



Waiting Times

Taxi Workers Alliance of Pennsylvania

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“Social Justice...you see...the oppressors always underestimate the oppressed, and the oppressed almost always overestimate the oppressor”-

**Cesar Chavez,
United Farm Workers**



NYTWA Bhairavi Desai testifying at Public Hearing in Philadelphia on drivers behalf

PPA AND THE SUPREME COURT RULING.....

As many of you know, the PPA was doing anything that it wanted to do. When they took over from the PUC, they came out with 98 pages of new rules and regulations. These fees and fines were the highest in the nation. For example, violation for a bald tire would cost the driver \$750, to renew your taxi certificate went from \$25 to \$80 per year, and the medallion assessment fees rose from \$500 to \$1440 per year. They would issue Executive Orders one day that said a credit card refusal was \$150, and then another day raises it to \$500. All of this without any input from the taxi industry or oversight from the State. Since the PPA started regulating taxis, the leases that drivers pay to rent a medallion have risen from \$325/week to \$425/week. Yet, according to PPA statistics, ridership has declined and drivers are making well below the minimum wage.

Earlier this year, April 2010, the Pennsylvania Commonwealth Court issued a ruling that the Philadelphia Parking Authority (PPA), rules and regulations are invalid and unenforceable. This ended a 3 year legal battle initiated by TWA and finished by Germantown Cab Company thru their attorney, Michael S. Henry. This decision cannot be appealed by the PPA, they can only ask the higher court to see whether the ruling is within the law.

(CONTINUED ON PAGE 2)

WORKERS COMP CAMPAIGN: HB1914

A couple of years ago, TWA began talks on starting a workers compensation or driver relief fund for taxi drivers.

Workers Compensation was established in 1914 in Pennsylvania, similar to system in other states. It requires employers to have insurance that cover injuries on the job. It is not health insurance or welfare. It covers medical expenses for injured workers, provides monetary compensation to injured worker who cannot work, and there is a death benefit paid to the surviving family. Mostly everyone that rides in your cab is covered by Workers Compensation, and if you talk to your customers, they will assume that you do to.

The Drivers Relief Fund idea came from the Fraternal Order of Police (FOP) Survivor Fund. In addition to the many benefits that the Police have for a dangerous job, they also have a tremendous support system for families of injured or deceased policemen and woman.

To obtain workers compensation, TWA-PA needed someone from the State to sponsor a bill. With the help of the Media Mobilizing Project, Pennsylvania Representative Mark Cohen. did not hesitate in sponsoring a bill that would provide the workers compensation coverage. In addition to Workers Compensation, the bill would include newly issued wheelchair accessible medallions . This came about when TWA met with Liberty Resources, an advocate for the disabled, and both organizations thought that the two issues, taxicabs for people with disabilities, and workers compensation for disabled taxi drivers, were related and the humane thing to do.

Representative Mark Cohen then drafted HB1914, which addressed several issues for taxi drivers. First, it required medallion owners to obtain and pay for workers compensation. Second, it required that the PPA issue new wheelchair accessible taxi medallions to drivers by lottery, and that these medallions would remain public property. The taxi driver would pay \$150 a week lease after buying a wheelchair accessible taxicab, subsidized by the state. In the original bill that Representative Mark Cohen sponsored, the taxicab driver was first and foremost. In addition, Representative Cohen put a key staff person, attorney Dan Cook, to work on our behalf. (CONTINUE ON PAGE 3)

PPA and the Supreme Court

(continued from page 1)

Until the PPA adopts new rules and regulations and submits them to the State, the taxi industry is now under the old PUC regulations.

The case began with the taxi industry challenging the status of the PPA, whether they were a city or state agency. That was decided last year when the State Supreme Court ruled that the PPA was in fact a state agency. Since they were declared a state agency, TWA then sought to have them follow the State oversight laws called "the Pennsylvania Document Law". The Document law is important because it requires state regulatory bodies (PPA), to act in a fair manner. It gives voice to those who will be regulated. The taxi industry would be able to state its case against any new PPA rule or regulation. We would be able to make our case with public hearings at the Independent Regulatory Review Commission – (IRRC), and at the State's Attorney General Office. These are independent agencies free of PPA influence. The PPA would then have to publish the results in the Pennsylvania Bulletin.

