



CAW INFORMATION BULLETIN



October 7th to 13th is this year's International Transport Workers Federations (ITF) Week of Action. **Our CAW Campaign will take place from October 4th through 12th this year.**

"Fatigue Kills"; "Organizing the Unorganized"; "Waiting Time is Working Time"; "Safety Now" and "Decent Work"; "Manufacturing Matters"; "Conditions in the Road Transport Sector" have been some of the past campaigns that are specific to the transportation industry that still need attention. This year's campaign will deal with each of the past themes as well as **"Transport Workers Fighting Back"**. In Canada what is very important to our industry is supporting Canadian workers and "Made in Canada Matters".

Unions Worldwide Mobilize for Decent Work



INTERNATIONAL TRADE UNION CONFEDERATION (ITUC)

World Day for Decent Work was held in 2011

For the fifth year in a row, trade unions and labour rights organizations across the world will mobilized on 7 October in favour of Decent Work. Last year saw 430 actions in 98 countries, and expectations for this year are just as high. While actions in different countries will cover a wide variety of issues, the primary focus this year is on tackling precarious work and promoting global regulation of the finance sector.

"Working people, having already bailed out the banks, are now paying for the crisis again as public sector cuts reduce or eliminate crucial services and benefits. Business, supported by some governments, has also launched a relentless attack on wages and job security," said ITUC General Secretary Sharan Burrow. With unemployment being the highest ever reported with as many as 205 million people out of a job, support for sustainable solutions including social protection is more important than ever. On current predictions, a further 45 million young people will join the ranks of the unemployed in the coming decade. Failure of governments to transform economic policy so that decent, sustainable jobs are generated would have catastrophic social and economic consequences. Precarious work refers to forms of work characterized by atypical employment contracts, limited or no social benefits and statutory entitlements, high degrees of job insecurity, low job tenure, low wages and high risks of occupational injury and disease. Young people and women are disproportionately represented amongst those who only have access to such uncertain and unpredictable forms of employment.

The ITUC represents 175 million workers in 151 countries and territories and has 305 national affiliates.

Since 2008 the ITUC has been organizing the World Day for Decent Work (WDDW) on 7 October. This is a day for mobilization all over the world: one day when all the trade unions in the world stand up for decent work. Decent work must be at the center of government actions to bring back economic growth and build a new global economy that puts people first.

No action is too big or too small for the World Day for Decent Work. Go to the WDDW website and sign up your action: whether be it a round table discussion, a huge demonstration, a protest letter, a flash mob action or something completely different.

This year the WDDW will concentrate on precarious work. Typically, precarious employment refers to non-permanent, temporary, casual, insecure and contingent forms of work.

From a workers' point of view, precarious work is related to uncertain, unpredictable and risky employment. Workers in these jobs are not, or only partially, covered by labour laws and social security protection. They encounter difficulties either in law or in practice to join or form a trade union. Female precarious workers are likely to be excluded from pregnancy protection and maternity leave provisions, as well as other important forms of social protection.

This information was gathered from the ITUC website



Current Conditions in the Road Transport Sector

Everywhere you look in our society, people and things must be transported – those movements occur more often by road than any other mode of travel. Trucking, taxi, passenger buses, couriers, and school buses: all ply the busy roads of our country fulfilling this essential economic task. As a result, the road transportation sector is an enormous industry, which has become one of Canada's largest employers.

Total employment in road transportation (including trucking, public transit, couriers, taxis) exceeded 360,000 Canadians in 2008. About 60,000 new jobs in the sector have been created since 2000. Indeed, the truck industry was one of the biggest single new employers during recent years, spurred by vibrant economic conditions and increasing freight business.

That expansion will probably come to a grinding halt in the next couple of years, however, because of the global financial crisis and the resulting economic recession in Canada. Freight business is slowing down, and this has worsened the condition of excess capacity in the trucking and courier businesses. This business is intensely competitive at the best of times, but the overall slowdown will push suppliers to cut costs and prices even further, in a desperate effort to stay in business. This is a time when unions really prove it's value, by preventing employers from taking out the cost of the economic crisis on their workers.

In public transit, the future economic outlook is generally more optimistic. Problems of urban congestion and global warming have pushed our governments to expand budgets for public transit construction and operation (though still not adequate). Stimulus spending from the federal and provincial governments in response to the recession will also help strengthen funding for public transit services. The challenge will be to ensure that this money is well-spent on high-quality, publicly-owned

services.

