

Vote No — Send Them Back to the Bargaining Table

Deep Concessions Offered

The proposed carhaul contract is out, and it's ugly. It includes concessions that would radically drag down our job security and quality of work.

On July 10, ballots will be mailed to all car haulers. The vote will determine the future of our union and our industry.

Decide for yourself. You can read the whole contract at www.tdu.org.

Since this contract contains a wage freeze, a No vote will not delay any raise. A No vote will not cause a strike—it will send our negotiators back to the table to review the extent of concessions, especially those that undermine our job security.



**PLEASE POST
July 2, 2008**

Job Security	<p>There is no more equalization of loads in the Central-Southern. It is completely eliminated. Article 48 is gutted. Locals will be played against one another for work.</p> <p>When work is slow, drivers can be relocated to any other terminal—with no option to take a layoff instead. If you decline, you are out of work but not laid off.</p> <p>This change will gut the 20% per day rule because the carriers will be able to use this language to avoid having any laid off employees. [Article 48 (Central-Southern); Article 42 (Eastern)]</p>
Sweetheart Deals	<p>Locals would be free to negotiate lower mileage rates than provided in the contract—an invitation for locals to cut sweetheart deals to gain work at one terminal at the expense of others. (Article 2.8)</p>
ABC Dispatch	<p>The A-B-C dispatch protection would be eliminated. You better pack a big suitcase because you can be forced out for five tours. [Article 48 (Central-Southern); Article 42 (Eastern)]</p>
Cut Rates for “New Business”	<p>In Article 22, all “New Business” would be paid on the running mile, even if the new business is the long leg. And it will be easier for the employer to designate “New Business” because the clause that stated it could not be business previously hauled union during the life of this agreement is eliminated. A carrier could put traffic on the rail for one year, then it becomes “new business” and running mile.</p>
Economic Concessions	<p>Wages: First two years, wage freeze. Third year, 40¢ per hr (1¢ running mile, 2¢ loaded mile)</p> <p>Wage Progression: If you hire at a different carrier, you would not receive full wages. Instead, you start at 85% of scale, 90% after one year, 95% after two years, and three years to reach union scale. (For non-CDL qualified employees, start at 70%, then 75% then 85%.)</p> <p>COLA: No Cost of Living Increase in 2009.</p> <p>Benefits: Instead of the \$1 per year benefits (H&W plus pension) that is in the freight, DHL and UPS contracts, benefit payments are 87.5¢-90¢-95¢. This will be enough to keep us in the same health plans, but will slightly reduce our pension accrual.</p>
Allied Concessions Continue	<p>Allied's 17.5% wage cut continues for two years. At that time, the concession agreement states that the parties will meet to negotiate a transition back to the contract.</p> <p>Carhaul Director Fred Zuckerman promises he will negotiate a full and complete return to union scale after two years, in contradiction to the plain language of Allied's concession deal.</p> <p>A two-year contract would put us all on the same page at that time.</p>

Teamsters for a Democratic Union: Read the Contract • Get Updates • Spread the Word
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