



# FROM THE DRIVERS SEAT



Communications, Energy and Paperworkers Union of Canada—Local 605

## Local 605 Executive

- President – Paul Richard
- Vice President – Kevin McLeod
- Second Vice President – Barry Anderson
- Secretary/Treasurer – Paul Ricklefs
- Member At Large – VACANT

### Shop Stewards:

- Highway Open Dispatch - Darryl Hicks
- Vancouver - Dave Pavitt, Lyndon Hastick
- Kelowna - Boyd Goettling
- Edmonton - Weedon Rouse
- Calgary - John Hagel, Ken Liebelt
- Lloydminster - Kevin McLeod
- North Battleford - Gerald Gratton
- Prince Alberts - Darryl Hicks
- Saskatoon (City) - Blaine Stevens
- Saskatoon (Dock) - Doug Hingston
- Saskatoon (truck shop) - Al Dehod
- Saskatoon (trailer shop) - Jim Lang
- Regina—Arnie Chapman
- Winnipeg—Blaine Somers

*If anyone has suggestions for the next newsletter, please forward them to me via truck mail: Arnie Chapman Shop Steward Regina Terminal e-mail: [arniechapman@accesscomm.ca](mailto:arniechapman@accesscomm.ca)*

*I'd like to thank all those that contributed to this newsletter: Dave Pavitt, Boyd Goettling, John Hagel, Gerald Gratton, Darryl Hicks, Paul Richard, Barry Anderson, Wayne Kinzel, Blaine Somers and out National Rep – Gord Hunter.*

## Profiles

**Blaine Somers** – Blaine is a dockworker at the Winnipeg terminal and has been with the company since 1986. He has been the Shop Steward for approx. 7 years. Blaine is married (29 years), with 5 kids and 4 grandchildren. Congrats to Blaine for his new grandson – born Dec 8/02 Anthony Cameron. His interest are sports, spending time with his family and grandchildren, and watching movies.

**Paul Ricklefs** – Paul is a mechanic in the trailer shop in Saskatoon, and has been with the company since 1997. He was elected to Shop Steward for the trailer shop in 2000. In the fall of 2002, Paul took on the position of Secretary/Treasurer. Paul is looking forward to his term as Sec/Treas., and working with the members to help make a stronger Union. His interests are motorcycles, traveling, curling and spending time with his wife and dogs.

**John Hagel** – John is a branch driver at the Calgary terminal. John started with the company in 1983 as an open dispatch driver in Saskatoon. John transferred to Calgary in 1985, and has been doing switches since that time. He has been the Shop Steward, with a couple of breaks, for about 13 years. His interest are playing sports and fishing (when time allows), and working in his garage.

January 22nd 2003

## Bargaining Report

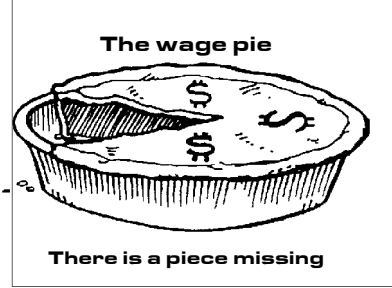
- Your Bargaining Committee**
- National Rep Gord Hunter President
  - Paul Richard Vice-President
  - Kevin McLeod
  - Blaine Stevens Saskatoon
  - John Hagel (Representing Alberta and B.C.)
  - Arnie Chapman (Representing Saskatchewan and Manitoba)

- National Reps assigned to the Local**
- Gord Hunter Regina
  - Gib Todd Calgary
  - Don Boucher Edmonton
  - Joy Langan Vancouver
  - Paul McKie Winnipeg

You may have noticed that the company's latest newsletter makes reference to the fact that we are at the bargaining table. Of course, most, if not all of you already know that.

What may be new to you is that the company claims to have offered your Negotiating Committee their "best offer". Perhaps they have. In any event the company has not made an offer that your committee feels is good enough to bring back for your approval. In fact, it is our view that if we, as your committee, brought the latest offer back we would not receive a particularly warm reception from you, the members.

We believe convince to work finding a all our strongly our posi-gaining is able. We



that we can the company with us in way to meet needs. We believe that tion in bar-very reason-are working

to find a way to pay a reasonable rate to highway drivers while at the same time we are trying to find a way to make sure that our members working at the terminals and city and branch drivers can at the very least keep up with the rate of inflation.

