



# GSOC-UAW LOCAL 2110

## MAKING A BETTER NYU SINCE 1998

The Union for Graduate Employees at New York University

We, GSOC-UAW 2110, unequivocally support our UAW siblings in their [strike against General Motors](#). As unionists and as workers, we are inspired by the rank & file's fast mobilization, strong displays of solidarity, and commitment to winning the contract they want. While profits surge, GM is demanding devastating concessions: offloading healthcare costs onto workers, maintaining the two-tier wage system, and setting raise schedules that fail to keep pace with inflation. None of this is either surprising or new, and all of these demands must be rejected and fought by any means auto workers deem necessary.

While veteran auto workers have been here before—many of them several times—General Motors' recent show of greed at the bargaining table is especially egregious. Barely a decade ago, General Motors accepted a \$50 billion bailout from the federal government. The latter ended up netting an \$11 billion loss on this deal that cost [47,000 workers their jobs](#) and closed 5 plants. After being permitted to recover and restructure over that massive safety net, GM was then allowed to buy back its stock, re-gaining the controlling interest from the government. Ten years later, after posting [record profits](#), GM announced yet another restructuring. Less than a year ago, they announced a “restructuring” plan to close more plants, further run down labor costs, divest from the pseudo-green projects it agreed to in negotiations with Obama's government, and invest in driverless technology. [At the end of last year, workers in Ohio, Maryland, Ontario, and Michigan were told that their plants were closing](#). Thousands were left jobless, or else forced to pick up their homes and families and move to a new town to work a new plant.

Now, GM offers to re-open these freshly shuttered plants as bargaining chips. At the same time, GM demands that workers start to pay the cost of their healthcare out of their own wages, and the bosses refuse to abolish the toxic two-tier system. Under the current two-tier arrangement, workers are paid vastly different wages and benefits for doing the exact same job. It is not uncommon for a worker to make half what their co-worker next to them makes, and with no benefits, diminished job security, and inconsistent hours. The most obvious problem is that GM, via this two-tier contract agreement, can hire in new labor at half the cost, reducing decades of hard-fought labor victories. Moreover, the two-tier system erodes solidarity among workers. It makes it harder to see the common cause of labor, even between two workers in the same plant, on the same line. This solidarity is critical, now more than ever, as we struggle against white supremacy and capitalist violence in the U.S. and across the world. We stand in solidarity with all workers and unions as they defend themselves, and with everyone who is under attack, including migrants, women, queer and trans people, and Black, Brown, and indigenous people.

This strike is an inspiring demonstration of worker power and solidarity. This is almost 50,000 rank & file auto workers rejecting division by the bosses' arbitrary two-tier wage system, and refusing the austere demands of a CEO who makes \$20 million per year but wants struggling workers to pay more for less healthcare. Veteran workers are fighting for better pay for new hires. New hires are fighting for retirees' pensions. The Teamsters went on a solidarity strike. Aramark's custodial staff—who also makes GM run—is striking. The workers of the auto industry are again leading the revitalized labor movement that they helped build up a century ago.

Finally, we want to address criticism we have heard of the strike, based on the recent corruption allegations against UAW leadership. As we have consistently made clear, we support a fully democratic, worker-led union. That requires holding leadership directly accountable to membership, always and without exception. But this is not Gary Jones' strike any more than it is Dennis Williams' union. This is *our* union, and this is GM workers' strike. Any misrepresentation of this simple fact is an attack on labor, on the UAW, and on its rank & file membership, who need our steadfast support now. Auto workers built this union, and they keep it alive. We are deeply honored to share it with them.

Solidarity with the Strikers!  
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