls, we didn't

have to. If it was inconvenient for us to travel 5 miles to pick up an eight dollar fare, we didn't have to do it.

The larger companies kept and maintained their dispatch system, as they had a proven, loyal customer base who depended on them, and this was an added incentive for drivers to choose one company over another; whether they could actually provide radio calls when business was slow. For us drivers, a well-maintained, well-run dispatch system can make the difference in our income during slow days or weeks of the year.

At first, there were no independent owner-operators. When they finally entered the system, they were 'affiliated' with one company or another, in

cabs working at any given time throughout the city, and who is more likely statistically to have a cab in your area? Or a small company like City Service or Top Cab, with substantially less cabs in the field? Or take the point of view of the driver. If you decided you wanted to take radio calls in order to make more money, or to increase your chances of getting fares in the neighborhoods (the City's so-called 'underserved areas'), who would you decide to work for? A large fleet with an efficient dispatch system and a reputation among the citizens of Chicago for providing cabs to the neighborhoods? Or the small company, which receives almost no calls for cab service?

Let us further explain

"The system as is wastes drivers' time, money and emotional energy on a regular basis, in addition to not doing an adequate job of actually serving the public... who may live in areas that are not well-traveled by cabs, and who also regularly need cab service."

order to receive dispatched calls (and had to pay for the privilege). Eventually some of them opted out of that system completely, which is how we ended up with close to 2500 independent owner-operators in Chicago today.

## IV. CURRENT PATCHWORK SYSTEM

The current patchwork system has developed from this historical base. We have close to 20 taxi 'affiliations', or companies, in Chicago. There are four or five which are the largest, and who dominate the dispatched fare calls. Then there are about fifteen smaller companies, who are forced to maintain a dispatch system by the City rules, but who cannot come close to competing with the larger fleets in actually providing dispatched calls for their drivers. They just don't have the numbers of cabs in the field to be able to provide an adequate service.

Look at it this way: if you were a potential customer, who would YOU call for a cab? A large company, such as Yellow, or Flash, which has hundreds of

how the system currently works. This is an explanation I have to make to my passengers on a regular basis when they complain about a cab being late for a call, or if they don't show up at all.

Let's say you live on the west side, the south side, or the far northwest side of Chicago and you need a cab. You call one of the larger fleets, say Yellow, for example. Yellow puts out the call on their dispatch system. If a Yellow driver happens to have dropped a fare in the area, and if she or he happens to want to work in the area (rather than hurry back to downtown or Lincoln Park, where there are lots of people in the street needing cabs—what we call 'flaggers'), and she or he happens to log in to the dispatch system while still in that area, then there is a chance this citizen who needs a cab might get one. If these conditions are not met, and no Yellow taxi makes it into that particular neighborhood and meets those same conditions mentioned above for the rest of the night, that potential passenger is just out of luck. Yellow cannot

force any driver to leave downtown and drive to Englewood, or Hyde Park or Beverly, to pick up a fare.

We drivers often are accused, either by city officials or the media who don't understand this system, of refusing to serve the neighborhoods. It's not like that at all. We would be happy to go anywhere we knew that people were waiting for us with money. The problem is that most of the time, even if we happen to be in an area, say Beverly, where someone needs a cab, if we drive for Yellow, and the citizen calls Flash, or American United, or some other company, we will never know that someone needs a cab 2 blocks from where we are! This situation undoubtedly happens numerous times during any one week, or even nightly. It also explains why citizens will call multiple cab companies when they need a cab, in order to increase their chances of actually getting one.

## V. CITY TRIES TO MAKE IT WORKABLE TO SERVE PUBLIC

The City attempted a few years ago to institute some reforms in this system in order to serve the public more efficiently. Chicago is a large city with many far-flung neighborhoods, with citizens who deserve to have cab service when needed. The problem is that most of those neighborhoods outside of downtown, Lincoln Park and parts north along the lake don't feature enough of a taxi-riding public in the streets to warrant a cabdriver cruising around in them in order to pick up fares and serve the citizenry of Chicago who live there. For instance, I could drive up and down South Kedzie from the Eisenhower to 130th Street all day long, and I would be lucky to pick up one or two fares in a 12 hour shift.

The City's solution to this problem was to put the burden of extra work on the drivers and the affiliations. They designated certain areas as 'underserved areas', and required all lease drivers to take one verifiable fare per day from these underserved areas, basically all parts of Chicago outside of

CONT. ON PAGE 9

# Crossroads Fund awards UTCC \$3000 grant

By Pankaj Kapoor

We are grateful to, and are proud to announce that UTCC has received its first grant in the amount of \$3000 for operating costs from the Crossroads Fund. This is truly an historical moment



in the taxi industry. It is the first time a taxi drivers organization in Chicago has organized professionally and well enough to receive not only driver but also community recognition.

Crossroads is a community foundation for change. Crossroads Fund supports community organizations working

on issues of social and economic justice in the Chicago area.

According to Timothy Jones-Yelvington, an intern at Crossroads funded UTCC because its board felt, "UTCC met Crossroads Fund's grantmaking criteria as a new and emerging, risk-taking group led by those most impacted by the issues."

"UTCC sees the concerns of taxidriv-

ers as a social justice issue and a human rights issue," says Jones-Yelvington, "and is working hard to build an organization that is uniquely representative of the diversity of the taxi driver community."

For more information about Crossroads Fund, go to [crossroadsfund.org](http://crossroadsfund.org)

## KNOW YOUR RIGHTS:

### HOW TO GET CHAUFFEUR LICENSE WITHOUT COMPLETING HAROLD WASHINGTON COLLEGE (HWC) CLASSES

1. Go to the City of Chicago Website at the following address for details:  
[http://egov.cityofchicago.org/webportal/COCWebPortal/COC\\_EDITORIAL/DriverTrainingCourseExemption\\_042508.pdf](http://egov.cityofchicago.org/webportal/COCWebPortal/COC_EDITORIAL/DriverTrainingCourseExemption_042508.pdf)

2. A brief summary of the above:

To qualify for exemption form taking the HWC Classes, you must meet all of the following conditions:

- a. Be at least 27 years of age.
- b. Have a drivers license from any state for at least 10 years, which has never been suspended or revoked.
- c. Pass the city of Chicago chauffeur license exam.

And, show proof of one of the following:

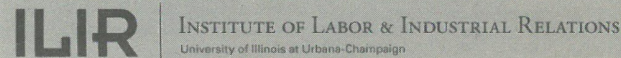
- i. You are enrolled as a full-time or part-time student in an institution of higher learning, or
- ii. You hold a valid Public Chauffeur License from another city or state, and are relocating to Chicago, or
- iii. You held a City of Chicago Public Chauffeur License in good standing that was not renewed for less than five (5) years.

