



# Road Transport Newsletter

Special points of interest: June—August 2010

Volume 1, Issue 1

- CAW RTC Update
- ITF 42nd Congress Convention in Mexico City August 4th—12th
- EV 2010 Conference in Vancouver, BC September 13th—16th
- CAW The Broader Transportation Sector
- Why We Need an Updated National Transportation Strategy
- What our CAW Councils Can Do

## CAW Road Transport Council Update

The CAW Road Transport Council has been working with the other CAW Councils involved with Transportation and Vehicle Assembly (Road Transport, Marine, Rail, Air and Vehicle Assembly) to look at reviewing our current National Statement on Transportation.

We have been holding joint conference calls since our joint meeting back in April in Port Elgin, Ontario.

Our goal is to establish common areas of concern and work towards solutions to our different sectors and councils through consultation and work-groups.

The environmental aspects will also play an important factor in our discussions.

Our aim is to also look at the CAW Statement on Transportation and work towards updating it.

We have also discussed the idea of holding a joint conference.

CAW National will also assist in our discussions and planning for a conference in 2011.



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## International Transport Workers Federation (ITF)

The CAW Road Transport Council (CAWRTC) has decided to send CAWRTC President (Bill Gaucher Local 114) to the ITF 42<sup>nd</sup> Congress Convention in Mexico City this August 4<sup>th</sup> – 12<sup>th</sup>.

Brother Gaucher will be attending as an "advisor" for the CAW.

With the "advisor" status Brother Gaucher can speak in debates (with permission of the head of

our CAW delegation). The "advisor" can also take part in the section conferences, which he plans on attending the Climate Change Conference, the Road Transport Section Conference, Civil Aviation Section Conference, Railway Section Conference and Urban Transport Conference.

Brother Gaucher has been involved with the Annual Road Transport ITF cam-

paigns for many years and he looks forward to attending this convention. The last ITF convention that he attended was back in 2002, when it was held here in Vancouver, British Columbia.

*This is an international convention and I'm honored to be given the opportunity to attend on behalf of our Union, our Road Transport Council and for my Local.....Bill Gaucher*

## Electric Vehicle (EV) Conference

The CAW Road Transport Council (CAWRTC) has decided to send Steve Sutherland 1<sup>st</sup> Vice-President CAWRTC (Steve is a member of Local 111) to attend the EV Conference being held in Vancouver, British Columbia on September 13 – 16<sup>th</sup>

The EV 2010 VÉ Conference and Trade Show is Canada's premier electric mobility event for 2010.

It brings together representatives of the vehicle industry - including small companies- energy providers, fleet managers, government agencies,

research centres, academia and others.

The Vancouver Region contains many leading examples of electric traction initiatives that will delight the delegates.

There will be 4 different tracks (seminars).



*Steve Sutherland*  
*CAWRTC 1st Vice-*  
*President to attend*  
*Electric Vehicle (EV)*  
*Conference in*  
*Vancouver, BC*

### EV Conference — Track 1 and Track 2

**Track 1 – Vehicle Technologies – 5 sessions proposed**

This track focuses on vehicles and their components, energy storage, power management, testing/demo results, and operating conditions. All

modes of transport both on road and off-road benefit from EV and this track will explore the most commonly used applications outside of passenger and commercial vehicles

**Track 2 – Infrastructure and other readiness measures – 3 sessions proposed**

This track focuses on infrastructure readiness to receive electric vehicles, grid capacity and impacts, charging infrastructure and the vehicle/ grid interface.

### EV Conference — Track 3

**Track 3 – Public Policies and Institutional Changes Required – 4 sessions proposed**

This track focuses on how EV's are a critical pathway to address peak oil and greenhouse gases that lead to climate change and the public

policies needed to support EV's: implementation activities of the Electric Vehicle Technology Roadmap for Canada (evTRM), incentives, standards, codes, regulations and the public vehicle procurement process.

## EV Conference — Track 4

**Track 4 - Commercialization and Environmental Impacts – 4 sessions proposed.**

This track focuses on market forecasts, the need for EV's and on the innovative business models used by manufactur-

ers of EV's, batteries as well by as utilities as needed to promote EV's to the marketplace, to explain the environmental benefits and how the environmental impacts of batteries will be managed.



## EV Conference—Overview

With over 60 speakers from Canada, USA, Europe and Asia, the program offers you an unprecedented learning opportunity covering technical, business and policy discussions for electric mobility. Vancouver, BC is a spectacular site for this year's conference, where you will meet representatives from auto manufacturers, EV industry executives from OEM's, utilities, environ-

mental technology, service companies, government policy makers from Canada and the US, and connect with Electric Mobility Canada members from across the country.

This year's Conference Program will discuss issues and topics in the following areas:

- New Vehicle Technologies
- Infrastructure Innovations

Electric Vehicles Strategies for Climate Change

Commercialization and Environmental Impacts

With new special sessions on:

Customer's Perspectives

Auto manufacturers' Vision & Plans for the Future

New national CSA Standards

Life Cycle Assessment of EVs and their Batteries.



