

Unions split on new U.S.-Korea Trade Agreement

Officials from the Auto Workers and UFCW say the deal will create union jobs

WASHINGTON, D.C. (PAI) — The United Auto Workers (UAW) and United Food and Commercial Workers (UFCW) may be in the minority

among top U.S. unions in backing the revised U.S.-Korea Trade Agreement. The AFL-CIO and United Steelworkers Union — among others — say the new pact negotiated by President Barack Obama falls short.

Ironically, the split could help the trade deal pass Capitol Hill, most likely during the new 112th Congress that opened this month.

UAW said the new pact will help U.S. car and

part exports to Korea, while UFCW hailed the deal for opening the Korean beef market. Thousands of its members work in meat-processing plants. UFCW called the pact “a small but not insignificant step forward” in battling for fair trade.

Obama announced the revised deal in early December. It keeps U.S. tariffs on Korean cars and trucks for years, while giving more entry for U.S. cars and machinery into the Korean market, he

said. If lawmakers approve legislation to implement the pact — they can’t vote on the pact itself and can’t amend it — it would be the biggest U.S. trade deal since the jobs-losing North American Free Trade Agreement of 1993.

AFL-CIO President Richard Trumka and Steelworkers President Leo Gerard said that despite the Koreans’ concessions on cars and trucks, the revised pact still doesn’t protect U.S. workers.

“Labor has consistently argued the investment and government procurement provisions in the Korea deal will encourage off-shoring,” Trumka explained. “Despite progress in improving the labor chapter in 2007, it is clear that in both the United States and South Korea, workers continue to face repeated challenges to their exercise of fundamental human rights on the job — especially freedom of association and the right to organize and bargain collectively. This deal does nothing to improve or strengthen” labor provisions inserted by former President George W. Bush, he added.

Gerard said the Steelworkers were included in the talks (along with the UAW) with the Obama Administration. Gerard praised the Administration for moving away from Bush’s original FTA, but said the union’s Executive Board “carefully reviewed” the revised pact, deciding it fell short in allowing outsourcing of U.S. jobs and in letting Korea import goods from China for transshipment to the U.S., among other failings.

“The auto sector is of vital importance to our members who make the glass, tires, steel, plastics and countless other products that are part of the supply chain in the auto and auto parts sector,” Gerard explained. The union worked with Obama to prepare “a negotiating approach in the auto sector that we could support. Regrettably, the South Koreans showed little willingness to move off of their positions at those talks.”

Gerard said the final agreement “will result in increased access to the U.S. market for Korean producers with insufficient assurance the closed South Korean market will sufficiently open up to our auto exports and other manufactured goods, such as steel. Provisions were not included in the FTA to reduce the flood of products that could be shipped from China and other countries to Korea to be assembled into South Korean exports that will benefit from the terms of the FTA. The lack of strong rule of origin provisions ... will directly and adversely impact USW members in a number of industrial sectors.”

Communications Workers of America also weighed in, saying the deal fails on worker rights and gives multi-national corporations too much leeway.

“This agreement gives investment and legal protections to large multi-national corporations, which shift jobs offshore in search of the lowest labor and environmental costs and highest profits. With no counter balance, multi-national corporations whipsaw workers and nations to prevent and eliminate bargaining rights,” the union said.



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JIM WEST

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Because of the integration of United States and Canadian vehicle production, all the vehicles listed that are made in Canada include significant UAW-made content and support the jobs of UAW members.

However, those marked with an asterisk (*) are produced in the United States and another country. The light-duty (LD) crew cab versions of the vehicles marked with a double asterisk (**) are manufactured only in Mexico; other models are made in the United States. When purchasing one of these models, check the Vehicle Identification Number (VIN). A VIN beginning with “1,” “4” or “5” identifies a U.S.-made vehicle; “2” identifies a Canadian-made vehicle.

Not all vehicles made in the United States or Canada are built by union-represented workers. Vehicles not listed here, even if produced in the United States or Canada, are not union made.

UAW CARS

- Buick Lacrosse
- Buick Lucerne
- Cadillac CTS
- Cadillac DTS
- Cadillac STS
- Chevrolet Corvette
- Chevrolet Cruze
- Chevrolet Malibu
- Chevrolet Volt
- Chrysler Sebring
- Dodge Avenger
- Dodge Caliber
- Dodge Viper
- Ford Focus
- Ford Mustang

- Ford Taurus
- Lincoln MKS
- Mazda6
- Mitsubishi Eclipse
- Mitsubishi Eclipse Spyder
- Mitsubishi Galant

UAW VANS

- Chevrolet Express
- Ford Econoline
- GMC Savana

CAW CARS

- Chevrolet Camaro
- Chevrolet Impala
- Chrysler 300
- Dodge Challenger

- Dodge Charger
- Ford Crown Victoria
- Lincoln Town Car
- Mercury Grand Marquis

CAW SUVs/CUVs

- Chevrolet Equinox
- Ford Edge
- Ford Flex
- GMC Terrain
- Lincoln MKT
- Lincoln MKX

UAW SUVs/CUVs

- Buick Enclave
- Cadillac Escalade ESV
- Cadillac Escalade/Hybrid
- Chevrolet Suburban
- Chevrolet Tahoe /Hybrid
- Chevrolet Traverse
- Dodge Durango
- Dodge Nitro
- Ford Escape/Hybrid
- Ford Expedition
- Ford Explorer
- Ford Explorer Sport Trac
- GMC Acadia
- GMC Yukon/Hybrid
- Jeep Compass
- Jeep Grand Cherokee
- Jeep Liberty
- Jeep Patriot
- Jeep Wrangler
- Lincoln Navigator
- Mazda Tribute/Hybrid
- Mercury Mariner/Hybrid
- Mercury Mountaineer
- Mitsubishi Endeavor

CAW VANS

- Chrysler Town & Country
- Dodge Grand Caravan
- Volkswagen Routan

UAW TRUCKS

- Chevrolet Colorado
- Chevrolet Silverado**
- Dodge Dakota Dodge Ram Pickup*
- Ford F Series
- Ford Ranger
- GMC Canyon
- GMC Sierra**
- Mazda B-series

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