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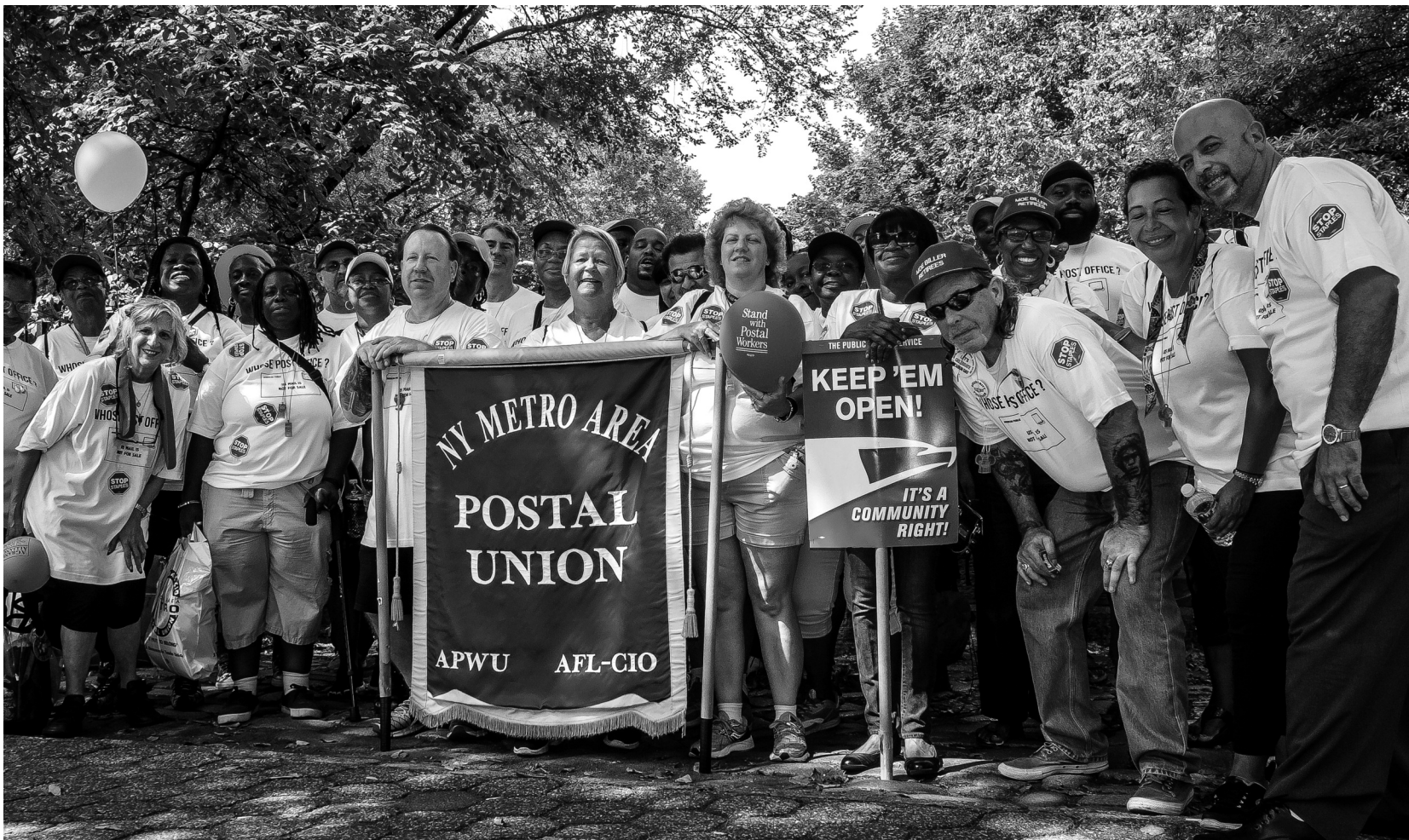
Union Mail

Vol. 59 No. 7 | October 2016

Published by the NY Metro Area Postal Union

"The Labor Movement was the principal force that transformed misery and despair into hope and progress."—Martin Luther King, Jr.

NYMAPU Joins Labor Day Parade—NYC 2016



VOTE! Election Day is November 8, 2016!



