

Brazil currently ranks eighth in the world in vehicle production, with a total of 2,549,595 units, representing 2.5% of the global market. The sector employs about 475,000 people, including those in the production of cars, trucks, buses, auto parts, and related industries. The automobile and heavy vehicle segment alone employs around 140,000 workers, spread across more than 30 companies, including Volkswagen, Stellantis, Peugeot, Renault, Mercedes, Hyundai, Chevrolet, Scania, BYD, and others — with special attention to the growth of Chinese manufacturers in recent years.

Despite the size of the industry, Brazil does not have a single national automaker. All companies are multinationals, meaning that major decisions — such as investments and product planning — are made at headquarters abroad.

Over the past decade, the automotive industry has undergone a deep restructuring process, marked by an average 50% wage reduction, mass layoffs, and plant closures. Investments in new technologies and electric vehicles have come at the expense of workers' rights. Automation, modularization, outsourcing, and precarization, alongside new technologies, have worsened working conditions and intensified exploitation, when they should be improving workers' lives.

Most unions have not resisted this process strongly; many, in fact, have cooperated with companies under the pretext of protecting jobs. The metalworkers organized in CSP-Conlutas have taken a different path, mobilizing and fighting against this precarization.

In recent years, the sector has seen significant struggles, such as protests against plant closures (Ford, Toyota) and layoffs, most notably the General Motors strike, which lasted over 12 days with marches and demonstrations, ultimately reversing layoffs at the end of 2023. Other mobilizations included fights for profit-sharing, wage increases (as in Curitiba, Paraná), and meal allowances.

Brazil lacks a national collective labor agreement, allowing companies to exploit regional wage differences to pressure unions into accepting reductions in rights, supposedly to attract investments.

The working class has also suffered from the pension reform, which increased the retirement age, and the labor reform, which made work relations more precarious and allowed collective agreements below legal standards. The far-right Bolsonaro government deepened these attacks, openly targeted unions, restricted democratic freedoms, and, after losing the elections, attempted a coup that was defeated.

However, the Lula (PT) government that followed did not revoke any of these anti-worker reforms. Despite its rhetoric, it continues to govern in favor of big corporations, granting tax breaks and incentives to automakers without any real commitments to workers.

The CSP-Conlutas, a popular and class-struggle trade union center, works to organize workers' and youth struggles in pursuit of a socialist transformation of society, as capitalism offers only barbarism and suffering to the working people. The organization also promotes international workers' solidarity, supporting the UAW strike in the United States through a delegation that visited picket lines and brought solidarity into factories. The victory of that strike inspired workers in Brazil. CSP-Conlutas has also played an active role in supporting the Palestinian people's resistance.

Against capitalist restructuring that destroys jobs, we fight for:

- A 30-hour workweek with no loss of pay;
- A national collective labor agreement;
- Equal pay for equal work, ending regional wage disparities;
- An end to all forms of oppression against women, Black people, LGBTQIA+, Indigenous peoples, and immigrants.

Long live international workers' solidarity!