

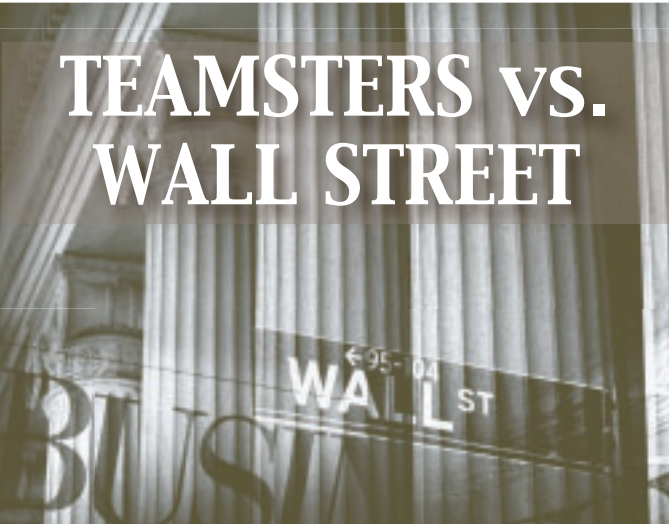


Motion Picture

The Teamster Motion Picture News

James P. Hoffa, General President • C. Thomas Keegel, General Secretary–Treasurer • Leo T. Reed, Director

TEAMSTERS VS. WALL STREET



Union Shames Financial Services Companies into Doing the Right Thing

When jobs are at stake, the Teamsters Union will stop at nothing to save them, even if it means staring down the most powerful financial services companies in the world.

YRC Worldwide (YRCW), a trucking company that employs 35,000 people, 30,000 of which are Teamsters, was loaded with debt and headed for bankruptcy at the beginning of 2010—which would have undoubtedly resulted in massive job losses.

Intervention by the Teamsters Union turned the tide, though. The union shamed powerful Wall Street firms, including Goldman Sachs, into saving tens of thousands of jobs instead of lining their own pockets.

In a story under the headline, “How the Teamsters Beat Goldman Sachs,” the influential political newsletter and web site Counterpunch said: “Goldman proved unwilling to be charged with throwing 30,000 truckers out of work. The bank not only caved, but offered its help.”

“This was the union’s first foray into the cut-throat world of credit-default swaps and high finance, and we came out on top,” said Jim Hoffa, General President. “This is a breakthrough for union activism on Wall Street and great news for YRCW workers.”

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New York City Teamsters Can Make It Anywhere

Local 817 Members Shoot “Sex in the City” Sequel

Shooting a major motion picture in New York City is hard. Shooting a movie in New York City gets even harder when the city itself plays almost as large a role in the film as its cast of Hollywood stars.

This was the case when members from Local 817 started shooting the highly anticipated film “Sex in the City 2” in the streets of New York City last year. The city that serves as a backdrop to the popular television series and films is not a static set in a studio. It is a living, breathing metropolis that more than 8 million people call home—a home that isn’t necessarily accommodating to a production the size of “Sex in the City 2.”

“If you can shoot a movie in New York City, you can shoot anywhere,” said Mo Fitzgerald, a 20-year member of Local 817. “There’s nothing more challenging than shooting in this city.”

Unforeseen Challenges

Fitzgerald has seen it all during his career shooting in the Big Apple. As a transportation captain he serves as part juggler and part ringmaster of the circus that a major motion picture can quickly become when things change on the fly.

“We have a lot of unforeseen challenges that affect us logistically each day,” Fitzgerald said. “Scripts and locations can change day in and day out without any warning. There are so many things you must deal with when you move to a new location on short notice in a city like this.”

For “Sex in the City 2,” the approximately 60 Teamsters on the shoot needed to navigate and park nearly 40 vehicles to each unique location. Depending on the scope of the shoot, that meant periodically shutting down blocks

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A Message From Division Director Leo T. Reed

United We Must Stand

Over the past year and a half, we have seen our nation's economy turned upside down as we spiraled into a recession. We as working Americans have learned to tighten our belts through the tough times.

Our industry has also felt the effects of this recession and we must remain vigilant to protect our families' futures.



General President Jim Hoffa has done an outstanding job guiding our union through this storm while fighting for us in the halls of Congress and the White House to protect everything we as trade unionists believe in, but we must also do our part.

We should always remember that the best protection we have as union members is our contract and must fight to retain everything we have gained over the years.

As the negotiations for the location managers and scouts showed this past summer, employers will take every opportunity to squeeze us for concessions at the bargaining table. In that case, we were able to link our 500 location managers and scouts' wages with the 4,000-member driver contract which we will negotiate this year. Now when we open talks for our drivers we will be able to use the combined bargaining power of both groups to negotiate a strong contract that benefits everyone.

If we are to succeed as a union and division in the future, we must all learn that we are stronger when we stand together and speak with one voice. We need to understand that we are not only location managers and casting directors or drivers and wranglers. First and foremost, we are Teamsters, and Teamsters always stand together in solidarity.

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Credit-Default Swaps

At issue were credit-default swaps (CDS), which provide "insurance payments" to investors when a company goes bust. Some Wall Street firms essentially made bets and actively made CDS markets in the final days of the exchange in the hopes that the exchange would fail and YRCW would go out of business. The bondholders with CDS coverage stood to make money if it happened.

The Teamsters Union targeted the firms that were banking on YRCW going out of business and essentially shamed them into doing the right thing. The union put the bondholders—institutional banks, brokerage houses, hedge funds and others—on notice that it would call out those firms and hold them accountable for massive job losses at a time when the country can't afford it.

The Wall Street players had a choice: They could force YRCW into bankruptcy and line their pockets with a bit more cash, or they could exchange their debt for stock and keep the company afloat, allowing 35,000 people to keep their jobs. As the Wall Street Journal put it, "In the battle between the truckers and the hedge funds, the truckers won."

