

LET'S GET AMERICA WORKING

A MESSAGE FROM GENERAL PRESIDENT JAMES P. HOFFA

The Teamsters have had enough of workers becoming an afterthought in Capitol Hill policy decisions. There needs to be a way to bring a bipartisan collection of lawmakers together for the good of regular working men and women who are just trying to support their families. And there is one – infrastructure investment.

A better transportation network would help both truckers and the owners of their cargo more efficiently move goods across the country. It would help workers get to their jobs more quickly. And increasing the flow of energy like oil and natural gas would lower prices for consumers and businesses. Plus, construction work would create good-paying jobs.

Rebuilding America is the key to the nation's future. Whether it's building new roads or fixing old bridges, the idea is a winner not only for workers but the business community. It's rare when Congress can help two constituencies with one plan. This is it.

Now is the time to think big. To ignore the need for such a massive program will result in catastrophe for the



health, safety and welfare of Americans and the U.S. economy. Let's get America working and revive our nation to the shining city on the hill it once was again.

Text "IBT" to 86466
SIGN UP FOR UPDATES

Follow @Teamsters on Twitter
FOLLOW US ON TWITTER

www.facebook.com/teamsters
LIKE US ON FACEBOOK

Non-Profit
U.S. Postage Paid
Washington, DC
Permit # 4481

Teamsters Carhaul News
25 Louisiana Avenue, NW
Washington, DC 20001



James P. Hoffa, General President | Ken Hall, General Secretary-Treasurer | Kevin Moore, Division Director

CARHAUL NEGOTIATIONS BEGIN IN JUNE

Job Security, Wages, Benefits are Top Issues



Negotiations for the National Master Automobile Transporters Agreement (NMATA) are set to begin in June, and Teamster carhaulers have taken an active role leading up to the talks.

"We really appreciate our carhaul members taking the time out to complete the bargaining surveys—the response was excellent," said Kevin Moore, Director of the Teamsters Carhaul Division. "The input from our members has been critical as we develop our bargaining priorities."

"Our members are on the front lines every day, they know the issues better than anyone," said Roy Gross, Assistant Director of the Carhaul Division. "We are working hard to make sure our members' issues get addressed."

The current agreement expires on August 31, 2015.

While there appears to be a sustained economic recovery taking place in the domestic auto industry, Moore said it is important to have members' input throughout the negotiations.

"As we proceed with negotiations, we will be asking our members for further input and help in the negotiations," Moore said. "More member involvement is always a good thing for the Negotiating Committee. We do not bargain the national contract in a vacuum. We need to hear from the people most affected—our carhaul members."

Job security will be the number one goal of the Negotiating Committee, but wages, maintaining health benefits and protecting pension benefits are also top issues. The grievance procedure and safety and health issues will also be addressed.

For the latest contract updates, visit www.teamster.org/divisions/carhaul.

A NEW CONTRACT

The next few months will be very busy for the National Automobile Transporters Industry Negotiating Committee as it negotiates a new master contract.

Negotiations are scheduled to begin in June 2015. The National Master Automobile Transporters Agreement (NMATA) expires on August 31, 2015.



Once again, our members have already helped us prepare for negotiations by filling out and returning the bargaining surveys.

Your input is critical for the committee to develop and prioritize the issues that matter most to you, whether it is job security, fair wages, improved benefits, safety, etc.

The committee depends on your comments when it faces off with management. The committee needs to know where you, our members, stand on the important issues.

As we move forward, Assistant Carhaul Division Director Roy Gross and I pledge to keep you informed about negotiations. We will be updating the Teamster website, so check in at www.teamster.org/divisions/carhaul.

In addition, we will be calling for your support and assistance as negotiations move forward.

The key to winning a strong contract is for all of us to remain strong and united.

Thank you for your continued support as we negotiate a new master carhaul contract.



Selland Workers Vote to Become Teamsters

Employees Seek Improved Benefits

A group of about 240 drivers, owner-operators and shop employees at Selland Auto Transport voted this past winter to join the Teamsters Union.

The workers joined local unions in California, Washington, Oregon, Montana and Utah. Ballots were counted in mid-December at the National Labor Relations Board in Seattle after a vote-by-mail election.

