

Take DeJoy out of the post office



Jonathan Smith

A PWU members, we are approaching a war that we cannot afford to lose. Our very existence is at stake. The task is daunting but not impossible.

We have a Postmaster

General, Louis DeJoy, who is against the survival of a public postal service. PMG DeJoy, was a major contributor to former President Trump, who called the Postal Service “a joke.” He is a multi-millionaire who cares nothing about working people. DeJoy is pro-privatization and owned stock in UPS and FedEx. His 10-year-plan is a disaster that is moving forward. DeJoy did not share the plan with the unions before implementing it. This is no surprise. When DeJoy owned XPO Logistics, he never allowed a union and fired anyone who suggested one.

On October 1, 2021, DeJoy’s initiatives began. New slower delivery standards will make mail delivery even later than it is now. The impact will be catastrophic. The public will lose confidence in the Postal Service and go to our competitors, because the guidelines to process and deliver America’s mail in a prompt and efficient manner are gone. For postal workers, the lower delivery standards will drastically limit OT, if not eliminate OT, since there won’t be an obligation to move mail timely. The conversion of PSEs will be brought to a halt since the union’s work hour

argument will no longer exist.

Postmaster DeJoy has decided to put all mail on trucks, eliminating the use of air transportation. While you would think this would be great for our drivers, they won’t be doing the lion’s share of this work. The USPS has already contracted this out to XPO Logistics (DeJoy’s former trucking company) at a whopping \$120 million. The PMG has also begun to outsource the Surface Transfer Centers’ (STC) work to private entities without any postal workers except managers. Also, 18 processing plants will be closed or consolidated with absolutely no evidence that this will improve service. This will force employees to be excessed as far as 50 miles from their homes.

Recently Postmaster DeJoy came to visit some of the facilities that NY Metro represents -- DVD, NDC and Morgan P&DC. Management never informed the union he was coming and went out of their way to violate the contract in preparation for his visit. They had clerks sweeping floors. They hid mail in trailers. They even told window clerks that they could not wear scarves on their heads even if it was a representation of their religion. The Postmaster being impressed was more important than respect for God. Under his restructuring, DeJoy had so little concern for this management team that he made them reapply for their own jobs. Yet they have so little self-respect or concern for the mail that they staged a show to pretend his cuts are working.

There is an old saying that your actions speak so loudly I can’t hear

a word that you say. PMG DeJoy’s every action has been to destroy the post office and the American people’s support of the post office. He has damaged morale amongst postal employees and management alike. He claims to respect the work we do. But as PMG, he fought to raise the price of stamps. Why hasn’t he lobbied Congress for hazard pay for postal workers? What are his plans to assist us with leave for COVID when EFEL expires? Why is he contracting out our work?

If it looks like a duck, walks like a duck, and sounds like a duck. Then dammit it’s a duck! PMG DeJoy looks like con artist, walks like a con artist, and sounds like a con artist. Yup, he’s a con artist. Thanks for taking the DeJoy out of the Postal Service. ☑️

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Destroying the Postal Service

Chuck Zlatkin, Legislative and Political Director

People who depend upon the public Postal Service and those who work for the Postal Service have been let down again by those who supposedly are working in our best interests. On October 1, 2021, the First-Class mail standard changes went into effect, and this will only hurt the future of the Postal Service. Slowing down the mail is not good business and is not good service. Congress did nothing. The Postal Board of Governors, who have direct responsibility for the Postal Service, signed off on the DeJoy-Bloom plan, giving it the go-ahead to slow the mail once again, ignoring the pleas of new members Ron Stroman and Anton Hajjar. Postmaster General Louis DeJoy and Chair of the Postal Board of Governors Ron A. Bloom have gotten their way. (At least so far.)

Postal Service reform legislation

What was hoped to be landmark legislation to bring financial stability to the Postal Service by ending the pre-funding mandate has been delayed in Congress. The Ways and Means Committee in the House must make conforming changes to the bill so that it can better comply with current Medicare laws. The legislation has been marked up by the Oversight and Reform Committee but in addition to Ways & Means the Energy and Commerce Committees must also weigh in because they have jurisdiction over certain provisions in the bill. It appears that Ways and Means won't be finished with their changes until after the

Infrastructure Package is complete. Hopefully, we will see the postal reform language for review soon.

