



# Road Transport Newsletter

## Special points of interest:

- CAW RTC Update
- ITF Updates.
- RTC Website and Blog
- Road Transport Council Elections
- Current Conditions in the Road
- Transport Sector—Kamloops Bus Drivers Campaign
- CAW Transportation Sector breakdown
- CAW Local III Regional issues

January—April 2012

Volume 2 Issue 1

## CAW Road Transport Council Update

**The CAW Transportation Policy Paper was passed unanimously at the December 2011 CAW Council Meeting.**

CAW National and Local leadership attending the December CAW Council in December 2011 passed the policy paper on

“A Vision for Sustainable Transportation” The CAW “We Make it Move” document generated a lot of discussion and acceptance for the revised policy paper within our union.

This document can not just sit in a file somewhere, it is meant to bring out

discussion and give us a direction to move forward with many campaigns and actions towards a true National Transportation Policy. The CAW has established a “Sustainable Transportation Committee” that will work towards bringing discussion and meetings across Canada.

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## International Transport Workers Federation (ITF) Update

**Monica Okpe,** the Norwegian trade unionist sacked by DHL, has won her job back in a resounding court victory that found she was unfairly dismissed and must be free to return to work.

Throughout her 10 month struggle she has always said that she was sacked as a result of her trade union duties. Now, in a unanimous and binding verdict, a labour court has agreed with

her, has ruled that Norwegian labour laws have been broken and that she should be reinstated and awarded 340,000 Kroner (£35,000) compensation.  
8 March 2012  
<http://www.itfglobal.org/solidarity/solidarity-3334.cfm>

## CAW RTC Website and Blog – Jim Sadlemyer

**We have** continued work on our Website and Blog thanks to Jim Sadlemyer (Local 114).

Please visit the website and if there is anything that you want to have posted just send it to Bill Gaucher at: [gaucher@cawbclocals.com](mailto:gaucher@cawbclocals.com) and it will be forwarded to Jim and placed on the RTC Website.

**There** is also an exciting feature on the “Blog” giving you the ability to share your news stories on our website using social media links.

So please visit our website at: <http://www.cawrtc.com> and our Blog at: <http://cawrtc.blogspot.com/>

*Each Local that has paid their yearly per capita dues to the RTC shall appoint one of their delegates as a “Member -At-Large” to the Road Transport Council Executive Committee. The Local will notify the President of the RTC in writing as to who their choice is for this position.*

## Elections were held for CAW RTC Executive

At our December 1st, 2011 Road Transport Council Meeting in Toronto at the Sheraton Centre Hotel elections were held for the following positions:

President,  
Financial/Recording Secretary,  
1st Vice-President and  
2nd Vice President

### Results of Elections

#### President:

Bill Gaucher Local 114

#### Financial/Recording Secretary:

Jim Connelly Local 4050

#### 1st Vice-President:

Debbie Montgomery Local 4268

#### 2nd Vice-President:

Barry Kennedy Local 4000

#### Executive Members At-Large:

Gord McGrath Local 114

Howard Thomson Local 4209

Andre Desjardins Local 4266

# Current Conditions in the Road Transport Sector

CAW Local 114 members employed at First Bus Kamloops in BC who work operating the transit system in Kamloops may lose their jobs through a process called "Request for Proposals" (RPF'S). The current process for determining who will be providing Bus service for the Kamloops area is done through the RFP process. As of January 23, 2012 the RFP has been put out to tender.

Our members could possibly face some drastic changes to their employment or conditions of future employment if First Bus is unsuccessful in the bid. The current RFP process does not require that a new

contractor hire back any employees, or respect current employment conditions including wages and benefits. Our members have currently received notice of lay-off in the anticipation that First Bus Canada might not be successful in the bid.

Through financial support from CAW National, CAW RTC, CAW Local 111, and Local 114 our members have launched an awareness campaign to the public and ridership in Kamloops.

The campaign committee developed a postcard to be handed out and returned with support for our members. We placed an advertisement in the local Kamloops Newspaper. Meetings are being setup to speak to Kamloops city councillors.



## KAMLOOPS BUS

**DRIVERS** are not city employees. They are employed by a company that bids on the management of the Kamloops Transit System and has provided good jobs for employees for over 30 years in the Kamloops area. Your Kamloops Transit System Jobs are subject to a bidding process called "Request for Proposals" (RFP's) every 4-5 years.

If other multi-national bidders underbid the current bus operators to win the contract, all transit workers could be laid off. All your current transit drivers would rather be picking up passengers and not unemployment cheques.