## NOTE:

You must successfully complete the Taxi Access Program (TAP) training course at Harold Washington College within one year. Applicants must fulfill all other requirements besides the HWC chauffeur training course.

# UIUC Institute of Labor & Industrial Relations to conduct comprehensive study of cabdriver issues

UIUC Survey Intern Audrey Jonas speaks about her eye-opening experience surveying cabdrivers at O'Hare



## Survey Research Team at O'Hare Staging Area

For the months of July, August, and September the University of Illinois at Urbana-Champaign (UIUC) will be partnering with the American Friends Service Committee (AFSC), a human rights organization, to conduct a survey and produce a research report about cabdrivers.

This survey will study:

- Working conditions of cabdrivers
- Declining income of cabdrivers
- Ticketing practices by the City of Chicago
- Interactions with law enforcement & city officials
- Violence, racism and abuse cabdrivers face from public

Additionally the survey will gather cabdrivers' ideas about how to make a positive change in the taxi industry. For successful completion of the survey each driver will receive a free traffic bond card from AFSC.

The outcome of this survey will be a report issued by the Institute of Labor and Industrial Relations at the University of Illinois Urbana-Champaign that will be used by advocates to work for cabdrivers' rights, respect and dignity.

Do you have questions? Please call us for more details:



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"I am not selling anything or asking for money, I am not with the IRS or the Department of Consumer Services and I don't work for the city." So begins most of my mornings at the hot and windy airport staging area at O'Hare. When I started my summer job 2 weeks ago I had no idea that a "staging area" existed, what a medalion was, or how to read a lease agreement. What I also didn't know was how I could learn, in a few days, about taxi service in Chicago, fair wages, and the corruption of the city I live in and love.

My name is Audrey, I'm a student at the University of Illinois in Urbana-Champaign, and I am a surveyor for the American Friends Service Committee. I'm part of a team of surveyors partnered with the UTCC and the University of Illinois. We are trying to get information in order to compile it into a research study, and in order for the data to be representative and accurate we need to survey a total of 1,000 taxi cab drivers this summer.

About four days a week I survey taxi drivers in the Chicago area for twenty minutes at a time about their experience driving a taxi: their wages, the costs of owning a cab, how they are treated by law enforcement and

customers, and many other situations and problems.

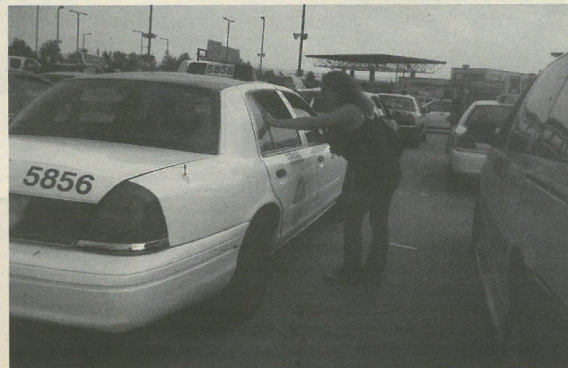
Not only do I meet the drivers in order to talk about work, but the best part of my job is getting to know the people behind the statistics of the survey. I've met people from a dozen different countries and almost every continent, and for me the most rewarding part of my day is when I meet someone who says hi to me the following day, who remembers me in a positive way.

My most memorable survey so far involved a young man from Somalia, who told me about the unfairness of his job but talked with a big grin and much excitement about his upcoming wedding. He told me a beautiful story about how he met his wife in his town in Somalia, and how they came here to pursue their dreams.

At the end of the survey he asked me to give him a copy of the results when they come out, and I will gladly follow up with him. My purpose is to survey people, but I would rather get to know these people as people, not as cab drivers.

I rarely take cabs in Chicago, so when I started this job I had no idea how the industry works. I figured that drivers were paid an hourly wage, that

CONT. ON PAGE 9



Audrey Jonas, intern from University of Illinois Urbana Champaign, asks if driver would like to participate in survey

# Violence rises sharply: Cabdrivers respond by taking action

CONTINUED FROM PAGE 1

Cabdrivers are 60 times as likely to be murdered on the job as any other workers according to the National Institute for Occupational Safety and Health, and face nearly as much risk of assault as police officers and private security guards, who are armed.

"If we cannot raise the awareness about this law, then we have no deterrent against the violence that we face on a daily basis," says UTCC Chair Fayeze Khozindar. As of January 2008, an Illinois statute has increased penalties of assaulting cabdrivers to a felony offense, and is intended to deter attacks on workers in the high-risk occupation.

However, cabdrivers argue that this law is ineffective if would-be attackers are not informed of increased penalties. According to the Amalgamated Transit Union, which represents CTA operators, "unless transit agencies post notices alerting customers about the existence of these laws, criminals will not be deterred from committing these heinous crimes." Both the City and State government have recognized the deterrent effect of signs indicating increased penalties- "Hard Time for Gun Crime" (CPD), "Hit a Worker, \$10,000 Fine, 14 Years in Jail" (IDOT), or similar signage on CTA buses are visible

everywhere.

Commissioner Reyes elaborated her reasons for opposing the proposal in a June 24, 2008 Chicago Sun-Times article: "Cabs already have enough postings," and that "there doesn't seem to be an urgent need for this information."

However, statistics indicate there is, indeed, an "urgent need." Rates of workplace violence for cabdrivers have skyrocketed since the Driver Safety Placard proposal was submitted to

DCS. In Chicago, the number of violent crimes (crimes classified as robberies, batteries, and assaults) inside taxicabs reported to police has risen by 333% - from 3 in March to 13 in June.

However, as cabdrivers know, the majority of incidents of violent crime in taxicabs goes unreported. A study conducted from 2000-2005 by the Interna-

tional Taxi Driver Safety Council confirms this fact. "What I found in surveying taxi drivers

invited to speak at the at conferences of the Department of Labor and the National Institute for Occupational Safety and Health (NIOSH) in 2004.

In the online edition of the Chicago Sun-Times, Commissioner Reyes inexplicably said that she believes that the wider acceptance of credit cards is a deterrent to crime. The theory is that drivers will carry less cash and will be targeted less.

Tell that to Stanley Shen, Ivan Njuba and countless others who have been victims of violent crime which had nothing to do with their carrying cash.

Barb Kabrick of the ITDSC agrees: "I don't think that it's often that money has anything to do with the violence- people assault cabdrivers because they can- where else is your victim that compliant?"

Even if we consider this false assumption that the primary reason cabdrivers are attacked is for money, how will credit card acceptance wipe away the perception that cabdrivers carry cash? The vast majority of cabdrivers accept credit cards already- does that mean that they do not carry cash? Does the DCS plan to make credit card payment mandatory in taxicabs, and eliminate the cash fares altogether?