Infrastructure and budget reconciliation

On September 2, the House Oversight Committee marked up and approved section of the Build Back Better Act, the infrastructure bill including a massive increase in funding for electric vehicles. The approved \$12 billion includes over \$7 billion for electric vehicles for the Postal Service up from the original \$2 billion that was earmarked for the Postal Service. This followed the dropping of a lawsuit by the Workhorse Group against the Postal Service before the U.S. Court of Federal Claims.

Members of Congress annoyed by postal delays

In both the Senate and the House there are growing numbers of elected officials who are going public with their unhappiness with mail service and those responsible. The statements of Congressman Bill Pascrell (D-NJ) and Gerry Connolly (D-VA) are worth repeating. Pascrell has called for the members of the Postal Board of Governors who support Postmaster General DeJoy to be fired! Connolly has stated that "DeJoy and Bloom are bandits, and their conflicts of interest do nothing but harm the Postal Service and the American people." Congresswoman



Eleanor Holmes Norton, who represents eight wards in Washington DC, wrote to the DC Postmaster asking for an explanation why there is still late delivery and sometimes no delivery at all to her constituents. DC Postmaster Harper responded to the Congresswoman by claiming that increased absences among employees due to COVID-19 was the primary cause of the problem. Earlier, Senator Chris Coons (D-DE) and Senator Tom Carper (D-DE) had called on Postmaster General DeJoy to restore on-time delivery and stop harmful changes to USPS operations claiming that their constituents "deserved protected and timely mail service, and transparency about why they are still facing delays despite the tireless efforts of our postal workers."

Postal rate increases

The US Postal Service announced September 15, 2021, that it will raise rates for Market Dominant services, including the cost of stamps, and First-Class Mail, twice a year in both January and July. In an apparent attempt to take the some of the damage of out the announcement, the Postal Service stated that it will not raise prices on Market Dominant products until July 2022.

The Postal Service has submitted the required official statement reflecting the above schedule with the Postal Regulatory Commission. The statement gives estimated filing and implementation dates for future adjustments of each mail class over the next three years. ☐

Postal workers want to know: who the hell is Ron A. Bloom? And, why is my future in his hands?

Chuck Zlatkin, Legislative and Political Director

Ron A. Bloom is currently the Chair of the Postal Board of Governors (BOG). Bloom is in his holdover year as a BOG member. Despite this fact, he was elected to the position as Chair by the Republican majority of the BOG. Yes, Bloom is a Democrat who was appointed to the BOG by then President Trump. When Louis DeJoy was voted in as Postmaster General, there were only four members of the BOG—all appointed by Trump. Three Republicans and one Democrat, Bloom, voted for DeJoy. While this is important to postal workers and to the people who depend upon a public Postal Service, this is only a small part of what Ron A. Bloom has accomplished. To give you a notion about the importance of Mr. Bloom, be aware, that in 2010, *Time* magazine named him “one of the 100 most influential people in the world!”

It seems that Ron A. Bloom is still an important person. According to his USPS bio: “Since 2016, Bloom has been a Vice Chairman and Managing Partner at Brookfield Asset Management, with a focus on helping the firm invest and manage its \$50 billion Private Equity Group. As part of his work at Brookfield, he serves on the Board of Directors of Westinghouse Electric Company and Clarios.”

Most importantly to current postal workers is the fact that while

Bloom was working as Vice Chairman, U.S. Investment and Managing Director at Lazard, in October, 2011, both he and Lazard were hired by the National Association of Letter Carriers (NALC). “The NALC announced that it hired Bloom and Lazard, the financial advisory and asset management firm, to develop a strategy to revitalize the deficit-laden postal service.” The NALC wanted Bloom to expand and explore possible solutions needed to address the service’s immediate financial crisis as well as a range of long-term business strategies.” NALC President Fredric Rolando said that Bloom and Lazard “. . . have experience in analyzing large complex institutions and crafting creative solutions.”

One of the first things that Lazard did for the NALC was to produce a white paper detailing strategies on how the Postal Service could change its business model and grow parcel services, add to its business by delivering packages that would be ordered online, and make it of primary importance that any restructuring of the Postal Service must include the exploitation of its last-mile delivery capability. At a quick glance, Lazard’s white paper reads similarly to the “Delivering for America”, ten-year plan created under the DeJoy regime. One can see why Bloom couldn’t resist saying that his “fingerprints were all over the ten-year plan.” The ten years may refer to the

time that Bloom and the NALC had to wait to implement their plan.

