

OPPORTUNITY FOR GOOD JOBS

PIPELINES JOBS PROVIDE BETTER PAY

Building and operating our pipeline network provides thousands of good-paying jobs. Alternative jobs in other sectors often do not pay as much and are fewer in number. Our entire oil and gas sector of more than 10 million jobs with billions of dollars pumped into the economy depends on pipelines delivering that energy.

Pipelines Offer Better Pay

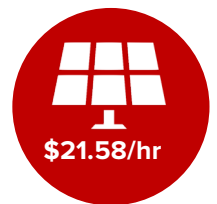
Pipeline Workers Earn More

Pipeline projects offer good-paying jobs that can support a family. According to the U.S. Dept. of Labor (DOL), the median hourly wage for a pipeline construction trades worker is \$30.03 per hour. Pipelayers specifically make on average \$30.51 an hour. Pipeline operators in engineering, computer technology and business operations average between \$40 and \$50 an hour.



Solar and Wind Workers Earn Less

The government reports median pay in solar installation is \$21.58 per hour or 28% less than a pipeline worker. Over the course of a year, a pipeline worker would lose \$17,850 in wages if forced to transition to a solar installation job. Wind turbine service technician median pay is \$24.41 an hour or nearly 20% lower and nearly \$12,000 in lost wages compared to a pipeline worker.



Green Technologies Often Need Fewer Workers at Lower Pay

Lower Pay for Battery Makers

The shift from conventional jobs to new green jobs can often mean fewer jobs at lower pay. An auto assembly worker can make as much as \$32 an hour building conventional cars and trucks running on gasoline or diesel. However, battery workers for electric vehicles are paid at the lower wage rate of \$15 to \$17 an hour. Even union employed automakers paying their assembly workers full pay are only paying their battery workers the lower pay of a parts maker.



Fewer Jobs for Electric Vehicles

Electric vehicles are less complex and need fewer parts. That means EVs need fewer workers to build. A study by the United Auto Workers stated, "EV powertrains are simpler and require less labor than [internal combustion engine] powertrains, which could have a negative impact on auto employment levels." A former GM sedan assembly plant in Lordstown, OH with 4,500 workers will be replaced with an EV pickup assembly plant with only 1,570 jobs. Volkswagen's CEO confirmed, "The reality is that building an electric car involves some 30% less effort than one powered by an [internal combustion engine]. That means we will need to make job cuts."

