

## LABOR PERISCOPE

### Letting the other shoe drop

Sen. Edward Kennedy (D-Mass) has begun circulating a draft bill to phase out all regulation of the trucking industry over a four-year period and abolish the authority of the Interstate Commerce Commission over the industry. Safety regulatory powers would go to the Department of Transportation. Previous Kennedy legislation only focused on abolition of rate bureaus, the organizations which set rates in the regulated sections of the industry.

Kennedy people say they feel the time is right to force "the larger debate on the whole deregulation question." Their move will give pro-deregulation people in the Carter Administration a chance to maneuver. Inflation Czar Alfred "Genghis" Kahn and others in the Carter austerity management bureaucracy apparently made some promises to the Teamsters and the trucking industry that the Administration would go slow on deregulation if the recently negotiated master freight contract between the industry and the union fell within the Carter guidelines. Kahn claimed that the contract did, but inside sources say he is still committed to deregulation.

Kennedy people also report that the recent deal which ended the jurisdictional "conflict" on trucking deregulation between Sen. Howard Cannon (D-Nev), who heads the Commerce Committee, and Teddy Kennedy, who heads the Judiciary Committee, actually makes legislation a possibility for this session. The "victor" Cannon, they say, is commit-

ted to put something before the Congress. With his clout and with Administration support, the bill is given a fighting chance. "If Kennedy went it alone, he would have won medals but there would be no chance of passing a bill," says an aide.

Dan O'Neil, who heads the ICC, is fully committed to pushing deregulation "as rapidly as possible." The ICC, which is working with Kennedy people, plans additional "unilateral action" if the legislative process bogs down.

Some people remarked that the "liberal" Kennedy's new bill is remarkably similar in concept and form to a draft previously circulated by the American Conservative Union. Kennedy's crew is known to collaborate with the ACU and the Heritage Foundation. "We're all for free enterprise, you know," says a Kennedy aide.

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### Steelhaulers end strike

An unauthorized and limited strike by steelhaulers, members of the International Brotherhood of Teamsters, ended this week when dissident locals in Pittsburgh, Cleveland and Canton, Ohio voted to return to work pending the ratification of the Master Freight contract. The contract, which also contains a special rider clause pertaining to steel, will be presented in the form of mail ballots to the full Master Freight membership of over 300,000 drivers for a vote this week.

### Rubber Workers target UniRoyal in strike bid

Admitting that his union's bargaining strategy had failed to make headway in its effort to achieve a contract settlement with any one of the nation's big four rubber companies, Peter Bommarito, president of the United Rubber Workers (URW), announced yesterday that the union would embark on a selective strike tactic in an effort to break the deadlock preventing an agreement.

Bommarito announced that the union had decided to strike the UniRoyal Company, financially the weakest of the big four, and set a date for Saturday, May 5 for the strike to begin. The union has been working since April 22 without a contract. Negotiations have been under way since then with UniRoyal, the B.F. Goodrich Company, Goodyear, and Firestone.

A strike against UniRoyal would involve no more than 8,500 of the total 55,000 URW members. A settlement with UniRoyal, however, would set the pace for agreements with the other companies.

Bommarito, a member of the right-wing social-democratic group Social Democrats USA, has laid the blame for the contract deadlock with the Carter Administration and interference from the special Council on Wage and Price Stability. The union has announced that it will go to federal court to seek a preliminary injunction against the government, asking that it be barred from interfering in the collective bargaining process.

The union is seeking to win for its membership—whose average wages compare relatively poorly with those of other industrial workers—a 30 to 40 percent wage increase excluding gains in benefits and cost of living scale.