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Scarborough Local 602

Contact us at: 416-412-1100

June 4, 2026

TO THE 12 DISPLACED MSCs

The Scarborough Local has opposed all attempts to remove you from your MSC job based on the results of the 12 months restructure implemented in East Trans on Sunday May 31, 2026.

Management has refused to agree to solid suggestions which we have put forward to avoid your displacement.

First amongst those suggestions was that the calculations of the driving time values were wrong and the new values put the MSCs in greater danger.

In addition, we also pointed out that the Full-Time relief complement was also not properly calculated based on the facts governing the bar chart program. More relief drivers are needed than is stated coming out of these restructures.

Similarly – we put forward ways to streamline the MSC relief work where there were excessive part time relief being created to perform duties which can be done by the correct number of full-time reliefs needed in East Trans.

We also pointed out that any of the so-called SURPLUS drivers can be given the long-term absence assignments, as well as the duties associated with relieving part time tours – as had been successfully done for many years in structuring MSC tours in the East Post Office. Since 2004 all part time group 2 relief workers were full time.

We further suggested that the 12 workers can be made temporary Letter Carriers for purposes of Article 53, **but should be able to backfill MSC absences under 17.06, 17.07 and 17.11**, until new MSC vacancies take place. These (LC/MS), (having exercised their right to return to MSC full time work) will obtain these new MSC positions through prioritized seniority automatically, **as per 53 G. Appendix 53 I**, also gives enough room for innovation on temporary assignment of “surplus” MSCs.

The corporation’s response was that *“the amount of difficulty that this will cause was significant”!*

Our suggestions were predicated on the clear vision that there was no need for any MSCs in Scarborough to be declared as surplus. The whole surplus venture is artificial and based on a political agenda to cut jobs to satisfy the needs of the government and upper management. It was also clear to us that the low volume situation was temporary since it was engineered by management to blunt the struggle of the union for better contracts.

President – Scarborough Local CUPW (602) – Unit 12 – 130 Dynamic Drive, Scarborough, ON M1V 5C9

CPC CUTS AND SURPLUS - A ROAD TO DEEPER CRISIS

It is an insult to the membership to fall for the company's propaganda that MSCs work volume will not return to the biggest and most modern processing plant in the country. We must realise that these job cuts and surpluses will lead to deeper crisis at Canada Post. This is the company's agenda to wreck CPC.

When all of these suggestions failed, we finally put forward that the FULL TIME MSCs without tours should be allowed to fill the 10 vacant Part Time relief MSCs where they would be able to continue driving and obtaining additional work daily to make up their 8-hour day. This too, was opposed by management. They were adamant that those who demoted to Part Time, in this 53 situation, to continue their driving jobs – will not be granted the priority right to immediate return to Full Time MSC work.

As far as management was concerned there was only one job for the 12 displaced members – letter carrying. Those who could not do letter carrying were in effect being thrown off the job.

The local stood opposed to signing off any MOA which did not offer more choice than the Letter Carrying classification to the 12 members. We made the request that these MSC should be given the option to demote, right away and be able to bid on the Part Time positions where additional physical part time bodies were to be brought in. Without this there was no need for any MOA since everything could have been achieved under Article 53.

The Scarborough Local in collaboration with the Regional Office and a National Union representative agreed to sign off an MOA to give the opportunity to any of the 12 members who could not go to letter carrying to demote to Part Time MSC to continue working immediately in their driving job as MSCs. The processes for obtaining daily work up to 8 hours are clear. This move will effectively keep these workers as full time MSCs with the same pension, health care benefits, leave provisions etc., once they work extensions to 8 hours each day.

The local made the best decision in the interest of its 12 members – especially those who could not go back to letter carrying but desperately need to continue working to put food on their family's tables. In addition, the full blown 53 situation in our sister local in Toronto gave these members additional bidding opportunities they may wish to utilize.

The impact of management's false surplus was going to be felt by these 12 MSC members whose immediate interests we represent - while maintaining the opportunity to grieve and legally prove the false technical information which management relied on to displace these workers.

Those who have just arrived – and their “experienced advisors”- can say what they wish. It is a fact that the Scarborough Local will continue to do what is in the best interests of its members remaining on the job and avoiding the adverse effects of a falsified SURPLUS crisis.



President – Scarborough Local CUPW