"It feels great to be a Teamster," said Tim Vires, a driver in Portland, Ore. "Organizing with the Teamsters and negotiating a contract is the only way we can get the company to provide us with what is important and not be able to take it away later."

"The workers at Selland have made history," said Jim Hoffa, Teamsters General President. "This victory is historic because it is the first large carhaul organizing victory in decades. The Teamsters have been organizing in freight and now with this carhaul victory at Selland, we are growing our core industries."

"Organizing is always our priority and growing our carhaul membership in the West is especially important," said Kevin Moore, Director of the Teamsters Carhaul Division. "The drivers and mechanics at Selland know that the only way to be treated fairly is to negotiate a strong Teamster contract, and that is what we will achieve."

Despite the company's vicious anti-worker, anti-union campaign over the six months leading up to the election, the workers remained strong and united. The Selland workers are seeking fairness.

Currently, Selland workers are getting paid about 70 percent of what they should be receiving in terms of overall compensation—wages and health, welfare and retirement benefits—for carhaul professionals in the Western states. For example, some Selland workers pay more than \$600 per month in premiums for health insurance benefits that pale in comparison to coverage provided for comparable Teamster carhaulers with no out-of-pocket premium costs.

At press time, contract negotiations were going well. Both sides most recently met in May.

For updates, visit www.teamster.org/divisions/carhaul.



TEAMSTERS WIN JOBS BACK



Company's Liability to Workers Estimated to be at Least \$20 Million

After more than two years of Teamster-funded and initiated litigation as well as an unfair labor practice strike against Voith Industrial Services, more than 160 previously displaced Teamster members of Louisville, Ky.'s Local 89 won back their jobs with full back pay and benefits recently.

Teamsters General President Jim Hoffa acted early in January 2012 to request that then-UAW President Bob King assist in protecting Teamsters' jurisdiction to haul out-bound cars from Ford assembly plants. When the UAW leaders were unwilling to end what the NLRB judges declared to be a company "scheme" to violate employees' rights, General President Hoffa directed that the resources of the union be fully engaged to support the aggrieved Local 89 members.

"This is a huge victory for our members," said Kevin Moore, Director of the Teamsters Carhaul Division. "This victory was secured by the coordinated efforts of the International Union, the Carhaul Division, Local 89 and its members."

Moore expressed special appreciation to Teamster members Brenda Helm, Deborah Cheatham, Kelly Stein, Patty Murphy, Sandra Rhodes and Brenda Swift, not only for their skills as rail-loaders at the Ford LAP, but also for their courage to appear

as witnesses for workers' rights at the NLRB hearings in the face of tremendous company pressure.

Moore also recognized Gary Mufley, the NLRB Regional Director in Cincinnati, Ohio for acting forcefully to require the German-owned Voith Industrial Services to comply with U.S. labor law; Teamsters General Counsel Brad Raymond and Division Counsel Jim Wallington for carefully monitoring the local union's picketing activity to assure that economic action by members in Louisville was lawful and effective; Carhaul Division Assistant Director Roy Gross for providing negotiating assistance to Local 89 representatives to assure that the



**Weekly
News for
Working
Families**

For more information, to listen or subscribe, visit
www.teamster.org/podcast

terms of the national agreement and Central-Southern Supplement continued to protect the affected Teamsters members; and Local 89 President Fred Zuckerman for his strong support during this long battle.

The final NLRB compliance settlement with Voith will require back-pay and benefit compensation to nearly 250 Louisville-area workers. The NLRB remedy requires a retroactive application of the wages and benefits under the National Carhaul contract back to January 2012, including Central States Pension Fund contributions on all weeks worked since that date. Representatives involved in the resolution of the NLRB charges estimate the liability of Voith to these workers is at least \$20 million.

"This carhaul work had been under a Teamster contract at Louisville since the early 1950s," Gross explained. "The new employer for vehicle shuttling and rail loading at the Ford LAP is RCS Transportation. RCS is signatory to our national contract. The seniority of the returning workers and the terms of the local rider have been addressed by the National Joint Committees under the NMATA. The union representatives appointed by General President Hoffa on the TNATINC will assure our members receive the benefits of Teamster representation into the future and as long as Ford ships vehicles from Louisville."