**Please visit the Kamloops Bus Drivers Website**  
[www.kamloopsbusdrivers.com](http://www.kamloopsbusdrivers.com)



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

*Whether we drive*

*it,*

*or manufacturing*

*it,*

*in the CAW:*

*"We make it*

*move"*

The current RFP process does not require that a new contractor hire back any employees, or respect current employment conditions including wages and benefits.



# CAW — Transportation Breakdowns

The membership breaks down approximately like this:

Initial Summary: (prepared by Bill Murnighan) CAW National

## CAW Road Transport Council (RTC)

First Floor,  
# 326—12th Street  
New Westminster, BC  
Canada  
V3M 4H6

Phone: 1-604-524-9457

Fax: 1-604-524-0419

E-mail:

gaucher@cawbclocals.com

HTTP: \\ WWW.CAW  
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
Sub Total	49,600	271
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
Sub Total	75,000	205
<b>Total</b>	<b>125,000</b>	<b>476</b>

If you would like to see an article in this newsletter about your local or unit please forward content to :

Bill Gaucher at [gaucher@cawbclocals.com](mailto:gaucher@cawbclocals.com)



# Road Transport Council

Bill Gaucher (Local 114)	President CAWRTC	<a href="mailto:gaucher@cawbclocals.com">gaucher@cawbclocals.com</a>	1-605-835-1197 Cell
Deb Montgomery (4268)	1st Vice-President CAWRTC	<a href="mailto:cawl4268@gmail.com">cawl4268@gmail.com</a>	1-416-220-6549 Cell
Barry Kennedy (Local 4000)	2nd Vice-President CAWRTC	<a href="mailto:bkennedy@cawcouncil4000.com">bkennedy@cawcouncil4000.com</a>	1-780-232-5766 Cell
Jim Connelly (Local 4050)	Fin/Recording Sec. CAWRTC	<a href="mailto:caw4050@shaw.ca">caw4050@shaw.ca</a>	1-780-991-1860 Cell
Len Poirier	CAW National	<a href="mailto:Len.Poirier@caw.ca">Len.Poirier@caw.ca</a>	1-519-635-0795 Cell
Howard Thomson (4209)	Member-At-Large CAWRTC	<a href="mailto:hanauma@shaw.ca">hanauma@shaw.ca</a>	1-204-229-6071 Cell
Andre Desjardins (4266)	Member-At-Large CAWRTC	<a href="mailto:cawlocal4266@gmail.com">cawlocal4266@gmail.com</a>	1-613-355-0754 Cell
Gord McGrath (Local 114)	Member-At-Large CAWRTC	<a href="mailto:m McGrath@cawbclocals.com">m McGrath@cawbclocals.com</a>	1-604-835-1195 Cell



C.A.W. Transportation Committee

Regional Issues on

Public Transportation

British Columbia

The problem that we are facing in Public Transportation in British Columbia is generally the same from coast to coast. We are seeing a methodical movement to privatize our transportation systems, and this will not stop until there is little left of our public systems. We have seen what the deregulation of Transit looks like as it has been wide spread throughout Europe. During the reign of Margret Thatcher in the U.K. during the 1980's the privatization of these systems only benefited the company stakeholders. Now in areas where deregulation has occurred, (nearly everywhere in the U.K. except for Northern Ireland and the Greater London area) they have seen an increase of fares, and a reduction in service. The 1980's and 1990's also saw the introduction of the term "Bus wars". This phrase came about when companies competing against one another for passengers would jeopardize public safety by using tactics like blocking each other at stops, racing to destinations, running red lights etc. I could go into great detail regarding privatization and the profound effects that this has had on not only the workers but on the public in general. The focus here though is developing goals to assist us in devising a strategy to deal with the right wing agenda of systematically privatizing our public transportation systems and protecting our transportation systems as a merit good.

C.A.W. locals 111 and 2200 were faced with our first battle in the fight against privatization in 1998-1999, when the greater Vancouver area saw it's transit system change from a Crown Corporation, to a regionally run system. The powers that be used this as an opportunity to put in place language that would allow for the beginning of the privatization of our system. Our locals took them on headfirst through a heated and long strike. Although we did not bargain in the public forum we did engage and inform the public on our issues. We showed up at council meetings, we showed up at board meetings our leadership was constantly in the media pushing our agenda for good public transit and good fulltime jobs. We informed people that we, the workers, accepted a mediated settlement and the employer kept their transit service off the streets in an attempt to win support and save money. The locals brought together various groups to support us from the elderly to numerous student union groups. Our

members were constantly in the media taking food bank donations to the shut-ins, attending city hall meetings, rallies and board meetings. We emerged from the strike in my opinion victorious as the employer was not successful in wide spread privatization. I also measure this success based on the fact that the puppets that were brought in to break our union are all gone, yet we are still here.