The latest reason which has surfaced for Commissioner Reyes's rejection of the Driver Safety Placard is perhaps the most preposterous: that the UTCC's contact information appears on the bottom of the placards. This is an absurd claim as the DCS is well aware that the proposal which had been presented to them did not contain any information about the UTCC.

In fact, UTCC wanted the City of Chicago to put its own information on the bottom of the placard- as it is the governmental body responsible for the notice. Only when the DCS rejected the proposal, did the UTCC incorporate its own information into placards which are to date unrecognized by the city.



Cabdrivers from the United Taxidriers Community Council (UTCC) march in front of Department of Consumer Services' Public Vehicles Division office at 2350 W Ogden to demand the installation of "Driver Safety Placards".



ABOVE: UTCC Chair Fayeze Khozindar presents Janet Ashley of Department of Consumer Services with Driver Safety Placards issued to be delivered to Deputy Commissioner Shellie Riedel.

BELOW: Driver safety placard distributed by United Taxidriers Community Council- hundreds of cabdrivers have already affixed these stickers in the back of their cabs

**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

# UTCC meets with New York Taxi Workers Alliance Both organizations sign "Declaration of Unity & Solidarity"

CONTINUED FROM PAGE 1

efits package: NYTWA members have affordable access to life insurance and comprehensive legal coverage to fight tickets issued by the Taxi & Limousine Commission (TLC).

After hours of conversation and strategizing, UTCC and NYTWA signed a Declaration of Unity & Solidarity:

## Declaration of Unity & Solidarity

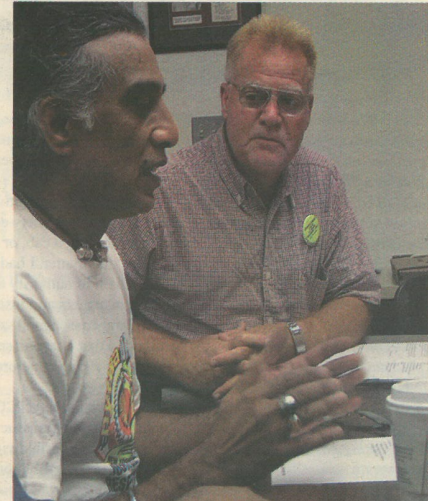
Under the authority of the Steering Committee of the United Taxidrivers Community Council (UTCC) and the Organizing Committee of New York Taxi Workers Alliance (NYTWA), we resolve to cooperate and collaborate to unite cabdrivers to fight for their human rights, both internationally and domestically in the United States.

We mutually recognize NYTWA as the representative and bargaining body for cabdrivers in New York and UTCC as the representative and bargaining body for cabdrivers in Chicago. We also mutually agree to share information, strategies, social and political relationships, so that we may build and grow both of our movements and organizations.

We will keep each other informed of the latest developments in our organizing and will call upon each other for solidarity. We will conduct a regular meeting, in-person, biannually, with representatives of the UTCC's Steering Committee and NYTWA's Organizing Committee. In addition we will hold conference calls on a

bimonthly basis to share our successes and challenges.

In Solidarity,  
UTCC Steering Committee  
NYTWA Organizing Committee



RIGHT: UTCC Chair Fayez Khozindar listens intently as Javaid Tariq, Organizing Committee member of NYTWA explains the history of organizing in the New York  
MIDDLE: UTCC Vice-chair Steve Kim, NYTWA Organizing Committee Members Victor Salazar and Javaid Tariq sign "Declaration of Unity & Solidarity"  
LEFT: UTCC's Steering Committee pose with Javaid Tariq and Victor Salazar after meeting adjourns

# CARRIAGE CRISIS

CONTINUED FROM PAGE 1

And they bought these promises lock, stock and barrel at the time. We're wondering where all those people are now, and where is the follow up to holding him accountable for the deterioration and the current status of his company, one of the worst run and with the most disgruntled workforce in the industry?

When Chicago Carriage Cab Company first appeared on the scene here in Chicago under the direction of owner Simon Garber, it was hailed by the press, business leaders such as Crain's, and the City politicians as some kind of standard-setting event for the taxi industry in Chicago. Following are some

quotes and claims for service and policies mentioned in the press at the time:

"Chicago's largest cab company, Chicago Carriage Cab is opening a free health club/spa in its cab barn exclusively for its 1500 drivers. The combination gym and lounge features new exercise equipment, including a treadmill, Stairmaster and Universal Gym, a lounge with TV and complimentary snacks and coffee. Twice monthly, the company will offer drivers free neck and shoulder massages and will have a

licensed massage therapist on site providing chair massages." "My drivers are trained to be courteous and service-minded," Garber said.

In a Chicago Defender article from June 2003 titled "Daley, Haithecock greet Carriage Cab Company", Mayor Daley was quoted as saying, these cabbies are the "ambassadors" to Chicago because "they are the first people we meet; so, it's very important how well they make their presentation and how well the cab is...."

The article goes on to mention that Mayor Daley and

Alderman Haithecock "Rolled]ed] out the welcome mat ...for the Chicago Carriage Cab Co.--a new high-tech Internet-accessible taxi offering urbane service with style," and that the drivers will be trained to be courteous and be issued uniforms, consisting of burgundy colored shirts and caps, to match the cabs they drive. "The drivers happen to like it," Garber said

Again, we quote from the Defender article:

"According to Richard Lanzetta, director of sales and marketing for Global Knowledge that distributes the computer lo-

cated inside the cabs, the driver will receive drive trips from the dispatch system.

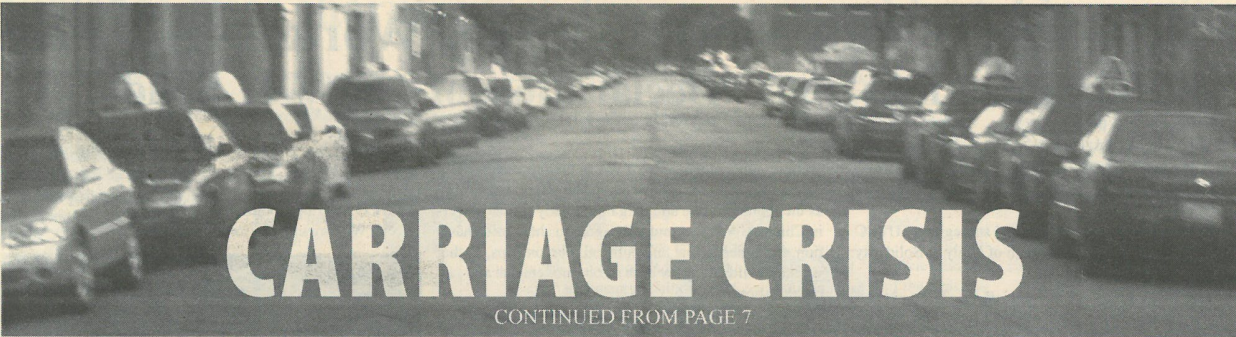
"You do credit card payments which are connected to the bank for credit card processing. It's also wired to the taxi meter to print receipts for the customers." Besides keying in the direction to addresses, he said passengers will be able to access their touch screen Internet to check on their e-mails. The cab includes a Global Positioning Satellite (GPS) antenna system as well."

