



PRIDE POSTER: CENTRESPREAD PULLOUT

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# uniforum



A non-union limo driver is helped over a barrier by limo drivers who are Unifor members.

## Good jobs strategy identified

In the face of continued weakness in Canada's employment outlook, a unique roundtable of labour, business, student and community leaders says Canada must use its rich resources to create good jobs by producing value-added products and

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## Record award after assault

A Unifor member formerly employed at Presteve Foods Limited has won the highest damages award in Ontario's history after a human rights tribunal found the company responsible for serious offences - including sexual solicitation, sexual harassment, discrimination, and a sexually poisoned

work environment.

"I want to tell all women that are in a similar situation, that they should not be silent and that there is justice and they should not just accept mistreatment or humiliation. We must not stay silent," said one of the complainants, identified only as O.P.T.

"Under the temporary foreign worker program, the boss has all the power - over your money, house, status, everything. They have you tied to their will

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## Airport Uber protests

About 300 airport limousine drivers, members of Unifor Local 252, marched at Toronto's Pearson Airport twice in May to highlight the inconvenience to travellers and unfairness to drivers of a GTAA decision to move limos away from the main arrival doors.

"I have been in your cars and known that I am safe," Unifor Ontario Region

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## #unifor

Here's a selection of tweets about @UniforTheUnion

### @President2182

In solidarity with my brothers and sisters who are protesting Uber @UniforTheUnion @UniforLocal2182 #Unifor

### @armstrong468

History making first Pride Parade in Brandon MB @local468 @UniforTheUnion #mfl2015

## Local 4268, First Student


Unifor Local 4268 has ratified three new contracts with First Student school bus company, serving students at school boards across southern Ontario.

"We were able to make improvements, despite a bidding process for school bus contracts in this province that makes such negotiations difficult," said Unifor Staff Representative Len Poirier.

The 65 drivers serving schools in the Port Elgin and Kincardine area along the Lake Huron shoreline, as well as shuttling Bruce Power workers, ratified a three-year deal with wage increases of 2 per cent, 2 per cent and 1.5 per cent.

For 110 drivers serving schools in the Owen Sound and Wiarton areas, as well as city bus drivers in Owen Sound, the local negotiated a deal that provides for wage increases of between 5.5 per cent and 8.5 per cent over three years, and other improvements.

In Bowmanville, the local's 150 drivers will see raises of 2 per cent, 2 per cent and 1.5 per cent. The 47 drivers in Local 4266 in Kingston also ratified a deal with raises of 2 per cent, 2 per cent and 1.5 per cent.

Bargaining in the sector has been made difficult by the province's Request for Proposals, which has put added pressure to keep compensation levels low. 

## Photo spotlight

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PHOTO BY: BILLY O'NEILL

Several Unifor members are taking part in the Governor Generals Community Leadership Conference, which visited Nunavut.



PHOTO BY: GORD GRAY

Unifor Research Director speaks to a recent Auto Parts meeting in Windsor.

## OLG Ajax Downs workers join Unifor


More than 200 workers at OLG Ajax Downs in Ontario have voted with a resounding 67 per cent in favour of joining Unifor.

The vote took place on Monday June 1st after a campaign led by a dedicated team of workers within the gaming facility.

The union's new

members are the latest in the gaming sector to equip themselves with the power of a union to navigate the sector's current uncertain situation.

With the OLG constantly pushing its modernization plan, workers opted to join the union to have a real collective voice.

Now that they voted in favour of being Unifor members, workers at OLG Ajax Downs will start negotiating a collective agreement that will improve workplace rules and conditions. They join more than 8,000 gaming workers already represented by Unifor across the country. 

## A 'crass' move on CPP

Federal Finance Minister Joe Oliver recently made a surprise announcement: over the summer the Harper Government will consult on a voluntary supplement to the Canada Pension Plan.

"The announcement is crass political opportunism," said Unifor National President Jerry Dias. "The Tories see that Canadians support an enhanced CPP, so they want on the bandwagon without doing anything. A consultation prior to an election is meaningless."

The Harper Government is proposing to allow people to make extra contributions


to CPP, even though Canadians already have \$885 billion in unused RRSP contribution room and 11 million Canadians do not have a workplace pension. There would be no matching employer contributions, as there is with current CPP contributions.

