

# CAW TCA CANADA

## CAW ROAD TRANSPORTATION COUNCIL

#326 – 12<sup>th</sup> Street

New Westminster, BC

V3M 4H6

President Bill Gaucher Local 114	1 <sup>st</sup> Vice-President Steve Sutherland Local 111	2 <sup>nd</sup> Vice-President Don Lajoie Local 4209	Financial/Recording Secretary Trevor Alway Local 4050
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## RTC CONFERENCE CALL MEETING MINUTES (ALL TRANSPORT SECTORS AND COUNCILS) October 13, 2010

### Members Present:

Bill Gaucher	Trevor Alway	Gord McGrath	John Aman
Nick De Carlo	Paul Pugh	Robin Dudley	Mavis Grist
Gerry Stull	Len Poirier	John Johnson	Bryant LeRoux
Chris Larenko	Brian Stevens	Don Lajoie	Roland Kiehne
Russ Lucking			

### Call to Order: 12:34 pm MST

Bill Gaucher reported on the Transport Statement update project currently under way. The Statement has been broken down into parts so as to be easier to comment on and to update as follows:

- Opening Statement needs to be revamped
- The CAW President Comments are Bob White's. This needs to be updated
- There are 5 principals in the current Transport Statement and each need to be expanded to be relevant to the issues facing transport today.
  - 1) Recognition of the central importance of transportation....
  - 2) The limits of leaving transportation decisions to the market.....
  - 3) Balance and integration of different transportation modes.....
  - 4) Transportation services as a right of citizenship. Transportation policy must reinforce the goals of individual and regional access and equity.....
  - 5) Transportation policy must be part of the development and strengthening of our economic base.....
- Transport issues currently cover 4 sections.
  - 1) Cars (Auto)
  - 2) Rail
  - 3) Air
  - 4) Mass Transit

Need to add Shipping (Marine), Aerospace, Vehicle Manufacture, Trucking, and Coach/Busing, Environment impact, Green Jobs and the impact.

Summary of Conclusions. This needs to be revamped to address the interrelatedness of all sectors as well as the issues facing our individual sectors today.

Everyone involved from all sectors needs to look at the above issues from the perspective of their own respective sector as well as from the perspective of greening each sector. Nick De Carlo added that the environmental impact, green industry impacts and the job impact of where the jobs will come from while greening industry need to be addressed while evaluating the above points of the Transport Statement.

Bill Gaucher asked the delegates to bring their thoughts and issues to the December RTC Joint Council meeting in Toronto. There will be individual sector conference calls accommodated by Nick De Carlo and Bill Gaucher to help each sector council along with the development of the Transport Statement as well as to compile the information Nick needs to proceed with a presentation at the December meeting in Toronto. These follow up calls will be held in November 2010 (TBA).

The All Sector Transportation Convention will be held in Port Elgin Ontario on September 23 to 25, 2011. Nick De Carlo will send an email with this date to the delegates.

Nick De Carlo will integrate his paper into the Transport Statement with respect to strategies and campaigns. Need to work at getting Auto and Aerospace and other sectors to be involved and participate in the creation of the Transport Statement. Involvement from Quebec was discussed and the issue of Translation at meetings will be addressed by Nick De Carlo and Bill Gaucher.

The Truck and Bus Council usually meets at the December council and provides translation for its Quebec Delegates Council 4000 had its convention in Halifax this year. They want to look at connecting with the broader transportation sectors.

The Marine Council usually meets at the December Council.

We will look at getting all of our materials to be presented at the Joint RTC meeting in December to be printed in French as well so that all council delegates can distribute to their membership who may not be in attendance and require this service.

Feed back on Nick De Carlo's paper presented at the last conference call is to be forwarded to Nick and Bill Gaucher. Bill will post a draft copy of this paper on the RTC website for all to look at and comment on. Everyone is urged to give feedback as soon as possible on Nick's paper. Please make some time to assist Nick in his efforts.

The Health and Safety Manual project was discussed. This is a RTC initiative and will be discussed separately of the Joint Sector Council meetings. Ken Bondy was compiling all information for this project. Members have been asked to forward copies of any unit H&S manuals that they may have directly to Ken Bondy.

John Aman thanked all locals for their involvement in this year's ITF campaigns. The CAW National produced a new leaflet to use in organizing drives etc. year round. Wants to keep this campaign going year round. Organizing needs to be a priority. Copies of the new leaflet can be requested from John Aman's assistant Kelly Brown at the National Office. A PDF copy of the leaflet will be posted on the RTC website.

The December CAW Council call letter is not out to the Locals yet. Nick De Carlo is to look into seeing if a copy or mention of the RTC Joint Sector Council meeting can be added to the mail out.

**Wednesday November 17, 2010 is the next scheduled conference call.** Same call in and participant numbers as follows: 1-866-305-1460 and Participant Code 5249457#. Bill Gaucher will send out a reminder for the conference call in November. See you all there.

### **Meeting Adjourned 1:05pm MST**

Recorded by: Trevor Always

Attachments: Copy of Nick DeCarlo's National Transport Discussion – Draft Document  
CAW Pamphlet – We Make it Move.

