

**UAW**

**THREE  
RESOLUTIONS ON:**

**INTERNATIONAL  
TRADE**

**INTERNATIONAL LABOR  
SOLIDARITY**

**PEACE**

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# Three Resolutions of the

23RD CONSTITUTIONAL CONVENTION  
OF THE UNITED AUTOMOBILE •  
AEROSPACE • AGRICULTURAL IMPLE  
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	Page		Page
<i>Introduction</i> .....	2	<i>The ILO</i> .....	27
<i>International Corporation &amp; Foreign Trade</i> .....	3	<i>STEP</i> .....	27
No Economic Isolationism .....	5	<i>Peace Among Nations &amp; People</i> .....	33
They Refuse to Compete .....	6	Strategy for Peace . . . in Indochina .....	35
Solidarity is the Word .....	9	Disarmament and World Law .....	37
How They Abuse Corporate Power .....	11	Foreign Aid .....	39
Licensing Capital Export .....	13	China .....	40
Trade Expansion and Workers .....	14	The U.S.S.R. ....	41
Market Disruptions .....	16	Germany and Ostpolitik .....	41
Dumping .....	16	The Middle East .....	43
Trade is a Two-Way Street .....	16	South Asia .....	43
Adjustment Assistance .....	17	Africa—Black and White .....	43
Resolved .....	19	Latin America .....	45
<i>International Labor Solidarity</i> .....	21	The Lingering European Dictatorship .....	45
The UAW and the IMF .....	22	Toward a More Positive	
Solidarity with Japanese Workers .....	25	U.S. Foreign Policy .....	46
Exchanges .....	26	<i>Appendix</i> .....	47



bargaining structures and  
expiration dates.  
procedures and solidarity action.

The main objectives of this first  
to obtain the facts on operations  
plant of GM in Europe. It was  
that two French plants were key  
other GM plants in Germany,  
Belgium, as well as suppliers to  
Fiat operations in Italy.

ness and sense of innovation  
through the IMF can be attested  
re of some of the recommenda-  
22nd Congress (October 1971).

Leonard Woodcock suggestion  
er London World Auto Council  
the Congress noted that—

ive joint action (of member  
) will require also the yielding  
the measure of its autonomy by  
national affiliate of the IMF.  
inated union action is possible  
each country only to the de-  
that local unions cede a degree  
onomy to their national union.  
same principle applies with  
l force in the international  
re. . . . This congress, therefore,  
upon all IMF affiliates to review  
policies, priorities, rules, bar-  
ing procedures and national  
lation, to determine which, if  
of them, may have to be re-  
sidered in order to facilitate ef-  
ive international joint action."

2nd IMF Congress also recommended  
ILO establish international corporate  
ulating the activities of multinational  
ations. Attention would then be called  
e companies violating the regulations

by an ILO-published blacklist.

The IMF recognized the futility of merely  
"calling upon the ILO" without having pow-  
erful political endorsement. The Congress  
therefore instructed its own secretariat to  
create an international task force, "including  
representatives of other trade unions and  
political forces, to develop a proposal for a  
comprehensive code of international corpora-  
tion law."

We believe our program of international  
labor solidarity to be a sound and solid one,  
the only one, in fact, which in the long run  
can restore balance to collective bargaining  
with multinational corporations.

## Solidarity with Japanese Workers

International labor solidarity is indivisible.  
Either it binds all free workers or none. This  
principle applies no less to our solidarity with  
black South African workers than with Jap-  
anese auto workers.

The startling rise of auto imports in recent  
years, the result of a competitive vacuum  
created by failure of the U. S. auto industry  
for over 20 years to build a small car, presents  
the UAW with a particularly tough challenge.

The Big Three response to this challenge  
has been exemplified by its reaction to the  
sharp rise in Japanese imports: they went on  
an adoption spree among the Japanese auto  
corporations (i.e. those not Nisan or Toyota).

Behind the explosion of the Japanese econ-  
omy is far more than the oft-repeated claim  
of "cheap wages." The savings and invest-  
ment rate in Japan is almost exactly twice the  
U. S. rate (27.6 percent vs. 13.5 percent for  
private, fixed capital investment in 1970).