Unifor Pensions and Benefits Director Jo-Ann Hannah said the unused savings rate shows that voluntary pension programs don't work.

Dias pointed out that former federal Finance Minister Jim Flaherty rejected the idea of voluntary CPP contributions

as unworkable.

"This was rejected unanimously by our partners in the federation when we met and discussed the issue because it would not work and because the CPP would be unable to administer it," Flaherty told the House of Commons in 2010.

Dias called on the federal government to back the CLC proposal for doubling the CPP with mandatory contributions, saying the current proposal is a ploy by the government to look like it is taking the issue seriously. Most Canadians support an enhanced CPP. 


UNIFOR COMMUNICATIONS: KATIE ARNUP, SARAH BLACKSTOCK, IAN BOYKO, SHELLEY BURGOWNE, SHANNON DEVINE, STUART LAIDLAW, SARAH LESNIEWSKI, MARIE-ANDRÉE L'HEUREUX, AND ANNE MARIE VINCENT

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Unifor Lawyer Niki Lundquist said the ruling underscores the failings of both provincial and federal governments to protect temporary foreign workers.

"The Temporary Foreign Worker Program creates the conditions that allowed this exploitation," she said.

Adjudicator Mark Hart said "migrant workers, like OPT live under the ever-present threat of having their designated employer decide to end the employment relations."

Unifor is calling for permanent immigration status for migrant workers, an end to closed work permits and recruitment fees and holding employers and recruiters liable for violations. 

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Director Katha Fortier told the drivers.

The move leaves the prime pick-up area open to Uber drivers to scoop up unsuspecting travellers arriving at Pearson from around the world. The Greater Toronto Airports Authority implemented the new policy May 5.

"We are here today to tell the GTAA we paid for this door, and we want it back," said Unifor National Representative Barry Lines outside the main domestic arrivals door at the airport.

Limo driver Karamjit Bajwa said drivers found out about the change when a notice from the GTAA was posted in their lunchroom.

"Not a single driver was consulted," he said. "We



Unifor members protest Uber at Pearson Airport.

tried to talk to the GTAA, but they won't listen."


Limo drivers pay the GTAA \$7,400 per driver per year, plus other fees. For decades, the fees allowed them to line up outside the main arrivals doors. Under the new policy, that space is open only to pre-arranged rides, including Uber.

GTAA Commissioners shuttle travellers to Uber drivers, called Scoopers by the limo drivers. While the limo drivers must continue to pay the GTAA fee, but without access to the prime

curb space, Uber drivers don't pay that fee and now dominate the space.

"All we want is fairness," Lines said. "We pay an anti-scooping fee to keep Scoopers out."

Lines said the move is causing inconvenience for travellers, who now often arrive to find no cars waiting for them, and costing drivers two to three rides a day – hundreds of dollars in lost income every week.

Unifor will continue to meet with the GTAA. 

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services.

"Young people need good jobs, so they can build decent lives," said Unifor National President Jerry Dias, who chaired the first meeting of the Good Jobs Roundtable in Toronto recently. "Thanks to the unique group of economic leaders assembled at this Roundtable, we are identifying concrete, pragmatic ways Canada can do this."

The group reviewed several projects across Canada where good job opportunities have been created thanks to training, investment, cross-sector partnerships, and a commitment to add value to

Canada's natural resources, and help those traditionally at a disadvantage.

Examples include a unique initiative by Irving Shipyards to recruit women for upcoming skilled trades opportunities; a series of investments by the Fonds de Solidarité to support manufacturing of value-added wood products in Québec; a partnership between WWF Canada and fisheries workers in Newfoundland to rebuild a sustainable cod fishery; and CP Rail's new investments in facilities in Winnipeg that will "insource" railway maintenance work.

The group agreed that while such projects help, they can only do so much on their own.


"We are each doing what we can to create and

sustain good jobs, but with a few policy changes we could do so much more," Dias said.

The group identified two key policy areas to focus on in its initial work: a renewed and more effective federal role in training and labour market information; and strategies to develop value-added manufacturing for Canada's resources.