## Current CAW Statement On Transportation

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### **National Transport Discussion – Draft only**

**This is a very initial set of ideas – meant for discussion purposes only.**

**This draft will clearly require extensive development and changes.**

*Below are some initial ideas. It is clear that there has to be further discussion to revise and/or deepen these concepts.*

*The suggestion is that next steps include:*

1. *A specific review of the transportation statement by each council – leading to suggestions on what needs to be updated*
  2. *A review of the questionnaire to see what needs to be changed/improved*
  3. *A discussion on this initial draft*
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## **Draft**

### **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 link rebuilding the manufacturing base and the independence of the Canadian economy to 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.

We can use this strategy to:

1. Build a powerful campaign for transportation, jobs and the environment that will have popular support among Canadian citizens
2. 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.
3. Develop Build coalitions with:
  - ✘ National and regional associations of cities
  - ✘ National and regional transportation ngo's
  - ✘ the major environmental organizations

### **The objective:**

This initially looks at transportation outside of auto – but a plan for auto has to be integrated with it.

Propose to develop a plan that builds on the current Transportation Statement and:

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
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 neighbour.
  - ✘ 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

A review of the initial surveys completed shows:

- 1.** little in the way of environmental transformation initiatives in the transportation sector
- 2.** a general and increasing support for environmental initiatives among the membership
  - 1) provided there is no associated job loss
- 3.** wages and working conditions are:
  - 1) higher and better, as a rule, in publicly owned companies
  - 2) under pressure across the board
  - 3) deteriorating the non public workplaces
    - with particular pressure on owner-operators

A review of the national transportation proposal put forward by the Council of the Federation – a joint effort by all the provinces and territories – in 2005 has the following problems:

- 1.** a strategy that depends primarily on designing transportation to meet export with little thought the needs of internal markets – thus keeping us chained to a globalization strategy that is destroying workers rights, social protection, and the environment
  - 1) leads to a depletion of natural resources with no long term plan to address economic problems that arise as the resources run out (assumes we will have them forever)
  - 2) no consideration of the processing of natural resources internally
  - 3) does not factor in the danger of significant increases in the price of oil with respect to how it can impact negatively on the economy particularly the effect on
    - the export of manufactured goods (will be increasingly limited) and the import of goods (will become increasingly expensive)
    - the realignment of global economies
  - 4) does not address the social needs of Canadian citizens as an integral concern of transportation and access
- 2.** Though addressing the needs of specific regions in the country, does not address integrating the economies of the regions and tends toward a further regionalization and decentralization of the country –making effective national policy and development that much more difficult
  - 1) Turns the north into a resource driven export economy with no consideration of the environmental implications nor of the economic, geographic or social interests of northern residents
- 3.** While calling for massive government spending in certain sectors of transportation – mainly highways and mass transit in cities – relies on deregulation of government policy to stimulate other transportation sectors
  - 1) Open skies in air transport
  - 2) Flexible financing systems and greater control of investment by ports
  - 3) More balance of the interests of “rail users” with those of national rail carriers by recourse to other forms of shipping.
- 4.** While calling for a specific use of government fuel tax revenues to fund highways and mass transit
  - 1) It does not address the relationship between increased funding for transportation and increased manufacturing leading to increasing overall revenue and improved Canadian economy
  - 2) Does not provide for any funding mechanism for other forms of transport
    - Does not even look at road transport and its needs

- 5.** Does not address the greening of transportation – much less a manufacturing strategy to go along with it- eg: little or nothing on greening
  - 1) Truck transportation
  - 2) Ports
  - 3) Air
  - 4) Rail
  - 5) Marine

#### The proposal

The current assumptions on which we can base a national transportation strategy include: the long term price of oil will continue to rise – maybe even exponentially given the depletion of the resource; the pressure on the working class in terms of wages and working conditions will continue to intensify – given the ongoing commitment to globalization and fluidity of capital and the rise of other economies globally; the environment will continue to deteriorate and add pressure to the urgency for action on transportation alternatives.

- 1.** A fundamental expansion and realignment of transport in our country
  - 1) While recognizing the ongoing importance of export, increasing dramatically the east-west-north transportation options within the country
  - 2) Planning transportation expansion consistent with meeting Canadians social needs as well as the economic needs and with protecting the environment
- 2.** A clear link between expanding transport and a manufacturing strategy – regionally based and meeting the needs of the entire country – moving us more toward an internally strong economy not so totally dependent on export
- 3.** A greening strategy that
  - 1) Realigns the transportation mix while assuring a more even development of all forms of transport
  - 2) Greens every form of transport
  - 3) Links to a manufacturing strategy that meets the needs of the entire country
  - 4) Greens manufacturing of transportation equipment
- 4.** Significant government investment, including the use of crown corporations, in transportation and the accompanying expansion of manufacturing
- 5.** Regulation of all Forms of transport ensuring
  - 1) Safety for workers and citizens
  - 2) Protection for Canadian transport needs
  - 3) Canadian content requirements in transportation equipment purchases
- 6.** A series of immediate steps that moves us in that direction.