Story page 6-7

Make safety a priority!



Jonathan Smith

When you go to work, you expect to come home. You say goodbye to your children, your spouse, even your pets, taking it for granted that you will see them again. But DVD

clerk Nadia Assad never came home. On March 22, 2016, she was struck by a car in the badly lit postal parking lot, and died in the hospital a few hours later.

This fatal accident did not have to happen. If DVD management had responded to months of complaints about the unsafe change to 2-way traffic, the bad lighting, the lack of stop signs and speed bumps, our co-worker would be alive today.

This is not the first death of a NY Metro Postal Union worker. In my own building, the NDC, two men were killed in industrial accidents. The last was October 7, 1994, when MPE Eddie Domingo was crushed in a machine where he went to free a jammed sack. An OSHA investigation revealed unsafe conditions including darkness, tripping hazards, and lack of machine guarding.

Both tragedies could have been prevented. But Eddie's led to a spurt of improvements in facility safety. Nadia's death has shamefully been ignored by DVD management. Six months later there have been virtually no changes to the parking lot. This is typical of postal management at DVD. They have an attitude of depraved indifference toward work-

ers' safety and health in every aspect of the job. Depraved indifference is a crime!

You can't count on management to protect you. Stand up to protect yourself. File PS 1767 –Report of Hazard, Unsafe Condition or Practice. That includes the parking lot, broken equipment or any working condition that's dangerous. It can be a sentence or two. You fill out Section I—the Employee part—and give it to your supervisor. He or she has to act on it during that tour and give you back a copy.

Afraid? Get your co-workers to file also. DVD management should be flooded with 1767s. It's your right. Any reprisal against you is a violation of the contract and federal law. Don't file anonymously! Then they have an excuse not to follow up. If the hazard doesn't get fixed, get a steward.

Grievances filed under Article 14 can go directly to Step 2—so you can bypass the supervisor who is ignoring or creating the problem

For Maintenance, Line H cases (money in your pocket!) can be won through safety issues. For MVS drivers, the pre-trip safety inspection is a legal requirement. For Clerks, the recent DBCS staffing agreement is under Safety (Article 14). At DVD and Morgan, management has extended the length of the machines, making it even more unsafe to run back and forth working alone. The union can demand two or even three clerks to handle the work safely—IF your back your steward up with 1767s and written statements about the conditions. Worried about your throughput? Be proactive by writing

up the unsafe conditions.

APWU President Mark Dimondstein is ready to come here and protest with DVD workers about the parking lot. I've also been in touch with US Senator Corey Booker about the management culture of depraved indifference at DVD. If the people at DVD stand up and get involved by flooding management with 1767s and statements, we can take it to the next level. The union can organize a rally with the press, elected officials, and postal workers to protest management's disregard for our safety.

Forcing the issue of a safe parking lot would mean that Nadia Assad is not forgotten. What happened to her should NEVER have to happen to anyone else. We come to work; we don't come to die! ☒

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Cover photo by Troy Barrow

Safety is for all of us to report and enforce

By Tiffany Foster, Executive Vice-President



Tiffany Foster

Hamilton Grange Station is a breeding ground for mice, rats and bed bugs. The union notified management on July 5, 2016,

about the condition of the station and that it is unsafe and unhealthy for the employees to be working there. We've also called OSHA. Management assured the union that measures have been put in place to rectify the conditions. As I write this article, Kevin Walsh, Director of Organization for NY Metro, visited Hamilton Grange Station and saw packages where the rats had eaten into them. And management wants to talk about customer service and issue discipline for the Wait Time in line! He also saw a storage area for retail products where the floor is covered in rat feces and smells of urine. He did what we ask all employees to do everywhere: he filled out PS Form 1767 and notified the manager of the unsafe and unhealthy work conditions. We will be calling OSHA again about the continued unsafe and unhealthy work conditions there, filing a grievance and looking into other avenues to bring attention to this matter since management doesn't see this as a problem. But we need you to write, notify management, retain your copy and then alert your union.

Learn your Rights:

Article 14 says it is management's responsibility to provide safe working conditions; it is the union's responsibility to cooperate with and assist management in its efforts to fulfill this responsibility. How can your union assist and enforce that management provide you with a safe work environment when no one will fill out the PS form 1767s (Report of Hazard, Unsafe Condition or Practice).

