



# NEW DAY AT UPS

**NEWS FOR UPS WORKERS, BY UPS WORKERS!**

## THEIR PLANS AND OURS PART II: POLITICAL CONSPIRACY WITHIN THE LOGISTICS INDUSTRY

by Frank Loder (WORMA)

### Democrats and Republicans Reorganize Logistics, Represent UPS

UPS is obviously going to use every tool at its disposal to maximize its profits. The state is one such tool. Therefore we must take into account how exactly UPS relates to the state and the governing parties. UPS' political strategy can be read in full at <https://investors.ups.com/sustainability/political-engagement-policy> UPS Political Action Committee is required to file monthly and yearly reports to the Federal Election Commission, which are publicly available. (Look up FEC-1748569 for the 2023 year end report and FEC-1783936 for the latest monthly report.) Its worth noting that the total cash on hand for the UPS PAC as of January 1, 2024 was \$2,212,437.70 From January 1 to April 30, UPS spent \$995,760.04 (Note this does not include individual contributions made by UPS managers acting on their own behalf.) UPS includes among its political priorities: "Support local operational efficiencies and our Network of the Future; Improve surface transportation funding; Lower overall tax burden and secure tax incentives; Promote labor laws and rules that maintain equal treatment of similarly situated workers." In other words, make the taxpayers pay for the infrastructure UPS uses, make sure labor laws aren't wielded against UPS by either UPS workers or UPS' competitors looking to undercut them, plus the usual handout-seeking in the form of "incentives".

And who has UPS recruited in this endeavor? According to OpenSecrets, none other than Donald Trump and Joe Biden, who are listed as the top two recipients of UPS donations. But the relations actually go way deeper than donations. In a press release titled, "Ten Charts That Explain the U.S. Economy in 2023" the Biden administration made the following admission: "The rise and subsequent fall of inflation during the pandemic was overwhelmingly linked to supply-side forces, including the unsnarling of global supply chains and the rise in prime-age labor force participation. Our analysis finds that the unsnarling of supply chains, either by themselves or in tandem with cooling demand, explain 80 percent of the disinflation that has occurred thus far."

Thus the Biden administration has pursued a policy of consolidating (dishonestly framed as "unsnarling") the logistics industry as a desperate attempt to walk back inflation. They even attribute the vast majority—80%!--of disinflation to consolidating supply chains. At UPS, this policy is called the Network of the Future, at USPS it is called Delivering for America, at Fedex it is Network 2.0. Even Amazon Air recently consolidated. (See Freightwaves, "Amazon concentrates parcel freighters at US air hubs, report says.") Naturally, this "consolidation" is carried out at the expense of the workers in all of these firms, who will either be laid off or sped up, if not outright murdered. Just in May, two UPS workers died on the job: a driver in Irvine, CA was shot to death by a coworker, and another was crushed by a trash compactor in Dallas, TX.

### IBT: Integration into the State, Subordination to UPS

UPS is consolidating its operations at the expense of the UPSers. This is part of a larger assault on the workers and small proprietors (who number in the hundreds of thousands, but individually will have no way of competing with the massive consolidated firms) of the logistics industry. This assault is organized by the vast staff of the Democratic and Republican parties. These are facts which nobody can deny.

But this policy would be impossible to carry out without the active participation of the workers. At UPS, it is the Teamsters who are responsible for preventing any organized opposition by the UPS workers. They have been charged with this mission by the government. It will suffice to recall that when Trump was president and COVID sent UPS into a crisis, then-General President Hoffa joined his "Great American Economic Revival Industry Group" as a representative of "labor and workforce". Then in August of 2020 the Teamsters endorsed Biden and Harris, and later, General President O'Brien joined Biden's "Advisory Committee for Trade Policy and Negotiations". More recently, a Teamster was appointed to the U.S. Department of Transportation's Transforming Transportation

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Advisory Committee. So the idea that the IBT is somehow innocent amid all these developments in the logistics industry is, frankly, laughable. They are continuing to fulfill the same role they have for decades now, going back to sabotaging opposition to Carter's Motor Carrier Act and his "Council on Wage and Price Stability".

The Teamsters do not carry out their anti-labor activities for free, of course. No, all this comes at a hefty fee paid for by the UPSers. Consider the following figures, taken from the Department of Labor's "public disclosure room", figures which were calculated based on the LM-2 and LM-3 filings of the Teamster officialdom.