The Good Jobs Roundtable was set up at last October's Good Jobs Summit. Members include Dias; J.D. Irving Ltd. Co-CEO Jim Irving; CUPE President Paul Moist; CP Rail Vice-President of

Human Resources Peter Edwards; WWF Canada President David Miller; Canadian Federation of Students Chairperson Jessica McCormick; VanCity Vice-President of Community Investment Andy Broderick; Metro Vancouver Lead Organizer Deborah Littman; Fonds de Solidarité (FTQ) Vice-President of Public and Corporate Affairs Mario Tremblay; Serpent River First Nation Chief Isadore Day; and KAIROS Executive Director Jennifer Henry.

Roundtable members committed to continue developing both priorities, and to presenting their ideas to federal and provincial leaders – including at the meeting of provincial premiers in Newfoundland in July. 



# Conservative TV ad highlights government failures

Using footage of the Camaro production line in Oshawa in a Conservative TV ad shows just how out of touch the Harper Government is with the challenges facing this country, Unifor which represents the workers who make the Camaro, says.

“Sitting back while good jobs leave the country is not proven leadership,” Unifor National President Jerry Dias said after the ad was released on YouTube.

“This ad shows just how out of touch this

government has become.”

The ad, entitled Proven Leadership and posted to YouTube, shows a number of images, including the General Motors production line for the Camaro in Oshawa. GM announced recently that production of the Camaro will shift to Lansing, Michigan, in November.

Dias said including the Camaro in the ad was a good reflection of the Conservatives’ true economic record, since it

highlights the jobs it has let slip away.

“This government has overseen an incredible loss of jobs in the manufacturing sector, and has absolutely failed to create a meaningful strategy to rebuild and maintain the sector,” Dias said.

Dias said the Harper government sold its shares in General Motors, giving up any influence an ownership stake might have given

the federal government at this crucial time.

He also pointed to a recent Export Development Canada decision to lend \$526 million to Volkswagen to set up shop in Mexico.

“Canadians expect their government to focus on winning new investments and creating new jobs right here in Canada,” said Dias.

“By featuring the Camaro in its ads, the Harper government is highlighting its own failures.” U

## Keep Hydro public

Thousands of people gathered on the lawn of Queen’s Park on May 28 to call on the provincial government to abandon its plan to privatize hydro.

The rally, organized by CUPE Ontario, brought together a diverse and determined group, including Unifor activists.

The campaign, Keep Hydro Public, has garnered tremendous support not only from union members,

but also environmentalists, economists and legal experts.

Concerns have been raised that the proposed Hydro One privatization will lead to higher costs and a loss of local control and accountability.

“Hydro One is a valuable public asset that we must keep in public hands not only to protect our needs and interests in the short-term, but also to protect



Unifor joined other unions to demand that Hydro stay in public hands.

our long-term needs and interests,” said Katha Fortier, Unifor Ontario Regional Director.

“Premier Wynne does not have a mandate

to privatize Hydro One,” stressed Fortier.

“It is imperative that the Liberal government withdraw its privatization proposal.” U

## Unifor files against Kinder Morgan

Unifor has filed evidence with the National Energy Board (NEB) that demonstrates that the Kinder Morgan pipeline expansion poses serious risks to the economy and food security of British Columbia.

The union is especially critical of the threat to the commercial fishery and job losses in the refining industry.

“The Kinder Morgan expansion project is

all risk and no gain for British Columbians,” said Joie Warnock, Unifor’s Western Director.

“We’re calling on the NEB to do its job and reject pipeline proposals that aren’t in the public interest.”

The objectivity of the NEB’s review has been questioned by many critics. Economist Robyn Allan dropped out of the public review process, calling it “rigged”.

Unifor said expanding the

existing pipeline will harm the supply of product to the Chevron refinery in Burnaby, potentially closing it.

Unifor’s submission also warns that the pipeline’s proposed path near the Fraser River generates unacceptable risk of a spill that could be catastrophic to the commercial fishery.

“With the blessing of the NEB, Kinder Morgan made no attempt to explain the impact of the pipeline on Canada’s refining industry,

which all evidence suggests will be a disaster for jobs in BC,” said Warnock. “No regulatory body acting in Canada’s best interest could approve the Kinder Morgan expansion.”

The Tsleil-Waututh Nation has also opposed the pipeline and Burnaby Mayor Derek Corrigan has said he would rather get arrested protesting the expansion than see it completed. U