

THE LIES, DECEPTION AND THE ILLEGAL OPERATIONS OF UBER AND THE RIDE-SHARING COMPANIES

The issue between Uber and their drivers and the Taxi companies and Taxi drivers in our day is like the story of David and Goliath in the Bible. This giant, mighty warrior conqueror and most feared military leader of the Philistines was brought down by David a lowly shepherd boy with a mere pebble and a sling when God's truth came out. Similarly when God's truth comes out Uber's lies and deceit and illegal operations shall be brought out and divine justice shall save the taxi industry because they have not got a just and fair deal.

As Edmund Burke the great Irish philosopher and statesman once said, "the only thing necessary for evil to prevail is because good men do nothing." And the late Chuck Colson from the Prisons Ministry did put it in another form when he said, "to do nothing about evil is to be in league with it." Thus says the English (British) adage, "a word to the wise is enough." Therefore for Uber and all the so called ride sharing companies to get away with their illegal operations doing precisely the same thing Taxi companies and drivers do every day (i.e. picking up passengers from one point and dropping them at another in a car and not in the bus, train and airplane or on the bike and charging them money) is because Taxi companies and drivers did nothing to stop them. If the ride-sharing business is to give ride to relatives, friends and neighbors for free without any money involved then and certainly they are NOT doing the same thing taxi companies and drivers are doing and hence don't have to follow the same regulations the taxi industry is facing. In other words they are not in commercial or public transportation business like taxi companies and drivers.

But why are they getting away with their lies, deceit and illegal operations? Simply they have thrown dust into the eyes of city and state governments, the media and the public at large that they are a technology companies and that their service is convenient for those who use it especially the middle class America. But what service in the U.S. or the whole world is not convenient for their users? If they are not convenient why will they use it? The truth of the matter is, the technology stuff they are hiding behind and therefore operating free using private drivers and private cars must be viewed as nonsense. For, the technology to pick up passengers and drop them at their respective destinations did exist long before mobile phone came into the world. And so the technology was there years before the founders and owners of Uber and all the so called ride sharing companies were born. This technology was there first in the form of radio dispatch between the taxi office and the driver on the street. Then came in recent years the Ghandolf or computerized dispatch technology where there is less talk on the radio and messages are dispatched through the small computer screen in the car. But did the cities allow private companies set up central radio dispatch centers and use private drivers and private cars outside the taxi industry to pick up passengers? Certainly No! Then why are Uber and their allies are allowed to do their illegal business today? Well! The "technology" dust phenomenon they have thrown into the eyes of local and state governments, the media and the general public. This "technology" lies and deceit has earned Uber and its founder a big name not only at the Wall Street and the American media but also in the White House. But all what Travis Kalanick, the founder of Uber has done is to play a game without playing by the rules. That is, doing precisely the same business taxi industry does but doesn't want the same regulations applied to them.

Next to consider is the illegality of the operations of Uber and their ride sharing allies. How are their operations illegal? Not until the cities, counties and the state apply the same and the full weight of the regulations for the taxi industry to them they would continue to operate free and illegal. They are rendering the same business the competitors in the taxi industry are offering so they (ride-sharing companies) don't need a new set of rules. How then are their operations illegal? Simply, let anybody put a ride-sharing sign like the taxi sign on top of their private cars and start picking up passengers and charge them money and see if the cities would not arrest and prosecute them. Moreover if there is no illegality involved why would the police arrest or give citation to a taxi driver and taxi company for a car whose medallion is removed for violation and still the driver(s) is in business working with the same car? If the two reasons above are true for an illegal operation of commercial transportation business without the proper regulation and license why are Uber and their allies with impunity are operating freely on the street and they are not arrested and prosecuted merely because of an I-Phone technology and convenience? If the ride-sharing operation today is not illegal why did the police arrest, impound the cars and prosecuted the neighborhood drivers and companies in Chicago South side and West side, who were picking up passengers from the hood and charging them money without the proper license and city regulations? Again why did the city use to arrest the private drivers who used their private cars to solicit passengers from O'Hare Airport? Moreover let anybody come up with just one industry or business in the country or the whole world where all the competitors don't face the same regulations or rules and then Uber would not be operating illegally.

