



NEW DAY AT UPS

NEWS FOR UPS WORKERS, BY UPS WORKERS!

UPS' MONOPOLY AND FASCISM

by Frank Loder (WORMA)

United Parcel Service Loses Its Monopoly and Gets Sued Over Tariffs

UPS' "Better Not Bigger" strategy has led to the company prioritizing higher-margin work over higher volume. In other words, the company would rather focus on expensive, small packages (like healthcare products, which have become a much more important part of UPS' operations since COVID19) over simply getting as many packages shipped through UPS as possible.

What this has led to, however, is the relative importance of UPS in the logistics industry has shrunk. By volume, UPS now ships less packages per year than USPS and Amazon. (This has been the case since at least 2024: see "What is the market share of UPS?" at redstagfulfillment.com) For the first time ever, Fedex surpassed UPS in terms of market capitalization last month. (See "UPS Has Shed 18% in the Past Month as Its Amazon Breakup Enters the Final Stretch" at <https://finance.yahoo.com/news/ups-shed-18-past-month-142205483.html>) What happened? The same thing that always happens—executives strip the company for short term gains and the union just lets it happen over the course of a couple of crappy collective bargaining agreements. In 2021, the stock was over \$210/share, UPS dominated parcel revenue, and Sean O'Brien got elected. (Regarding the second point, "UPS generated the highest carrier revenue with \$70 billion, followed by FedEx (\$62 billion), USPS (\$315 billion), Amazon Logistics (\$22 billion), and the combined revenue from 'Others', reached \$3 billion." Retrieved from <https://whattheythink.com/news/110763-pitney-bowes-parcel-shipping-index-finds-us-parcel-volume-reached-record-high-215-billion-2021/>.) Now the stock is below \$100/share and 20% of the company has been or is in the process of being laid off (see the previous edition of New Day at UPS). What this most likely means for hourly workers going into the 2028 contract campaign is that once again we will see huge concessions handed to the company by the union, and this will be justified on the grounds that the company is struggling. The reality is that this "crisis" is entirely of their own making.

This actually has major implications for the labor movement at UPS. First, it massively diminishes UPS' ability to make concessions to the UPSers. UPS has been happy to pay a little extra to the top rate hourly workers (compared to other logistics companies) in exchange for labor peace. Now, UPS' best hope for increasing profits is not expanding market share but expanding the rate of exploitation within the firm, which means speedups and cutbacks. Second, the bargaining power of the UPS Teamsters is diminished. Formerly, a strike of only

UPSers would have been enough to paralyze a huge chunk of the logistics industry. Now, this would disrupt at most a quarter of the parcel volume in the country. For both of these reasons, it is extremely important the UPSers organize an industrial strike heading into the next contract under the banner of the New Labor Organizing Committee. Only the Amazon, UPS, and USPS workers together can improve the conditions in the parcel industry. The Teamsters and the USPS craft unions are opposed to this because it would mean breaking up the little kingdoms they've built for themselves on the backs of the logistics workers.

At the same time, UPS is running into legal trouble for alleged illegal collection of tariffs. Hali Anastopoulou is a freight forwarder and customs broker who started separate lawsuits against UPS and Fedex, who collected millions from her business to pay tariffs imposed by Trump under the International Emergency Economic Powers Act. These tariffs were subsequently declared unlawful by the Supreme Court in February, and UPS never refunded these unlawful gains. Now UPS faces a class action lawsuit over these fraudulent customs charges.

Teamsters Cap Severance Pay, Endorse DHS Secretary Responsible for Concentration Camps and Secret Police

The Teamsters racket is highly dependent on the rank and file's ignorance. Legally speaking, hours are a mandatory bargaining subject, meaning if the company wants to make a decision that affects hours and that decision is considered "substantial" in the eyes of the Labor Relations Board, they must negotiate that decision in good faith with the bargaining unit representation. (The "substantial" requirement is also known as de minimus, i.e. really small changes to hours like adjusting start times are NOT subject to bargaining.) So when the company announced in early 2024 that there would be massive changes to hours, in the form of sort and building closures, did the Teamsters negotiate that? No! Instead, they tried to cover up layoffs (see New Day at UPS #30) and negotiated against severance pay, which they have successfully capped at 7500 drivers—out of a company that is laying off tens of thousands of employees. The inside workers, per usual, have been completely hung out to dry: "The settlement between the Teamsters and UPS caps the total number of severance payments to 7,500 drivers across all job classifications nationwide." [from <https://teamster.org/2026/04/teamsters-reach-strong-settlement-with-ups-on-driver-severance-packages/>] This is how trash the Teamsters are as "representation". They are the very definition of a corrupt trade union. Instead of

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fighting against layoffs, they fight against severance pay, because severance pay means less income from dues and having to pay out pension funds!