NALC President Rolando has been lobbying hard with the White House to get Ron Bloom appointed to a second seven-year term on the Postal Board of Governors, and strongly defends him from any Congressional criticism. Bloom is their guy.

The ten-year plan revels in the accomplishments and importance of letter carriers and focuses on the problematic areas as being where mail is sorted and transported. If it takes de facto privatization of the non-carrier crafts to solve those “problems,” so be it. The question remains: why doesn’t the leadership of the clerk, motor vehicle driver, mail handler and maintenance unions see that in the ten-year plan the employees that they represent are replaceable? This is all about the letter carriers and is being brought home, by their guy, Ron A. Bloom.

In his early labor experience, Ron A. Bloom believed that labor unions suffered because they didn’t have business backgrounds. He enrolled in Harvard Business School and received an MBA. And, the millions he has earned and the billions that he now controls were not the goals, just the byproducts of that education.

If Ron A. Bloom can convince you of that, he can convince you that the U.S. mail is not for sale. ☐

STC privatization: On the road to weakening the USPS

If you were trying to destroy the United States Postal Service, what would you do? You would cripple the mail flow just in time for the peak season, which runs from October through December.

This is exactly what Postmaster General DeJoy is doing.

As of October 1, 2021, the USPS will stop using air transport. All postal parcels of any class will go by truck. Meanwhile, UPS and FedEx continue their next day air services and Amazon has just opened a \$1.5 billion dollar Air Hub.

At the same time, the USPS continues on its destructive path to contract out the work of the Surface Transport Centers (STCs), which are an important operation. Moving the STC from its home in the New Jersey Network Distribution Center is also set for October 1st although there has been no specific plan. A letter went out soliciting managers and supervisors to run the privatized STC. They would first “learn” the operation at the NDC and then move on to supervise non-postal workers at an STC to be created in Phillipsburg, NJ.

Postal management learned what it means to have non-union, non-postal workers work a postal operation in the ‘90s when they opened the Emery Facility in New Jersey to handle First Class parcels. They found that the turnover and theft were uncontrollable. Why? Because postal workers with job security and stakes in the public Postal Service care about the mail. Poorly paid, insecure employees, hired without a contract and benefits, have no attachment to the job. They do not

provide the level of service the American people need and deserve.

We in New Jersey can look at the experience of our sisters and brothers in the Washington STC which has already been outsourced. As they plan to do in NJ, postal management staffed the private Washington plant with managers from the USPS to handle day to day operations.

Dena Briscoe, President of the Nation’s Capitol Southern Maryland Area Local (NCSMAL/APWU) told *The Union Mail* what has been happening there. She wrote: “In the Washington STC there were first about 13 Dock Clerk jobs that were abolished and sectional excessing occurred. After the roll out of the operation failed, delayed mail even more, management asked the unions if they could have the Dock Clerks and Mailhandlers to assist at the new site, and both unions told them to either bring the mail back or staff the building with postal workers. The work was temporarily brought back to the BMC and all but about 4 of the Dock Clerk job abolishments were rescinded.

“At this time the new location still does not have a handle on performing at the level that the postal employees did when the operation was worked by us and some of the work continues and may permanently be handled by postal employees. The space that the original STC utilized is to be replaced with more packaging sorting machinery, beginning October or November of this year.”

Clearly, management should have

learned a lesson before it disrupts the enormous STC operation at the New Jersey facility. The NJI&NDC is a huge operation and the 50 docks used for the STC can have other functions. Grievances have been filed at the national level about contracting out our work, and the local issues are being added as evidence. But while this plays out, long term damage to the public satisfaction with the Postal Service is at risk.

Dena calls out the corruption underlying this privatization. She writes: “The most mortifying thing about this is that the work is being outsourced to XPO which is a company that our current Postmaster General Louis DeJoy was the CEO of.” We in NJ had a taste of this during the 2020 Christmas season when XPO ran extra trips “under the radar.”

While privatizing postal work enriches millionaires and billionaires like Louis DeJoy, it further delays the mail. The American people are the losers from the deteriorating service. NY Metro Area Postal Union is calling to Dump Postmaster General DeJoy and his cheerleader, Chairman of the Board of Governors, Ron A. Bloom. ☒

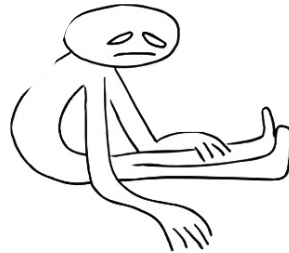


Fatigue is a safety & health hazard!