What is emerging as one of the biggest problems for today's professional driver is the fact that too many companies don't recognize waiting time and the "**hours at work**" are increasing for owner operators and independent truckers. The companies only recognize the time spent behind the wheel as working time. There are more and more companies forcing drivers to wait at the customer's locations/ warehouses/ bus terminals or to help load their own trucks and/or wait for passengers but only pay them for driving time and the daily hours at work are increasing for owner operators and independent truckers.

If you are an owner operator and are being paid on a percentage of what the customer is charged, what happens when the company drops their rates to the customer? You lose money! Does the company care? No, they always make sure they make money, they look after their profit margin and **they dump the entire burden onto the driver!** You don't even find out the company has dropped their rates until you see that your pay cheque is smaller than it once was.

Being a professional driver has enough stress built into the job. Road and weather conditions, passenger conduct, traffic and safety issues, just in time deliveries and driving regulations to name a few. Making sure you have adequate sleep is important and losing the ability to rest to unpaid labour is unacceptable.

Major Sector Development Issues

- > We need to promote stronger safety and labour standards through government regulation, including more effective hours of work limits.
- > We need to resist the tendency of the industry to drive down compensation and work standards, especially during economic downturns when there is too much capacity in the industry.
- > We need to protect public ownership in urban transportation: expand investments in public transit to improve service and reduce pollution from passenger car use in cities.

Moving Forward: Developing the Road Transport Sector

Road transportation is vitally important to the economic lifeblood of Canada. Can you imagine what would happen to the whole economy if road travel suddenly stopped? Chaos, congestion, and gridlock. So the people who work in this sector perform an essential service for all of us, delivering people and goods within communities and between them. Moreover, given the inherent risks of road transport and highway travel, public safety depends on those services being provided in a professional, high-quality manner.

Unfortunately, the powerful forces of private market competition tend to push the whole sector in the direction of always reducing costs, downgrading service, and cheapening labour. Excess capacity is a chronic weakness experienced in the freight hauling, courier, and taxi businesses. Fly-by-night operators try to penetrate the market by offering still lower prices – but at the expense of their underpaid workers, and with dubious impacts on the safety and quality of the services.

The wages in this sector are all over the map. This is not at all a fair recognition of the importance, the

dangers, and the stress involved in this work. Wages are higher in some segments (such as larger freight and courier firms, and public transit operators). But they are even lower in many road transport occupations – well below what is required to raise a family. The assumption is that as long as someone has a driver's license, they can just be thrown into a job for a low wage, without training, proper equipment, or safety standards. This is a terrible way to run a business that is so crucial to our national prosperity and well-being.

All of us in this sector need to fight to have drivers treated as valued professionals, rather than as low-wage hired hands. This partly requires striving through collective bargaining to raise the wages, benefits, and working conditions of the sector, and to close off the “low-road” option that will be the natural first choice of most private operators. But it also means improving the overall economic conditions of the sector: limiting overcapacity; pushing suppliers to invest more in modern, high-quality equipment; to raise safety and quality standards; to spend more on training and retention, instead of treating drivers as a cheap throw-away resource. In the private sector this will also require stronger government regulations on safety and working conditions. In public transit we continue to fight for adequate investments in new equipment and services to meet our growing need (both social and environmental) for high-quality urban mass transit.

CAW – Held a Leadership Conference to Establish a New CAW Statement on Transportation

CAW National and Local leadership attended a Transportation Conference at the CAW Family Education Centre in Port Elgin, Ontario on September 23 – 25th, 2011. The conference included workshops and plenary sessions on various transportation issues, including political action. One of the key components of the Conference was to review and the endorsement by the delegates of a National Transportation Policy for the CAW. The Policy Statement has now been approved by the National Executive Board, CAW Council and the Quebec Council.

We Make it Move - A Vision for Sustainable Transportation

Transportation—in all its forms—is essential to our social and economic well-being. How we commute to work, get to school, spend our leisure time, where we live, how our cities and towns are built, and how we link our communities in this vast country are all deeply dependent on our transportation system.

Transportation shapes every aspect of our economy. Consider the amount of transport involved in what we consume every day – our food, our clothes and the household goods that come from far and near. We spend nearly a fifth of our household income on transportation. Throughout our history the expanding reach and speed of transportation has shaped this country.

