

# Communities and Postal Workers United (CPWU)

WINTER 2023 -- *No Closures! No Cuts! No Delay of the Mail!* - [www.cpwunited.com](http://www.cpwunited.com)

**\*\* Portland, Maine \*\***

## POSTAL CARRIERS PROTEST OVERWORK, UNDERSTAFFING, ROBBERIES, DELAY OF MAIL, AND PRIORITIZING AMAZON PARCELS

(*Courier-Gazette, Dec. 15, 2022*)

“According to the NALC 92, mail carriers in Maine have been working up to 16-hour days, 7 days per week and often work long into the evening, which is raising concerns about workplace safety.

Mail carriers with the National Association of Letter Carriers Local 92 will be holding a rally to demand improvements to hiring practices, workplace safety and mail delivery Sunday, Dec. 18 at the U.S. Postal Service building on 125 Forest Avenue in Portland.

NALC 92 mail carriers claim they have long struggled with understaffing and poor management decisions that have delayed mail delivery and created an unsafe working environment.

According to the NALC 92, mail carriers in Maine have been working up to 16-hour days, 7 days per week, to ensure parcels are delivered on time and they often work long into the evening, which is raising concerns about workplace safety. Mail carriers face a number of hazards including robberies and vehicle accidents. Last week, a mail carrier in Milwaukee was murdered while delivering mail in the evening.

“The USPS is a critical lifeline for thousands of Mainers. Veterans, the elderly, people with disabilities and others rely on the postal service for important mail like checks and lifesaving medicines. They need a postal service that ensures mail deliveries come on time,” said Mark Seitz, president of NALC Local 92.

“Unfortunately, due to poor management decisions, antiquated hiring practices and understaffing postal workers are being forced to work longer than ever with no choice to opt out of mandatory overtime and are falling further and further behind on deliveries through no fault of their own.”

NALC 92 members say part of the problem is because USPS continues to prioritize Amazon parcels over first class mail, which takes much longer and is causing longer delays for standard mail deliveries.

“We want the mail delivered, but management needs to cease prioritizing parcels like Amazon packages over first-class mail,” Seitz added. “We can each deliver 4,000 pieces of mail or 150 parcels a day. It doesn’t make any sense to deliver one-twentieth of what we can normally deliver by piece. Morale among mail carriers is at an all-time low and many are quitting because they’re simply burned out. The status is no longer tenable. We demand change.”

**NALC 92 is demanding that the USPS:**

Stop prioritizing Amazon parcels for bonuses. Treat first class mail like first class mail and fourth-class mail like fourth class mail.

Fix staffing problems by reforming antiquated hiring practices.

End forced overtime and change start times back to keep mail carriers safe.”



*Postal workers, community and other union allies picket outside the post office on Forest Avenue in Portland, Maine (12/18/22)*

## MAIL THEFT AND ROBBERIES OF MAIL CARRIERS ARE ON THE RISE. SOLUTIONS INVOLVE DIGITAL LOCKS, COMMUNITY WATCH, AND POSTAL POLICE

An increasing number of letter carriers are being robbed on their mail routes, especially robbed of their “arrow keys”, which open collection boxes and cluster boxes.

Postal customers are having letters stolen out of collection boxes and cluster boxes, with checks being “washed” and cashed for sometimes thousands of dollars.

The Postal Police Officers Association president has warned that this situation is causing Americans to lose faith in their postal service and blames postal management for defunding postal police and taking them off the street.

Postal management has refused to re-key collection and cluster boxes when arrow keys are stolen, leaving them vulnerable to theft.

Digital solutions exist which can solve or reduce this problem, such as installing locks that open using scanners and digital codes which can be changed.

Chicago is considering an ordinance which would prohibit cluster boxes on the street, allowing them only inside buildings or gated communities.

Establishing community watch programs and allowing postal police back on the street would further reduce these robberies.

Congress should intervene with digital, community and police solutions to the problem of arrow key and other robberies of letter carriers.

**WRITE A LETTER TO YOUR  
SENATORS AND CONGRESSPERSON**  
<https://tinyurl.com/CombatRobberies>



**KEEP UP ON THE LATEST FIGHTBACK!**  
[cpwunited.com](http://cpwunited.com) [agralliance.org](http://agralliance.org)  
[apwu.org](http://apwu.org) [nalc.org](http://nalc.org) [npmhu.org](http://npmhu.org) [nrlca.org](http://nrlca.org)  
[bit.ly/SaveOurPostalService](http://bit.ly/SaveOurPostalService)

# ELECTRIC VEHICLE VICTORY WEAKENED BY EXCLUSION OF UNION WORKERS AND PUBLIC CHARGING STATIONS

In a great victory in the campaign to electrify the postal vehicle fleet, the USPS announced an increase to 75% electric vehicles and a faster roll out, by 2026. Unfortunately, Postmaster General DeJoy cynically attributes his decision for more EVs to the opportunity to centralize charging stations at new massive hubs, called Sorting & Delivery Centers (charging stations can and should be installed for mixed postal/public use at every post office). Plus EVs should be 95% of the fleet and made union.

"The U.S. Postal Service will buy 66,000 vehicles to build one of the largest electric fleets in the nation, Biden administration officials announced December 20th, turning to one of the most recognizable vehicles on American roads — boxy white mail trucks — to fight climate change.

