



One Union, One Voice One World

***Delegates from five continents
meet at TWU HQ;
Pledge joint campaigns for justice***



Delegates from Argentina, Australia, Chile, Finland, Jordan, Panama the United Kingdom and the United States met at TWU headquarters in Washington, DC in April to form the new One World of Labour Council.

Sending a strong message of global solidarity, delegates representing 14 unions in eight different countries met at TWU headquarters in Washington DC on April 19 and 20th, announcing the formation of the One World of Labour Council.

“You don’t travel all this way for a talkfest,” said Linda White, assistant national secretary of the Australian Services Union (ASU), representing thousands of workers at Qantas. “We’ve come for real action, and we believe this will mean real action for the people we represent in Australia and for all those at world carriers.”

The participating unions represent workers at carriers that are part of the oneworld alliance, the global network that includes American Airlines.

Global unions plan joint campaigns



“Using prison labor to clean an aircraft, post 9-11... that’s a backward, crazy managerial approach.”

Rhys McCarthy, Unite

Rhys McCarthy, regional officer for Britain’s Unite, speaks to the news media at the National Press Club following the One World of Labour Council meeting.

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“Airlines don’t operate within nation states, they operate globally — and so do we,” said Rhys McCarthy, regional officer for civil aviation from Unite, which represents British Airways workers in the United Kingdom and Ireland.

TWU’s Conley to coordinate new council

The One World of Labour Council will be part of the International Transport Workers Federation (ITF), which includes more than four million workers in 155 countries. John Conley, Vice President of TWU, was elected as coordinator of the group, which will meet again in Madrid in June, when ITF convenes representatives of all global airline alliances.

Speaking to a news conference at the National Press Club following the One World of Labour meeting, Conley quoted Cesar Chavez, the U.S. labor leader who founded the United Farm Workers.

“You’re never strong enough that you don’t need help,” said Conley. “That’s what the airlines recognized. We believe the TWU and our colleagues should be equity partners, and share in successes. We should not suffer circumvention of our collective bargaining processes.”

Delegates from around the world shared information about the actions of their employers, and heard common themes about the refusal to reach fair agreements, excessive pay for executives, lack of job security, and outsourcing of maintenance and other core functions.

THE COMMERCIAL APPEAL
Memphis, Tennessee

Labor unions announce a partnership to counter global airline alliances

By Bartholomew Sullivan

WASHINGTON — Airline labor union organizers from five continents announced today that they have formed a “One World of Labor” partnership to counter the influence of what they said is a de facto merger of airlines into three global alliances.

The group that spoke at the National Press Club represented ticket agents, flight crew and ground and maintenance employees of the oneworld alliance, which includes 12 airlines including American Airlines, British Airways, Japan Airlines, Cathay Pacific, Iberia and Mexicana.

“In our discussions we realized that in the last years we have witnessed a tendency on the part of management of particularly the oneworld alliance to stimulate conflict with workers,” said Gabriel Mocho Rodriguez, a former Argentine flight

ATW
Air Transport World

Unions form 'oneworld labor council'

By Aaron Karp | April 21, 2011

A number of unions representing workers for oneworld airlines on Wednesday announced the establishment of the “oneworld labor council,” described by labor leaders at a Washington press conference as a loose confederation of work groups focused on combating threats to job security they say are posed by cross-border airline cooperation.

Transport Workers Union VP John Conley, speaking on behalf of American Airlines mechanics, said, “The [airline] partners in the alliance treat it as a de facto merger ... We think that it’s in our best interest to partner.”

World news: The global gathering of trade unionists as reported in The Memphis Commercial Appeal, Air Transport World, and other publications.



We are the world: From left, TWU Air Transport Division, Ass't Director **Bobby Gless** with TWU delegates to the One World of Labour Council: **Bob Zimmerman**, President, TWU Local 565, **John Conley**, TWU Int'l Vice President, **Sidney Jimenez**, President TWU Local 568, **Donny Tyndall**, President, TWU Local 502, **Garry Drummond**, Director, TWU Air Transport Division.

