

Figure I.1 Driver's Payoffs and Bad Customer's Payoffs

		Customer	
		Behave	Exploit
Driver	Pick up	3, 1	-3, 4
	Refuse	0, 0	0, 0

Source: Authors' compilation.

Figure I.2 Driver's Payoffs and Good Customer's Payoffs

		Customer	
		Behave	Exploit
Driver	Pick up	-3, -2	-3, -4
	Refuse	0, 0	0, 0

Source: Authors' compilation.

Table I.1 Belfast Interviewee Codes

Characteristics of Interviewees	Codes
Job or role	
Driver	—
Customer	Cust
Dispatcher	D
Bouncer	B
Religion	
Catholic	C
Protestant	P
Type of taxi driven	
Public hire	PH
Private hire	—
Area in which driver, dispatcher, or bouncer worked	
City Center	CC
West Belfast	WB
East Belfast	EB
North Belfast	NB
Gender	
Male	—
Female	F

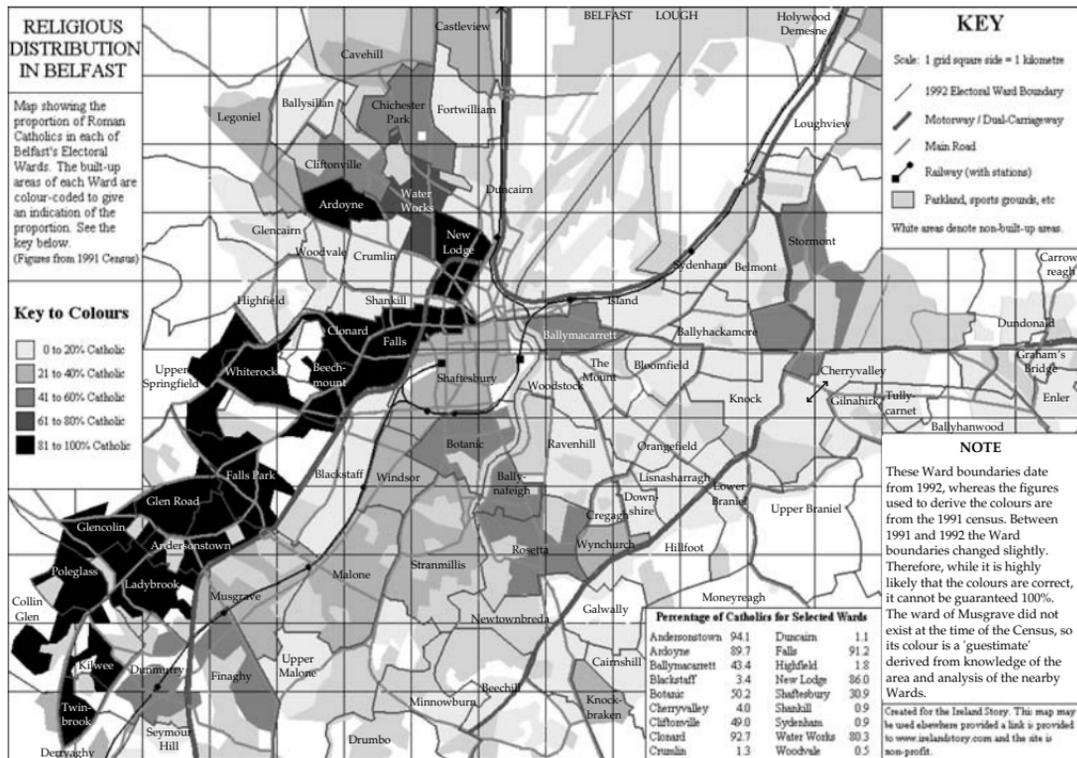
Source: Authors' compilation.

Table I.2 New York Interviewee Codes

Characteristics of Interviewees	Codes
Job or role	
Driver	—
Customer	Cust
Dispatcher	D
Skin color	
Black	B
White	W
Hispanic	S
Type of taxi driven	
Yellow cab	YC
Livery cab	—
Area in which driver or dispatcher worked	
Bronx	BX
Brooklyn	BR
Queens	Q
North Manhattan	NM
Gender	
Male	—
Female	F

Source: Authors' compilation.

Figure 1.1 Proportion of Catholic Residents in Belfast Electoral Wards, 1991



Source: The Ireland Story website (www.irelandstory.com), "Maps of Ireland." Available at: www.wesleyjohnston.com/users/Ireland/maps/towns/belfast_religion.gif (accessed April 25, 2005).