For those workers being mandated for long overtime hours, be aware that fatigue can be a safety hazard. Our contract has a limit on hours that can be cited.

The National Safety Council has published warnings about work-related fatigue based on studies of industrial accidents. They report, “An increase in normal hours worked increases injury risk, regardless of the number of normal hours of sleep.”

In postal plants, there are constant risks of working with machinery, in-house vehicles, and mail moving equipment. These risks are increased by fatigue. Coordination and judgment get impaired.



Accidents rise.

Another danger is the proven fact that tired workers are more susceptible to contagious disease. At a time when COVID 19 is a major concern, it is worse than foolish for postal management to mandate long hours of overtime.

“Fatigue” is a legitimate reason for being unable to work beyond your tour and rest days. Trust your body, not your boss. ☒

We remember Eddie Domingo

By Flo Summergrad

October 7, 1994 -- Our union brother and friend, MPE Eddie Domingo, was crushed to death at the NJ Bulk Mail Center. An OSHA investigation cited the Postal Service for failing to have a machine guard to protect the “nip point,” which is where a person can be pulled into machinery.

When a worker is killed on the job, OSHA conducts a mandatory investigation, accompanied by representatives from the unions and management. In the case of MPE Domingo, the cause of the accident was a mystery, because his body was found in a different place than where the accident occurred. OSHA did a careful forensic investigation, as well as interviews with mechanics and review of all safety records.

Even so, false rumors were spread to cover up the actual cause of Eddie’s death. These ranged from “He was sleeping under the machine;” to “He was high on

drugs.” This campaign was so successful that to this day, people still hear those lies as the cause of the fatal accident.

The facts must be remembered, not just to clear the name of a conscientious postal mechanic, but to teach workers the importance of reporting and correcting safety hazards.

FACTS: MPE Domingo responded to a call of a stuck sack under the machine. Machinery was being turned off for lunch.

He climbed down a ladder under the SSM. Investigation revealed that loose belting had been thrown on the platform to keep dust from going to the work floor. It was pitch dark. At the base of the ladder was debris, plastic loops and tripping hazards. As Eddie stepped off the ladder and turned, he tripped. These hazards caused him to fall forward. There was no guard to protect the small space where the empty sack buckets

go back into the track. The SSM had already been turned off, but the machine torque kept it moving. Without a machine guard, Eddie was pulled between the bucket and the rail of the machine. In a split second, he was crushed to death.

At the OSHA closing conference, the Director noted that “machinery is unforgiving.” This is why any “in-running nip point” where clothing or a body part can be pulled in **MUST** have a guard.

Eddie’s 20-year-old son asked, “Do they mean that a \$50 piece of metal would have saved my Dad’s life?” Yes. Eddie would have lived to go home.

Postal workers die each year in industrial accidents. Don’t let it be you! Observe. Question. Demand training for any job you’re assigned. File Form 1767 to get hazards fixed. Call your steward. We don’t come to work to die.. **Stand up for a safe workplace!** ☒

NJ plants flooded in Ida's wake

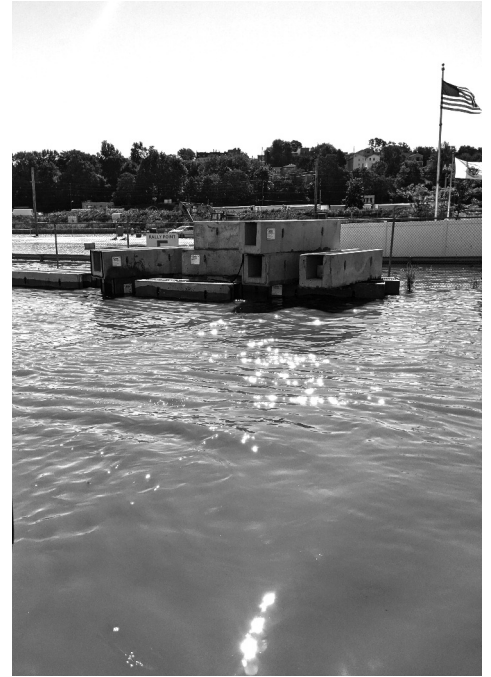
The old saying, “See you tomorrow, God willing and the creek don’t rise,” is not a joke any more at the NJ postal plants. The intense downpour from the tail end of Tropical Storm Ida, which hit the night of September 1 into September 2, 2021, flooded the NDC Employee Parking Lot and made both entrances impassable. The workers who reported for Tour 3 could not get out. Those attempting to come to

work could not get in. At DVD, the only entrance to the lot was quickly blocked by the rising water. Tour 3 employees, including Union Director Howie Satterfield and Assistant Director Shawntai Downs, were trapped—some for over 24 hours.