Look around your work area and see if there are any PS Form 1767s readily available for your use. Article 14 says a supply of PS Form 1767s must be readily available in the workplace so employees can, if they so desire, obtain them while maintaining anonymity. These forms not being readily available is a form of intimidation. Most employees are scared to let management know that they want to report hazardous and/or unsafe conditions. Article 14 goes on further to say when an employee notifies their supervisor of an unsafe condition, the condition must be investigated immediately and, where necessary, corrective action will not may be taken.

The ELM (Employee and Labor Manual) Chapter 8 says employees have the right to:

- a. *Become actively involved in the Postal Service's safety and health program and be provided a safe and healthful work environment.*
- b. *Report unsafe and unhealthful working conditions using PS Form 1767,*

Report of Hazard, Unsafe Condition, or Practice.

c. *Report recognized safety hazards and unsafe working conditions Immediately.*

d. *Perform all duties in a safe manner*

812.51 Supervisors are responsible for:

- a. *Identifying and correcting physical hazards;*
- 862.1 *General Policy. . .to provide and maintain work environments that are conducive to and promote the good health and safety of all employees.*

824.61 Purpose of PS Form 1767
Report of Hazard, Unsafe Condition or Practice. PS Form 1767 is designed to encourage employee participation in the PostalService safety and health program and to provide prompt action when employees report a hazard.

824.631 Employee

- a. *File a report of the condition on PS Form 1767 with the immediate supervisor and request an inspection of the alleged condition.*
- b. *If the employee desires anonymity, file PS Form 1767 directly with the installation's safety personnel, who will immediately give the report to the employee's supervisor for necessary action. (In such cases, safety personnel must not disclose the name of the individual making the report.)*
- c. *Report alleged unsafe conditions to a steward, if one is available, who may then discuss the condition with the*

continued on page 9

LEGISLATIVE REPORT:

The 2016 Presidential Debates: chicken or lasagna?

By Nora Taggart, Legislative and Political Director

Imagine if the only choices you had for dinner for the next four years were chicken or lasagna? You couldn't choose to have pizza, Chinese or even a burger. A juicy steak? No. How about some shrimp scampi with lots of garlic? A fresh, healthy salad with seasonal ingredients? Nope. Sorry vegans! The Commission for Dinner Menus, an organization that determines what we all can eat for the next four years, decided to limit our dinner choices to two...and by the way, you can't choose both.

The Commission is headed by former executives of Perdue Chickens and Ronzolli Pasta.

Although there isn't really a commission limiting our dinner choices, there is one limiting who the voters see during the presidential debates.

An organization called the Commission on Presidential Debates (CPD) sponsors and produces debates for the United States presidential and vice presidential candidates. The organization, which is a nonprofit corporation, has run each of the presidential debates held since 1988. The Commission's debates are sponsored by private contributions from foundations and corporations.

The Commission is headed by Frank Fahrenkopf, a former head of the Republican National Committee, and former Bill Clinton press secretary Michael D. McCurry, a democrat. This commission is the mechanism by which the Democratic and

Republican parties came together to push aside the League of Women Voters, which had organized presidential debates before 1988. It was to make sure that the campaigns, not some independent entity, would decide on moderators, on formats—and to critically exclude other participants unless both sides agreed.

USA Today did a poll in late August that found that 76 percent of the public want third party candidates in the debates. But the heads of the commission rejected the effort. Paul Kirk, now co-chairman emeritus of the CPD, said: "It's a matter of entertainment vs. the serious question of who would you prefer to be president of the United States." Kirk is an ex-chair of the DNC and former US Senator.

Presidential debates are a good way to get voters to know more about the candidates. But as long as the Democratic and Republican parties continue to monopolize the democratic process through this bi-partisan commission, we're only going to hear from Hillary Clinton and Donald Trump, the most disliked presidential candidates in U.S. history.