Table 1.1 Religion, Type of Firm, Job, and Gender of Belfast Taxi Employees Interviewed

Type of Firm or Job	Catholic	Protestant	Male	Female	Total
Private-hire					
Drivers	14	20	31	3	33
Drivers and dispatchers	2	2	3	1	4
Dispatcher	1	—	—	1	1
Public-hire					
Airport or City Center	2	3	5	—	5
City Center (only)	—	1	1	—	1
West Belfast taxis	1	—	1	—	1
Derry taxis	1	—	1	—	1
Bouncers	2	2	3	1	4

Source: Authors' compilation.

Table 2.1 Drivers' Bad Encounters in Belfast and New York

Bad Encounters	Belfast (N = 45)	New York (N = 50)
Had runners	73% (33)	100% (50)
Was threatened	69 (31)	100 (50)
Was attacked	29 (13)	50 (25)
Was robbed	4 (2)	18 (9)
Was hijacked	16 (7)	N/A

Source: Authors' compilation.

Note: N/A = not applicable.

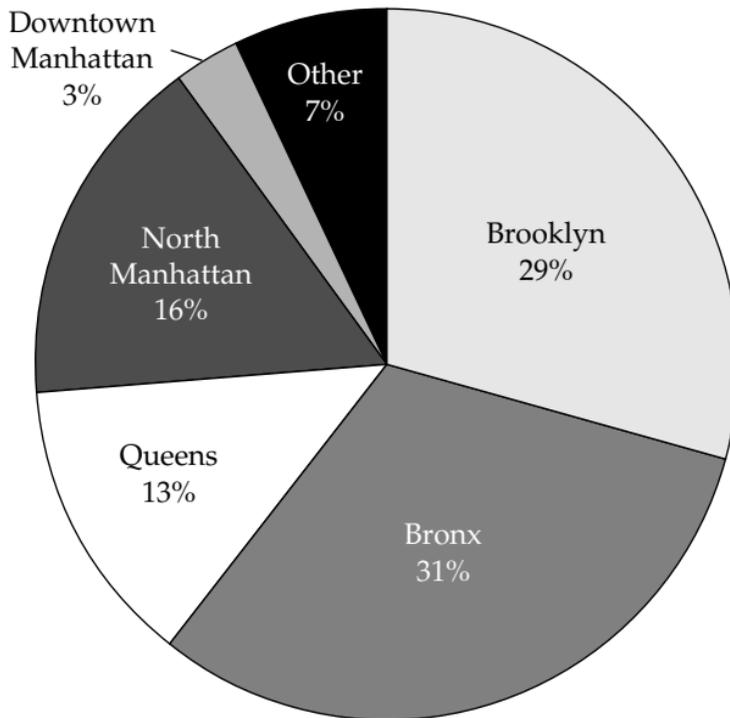
Table 6.1 Area and Ethnicity of New York Taxi Drivers Interviewed

Area	Hispanic	West African	African American	Total
Bronx	12	—	—	12
Brooklyn	12	—	—	12
Queens	13	—	—	13
North Manhattan	2	11	5	18
(Yellow cabs)	5	—	2	7

Source: Authors' compilation.

Notes: Gender is not included in this table because there was only one woman in our New York sample; she was Hispanic and worked in the Bronx. Also not included in the table is one driver who was from New Zealand.

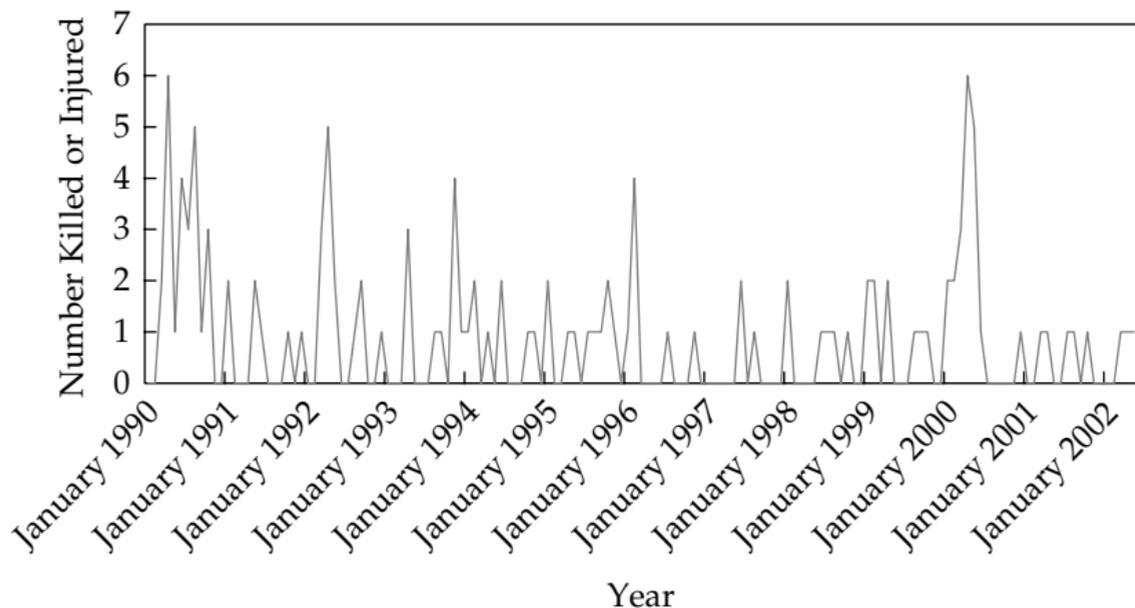
Figure 7.1 Areas of New York in Which Livery Drivers Were Murdered or Violently Assaulted, 1990 to May 2002