We are scheduled to meet again January 30th and 31st. If we are making progress we have told the company we are prepared to work right through the weekend.

If not I guess we will be heading to conciliation.

All the members of the Negotiating Committee feel that this time the mood and the dialogue at the bargaining table has been very much better than in the past. We hope the results will be too.

### Grievance Report

There are only three active grievances at the time of writing this report.

#15-008 Vancouver

A dock worker damaged a roll-up door with a forklift. A grievance was filed in relation to this incident under Article 5.01 of the Collective Agreement. This grievance is at Step 1

North Battleford

A city driver damaged the drive shaft on a truck while pulling a load from a customer's yard. The driver that he is not to blame for the damage done. A grievance was filed under Article 19 of the Collective Agreement. This grievance is at Step 1.

#01-075 Saskatoon

The company contracted out some of the peddle runs traditionally done by KTD drivers to Quill Transport. A grievance was filed under Articles 1, 2, 7 and 8 and the Memorandum of Settlement contained in the Collective Agreement. We were unable to settle this grievance at Step 4 and are proceeding to arbitration.

The union has chosen Cal Erikson as our nominee on the Arbitration Board. No date has yet been set to hear this matter – **Paul Richard**

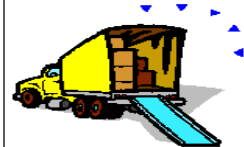


*Old man winter has hit us again! Remember to take extra clothing and a winter survival kit in both the truck and in your personal vehicle on your next trip. None of us ever plans to break down.*

*We encourage all members with internet access, to check out our web site at [www.cep605.com](http://www.cep605.com). Our site is still fairly new, and we are looking for ways to expand. If you have any suggestions on how we can improve our site, send your comments to [websitemanager@cep605.com](mailto:websitemanager@cep605.com) or fax (306) 978-2293.*



*Did you know that you get paid for loading and unloading at a terminal?*



*Did you know that as of December 1st 2002 Local 605 had 507 members in good standing*

### If all this is true, why don't we get more respect

In 2002 the Canadian trucking industry generated almost \$40 billion per year in revenues. There are 400,000 workers and fleet of over 700,000 vehicles in the Canadian industry. .

Most analysts feel that the reliance on trucks in Canada will continue to grow in the future. Transport Canada research suggests that for-hire truck traffic is expected to increase by twice the rate of the rail and marine systems this decade. The overall market share of trucking could rise by 12 percent over the same period, while the shares of the rail and marine modes will decline

Trucks move 90 percent of all consumer products and food-stuffs within Canada. Without trucking, the wheels of commerce would stop rolling and Canadians would be unable to enjoy many of their favorite consumer products.

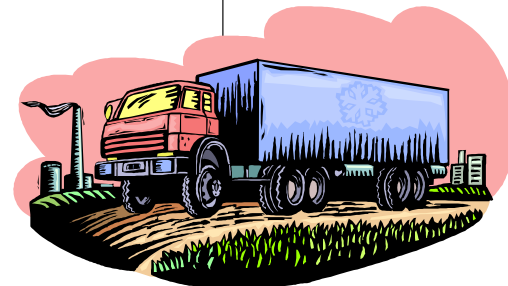
The average Canadian doesn't think much about how that new book or appliance they ordered got to their door. How groceries get to the supermarket or gasoline to the local gas station. Whether it's deliveries like these, or moving just-in-time parts and supplies to assembly lines and factories across the country, trucks keep Canada moving. Easy access to goods and products is one of the most important factors contributing to Canada's enviable quality of life. It is also one of the things in our society taken most for granted.

Getting goods to market efficiently, safely and reliably is essential to every community. Because only trucks can provide the timely, efficient and safe door-to-door service required by today's businesses and consumers, they are the preferred mode of industrial transport.

As the old saying goes, "If you got it, a truck brought it".

When we say "Canada moves by truck," it's not just a figure of speech. It's a fact.

Trade is Canada's engine of economic growth. With a relatively small population spread thinly over a vast distance, we must trade. It's what allows us to maintain our high standard of living.