The real kicker is how the PPA went about installing their centralized dispatch GPS and credit card system. It has been over 4 years now and the PPA has not officially signed the contract. It was suppose to be a 3 year contract and should have been up for negotiations by now. New York, on the other hand, installed their system a year later than Philly and has already started negotiations on new contracts that will further benefit drivers. For instance, in NYC, there are 3 different credit card vendors that drivers can choose from, drivers are charged less than 3% to process their credit cards, and receive their credit card money at the end of the shift. The PPA centralized dispatch GPS system has officially failed; the PPA has given up on using this system for its original purpose. The bottom line with this system is that the PPA is not following the contract by withholding the last 1 million dollar payment and VTS is not following the contract by not providing the centralized dispatch system. The only party following the contract is the taxi drivers, who are being charged extra high fees and have to wait 3 to 5 days to be paid. The city is forcing taxi drivers to accept credit cards, and yet, do not allow taxi drivers to use credit cards for the airport egress fees.



Michael Henry

To that end, on October 27th, UTWA held a general meeting where over 100 taxi drivers gathered to discuss all of these issues. Michael S. Henry, Esq. explained the option that drivers could pursue including filing an injunction over the credit cards and any other rules or regulation that is not from the old PUC list. Mr. Henry further talked about the "Document Law". He said that the PPA will submit new regulations, but it is like being in front of an independent judge (IRRC), and that both sides would be able to argue why it is good or bad for the taxi industry. This process could take up to 2 years to complete. During the meeting, a vote was taking as to whether we should file an injunction. The members voted overwhelmingly to pursue injunctive relief. Also in attendance, was Pennsylvania Representative Mark Cohen. Rep. Cohen talked about the workers compensation and wheelchair accessible taxicab legislation that he introduced. He explained that the Bill would create a relief fund for injured drivers and would be financed from the proceeds of the sale of the wheelchair medallions.

Therefore, UTWA on behalf of its members will be seeking injunctive relief from this Centralized Dispatch GPS and Credit Card System. Since the PPA never officially had any rules and regulations, it had no right to enter into a contract on our behalf. Since none of the parties that entered this contract is sticking to its terms, we feel that it is an injustice to force taxi drivers to work under these exploitative conditions. If you are not a member of UTWA, you need to join us as we seek justice and end this form of tyranny. This has been a long struggle and if we continue to work collectively, we can regain our dignity, respect, and rights as we service the city of Philadelphia. ■

NEXT GENERAL MEETING BEGINS NEW ERA FOR TWA

Please join us for the next General meeting for Philadelphia's taxi drivers. We are all at a critical stage in reforming the taxi industry. Come and include your voice in making the industry better.

During the last general meeting held on October 7, 2010. Michael Henry, Esq., and PA House Representative Mark Cohen were the keynote speakers that took place at TWA's headquarters in West Philly. Approximately 100 drivers attended the spirited meeting updating members on TWA's current campaigns, renewing their membership, and participated in a question and answer sessions.

Both Michael Henry Esq. and Representative Cohen acknowledged members concerns, particularly on credit card and medallion leasing issues. They also provided updates to the current legal strategies and on the status of HB 1914.

So we encourage all drivers to join the community at this upcoming meeting.

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Workers Comp.

(Continue from page 1)

Also working on this Bill were key Republican and Democratic leaders, medallion owners, PPA officials, and members of Liberty Resources. For the Driver Relief Fund, TWA proposed to the PPA, that a very small percentage of credit card fees would go towards funding the plan. The PPA response was , “the creation, funding, and maintenance of a

**Rep. Mark Cohen
Sponsored HB 1914**

(Driver Relief) Fund presents several intractable legal problems and cannot be considered at this time”. For a time, until HB 1914 got moving, progress on establishing a driver relief fund was stonewalled. TWA had to make several trips to Harrisburg to push HB 1914. The Bill was introduced in the Urban Affairs Committee, and this committee had to decide whether or not the bill should proceed or be tabled. Again, with the help of Representative Cohen, and the Chairman of the House Urban Affairs Committee, a public hearing was scheduled at City Hall on March 19, 2010.

At this public hearing, Ronald Blount, President of TWA, Steve Chervenka, Political Director, Tekle Gebremedhin, Organizing Director, Bhairavi Desai , Executive Director of the NYTWA, testified on drivers’ behalf for HB 1914. Alex Friedman, one of the fleet medallion owner, testified against the workers compensation for drivers. Everett Abitol of PHL Dispatching and Vince Fenerty, Executive Director of the PPA testified for workers compensation, but wanted the medallions auctioned in an open market. Lastly, many people with disabilities spoke for the workers compensation for cab drivers and the need for wheelchair accessible taxi cabs.