From Crains: "Chicago Carriage Cab Co., run by a Rus-

CONT. ON PAGE 8



Chicago Carriage Cab's parking lot overflows as more than a hundred drivers stage a one-day strike- Cabs could no longer fit in the lot and had to be parked on the street...



# CARRIAGE CRISIS

CONTINUED FROM PAGE 7

*sian emigre with taxi holdings in Moscow and New York, says it will use maroon "stretch" vehicles with six inches more legroom in back and passenger-controlled air conditioning and fan. The cabs also will include AM/FM radios for passenger use, assuming final regulatory approval. And the company intends to soon add touch-sensitive computer panels on which passengers could pay bills, search for hotel and restaurant listings and even check e-mail." In addition, each driver "will have an umbrella for escorting passengers in inclement weather."*

From a Sun-Times article from 2005, Simon Garber was quoted on commenting about the gym and free massages he was offering his drivers, "This is for them," Garber said. "I want them to be happy."

## Is anyone laughing yet?

Do we really need to point out that Carriage cabs have never offered AM/FM radios for the passengers' use, nor touch screens for internet access? Or that their dispatch system does not offer drivers tips on how to get to addresses? Or that Carriage drivers do not wear uniforms, nor are issued umbrellas for inclement weather?

For any passengers who may read this, ask your Carriage driver to pop the trunk, and see if he carries a spare tire and jack. Just try to imagine if you are in a hurry to get to O'Hare and your cab gets a flat. What should be a ten-minute tire change will turn into a nightmare for both passenger and driver. We spoke with one driver who said he had to wait 2 hours for a tow, then 3 more hours at the Carriage garage just to switch his flat tire, for what should have been a 10 minute tire change he could perform himself, if he'd been issued the proper equipment.

We drivers who actually work in the taxi industry here in Chicago have long known that, out of all the companies we dread to work for, and have heard about the problems and suspect policies of, Chicago Carriage has the worst reputation by far.

This reporter actually went to work for them in late 2006 for several months after having read the ads containing the promises mentioned above. Even by that time I found it was next to impossible to get a stretch cab vehicle, the upkeep of vehicles was deteriorating (I had to reject two vehicles before I found one

that was acceptable to me), they did NOT offer a gym or massages, and they didn't even issue spare tires!

Spare tires are something I consider standard safety equipment for driving a cab, or any vehicle for that matter. I had to go up the chain of authority to one of their managers and insist that my and my passengers' safety demanded that I carry a spare tire with me at all times before I got one.

When we in the UTCC started taking on the issue of lease caps and possible violations of them by affiliations, the most complaints we received were from Carriage drivers. We attempted to organize the drivers who were complaining the loudest, back in February, but it seemed the drivers were not ready yet. But lease issues were not the only problems we have heard about Carriage from the drivers. We have heard com-

plaints about shady practices concerning credit card receipt payments, complaints about lack of adequate vehicle maintenance, disrespect by management towards drivers, and others we won't mention here, as we are currently investigating these claims and collecting evidence. We will mention two recent occurrences at Carriage that we feel are most likely true. One came to our attention when a Dept. of Aviation official approached one of our organizers and told him that, "you guys need to do something about Carriage."

He claimed that the credit card system in the Carriage cabs was not working, and had not been working for several weeks. He also told us that Carriage was refusing to process credit card information over the phone, leaving their drivers in a limbo state of not knowing whether or not they would even be paid. As drivers are reluctant to just take information from customers, and hope that Carriage would honor it, many drivers were being turned away from the airport.

## Atmos told us: "I don't believe in running from problems. If I left Carriage and went to Yellow— what would I find there?"

We urge the City and the Dept. of Consumer Services to thoroughly investigate all of the practices of this company with their band of fifty crack investigators which Norma Reyes, Commissioner of the DCS, claims to have at her disposal. If she wishes to approach us for ideas about what particular areas of the company's practices she should investigate, and strategies for such an investigation, we would be happy to provide her and her investigators with some leads and clues.

**UPDATE: Carriage drivers take action!**

On Tuesday, July 15th, a group of Chicago Carriage drivers took matters into their own hands, and called for a STRIKE on Carriage Cab Company, asking drivers to drop their cabs and turn in their meters and keys at 4:30 pm. It was reported to us by the strike organizers that they believed over 100 drivers parked their cabs on that day, with over 50 of them taking part in a demonstration at the garage at 2617 S. Wabash.

Another story we heard was

The management at Carriage responded quickly, and agreed to meet with the leadership to discuss their issues with them, in order to head off any more loss of money than they are already losing through drivers dropping cabs and moving on to other companies over the past few weeks. The strike organizers reported to us that they then met with the management at Carriage for several hours and worked out some tentative agreements, and some promises for policy and procedural changes at the company in the coming weeks.

As we mentioned above, we had been hearing rumors of problems at Carriage, and organizing activity going on among the drivers there for several weeks prior to this action. We had several contact numbers and names, but no concrete information about the issues or demands or plans for action to challenge the dysfunctional practices at this

own lives.

As Atmos told us, "I don't believe in running from problems. If I left Carriage and went to Yellow--what would I find there?" Atmos also told us he'd been a driver for going on 25 years, and had been involved in strike organizing before.

The main issues that they both mentioned were familiar to us in the UTCC, as we had heard these stories from Carriage drivers before. The four that were mentioned on their strike flyer were:

1. Carriage had stopped issuing weekly leases a month previous, and had gone to leasing only 7 daily leases per week
2. The service department was taking up to 2-3 hours to perform simple tasks such as tire changes or oil changes
3. The dispatch system was practically non-functional, in that no lucrative fares were showing up on the computer system, with attendant suspicion of pay-offs to dispatchers
4. Credit card receipts were never paid out in cash, only in checks or as lease payments

These were the main points they organized their fellow Carriage drivers around, and from the sounds of it, they at least got the managers to the table to negotiate around their demands.

The CCDAC also won an agreement from management to meet with them once a month to discuss ongoing issues, and to follow up on the promises made to them on Tuesday. Just to hold them publicly accountable, we will mention the agreements here.