The Supreme Court & the TPP

One of the favorite arguments both sides of the aisle are using to entice people to vote is that the next president will most likely choose up to four supreme court justices. However, if the Trans-Pacific Partnership (TPP) is passed it would give foreign investors the right to cir-

cumvent our courts, making them irrelevant. Foreign corporations would be empowered to drag the U.S. government in front of investor-state dispute settlement (ISDS) tribunals composed of three private arbitrators. Many ISDS arbitrators are lawyers who rotate between representing corporations and acting as the "judges."

There is a final last ditch effort by President Obama and the leader of the Senate trade committee, Senator Orrin Hatch (R-Utah), to ram the TPP corporate power grab through Congress during the lame duck session.

The Trans-Pacific Partnership (TPP) is a pro-corporate trade deal negotiated in secret by countries by hundreds of corporate lobbyists while Congress and the public has been shut out. The TPP will cost us good paying jobs, increase fracking and unsafe food imports, increase the cost of medicines and undermine democracy. ☐

Tell Congress to oppose the TPP! CALL the U.S. Capitol switchboard at (202) 225-3121 and ask the operator to connect you to your representative's office.



Why we must stand with Standing Rock

By Nora Taggart

“When the last tree has been cut down, the last fish caught, the last river poisoned, only then will we realize that one cannot eat money.”

—Native American Saying

The Standing Rock Sioux tribe and their allies have been occupying the construction site of the Dakota Access Pipeline (DAPL) near Cannon Ball, North Dakota since August. The Dakota Access Pipeline is a massive \$3.7 billion project that would transport 470,000 barrels of crude oil a day across four states from western North Dakota to southern Illinois. The project is financed by the Dallas-based Energy Transfer Partners, a company owned by billionaire Kelcy Warren.

Members of the tribe see the pipeline as both an environmental and cultural threat to their homeland. They say the pipeline threatens to contaminate the Missouri River, which provides water not only for thousands of residents on the reservation, but also for the 18 million people living downstream. The construction of the pipeline would destroy sacred lands where many of their ancestors are buried.

On September 3, 2016, upon discovering that bulldozers had destroyed burial sites, prayer sites and culturally significant artifacts, the Standing Rock Sioux became incensed. In response, private guards hired by the oil company sprayed mace directly in the faces of unarmed water protectors (the Sioux don't consider themselves “protest-



Protestors at rally against the Dakota Access Pipeline at the White House.

ers”). Then they released the dogs. Six people were bitten, including a pregnant woman and a young child who was bit in the face.

The attack recalls horrific images of the Civil Rights Movement, when police unleashed dogs on protesters in Birmingham and Selma, Alabama.

Journalist Amy Goodman, host of the news program Democracy Now! was issued a warrant for her arrest after video footage of the dog attacks went viral and was rebroadcast by CNN, NPR, CBS, and NBC, among others. As Center for Constitutional Rights legal director Baher Azmy said in response to the warrant, “This is clearly a violation of the First Amendment...an attempt to repress this important political movement by silencing media coverage.”

AFL-CIO on wrong side of history

AFL-CIO stirred widespread backlash, not only from environmentalist groups but from within its own ranks, when the organization endorsed the Dakota Access Pipeline. The support for the

pipeline is in blatant contradiction to the organization's own position that states that union members are at the forefront of protecting our environment.

Many AFL-CIO member unions, including the American Postal Workers Union (APWU), have expressed solidarity with Native Americans in their fight against the Dakota Access Pipeline. APWU national officers and staff participated in a rally in DC on Sept. 13. Labor Coalition for Community Action, the Coalition of Black Trade Unionists, and the Labor Council for Latin American Advancement were among those telling union members to stand together and oppose “corporate greed.”

“As organizations dedicated to elevating the struggles of our respective constituencies, we stand together to support our Native American kinfolk—one of the most marginalized and disenfranchised groups in our nation's history—in their fight to protect their communities from further displacement and exploitation,” the group wrote in a press release.

“Would you build a pipeline under Arlington National Cemetery? I don't think so. And so on that point, sacred is sacred. You just don't do this,” said Rose Ann DeMoro, executive director of the National Nurses Union.

