



June 2019

Business Agent's Report

NALC

**National Level Grievances Filed** – The NALC has filed a national level grievance concerning the service's unilateral implementation of the "consolidated casing initiative" in the Annandale, VA Post Office. The service plans to expand this initiative to over 200 more locations this summer with at least one site per district. The service has provided a preliminary list of sites. Within Region 5: Gateway District – St. Louis (Jennings) and 3 sites within Illinois; Central Plains – Grand Island, NE., Hutchinson, KS., Wichita, KS (Delano & Chisholm); Hawkeye – Burlington, IA., Des Moines, IA (University), Fort Dodge, IA., Waterloo, IA; Mid America – Kansas City, MO (Hickman Mills & Waldo), Overland Park, KS (Brookridge), Springfield, MO (Griesemer).

A second grievance was filed regarding the services continued non-compliance with the contractual caps on employment of City Carrier Assistants. Letters as well as more information can be found on the NALC website.

**State Conventions** – Congratulations to the newly elected and reelected state officers in Nebraska, Kansas and Iowa. Unfortunately, there is no time to celebrate as you have a mountain of work to do. Since the 2006 reorganization, state associations have led the battle against negative postal and union legislation while lobbying tirelessly for legislation that will assist in the survival of the service and letter carrier jobs. Things have not changed and this year the battle continues.

- **H. Res. 23** maintains door delivery for all business and residential customers. The service is attempting to abolish door delivery wherever possible, despite the fact that customers want their mail and parcels delivered to their door for convenience and over two thirds say they would be willing to pay more money to maintain their door delivery.
- **S. Res. 99 and H. Res. 33** calls on Congress to ensure that the Service remains an independent establishment and not subject to privatization. Despite its founding principles in the Constitution, our competitors and right wing think tanks (Fed Ex and UPS to name a couple) would like nothing better than to eliminate the public service we provide, skim off the profitable delivery and leave what's left of the service to deliver the rural and unprofitable areas. You only have to look at postal privatization in other countries to see the effect.
- **H.R. 2382** is the bipartisan USPS Fairness Act which would repeal the pre-funding mandate passed in 2006. Had the pre-funding never been mandated by Congress, the service would have recorded nearly \$4 billion dollars in profit since 2013.
- **H. Res. 54** continues six-day delivery for all business and residential customers. This legislation will continue to provide the advantage we have over many of our competitors and just as important, fulfills the expectations that our customers have of being able to order their product and have it delivered as soon as possible.



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- **H. Res 60** expresses the sense that the USPS should take all appropriate measures to restore service standards that were in effect on July 1, 2012. The service began slashing jobs and closing facilities in an effort to meet the pre-funding mandate and declining volume. Because of these ill thought out actions and because they could no longer meet their service standards...they changed the standards. This legislation would force the service to return standards to the 2012 level.

State Associations will take the lead on signing on legislators to co-sponsor, but they can't do it alone; they will need all of us to reach out to our representatives...what's a phone call or two worth to you. More information and "fact sheets" can be found at: <https://www.nalc.org/government-affairs/legislative-activities>.

**More Facts** – The USPS owns and operates the world's largest civilian vehicle fleet, comprising more than 232,000 mail delivery vehicles. Over 141,000 of these vehicles are aging Grumman LLVs, which average only 10 miles per gallon. This vehicle first entered service in 1987, and the majority have reached the end of their 24-year operational lifespan. Fueling these vehicles comes at a high cost: in fiscal year 2016, the USPS purchased 251 million gallons of diesel at a cost of more than \$570 million, making the USPS one of the largest consumers of diesel fuel in the United States.

USPS employed 634,000 people last fiscal year, according to a financial analysis released by the Postal Regulatory Commission on Monday, its lowest total since fiscal 2015. While the cash-strapped agency has trended toward a smaller workforce over the last two decades—it has slashed 300,000 career workers since 1999—its total number of employees has inched up each year since fiscal 2013. This is down 10,000 last year & Non-career dropped by 4,000 last year.

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