Next in consideration is the medallion itself. The least mentioned when talking about the interruption caused by Uber and the ride-sharing allies to the taxi industry is the investment in medallions. Why do we cite only public safety and not the sudden loss in medallion value as a result of the interruption in the taxi industry caused by Uber and the ride-sharing companies' free and illegal entry into the taxi or commercial transportation business? Investing \$400,000, \$350,000, or even \$50,000 in medallion for example in Chicago is not a crime. After all investments and investors have made America what she is, a mighty industrial nation and the greatest nation on earth. So why are the taxi companies and drivers not talking about their medallions which are worthless and as a result of Uber and their allies illegal entry into the industry using private drivers and cars? Why have the cities also deliberately refused to stop them? Well! that I don't know. If Uber is sincere, honest and not crooked why didn't they start with private drivers and cars when they first entered into the industry and they did start with taxi drivers? And now that they know the landscape in the industry, they bring in Uber-X using private drivers and private cars. Certainly if from the very onset they began with private drivers and their cars the cities would have obviously seen their illegal operations and would have arrested and prosecuted them. After all the Hailo Company from London was using the same mobile phone Apps for the taxi industry and never brought in private drivers and cars.

In a nutshell therefore, the investors in medallions i.e. medallion owners today must hold Uber and their allies responsible for the medallions which are worthless and as well as the cities which have refused to stop their illegal operations. Indeed the standard rule for operating a commercial transportation business called "Taxi" in Chicago is to have a medallion, commercial vehicle licensed as such, commercial insurance, a city controlled meter and the car and equipment subject to city

inspection before one can legally put the car on the street and pick up passengers. In addition the driver of the car must be a professional driver with the city's chauffeur license. This is what Uber and the so called ride-sharing companies want to avoid because of the investment of money involved including a mechanic and body shop(s) for the maintenance of the cars. That is why Uber is making \$7 billion or more profit a year while taxi companies are at the brink of bankruptcy.

If Uber and the ride-sharing companies argue that because of the cell phone technology and convenience, the rules and regulations in the industry applied to taxi companies and taxi drivers shouldn't apply to them let them or anybody come up with one industry in the U.S. or even in the world where all the competitors in the industry don't face the same rules. Let us start from the Airline, pharmaceutical, petroleum, chemical, mineralogy, manufacturing, banking, and insurance industries and to your local industries like the hotels, restaurant, drinking bar, drug store, retail or department store, grocery store and mechanic shop and see if we can find one industry where all the competitors in the industry don't face the same rules. So why do Uber and the so called ride-sharing companies need even new rules when they are doing exactly the same thing taxi companies and drivers do in picking up passengers, dropping them and charging them money? The beautiful thing is, the art of picking up passengers and dropping them in a car has not changed with the use of mobile phone. Cell phone pick up and dropping them is just one and another method of serving passengers. Before Uber and the mobile phone, there were already five existing ways of picking up passengers. Two were technology – the radio dispatch and the Ghandolf technologies; and then street hailing, airport pick-up and the use of taxi company coupons. The two older technologies are better than the mobile phone in that the customer has a choice to pay cash or credit at the end of the trip.

This is a big civil rights issue which at the moment is revealed only unto the prophet and man of God and the lawyers, public and the media don't know. For, how can the city government(s) regulate the operations of taxi companies and drivers and Uber and the so called ride-sharing companies are doing precisely the same thing (in commercial or public transportation business) and the same rules are not also applied to them and they are operating freely? For example how can the city(s) regulate the pricing system of taxi companies and drivers through the "meter" and Uber and the ride-sharing companies set their own price? Or why are the cars used by taxi companies and their drivers should be commercial cars and subject to city(s) inspection and the same standard is not applied to Uber and the ride-sharing companies and their drivers.?