Source: Authors' configuration.

Note: n = 128

Figure 7.2 Number of Taxi Drivers Killed or Injured in New York, January 1990 to May 2002



Source: Authors' configuration.

**Table 7.1 Age of Accused Attackers of Taxi Drivers in New York City,
1990 to 2002**

Age Range	Number of Cases	Percentage
14 to 19	27	46
20 to 25	16	27
26 or older	16	27
Total	59	100

Source: Authors' compilation.

Table 7.2 Number of Attacks Against Taxi Drivers in New York City, by Type of Offense and Age of Accused Attacker, 1990 to 2002

Age Range	Murder or Attempted Murder	Assault	Robbery	Total
14 to 19	19 (70%)	1 (4%)	7 (26%)	27 (100%)
20 to 25	10 (63%)	5 (31%)	1 (6%)	16 (100%)
26 or older	10 (62%)	3 (19%)	3 (19%)	16 (100%)
Total	39 (66%)	9 (15%)	11 (19%)	59 (100%)

Source: Authors' compilation.

Table 7.3 Homicide Trends in the United States: Homicide Offending Rates per 100,000 Population, by Age in Selected Years

Year	Under 14	14 to 17	18 to 24	25 to 34	35 to 49	50 or Older
1985	0.2%	9.8%	21.4%	16.0%	9.4%	3.0%
1993	0.3	30.2	41.3	15.9	7.4	2.4
1999	0.2	10.7	27.7	11.0	5.0	1.5

Source: FBI, Supplementary Homicide Reports, 1976 to 2002, compiled at website for U.S. Department of Justice, Bureau of Justice Statistics (2004c).

Table 7.4 Percentage of Multiple Attackers Against Taxi Drivers in New York City, by Age Range, 1990 to 2002

Offense Committed . . .	14 to 19	20 to 25	26 or Older	All Ages
Alone	33% (9)	50% (8)	69% (11)	48% (28)
With one other	30 (8)	25 (4)	19 (3)	25 (15)
With two others	26 (7)	19 (3)	12 (2)	20 (12)
With three others	11 (3)	6 (1)	0 (0)	7 (4)
Total	100 (27)	100 (16)	100 (16)	100 (59)

Source: Authors' compilation.

Table 8.1 Precautions and Deterrents Practiced by Taxi Drivers in Belfast and New York

Precautions and Deterrents	Belfast (N = 45)	New York (N = 50)
Do not wear a seat belt	98% (44)	100% (50)
Mask cues that give away their religion	91 (41)	N/A
Drive only in their local area	58 (26)	N/A
Do not display a TAXI sign	51 (23)	100 (50)
Work for a religiously anonymous firm	40 (18)	N/A
Carry a weapon	36 (16)	0 (0)
Look fierce, make threats, or match aggression	36 (16)	0 (0)
Do not work at night	16 (7)	38 (19)
Drop off cash takings	9 (4)	24 (12)
Avoid provocation or prevent violent escalation	20 (9)	98 (49)
Have a partition	18 (8)	68 (34)
Be selective about pickup location and destination	60 (27)	52 (26)
Have a camera	N/A	28 (14)

Source: Authors' compilation.

Note: N/A = not applicable.

Table 9.1 Screening by Taxi Drivers in Belfast and New York

Screening Practices	Belfast (N = 45)	New York (N = 50)
Screen for attitude	87% (39)	76% (38)
Avoid groups of men	80 (36)	74 (37)
Believe mixed-gender groups are safer	62 (28)	20 (10)
Screen for dress	56 (25)	66 (33)
Screen for age	51 (23)	84 (42)
Believe females are safer	44 (20)	20 (10)
Prefer known or regular customers	42 (19)	2 (1)
Drive past to check fare before pickup	38 (17)	88 (44)
Screen for drunkenness	20 (9)	28 (14)
Screen for skin color	N/A	26 (13)

Source: Authors' compilation.

Note: N/A = not applicable.

