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General Motors Puts New Man in Charge in China

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leading a joint venture in China as executive vice president of the SAIC-GM-Wuling operations. Having helped negotiate the early joint ventures with SAIC, including Shanghai GM and the Pan Asia Technical Automotive Center (PATAC), he has deep insight into the company's China operations.

Tsien, 53, began his career at Delco Electronics in 1976 in electrical engineering as a cooperative student. Between 1995 and 2000, he worked in Germany, Australia and China in technical, program management and planning roles.

He was appointed executive director of vehicle systems for GM North America Product Development in 2001 and later executive director of Global Technology Engineering.

He was executive vice president of SAIC-GM-Wuling from 2009 to 2012. In his current role, which he has held since January 2012, he oversees GM's product planning and the growth of its product lineup across the region.

Tsien received a bachelor's degree in electrical engineering from the General Motors Institute (now Kettering University) in 1981.

Tsien then earned a master's degree in electrical engineering from Stanford University in 1982 and went on to get a master's degree in management from the Massachusetts Institute of Technology in 1993.

Tsien's successor will be announced later.

Earlier this year, GM announced that its joint ventures in China are investing about \$11 billion in vehicles, facilities and people through 2016.

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Analyst 'Hard-Pressed to Think of Anyone More Qualified'

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ment, Purchasing and Supply Chain, Wall said. And he credits GM for the move.

"She brings to the job such a breadth and width of experience," Wall said. "She's had a lot of roles in the company and worked in product development and worked in departments like purchasing. I am hard-pressed to think of someone else as qualified as her to be the new GM CEO."

Wall said that what he finds so interesting about all of this is that "GM has such a deep bench" of strong leaders that it can draw on to continue the company's rebuilding efforts.

GM President – North America Mark Reuss was named to fill Barra's spot, and Alan Batey, sen-

ior vice president – Global Chevrolet and U.S. Sales and Marketing, was named to fill Reuss' position.

"This is a different company from the GM of the past," Wall said. "Even with Akerson retiring, what's left at the top of the company is a core of strong leadership."

"Some of these people, like Reuss, came up through the ranks at GM, and some of them like Dan Ammann, who was just named GM president, came from the outside. In his case, he was managing director and head of Industrial Investment Banking for Morgan Stanley before joining GM in 2010."

Wall also noted that the leadership positions within GM are becoming more defined. While people had their specific jobs, there

was a bit of overhang between positions.

"Now that Akerson's retirement is definite, everyone knows their jobs," Wall said. "And now we know their jobs as well. They have a relatively young management team in place to take the company to the next level."

Sheri Perelli, a professor at Wayne State University's School of Business: Department of Management, said that Barra's promotion is unusual in that there aren't a lot of women at the top leadership positions.

"We did a report called 'Women's Leadership in Michigan: Top Public Companies 2003-2013,'" Perelli said. "We looked at the 100 biggest companies in the state and the number of women

in top leadership positions there for 10 years. In terms of the auto industry, there wasn't a lot of progress until the Barra announcement."

Perelli said that the report was presented to the public at the 2013 Inforum Center for Leadership Conference that was held at the Cobo Conference Center in September.

One of the people who spoke at the conference was Dan Akerson, Perelli said. He was asked if a woman would ever head up one of the Big Three companies.

"Akerson said absolutely," Perelli said. "That was back in September."

"I think the announcement of Barra's promotion makes Dec. 10 a special day."

Solso, Amman, Reuss, Batey, Girski Move into New Executive Positions

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and trucks such as the Cadillac ATS, Chevrolet Corvette, Impala and Silverado pickup.

"The driver's seat of designing and engineering the strongest product lineup in GM's history is the best seat to have," said Reuss. "We're going to keep the pedal down on GM's product resurgence and keep winning new customers."

Alan Batey, currently senior vice president, Global Chevrolet and U.S. Sales and Marketing, will replace Reuss and is named executive vice president and president, North America. Batey, 50, joined GM's Vauxhall operation in 1979 and held several sales, service and marketing positions around the world. In his current position, he has developed the Chevrolet brand's Find New Roads advertising campaign and has overseen a sweeping upgrade of retail sales and service operations at hundreds of U.S. dealerships.

"North America is the foundation of the GM turnaround story and I'm honored to help continue what Mark started," said Batey. "We remain committed to delivering the world's best retail experience to match the world's best cars and trucks."

Steve Girsky, 51, vice chairman, Corporate Strategy, Business Development and Global Product Planning, will move to a senior advisor role until leaving the company in April 2014, Martin said. He will remain on the GM Board of Directors.

Girsky led GM's turnaround plan for Europe that has put that region's operations back on a path to profitability, Martin said. He has also put GM's OnStar unit at the forefront of in-vehicle connectivity and helped create GM Ventures to speed the commercialization of new technologies in GM vehicles.

"I share Dan's pride for what the company has accomplished and his sense of optimism for a bright future," said Girsky. "This team is united in its commitment to building on the foundation that we have established."

Martin said under Akerson's leadership, GM made swift progress as the company transformed from being majority-owned by U.S. Treasury to being publicly traded and investment grade rated.

"My goals as CEO were to put the customer at the center of every decision we make, to position GM for long-term success and to make GM a company that America can be proud of again," Akerson said. "We are well down that path, and I'm certain that our new team will keep us moving in that direction."

Akerson was named GM Chairman and CEO on Sept. 1, 2010. He joined GM in 2009 as a member of its Board of Directors.

According to Martin, since the automaker's November 2010 Initial Public Offering, GM has recorded 15 consecutive quarters of profitability, has earned this year the best overall initial vehicle quality scores of any auto manufacturer, and has reinvested nearly \$9 billion and created or retained more than 25,000 jobs at its U.S. plants.

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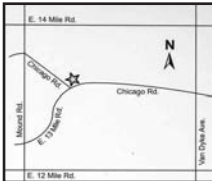
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Business Group Releases Plan to Attract Auto Jobs

Michigan has the potential to grow up to 100,000 new jobs in the state's important automotive sector by becoming a center of excellence in advanced powertrain, lightweight and smart/connected transportation technologies. That's according to a strategy advanced today by Business Leaders for Michigan (BLM), the state's business roundtable dedicated to making Michigan a Top Ten State for jobs.

The BLM plan was developed with a coalition of top industry experts, the Center for Automotive Research and McKinsey & Company, said BLM spokesperson Amy Novak. The plan positions Michigan for long-term growth in the auto sector as it continues to transition to an increasingly advanced technology-based sector. It's one of six strategies BLM has as part of its Michigan Turnaround Plan.

"The auto industry is fast becoming a mobility industry," said Bill Ford, executive chairman of Ford and chair of BLM's mobility initiative. "While Michigan al-

ready is the automotive leader, we need to take actions now to ensure that we are the leader of the emerging mobility industry."

Mobility refers to products associated with transporting people and goods, as well as sophisticated connectivity technology in vehicles to assist drivers with navigation, parking, road conditions and safety. Mobility also refers to multi-modal and inter-modal solutions that integrate personal vehicles with public transit and reduce congestion and emissions. Michigan's advantage in the mobility arena is rooted in the state's leadership on R&D, production and supply companies that operate here. The auto industry has the highest jobs multipliers of any sector of the Michigan economy.

Jay Baron, president of the Center for Automotive Research said Michigan is positioned to compete in powertrain and lightweighting technologies, but faces challenges from other hubs in the emerging area of smart and connected transportation.

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