Labor needs to forge a movement to save the planet and jobs at the same time. After all...there are no jobs on a dead planet. ☐

Photo Alejandro Dávila Fragoso/ThinkProgress

NYMAPU joins Labor Day Parade— New York City 2016

By Flo Summergrad

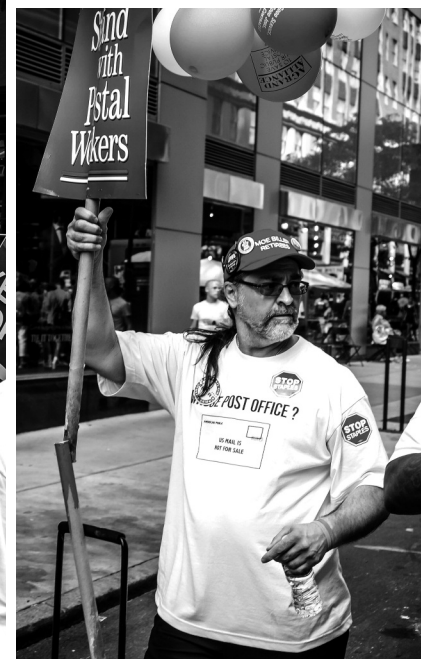
A spirited NY Metro Area Postal Union contingent joined our sister and brother unions in the Labor Day Parade up 5th Avenue. Despite the hot and humid weather, we kept our energy up by chanting and cheering: “The US Mail is Not for Sale!” and “Whose Post Office? The People’s Post Office!” The union behind us had us jumping and tooting our whistles to their live music. A fun moment was when our part of the parade was stopped for a few minutes in front of the Trump Tower. When the Temptations song, “My Girl,” played the lyrics, “What can make me feel this way?” we answered in rhythm with: “NOT Trump! NOT Trump!”

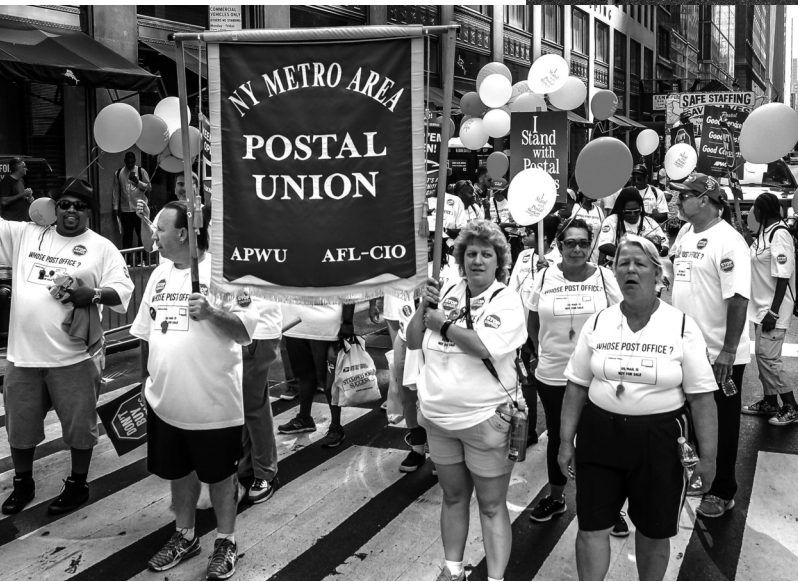
The theme of “Whose Post Office? The People’s Post Office!” on our bright neon shirts caught people’s attention as we marched. And Moe Biller Chapter retirees met us near the end of the parade route in their same shirts. As we passed the reviewing stand, the loud cheers and applause for postal workers rewarded our efforts.

Kevin Walsh, Director of Organization, already has plans to pump it up for next year. He is looking into food, music, and maybe even a float. For those who couldn’t come in 2016, we will be out there even stronger in 2017! ☑

NY Metro Area Postal Union members from Manhattan, the Bronx, and New Jersey had fun as they marched up 5th Avenue with shirts, signs, and banners that showed the public that we are fighting for the people’s post office.

Photos by Troy Barrow





Celebrate Career Conversions: A win for us all

By Flo Summergrad

Maintenance PSEs could only be custodians. With an all-career work force, the door opened for the right to in-craft exams for promotion. Now there's a way to fill skilled jobs with postal workers instead of contracting out. Much to the privatizers' dismay, the 2,460+ custodial employees who were converted September 3rd, can move into those positions from the inside. The entire maintenance craft is strengthened.