Clearly, management should have evacuated these low-lying facilities before the rain increased. They are built on reclaimed swamp land, susceptible to flooding. Worse yet,

the emergency message said the plants were open so people tried to report, some having to pay for Ubers roundtrip. NYMAPU President Jonathan Smith was notified and called the Plant Manager to change the message.

There was some administrative leave paid out; more is pending and may require a grievance. Those affected have to get statements to their stewards. ☒



NDC photos by Jeff Lizardi. DVD photo bottom right Howie Satterfield .

New York Metro Area Postal Union 2021 Shop Steward Election Rules

In accordance with Article 11, section 5 of the New York Metro Area Postal Union Constitution the Election committee adopted the following rules for the 2021 Shop Stewards Elections:

1. A copy of these Shop Stewards Election Rules shall be posted on all Union bulletin boards no later than October 4, 2021, and published in the October issue of the Union Mail.
2. The candidate for a Shop Steward position must be a member in good standing continuously for one (1) year prior to the Shop Steward Elections.
3. To be eligible to vote in the election, you must be a member in good standing on the date of the election.
4. By certified mail , return receipt requested, the candidate shall state his or her desire to run for Shop Steward within her/his designated Pay Location/Section/Station name to William Bachmann, Chairperson of the NYMA-PU Election Committee, c/o NY Metro Area Postal Union, **postmarked no later than October 26,2021, and received at the Union office, located at 350 West 31st Street , 3rd floor, New York, NY 10001, no later than November 02, 2021.**
5. **All incumbents must also submit a certified letter expressing their intent to continue as the Shop Steward for their Pay Location/Section/ Station.**
6. The candidates' letter **must** include the following
 - a. Full name
 - b. Proper address or P.O. Box
 - c. EIN number (all 8 digits)
 - d. Pay Location/Section/Station Name
 - e. Telephone number
 - f. Candidate's signature
 - g. Email address
7. The Candidate **must** hold a bid assignment in the Pay Location/Section or Designated Section(s). PSE candidates may run by tour and craft.
8. Any employee who holds a voluntary managerial, supervisor or EAS position for a two-week period and /or the equivalent of a two-week period in the year prior to the election, shall be ineligible to run for the position of Shop Steward.
9. Members can only vote for a candidate in their respective Pay Location/Section or Designated Section(s).
10. The New York Metro Area Postal Union Election Committee or its designee shall conduct and oversee the elections. Elections will be conducted on each tour with a maximum of four (4) hours voting per tour.
11. Each candidate may select an observer who shall be off the clock while elections are in progress. The candidate shall inform the Election Committee in writing as to their choice of observer at:

William Bachmann
NYMAPU Election Committee Chairperson
C/O NY Metro Area Postal Union
350 West 31st Street, 3rd floor
New York, NY 10001
12. **The election process shall commence at 8:00 am on November 09, 2021 and end at 5:00 pm November 23, 2021.**
 - a. **Shop Steward Elections shall close for Tour 1 at 8:00 am on November 23, 2021.**
 - b. **Shop Steward Elections shall close for Tours 2 at 5pm on November 23, 2021.**
 - c. **Shop Steward Election shall close for tour 3 at 8pm on November 23, 2021.**

13. The Election Committee shall count all eligible ballots immediately after the voting is closed. Any ballot on which a candidate's name is written, is marked or marred or where more than one candidate has been selected will be **voided** and set aside.

14. The Election Committee shall return to the Union office all election ballots, tally sheets and election paraphernalia at the conclusion of the Shop Steward Elections. The Election Committee shall verify all ballot counts at the New York Metro Area Postal Union offices. The results of the Shop Steward Elections shall be posted at each Pay Location/Station within one week of the close of the election period and published in the next available Union Mail. The Election Committee shall retain and preserve the election records for a period of one (1) year.

