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UAW union wants job security

Warped

by Scott McCull

United Press International
 DETROIT — Guaranteeing job security for auto workers at General Motors Corp. and Ford Motor Co. will have a major impact on wages and benefits, said spokesmen for the automakers Tuesday.

Peter Pestillo, chief negotiator for Ford, said any job security guarantee would have to be taken into consideration in negotiations over wages and benefits.

GM Vice President Alfred Warren said talks over wages and benefits cannot even begin until the job security issue is resolved.

The comments came just 10 days before the expiration of contracts with the United Auto Workers covering 350,000 workers at GM and 114,000 at Ford.

Bargainers worked throughout the Labor Day Weekend and are now in what is traditionally the most intense stage of bargaining.

During the weekend, published reports said the UAW proposed a job security program that reportedly would guarantee all 114,000 Ford workers their jobs for six years — three years longer than the traditional life of an industry contract.

The union plan also called for a moratorium on plant closings. Pestillo said he would be interested in a plan that guaranteed jobs for a longer period of time than the standard contract.

"I have favored longer agreements because they reduce the periodicity of pain," Pestillo said.

However, he said the money that it takes to guarantee jobs must come out of a total package, including any wage and benefit hikes sought by the union.

"You have to look at overall costs when you look at job security — you can have a solution that provides security at too high a cost," he said.

At GM, Warren said job security would have to be settled before wages and benefits can be addressed.

At GM, UAW Vice President Donald Ephlin said the union is seeking strict limits on plant closings.



Small car injury claims high

American cars safer

United Press International

WASHINGTON — A new insurance study said Tuesday full-size American cars are safer than smaller imports when they are involved in a collision, and Japanese autos generally have higher injury and property damage claims.

The survey released by the Insurance Institute for Highway Safety listed Oldsmobile Delta 88, Buick LeSabre, Mercury Grand Marquis and Oldsmobile 98 as having the best insurance claim records. These models are large, four-door U.S.-built cars.

"Larger cars such as the four-door U.S.-built automobiles listed in the

survey were found to be safer than smaller cars," said Brian O'Neill, executive vice president of the highway safety group.

The annual study undertaken by the Highway Loss Data Institute compared injury and collision damage records of 1981, 1982 and 1983 models.

The institute is a research organization that collects and analyzes insurance claims and coverage information. It is associated with the highway safety group, a non-profit organization funded by insurance companies.

The survey found that cars with the worst overall losses included

Plymouth Sapporo, Dodge Cutlass, and San Pulsar — all built in Japan.

Other small, two-door cars with relatively poor injury and loss records include the Chevrolet Chevette and the Le Car, the study said.

Among station wagons, the Caprice, Ford Crown Victoria, Mercury Grand Marquis — all American cars — did well.

Oldsmobile Cutlass, Buick and Pontiac Bonneville — all door medium-size vehicles — fared well.

Radioactive waste sites rejected for lack of technical requirements

United Press International

AUSTIN — Three pieces of land in north-central Texas no longer are under consideration as the site for a low-level radioactive waste dump because they don't meet technical requirements state officials announced Tuesday.

The sites dropped from consideration were in Archer and Wilbarger counties.

Tom Blackburn of the Texas Low-Level Radioactive Waste Disposal Authority said the state's option to purchase a 456-acre site in Dim-

mit County expired last Friday and that the landowner so far had declined to renew the option.

"We're still interested in that property but we will have to continue negotiations with the landowner," he said.

Other sites still under consideration were a state-owned tract in Webb County and private land in McMullen County, Blackburn said.

The low-level waste authority was created in 1981 and charged with finding an adequate site for storage of radioactive wastes generated by

hospitals, industry and research.

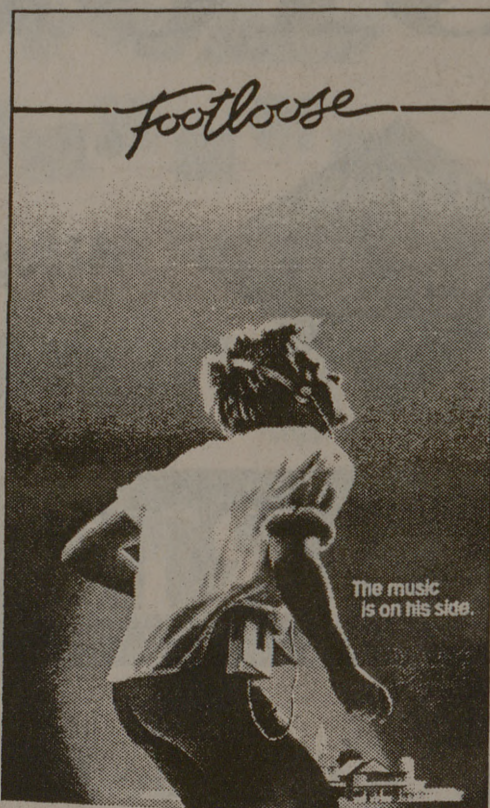
The federal government had that after Jan. 1, 1986, disposal in South Carolina, Washington and Nevada may not be obligated to accept wastes from other states.

Texas produced 27,000 cubic feet of low-level nuclear waste in 1983. However, that figure was expected to jump by 500 percent in 1984.

The state-operated facility was expected to cost about \$1 billion, will not accept high-level clear wastes, such as spent fuel from nuclear reactors.



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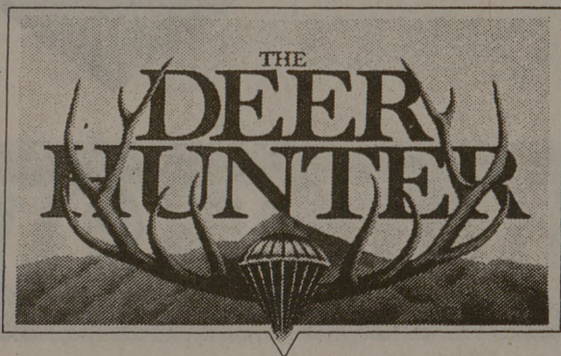


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