Following the Public Hearing, a workgroup was established, in Harrisburg, that included TWA, the PPA, Republican and Democratic leaders, medallion owners, and representatives of Liberty Resources. From this workgroup, to move the bill forward in the House and Senate, it had to be amended three times. The Republicans opposed the workers compensation part, so workers compensation was replaced with a driver relief fund. And the medallions was changed from public property to private property, to be sold on the open market. Representative Cohen, through his staff, insisted that that the number of medallions issued per year be 10, not 50-100 all at once, out of concern for the impact that additional medallions would have on the current taxi drivers. In the final amendment, the most important change was the establishment of a drivers relief fund. The PPA argued that the money from the sale of the new medallions should go into their organization, however, the final version of the Bill would direct the monies into a driver relief fund stretched over a 10 year period.

Representative Mark Cohen showed up at the last General Meeting recently held at TWA and spoke about the Bill. He also listened to other driver issues. The future of HB 1914 will not be decided until next year because of political haggling and the PPA’s current legal predicament. In order to have a chance to succeed, TWA is seeking 1000 due paying members to cover all of your campaigns and organizational overhead. Workers Compensation is not dead. We just need the resources to make it happen. The Driver Relief Fund will continue to move forward, we just need the resources to administer and fund it. TWA will continue to promote the need for wheelchair accessible taxicabs, for, we as taxi drivers are in the business of helping people, not hurting people. While in the business of helping people, the taxi driver themselves need basic workers’ protections while performing one of the most dangerous occupations.




UTWA TOY DRIVE OFFICIAL START

The official start of the UTWA toy drive has begun. This is the 5th year of the drive to give toys and clothing to underprivileged children in the Delaware Valley region.

UTWA Events Director, Kevin Evans will be collecting unused clothing, toys, and money for the drive. Because of allergies and other medical issues, we will not accept any used clothing or toys.

As we strive to end impoverishing conditions in the taxi industry, we must also be conscious of others in the region that are having economic difficulties, especially children. We will be collecting at 30th Street Station and at the Airport. You can also reach us at (215) 279-0472 and (610) 209-8766.

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VISIONS OF THE TWA ORGANIZERS

Kevin Evans -

"Early to bed, early to rise makes a man healthy, wealthy, and wise," stated Benjamin Franklin. I believe like Franklin, setting healthy pattern/practices for yourself benefits you and your family.

We are all trying to avoid suffering and hardships of life. And with modern advances in technology we see many improvements made i.e. modern medicine provides immunizations to newborns to fight childhood diseases, yearly physicals to prevent oncoming adult diseases. But for many taxi driver's these health benefits come at a highly expensive cost. I'm happy to see the TWA get involved and hand out prescription-benefit cards to members of the Alliance. I believe we need to sponsor more health-fairs at the 30th Street Station and the Airport for drivers and the public. We have actually saved lives in this process by making others aware of their blood pressure and cholesterol readings.

Secondly, I wish that we could find a way to empower the families of Philadelphia taxi drivers. One way would be through greater financial independence. Fighting for caps on the taxi leases, continued support of workman compensation benefits for drivers, and unbelievable as it may seem, support for taxi medallion ownership among drivers.

If the leadership of TWA is determined to strive for these worthy goals, I believe we'll make a significant impact on the members and all drivers lives.

Tekle T. Gebremedhin —

It is my hope that UTWA will create a non profit radio dispatch company. We need a cooperative owned and operated by the drivers so that we can service all neighborhoods. We can further expand the dispatch company to include town cars that lease to drivers half of what they are paying today. In Denver, drivers created their own company and drivers' lease is \$200 per week, we can follow this model and increase drivers' take home pay.

Mohammed Shukur -

I want to see TWA grow as the union for drivers to protect drivers rights from exploiters but with the highest satisfaction from the customers and citizens of Philadelphia as well as the highest satisfaction of the drivers.

It is my hope that drivers begin to join together and build enough power that will force the fleet owners, dispatch companies, and the PPA to negotiate with us fairly. Until we have collective power, we will always be victims.

Fred Morrison—

My vision is working towards the original objective that we started five years ago. We looked to represent the driver as an individual. We have had a number of successful campaigns. It is very important that we communicate to the drivers, and we setup more avenues to reach all drivers. The second part is seeing that TWA is a service oriented organization. In other words, we should provide everything that regular employee unions offer as if we are the same.