The above election rules have been approved by the Executive Board. Copies of the adopted rules shall be made available to any member who requests a copy.

The Election Committee may adopt additional rules or clarify the above rules when necessary.

Election Committee

William Bachmann, Chairperson
Sandra (Penny) Guzman
Roberto Rodriguez
Marialeone Vidal

NY Metro starts "Young Leaders of the Future Committee"

Hello. My name is Shawntai Downes, the Shop Steward and Assistant Director from Dominick V. Daniels (DVD) P&DC in Kearny. I'm writing this to make the young workers, especially the newly converted PSEs, aware of the Young Leaders of the Future Committee. This Committee was put together through the NY Metro/APWU to help strengthen our union.

The Committee will consist of young/old volunteers who would like to participate. The purpose is to share knowledge and information with our fellow co-workers. As we move towards the future, the Postal Service will have us thinking that we will be privatized. This is not a good thing when it comes to our jobs. So I would like to start recruiting fellow workers of all APWU crafts (and PSEs!) to be a part of keeping our jobs and to make sure we are able to retire as well as the generations to



come. This is going to be beneficial to all postal employees, young and old. The more info and ideas we share amongst us, the better off young workers will be during their tenure.

I would like to welcome any and all, old and young volunteers to participate with this Committee.

Seasoned workers have years of experience to share. Younger workers come with fresh ideas and 21st century skills. Putting this together in our union can energize us and get people involved.

There are many skills that we young people bring to the table that can enliven our union. We can com-

municate in faster ways than past generations and this is great for organizing rallies, finding out about an attack on a fellow worker, and acting together. Mounting campaigns around hash-tags, using social media, are ways to get the issues out. Music, memes, t-shirts, videos can be a fun way to organize our co-workers.

There are things we do every day, but we don't think to use them for saving our jobs and getting the public behind saving the public postal service. Any ideas you can contribute will be welcome.

We are just getting started, so you can help decide what the Young Leaders of the Future Committee will do. If you are interested or have questions, please get in touch.

There will be a Young Leaders of the Future Committee email address soon. Right now, you can call and leave a message for me at the NY Metro Union office **212-563-7553**. ☎

POSTAL PRIDE

NDC TTOs to the rescue

On September 2, NJI/NDC Tractor Trailer Operators worked hard to assist their co-workers trapped by the flood. After the water receded, these drivers picked people up at truck bays and ferried them out to the road where they could get rides or busses. Some helped free vehicles that were stuck so the road could be cleared.

TTO Chris Donahue has been working at the Bulk Mail Center (NJI&NDC) for 26 years. He is also a retired firefighter. During the flooding after Tropical Storm Ida, Chris helped with the rescue operation for the workers stuck inside and outside the flooded yard and lot.

When we expressed our thanks to Chris for his help during this crisis, he shrugged it off. “I don’t have a big S on my chest,” he said. “I just like to help people. When I was a fireman, our rule was: make sure everyone is safe. Then, fight the fire.”

At the NJI&NDC, Chris is always concerned about safety. He has worked with the facility HAZMAT team and as a volunteer First Responder. He always gives 100% for co-workers’ safety. His tireless efforts during the flood were just part of who he is. ☐



TTO Chris Donahue helps worker out as the water receded

Photo by Jeff Lizardi

Postal News Briefs

ROOF COLLAPSE AT GREATER NEWARK

Torrential rain from Ida collapsed the roof of the Greater Newark postal plant at about 8pm on September 1, 2021. 6.7 inches of rain had fallen in Kearny, and possibly a clogged drain caused the flat roof to collapse under the pressure of the water. This postal hub, down the highway from the DVD P&DC, was evacuated safely. Seven employees were injured and taken to the hospital by First Responders. Fortunately none of the injuries was critical. It was only due to fortunate timing that there were no fatalities.



The mail and workers have been sent to nearby facilities. Plans for repair and reopening are not yet final.

AMAZON STOPS PRE-EMPLOYMENT MARIJUANA SCREENING FOR DRIVERS

Delivery companies are having a problem hiring drivers who fail drug screenings for marijuana. In June, Amazon announced it would no longer include marijuana in its pre-employment testing and are encouraging its delivery partners to do the same. Amazon estimates that marijuana screening reduces applicants by up to 30%. Since the drug is now legalized in many states, the argument is that its use should not prohibit hiring. However, in any vehicle accident, if the worker was deemed “driving while impaired” by marijuana, there will be the same “zero tolerance” as for alcohol use.



