

Rally for Jobs



AWC
#OccupyYourUnion

@ the 2012 North American International Auto Show

Sunday, January 8 1:30-3PM

Demonstrate across from Cobo Hall, Downtown Detroit

⇒ **Good jobs for all—equal pay for equal work**

⇒ **Reopen and retool plants for green jobs**

>> F I G H T F O R T H E 9 9 % A N D F O R T H E P L A N E T <<

While auto executives—part of the 1%—crow about their return to profitability at this year's auto show, we are demonstrating for the needs of the 99%. They boast that the 2011 contracts kept workers' total compensation to an annual 1% increase—if that. The contracts will supposedly "create or retain" 20,000 "new" auto jobs nationwide. There have been 150,000+ auto jobs cut since the Wall Street financial crisis! Many of the new jobs pay poverty wages. At the Lake Orion plant (home of the Chevy Sonic/Buick Verano), GM subcontracted logistics operations to billionaire "Matty" Moroun—whose unionized workers are paid \$9/hr.

All over, we see the 1% making the most outrageous demands. Chrysler/Fiat boss Sergio Marchionne is threatening to pull out of Canada and Italy if workers resist his demands for more concessions. This is global whipsawing! In Findlay, Ohio 1,000 Steelworkers were locked out by Cooper Rubber & Tire Co Nov. 29th when they demanded an end to two-tier wages.

Public sector workers, including UAW Local 6000 members, are facing equally vicious assaults. In Michigan Governor-appointed Emergency Managers are dictators: shredding contracts, laying-off workers and contracting out essential public services including the fire department. Their first targets are majority Black cities like Benton Harbor, Flint and Pontiac. Detroit could be next. Meanwhile foreclosures in Michigan remain third highest in the nation. Then last November, with a straight face, the legislature cut the number of weeks workers could collect unemployment compensation and threw 12,000 long-term unemployed women and their children off cash assistance. They insisted people needed a push to get a job. Where are the jobs?

Those still working are being made to perform more work in less time, with more management oversight and control. Overloaded jobs and forced overtime increase the risk of on-the-job injuries. Who profits from the rise in worker productivity? Statistics show it's the 1%. Meanwhile workers are putting in 50-70 hr. weeks to make ends meet— increasingly without overtime pay. In the 1930s, the UAW called for job creation by reducing work time: "30 hours work for 40 hours pay!" We are long overdue!

Though politicians promised to create "green" jobs, little has been done. The closed Wixom, MI Ford plant was set to reopen to produce solar panels and wind power equipment, but the deal fell through for lack of federal loan guarantees. Instead of the anticipated 4,000 jobs, Wixom will be lucky to see 600. The Detroit Woodward Light Rail, a promising alternative to reliance on the automobile and boon to local development, has been derailed for lack of funds.

We want meaningful work, jobs that will help us build a better future. That means prioritizing mass transit and constructing alternatives to fossil fuel. We call for the rapid conversion of closed plants—taking them by eminent domain, if necessary—to manufacture renewable energy components and public transit vehicles. This can create good, secure jobs that provide us with a decent standard of living.

As tough as times are, it's possible to make gains. Autoworkers organized to influence the outcome of the 2011 contracts, despite the "no strike" clause forced by the terms of the 2009 bankruptcies. We demanded an end to pay inequality and a reinstated Cost of Living Allowance. We didn't win our demands but workers won better raises for 2nd tier workers and "inflation protection" bonuses at GM and Ford. At Chrysler, skilled trades workers rejected the agreement by a 56% majority, many angry over new language threatening their jobs. They are appealing the UAW's approval of the deal.

If we don't fight for our rights, the 1% will destroy the world. We as workers stand together in solidarity, from Wall Street to Findlay, from Italy to Mexico and here in Detroit. We are the 99%! We demand a future! Join us January 8 at Cobo!

The Autoworker Caravan is an independent rank and file autoworker advocacy group.

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