Canada is a world leader in building the machinery that makes transportation systems work. If it moves by road, rail, air, or sea, we make it: cars, trucks, buses, subways, streetcars, locomotives, airplanes, helicopters, and ships. These industries are key to our nation's economic success.

Each day 675,000 Canadians go to work to move people or things, and another 180,000 spend their working hours building transportation equipment. These workers directly generate \$80 billion worth of economic activity each year—7% of all output. The value of these activities is important in its own right, but of course transportation extends much further – the rest of the economy, and all of society, would grind to a halt without it.

By every measure our transportation system is critical. And yet everything about it needs to change.

Transportation Must Change

There are three main forces driving the need for change in transportation. Each is powerful on its own, but as they overlap and reinforce one another the need to forge a new vision, and prepare for the future, becomes more urgent than ever.

Climate Change

Citizens, scientists, and activists around the world agree that we stand at the precipice of damaging and irreversible climate change caused by our addiction to fossil fuels. Urgent action has been needed for many years, but so far our governments have failed to bring about binding international agreements with aggressive emissions reductions. Canada's record is among the worst.

In Canada, transportation is responsible for more than 25% of carbon dioxide emissions, the main culprit behind climate change. Canada's overall emissions continue to grow, and transportation is emitting more tons of greenhouse gas than ever. If we are to have any hope of heading off an environmental catastrophe we must make big changes now.

Peak Oil

To make matters worse, the insatiable use of oil in industrialized countries is being replicated in developing nations, where surging growth is deepening carbon dependence. There is growing agreement, however, that the world has already reached peak levels of oil production, and that supplies are starting to run out. Dwindling supplies, from much dirtier sources like Alberta's tar sands, at vastly higher prices, are in our future.

The price of oil is now reaching the record price set just before the financial crisis, and many experts see dramatically higher prices ahead. Imagine, for a moment, the impact of a rapid doubling of oil prices on our transportation system, and for the industries making transportation equipment.

Globalization

How are jobs outsourced half way around the world? How are goods that used to be built here now imported so cheaply? What allows employers to ask workers to undo a half-century of progress to match wages and social conditions on the other side of the planet? Transportation plays a key role in globalization.

Social progress in developed economies has been constrained by the three-decade-long project of "neoliberal" globalization. Standing in complete contrast to global relations built on mutual support, economic development, and solidarity, the neoliberal model is based on unregulated "free" trade, dramatically reduced roles for governments in the economy, and a blind faith in the efficiency of markets. In developing nations, this model has driven growth based too much on export instead of on building a diversified economy.

This kind of globalization hinges on a number of ingredients, including international trade agreements, new institutions to enforce them, the projection of military power, and central to this model is the availability and expansion of cheap transportation designed to serve this project.

Challenging globalization is, in part, about turning our transportation system away from this model, and instead ensuring that it is focused on domestic needs and developing our economy based on different principles.

For all these reasons – the shape of our daily lives, the future of our communities, heading off environmental catastrophe, the direction of the economy and prospects for social progress – we need to care about what kind of transportation system we have.

We've seen where our transportation system is headed, and it needs to be shifted to new priorities. Clearly we need a plan, and this is far too important to leave to private decision-makers.

Transportation is a Workers' Issue

CAW members are not just workers: we are citizens who care about the society we live in, the health and direction of our economy, the environmental legacy we leave for our children, social progress, and a fairer society. The union's role extends well beyond the bargaining table. Along with our allies in social movements and civil society, the labour movement is among the few sustained voices that can challenge the views and interests of private capital.

The transportation sector is central to our union. We represent 50,000 people working in all modes of transportation—trucking, public transit, taxis, school buses, freight rail, passenger rail, airlines, air navigation, ferries, lake freight and, short-sea shipping—in every region in the country, and in the private and public sectors. We also represent 50,000 workers who build transportation equipment in the automotive, heavy-duty truck, bus, light rail, locomotive, aerospace, and shipbuilding industries.

Together, these transportation and manufacturing sectors represent half our union's membership. What happens to shape the future of transportation will clearly affect the whole country—but it will affect our members first, and the most directly.

The changes we need are vast and far-reaching, yet too often workers are wrongly portrayed as being a barrier to the fundamental changes needed. When it comes to addressing the challenges faced by our transportation system, too often we find ourselves boxed in, defending a broken system as we fight to preserve our jobs. We need our own vision and guiding principles, and to offer solutions that provide hope that another way is possible.

