

We need Canada Post to prioritize Canadian-built EVs

In 2022, Canada Post announced plans to electrify its fleet of delivery vehicles. By 2030, the crown agency aims to transition 50% of its gas-powered vehicle fleet to EVs, and 100% by 2040. This vehicle plan is part of Canada Post's effort to reach net zero by 2050. This is an environmental plan all Canadians should support. But the EVs Canada Post purchases must be built in Canada, and right now they are not.

Canada's national mail carrier operates a fleet of nearly 15,000 vehicles, many of which are mid-sized delivery vans – not unlike those built by Local 88 members at CAMI. However, according to public reports, the new EV vans Canada Post looks to purchase are built by an American firm, in the United States. One of the key demands of our union's Auto Policy is for governments to prioritize Canadian-built EVs in fleet purchases, to bolster our factories, protect jobs and support our own public auto investments. This is the opposite of what Canada Post appears to be doing.

The federal and provincial governments invested heavily to transition our plant to build BrightDrop ZEVs. They did this because electrification is the future of the auto industry. This transition hasn't been easy. No one said it would. But there's still a bright future ahead, with more car and battery factories opening and Canadian vehicle production forecasted to increase in the coming years. This is the sort of industrial strategy our union has called for. But the strategy needs full support, at all levels of government. Canada can't be investing in EV auto plants, while crown agencies – like Canada Post – outsource EV work to other countries. This makes no sense.

This week, our National President Lana Payne sent a message to Canada Post CEO Doug Ettinger, raising these concerns on behalf of Canadian autoworkers – and specifically, on behalf of Local 88 members at CAMI. She's asked Canada Post to reconsider its first phase purchasing decisions and prioritize CAMI-built ZEVs for this new fleet instead. She's also requested to meet with the CEO to discuss this further. We know this work would be a huge boost to production and jobs at our plant. It would mean Canadian-built vehicles operated by Canadian postal workers to support mail delivery for Canadians from coast to coast. That would be a major win for Canada and Canadian autoworkers. A major success in Canada's auto strategy.

We will keep Local 88 members updated on this as more information comes to light. We will also let Local 88 members know when, and how, you can support a campaign to help secure this work at our facility.

In solidarity,

Brent Tree, Local 88 President
Mike Van Boekel, Local 88, GM CAMI Plant Chairperson