

# WESTERN SUPPLEMENT PART III OVER-THE-ROAD MOTOR FREIGHT SUPPLEMENTAL AGREEMENT

For the Period of April 1, ~~2013~~2018 to ~~March 31, 2018~~ June 30, 2023

*covering:*

The parties reserve the right to correct inadvertent errors and omissions. Where no reference is made to a specific Article or Section thereof, such Article and Section are to continue as in the current Master Agreement, as applied and interpreted during the life of such Agreement. Additions and new language are **bold and underlined**.

**In the following territory: California, Washington, Oregon, Nevada, New Mexico, Arizona, Montana, Idaho, Utah, Colorado and Wyoming.**

**PREAMBLE**

ABF FREIGHT SYSTEM, INC. hereinafter referred to as the "Employer" or "Company" or "ABF" And The WESTERN MASTER FREIGHT DIVISION and LOCAL UNION's affiliated with the INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA, herein after referred to as the "UNION," agree to be bound by the terms and provisions of this Agreement.

This Over-the-Road Supplemental Agreement is supplemental to and becomes a part of the ABF National Master Freight Agreement, hereinafter referred to as the "ABF Master Agreement" for the period commencing April 1, ~~2013~~ **2018** which Master Agreement shall prevail over the provisions of this Supplement in any case of conflict between the two, except as such Master Agreement may specifically permit. Questions arising out of alleged conflicts shall be submitted directly to the National Grievance Committee.

- NO CHANGE*                    **ARTICLE 57.**
- NO CHANGE*                    **ARTICLE 58.**
- NO CHANGE*                    **ARTICLE 59.**
- NO CHANGE*                    **ARTICLE 60.**
- NO CHANGE*                    **ARTICLE 61.**

- NO CHANGE*                    **ARTICLE 62.**
- NO CHANGE*                    **ARTICLE 63.**
- NO CHANGE*                    **ARTICLE 64.**
- NO CHANGE*                    **ARTICLE 65.**
- NO CHANGE*                    **ARTICLE 66.**

*\*SEE: NATIONAL AGREEMENT\**

**Section 7. Layover Pay**

The layover provision may apply ~~twice~~ **three (3) times** during any one (1) round trip; provided, however, an extra board driver, at his/her option, may agree to be dispatched beyond his/her ~~second (2nd)~~ **third (3<sup>rd</sup>)** layover point, provided drivers domiciled at said lay point shall be protected during the one and one-half (1-1/2) hour period prior to such dispatch. Runarounds caused by violations of this provision shall be handled in accordance with Article 66, Section 3, herein. In the event a driver is required to take a rest period(s) during any one round trip, away from his home terminal, he shall be compensated for layover time as follows: For the first fourteen (14) hours of each layover period after the run ends - no pay.

For the next eight (8) hours, beginning with the start of the fifteenth (15th) hour after arrival at the layover point, at the regular hourly rate of pay, with a minimum guarantee of two (2) hours if not

## **W-04**

dispatched at the beginning of the fifteenth (15th) hour.

For the next ten (10) hours - no pay. For the next eight (8) hours at the applicable regular hourly rate of pay and continuing on the same basis for each eighteen (18) hours of continuing layover.

*NO CHANGE*            **ARTICLE 67.**

*NO CHANGE*            **ARTICLE 68.**

*NO CHANGE*            **ARTICLE 69.**

*NO CHANGE*            **ARTICLE 70.**

*NO CHANGE*            **ARTICLE 71.**

*NO CHANGE*            **ARTICLE 72.**

**APPENDIX A.**  
*\*SEE: NATIONAL AGREEMENT\**

**LETTER OF UNDERSTANDING: ARTICLE 57,  
Section 7(a) Records of Movements**  
*NO CHANGE*