The Carriage Cab Company promised to open one whole service bay to do minor repairs or services, and one just for tire changes. They also promised to open a cashier's window strictly for processing credit cards.

We in the UTCC look forward to working with Durran and Atmos and the Chicago Cab Drivers Action Committee. They have done some amazingly valuable work in demonstrating for all of us drivers the power of collective action. Their success this last week should inspire all of us to join them in standing up for our rights as workers and human beings, deserving of safe working conditions, respect, and dignity.

company.

It wasn't until the day after the strike that we were finally able to sit down with two of the organizers and committee members of the newly formed Chicago Cab Drivers Action Committee, Durran Liban and Atmos Obazee. The following is a report on what they told us.

Durran Liban is a driver from Somalia and one of the strike organizers, and Atmos Obazee is from Nigeria, a Bini language speaker (there are over 20 major dialects spoken in Nigeria). Both of these drivers have been driving for Carriage for over four years, since Carriage opened up shop in Chicago. They have noticed the deterioration in the company's management over that time.

A month or two ago things got much worse, and they came to the conclusion that they had to step up and organize to change the drivers' work conditions. These two men are true leaders, who do not shirk from their duties to challenge injustices and their oppression as workers. We could all take their actions as examples and inspirations for our



## EDITORIAL: CENTRALIZED DISPATCHING

CONTINUED FROM PAGE 4

downtown and west of Ashland from Roosevelt up to the border with Evanston. These fares would be verified by the records kept of dispatched calls by the affiliations, and the drivers would have to bring this paperwork proving they had done this in order to renew their chauffeur's license.

Although we believe the City was well intentioned in deciding to implement this policy, we also believe that they did not have the foresight or creativity enough in trying to find a way for the taxi industry to better serve the citizens of Chicago. What has resulted in the last few years is basically a culture of corruption in the drivers' and the smaller affiliations' attempts to meet the City's rules.

In practical terms, it works like this. The larger affiliations have the calls and the dispatching system that are adequate enough that their drivers are assured of having enough opportunities to take calls in the neighborhoods. The fifteen or so smaller affiliations do not. Let's say you are a taxi company with 100 cabs in the field. Since most people don't know you, you don't get very many calls for cab service. If you're lucky, maybe you get 15 or 20 calls a day from passengers who know you, some of your drivers, or for some other personal reason. How can you possibly provide one call a day to the 100-150 drivers you may have working every day? (Some of the drivers will be sharing a cab in 12 hour shifts).

What happens in real life terms is that the companies will ask their drivers to fill out their own paperwork when they pick up passengers in the neighborhoods. If a driver doesn't pick up any passengers that day, he'll have to invent one to fulfill this duty. If a driver forgets to fill out this paperwork, a garage office manager may offer to fake the paperwork for a small compensation. This situation leads to an atmosphere of corrupt practices all around. The greater damage done to relations between the drivers and the City, is that the City is given a false impression of how much income drivers are actually making, since they ostensibly believe we drivers are getting tons of underserved area calls which we aren't.

### VI. OUR SOLUTION

We in the UTCC would like to offer a solution to this inefficient mess of a system for serving the cab-ride-desiring citizens of the city of Chicago. This solution would consist of a central dispatching system that would dispatch to all of the taxis in Chicago. For one thing, this would eliminate the redundancy of many companies having to provide a dispatch system to follow the rules of the city. For the smaller companies, which can't even possibly provide the services they're supposed to, either for the riding public or their lease drivers, this would be a substantial economic savings. For the larger companies too, for that matter.

This system would benefit both the drivers and the citizenry of Chicago, especially those living in the underserved areas and neighborhoods of Chicago. No longer would a caller needing a cab have to take her or his chances on calling one company in the hopes that they had a cab in the area.

A central dispatching system could potentially tap any cab out of the city's 7000 taxi fleet that might be in that particular neighborhood. For us drivers, when we drive someone out to a far neighborhood, we would be more likely to be able to take a dispatched call from a central dispatcher. No longer would we have to drive 20 or 30 minutes without a fare in order to get back to high trafficked areas with flaggers in them, or bars, nightclubs and theaters letting out.

The City already has a central dispatch system in place, for wheelchair accessible vehicles. This is a model that could be used by the city in planning how this new system could work. We see it as a system that would be paid for by fees collected from medalion owners who wanted to opt in to the dispatching system.

## UIUC conducts cabdriver study

CONTINUED FROM PAGE 5

their tanks were filled up by the taxi company, and that they got to keep some of the profit from the fare and their tip. Obviously, this is a completely false assumption. After my first day, I learned about the lease system, and the fact that since a cab driver is an independently contractor, the company takes less--and almost no--responsibility for driver.

I was shocked to see corruption and mistreatment from all sides--the DCS, the courts, doormen at hotels, the customers, the lease companies, the cops--the list seems to grow every time I survey someone else. All of this goes on while the unassuming public

The public doesn't understand how much a cab driver makes per week compared to how many hours they work. The customers are just as oblivious to the corruption in city hall and the prejudice against cab drivers... Two weeks ago I didn't get it either.

groans about a one dollar fuel surcharge, about a high fare, about having to tip the driver.

The public doesn't understand how much a cab driver makes per week compared to how many hours they work. The customers are just as oblivious to the corruption in city hall and the prejudice against cab drivers. The people of the city of Chicago also don't understand the 5% credit card processing fee, the problem of sky-high gas prices, the reason for drivers driving so fast and often recklessly. Two weeks ago I didn't get it either.

Perhaps with more awareness about what it means to be a cab driver, the public can put pressure on legislators, legislators can put pressure on legislation, and eventually things will change for the better. The best way to induce change is to educate people about what's going on. The best way to educate people is to talk about your experiences: share, suggest, expose.

Talk to us. We're here to listen!



Audrey Jonas poses for photo at the O'Hare staging area after conducting a survey



Survey interns Maria Geiser and Joanne Krol at the O'Hare Staging area after a day of surveys

## UTCC launches Membership Drive in August

How we will ensure your dues are protected!

We will be launching our first Membership Drive in the first week of August. We will be at locations where cabdrivers frequent and we will be offering a membership to UTCC for only \$5 a month- a \$60 per year commitment. We have enacted several policies to ensure that the integrity and honesty of the organization is preserved.

First, we have a membership recruitment policy that all of our leadership must follow in order to solicit memberships from taxi drivers. Most importantly, absolutely no one in UTCC can collect membership dues alone - all membership dues collection occurs in pairs, so that no one person can pocket the cash for him/herself.

Furthermore, the pairs of UTCC members collecting cash do NOT have access to the boxes in which membership dues are placed. Instead, a third party will have the key to unlock those boxes. Again, when the boxes are unlocked, two people must count the money together, to prevent one person from "skimming off the top."