Over the last ten years, the IBT has counted total receipts (meaning income) of no less than \$2,066,991,647. Of this 2+ billion, a mere \$29,809,765 was spent on strike benefits. This comes out to an average of less than \$250 per member per year in strike benefits. In other words, we could reduce dues to \$3 per year with no reduction whatsoever in strike benefits. So where does all the dues money actually go? Over the last decade, \$757,514,623 has gone to representational activities and administration—aka the Teamsters officials. On top of this, another \$262,611,582 was spent on "purchase of investments and fixed assets", meaning buildings, furniture (estimated value of \$20 million in the most recent national disclosure), cars, etc. And, perhaps most damning of all, another \$96,109,153 was spent on "political activities and lobbying"—essentially paying the government to help UPS screw us. Is it any wonder that when WORMA day management on May 8 simply robbed us of our 10-minute break to make up for the time lost in the yard during a fire alarm, nobody gets punished? And on May 23, when yet another ambulance is called for an accident at WORMA, no twi manager gets disciplined.

The direct integration of the IBT into the government is paralleled by its direct integration into UPS management on the shop floor. The IBT is nothing more than a courier for transmitting the decisions of UPS' labor managers and grievance committees to the UPSers. This has created the absolutely ludicrous situation in 170 where UPS declares that of the three UPS buildings in the local, two are slated for closure and the third is slated for "new build" (see UPS' Investor Day presentation for their specific consolidation plans in NY, TX, and MA)—and the "response" of the local is to bring about a dozen managers from the feeder office into the union. The BA responsible for this "organizing" has been paid \$1,008,600 by the IBT since 2016. In 2016, 5 2016 Buick Veranos were purchased by local 170 with an average sticker price of \$24k. Over the last ten years, local 170 has spent \$15,033 in strike benefits on their thousands of members—not even the cost of one Buick. (170's total income over the same period was \$36,747,837.) Instead of organizing economic action to either negate or alter UPS' plans, they go to management for a handout in the form of easy dues money. (Some of whom I know for a fact have been grieved in the past for stealing hourly work. Don't worry UPSers, if the representation vote passes, you will not be able to bid these jobs—a tacit admission from the local that these are management positions.)

To be clear, this is not an indictment of these specific individuals. My point is that there objectively exists an organization that derives its revenue from state-guaranteed wage deductions and disburses it to individuals who systematically forfeit our trade union rights. The IBT rejects the very idea of representing the collective interests of the UPSers. Some people think it is strange to see O'Brien promoting openly anti-union politicians. I don't think it is strange at all. In fact, I think it would be stranger if he were to impose a rotten sellout and then turn around and actually promote our political demands. Get paid to sellout the economic interests, sellout the political interests—there is no contradiction in policy here.

Anyone who doubts these figures is welcome to look over the IBT's DoL disclosure forms yourself—after all, we're the ones paying for the random vehicles, iPhones, furniture, etc listed on these forms.

### New Day: Boycott the Elections, Enhance our Trade Union Consciousness

IF YOU VOTE FOR REPUBLICANS OR DEMOCRATS, YOU ARE OBJECTIVELY SUPPORTING THE POLITICAL PARTIES OF UPS. The premise of trade-unionism is there is no identity of interests between labor and capital. Voting for UPS—whether its done through Biden, Trump, or any third party tailing their industrial policy—is a blatant violation of trade-union consciousness. The Teamsters support these politicians because they are the enemies of trade-unionism. They are the privateers of the trade union movement employed directly by the state. The only consistent policy of the IBT over the last century is plundering dues money and collaborating with the worst people possible, from the mafia to Nixon.

In contrast to the Teamsters, we put forward the following resolution to the UPSers in the hopes that it might enhance trade union unity and our collective political intelligence, as we struggle to organize economic action against the Network of the Future (see the Charlotte Plan):

WHEREAS the interests of labor and capital are irreconcilable;  
 WHEREAS the Democratic and Republican parties represent the interests of finance and industrial capital;  
 WHEREAS the electoral college system, restrictions on voter and party registration, and the bureaucratic-military apparatus' oversight render the elections a sham aimed at redistributing the spoils of American imperialism among participating parties;  
 BE IT RESOLVED that the workers and their allies boycott the 2024 general election.

In the next edition, we will analyze the connections between the present Teamsters misleaders and the various revisionist "socialists" and "communists", as well as the program of revisionism in the logistics industry as compared to ours.



New Day is a newsletter produced by UPS workers to rally our coworkers against UPS corporate and their agents in the Teamsters. New Day Committees are for gathering information and disseminating the basic outlook of the revolutionary UPS workers to the rank and file in the operation, as well as a base that our coworkers can use as a launchpad for campaigns around more immediate issues. Our long-term goal is the creation of a revolutionary industrial logistics union.