Patrick Anamah —

I want to see TWA be a very big umbrella covering all the drivers in Philadelphia, and beyond. People will look at us like the "black cab" drivers in London because they are the richest cab drivers I can think about. Because of some the stumbling blocks with the authorities, some of the cab drivers are scared to come out and fight for their rights. I am looking for the day, like the civil rights movement with Martin Luther King. People should understand that we have a job that is done like any other job, even in the office. And for this job, people have decided to risk their lives by driving a cab. My vision is that we will be respected, and receive all of the possible assistance that we will need to do our job in a professional manner.

Steve Chervenka —

My vision for TWA has constantly changed since the first day of being asked to help out. It was a small vision at first, of overcoming the harshness of a new regulator and the affect this had on my living; like less money and less freedom and more fear. Then the vision grew with all of the small and large TWA's popping up all over the country: hence the International Taxi Workers Alliance. Then the vision got bigger meeting with other union organizers, and meeting others from organizations whom are really sincere about improving other's lives, and some victories; hence the successful protest to lower the fines and the Supreme Court Hearing. Top this with a few classes here and there, a lot of reading, especially labor history, positive media coverage, a team of dedicated organizers (some of the nicest people in the cab business), and an empowered and growing membership of drivers with having a vision for improving our livelihood, and now my vision is that WE can dramatically change this industry so that every cab driver is guaranteed at least a middle class living, and we can make our living WITH NO FEAR coming from those who in government who are suppose to serve us. This I know can and will be done even if we don't live to see the day. Personally, I am all for fundamental and radical changes, even if it means my cab floating down the Delaware River to NEW HOPE. By the way, in London, the black cabs, driven by "chauffeurs", have a standard of living unmatched by any cab driver in the world. Is it because they are

Ronald Blount —

It is my hope that UTWA will mature into an International Union fighting for the rights of taxi drivers and any other group that is being economically oppressed. I envision an organization that has real collective bargaining rights to negotiate contracts with the medallion owners, dispatch companies, credit card vendors, and the taxi regulator. This organization would administer a Health and Welfare Fund for its taxi driver membership. The Union would provide other services for its membership, including job training, education elevation, leadership development, and political awareness. Lastly, the Union would also work in solidarity with any movement that seeks to end poverty, discrimination, and exploitation of the human condition.



INTERNATIONAL TAXI NEWS

Las Vegas Sun, June 24, 2010 :

Representatives of the city's taxi industry got their first look at proposed regulations on paying fares with a credit or debit card today and representatives of the Nevada Taxicab Authority indicated they'll have at least two more meetings before new rules are adopted...The Taxicab Authority last month approved allowing cab companies to charge a \$3 processing fee for credit and debit card transactions and ordered regulations on details involving cardholder security, how to handle equipment failures and the reporting of fee revenue.

Annapolis Maryland, September 29, 2010 :

Taxicab drivers at BWI Thurgood Marshall Airport can unionize under a decision released by the National Labor Relations Board. In the September 16th ruling, the NLRB determined that the 307 cab drivers who work for BWI Management Inc. are not independent contractors and so can form a union.

Austin Texas, September 2010 :

D'Ann Johnson, an attorney and Branch Manager with Austin Texas Legal Aid, has been working with taxi drivers in Austin and Dallas. She is the author of new report on the taxi driver working conditions in Austin, Texas, and recently met with TWA in Philly while helping her daughter move in to Temple University.

Prince George County, Maryland :

As of October 6th the new taxicab law which the Prince George Taxi Workers Alliance was instrumental in creating and subsequently passing, has taken effect. As a result we anticipate that nearly 400 current driver-renters will soon become owners of their own taxicab medallion, saving nearly \$17,000 annually in company-imposed operating fees. Ending a battle that lasted for several years, drivers organized to confront the medallion owners. With the help of the Advancement Project and key government officials, the law went into effect.

New York City, NY :

"Taxi Driver brutally beaten in Anti-Muslim Hate Crime". The New York Taxi Workers Alliance (NYTWA), rallied around Ahmed Sharif, holding press conferences, and meetings with public officials. Ahmed will be covered by workers comp, mandatory in New York for taxi drivers, and he will need at least 4 months to recover. Bhairavi, director of the NYTWA, said, "We were swamped around Ahmed Sharif's case. We're going to be doing much more to raise awareness around violence issues facing all drivers throughout the globe". The NYTWA lobbied their state representatives for passage of a bill to protect taxi drivers.