Finally, only six members of UTCC leadership are permitted to collect membership dues, and they will have very clear identification badges. THIS IS VERY IMPORTANT - DO NOT COLLECT MONEY FROM ANYONE CLAIMING TO REPRESENT UTCC UNLESS THAT PERSON CAN SHOW YOU PROPER IDENTIFICATION.

Second, we have a detailed code of conduct (see article), which every member of UTCC leadership has signed. In this code, we pledge to hold ourselves to the highest standard of ethics possible, and we pledge our loyalty to the organization. This means that we will be accountable for any misdeeds or actions that are not in the interest of the organization.

Finally, we have a conflict of interest policy, which guides us with respect to what we must do when there is a possible conflict of interest in any transaction between our organization and another individual and organization. We all know that the taxi industry is a complicated place, where nothing is what it seems.

Many individuals say they want to help drivers get organized, but those same people often have lucrative business relationships with other parts of the industry, like taxi companies or the City of Chicago., which are parts of the industry that often stand between drivers and their rights. That is why we have a conflict of interest policy - to weed out people who will not put the interests of TAXI DRIVERS above all else.

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info@goutcc.org to advertise!

# Civil remedies for cabdrivers to pursue without a lawyer

By Donald S. Nathan, Esq.

## Crime Victims Compensation Act

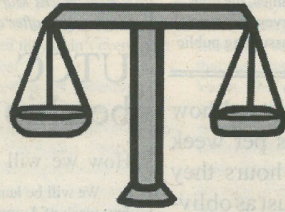
In the last article we went over some of the basics of the pro se court (a court where you where you may represent yourself) a cabdriver can make a recovery of damages if he is in an accident or the like. Today we explore a completely different and completely free way to get bills paid and recover wages lost.

Most cabdrivers don't even know that this law exists. Over the years, I have filed about a dozen cases under this Act for all kinds of people who have been victims of crime of one kind or another. Most recently, I had four cases that came out of one crash, where one young man was killed. He left a toddler daughter and three other young men were badly hurt, all by a drunk driver.

The drunk was put in state prison for eight years because these young men cooperated with the prosecution. And because of their cooperation, the State of Illinois under the CVCA paid all of the medical bills of the ones who survived the crash, the emergency room bills of

the one who died, the funeral costs of the one who died, and lost wages of all four up to a statutory maximum.

A lawyer earns no fee for this kind of case, so normally no lawyer takes them. I do them for clients when I have a case for them anyway because it gives them a chance to get their bills paid while the lawsuit is under way.



They get filed in the Court of Claims in the State of Illinois (James Thompson Center) Building over at Randolph and LaSalle. A form gets filled out and left with the Attorney General's office at the Crime Victims Compensation Counter, and a rule book is given to the victim.

The only real requirement is that the cabdriver should cooperate with the State's Attorney throughout the course of

the prosecution. As long as the cabdriver does, the State will pay the bills and cover wages lost that can be proven usually with tax returns.

Recovery of wages lost can be complicated or impossible if a cabdriver does not report income to the IRS. Some drivers report only a small amount of income. They tend to wind up with very small wage loss recoveries. But this is the price to pay for hiding income. You can recover at least as much as you can prove you lost.

Years ago, I represented the widow and children of a cabdriver who was murdered while driving his cab about three weeks after winning a medallion in the cab lottery. This fellow hadn't reported income in about 15 years of cab driving, but it was obvious enough he was not out on the streets for charity's sake.

His case went to the full Court of Claims before it was all done, and we did win the maximum amount. But it was more an act of mercy than anything else for that widow who hadn't worked outside of her home in the 15 years she was raising that cabdriver's kids and being his full-time wife. There is a lesson to be learned here...

## Communication... CONTINUED FROM PAGE 1

survive?  
Well, we here in the UTCC will be pursuing many efforts to keep all cabdrivers informed about current events and news that you can use. There are so many issues and problems that affect every cabdriver, and every cabdriver has an issue and/or problem that need to be addressed.

At the UTCC we are seeking your issues, problems and concerns in order that we can strive to make life better for all cabdrivers in the future. We, as Chicago cabdrivers, cannot lose any more ground in our efforts to survive and care for our families by allowing the City of Chicago, through its agents, to continue to drain our hardworking dollars from our pockets.

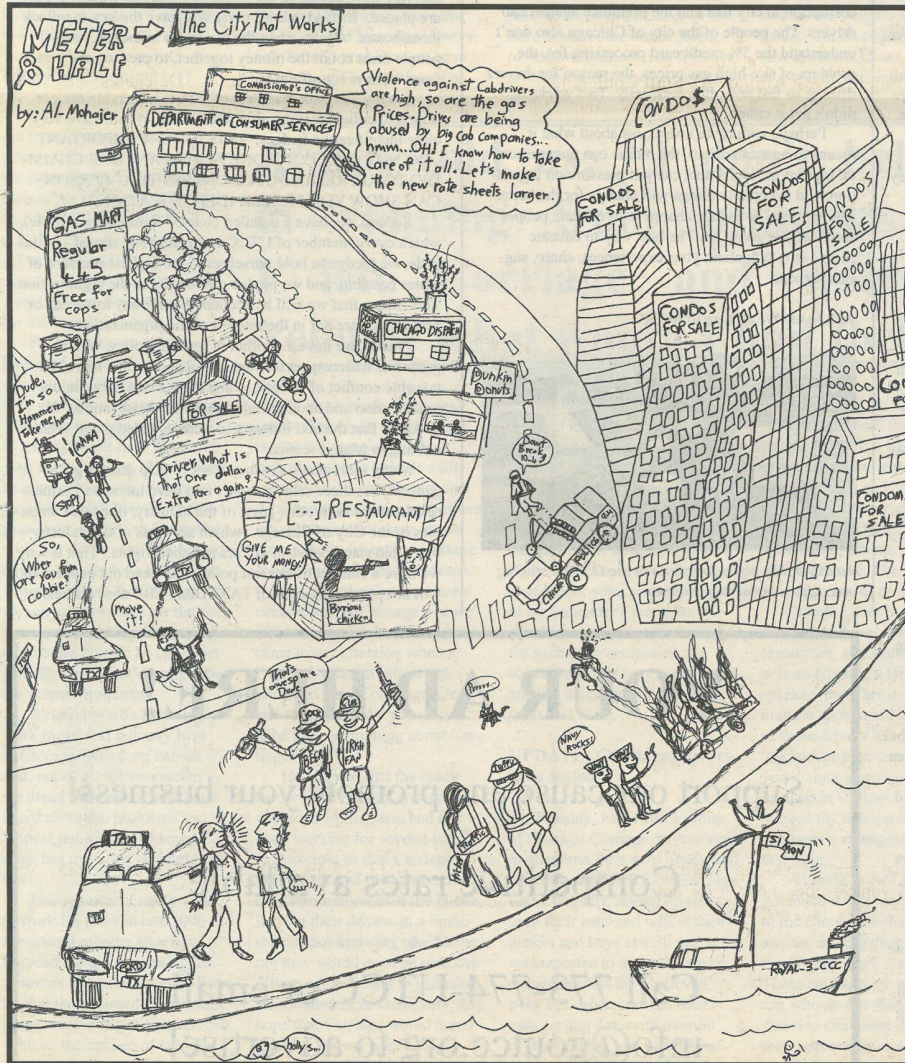
No longer can we wait until the last minute to protest the pains that we and our families feel as a result of being robbed.