Canada's trade with the United States represents 80 percent of our total international trade. With most

major centers in the US industrial heartland often less than one day's truck drive away, it is not surprising that trucks haul the vast majority of Canada's exports and imports.

Calculated by dollar value more than 70 percent of Canada's trade with the United States is shipped by truck. Each year trucks cross the Canada-US border over 13 million times - that's about one truck every 2.5 seconds, 24 hours a day, 7 days a week, 365 days a year.

## OH&S Corner

There are just a couple of issues we want to bring to drivers' attention in this edition of the newsletter. There are issues in two locations.

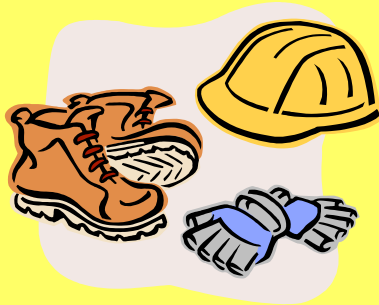
### Saskatoon:

When leaving the yard (dock) you must use the rear gates. You can turn left and go straight to Circle Drive, or turn right and go over 2 blocks (48<sup>th</sup> Street) and then come back to Faithfull Ave.

### Prince Albert:

When going into the yard in P.A. with overlengths, go past the Nipawin turn off, go under the underpass then take the first right. Then, turn right again, drive past Coca Cola, and to our yard. This is to eliminate the risk of the trailers hitting each other while entering the yard.

### Wayne Kinzel



## Upcoming Events

**Regina** The terminal is having an After Christmas Supper on Jan 25/03 4:30PM at Ming's Café 1810 Smith Street. The company is hosting a night of billiards and munchies to follow supper.

**Saskatoon** — The terminal is having a curling night on Jan 18/03 6PM Hub City Curling Club Ave D and 21<sup>st</sup> Street.

## Arbitration Report

At the Saskatoon terminal, the company has for several years contracted out some city work to leased operators. In 1998 these leased operators began to regularly perform work normally done by bargaining unit members on the loading dock in that they began to operate fork lifts and pallet jacks and to load and unload their own trucks.

The union tried to resolve this matter through discussion, negotiation and finally through the grievance procedure.

It should be noted that there is very little, if anything in the Collective Agreement by way of jurisdiction language.

The parties decided to proceed to arbitration and agreed on Bob Mitchell as the chair.

The union asked in arbitration for the board to do one of two things.

Either find that the leased operators are actually employees of Kindersley Transport and as such oblige them to pay dues, or declare that this loading and unloading was bargaining unit work and return the work to CEP dockworkers.

The parties waited over a year for the decision. When it came it turned out to be a classic case of "win the battle lose the war."

The arbitrator ruled that since there was no evidence that there was any contractual relationship between the company and the leased operators as it pertained to the loading and unloading, they were in fact doing bargaining unit work and, he ordered that they cease and desist.

However, he also said that the company has the right to contract out.

The result is that the company has advised the union that the contract with the leased operators has been amended to include loading and unloading on the Saskatoon dock.—Gord Hunter



*We now have on hand, CEP Local 605 hats. New design....black with a green trim. They look great. If you are interested in a hat, see Barry Anderson in Saskatoon or your Shop Steward. Other CEP apparel is available for order.*



## Steward Convention

We had the Steward Convention a little earlier than normal this past fall. We met in Saskatoon on the weekend of October 25, 26th and 27th. This was to coincide with the early negotiating dates offered by the company which began that Monday.

The majority of the convention was spent talking about the upcoming negotiations and the proposals submitted by the members. Thanks to all members who submitted proposals... after all, this is our future! We also dealt with such issues as: OH&S, grievances, amendments to the constitution, etc.

At the meeting we bid a farewell to Mel Letkeman and Jerry Woods, and a welcome to Don Boucher and Gord Hunter. Mel was a city worker, in Saskatoon, for almost 22 years. He was a Shop Steward and then took on the position of Secretary/Treasurer. Mel has accepted a position as Youth Minister at his church – I know all of us offer Mel our best wishes.

Jerry Woods late in the year announced his retirement effective December 31st. – Jerry was the National Rep for the Winnipeg branch.