#### Some Ideas for Immediate Steps:

A national transportation strategy would call for massive government investment in transportation and associated manufacturing - expand the manufacture of transportation equipment to meet expansion, maintenance and greening of transportation in the country. It would also call for

- 1.** Road Transport
  - 1) Regulation protecting health and safety of workers and rights for owner operators (including clear recognition of large shippers as employers with responsibility for investment)
  - 2) Public investment in greening road transport along with a recognition that major shippers must invest and will get returns – responsibility cannot rest with owner operators
  - 3) Expansion of inter urban bus transport – giving increased low cost access to citizens transport needs
  - 4) Greening of inter urban bus transport
  - 5) Integration of road transport with the other major forms of transport
- 2.** Marine
  - 1) Rebuild the great lakes fleet and invest in the maintenance of the St. Lawrence Seaway

- Greening the fleet
  - Linking with other forms of transport
  - 2) Expansion of ferry services
  - 3) Expansion of coastal shipping routes
  - 4) Expansion of shipbuilding across the country
- 3. Rail**
- 1) Invest in greening technologies
  - 2) Reestablish local rail connections
  - 3) Massive expansion of passenger rail
    - High speed rail transit
    - Expansion of rail access to small communities
- 4. National Highway systems**
- 1) Invest in maintenance of national highways and infrastructure
- 5. Mass Transit**
- 1) Expansion of urban transport
  - 2) Greening of urban transport
- 6. Air**
- 1) Expansion of air access to smaller communities throughout the country
  - 2) Greening of air transport
- 7. Specialty Vehicles**
- 1) Greening of specialty vehicles
  - 2) Expansion related to increase in manufacturing and expansion of other forms of transport
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Each sector needs to review the above document and then contact Nick DeCarlo and give your input and suggestions before our next meeting.

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# We Make it Move!

CAW  TCA  
CANADA  
www.caw.ca



The solidarity shown by all union members in the supply chain and movement of goods and products becomes very useful in not only bargaining, but also in lobbying for government to respond to our needs. – Len

With the assistance of the National Representatives assigned to our local union, we have always moved forward with language issues and compensation packages for the members. I'm very proud to say that at Keimer Express Lines the CAW has put together the best owner/lease operator agreement in North America. We also have done the same for our company line haul drivers. By doing so, we have forced other union and non-union companies alike to keep up as the demand for drivers has increased. – Don

As you well know, health and safety is an issue in our industry. However, as a CAW member we continue to ask for and receive the support we need in order to combat the pressures from our employers to get us to work longer hours. The CAW Health and Safety Department is second to none. – Kathy

Through the strong leadership of the CAW, we resist the tendency of the industry to drive down compensation and work standards, especially during economic downturns in the industry. – Bill

I work for Allied Systems Canada and I am a proud member of the CAW. Whether you work in the yard and rail or as a mechanic, a clerk, a dispatcher or a driver – you have similar needs. You want to work in a safe place that allows you to provide a comfortable living for yourself and your family. The only way to achieve gains is to band together. It is not only in the best interest of the workers, but the companies we work for. – Brian

Every single day, we proudly make a difference for waste management workers, bus drivers, couriers, truck drivers, owner/operators and taxi drivers across Canada.

## Want to know more?

### Let's Talk.

**1-877-495-6551 [organize@caw.ca](mailto:organize@caw.ca)**

CAW  TCA  
CANADA  
www.caw.ca



Greetings,

As a worker in the road transportation sector, I have witnessed first hand the challenges that we face. Business has become intensely competitive and employers continue to use this as rationale to cut costs by driving down wages, benefits and conditions. Without the collective power of a union, road transport workers are isolated and defenceless - but it doesn't have to be this way.

As a member of the CAW, I've got a say in my working conditions, my terms of employment are protected and I never face anything in my workplace alone. That's what it means to belong to a strong union.

I hope you take the time to consider what a membership to the CAW could mean for you.

Together, we can make a difference.

Sincerely,

A fellow worker



## ► By belonging to the CAW, you will have:

- ☑ **A legally binding collective agreement** that outlines and secures wages, benefits, and working conditions;
- ☑ **Representation** at the bargaining table and in the workplace;
- ☑ **Support and expertise on workplace issues that matter** like health and safety, pension and benefits, human rights and much more;
- ☑ **Educational opportunities** for courses that will support you and your co-workers at the bargaining table and in your workplace;
- ☑ **Collective strength** from over 225, 000 members which includes 125, 000 workers who are involved in either transportation operations or in manufacturing of the transportation equipment;
- ☑ **A voice** in your workplace, your union and on the Road Transport Council.

The CAW is an affiliate of the International Transport Workers Federation which is an umbrella organization for unions representing 4,500,000 transport workers around the world. Through the ITF, affiliates are able to access international solidarity and strength to aid in campaigns to improve employment conditions in the transport sector.



## ► CAW Negotiates Gains at the Bargaining Table

### Some of the key gains we have negotiated for transport workers:

- Preferred rates for insurance and benefits for owner/operators;
- Overtime provisions that are superior to the levels required under the legislated code;
- Job/Dispatching procedures that eliminate management's ability to use favoritism;
- Fuel escalator formulas to protect owner/operators from the fluctuating prices of fuel as well as increase mileage rates in the event fuel prices rise;
- The right for the union to monitor routes and in the event that a route is changed, we have the ability to renegotiate compensation if necessary;
- Paid Education Leave for workers to attend union education at the CAW Family Education Centre in Port Elgin, Ontario.