The Japanese productivity in manufactur-  
ing has risen from a base of 100 in 1965 to



198.7 in 1970. The comparable U. S. figures in 1965 were 100, vs. 129.2 in 1970. Productivity is largely a function of tools and equipment available. The Japanese auto industry is far newer than the American and as technologically advanced.

Japanese traditions governing worker-management relations, which are somewhat different from ours, gave rise in an earlier period to company and plant unionism. Intelligent and dedicated Japanese union leadership, aided and encouraged by the IMF's Japanese Council and the UAW, has rapidly changed this picture. Beginning with the establishment of an IMF-JC Research Center in 1961, the unions are now unifying first into The Council of Japanese Automobile Workers' Union, and in the fall of 1972 they will establish the Japanese Federation of Auto Workers, the equivalent of a Japanese UAW. President Leonard Woodcock has been invited and

plans to attend these historic ceremonies, which promise to add new thrust and vigor to auto worker union representation in Japan.

This militancy has paid off in a sharply increased standard of living. Auto wages have risen more and higher than other Japanese wages, so that the gap in the labor cost component between a U.S. built and a Japanese built vehicle is now considerably less sharp. It should be noted incidentally, that Japanese labor costs in the auto industry have been roughly comparable to those in Italy. However, we have not noted a rush of American corporations to take advantage of Italian "low wages."

## Exchanges

Strong labor solidarity could not progress without continual exchanges of ideas and persons at all levels of the trade union move-



26 Jidosha-Roren HQ and President Ichiro Shioji;



ment. The UAW, which in order to remain free of governmental pressures, does not take subsidies for such programs, arranges such exchanges on a union-to-union basis. In the last two years, the UAW has hosted, among others, a group of mostly young trade unionists representing Latin American auto workers; a group of Scandinavian trade unionists with strong metal worker representation; a top leadership and expert group of British trade unionists representing the overwhelming majority of British auto workers; and a large group of Japanese auto worker leaders gathering advice and counsel from the UAW to help them in the formation of their own federation. All visitors spent substantial amounts of time in meetings, and discussions with UAW members, staff and officers at the Walter and May Reuther Family Education Center, Detroit and Washington.

The UAW has also hosted many smaller groups for day and two-day long seminars.

Several years ago, the Soviet Union labor movement sent a delegation to the United States which visited with officers of the UAW. While the nature of our two societies dictates there will be vast differences in the philosophy that governs our respective union movements, nevertheless, an exchange of ideas, discussions and information is valuable in keeping lines of communication open. This year the UAW plans to reciprocate by sending a delegation to the Soviet Union to meet with union officials, visit auto plants, etc. The delegation will plan also to visit Poland and West Germany to maintain contacts and learn from each other.

## The ILO

The UAW stands fully behind the ILO and

calls upon the Congress of the United States to resume payments of dues to the organization.

The work of the International Labor Organization is of considerable importance to all workers. Firstly, because it is the only such tri-partite body in the world; secondly, because it is the only international organization actively concerned with the fate of workers in developing countries; and lastly, because the ILO promises to be perhaps the only possible instrument to give birth and administer a code of international business law to which all multinational corporations should be held accountable. We deeply regret the short-sighted U.S. Congressional damages done to this organization and trust that Congress will rapidly proceed to undo the damage before it becomes permanent. The UAW strongly supported the ILO by appearing on its behalf before House and Senate committees considering the payment of contributions the U.S. is legally obligated to contribute to the ILO.

## STEP

In those areas of the world where economic development is just getting under way, workers must exercise some self-restraints for they occupy a far more delicate position of power than workers in already industrialized and free economies. The brunt of union activities in less-developing countries are essentially non-economic. They lie in nation-building. It was in order to assist such needs that the UAW chartered UAW-STEP—Social, Technical and Educational Programs, Inc.

With contributions from doctors, hospitals, dentists and some corporations, STEP has been successful in expanding its assistance



programs by shipping millions of dollars worth of medicines, medical equipment, supplies and office equipment to union clinics and other non-profit organizations overseas and into poverty pockets in the U. S. UAW-CAP and Retiree Councils, individual local unions and UAW Regions have cooperated by sponsoring many important STEP projects. For example: A Regional Director recently reported that his region was successful in raising more than \$12,000 to sponsor a mobile health unit project which will be shipped to Kenya as a memorial to the late Tom M'Boya, the great African political leader.

