

Rank-and-File Teamsters Defeat Many Concessions

By standing up and voting No, carhaul Teamsters have defeated many of the concessions promoted by the Hoffa administration and the employers.

What difference did rank-and-file unity make?

- The tiered wage concession is gone from the second offer.
- Equalization of loads in the Central Southern is restored.
- Article 22 “new business” is improved.
- Article 53, Section 1 in the West, which would have allowed new terminals to open nonunion or under sub-standard contracts, is gone.
- Article 12, Section 5 allowing the use of GPS to fire drivers is out.
- The five-tour concession in the East and Central Southern is out. (There is a provision to require a driver to take an away-trip under some circumstances in Article 48, Section 3).

Concessions Remain

Not all of the concessions have been defeated and there are still problems with the proposed agreement.

- Article 2, Section 8, while improved, still allows for locals to set a lower mileage rate (if members and the national committee approve).
- The Michigan Office Supplement was dissolved, taking away the right to a separate vote for yet another group of Teamsters.
- There is still no cost of living adjustment (or wage increase) until 2010. A freeze that long is a big pay cut.

For many members, this second offer is an improvement but still a disappointment.

It's Up to the Members

The decision now goes to the members. The ballots will be mailed on October 3.

International Union officials told us there was no choice but to accept the concessions in the first offer.

We voted No and proved them wrong. By sending them back to the table, we defeated key givebacks that they told us were inevitable.

Study the contract. Talk with fellow Teamsters. And make an informed decision.

Beyond the Contract

At union meetings on Sept. 26-28, Fred Zuckerman was still claiming that the first offer was a “better package.”

Yes, it was better—for the employers. Apparently, Zuckerman thinks he works for them.

Talk like this makes it clear we need new leadership in the Carhaul Division, and in the International Union, too.

When asked by a Local 327 carhauler if he had taken concessions or a wage freeze, Zuckerman replied he has not had a raise in “ten years.” Actually, he had a \$112,000 raise in ten years, and enjoyed a \$33,000 raise in just the last two years. Not to mention accumulating three pensions at once.

Do you want to be part of the movement of carhaulers working together to win new leadership? Join TDU today and help make it happen.