### CAW Members are on the Move!

Check out some of the workplaces that we represent:

- Coast Mountain Bus
- Grand River Transit
- G4S
- Reimer
- Brinks Armoured Car
- First Student Inc.
- DHL
- Blue Line Taxi
- Waste Management
- Consolidated Fastfrate
- Pacific Coach Lines
- Greyhound
- Allied Canada Systems
- Stock Transportation
- Browning-Ferris Industries
- Auto Warehouse Company Canada

CAW TCA

CAW STATEMENT  
ON TRANSPORTATION

*Produced by  
the CAW Research  
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CAW STATEMENT  
ON TRANSPORTATION

Structural changes within our union have led us to a very direct concern with transportation. Partly through circumstances and partly through design, the CAW has emerged as the largest transportation union in the country. We now represent over 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.

Our concern with transportation does, of course, extend beyond this membership and union presence. Transportation shapes how we live. It affects the structure of our cities, the viability of communities and regions, the economic and social base

of our country. When we talk about a "Canadian Transportation Policy", we inevitably address issues central to the broader national agenda: national unity, regional equity, jobs, the environment.

Canada does not have a national transportation policy - at least not one that meets the needs of its citizens. This discussion paper sets out basic principles for such a policy and suggests certain directions. It represents a new focus for our union. The intent is to emerge with a perspective on transportation that is a base for internal educational work and around which we can mobilize, with other unions and community groups, to defeat the "anti-policy" of deregulation, cutbacks, and neglect.

The new diversity within our union naturally raises the question of potential conflicts over direction. For example, can workers in auto, aerospace, rail, or the airlines agree to any kind of common perspective on the future of public vs. private transit?

CAW STATEMENT  
ON TRANSPORTATION

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"Unity within the labour movement was never automatic. It was always something that had to be built. As we expand our union, new issues will emerge and differences surface. The challenge is to retain the strengths of such diversity while developing the basis for a new unity."

Overcoming differences between workers has in fact always been at the core of what unions do. Unions were formed to overcome the competition between individual workers that companies encouraged and exploited. Within the auto industry, for example, workers were fragmented across facilities and across companies and potential conflicts existed between parts suppliers and the Big Three, within the Big Three, and even between different plants of the very same company. There still remain barriers within any one facility based on ethnic and gender divisions, and on discrimination against visible minorities.

The point is that unity within the labour movement was never automatic. It was always something that had to be built. As we expand our union, new issues will emerge and differences will certainly surface, some more difficult than others. The challenge is to retain the strengths of such diversity while developing the basis for

a new unity. The specific issue here is whether the different sections of our union can reach a broad agreement on the direction of a national transportation policy.

I am confident that with a full discussion of these issues through our local unions and CAW Canadian Council we can move toward this goal. The CAW Education Department can also assist with local union forums for leadership and membership.

In solidarity,



Robert White  
President  
CAW Canada

*This statement is available to other unions  
and educational institutions upon request.*

CAW STATEMENT  
ON TRANSPORTATION

HISTORICAL  
NOTE ON  
CANADIAN  
TRANSPORTATION

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"The railroads are being dismantled, free trade with the United States has undermined the notion of a national industrial policy, and the country is falling apart."

It might be useful to begin with a brief comment on the role of transportation, particularly rail, in Canadian Confederation. 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 neighbour.

Historically, the building of a national rail system along east-west lines was a conscious attempt to defeat the emerging north-south pull that meant integration into the United States. The promise of rail links was a critical component of overcoming the resistance of Nova Scotia and New Brunswick to Confederation, and British Columbia likewise made its later entry into Canada conditional on the extension of the railroad to the West Coast. The development of rail influenced the location and growth of Canadian cities. The needs of these cities, the demand for rails, cars and locomotives, and a national tariff policy to replace imports with domestic production, led to the development of a steel industry, other manufacturing, and new manufacturing skills.

Some people have remarked that our past is a tape that the Tories are now playing in reverse: the railroads are being dismantled, free trade with the United States has undermined the notion of a national industrial policy and the country is falling apart.

This is true, but neither should we idealize our past. It was not, in fact, all bathed in glory. The building of the railroad included widespread corruption and the highest-level scandals. Much of the interest was in simply shipping out our resources by rail rather than in transforming this natural wealth into the greater long-term potentials of a manufacturing base. And the tributes to Canadian determination did not acknowledge then, and have forgotten now, the 17,000 Chinese workers who were brought here as manual labourers and the four thousand who died building "our" railroad.

The elite of that time, whatever its self-interest, did however have an interest in building the infrastructure of a country and in seeing that country develop into a nation. Can we, in the post free-trade era, say the same about the perspective of today's business elite?

PRINCIPLES  
OF A NATIONAL  
TRANSPORTATION  
POLICY

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*A national transportation policy should be based on the following five principles:*

**1**

Recognition of the central importance of transportation. This implies a corresponding national commitment to major investments in transportation.

**2**

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.

**3**

Balance and integration of different transportation modes. Relying on "competition" undermines real choices and effectiveness.

**4**

Transportation services as a right of citizenship. Transportation policy must reinforce the goals of individual and regional access and equity.

**5**

Transportation policy must be part of the development and strengthening of our economic base.

THE CENTRAL  
IMPORTANCE OF  
TRANSPORTATION

**1** Over one million Canadians work directly in providing transportation services. Transportation links families and friends, gets us to work and back, facilitates the shopping we must do, and affects the leisure choices we have. An average consumer spends about ten cents of every dollar on transportation services and transportation is a crucial determinant of their lives.