Bringing the bottom up raises the top

In 2010, the APWU got a lower tier of workers – the PSEs. No longer did getting a place on the register mean a career appointment. All APWU crafts hired PSEs.

Guess what! In the 2015 contract negotiations, the USPS wanted to add an even lower tier of PSEs! Their success in lowering the bottom of the wages, benefits and rights made management thirsty for more blood.

The APWU leadership stood firm. A lower tier was not negotiable. If pay and benefits go lower and lower for workers doing the same job, that devalues our labor. It becomes justification for saying that postal workers are “overpaid.”

Arbitrator Goldberg rejected the USPS argument that we make too much and that down is the way to go. He ended the PSE category in Maintenance, virtually eliminated it in MVS, and did not allow expansion in the Clerk craft. He set a path toward moving the bottom up by adding holidays and some pay raise

for the PSEs.

The benefits for the senior work force are obvious. Chief Steward Eddie Dalton, who was part of an excessing event in Brooklyn before he ended up at the NDC, points out the movement in seniority gives us peace of mind from the threat of excessing. “Just a couple of years ago, clerks with a lot of service were at the bottom of the seniority list because no one was getting hired. Now they are moving up.” Wow! That means a better position for bidding, vacations, and movement on the shop floor.

And there's a future for the Postal Service! Instead of shriveling on the vine, there is growth in USPS employment. In Maintenance and Motor Vehicle, we are one career work force. Clerk PSEs are steadily moving on up; there is light at the end of the tunnel.

A stable workforce is a united workforce

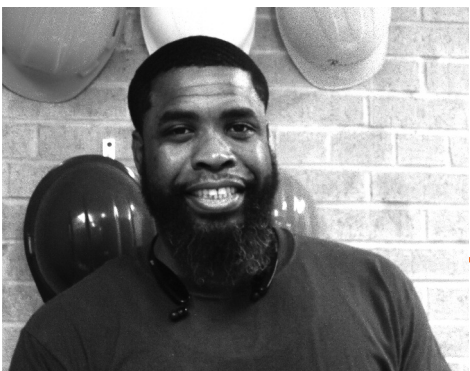
Turnover in a workplace limits the development of solidarity. Arbitrator Goldberg was impressed by the Union's contrast of the low “quit rate” between PSEs (29%) and career (5%). Conversion builds stability and unity.

Career employees have stakes in the job. With a common struggle, the union gets stronger. Career employees have the full protections of the contract. Management can't play career against non-career. We can stand up and fight back together against abusive supervisors, safety hazards, and work floor problems. ☰

Dan Campbell, Labor Custodian
Landing a position with the USPS is the best thing that ever happened to me. I love being a custodian and look forward to advancement opportunities.



T-Quann Terrell, Labor Custodian
The most important thing is that now I have stability. With three kids, it's a relief knowing that you aren't going to come in one day and be told you have less hours or you don't have a job. Before I had to work 80 hours a week to earn what I make here. So this was a big thing for me. And now I have opportunities to upgrade into other maintenance jobs.



Nitarsha Davis, *Labor Custodian*
Becoming a regular means a great deal to someone my age. The opportunities are spectacular. Before this job, I worked for an agency that paid me peanuts. Now I make pistachios and cashews!



Jose Luis Crespo, *TTO*
I wish I had come to work for the Postal Service long ago. I have been driving for a contractor—Finkle—with no union, no benefits.

Barry Jacox, *TTO*
I'm glad to be a career TTO, to have guaranteed hours, sick leave, vacation time, holidays, health benefits, and life insurance. I'm glad the Union fought for us!

Jay Robinson, *TTO*
I'm happy to be here. Having a full-time job as a postal driver is a great opportunity.

Nelson Melgar, *TTO*
There's a real difference between the private sector and working for the Postal Service. I like that we do a service by moving the mail.

Jonathan Cruz, *TTO*
It's exciting to get a job you can succeed in life in. Having a union makes a big difference.

Jose Luis Crespo, Barry Jacox, and Jay Robinson, *TTOs*



Nelson Melgar and Jonathan Cruz, *TTOs*



Since the new Contract July 8, 2016, NY Metro Area Postal Union has seen over a hundred PSEs converted in all three crafts.

