

UPDATE!

from your GM Shop Committee

Over the past 11 months, your committee has been working hard to get as many members back to work as soon as possible. The COVID-19 pandemic and current semiconductor shortage have made this a challenge.

We brought in Medical Mask production for the Canadian Government; we secured the production of Gummy Box; stamping for Navistar; stamping for past model Equinox fender/hoods/liftgates; stamping Holden fenders; elpo/phosphate of GMT 800/900/K2 pickup/Colorado/Canyon boxes; K2 and Cruze doors metal assembly; **and we bargained a new collective agreement which saw the return of vehicle production in Oshawa.** This is all in addition to our original stamping and CCA manufacturing.

We secured an additional 500,000 medical masks which extends the Mask Room production to April 7, 2021. At the completion of the 10.5 million masks, the contractual reduction-in-force language will then apply: members from Mask Room may be laid off up to 14 days before they flow into the plant based on seniority. **We continue to look for solutions to minimize the impact on our members.**

The global semiconductor shortage continues to affect our facility. The company has communicated downtime to mid-April. This has put approximately 30 members on temporary layoff.

We are faced with a huge undertaking bringing vehicle production back to Oshawa. As a result

of the plant closure and retirements we lost a number of highly-skilled members, who spent years working on specialized/preferred jobs. There will be a lot of training required and launch is coming quickly. **We understand**

everyone's frustration. Truck discussions could not start until the Truck management team was in place. **The Union has successfully secured movement to Truck which far exceeds what was originally negotiated.** Members will be able to canvass/post to preferred and non-preferred jobs. In the weeks ahead we will begin canvassing for critical positions such as (but not limited to) Pilot Program

Core Leaders, GA Repair, Body Shop Ding & Metal Repair, Paint/Prime/Paint Mix Process Operators, Torque Monitors, Drivers, GCA Auditors, Spot Repair and of course Team Leaders.

These positions require extensive training, with some positions starting within the next one to two months. Members are expressing concern about getting the proper support and training for these preferred jobs, especially due to COVID-19 and the US/Canada border restriction which is preventing the plant from getting the normal level of launch training support from the US. Some training will be conducted by third party vendors, and/or

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retired members who were Subject Matter Experts (SME) in their respective field. Retired members will only be here under contract for training purposes, and will be here for a specific amount of time.

We need to leverage every opportunity we have at our disposal for us to be successful launching this Truck and give you the tools to succeed in these new roles. Due to the blackout period during launch and the training required for these preferred jobs, you may be frozen from posting for a period of time. The blackout period will be discussed in detail during the job canvass.

The Union will continue to look for opportunities for our Skilled Trades members to be involved with the Truck project. To facilitate movement, we have pressured the company to prioritize the hiring of new Skilled Trades members over and above the new Trades who were recently hired for the CCA operation. Skilled Trades interviews are taking place now. We continue to pressure the company for apprenticeships.

Truck construction is in full swing. The old Flex body shop has been gutted, ready for over 1,000 transport truckloads of new equipment arriving in April. The Rotech training area has been expanded to accommodate up-to-date training equipment.

Based on preliminary information shared by the Company, it appears that our members on long-term layoff will start to be recalled in early autumn. We will share further updates once the operating plan is confirmed.

The future Union structure has yet to be finalized, with discussions aimed at improving on what is in the Master Agreement. At bargaining we were successful in reinstating a Union Awareness training program. Members interested in serving as a Trainer can email me at jason.gale@gm.com.

Special Notes

Your 2021 vacation requests must be submitted to your supervisor by April 1st. The Company reviews requests by seniority. Requests made after this date are considered as they are submitted. Contact your Committeeperson if you have an issue, and please save your copy of your request.

The lump sum vacation payment will be paid July 2, 2021. In addition, 40 hours/week of mandatory deferred vacation will be allocated to the weeks of July 5th and July 12th.

This year the Canada Day holiday will be on Friday, July 2, 2021 (instead of June 25) for Oshawa OEM (CCA).

Please make sure your contact information is up to date so we can contact you for job selection, which will be done in seniority order.

In Solidarity,

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