About 10%-15% of business expenditures go to transportation as companies link resources, inputs, labour, products and markets. Recent studies in the United States have emphasized the importance of a transportation infrastructure on the productive potential of the economy, and have pointed to the large economic costs of having allowed the severe deterioration in the American transportation system.

The transportation sector consumes about 30% of Canada's total

energy consumption and almost two-thirds of the petroleum we use. Transportation also accounts for 25%-35% of the various pollutants we spew into our atmosphere.

Policy decisions about transportation are decisions about the isolation or integration of communities and regions; about how and for whom our cities will evolve; about equity and opportunity; about energy consumption and the impact on the environment; about economic links and direct and indirect jobs; and - as we've seen from our own history - about the building or dismantling of Canada itself.

Recognizing this central importance of transportation to all aspects of our lives means acknowledging what other countries are increasingly recognizing: the need for a national commitment to investing significant resources in maintaining and developing the transportation system.

THE NEED  
FOR SOCIAL  
ACCOUNTING

**2** When these investments and decisions about the direction of our transportation system are made on the basis of market criteria, all kinds of factors - often the most important factors - are ignored or not accurately accounted for. We need a system of social accounting that goes beyond market signals if we want a rational transportation system. Amongst the issues that must be evaluated are:

- a) How much subsidy does each mode get? For example, in comparing rail, air, and truck transport, how high are the subsidies given for airport construction and maintenance? How much is spent on highways and highway repairs that is not collected through licenses and gasoline paid by truckers? What are the relative levels of rail subsidies?

BALANCE AND  
PLANNING VS.  
COMPETITION

- b) Different transport modes have a differential impact on the environment, on energy use, on regional equity, on accessibility, on safety. What seems efficient in terms of "price" may be extremely inefficient when all relevant costs and benefits are factored in.
- c) Different transport modes may have quite different spin-offs on the productive capacity of companies and on the creation of jobs. If, for example, a particular project also

**3** There will naturally be some competition between the different modes of transport. But if private competition is the main determinant of our transport system, then our choices will be limited rather than expanded, and sensible opportunities will be lost.

Different modes of transportation have different strengths and weaknesses in terms of speed, flexibility, comfort, convenience, cost, the environment. There is room within the transportation system for a wide variety of modes and, when all the real costs and benefits are considered, for a public policy that encourages the co-existence of various modes: each has a role to play within a balanced system.

provides valuable jobs in a community that would otherwise depend on UI, its higher "cost" may be worth the investment.

Because transportation is, in many ways, a public utility with sweeping implications for so many other aspects of our lives, it must be based on political decisions - decisions based on social criteria, decisions that are democratically accountable - rather than simply on markets.

Moreover, there are significant potentials in expanding available choices by overcoming antagonisms between private companies and initiating integrated services between modes. Integrated services means co-operation to establish inter-modal terminals (eg. bus-rail terminals, rapid rail from major airports like Toronto to traffic-congested city centres, expanding truck-rail freight interchanges). This would necessarily also include integration of computer reservation systems, baggage-handling, freight equipment, and new transportation research.



TRANSPORTATION  
& CITIZENSHIP  
RIGHTS

**4** In Canada today, as the debate over our constitution continues, that debate must include a sense of the rights of citizenship - the minimum rights and opportunities that any Canadian should have. Access to transportation services, and therefore an equitable transportation system, is one dimension of such rights.

Canada is a regionally divided country. In the absence of public intervention in the marketplace to link these regions, to encourage travel, to remove some of the economic disadvantages of geographic isolation from markets, Canadian society will become even more fragmented and more unequal. The national base for being a country will be further eroded.

For many individual Canadians, private transportation by car is limited and dependence on public transportation a necessity. There are an estimated 3 million Canadians with disabilities; many senior citizens depend on public transit on a daily

basis (and on rail and bus for inter-city transit) and their share of the population is expected to double over the next 25 years; the numbers of low-income Canadians, many of whom do not have cars, is also growing. As these groups have emphasized, an inadequate transportation system is not only unfair to them, not only undermines their self-sufficiency, but it aggravates other aspects of their inequality - such as access to social life, making it more difficult to look for work, limiting the options for where they can work, creating barriers for training.

Citizenship is an individual and collective right. For it to be meaningful and for it to support a collective identity, we cannot leave key national institutions - like our transportation system - to private markets, profitability, and individual choices in the abstract.

**5** As we argued earlier, the quality of the transportation system is an important input into a more productive and efficient economy. In addition, the importance of transportation, and the restoration and expansion of transportation services, provide the potential for modernizing and building the necessary equipment for this industry. This national base represents a solid base

for meeting international demands in both the developed and developing countries for transportation equipment.

Such equipment includes train cars, tracks, and locomotives; subway cars and buses; airplanes, engines and components; ships, trucks and cars; the computers, reservation systems, and airport equipment that coordinate transportation; the tooling, steel and other materials that go into manufac-

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turing all this equipment. Because of past government intervention, Canada does in fact have a much larger transport equipment industry today (eg. UTDC, Bombardier, DeHavilland, Pratt & Whitney). This issue of jobs and developing our skills goes beyond just the total numbers but must also be sensitive to where the work is located: the productive capacity must be shared across all regions.