Haroon Khan and family with Joe Sestak

Better to be the Best By Haroon R. Khan

This is a great feeling to have the opportunity to share my views with others. We are the proud taxi drivers of Philadelphia. Serving our city with honesty, dignity and respect. Driving a taxi is really a challenging and *risky* job. *Risk* is a friend of our daily life.

Services: Everyday we transport lots of folks from one place to another. We all serve our customers with utmost respect. We take special care to our elderly customers. Sometimes we even drive back to their places if they accidentally left behind their valuables. We play a vital role in our economy (transporting tourist, paying our yearly taxes, etc.).

Recognition: Our contribution to the society is still unrecognized and unevaluated. That's why sometimes we get very disappointed and hopeless. Sometimes we do not get our legitimate dues, we get abused in many ways. However, time has not ended, yet. We are sending messages to everyone to build awareness. Once everyone acknowledges us, the relationship will be way better than before. We hope for the best.

We deserve: Besides carrying out all the PPA/state rules and regulations, we also emphasize to increase the quality of service for our customers. Better services means better business for all. The authorities should take steps for the development of the drivers. All the passengers are covered by the insurance policy but the person (driver) who carries them are not. Drivers do not have any work compensation either. Injustice?

Relationship between PPA & Cab drivers: The relationship between the PPA and the cab drivers is not bitter, neither is it sweet. When customers come to our cab, we greet them cordially, because we know they make our pay-checks. On the other hand when we go to any business organization; we receive a warm greeting, because they think the same way we think. We believe this system should be applicable in all organizations. Why can not we all just get along and respect each other, so that in the long run it will be beneficial for both of us. We have to show our utmost respect to PPA to build better relation, because we need to stay organized within a certain orbit and to stay in a fair system. On the other hand PPA should treat us with respect and dignity too. So basically, this is a process of **Mutual Benefit**. To establish a **bridge of peace** between us, we have to have that sort of positive attitude, intention and desire. As long as we are dedicated and committed, nothing is impossible in this world.

May our Creator help us and give us the ability to stay safe and to enjoy a better life. God bless us. Every job is important in its own way and the person performing the task is important as well. ■



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A Phillip Randolph

A. Philip Randolph believed that economic rights was the key to advancing civil rights. Randolph was born in the deeply segregated South in 1889. When despite his outstanding academic record he was reduced to menial labor, he headed North - to Harlem. Randolph's early years were during the Harlem Renaissance where he encountered the socialism of Eugene Debs, became a renowned soap-box orator and, with Chandler Owen,

founded the radical magazine, The Messenger. In response to the race riots of 1919, Randolph and Owen formed the National Association for the Promotion of Labor Unionism Among Negroes. Soon a group of Pullman car workers asked Randolph to help them organize the Brotherhood of Sleeping Car Porters. Which led to a bitter 12-year battle through the Great Depression with the notorious Pullman Company which tried to destroy their union using spies and firings. The 1934 Wagner Act finally created a level playing field enabling the Brotherhood to win a contract in 1937, the first ever between a company and a black union.

What A. Philip Randolph Had To Say :

“At the banquet table of nature, there are no reserved seats. You get what you can take, and you keep what you can hold. If you can't take anything, you won't get anything, and if you can't hold anything, you won't keep anything. And you can't take anything without organization.”

“The very nature of a struggle on the part of labor and minorities . . . renders it inevitable that labor and minorities join the camp of and stand by and for the forces of democracy. For it is only within the framework of democracy that labor and minorities can achieve freedom, equality and justice. “

“We must have faith that this society, divided by ethnicity and by class, and subject to profound social pressures, can one day become a nation of equals, and banish ethnic prejudices to the limbo of oblivion from which it shall never emerge.”

“Salvation for race, nation, or class must come from within. Freedom is never granted; it is won. Justice is never given; it is exacted. Freedom and justice must be struggled for by the oppressed of all lands and races, and the struggle must be continuous; for freedom is never a final fact, but a continuing evolving process to higher and higher levels of human social economic, political, and religious relationships.”

“There can be no solidarity if one is considered a Black Worker and another a White Worker. We should be considered just a worker “

“...we know we have no future in a society in which six million black and white people are unemployed and millions live in poverty... We want a free democratic society dedicated to the political, economic, and social advancement of man along moral lines... The sanctity of private property takes second place to the sanctity of the human personality. . .”