No longer can we afford to be quiet and accept the desires of the City of Chicago through its agents; for services from affiliations management; disrespect from some of the traveling public; and above all, we must strive at every intersection to communicate with each and every cabdriver.

That fellow cabdriver may have some important news for you. Will you only listen if his comment is "there is a fare to the airport around the corner", or "is this hotel loading for the airports"?

Communication of this type may put some change in your pocket in the short run, but you really need a steady stream of income to pay for your family's expenses, etc. So, we must bring our communication together so we all can be on the same page for a desirable effect.

The UTCC is you and you are the UTCC. Communication from both ends will meet to make us healthy, wealthy and wiser in the foreseeable future.



## عنوان قرضي

CONTINUED FROM PAGE 1

Steve اور Peter  
سخت کر رہے ہیں۔ سٹیٹو  
کی تاریخ میں پہلی دفعہ کوئی  
تنظیم کا حیا ب ہوتی نظر آ  
ہے۔ آپ سے درخواست  
ہے کہ اس جدوجہد میں خضر  
حصہ لیں۔ بغیر تنہائی کے  
ہم اپنے حقوق حاصل نہیں کر  
سکتے

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## CONVENTION CALENDAR (JUNE-JULY)

7/16/08 - 7/23/08	Am. Assn of Colleges of Pharmacy - Annual Mtg and Seminars	Sheraton Chicago Hotel	Delegates: 1500
7/16/08 - 8/3/08	<b>National Sports Collectors Convention</b>	<b>Stephens Convention Ctr</b>	<b>Delegates: 60000</b>
7/17/08 - 7/23/08	<b>The Chicago Market: Living and Giving™</b>	<b>Merchandise Mart (MMPI)</b>	<b>Delegates: 20000</b>
7/18/08 - 7/21/08	Blackwell Family Reunion	Hilton Suites Chicago/Mag Mile	Delegates: 100
7/19/08 - 7/21/08	KEHE Food Distributors	Lakeside Center at McCormick Pl.	Delegates: 4500
7/19/08 - 7/22/08	<b>Beckman's Handcrafted Gift Show®</b>	<b>Merchandise Mart (MMPI)</b>	<b>Delegates: 20000</b>
7/20/08 - 7/27/08	Assn. for Ed. & Rehab. of the Blind & Vis. Impaired - Biennial Intl. Conf.	Chi Marriott Dwntn Mag Mile	Delegates: 1400
7/21/08 - 7/23/08	Coin Laundry Association Annual Convention	Millennium Knickerbocker Hotel	Delegates: 160
7/21/08 - 7/25/08	National Tax Forum & Expo	Hyatt Regency Chicago	Delegates: 2200
7/21/08 - 7/25/08	Transformation Inst., DOL/Youth/Build (2 Concurrent Groups)	Hyatt Regency Chicago	Delegates: 250
7/22/08 - 7/24/08	Illinois Department on Aging	Doubletree Chicago Mag Mile	Delegates: 350
7/22/08 - 7/24/08	<b>The ASI Show Chicago</b>	<b>McCormick Place North</b>	<b>Delegates: 10000</b>
7/22/08 - 7/24/08	IRS National Tax Forum	Hyatt Regency Chicago	Delegates: 2000
7/23/08 - 7/27/08	<b>UNITY: Journalists of Color, Inc - UNITY '08 Convention</b>	<b>McCormick Place West</b>	<b>Delegates: 8000</b>
7/24/08 - 7/31/08	International Order of Rainbow For Girls - Intl. Convention	Hilton Chicago	Delegates: 2500
7/26/08 - 7/26/08	51st Annual Venetian Night	Monroe Street Harbor	
7/26/08 - 7/31/08	Alzheimer's Assn. International Conf. on Alzheimer's Disease	Hyatt Regency;Lakeside Center McCormick	Delegates: 4500
7/28/08 - 7/31/08	Am. Assn. of State Highway & Transp. Officials Fraud Conf.	Westin Michigan Avenue Chicago	Delegates: 300
7/30/08 - 8/3/08	Am. Academy of Dermatology - Summer Academy Meeting 08	Hyatt Regency Chicago	Delegates: 3000
7/31/08 - 8/9/08	General Grand Masonic Congress - Biennial Meeting	Hyatt Regency McCormick Place	Delegates: 1500
7/31/08 - 8/3/08	Review Course for Subspecialty Certf. in Orthopaedic Sports Med.	Chgo Marriott Dwntrwn. Mag. Mile	Delegates: 450
7/31/08 - 8/2/08	PennWell Conf. and Exhibitions Co. - RDH Under One Roof	Hilton Chicago	Delegates: 700
7/31/08 - 8/2/08	Kaplan University - Semi-Annual Grad. and Faculty Retreat	Chgo Marriott Dwntrwn. Mag. Mile	Delegates: 750
7/31/08 - 8/2/08	NSU Creole Heritage Cntr. - Creole Fmly. Hst. Conv. & Intl. Conf.	Pheasant Run Resort & Spa	Delegates: 250
8/1/08 - 8/3/08	The Black Women's Expo	McCormick Place North	Delegates: N/A
8/2/08 - 8/8/08	National Conv. of Gospel Choirs & Choruses - Annl. Nntl. Conv.	Hilton Chicago	Delegates: 1800
8/4/08 - 8/8/08	Avid Center Summer Institute	Hilton Chicago;Palmer House	Delegates: 1800
8/6/08 - 8/8/08	LexisNexis - Practice Management Conference	Hilton Chicago	
8/6/08 - 8/9/08	Alpha Gamma Rho Fraternity - National Convention	Holiday Inn Chicago Mart Plaza	Delegates: 600
8/6/08 - 8/9/08	AEJMC 08 Convention	Chgo Marriott Dwntrwn Mag. Mile	Delegates: 2000
8/7/08 - 8/9/08	Imprinted Sportswear Show	Renaissance Schaumburg	Delegates: 1500
8/7/08 - 8/10/08	Chicago Blackhawk Standbys - Annl. Hockey Booster Conv.	Doubletree Hotel Chgo Oak Brook	Delegates: 175
8/7/08 - 8/10/08	Community Bankers Assn. of Ohio Conv. and Trade Show	Sheraton Chicago Hotel & Towers	Delegates: 400
8/9/08 - 8/12/08	<b>STYLEMAX™ Women's &amp; Children's Spring 08</b>	<b>Merchandise Mart (MMPI)</b>	<b>Delegates: 5000</b>
8/10/08 - 8/12/08	Chicago Men's Wear Collective™	Merchandise Mart (MMPI)	Delegates: 500
8/11/08 - 8/14/08	American Heart Assn. Midwest Affiliate All Staff Conference	Doubletree Hotel Chgo Oak Brook	Delegates: 400
8/11/08 - 8/13/08	Ntl. Assn. of State Auditors, Comptrollers & Treasurers - Annl. Mtg.	Chgo Marriott Dwntrwn Mag. Mile	Delegates: 300