The auto industry is currently concentrated in Ontario and to a lesser extent in Quebec. This will not likely change. Aerospace is concentrated primarily in Ontario and Quebec but there has been growth in both Nova Scotia and the West. If this can be put in the context of growing opportunities (rather than fighting for scarcity) this trend should be supported. Rail cars and mass transit vehicles are produced in Quebec, Nova Scotia, and in northern Ontario, where other manufacturing jobs are scarce. Buses are more diversified, being built not only in Ontario, but also in Quebec and Manitoba. This too can be expanded to provide a vital base for these communities. The shipbuilding industry needs more support and any revival

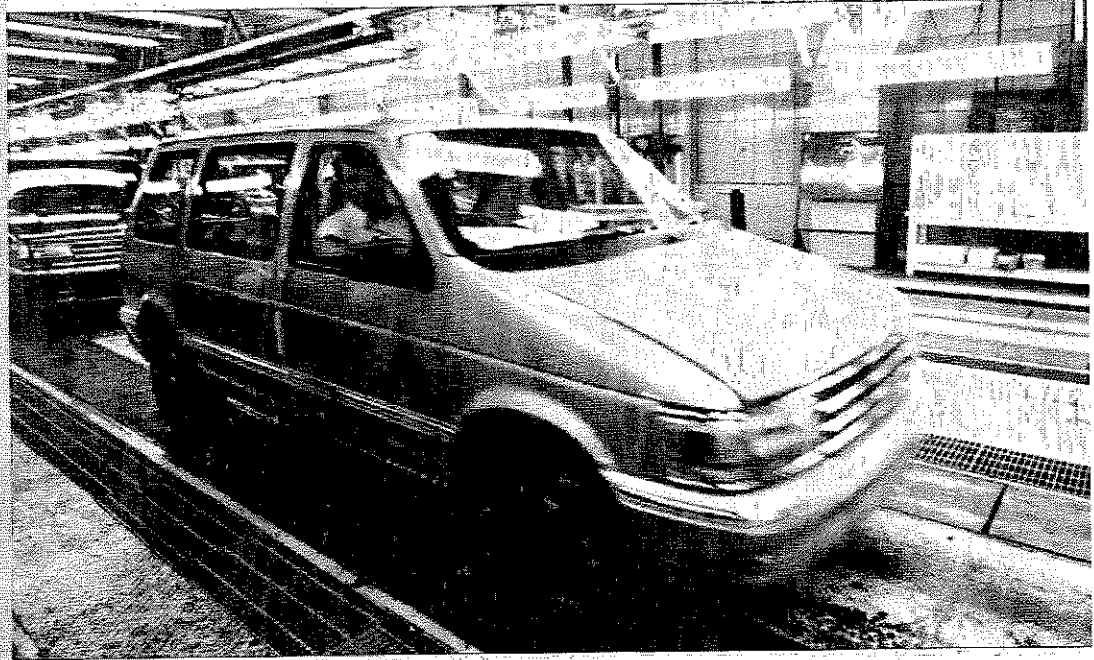
would naturally help the economies of both coasts, particularly Newfoundland where unemployment "normally" runs at double the levels the rest of the country experiences only in bad times. Trucks are manufactured in Ontario and Quebec, but also to some extent in B.C. To the extent that we can produce more of the specialized transportation equipment we currently import (eg. for mining and logging), this should be done as part of diversifying communities and regions (like B.C., northern Ontario) that are now very resource dependent. It is because transportation is so particularly important to the Canadian economy that there is a logical case for Canada also being a leading manufacturer and developer of transportation services.

As a country facing extreme economic difficulties and limited choices, building on this transportation potential is something we absolutely must do.

## CAW STATEMENT ON TRANSPORTATION

### TRANSPORTATION ISSUES

In this section, we discuss the main issues in transportation sectors that include a significant CAW membership.



### I. CARS

Over 80% of travel in Canada occurs in private automobiles (there are over 12 million cars on Canadian roads) and cars account for 90% of every transportation dollar spent in the country. This is due both to the advantages of cars in terms of convenience, comfort, flexibility, independence and to the underinvestment in public transportation, which has reduced the availability and attractiveness of alternatives to the car. The very success of the car has, however, created problems of traffic congestion, land use, accidents and fatalities, energy consumption, and pollution. This has led to a challenge to the dominance of auto transport and a call for changes in the role of the car in our society.

These concerns cannot be ignored. Autoworkers are also citizens, have families and live in communities. We care about the social impact of the car, about the air we breathe and the kind of world we leave for our children. We called on the companies to begin to develop light, energy efficient, non-polluting, and safe vehicles more than forty years ago (1948) but the companies rejected this advice with the argument that such decisions were none of our business and would remain profit and market driven. In the seventies (1976) we joined others in endorsing the need for more investment in public transit as a rational way to expand consumer options and better balance our transportation system.

## CAW STATEMENT ON TRANSPORTATION

"We care about the social impact of the car, about the air we breathe, and the kind of world we leave for our children. This means that cars must continue to be modified to address their impact on energy consumption and the environment."

The car will, under any scenario, still remain a dominant form of transportation in our society because of its advantages and because there are constraints to the inroads other forms of transportation can make due to our geography and the nature of our cities. This means that cars must continue to be modified to address their impact on energy consumption and the environment.

