



# Road Transport Newsletter

## Special points of interest:

- CAW RTC Update
- ITF Updates.
- RTC Website and Blog
- Road Transport Council Elections
- Article 5—Voting
- Current Conditions in the Road Transport Sector
- CAW Transportation Sector breakdown
- Special Armoured Car Meeting

September —December 2011

Volume 1 Issue 4

## CAW Road Transport Council Update

### The CAW Transportation Conference

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 President of the CAW Road Transport Council (Bill Gaucher) moved adoption of

the Policy Statement and it was unanimously endorsed at the Conference.

### The Policy Statement

will now move to the National Executive Board, the Quebec Council and to the CAW Council for final endorsement.

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## International Transport Workers Federation (ITF) Update

**October 7th to 14th** was this year's International Transport Workers Federations (ITF) Week of Action. Our CAW Campaign took place from October 11th through 14th this year.

“**Fatigue Kills**”;  
“**Organizing the Unorganized**”;

“**Waiting Time is Working Time**” ;  
“**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 “Safety Now” and “Decent Work”. In Canada what is very important to our industry is supporting Canadian workers and “**Made in Canada Matters**”.

## 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 will be held for RTC Executive

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

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

### Article # 5 VOTING

**5.1** Each local will have a weighted vote in relationship to their actual Road Transport unit(s) membership (as an example 1 vote for under 100 members; one additional vote for every 250 members there after to a maximum of 5 votes per Local). This is based on individual Local membership numbers being submitted (paying) into the Road Transport Council.

**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 has come to a grinding halt 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 proves 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 loca-

tions/ 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.

**Special Armoured Car meeting Scheduled for 3:30 pm on December 1st after the regular RTC meeting.**



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

**This is a time when unions really proves it's value.**



## CAW — Transportation Breakdowns

The membership breaks down approximately like this:

Initial Summary: (prepared by Bill Murnighan) CAW National

### CAW Road Transport Council (RTC)

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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>

Take the time to read the attached pages and join into the discussions and debates about our new "Statement on Transportation" paper that will be presented at the December Council meeting.



# Road Transport Council

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## Current Conditions in the Road Transport Sector.....continued

### 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 – Holds 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 will now move to the National Executive Board and to CAW Council for final endorsement.

#### 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 agree-

ments 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.

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%.

Our urban centres are increasingly gridlocked. The wasted time and fuel have been estimated to cost up to \$3.7 billion per year. 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.)

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.

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. 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.

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.

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.

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.

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

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

Environment Canada

Transport Canada

Toronto Board of Trade

Canadian Urban Transit Association

Statistics Canada

U.S. DEA, Global Fuel Economy Initiative

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

Pacific Gateway strategy, NAFTA corridor strategy

Industry Canada



At the December CAW Council please join in the discussions and debates and endorse the new “CAW Statement on Transportation”

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Reminder that we will be hosting an Armoured Car Meeting after our RTC meeting on Thursday December 1st, 2011 at the Sheraton Centre Hotel in Downtown Toronto.





#326 – 12<sup>th</sup> Street

New Westminster, BC

V3M 4H6

C. A. W. ROAD TRANSPORTATION COUNCIL				
<i>Bill Gaucher</i>	<i>Bryant LeRoux</i>	<i>Jim Connelly</i>	<i>Don Lajoie</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**  
**2011 & 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:**

<b>January 11</b>	<b>April 11</b>	<b>July 11</b>	<b>October 11</b>
<b>January 12</b>	<b>April 12</b>	<b>July 12</b>	<b>October 12</b>

(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 and Bill Gaucher**

**#326 – 12<sup>th</sup> Street**  
**First Floor**  
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