

## Macro Roundup Article

**Headline:** [Autoworkers Have Good Reason to Demand a Big Raise](#)

**Article Link:** <https://www.bloomberg.com/opinion/articles/2023-09-07/autoworkers-have-good-reason-to-demand-a-big-raise?srd=premium&sref=:U3dOGIDF>

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**Tweet:** The average hourly wage for auto workers has dropped 30% since 2003 and has converged with non-auto production workers. The UAW is attempting to arrest the trend, but the Big Three's profits would be erased if they meet the UAW's demands. @foxjust

**Summary:** During the past 20 years, the inflation-adjusted average hourly wage of non-management US workers, also known as production and nonsupervisory employees, has risen 13%. That's not exactly a rip-roaring pace — 0.6% a year. Then again, real hourly wages for production and nonsupervisory employees fell in the 1970s and 1980s and rose at only a 0.3% annual pace in the 1990s. The average hourly wage for autoworkers on the production line has dropped 30% since 2003. GM, Ford and Stellantis are all profitable, with a combined net income of \$42B for the 12 months ended in June and the amount coming from their US operations probably adding up to somewhat less than \$30B. Bloomberg reported last month that Ford and GM's internal estimates of the costs of the UAW's demands peg them at \$80B per company over the next four years, which would wipe out all those profits and then some.

**Related Articles:** EV Boom Remakes Rural Towns in the American South and Auto Union Boss Wants 46% Raise, 32-Hour Work Week in 'War' Against Detroit Carmakers

**Primary Topic:** Politics

**Topics:** Database, Op-Ed/Blog Post, Politics, Wages/Income, Weekly, Workforce

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