Other recent important STEP overseas projects included flood relief assistance to Romania and Colombia, a mobile health clinic for the Dominican Republic metal workers, medicines and food supplements to Colombia, Ecuador, Brazil, Dominican Republic, Peru, Mauritius, Zaire (formerly the Congo), Mexico, Argentina and Bolivia; educational and office equipment to unions in Turkey, Brazil and India.

The tragic events in Bangladesh called forth major medical assistance efforts from STEP. Two large shipments of medicines valued at more than \$150,000 were hurriedly dispatched to Indian trade unionists for distribution to the refugees.

Because of the urgency of domestic needs in poverty areas of the United States and because of the many difficulties encountered in obtaining free shipment overseas, STEP has placed much more emphasis on domestic projects than ever before.

With an ALA grant and matching funds from UAW Regions, CAP Councils and other organizations, STEP has designed and constructed several custom-built, fully-equipped mobile health unit trailers. These health units

have been donated to non-profit organizations in Lexington, Fayette, and Marks, Mississippi; Marianna, Arkansas and Montgomery County, Maryland. Most of the medical equipment for the health units was obtained through STEP solicitation efforts. Health units are currently under construction for projects in Kentucky, Tennessee and Texas. In addition to the health units, STEP has shipped medical and dental equipment, office equipment and supplies to numerous non-profit community-oriented organizations in the United States.

STEP's modest efforts to extend a helping hand to people who are desperately trying to help themselves has put the UAW in touch with thousands of America's poor who had no thought that such meaningful assistance would come from a labor organization. Hurley Jones, president of the Arkansas Service Organization, sums it up well when he recently wrote:

"The cooperation that the agency has received from the UAW solidarity STEP Program has been truly one of the most outstanding examples of organization and commitment that I have witnessed. As a result of the recent program . . . my respect and admiration for labor at all stratum is extremely high."

As a pilot operation, STEP has collected doctors' drug samples, medical equipment and supplies, principally from the Detroit area. Now that most of the problems in re-packaging and storing have been eliminated, STEP plans to implement Phase II of its long-range solicitation program by starting similar collection drives in other parts of the U. S., and having these items shipped to the Detroit Center for processing and crating. Under



Phase II, STEP is hopeful of involving many more UAW retirees in its humanitarian programs.

Much of STEP's expansion success is due to the efforts of UAW Retirees, who volunteer their time to collect, sort and repackage drug samples at STEP's key Distribution Center in Detroit. The volunteers also collect used medical and office equipment for STEP projects. Last Christmas, toys valued at more than \$50,000 were shipped from the Center to organizations throughout the U. S. for distribution to underprivileged children. The activities at the Detroit Center are directed by a STEP staff representative in cooperation with a registered pharmacist who volunteers his services.

The rapid development and the expansion of resources generated by STEP guaranteed the availability of even greater assistance in the months and years to come.

**International Labor Solidarity can be summed up in the eloquent words of a recent IMF resolution:**

**"The peoples of the world can no longer tolerate a situation in which their fate is tending increasingly to be determined by a relative handful of corporation oligarchs functioning behind closed doors in their selfish and often anti-social interests. The time has come to establish the dominance of world law over the arbitrary use of private corporate power in the international sphere."**