Table 10.1 Probing by Taxi Drivers in Belfast and New York

Probing Practices	Belfast (N = 45)	New York (N = 50)
Notice choice of seating	87% (39)	34% (17)
Consult gut feelings	40 (18)	34 (17)
Probe for local knowledge	31 (14)	N/A
Notice body posture or general demeanor	13 (6)	36 (18)
Probe passenger's eyes	11 (5)	14 (7)
Probe for the passenger's tone of voice	9 (4)	13 (6)
Probe location of pickup and destination	100 (45)	52 (26)
Notice facial expression	11 (5)	38 (19)
Test passenger's response to being told cost of journey	0 (0)	18 (9)
Is wary of inquisitive passengers	27 (12)	18 (9)

Source: Authors' compilation.

Note: N/A = not applicable.

Table 11.1 Taxi Drivers' Perceived Risk Versus Actual Risk, by Passengers' Properties

Perceived Higher-Risk Properties	Actual Risk: Belfast	Actual Risk: New York
Younger versus older person	No data on age of attackers of taxi drivers, but in 1997 the rate of conviction was highest for males age nineteen and females age eighteen (O'Mahoney and Deazley 2000, 10). In 2001, 52 percent of the average immediate custody population in prison was between the ages of seventeen and twenty-nine (Northern Ireland Statistics and Research Agency 2001, 77).	Forty-six percent of those accused of attacking drivers in the sample were teenagers. Eighteen- to twenty-four-year-olds between 1976 and 2000 had the highest homicide rate in the United States (U.S. Department of Justice 2004a).
Male versus female	In all forty-nine cases of drivers being attacked in the sample from 1972 to 2002, the attackers were men. In only three of these cases was a female an accomplice. In 1997 the conviction rate for juvenile males was 400 per 10,000, while that of juvenile females was 48 per 10,000 (O'Mahoney and Deazley 2000, 10). In each year between 1992 and 2001, the average total prison population was 98 percent male (Northern Ireland Statistics and Research Agency 2001, 76–77).	Eighty-six percent of those accused of attacking drivers in the sample were male. In 2000 in the United States males were ten times more likely than females to commit murder (U.S. Department of Justice 2004a).
Black versus white	Irrelevant—nearly every one is white.	In 2000 in the United States blacks were seven times more likely to commit murder than whites (U.S. Department of Justice 2004a).

(Table continues on p. 197.)

Table 11.1 *Continued*

Perceived Higher-Risk Properties	Actual Risk: Belfast	Actual Risk: New York
Different versus same ethnic group	Irrelevant—there is very little ethnic difference.	No specific data on taxi drivers, but most murders in the United States are intraracial. From 1976 to 2000, 86 percent of white victims were killed by whites, and 94 percent of black victims were killed by blacks (U.S. Department of Justice 2004a).
Multiple versus single customers	Twenty-six percent of the attacks we reviewed in our study involved more than one attacker.	Fifty-five percent of livery robberies between January and April 2000 in northern Brooklyn neighborhoods occurred in taxis carrying multiple passengers. Of all homicides between 1976 and 2000, 46.1 percent committed by whites and 51.6 percent committed by blacks involved multiple offenders (U.S. Department of Justice 2004a).
Poorer or lower-status versus wealthier or higher-status	Ninety-one percent of the attacks in our sample took place in poorer working-class areas.	Sixty-five percent of the attacks on drivers took place in the poorer neighborhoods of the Bronx and Brooklyn, implying that the customers were also poor. In 2002 persons in households with an annual income under \$75,000 were robbed at a significantly higher rate than persons in households earning more (U.S. Department of Justice 2004b).
Stranger versus known customer	Eighteen percent of sectarian attacks involved	Drivers make efforts to get regular known fares.

(Table continues on p. 198.)

Table 11.1 *Continued*

Perceived Higher-Risk Properties	Actual Risk: Belfast	Actual Risk: New York
	Loyalists passing off as known customers in order to appear bona-fide. There is no evidence of known passengers attacking drivers.	There is no evidence of known passengers attacking drivers. New York drivers meet many more strangers than Belfast drivers do. However, homicide victims are more likely to know the offender. (Young victims were more likely to know the offender than older victims.) (U.S. Department of Justice 2004b)
Hailer versus caller	In both cities, callers outnumber hailers for this type of taxi, yet 26 percent of the attacks were from hailers, and 19 percent were from callers. ^a	Eighty-two percent of the livery cab robberies and at least six out of seven of the homicides between January and April 2000 were street-hails.
Opposite versus same religious affiliation	Sixty-one percent of the attacks we reviewed in our study were sectarian.	Irrelevant—sectarian divide does not exist.

Source: Authors' compilation.

^aThe rest of the attacks were ambushes when a driver was on a regular route (9 percent), drive-by attacks (15 percent), attacks on depots (11 percent), and car bombs (4 percent). In the remainder, the driver was attacked at home.