The State of Transportation Today

Our transportation system has evolved and expanded dramatically over the years. Today there are more cars, roads, highways, public transit systems, freight on trucks, freight on rails, flights, and ships than ever before, and we're doing everything faster. This expansion was possible because of the hard work, dedication, and ingenuity of workers in transportation, and those building transportation equipment.

Yet our transportation system is failing in many important ways, and we're clearly on the wrong path to addressing the most fundamental challenges ahead.

The central feature that shaped the kind of transportation system we have today is deregulation, which took on momentum in the 1980s. This deregulation push was combined with the withdrawal of public participation through Crown corporations in the railroad, airline, and marine sectors. Citizens and their representatives were increasingly pushed to the margins in order to release the

supposed efficiencies of private decision-making driven by profit, and an ever-deeper integration into a neoliberal global economy. Consider just some of the ways this system is not working:

- Canada committed to reducing our greenhouse gas emissions in the 1997 Kyoto Accord, yet our emissions have actually increased since then, and emissions from our transportation system have grown by 20%.ⁱ
- Our urban centers are increasingly gridlocked. The wasted time and fuel have been estimated to cost up to \$3.7 billion per year.ⁱⁱ Commute times have grown to among the longest in the world in our three largest metropolitan areas — Montreal, Toronto, and Vancouver. (In Toronto, for example, the average daily commute is now 80 minutes, the worst of 19 cities studied.ⁱⁱⁱ)
- There is simply not enough public transit, and what we do have is underfunded and too expensive, even though demand is strongly outpacing population growth. The Canadian Urban Transit Association highlights a deep spending deficit, and notes that \$53 billion is needed over the next five years just to fix existing infrastructure, replace equipment, and proceed with already planned expansions — let alone develop new public transit systems.^{iv}
- Global oil speculation has driven up gasoline and diesel prices by more than 75% over the last decade — three times higher than the level of general inflation.^v Road transport industries have faced soaring and wildly fluctuating fuel prices requiring endless surcharges and wreaking havoc on their ability to plan and operate. Owner-operators bear the brunt of these price shocks.
- Fuel use could be cut in half for every type of new car and light truck using existing technologies: hybrids, more efficient engines, clean diesel, electric vehicles, piston deactivation, stop-start motors, continuous transmissions, lightweight materials, low resistance tires are all available now. Most pay for themselves in fuel savings in a few years. Yet the widespread adoption of these technologies has been stalled by leaving it almost entirely up to markets and business-as-usual profit making.^{vi}
- Canada's airlines are in constant turmoil. The legacy of deregulation and privatization, and the resulting over-competition, has left a wake of unstable and bankrupt companies, combined with fewer services and far higher costs on less-traveled routes.
- Our governments continue to award major contracts for the supply of transit vehicles, passenger rail equipment, ships and military aircraft to offshore manufacturers rather than buying domestically, or insisting on Canadian content and equivalent offset work in Canada.^{vii}
- Finding ways to better export oil and other unprocessed natural resources is the main focus for public policy on transportation infrastructure. We're building ocean-front "gateways," and aiming for NAFTA "highway corridors" to better link Canada into its role as a global provider of resources. These efforts will only help tie us ever deeper to the oil economy, causing our dollar to soar and killing off our manufacturing industries.^{viii}
- Cheap global transport, working in tandem with our open-door trade policies, has helped turn Canada into a net importer of manufactured goods. Four million new vehicles were imported into the NAFTA region last year. And Canada saw a record \$81-billion manufacturing trade deficit, where we ran a surplus a decade ago.^{ix}
- Everywhere across the transportation system, and in the manufacture of transportation equipment, workers in Canada are facing downward pressure on wages and working conditions, the growth of precarious work, threats to outsource jobs across the globe or to low-wage competition next door, diminished rights to organize and growing government interference in free collective bargaining.

In every case these examples highlight a retreat from public decision making. Our experience clearly shows that leaving key decisions about transportation in the hands of the market has failed.

Principles Must Guide Transportation

Given the road we're on and the scope of changes required, the first thing we must do is recognize that fixing this will require big changes, and will take a lot of time. Workers cannot do this on our own — nor should we try. The issues at the heart of the challenges we face need to use the combined energy and talents of the labour movement, environmental activists, social justice and civil society groups and urban development advocates.