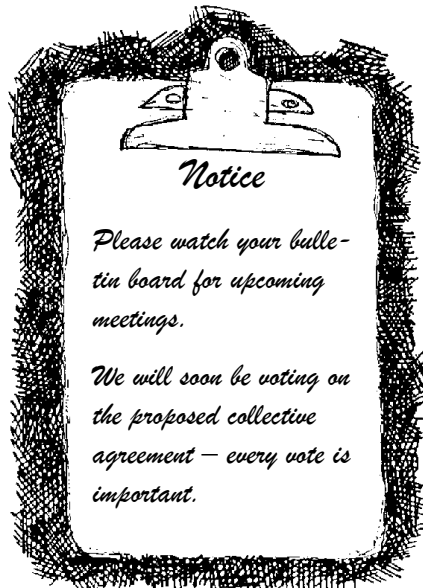
Don Boucher recently came to the CEP Edmonton Office, after spending many years as President of Local 855 in Hinton Alberta. He was also a Rank and File Member of the CEP National Executive.



He will replace Keith Klienwalker who's untimely death in the spring was a shock to us all.

Gord Hunter coordinates servicing to this local and has been working with the Local for some time, He took over from Gord Steinger when Gord retired last year. Gord Hunter chaired part of the meeting where we all review the proposals and he did fairly well considering this was the first Local 605 convention he has participated in.

The convention wound up around noon on Sunday...the negotiating committee met until that evening – going over the proposals submitted, and coming up with a proposal to present to the company the next day.—**Arnie Chapman**



## At Your Terminal

### Prince Albert—Darryl Hicks

There isn't much new at the Prince Albert terminal. We didn't have a Christmas party this year.

We are a man down as one of the guys got a better paying job at the Weyerhaeuser saw mill. We don't know yet if he is going to be replaced. The drivers are sitting around too much this time of year and not getting enough miles. I was a part of the union delegation that talked to the politicians about hours of work. I have yet to see any good come out of Ottawa on that issue.

### Kelowna—Boyd Goettling

I'd like to welcome Don Leckie back to work after a lengthy leave of absence. We all appreciate having him back.

We had a really good Christmas party which was attended by 7 drivers and the 2 office staff and their partners. Angie Huber did a great job organizing the event.

### Calgary—John Hagel

All of us in Calgary would like to extend best wishes for a speedy recovery to Bill Marr, a City Driver, who is recovering at home. Also to Paul Cochrane, a Switch Driver. We all hope your radiation treatments go well. We hope we'll see both of you back at work soon. In last fall's elections we got a new shop steward, Ken Liebelt, and a new OH&S member Jean-Guy Trembley. Jean-Guy joined the existing OH&S committee members Sharon Maddix and Wes Allen. We thank them for their continued commitment.

### Saskatoon—Barry Anderson

We had our annual Children's party the afternoon of December 21st at the Lakewood Civic centre. Everyone went swimming from 2:00 to 4:00 and after that Santa paid a visit and gave out presents to all the kids. About 45 kids

attended along with their parents and some grand parents.

That evening 191 people came out to our Christmas party. It was a great event with supper and a band from Moose Jaw called Trick Pony.

One city driver was laid off but he managed to bump into a shunt driver job.

### North Battleford—Gerald Gratton

We held our small Christmas party at the Tropical Inn but unfortunately spirits were a little down as in mid December two of our members got layoff notice. I was fortunately able to bump to Meadow Lake but others were not as fortunate.

### Vancouver—Dave Pavitt

Instead of having a formal Christmas party we had a luncheon at the terminal on December 23rd.

We have had 3 full time and 2 part time dockworkers laid off.

Not much else is new

### Winnipeg—Blaine Somers

The Christmas party for the Winnipeg terminal was held on December 7,2002 at the Legion on Logan. There was a good turnout for this event. Everyone had a good time. The food, as always, was delicious. The music was good too. We had a special guest in attendance that night in the person of Doug Siemens.

### Regina—Arnie Chapman

The Regina terminal didn't have a Christmas Party this year. At the last general meeting, we discussed the growing funds in our bank account, and decided to buy all Regina members a Union T-Shirt. I'd like to thank Don Hassman for taking the time to build and supply a locked suggestion box which is mounted in the lunchroom. We had one city driver laid off – he was able to continue working on the dock.