[www.caw.ca](http://www.caw.ca)

*Whether we drive*

*it,*

*or manufacturing*

*it,*

*in the CAW:*

*"We make it*

*move"*

## CAW — The Broader Transportation Sector

The broader transportation sector (both operations and manufacturing), accounts for about 125,000 CAW members, more than half the union's total membership

Roughly 50,000 members work in transportation operations (air, marine, rail and road transportation),

while a further 75,000 members work in the manufacture of transportation equipment (auto, parts, aerospace, trucks, buses, transit vehicles, shipbuilding).

Whether we drive it, or manufacturing it, in the CAW: "We make it move"

We have a huge diversity of membership in the sector, across the country, in small and large workplaces. Combined, we have a total of 476 individual bargaining units in this broader transportation sector.





# CAW — The Broader Transportation Sector Continued

The membership breaks down approximately like this:

Initial Summary: (prepared by Bill Murnighan) CAW National

## CAW Road Transport Council (RTC)

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 # 326—12th Street  
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 Canada  
 V3M 4H6  
 Phone: 1-604-524-9457  
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 RTC.COM

Transportation Operations:		
Sector	Membership	# of Bargaining Units
Air Transport	15,500	26
Rail	11,400	28
Road	20,200	194
Marine	2,500	23
<b>Sub Total</b>	<b>49,600</b>	<b>271</b>
Manufacture of Transportation Equipment		
Sector	Membership	# of Bargaining Units
Specialty Vehicles	7,000	12
Shipbuilding	1,500	5
Aerospace	10,000	31
Auto	24,000	12
Auto parts	32,500	145
<b>Sub Total</b>	<b>75,000</b>	<b>205</b>
<b>Total</b>	<b>125,000</b>	<b>476</b>

Take the time to read the attached pages and do your part by submitting some input to the questions we need answered from each CAW Local and Council.



Bill Gaucher (Local 114)	President CAWRTC	gaucher@cawbclocals.com	1-605-835-1197 Cell
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## Why Do We Need an Updated National Transportation Strategy?

The issues facing us are the following:

1. The economy including manufacturing and transportation are suffering the dramatic effects of market liberalization – ie the bending of the economy to
2. Our wages, benefits, safety and working conditions are deteriorating in the transportation as a result
3. The environmental pressure to reduce energy consumption will continue to grow because of climate change and the increasing price of oil

The cost of the inevitable changes that will result will be born by the workers unless we take control of the agenda

### The Proposal

To develop a national transportation strategy which outlines how to rebuild the manufacturing base and the independence of the Canadian economy based on a coherent national transportation strategy – a strategy based on the needs of workers and citizens; a transportation strategy that meets and surpasses environmental objectives; and one that puts us in a position to have decent, safe, well paying jobs. An integral part of this strategy is to build support for each others demands and struggles.

### What does this mean for our union?

With a clear national transportation strategy, our union can be the most significant transportation organization in the country - "Whether we drive it or manufacture it, in the CAW, we make it move".

We can mobilize 125,000 workers in the transportation sector and our entire union around a clear and comprehensive plan to expand and restructure our national transportation infrastructure. We will be in a position to have significant political impact.

We can:

1. Develop Build coalitions with: National and regional associations of cities, National and regional transportation ngo's, the major environmental organizations
2. Build a powerful campaign for transportation, jobs and the environment that will have popular support among Canadian citizens
3. Strengthen solidarity within our transportation sector with an aggressive strategy for change and with a better understanding of each others issues which will emerge from this effort.

### The objective:

A plan that:

1. Outlines a strategy to develop rail, marine, road and air transportation in a manner which addresses the following principles (already union policy): Recognition of the central importance of transportation. This implies a corresponding national commitment to major investments in transportation. The limits of leaving transportation decisions to the market. At the core of a transportation policy is the need to include a wide range of factors that market signals ignore and misrepresent. Balance and integration of different transportation modes. Relying on "competition" undermines real choices and effectiveness. Transportation services as a right of citizenship. Transportation policy must reinforce the goals of individual and regional access and equity.
2. Links this strategy to a clear plan to manufacture expanded transportation systems in Canada

### What Is The Method?

Review, update and deepen our 1992 CAW Transportation Statement including:

1. Current status of transportation operations
2. Current description of the status of manufacturing transportation equipment
3. Trends with respect to wages, benefits, working conditions

## Why Do We Need an Updated National Transportation Strategy? Continued

4. The environmental challenges
5. A plan for an integrated transportation (operations and manufacturing) strategy that defines the social and environmental benefits to the Canadian economy and Canadian workers, points the way to developing good jobs for CAW members and defines a means to build solidarity in the fight. This plan would integrate a strategy each sector of transportation and the manufacture of transportation equipment (including estimated job creation and the spin off impacts)

### Our Starting Point - The Key Principles Defined in the 1992 CAW Transportation Statement

Our 1992 Transportation Statement made the following strategic points which are still relevant today:

1. We represent around 125,000 transportation workers who provide transportation services and manufacture transportation equipment: airline workers, rail workers, bus drivers, workers involved in the manufacture of cars, trucks, trailers, airplanes, buses, subway cars, inter-urban trains and locomotives.
2. Canadian Transportation Policy" inevitably addresses issues central to the broader national agenda: national unity, regional equity, jobs, the environment.
3. The role of transportation is important in any economy, but has been particularly important in Canada because of our geography, population dispersion, climate, and the implications of trying to build and sustain a prosperous, independent nation beside a powerful and dominating neighbor.