The record of the car companies in the decade after the first energy crisis (mid-seventies to mid-eighties) was very positive. Although they first claimed that dramatic changes were impossible and were grudgingly dragged into the changes, their investments and engineering skills led to a 90% decrease in major pollutants and a doubling of fuel efficiency. There have been job dislocations over this period, but the main factors have not been this energy-environmental adjustment but the impact of imports, transplants, technological change, workplace reorganization, changing relationships to suppliers, stagnant incomes and recessions. The actual

restructuring towards lighter cars, new engines, modified transmissions and anti-pollution equipment, has been achieved in a relatively stable way.

This process was stalled during the Reagan years with the rejection of deregulation (and the keeping of gas prices at by far the lowest level in the world). But with the scientifically-documented evidence that global warming is becoming worse, this shortsightedness will only mean that future changes will have to be more dramatic and adjustments more severe. We must support pressures on the auto industry to revive the trajectory which invested resources and engineering skills towards cars that use less fuel, pollute less, but do not sacrifice safety and quality. (The Japanese auto companies have confirmed such possibilities with the recent announcement of new engines with 20% better mileage and Detroit has just begun production of the first practical alternative to the heavy-polluting truck and bus diesel engines).<sup>1</sup>

<sup>1</sup> Global warming refers to an increase in the earth's temperature with potentially disastrous effects on flooding, crops, fish stocks and forestry. The cause is similar to the greenhouse effect. Normally, the rays from the sun enter the earth's atmosphere and some of this energy then escapes back into space. Carbon dioxide in our atmosphere acts like a greenhouse, keeping more of the rays from leaving. But as more and

more carbon dioxide accumulates so that fewer rays leave, the temperature of the earth rises significantly enough to threaten normal temperature. Although other pollutants have been reduced and fuel efficiency improved, the amount of carbon dioxide generated by cars continues to rise because more people have cars and because suburbanization means they drive their cars further to work.

## CAW STATEMENT ON TRANSPORTATION

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"It is not easy to balance the concerns of autoworkers, environmentalists, and the need for a better balance in our transportation system. For our union it is not important to try. It is a necessity."

Some negative impacts on workers might occur through such changes and one response would be to establish an "environmental adjustment fund" to assist displaced workers (income, training), or to help companies modify products or diversify. Since the environmental cause of adjustment is only one dimension of the impact on workers, we would instead argue that such programs be part of broader adjustment programs. Moreover, if any environmental adjustments occurred in the context of an overall jobs strategy, any negative consequences could be quite effectively minimized.

*For example:*

i) The share of the car market going to companies outside the Big Three and which have very low domestic content has increased to 40%. If this were phased down to 20%, the job gains would far surpass any losses due to a better balanced private-public transportation system.

- ii) Environmental changes also represent job opportunities. For example, as some auto jobs are lost, some Canadian companies are particularly well-placed and could be assisted by government to take advantage of certain developments in raw materials and alternative fuel systems because of our resource base (eg. new plastics, light-weight aluminum parts, new steels, conversion to natural gas as a potential fuel).
- iii) More generally, if there is more reduced work-time - such as everyone having an annual week of paid training - jobs are created and some job losses are avoided. (Replacing the workers with such a policy could generate or protect as many as 3,000 auto jobs).

It is not easy to balance the concerns of autoworkers, environmentalists, and the need for a better balance in our transportation system. For our union it is not important to try, it is a necessity.

2. RAIL



Rail transportation, relative to other modes, uses less energy, pollutes less, and is safer. It has also played a role in consolidating national unity through the regional equity and accessibility it provided. In 1984, the Tories, using such arguments, promised to rebuild, revitalize, and generally undo the damage the Liberals had done to our rail system.

Yet in spite of continued federal rhetoric about fuel conservation, the environment, national unity, support for rural communities, better land use, and safety, they proceeded to systematically undermine Canada's national

rail system. Overall VIA rail services have been cut in half. Service in Newfoundland was eliminated a few years ago. Atlantic regional service is no more. In Montreal, where there were 480 weekly trains a century ago, now - with Canada's population five times as high - there are only 188.

Other countries have recognized the false economies of not investing in rail. In France, in Japan, and even in the United States, a new and logical interest in rail travel has emerged along with major investments.

*Continued...*

We must reverse our current direction and do it quickly to minimize the damage that is occurring:

- ▶ We should begin with a moratorium on the closure of any other lines.
- ▶ We have to invest in stock, and improve our rail beds. We should be building on our expertise in train manufacturing and support services by expanding our research and development and preparing for a greater role for mass transit.
- ▶ We should be moving ahead on a rapid-rail system in the Quebec-Windsor corridor. (Ironically, Bombardier sees a bright future in the excitement over rapid rail in the U.S. and abroad, but this Canadian company does not yet have such a project in its home base).
- ▶ Rail safety - a prime advantage of rail - must be maintained. As the companies give it lower priority in the face of competitive pressure, they risk losing this advantage. We must restore the number of safety inspectors, strengthen training, have more inspection points, increase the direct involvement of workers and appoint a union rep as one of the safety commissioners.

▶ We should be leading in the integration of various transport modes and expanding and improving consumer-business services.

▶ We need to have effective ways for unions, consumers and advocacy groups to articulate their concerns and suggestions about rail travel so that social accounting - an analysis of the real social costs and benefits of rail travel - can replace or at least modify the very inadequate accounting of the market.