LIZ SHULER NAMED PRESIDENT OF AFL-CIO

Liz Shuler was named President of the AFL-CIO by a special meeting of the federation’s executive council on August 26, 2021. Shuler is the first woman to serve in this post. Since 2009, she has been the second-in-command under President Richard Trumka, so she is ready to move forward with the AFL-CIO agenda.



Like our own P.O.W.E.R. sisters, Liz Schuler has fought for her role as a leader in a historically male arena. She says, “I spent my formative years basically in an all-male environment. It’s a school of hard knocks. You have to toughen up.”

In an interview, Schuler described this as a historic moment for women in the labor movement. “I am extremely humbled by it. . . [Women] are finally stepping into the leadership positions, and really bringing the voices and hopes and dreams of women in our movement into the decision-making tasks.” ☐

CALENDAR

Wednesday, October 20

5:30 pm

General Membership Meeting
via Zoom

Wednesday, November 17

5:30 pm

General Membership Meeting
via Zoom

ZOOM INSTRUCTIONS

Members Only!

- Download Zoom App
- Open link
- Enter Meeting ID #548-304-2304
- Mute audio
- Video must be on

APWU LOCAL 10 BLDG. CORP

Beginning Balance as of August 1, 2021	\$ 1,242,141.67
Total Revenue August 2021	\$ 138,299.75
Operating Expenses August 2021	\$ 125,012.82
Total Net Income August 2021	\$ 13,286.93
Ending Balance August 31, 2021	\$1,255,428.60

SISTERS! As an APWU member, you are a member of NY METRO P.O.W.E.R. (P.O.W.E.R. stands for Post Office Women for Equal Rights.)



Prior to the pandemic, all sisters were invited to P.O.W.E.R. meetings at the Union Office at 1:00 pm, the 4th Wednesday of every month. We are working on alternatives.

Diane Erlanger, Director of Organization and Chairperson of NY Metro P.O.W.E.R., told *The Union Mail*: "In light of the COVID 19 Pandemic, P.O.W.E.R. meetings are canceled until further notice. Stay tuned for more information."

NY Metro Area Postal Union SHOP STEWARD ELECTIONS ARE HERE! RUN! VOTE! STRONG STEWARDS MAKE A STRONG UNION!

Do you get angry? Frustrated? If you do, you are standing up to injustices every day. As a certified shop steward, you will have the authority to police and enforce our contract (the Collective Bargaining Agreement). You will learn the rules and laws that supervisors and managers try to ignore. You will have the power to enforce them.

No diploma or experience needed. Since you already work for the Postal Service, you know what goes on at the job. NY Metro is committed to giving you the training and help to be a good representative. Local and National APWU officers will give you the materials and skills you need.

Not all unions (even in the APWU) elect their stewards. NY Metro Area Postal Union has defended that right in our Local Constitution. All our members should have the right to run and to vote for their frontline representative against management. If you're interested, go for it!

Don't miss the chance to run and vote in the upcoming shop steward elections.

[See Election Rules on pages 8-9]

Follow Union FLASHES for ongoing information.



EDUCATED SHOP STEWARD!

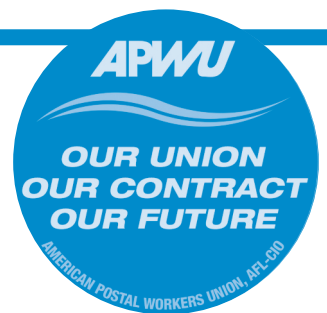


New York Metro Area Local, APWU
350 West 31st Street, 3rd Floor
New York, NY 10001


BUG

Periodicals class
POSTAGE PAID
at New York, NY

Contract Update: APWU extends bargaining



At 11:59pm on September 20, 2021, the final minute of the existing Collective Bargaining Agreement, negotiations between the APWU and the USPS had been unable to secure a new contract. There were two choices: 1. Enter mediation on the path to interest arbitration; or 2. “Stop the clock” and continue bargaining.

Based on progress so far, the negotiators unanimously chose to “stop the clock,” which means to extend the contract and stay at the tables. This includes negotiations on the economic package, as well as issues at the craft tables. The APWU will reevaluate progress on a regular basis. If talks stall, they will move to mediation and interest arbitration if necessary. 

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