We continue to this day to utilize the relationships that we forged through our strike to assist us with our existing and future campaigns. We have been able to get the public to take on campaigns to stand up for more buses or service; we have asked the public to support individual political candidates who support the needs for a good public transit system, regardless of party. We communicate with these groups prior to commencing a particular action, and involve them and utilize their ideas. We are also constantly looking at expanding these relationships and as such have now aligned with the Metro Vancouver Alliance. This organization brings unions, faith and community based groups together so as we can take on the issues that affect the membership within all of these groups. We are confident that by being active in this organization it will allow us to keep the focus on a particular issue, rather than allowing the media to deflect the attention from the cause onto the myth that as a union we only care about ourselves.

In addition to working closely with other groups the leadership realized after the strike that this was the first attack and we better be ready for the next. A motion was put forth and the membership voted in favour of a \$2.00 per month assessment for our Union and Politics Committee. The funds that are collected from this assessment are used strictly for political campaigns that will affect our members working conditions or their livelihoods. As most of our campaigns are centred on elections the funds can grow to be quite significant. We have successfully waged campaigns on the need for more buses, increase of funding for more service hours, support for numerous politicians and parties. We have also used these funds to hire a political strategist and consultant, Bill Tieleman. Bill has used his contacts to get us into closed door meetings with politicians. These have proven to be very beneficial. An example of this is that he arranged a meeting between the Minister of Transportation, the Premier and our President Don MacLeod and the B.C. and Alberta area Director Susan Spratt. A direct result of this meeting saw Susan included into a working group that researches funding for Translink. She is the only union representative within any of Translink's sub committees.

In essence I feel we have made the public realize that our campaigns are theirs, which has given us very positive results so far; however we cannot continue to fight this fight alone. We need other locals to be proactive in the fight against privatization, we need them to educate the public through positive campaigns and most importantly we cannot always be reactionary.

#### Achievable Goals:

- For local unions to establish a well funded and active UPC committee.
- Through the UPC, engage the local politicians to endorse our campaigns.
- Connect with local Municipalities and gain support for our needs through the eyes of public interest.

- Build alliances through different community groups, unions and various organizations that share our goals.
- For the larger locals to support the smaller locals and bring their committees together.
- Look at the possibility of a political media person for the committee to utilize for insight, organizing ideas and assisting in creating a positive public image.
- For our delegates at council to ensure that local unions build and act upon the recommendations that come from the N.E.B. Not to wait for others to pick up our fights.
- To start aggressively campaigning that the only good Transportation system is a public one.
- In areas where we no longer have public systems we must fight for successor rights, to protect existing contracts.
- Support a National Transportation Policy, to assist Provincial and Municipal governments in providing good public transit.
- Support our members in gaining positions on local transportation boards.
- Negotiate anti contracting out language.
- Rigorously fight against P-3's, expose the true costing through a public campaign.
- Negotiate Made in Canada language.

By incorporating some of these points we can limit the amount of our public services including transportation that will be privatized. We know what C.E.T.A. will do to Canada; we have seen what P-3's have done. It is up to each local to continually educate its membership, let them know what the campaign is going to be, and educate them on the merits of Public Transportation system. Keep the membership updated on the progress and get an evaluation on the campaign by holding regular meetings or on social media.





#326 – 12<sup>th</sup> Street

New Westminster, BC

V3M 4H6

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

<i>Bill Gaucher (114)</i>	<i>Debbie Montgomery (4268)</i>	<i>Jim Connelly (4050)</i>	<i>Barry Kennedy (4000)</i>	<i>Len Poirier</i>
<i>President</i>	<i>1<sup>st</sup> Vice-President</i>	<i>Fin/Rec. Secretary</i>	<i>2<sup>nd</sup> Vice-President</i>	<i>CAW National</i>

**CAW ROAD TRANSPORT COUNCIL  
2012 DUES REMITTANCE FORM**

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

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

\_\_\_\_\_

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

\_\_\_\_\_

Designated Member-At-Large for RTC from your Local: \_\_\_\_\_

E-Mail: \_\_\_\_\_ Cell: \_\_\_\_\_

**Treasurer or F/Secretary:**

Name: \_\_\_\_\_ E-Mail: \_\_\_\_\_

**Dues for the Quarter of:**     **January 12**     **April 12**     **July 12**     **October 12**  
(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 Jim Connelly**

**14923—107 Avenue**

**Edmonton, Alberta T5P 0X8**

**Phone # 1-888-822-4050 Fax# 1-780-489-8203**