You see, the founder of Uber, Travis Kalanick is found to be notorious for not playing by the rule and is described in some quarters as "disrupter of institutional structures" and the latter is because he enters into the industry as a "fighter" and would not play by the rule and get away with as he has with the commercial transportation industry or business. This notoriety began with his first and failed company, the Scour, a file-sharing service when the world's biggest companies he was going to disrupt and probably destroy by not playing by the rules sued for \$250 billion in damages forcing Kalanick to take his company into Chapter 11 bankruptcy.

It is by the same trick he entered into the commercial transportation industry or business first using taxi drivers already in the industry and when he had established himself in the industry and know

the landscape then quietly brought in the Uber-X using private drivers and private cars. And instead of the cities stopping him for not complying with “car for hire” regulation or the commercial transportation rules taxi companies and drivers follow, did look the other way because of the dust of lies he threw into their eyes by hiding behind “new technology (cell phone) and convenience and probably the bribery of campaign donations.”

However, the “technology and convenience” he is hiding behind and getting away with by not playing by the rule in the commercial transportation business did exist many many years ago – first as radio dispatch and most recently the “Ghandolf” or the computerized message dispatched system with credit card. These two earlier technologies described above picked up the same passengers from their homes and offices Uber is using cell phone and private drives and cars to pick up. The difference now is that with the earlier two technologies the innovators were not allowed to put them into private cars and pick up passengers as Uber is allowed with impunity to do today. And the truth of the matter is that picking up passengers and charging them money is commercial business. Therefore, the police and the public at large need to know the commercial cars involved and subject to city(s) safety standards. Even if Uber can use driverless cars as it has suggested they will need to use labelled commercial cars for the same reasons above.

What can taxi companies and drivers do now? That is why the whole taxi industry has to rally behind the prophet and the man of God because the Lord has revealed to him the way to deal with the problem. There is no industry in the U.S. or the world where all the players and competitors don’t face the same regulation. Then again if private citizens did put “Ride-Sharing” signs on top of their private cars and started picking up passengers on the street and at the airports, the cities would arrest and prosecute them because their business is illegal, and so Uber using private cars and cell phones to pick up passengers must be seen as illegal too. Even if the cities don’t arrest these ride-sharing pick-ups see the confusion and anarchy that would be on our streets if every private driver put a “ride-sharing sign” on their car and start picking up passengers on the street and at the airports and charge the fare or price they want as the ride-share companies are doing now.

Truly speaking, another obvious evidence to see the lies in the “technology” stuff and the illegal operations of Uber and the ride-sharing companies using private drivers and private cars is Hailo Company from London. Not long ago they were in the ride-sharing business using the mobile phone to pick up passengers like Uber. But they did it with taxi drivers and their commercial cars and did not use private drivers and cars. So where is the justification for the cities to allow Uber to defy commercial transportation laws and use private drivers and cars? That is why taxi companies and taxi drivers need to understand Kalanick’s earned nickname “fighter and disrupter” and fight back to defeat him and his Uber’s illegal operations. Remember the wise saying “God helps those who help themselves.” And God in His righteousness will help the taxi industry to win because Uber and the so called ride-sharing companies are in the same business doing it free without the industry regulations applied to them for the sake of lies and deceit.

The last but not the least is the fact that, Uber and their accomplice ride-share companies not only fix or set their own price and is based on how busy or less busy the rides are and is no match to the

city's standard price set on meter for the industry, but that and with impunity they make their own rules and set their own standards. A good example here is the recent little plastic sign they put inside the car window and on the side of the fender. While by city regulation a taxi has to carry a big dome light on top of the car and the large signs on both sides of the car carrying the taxi company's logo and information. The most unfair story is that they operate under no geographic limit as Municipal regulation(s) or city ordinance(s) limit the taxi industry to operate only within the municipal borders they are registered. That is why you always see cars with other state licenses such as California, Arizona, Tennessee, Texas, etc. operating on Chicago streets with the Uber logo on.