A story in the New York Post started, "Memo to Treasury Secretary Tim Geithner: If you want to survive another year in Washington, start channeling your inner Jimmy Hoffa... the one man who has stared down Goldman Sachs and the big-money crowd on Wall Street and come out a winner."

A union pressuring Wall Street to forsake greed in favor of doing the right thing is a rare sight, and many in the press took notice.

"Taxpayers should pay attention to the kind of deal that can be cut when a tough cookie like Hoffa is driving the negotiations," wrote the New York Post.

"The taint of the [credit-default swap] issue remains hanging over future reorganizations. Leave it to Teamsters president James Hoffa to remind what's at stake as Congress reshapes financial regulation in 2010," said the Wall Street Journal.

"Our involvement in this fight brought home how much reform is still necessary to rein in Wall Street greed," Hoffa said. "I'm grateful to the companies who eventually did the right thing, but we shouldn't have had to shame them into doing it. This isn't just a story about what the union did to save jobs. We had the support of our rank-and-file Teamsters every step of the way, plus the support of a lot of other people and institutions who wanted to see these hardworking folks keep their jobs."

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of busy city streets.

"Most of the time, we don't have the luxury of parking in a lot near the location," Fitzgerald said. "We have to find parking for every one of our pieces, and sometimes that's not the easiest thing to do."

Of course, the challenge of transporting equipment can sometimes pale in comparison to getting cast members from one point to another. And when you combine the star power of a cast with the devoted fol-

lowing that the "Sex in the City" franchise earned over the years, fans and paparazzi must be taken into account.

"When working with the four women on this film we needed to make sure we anticipated and planned for the fans and media that might show up at each location," Fitzgerald said. "Our primary concern is getting them to the set safely every day."

The film, which is currently in post-production, debuts in May 2010.



Location Managers and Scouts Ratify New Contract

440 Members Link Contract to Drivers' Agreement

This summer, more than 500 location managers and scouts represented by Local 399 in Los Angeles ratified a three-year agreement with the Alliance of Motion Picture and Television Producers (AMPTP) that included an important clause that tied their wage increases to the motion picture drivers' contract that is up for renegotiation this year.

The negotiating committee faced a hard line from the AMPTP representatives from the start, as the companies used last year's tumultuous economic conditions as leverage. The committee members were pressured by the companies to accept lower wage increases than many other crafts had received before the recession hit the industry.

"This was my first time in contract negotiations and it was a real eye-opener," said Larry Pearson, a 25-year member currently working as a location manager for the Fox network's action staple "24." "We could tell from the beginning that the companies were going to point to the economy as a major issue in negotiations."

It was fairly clear to Pearson and his fellow steering committee members that the AMPTP was not going to agree to the same 3-percent wage increase other below-the-line workers had negotiated for prior to the economic downturn. They realized that it would be crucial to build some sort of wage protection provision

into the contract so when the industry eventually recovered, they would not be left out in the cold.

"We're a small unit, and consequently our bargaining power was somewhat limited," Pearson said. "However, by getting the companies to agree to link our agreement with the contract for our 4,000 brother and sister drivers, we gained the benefit of their bargaining power."

The location manager and scouts' agreement includes a 2-percent annual salary increase, but allows for a retroactive increase above that 2 percent for any wage gains made over the minimums as a result of the renegotiation of the drivers' contract, which expires in August 2010.

Motion Picture and Theatrical Trade Division Director Leo Reed stressed how in these difficult economic times, union solidarity is more important than ever to help protect working families.

"Our industry is not immune to the economic troubles we have experienced over the last year," Reed said. "With this uncertain economy, we knew that the companies would try and squeeze our location managers and offer them less money during these negotiations. That was why it was so important to tie their wage increases to the drivers' contract. We are stronger when we stand together, and this case is no different."

A Message from General President James P. Hoffa

Protecting Jobs



Protecting Teamster jobs is one of our most sacred duties. Lately, our fight to save jobs has led us to employ new methods, including taking action against powerful Wall Street financial firms.

The Teamsters Union often employs new and innovative methods when organizing potential members and during contract campaigns, but the YRC Worldwide battle (see this newsletter's cover

story, "Teamsters vs. Wall Street") is uncharted terrain for the labor movement.

Our recent Wall Street battle on behalf of trucking giant YRCW, which employs 30,000 Teamsters, got us a lot of attention in the press but also taught us valuable lessons. We are taking what we learned in that dispute to use in other campaigns, like our current fight for the jobs of carhaul Teamsters.

The union is fighting to save 5,000 Teamster carhauler jobs. Automakers have threatened to kill good Teamster jobs by

switching to nonunion haulers. A national campaign by the Teamsters persuaded GM to renegotiate its contracts with union carriers—saving Teamster jobs—and is working to get Fiat/Chrysler and Toyota to back off plans to take Teamster jobs.

In this, as in every campaign the Teamsters embark on, member involvement is crucial. Freight Teamsters stepped up and got involved in the YRCW fight, and carhaulers are stepping up to help in this one.

Hundreds of Teamsters have already taken an active role in the campaign, handbilling at dealerships and attending rallies. The union has also reached out to members of Congress, the White House, safety advocates and other allies. For more information, visit carbuyersbeware.com.

The Teamsters Union is always looking for strong, proud members to get involved. For more information on what you can do on these or other issues, please visit www.teamster.org.

DRIVE is a political committee that furthers labor-related goals, including making contributions to support candidates for local, state and federal offices. Individuals may refuse to join or contribute without fear of reprisal.

Find out more about this exciting program by talking to your local union, or on the web at www.teamster.org/drive

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