At the September membership meeting, President Jonathan Smith reminded us that NYMAPU has the greatest number of PSE conversions of any Local in the country. We were in the vanguard of fighting for career jobs from the first time PSEs were hired. These life-changing promotions are due to the efforts of the Union—both on the local and national levels. ALL of these new converted employees should be **union members!** As we welcome them into their career positions, make sure each and every one has joined the union. They are proof that it **pays to belong!**

17 PART TIME FLEXI DRIVERS CONVERTED TO FULL TIME AT THE VMF

After a tough struggle, drivers at the Manhattan VMF were finally able to bid. When the bids were completed, there were seventeen (17) residual vacancies. The Union wanted seventeen part time flexi (PTF) drivers converted to full time to fill these positions; local management just wanted to give them work schedules without converting. Under the new Collective Bargaining Agreement, Article 39.2.A.11, PTFs must be converted by seniority into residual vacancies. As of October 1, 2016, seventeen drivers were awarded full time MVO and TTO positions; they will be converted to full time this month. ☐

Safety is for all of us to report and enforce

continued from page 3
employee's supervisor. Discrimination against an employee for reporting a safety and health hazard is unlawful.

824.632 Supervisor

The immediate supervisor must promptly (within the tour of duty):

- a. Investigate the alleged condition.*
- b. Initiate immediate corrective action or make appropriate recommendations.*
- c. Record actions or recommendations on PS Form 1767.*
- d. Forward the original PS Form 1767 and one copy to the next appropriate level of management (approving official).*

Safety is for all of us to report and enforce. ☐

POSTAL PRIDE

We deliver! Floating Zip Code 48222



Freighters on the Great Lakes receive their mail from the world's only

floating post office. This boat has its own zip code 48222.

The little boat with the blue postal eagle emblazoned on the side is administered by the J.W. Westcott Co. of Detroit -- a registered post office delivering the mail since 1948. Its current contract with the USPS extends to 2021 and pays for the boat to deliver United States mail to any vessel free of charge.

This August, the boat's owner, Jim Hogan, told the *NY Times* that due to the internet, first class letter volume is down, "but our packages, express and priority, are up!"

With the motto, "mail by the pail," the boat delivers to freighter crews by hoisting the mail with a rope and bucket. For freighters carrying valuable cargo, time is money. Mail must be delivered while the ships are moving. The mail boat has to know the timing, keep pace with the freighter, and quickly get the mail into a lowered bucket to be hoisted aboard.

This service is deeply appreciated by sailors whose jobs keep them on the water two months at a time. Mr. Hogan explains that "sailors on contemporary merchant ships are basically trapped." The mail service is their only physical contact with family and friends during their months at sea. ☰

Postal News Briefs

MAILMAN WHO FLEW GYROCOPTER SET FREE

Doug Hughes, the former mailman who landed his gyrocopter on the lawn of the U.S. Capitol last year to protest government corruption, returned home on his 62nd birthday, after serving three months of a four-month prison sentence at Federal Detention Center Miami.

A little more than a year ago, on April 15, 2015—tax day—Hughes piloted his small open-cockpit gyrocopter from Gettysburg, Pennsylvania, to Washington through restricted airspace and then a no-fly zone. He zoomed over the National Mall and past the statue memorializing President Ulysses S. Grant before landing with a thud and a bounce on Congress' West Lawn. He was hoping to deliver 535 stamped letters, one for each member of congress calling for them to "actively participate in real reform."

The object of Hughes's outrage was the 2010 Supreme Court decision known as *Citizens United*, in which the justices decided 5-4 to lift restrictions on how much money corporations could donate to political candidates.



UPS & FEDEX BEHIND ANTI-USPS EDITORIALS

A few days prior to the 15th anniversary of 9-11, *USA Today* and *The Boston Globe* published a couple of alarming columns about the threat to national security from small packages coming into the United States from foreign postal services. One of the columns was written by Tom Ridge, the first assistant to the president for homeland security under President George W. Bush. The other was written by Juliette Kayyem, a former Obama administration homeland security official. Both Ridge and Kayyem are senior advisors for the group Americans for Securing All Packages.