# Basic Statistics: International Comparisons

	Belgium	Canada	France	Germany	Italy	Japan	Sweden	United Kingdom	United States
<b>PRODUCTION</b>									
GNP per head, 1970, \$. <sup>1</sup>	2,670	3,550	2,920	3,020	1,700	1,910	3,820	2,150	4,850
GNP <sup>2</sup> annual vol. growth, 1965 to 1970, %.	4.5	4.5	5.8	4.5	6.0	12.1	3.9	2.1	3.3
<b>INDICATORS OF LIVING STANDARDS, 1969.</b>									
Private consumption per head, \$.	1,470	2,050	1,680	1,390	960	840	1,790 <sup>4</sup>	1,230	2,850
Expenditure on education, % of GNP.	5.57	5.65 <sup>5</sup>	4.81	3.00 <sup>6</sup>	5.80 <sup>7</sup>	4.54 <sup>8</sup>	7.80 <sup>9</sup>	4.15 <sup>10</sup>	5.10
Dwellings completed, per 1000 inhabitants	5.6 <sup>11</sup>	9.3	8.5	8.2	5.2	11.9	13.7	6.9	7.7
Passenger cars, <sup>12</sup> per 1000 inhabitants	205	311	231	215	166	68	277	207	426
<b>GROSS SAVING</b>									
1965-69 average—% of GNP.	22.9	23.9 <sup>13</sup>	25.9	26.7 <sup>14</sup>	23.2	37.9	23.9 <sup>15</sup>	18.3	18.4
<b>PUBLIC SECTOR<sup>16</sup></b>									
Total current revenue—1969 % of GNP.	34.2	35.2 <sup>17</sup>	38.1	37.9	33.3	21.2	48.1 <sup>18</sup>	39.0	31.5
<b>WAGES/PRICES</b>									
Hourly earnings <sup>19</sup>									
Annual increase 1965-70, %.	8.2	7.3 <sup>20</sup>	9.2 <sup>21</sup>	7.4	8.2 <sup>22</sup>	14.7 <sup>23</sup>	8.9 <sup>24</sup>	6.7 <sup>25</sup>	5.3 <sup>26</sup>
Consumer prices									
Annual increase 1965-70, %.	3.5	3.9	4.3	2.7	2.9	5.5	4.4	4.6	4.2
<b>NEW FLOW OF RESOURCES TO DEVELOPING COUNTRIES, % of GNP.</b>									
	1.23	0.77	1.24	0.80	0.78	0.93	0.73	1.06	0.61

Source: *United States, OECD Economic Surveys*, April, 1972.

## FOOT NOTES

- 1 At current prices and exchange rates.
- 2 At constant (1963) prices.
- 3 1965.
- 4 1968.
- 5 1966.
- 6 Including Luxembourg.
- 7 1970.
- 8 1964-1968.
- 9 General Government.
- 10 Including depreciation.
- 11 Industry.
- 12 Manufacturing.
- 13 Hourly rates in manufacturing.
- 14 Hourly rates in manufacturing, excluding family allowances.
- 15 Monthly earnings in manufacturing. Cash payments including bonuses, regular workers.
- 16 Mining and manufacturing, males.
- 17 Hourly rates in manufacturing, males.
- 18 1970. According to the DAC definition. Including flows to multilateral agencies and grants by voluntary agencies.



# World's Leading Vehicle Producers, 1971

Ranking	Country	Cars	Buses, Trucks	Total
1—General Motors	U.S.A.....	4,852,949	911,435	5,764,384
2—Ford	U.S.A.....	2,176,335	628,126	2,804,461
3—Toyota	Japan.....	1,400,186	554,847	1,955,033
4—Volkswagen	West Germany.....	1,622,490	93,415	1,715,905
5—Nissan	Japan.....	1,101,506	489,984	1,591,490
6—Fiat	Italy.....	1,459,687	112,109	1,571,796
7—Chrysler	U.S.A.....	1,287,597	230,475	1,518,072
8—Renault	France.....	1,069,070	138,456	1,207,526
9—British Leyland	England.....	869,298	193,447	1,062,745
10—Opel (GM)	West Germany.....	831,872	6,846	838,718
11—Citroen	France.....	578,328	108,602	686,930
12—Peugeot	France.....	559,480	61,513	620,993
13—British Ford	England.....	367,636	176,978	544,614
14—Ford	Canada.....	392,433	144,397	536,830
15—General Motors	Canada.....	406,186	101,020	507,206
16—Toyo Kogyo	Japan.....	300,980	200,100	501,080
17—Mitsubishi	Japan.....	260,981	223,245	484,226
18—Ford Cologne	West Germany.....	478,556	2,215	480,771
19—Chrysler France	France.....	456,211	.....	456,211
20—Daimler-Benz	West Germany.....	284,230	98,280	382,510
21—American Motors	U.S.A.....	276,125	85,768	361,893
22—Vauxhall (GM)	England.....	199,092	126,394	325,486
23—Daihatsu Kogyo	Japan.....	157,751	154,018	311,769
24—Honda	Japan.....	215,256	93,322	308,578
25—Chrysler U.K.	England.....	265,280	26,027	291,307
26—Audi NSU	West Germany.....	282,200	.....	282,200
<b>TOTALS.....</b>		<b>22,151,715</b>	<b>4,961,019</b>	<b>27,112,734</b>

Source: *Automotive News* (Detroit), 1972 Almanac