For example the development of rail system in Canada was a

- ⇒ part of uniting Canada
- ⇒ influenced location of cities
- ⇒ and combined with tariffs – influenced the creation of the steel industry

4. Transportation is a significant sector of business expenses, involves a million plus workers, uses 30% of Canada's energy and is key to various issues in our social structure. It is both a key factor in any climate change strategy and critical to our economic base.
5. Transportation policy must be part of the development and strengthening of our economic base.
6. Expanding transportation and the accompanying expansion of manufacturing can equalize development in the economy across the country

## What can each of our CAW Councils do?

Questions for Each Council: RTC; Marine; Rail, Air and Vehicle Assembly

- A. What are the main issues with the council (sectors within the council) with respect to:
  1. Job loss/creation
  2. Wages and benefits
  3. Working conditions
  4. Within Transportation Operations are workers: Hourly, Salary, Commission, Owner Operators, Dependant Contractors, Full-Time, Part-Time, Casual, Foreign Workers
- B. What are the current demands of our union to address these issues



## What can each of our CAW Councils do? Continued.....

### C. What is the current status - in broad terms and numbers

#### 1. Transportation Operations – For each mode of Transport

- ⇒ What are the modes of transport: **Any of:** Cars, Buses, Vans, 3 – 5 Ton vehicles, Tractors, Ferries, Ships, Airplanes, Trains, Subway, Sky Trains, Bikes (We have some bike couriers.), Other?
- ⇒ What do we ship: Any of – Manufactured Goods, Raw material, People, Money, Freight & packages, Furniture, Livestock, Food, other?
- ⇒ Where do we ship it and where does it come from
- ⇒ What corridors are used: any of - Municipal, County Roads, Provincial, Federal Hi Ways, Lakes, Rivers, Oceans, Rail Tracks, Air, East – West, North – South, International, other?
- ⇒ How many jobs involved
- ⇒ What are the intersection points with other modes of transport
- ⇒ What type of fuels are used: Any of – Gas, Diesel, Electric, Batteries, BIO Fuels, Solar, other?
  - ⇒ What percentage of each?
  - ⇒ What are the current costs or each fuel?
  - ⇒ Are there trends toward new fuels? What are the trends?
  - ⇒ What are the hurdles in your opinion to expanding use of renewable (green) energies?
  - ⇒ What infrastructure would be required for maximum utilization of green energies

#### 2. Manufacture of Transportation Equipment

- ⇒ What do we manufacture
- ⇒ Who do we manufacture it for and where does it go
- ⇒ How many jobs involved
- ⇒ What are the current environmental issues that are coming up
- ⇒ What are the hurdles in your opinion to expanding use of renewable (green) energies?

#### 3. General questions for both:

- ⇒ What do you see as the main environmental challenges facing your industry and workplace in the next decade?
- ⇒ What kind of "green" environmental initiatives in your industry or workplace would add jobs or strengthen your jobs?
- ⇒ How do your members think about "the environment" when it comes to their jobs?
- ⇒ How can we build support and enthusiasm among our members for a new CAW National Transportation Strategy?

Please forward your answers to these questions to:

Nick DeCarlo at CAW National Office: [Nick.DeCarlo@caw.ca](mailto:Nick.DeCarlo@caw.ca)

Or Bill Gaucher CAW RTC President : [gaucher@cawbclocals.com](mailto:gaucher@cawbclocals.com)





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**C. A. W. ROAD TRANSPORTATION COUNCIL**

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*Trevor Alway*  
*Fin/Rec. Secretary*

*Don Lajoie*  
*2<sup>nd</sup> Vice-President*

*Len Poirier*  
*CAW National*

**CAW ROAD TRANSPORT COUNCIL**

**2010 DUES REMITTANCE FORM**

**CAW Local Number:** \_\_\_\_\_

**Local Mailing Address:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Unit/s Name/s:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Treasurer or F/Secretary:** \_\_\_\_\_

Dues for the Quarter of:    January 10    April 10    July 10    October 10  
(Please circle applicable quarter)

Dues for the full year: (Please check box)

**Total Unit/s Membership:** \_\_\_\_\_

**Cheques should be made payable to:**

**CAW Road Transport Council**  
**Attn: Financial/Recording Secretary**  
**C/o Trevor Alway and Bill Gaucher**

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