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

### TAXICAB INDUSTRY NOTICE

June 20, 2008

#### Inspection Standards for Vehicle Interior Cleanliness

Effective Tuesday, July 1, 2008, vehicle inspections at 39<sup>th</sup> Street Taxicab Inspection Facility will include a detailed inspection of the interior.

The passenger compartment of each vehicle must:

- Be free of dirt, grease, smear, or scuff marks on the seats, floor, doors, or back of the front seat or safety partition.
- Have no rips or tears on the seats, doors, or covering of the safety partition. Covering on the safety partition must not have raw edges exposed that show unraveling or fraying threads.
- Have a clean and clear top portion of the safety shield partition so that the meter display costs are visible to the passenger.

Between July 1 to July 14, vehicles not meeting the above cleanliness standard will be failed, and required to return for reinspection. However, if the vehicle does not fail for any other items, the \$50 re-inspection fee will be waived. Beginning July 15, the \$50 re-inspection fee will apply.

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

Notice No. 08-006  
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
7/20	Sun	3:32	5:33	12:57	4:56	8:20	10:21
7/21	Mon	3:34	5:34	12:57	4:56	8:19	10:19
7/22	Tue	3:35	5:35	12:57	4:56	8:18	10:18
7/23	Wed	3:37	5:36	12:57	4:56	8:17	10:16
7/24	Thu	3:38	5:37	12:57	4:56	8:17	10:15
7/25	Fri	3:40	5:38	12:57	4:55	8:16	10:13
7/26	Sat	3:41	5:39	12:57	4:55	8:15	10:11
7/27	Sun	3:43	5:40	12:57	4:55	8:14	10:10
7/28	Mon	3:45	5:41	12:57	4:54	8:13	10:08
7/29	Tue	3:46	5:42	12:57	4:54	8:12	10:07
7/30	Wed	3:48	5:43	12:57	4:54	8:10	10:05
7/31	Thu	3:49	5:44	12:57	4:53	8:09	10:03
8/1	Fri	3:51	5:45	12:57	4:53	8:08	10:01
8/2	Sat	3:53	5:46	12:57	4:52	8:07	10:00
8/3	Sun	3:54	5:47	12:57	4:52	8:06	9:58
8/4	Mon	3:56	5:48	12:57	4:52	8:05	9:56
8/5	Tue	3:57	5:49	12:57	4:51	8:03	9:54
8/6	Wed	3:59	5:50	12:56	4:51	8:02	9:52
8/7	Thu	4:01	5:51	12:56	4:50	8:01	9:51
8/8	Fri	4:02	5:52	12:56	4:50	8:00	9:49
8/9	Sat	4:04	5:53	12:56	4:49	7:58	9:47
8/10	Sun	4:05	5:54	12:56	4:48	7:57	9:45
8/11	Mon	4:07	5:55	12:56	4:48	7:56	9:43
8/12	Tue	4:09	5:56	12:56	4:47	7:54	9:41
8/13	Wed	4:10	5:57	12:55	4:47	7:53	9:39
8/14	Thu	4:12	5:58	12:55	4:46	7:51	9:37
8/15	Fri	4:13	5:59	12:55	4:45	7:50	9:35

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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
7/24/08	7:05 PM	Marlins at Cubs	10:05 PM	7/20/08	1:05 PM	Royals at White Sox	4:05 PM
7/25/08	1:20 PM	Marlins at Cubs	4:20 PM	7/21/08	7:11 PM	Rangers at White Sox	10:11 PM
7/26/08	12:05 PM	Marlins at Cubs	3:05 PM	7/22/08	7:11 PM	Rangers at White Sox	10:11 PM
7/27/08	1:20 PM	Marlins at Cubs	4:20 PM	7/23/08	1:05 PM	Rangers at White Sox	4:05 PM
8/1/08	1:20 PM	Pirates at Cubs	4:20 PM	8/5/08	7:11 PM	Tigers at White Sox	10:11 PM
8/2/08	12:05 PM	Pirates at Cubs	3:05 PM	8/6/08	7:11 PM	Tigers at White Sox	10:11 PM
8/3/08	1:20 PM	Pirates at Cubs	4:20 PM	8/7/08	7:11 PM	Tigers at White Sox	10:11 PM
8/4/08	7:05 PM	Astros at Cubs	10:05 PM	8/8/08	7:11 PM	Red Sox at White Sox	10:11 PM
8/5/08	1:20 PM	Astros at Cubs	4:20 PM	8/9/08	6:05 PM	Red Sox at White Sox	9:05 PM
8/6/08	1:20 PM	Astros at Cubs	4:20 PM	8/10/08	1:05 PM	Red Sox at White Sox	4:05 PM
8/8/08	1:20 PM	Cardinals at Cubs	4:20 PM	8/11/08	7:11 PM	Red Sox at White Sox	10:11 PM
8/9/08	2:55 PM	Cardinals at Cubs	5:55 PM	8/12/08	7:11 PM	Royals at White Sox	10:11 PM
8/10/08	3:33 AM	Cardinals at Cubs	3:33 AM	8/13/08	7:11 PM	Royals at White Sox	10:11 PM
				8/14/08	1:05 PM	Royals at White Sox	4:05 PM

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PHONE: (773) 774 UTCC

WWW.GOUTCC.ORG

## UNITED TAXIDRIVERS COMMUNITY COUNCIL

# UTCC GENERAL MEETING

## SATURDAY, AUGUST 23, 2 - 4 PM

### 637 S. DEARBORN

### OPEN TO ALL DRIVERS

## LEARN ABOUT UTCC'S GOALS:

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

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

## CALL US AT 773-774-UTCC