Delegates were outraged when they heard a report from Stephen Purvinas of the Australian Licensed Aircraft Engineers Association, about the use of day release prisoners to maintain Qantas aircraft at a repair shop in Singapore.

“That’s a backward, crazy managerial approach,” said Unite’s McCarthy. “It flies against their heritage of high safety standards, which is quite worrying.”

Millionaire managers demand concessions

Gabriel Mocho Rodriguez, who began his aviation career as a flight attendant in Argentina and is now ITF’s secretary for civil aviation, said that global unions are “committed to support each other in negotiations, campaigns and organizing efforts.”

Management demands for concessions are being made by oneworld carriers all over the globe, Rodriguez said. These demands, he pointed out, are “coming from those who have been rewarded with multi-million dollar bonuses while workers are losing their homes and struggling to support their families.”

“We’re going to extend all lawful practical support to achieve fair conditions, maintain the world’s best safety standards and other common goals,” said Rodriguez.

Concession demands from executives “who have been rewarded with multi-million dollar bonuses while workers are losing their homes and struggling to support their families.”

*Gabriel Mocho Rodriguez
International Transport Workers Federation*

“It’s a move in the right direction for all of organized labor,” said Donny Tyndall, president of TWU Local 502 in Los Angeles, who attended the One World of Labour Council meeting. “The company went ballistic,” he recalled, when TWU local union presidents toured cities in the United States to build membership unity.

Putting structures in place to build global solidarity, he said, “is fantastic. It’s the wave of the future.”

TWU Negotiators to meet with AA on April 28th and 29th

Members of the TWU Bargaining Committee representing Maintenance and Related (M &R) members are scheduled to meet with AMR officials and federal mediator Jack Kane in a mediated session on April 28th and 29th in DFW.

Carrying out a mandate from TWU members, our bargaining committee is continuing to meet with the company in an effort to find common ground, with a contract that recognizes the contributions of our membership to the success of the company.

A report from the April mediation session will be available at <http://aa.twu.org> following the session.

TWU Rips Exec Pay at AMR

A \$5.2 million pay package for Gerald Arpey, CEO of American Airlines parent company AMR, is “beyond belief and shameful,” said Garry Drummond, Director of TWU’s Air Transport Division.

With the airline losing money and its stock at a 52-week low, Arpey received an 11 percent raise. AMR President Tom Horton received a 45 percent increase in compensation.

TWU members at American, by contrast, have been without new contracts for years.

“AMR’s leadership should have stuck a red-hot poker in the eye of every employee,” said Drummond. “It would have had the same effect.”

“Our members sacrificed to keep this airline out of bankruptcy eight years ago,” said Drummond. “We have boosted productivity and brought in new revenue, yet only the top managers receive rewards. I could use a lot of four letter words to describe what our members think of this behavior. To be civil, let me use five letters: this is G-R-E-E-D.”

The company released the proxy statement with details of Arpey’s enormous 2010 paycheck late at night, just before Easter weekend, hoping to draw as little attention as possible. “Despite their every attempt to hide, we will shine a spotlight on this and we will continue to fight for fairness and economic justice for everyone at American and American Eagle,” said Drummond.



Outrage on the news pages: TWU's criticism of Arpey's huge payday was well-covered in publications that follow the airline industry.

Arpey's 2010 pay: 157 times more than typical U.S. worker

With his generous \$5.2 million pay package, AMR CEO Gerald Arpey will take home 157 times the earnings of a typical U.S. employee in 2010.

According to the AFL-CIO's Executive Pay Watch calculator, found at aflcio.org/corporatewatch/paywatch, median earnings for U.S. workers in 2010 stood at \$33,190 — a tiny fraction of Arpey's take home pay.

Arpey will also outpace some higher paid workers — such as Barack Obama, who earned \$400,000 in 2010 as President of the United States. Arpey's salary is 13 times what Obama earns.