"Postal officials' plans call for buying 60,000 "Next Generation Delivery Vehicles" from defense contractor Oshkosh, of which 45,000 will be electric, Postmaster General Louis DeJoy told The Washington Post. The agency will also purchase 46,000 models from mainstream automakers, of which 21,000 will be electric.

"The Postal Service will spend \$9.6 billion on the vehicles and associated infrastructure, officials said, including \$3 billion from the Inflation Reduction Act, President Biden and congressional Democrats' landmark climate, health-care and tax law..." (*Jacob Bogage, Washington Post*)

Steve Hutkins ([savethepostoffice.com](http://savethepostoffice.com)) takes WAPOs Bogage to task..."In today's article there's one paragraph in particular that could use some clarification:

"The Postal Service is restructuring its vast mail processing and delivery network to minimize unnecessary transportation and fit facilities specifically for EVs. It will concentrate letter carriers at centralized locations rather than using small-town post offices to take advantage of existing infrastructure and cost savings associated with electric vehicles."

"There are several problems here:

"...The plan to restructure the delivery network actually *adds* hundreds of millions of miles to carrier routes. DeJoy has repeatedly said his plan will simplify the network and reduce transportation costs, but he's provided no evidence for this, and there's plenty of data showing the opposite.

"An internal USPS presentation from July 29, 2022, shows that the plan adds about 12 or 13 miles to each route, one-way, which, for the 100,000 routes that will be relocated from post offices, adds up to something like 700 million more miles annually. The Postal Service has yet to explain how the plan will "minimize unnecessary transportation" or how, even with all these additional miles, it will reduce costs overall.

"... DeJoy is not restructuring the delivery network in order to fit facilities for EVs. Any post office can be fitted for EVs. You don't need to centralize the network in order to make that happen.

"...The plan to consolidate routes was developed long before any thought was given to buying tens of thousands of electric vehicles. It wasn't until June 2022 that the Postal Service began saying it could buy more EVs thanks to "delivery network and related route refinements," even though by then it had been developing the S&DC plan for over a year..

"The commitment to buy more EVs wasn't made possible by the S&DC plan. It was a response to lawsuits, the EPA's criticism of the Postal Service's environmental impact study on the next-gen fleet, and pressure — and the promise of funding — from Congress and the Biden administration.

"In today's press release about the big EV buy, the Postal Service goes a step further...'What is less widely understood is that our network modernization initiative is necessary to enable this vehicle electrification and will also provide meaningful cost and carbon reductions in other ways.' In other words, DeJoy can't buy all these EVs unless he can go forward with his S&DC plan..."

"DeJoy is thus using the very popular plan to buy electric vehicles to justify his very unpopular delivery centralization plan." (*Steve Hutkins*)



GORDON, Wis. — *Several dozen people turned out for a rally on October 20th, pushing for the post office to stay open*

## KALAMAZOO ELECTED OFFICIALS PROTEST PLAN FOR SORTING & DELIVERY CENTER

KALAMAZOO, Mich. (WOOD - TV - 11/7/22) — "The United States Postal Service wants to make changes to services across Southwest Michigan..."

"Rep. Fred Upton, R-St. Joseph, joined with local and state leaders including the mayor of Kalamazoo and Portage on Monday morning to criticize the plan.

"USPS will begin consolidating operations at locations across the country into Sorting and Delivery Centers. It will impact carriers who operate out of some facilities in Kalamazoo, Van Buren, St. Joseph and Allegan counties.

"Twenty-one locations in Southwest Michigan will merge into one location for postal and dispatch operations. That facility is located ... in Oshtemo.

"They will require the carriers within a number of counties to all travel to one stop. If you live in Climax or Augusta and you're a carrier in your home community you're going to be asked to drive to Oshtemo," Upton said.

"Currently, carriers go to their local delivery office to begin and end their day but if the plan moves forward they will instead have to drive to and from Oshtemo to pick up their trucks and then deliver the mail.

"For some drivers, that could mean an hour round trip per day. Upton believes the change will become a costly burden at a time when the country is enduring high inflation.

"You're going to be filling up twice a week just to go to work," he said.

"Leaders say it's going to hurt morale.

"Front-line management and front-line employees are overworked now. The demands on them are crazy," Michigan Area Vice President for National Association of Postal Supervisors Kevin Trayer said.

"Upton added, "They may not want to work. They may say, 'I'm going to just do something else'..."

Currently none of the national postal unions, not the Postal Regulatory Commission nor any Congressional committees are calling for national hearings on this S&DC transformation. So, it's up to us to build pressure to slow, pause or stop this bad plan.

*Do you live or work in one of the first 200 towns scheduled to be hit by this massive disruption in the next six months?*

Find the list here – [savethepostoffice.com](http://savethepostoffice.com)  
Here's a guide to organizing a townhall from the American Postal Workers Union -  
<https://tinyurl.com/PostalTownMeeting>  
Let us know what you're doing — email us at [cpwunited1@gmail.com](mailto:cpwunited1@gmail.com)

Sign the petition at <https://tinyurl.com/StopSDCs>



President Mark Dimondstein, of the American Postal Workers Union, pledges continued support to the United Auto Workers insisting that the electric New Generation Delivery Vehicles be union-made, with charging stations at every post office..."The APWU and our community allies will continue advocating for charging stations at post offices which will be available for public use. There is no better network suited to be the foundation of a nationwide system/grid of EV charging stations than the public Postal Service anchored in every town and community..."