After the Strike:
Prospects for Automotive Labor-Management Relations

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Strike Impacts
The Detroit Three are a smaller share of the industry than in the past

Ford, GM, & Stellantis U.S. Market Shares, 1970-2023

Source: Wards Automotive/Informa
LABOR BACKGROUND

UAW Snapshot: 2000-2022

UAW Membership & Net Assets

Source: U.S. Department of Labor, LM-2 Reports
UAW strikes likely had very small immediate economic impact

Motor Vehicle Output—Contribution to Real GDP Percent Change, Seasonally Adjusted Annual Rate, 1967-Q32023

Plus notable UAW strikes

Source: Bureau of Economic Analysis/Haver Analytics

* Includes UAW strikers at Ford, GM, & Stellantis plus UAW members at the three companies idled because of the strike.
LABOR BACKGROUND

Wages were a big part of the story in 2023

LABOR BACKGROUND

1983-2022 Ford, GM, & Stellantis Average UAW Profit Sharing

**Average < 2011:**
- Ford: $1,700 (F)
- GM: $300 (GM)
- Chrysler/FCA/Stellantis: $1,800 (STLA)

**Average >=2011:**
- Ford: $7,400 (F)
- GM: $9,300 (GM)
- Chrysler/FCA/Stellantis: $5,600 (STLA)

*Formula changed in 2011*

Source: Compiled based on historical press and financial reports

*Formula changed in 2011*
Motor vehicle & parts manufacturing wages are 30-40% lower than they were at the most recent peak in 2003, but unit labor costs are up 1.3%
Labor in 2024 and beyond:

- Impact of change in labor costs
  - Outsourcing/offshoring
  - Automation
  - Flow-through to other automakers, suppliers, & sectors
- How the parties work together to administer the contract
- Prospects for UAW organizing in the sector
- Longer-term outlook for labor