The barriers to the progress we seek are, at their heart, political. Through articulating our vision and a set of principles, and mobilizing among our members and in our communities, we can forge the alliances we need to build the movements necessary to win.

Four over-arching principles must guide our actions. Canada's transportation system must be:

1. Environmentally Sustainable

We are looking over the precipice. We must move away from oil and toward sustainable energy if we want to minimize our environmental impact. We must adopt a strategy of reducing inefficient and unnecessary transportation, shifting to more sustainable modes of transportation, and dramatically improving the environmental performance of all modes of transportation.

2. Recognized as a Public Good

Transportation is essential to our social and economic well-being and must be designed to serve public needs. The transportation needs of citizens and communities and the imperatives of sustainable economic development simply cannot be met by profit-driven private decision-makers. Governments must play a leading role in transportation through public transit agencies and Crown corporations. And where the private sector is involved, services must be ensured through regulation: the roads, the airspace, the rail beds and the seas belong to people and their use comes with obligations.

3. Built by Local Manufacturers

Our transportation system must support local manufacturing, building to the highest environmental standards. When public investments are made in urban transit, passenger rail, ferries and aircraft we must ensure that there are buy-Canadian and domestic content rules. Private sector use of Canada's publicly-owned transportation infrastructure must come with an obligation to support local manufacturing. And we must orient our transportation system away from the priorities of globalization and toward localization.

4. A Place for Good Jobs

Our economy needs good jobs that deliver a fair standard of living, provide a measure of security and give workers and their families access to full participation in community and family life. Good jobs in transportation can only be ensured by enhancing workers' rights to organize and guaranteeing free collective bargaining. The building of a truly sustainable transportation system has enormous potential to create employment, and we must ensure that the creation of good jobs is a central outcome of all transportation initiatives.

These principles are our guides — only through implementing them can we build a sustainable transportation system, be environmentally responsible, create good jobs, and develop our domestic industry. Through them, we can bring about the long-term transformation that we need, and advance solutions to address our most immediate concerns.

This information was gathered by the CAW National Research Department

During this “Week of Action”

We need for Canadians of all sectors of the economy to recognize “**Made in Canada Matters**”. In the transportation sector we need to be building, servicing and operating Canadian made equipment with Canadian workers. Good jobs mean more local freight from raw materials, suppliers, feeder plants, production facilities to retailers. More quality jobs would support the need to better transportation networks for these workers. It all works hand in hand for the Canadian economy and more importantly for you and your neighbours!

Our union is calling on all levels of government to adopt Buy Canadian policies for all public purchases - one of the important policy tools to help protect manufacturing jobs and encourage regional economic development in Canada. Buying Canadian helps save good jobs and builds stronger communities.

THE ONLY WAY TO TAKE ACTION IS TO ORGANIZE!

No one is going to be able to do it alone. It is going to take a collective effort, organizing employer by employer. If these employers do not get the message and start taking some responsibility, their workers **will** organize a Union. If you are not already a member of a Union, give us a call at the number listed below. If you already belong to a Union, get involved, You are the Union! Together we can make things better!

Remember, the week of October 7-13, 2012 is the International Transport Workers Federation “Week of Action” and we will be doing our campaign from October 4th – 12th, 2012. Professional drivers around the world will be driving home the message to their employers – “**Transport Workers Fighting Back**”, “**Respect and Safety Now**”, “**Waiting Time is Working Time**”, “**Hours at Work need to be Compensated**” and “**Manufacturing Matters**”!

Workers internationally can support each other by doing a better job of supporting their own economies locally and telling these multi-national corporations and the supporters of a world economy that communities matter! “**Our Communities Matter**”

ALL CALLS TO THE CAW ORGANIZING DEPARTMENT ARE ALWAYS

KEPT STRICTLY CONFIDENTIAL!

1-877-495-6551

ORGANIZE@CAW.CA OR VISIT US AT WWW.CAW.CA

CAW TCA CANADA



ⁱ [Full citations to come, but these are the sources] Environment Canada

ⁱ Transport Canada

ⁱ Toronto Board of Trade

ⁱ Canadian Urban Transit Association

ⁱ Statistics Canada

ⁱ U.S. DEA, Global Fuel Economy Initiative

ⁱ E.g.: Vancouver subway, York buses, DND buses, BC ferries, F-15 fighters, fixed-wing rescue aircraft

ⁱ Pacific Gateway strategy, NAFTA corridor strategy

ⁱ Industry Canada