

Faltering union negotiations threaten classes

By GARY SYMONS

Classes haven't even started yet at York University, and already the school year is threatened by a series of strikes by the three largest unions on campus.

The first to go if an agreement is not reached would be the York University Faculty Association (YUFA), which covers all full-time faculty members. A strike by this union, which would like begin before the first day of classes if mediation is not successful, would of itself disrupt over half of York's academic courses.

The university also has to contend with the possibility of a strike by the Canadian Union of Educational Workers (CUEW), which represents York's part-time faculty and Teaching Assistants (TAs). CUEW members account for approximately 45 percent of teaching duties at York, according to union figures.

If both YUFA and CUEW strike at the same time, the result would be a complete suspension of courses at York for an indeterminate period.

York's labor woes do not end there. The York University Staff Association (YUSA) representing York's clerical staff, are also currently involved in contractual negotiations with the university.

In this report, Excalibur's Gary Symons looks at the current stage of negotiations between the unions and the university administration.

YUFA—York go for mediation to thwart strike

As the nation went to the polls on Tuesday, York University Faculty Association (YUFA) members began voting on whether or not to strike if last-minute negotiations fail today. Results of the strike vote will not be known until mediation talks scheduled for today are over.

In the event that the union votes to strike, and the talks do fail, YUFA will probably begin their strike before Monday, September 10, the first scheduled day of classes, according to Professor Hollis Rinehart, Chairperson of YUFA's negotiating committee.

"The executive committee is of the opinion that a strike is necessary to reach our objectives, and that the least damaging time would be in the fall, before classes start," Rinehart said.

The major issue is money. According to a comparison of Statistics Canada and York Data figures, York's faculty salaries are three to ten percent below the provincial average, and eight to ten percent below the median salaries at the University of Toronto.

One of the union's major demands, therefore, is for a 'catch-up' wage increase of three and one third percent annually over three ye-



"It's a place to line up in order to find out where you have to go to line up," says CYSF president Chris Summerhayes of the new information tent set up for registration. The tent is north of the Ross building. On page 5 Provost Tom Meininger rebuts Summerhayes.

ars. This, Rinehart says, is a retreat from YUFA's original position in which they demanded a 10 percent increase for the 1984-85 academic year.

A YUFA report, released by Rinehart on February 3, 1984, claims the most "reasonable comparison would be with the University of Toronto."

In short, YUFA has put forth a settlement 'package deal' that will cost the university just over 19 percent (YUFA's figure) or 21.75 percent (Administration's figure).

And there lies the major bone of contention between the two parties. Bill Farr, Vice President—Finance and Employee Relations, and chief negotiator for the administration, says York simply doesn't have the money. YUFA, on the other hand, says they do.

In response to Farr's claim that the university hasn't the money to meet YUFA's demands, and that it has already been allocated, Rinehart said, "That's a flat lie. They have \$12-million. And if they have already allocated the money they shouldn't have until they had considered

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CUEW awaiting conciliation date

After a long and fruitless summer of negotiations with the university, the Canadian Union of Educational Workers (CUEW) at York have applied to the provincial Department of Labor for conciliation in an attempt to resolve their dispute with the university.

According to Charles Doyon, chairperson of CUEW, conciliation was applied for last week because the union "wasn't getting very far" with the university's negotiating team. "The university isn't willing to meet any of our proposals," said Doyon. "They will not negotiate on any of our major issues."

If the conciliation effort fails, Doyon says CUEW will then be in a 'no-board' position, and 16 days later will be in a position to legally strike. He added that "winter is not a popular time to strike, so the probability is that if it happens it would be in the fall."

Thus far CUEW and the university have failed to come to an agreement on any of the major

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Clerical staff dispute

In yet another labor dispute involving the university, the York University Staff Association (YUSA), representing full-time clerical staff on campus, is scheduled to go into conciliation with York's negotiating team on September 12.

YUSA spokesperson Shirley Ittas said the union, which represents full-time clerical staff on campus, applied to the provincial Department of Labor for conciliation on August 9. No progress has been made on any of the seven major issues YUSA wishes the administration to address, she said.

Ittas refused comment on either the conciliation meeting or the possibility of a strike until conciliation is over. YUSA secretary Monica Hamilton said only, "Until the conciliation talks are over we're more or less on hold."

York's chief negotiator in the talks with YUSA, Don Mitchell of Personnel Department, also refused to comment. His secretary said Mitchell would have no new statements to make until conciliation is finished.

Ittas said the major issues are job security, retraining in the face of technological change,

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York grounds are to become a papal parking lot



Ron Deegan practices directing traffic for the automobile invasion expected September 15 when 25,000 papal pilgrims will use York's grounds as a mass parking lot on the day of the Pope's Mass at Downsview Airport.

By GARY SYMONS

Barring an act of God, York University will become one of several gigantic parking lots around Metro Toronto to cope with the vast influx of traffic for the papal visit on Saturday, September 15.

York's paved lots and adjacent fields will play host to approximately 25,000 automobiles, said Conference Centre Manager Jack Moore, with the university charging \$10.00 per car and \$40.00 per bus for the service.

Moore, however, downplayed the possibility of any substantial revenues being gained in what he called "our Papal Parking Project (PPP), citing high costs such as overtime pay, extra student security, construction of fences and rest areas, the purchase of 100 raincoats and dozens of flashlights, and rental costs for extra 'facilities,' which Moore described only as "VatiCans."

"I think the thing to stress—the big plus for the university—is the public relations side of it," Moore said. "There's no grand idea about making a fortune out of this; the impact is going to be on the image of the university."

Otherwise people are going to do it by foot—about a three-mile walk from here."

Moore also said students living on campus should decide what they want to do on that day, because there is going to be a problem with access to the university. "They should make their plans for the weekend now," he said. "We don't want to disrupt their lives, but getting on or off campus could be time consuming."

The university will be providing another service during the papal visit, said Moore. "Greyhound have about 150 chartered buses coming in from several areas in the States," he said. "They won't be parking here, but... we'll be providing a rest area for the drivers."

"We're going to change over some classrooms into bunkrooms," Moore continued, "and we'll have McLaughlin's Junior Common Room as a lounge for them so they can sit around and do whatever bus drivers do when they're not driving buses."

The university doesn't anticipate any problems finding enough spaces for the hordes of cars and buses that will converge on York on September 15, Moore says. "We could probably fit about 30,000 spots if we were pushed to it," he said, but Conference Centre expects only 25,000-26,000 cars.