

NEW DAY AT AMAZON

NEWS FOR AMAZON WORKERS, BY AMAZON WORKERS!

AMAZON HAS MONOPOLISTIC AMBITIONS AND WE THE WORKERS SHOULD BE BENEFITING FROM THEIR EVER-GROWING PROFIT!

The logistics industry is built on two things: speed of delivery and cheapness of labor. In this century no company has pushed both farther than Amazon, and the price has been paid by its workers. Nowhere is this clearer in the recent case of a 46-year-old tote runner at Amazon's PDX9 warehouse in Troutdale, Oregon, who collapsed and died on the floor of the loading dock. Workers were ordered to keep working around the body. One supervisor told a worker who tried to help with chest compressions to "just turn around and not look." The conveyor belts ran for more than an hour while he lay there. Workers in the building had complained for months that the new sound curtains Amazon installed had killed the airflow and driven up the heat inside. Oregon OSHA, a state agency, called the death non-work-related. Workers know better. We especially know better when it's not just an isolated incident. On March 2nd, a worker at RDU1 in Garner, North Carolina died after suffering a stroke on the job. 911 wasn't called and it took the wellness team around 30 minutes to arrive. A 2018 investigation by Reveal found that more than one in four employees at PDX9 had been injured on the job. A 2024 Senate HELP Committee report, based on an eighteen-month investigation, found Amazon warehouses logged thirty-one percent more injuries than the industry average. A Strategic Organizing Center analysis of OSHA data from 2024 found serious injuries at Amazon occurred at double the rate of other companies, with serious injuries at 5.9 per 100 workers compared to 3.0 at non-Amazon warehouses. These are the real costs we face as a result of Amazon's push for speed and cheapness, while it continues to make profit for the capitalist class.

Amazon's Monopolistic Ambitions

The size of the enterprise inflicting all this is not in doubt. In the fourth quarter of 2025 Amazon brought in \$213.4 billion in sales and cleared \$21.2 billion in profit. Full year 2025: \$716.9 billion in revenue, \$77.7 billion in profit.

The first quarter of 2026 ran another \$181.5 billion in sales, up seventeen percent, and \$30.3 billion in profit, with a significant portion of this increase coming from a \$16.8 billion pre-tax gain on the company's investment in Anthropic. Even stripped of that, the underlying business posted record margins. CEO Andy Jassy bragged that the company moved more than a billion items same-day or overnight in three months. In 2025, for the first time, Amazon Logistics delivered more packages in the United States than the U.S. Postal Service, at 6.7 billion to USPS's 6.6 billion, and overtook UPS and FedEx as the country's single largest parcel carrier. The U.S. parcel market hit a record 23.9 billion shipments in 2025 worth \$196 billion. UPS and USPS each lost 8.6 percent of their volume, while Amazon Logistics gained 9.9 percent on top of an already enormous base. This is a clear indication of a monopoly of the logistics and especially the parcel industry. Amazon's owners now set the price of a delivery, the wage of a parcel worker, and the conditions of every warehouse from Oregon to North Carolina.

Amazon is speeding this process up with Same Day nation-wide and Rural Delivery Stations. The U.S. Postal Service used to have strong leverage against Amazon. The 2013 USPS-Amazon contract was negotiated from a position of strength: USPS was the only carrier with daily access to 167 million addresses, and the deal launched Sunday delivery and made Prime's two-day shipping possible. Twelve years later, that leverage is gone. Amazon entered the 2025 negotiations threatening to cut volume by two-thirds and build out its own network. USPS, which had already warned Congress it would run out of cash within a year, folded under this pressure.

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The April 2026 deal keeps about eighty percent of Amazon volume, more than a billion packages a year, worth roughly six billion dollars to the post office. Postmaster General David Steiner, Andy Jassy of Amazon, and the Postal Regulatory Commission negotiated the terms over the heads of postal workers and the American Postal Workers Union, the National Association of Letter Carriers, and the Postal Mail Handlers, the state-controlled craft unions that supposedly represent them. The state unions did not call a strike nor did they threaten one. They accepted what was put in front of them by the State, further solidifying Amazon's dominance.

Now, early this month of May, Amazon announced that they will be able to deliver any business' packages. They don't even have to sell on Amazon. This will be done through Amazon's newly launched Supply Chain Services. Any company can now "move, store, and deliver everything from raw materials to finished products." This is not just Amazon's biggest challenge yet to Fedex, UPS, and USPS. More so, The company is going up against the entire logistics industry. If they aren't a monopoly yet, its clear they aim to be.

What This Means for Amazon and Logistics Workers

Amazon's increasingly monopolistic position in the logistics industry means that logistics workers generally are more and more operating at the will of Amazon. This is due not only to the growth of Amazon's workforce, but also its dominance over USPS and UPS. Additionally, Flex drivers, are kept misclassified by Amazon as independent contractors to dodge taxes, unemployment insurance, workers' compensation, overtime pay, and the right to strike. They are forced to absorb the costs of fuel, insurance, maintenance, depreciation, and self-employment taxes out of a nominal eighteen-to-twenty-five-dollar-an-hour rate.

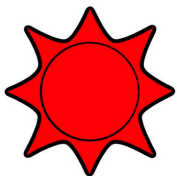
In Texas, Human Rights Watch found gig workers' median real wage came out to \$5.12 an hour after expenses, much below the federal minimum. Reclassification as W-2 employees is a basic minimum demand but not a solution.

The parcel industry is not shrinking. U.S. volume is projected to grow nearly five percent this year and break 26 billion packages by 2028. Globally, e-commerce parcel volume hit 121 billion in 2025 and grows ten percent a year. Amazon workers and all logistics/parcel workers should be making more money and have better working conditions. Amazon spent \$2.5 billion on what it calls "safety" since 2019 and still runs injury rates double the rest of the industry, while over the same period it cleared more than a quarter trillion dollars in profit. If we are to demand our fair share, it will only come from the rank and file, organized independently of the state unions, ready to use the strike. Nothing at this company happens without us. Amazon already knows this, which is why in 2025 they spent \$26 million on anti-union consultants alone!

Across Amazon warehouses, we need to build up our capacity to carry out class-conscious labor action in forms such as slowdowns, walkouts, and strikes. By uniting around the principles of the working class and in struggle for our demands, we can organize committees and unions that serve us rather than the capitalist class. It is through this and only this that we can win a New Day at Amazon.

AN INJURY TO ONE IS AN INJURY TO ALL!

WE DEMAND A LIVING WAGE OF \$30 AN HOUR!



**NEW DAY AT
AMAZON**

New Day at Amazon is a newsletter produced by Amazon workers to rally our coworkers against Amazon corporate and the traitors who sell us out in the so called union movement. New Day Committees are for gathering information and disseminating the basic outlook of the revolutionary Amazon 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.

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