Ridge and Kayyem both mentioned how UPS and FedEx follow strict security procedures implemented after Sept. 11, but claim that their government-run competitor, the U.S. Postal Service, does not.

What Ridge, Kayyem, *USA Today* and *The Boston Globe* failed to disclose was how Americans for Securing All Packages is a non-profit financed by UPS and FedEx. Or how, according to Senate records, this exact issue is one focus of the lobbying effort of UPS, which has spent more than \$4.5 million lobbying in Washington so far in 2016.

UPS and FedEx have disputes with the U.S. Postal Service. They fund a trade association, which funds a brand new nonprofit group, which funds a public relations firm and pays Ridge and Kayyem to write about the problem. Got all that?



CALENDAR

Wednesday, October 19

5:30 pm

General Membership Meeting

Hotel Pennsylvania

401 Seventh Ave (between 32 and 33 Streets)

Paris/Zurich Room, 6th Floor

(check calendar in lobby for room change)

Monday, October 31

7:30 pm

NY Metro Night Out

Chicago Bulls v. Brooklyn NETS

Barclay's Center in Brooklyn

Tickets \$59 (Money Orders only)

contact NY Metro office: 212-563-7553

Wednesday, November 16

5:30 pm

General Membership Meeting

Hotel Pennsylvania

401 Seventh Ave (between 32 and 33 Streets)

Paris/Zurich Room, 6th Floor

(check calendar in lobby for room change)

APWU LOCAL 10 BLDG. CORP

Beginning Balance as of 07/01/2016 _____	\$253,041.37
Total REVENUE July 2016 _____	\$134,075.43
Total Operating Expenses July 2016 _____	\$114,705.00
Total Net Income July 2016 _____	\$19,370.43
Closing Balance as of 07/31/2016 _____	\$272,411.70

APWU LOCAL 10 BLDG. CORP

Beginning Balance as of 08/01/2016 _____	\$272,411.70
Total REVENUE August 2016 _____	\$129,717.56
Total Operating Expenses August 2016 _____	\$110,433.77
Total Net Income August 2016 _____	\$19,283.79
Closing Balance as of 08/31/2016 _____	\$291,695.49

October/November/December

Don't Buy Staples! Rallies

will be scheduled throughout our area. For locations and times, check www.nymetro.org or call the Union office, Kevin Walsh, 212-563-7553

OIG Report: delaying mail and closing mail facilities did not save money

By Nora Taggart

A report by the Postal Service's Office of Inspector General disclosed that the January 5, 2015, order to eliminate overnight first-class mail service and lengthen delivery times boosted the amount of "delayed mail" dramatically, reduced mail performance scores, and cut mail processing productivity while increasing transportation costs. For the nine months following the new standard, the inspector general said delayed mail processing reports soared by 51% compared to the same period a year earlier.

When the USPS virtually eliminated overnight mail in 2014, while shifting much of its two-day service to a three-day window, they claimed it would save more than \$805 million. However, the audit of the 9 months following the January 5, 2015, service stan-

dard revisions, revealed that the Postal Service experienced increased nationwide delayed mail, reduced performance scores, decreased mail processing productivity, and increased transportation costs. The agency's inspector general identified just 10% of that estimate.

The USPS exceeded its transportation budget plan by over \$200 million. They also claimed that shifting employees from night shifts to days would save \$66 million by eliminating premium pay, but the OIG found no evidence of those savings!

Stakeholders such as members of Congress, commercial mailers, and individual customers have voiced concerns that delayed mail is increasing and service is declining. ☒



New York Metro Area Local, APWU
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at New York, NY

VOTE! Election Day is November 8, 2016!



STAY IN TOUCH WITH YOUR UNION:

Sign up for Metro email blasts. Get the latest information including regular reports from NY Metro leadership.

----- ✂
Fill in below and give to any NY Metro officer or steward or mail to NY Metro Area Postal Union,
350 West 31st Street, 3rd floor, New York, NY 10001.

NAME: _____ **FACILITY:** _____

ADDRESS: _____

PHONE: _____ **EMAIL:** _____

COMMENTS/SUGGESTIONS: _____