While rail accounts for only about 1% of passenger travel, rail and truck together equally share 75% of freight shippings. There has been a great deal of publicity and sympathy for the plight of the independent truckers who are suffering from free trade, deregulation, and increased costs. This needs to be discussed in relation to the role of rail.

What makes the situation complex is two factors. First, some analysts have made a case for charging truckers more, rather than less, in gas and taxes. Truckers, they argue, are currently being subsidized through the highway system which is generally paid for by taxpayers. The trucking industry and the industries they service do not pay for their impact on road repair (one 80,000 lb. truck has the same impact on roads as 9,600 cars); congestion (Just-in-Time production has

put a great deal of inventory into the "warehouses on wheels"); or pollution (rail uses one-third to one-ninth the fuel that trucks use). These subsidies have effectively biased freight transport in favour of truckers and against the railways.

On the other hand, if Canadian truckers are actually charged for the true costs, they will lose out even more to American truckers. Canadian rail will continue to lose, Canadian truckers will be destroyed, and transportation services will not be organized any better.

There is room for both rail and truckers to survive. Trucks retain the advantages of flexibility on shorter hauls and there can be inter-modal cooperation on longer hauls. Also many truckers share the safety concerns of the dangerously large trucks that are being licensed in the U.S. and threaten to spread to Canada. But such cooperation is being frustrated by the pressures on truckers coming from deregulation and free trade.

Any improvement in these problems must include re-regulation and control on new licenses - there are far too many trucks on the road, which means excess capacity and cut-throat rates. It must include a challenge to the impact of free trade on this sector and sensitivity to the competitive pressures that truckers face (eg. tax breaks for the expensive equipment). Finally it must also recognize that a certain section of the transport industry could and should - from a social perspective - be better served by rail.



3. AIR

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The airline industry is another example of the critical relationship between our geography, economic development, and the role of government. The early bush pilots that served northern communities were the base that evolved into Canada becoming a leader in both airline services and in building innovative aircraft that could serve regional communities with short runways.

Today the airline industry, which accounts for about 15% of Canadian intercity transportation (87% for trips in excess of 3200km/2000m) is in a mess. Each year, Canada's major airlines carry 21.3 million passengers and employ a direct workforce of 50,000. Indirectly, this accounts for hundreds of thousands of jobs in the travel industry. Many of these jobs,

both direct and indirect, are in high technology applications eg. centralized reservations systems. Ten percent of airline revenue is cargo-related - most of it high value-added.

In the United States, deregulation offered temporary gains, but these soon collapsed into a host of airline failures, gutted worker contracts, an erosion of service and safety, and the current chaos as a new monopolization by a few giant companies is emerging to overcome the new "competition". The Canadian government, with its open skies policy, seems determined to follow the United States even though there is no evidence of any great advantages, but a great deal of evidence that in addition to the negative experiences we have seen in the United States, Canada stands to lose decent jobs in many communities that desperately need

them. With such policies, and after the privatization of Air Canada and DeHavilland - the one fully-integrated aerospace company in Canada - we are in danger of losing both our major airline companies (Air Canada and Canadian) as well as a defining piece of our aerospace manufacturing capability.

If Canada cannot retain a strong presence in this transportation sector given our strong roots here, and if we cannot retain key high tech sectors

that emerged from this base, then we can hardly expect to magically create new sectors and new high tech jobs elsewhere.

The reality is  
that we cannot give up on  
such sectors - we must  
build on them.

#### 4. MASS TRANSIT

For many of the reasons we have discussed earlier - equity, access, land use, energy conservation, environmental protection - there is a strong case to be made for a better balance in our transportation system between private and public/mass transit.

Such a shift to subways, buses and Go Trains will be expensive in both the short run and the longer run as it not only means improved public transit - consumers won't choose it unless it comes close to matching cars in terms of convenience, reliability, and comfort as well as cost - but

significant success also means changes in the very nature of our cities. Our cities are now structured to favour private transportation.

Yet the reality is that mass transit (as well as rail and air) are subsidized in all countries because it is recognized that this is essential to developing that better balance between transportation modes and because the real costs of ignoring such balance is and will continue to grow.

CAN STATEMENT  
ON TRANSPORTATION

SUMMARY  
& CONCLUSION

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"Transportation is not just a cost, it is an investment. And it is not just an investment in monetary returns, but an investment in building an equitable and productive society."

In 1989, the Tories announced the formation of a Royal Commission to "inquire into and report upon a nationally integrated intercity passenger transportation system to meet the needs of Canada and Canadians in the 21st century and to ensure that transportation links among Canada's regions and communities are maintained and improved ...." Before the commissioners were even comfortable in their seats, the government had announced the 50% cut in rail passenger service and its preference for "open skies" (free trade in airline transportation).

There must be a moratorium on the dangerous and irreversible damage Tory policies are doing to our transportation system. Transportation is not just another sector. More so than other sectors, its development and

direction cannot be left to competition and the market. Transportation is part of our social and economic infrastructure; it is a public utility that must be regulated, integrated, and planned. It represents a crucial potential for maintaining and strengthening Canada's role as a manufacturer of transportation equipment.

Transportation is not just a cost, it is an investment. And it is not just an investment in monetary returns, but an investment in building an equitable and productive society.

Transportation issues will, therefore, play an important role in the future of our union.