



THE TRUTH ABOUT SUBWAY CAR CLEANING

NYCT officials informed Local 100 leadership in December that it had hired private companies for a pilot program to “deep clean” up to 3,000 cars under the Subway Action Plan. Since these companies would use new equipment and products, NYCT claimed this was not a contract violation.

The Union could have filed a legal challenge with a contract arbitrator – but that has risks. If the arbitrator found that just one of the tasks in the project was outside our regular duties, the arbitrator could have ruled against us, and declared NYCT could forever use private companies to do this “deep cleaning.”

So, Local 100 opted to negotiate a legally binding agreement that permits a **one-time pilot program**. In exchange, Local 100 secured some immediate and long-term gains, including:

- **22 Local 100 cleaner positions management cut from the Car Equipment Division budget will be restored.**
- **Local 100 cleaners from CED will be paid to observe the private company employees “for the purposes of training and development.”**
- **After the deep cleaning, Local 100 cleaners will maintain that new “baseline of cleanliness.” Your elected representatives have made clear to Management that maintaining the base line of cleanliness will be accomplished by Local 100 Cleaners with adequate staffing levels and with proper equipment.**
- **Language in the agreement gives Local 100 a much stronger hand if NYCT tries to use private companies in the future for cleaning, including:**

“The Authority recognizes the Union’s position that the scope of work is the traditional and exclusive work of the Union, which the Authority is not contesting...” and

“The parties acknowledge that nothing in this agreement shall be construed as establishing a precedent disputing the Union’s claim of exclusivity to the work.”



More information on the other side of this flyer

Local 100 blasted the use of contractors in the newspapers, forcing transit officials to also state publicly at an MTA committee meeting that Local 100 is not losing any work.

Lets' go to the videotape:

Both statements from NYCT President Byford and MTA Chairman Ferrer are available on our YouTube channel at www.youtube.com/localonehundred.

Byford said the following at the Jan. 22nd NYC Transit committee meeting:

“I’m very proud of our transit cleaners...and ultimately this is their work. There’s no question here... We’re not taking that work away. What we’re doing is embracing or capturing, harnessing if you will, the skills and methodologies, the processes and products that private sector contractors can bring, from which we can learn.

The idea being that there will be an intense deep cleaning of both 100 stations and 3,000 cars to get them up to a better base level, and at that point, then our own forces can take over and maintain at a higher level.”

Fernando Ferrer, Acting MTA Board Chairman, said:

“Once this is done, (the work will be) given right back to the workers who work with us every day and are responsible for this among many other things in our subway system.”