Aside from being a mandatory bargaining subject, however, the Teamsters had another legal avenue they could have pursued against layoffs. Namely, they could have brought the layoffs before a mediator as a clear violation of the contract clause requiring the company to create 7,500 new jobs over the life of the agreement. Why was this not done? Presumably because mediation cases cost money, and filing each layoff as a separate complaint at the local level would easily run into the millions of dollars. And that money can be better spent on real estate, cars, travel, public relations, inflated officer salaries, and the like!

This on its own would be bad enough. But where there is crime, there are Teamsters. And right now the largest criminal organization in the US is the Department of Homeland Security, who are illegally surveilling the people, operating an underground network of extrajudicial detention sites and torture facilities, and sending their secret police to murder protesters. There is not even a facade of bourgeois legality to any of their operations, which are blatantly unconstitutional. And the Teamsters are inserting themselves into this operation at the highest level, by promoting and in some cases endorsing MAGA Republicans on the grounds that they are "pro-labor", including Department of Labor head Chavez-Dereemer, Vivek Ramaswamy, Josh Hawley, DHS Secretary Markwayne Mullin, and so on.

Actually, just last month there was an incident in the Las Vegas local. The Teamsters didn't like a resolution for steward elections that was put forward by the members, so they just decided to intimidate the members. Moe Nouhaili, a UPS driver not affiliated with New Day, described it thus: "The only thing that was on the ballot that day was the right to vote in and vote out union stewards... unfortunately, that night began with union stewards yelling and cursing in the parking lot, enticing [sic] violence, and then other members were treating it like a tailgate party, drinking before the meeting. After reading the amendment, I couldn't even explain it, as the business agents started yelling 'bullshit' and cursing and screaming, now allowing anyone to hear what was going on. We had union stewards recording, or possibly videoing the members that were voting for it [note that this is illegal under the National Labor Relations Act., see "Coercion of employees (Section 8(b)(1)(A))" at nlr.gov] and yelling at them, cursing at them, and threatening them for exercising their right to vote... Our principal officer stripped a union steward of his pin because he voted yes and our vice president was sitting there laughing like he was having the best day of his life as chaos was erupting. Unfortunately we had members being called [n**ger] and being chased through the parking lot... They were nonstop trying to attack members nonstop and even followed multiple members to their vehicles when all they were trying to do was leave the facility... they were fearing for their safety and I believe we had a member call the cops... The display that I had seen that night was absolutely disgusting." ["All members wanted was the right to vote and instead were met by a Lynch mob! #teamsters631" retrieved from YouTube.com] This is a perfect microcosm of the Teamsters. This person's experience—on the complete other side of the country from local 25—exactly matches the experience of the New Dayer who tried to organize Boston UPSers. The only difference is, this time, there is video evidence. It must be noted that the scabs who support the IBT would never openly say, "I support lying to the members, intimidation, layoffs, pay cuts, fascism, police repression, extrajudicial detention, etc." Instead,

these weasels always have an excuse for why criticizing these things is wrong and why its okay for the people in power to abuse the masses.

These phenomena are all very closely related. It was pointed out over a century ago that monopolies strive for domination, not freedom. As companies lose their privileged status in the market, living standards for the working class are reduced, the working class naturally fights back, and in turn the state needs to repress the working class. The Teamsters are an integral part of this process in the logistics industry: they lie to the working class about "historic gains", conceal cutbacks, and systematically wreck the trade union struggle of the logistics workers while simultaneously organizing law enforcement and doing propaganda on behalf of the government among the workers. (O'Brien even had the new head of the Department of Homeland Security, Markwayne Mullin, on his podcast before appearing in the Senate to promote Mullin at his confirmation hearing.) And if the workers try to organize, intimidate them away from meetings. This is why New Day at UPS, and the broader New Labor Organizing Committee, "defend unionism from attacks from the right, which turns unionism into a tool to control the workers and undermine our demands, and the ultra-'left' which denies the political importance of the struggle for working-class collective action and the daily demands of workers in the workplace..." [New Labor Organizing Committee Objective IV, retrieved from newlaborpress.org] The main struggle in the logistics industry continues to be between the line of state unionism, represented mainly by the Teamsters who are systematically selling out the masses, and the New Labor line, represented currently by the NLOC affiliates and historically by the wildcat strikers at USPS, UPS, etc. This struggle can only become more acute as the Trump administration demands further concessions from the working class, which the state unions are all too willing to grant.



UPS stock valuation going back to the initial public offering in late 1999. Note the massive peak during the COVID19 crisis-- when Hoffa Jr joined Trump's Great American Economic Revival Industry Group--and subsequent correction almost all the way back down to the IPO value.



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.