

LaRouche's 2006 Plan To Revive Auto Sector

As Detroit and the auto sector at large were being put through the wringer of globalization and production shutdown in 2005-06, Lyndon LaRouche called for emergency action by Congress to save the crucial machine-tool component of that sector and retool it for urgent tasks of infrastructure restoration and development. [EIR](#) of May 12, 2006 issued the full program.

LaRouche's core document, "For Economists, Legislators, and Labor: Emergency Legislation, Now!," was written "to prompt the immediate crafting of urgently needed emergency Federal legislation ... to prevent the threatened immediate collapse of the U.S. national automobile industry from beginning the beginning of a virtually irreversible chain-reaction of destruction of approximately the entirety of the present physical economy of the U.S.A."

LaRouche identified a crucial problem in dealing with the threat to the auto industry, which is almost always overlooked: the brainwashing of the nation into a belief in the post-industrial society, whereby *money* is equated with value. In fact, it is scientific, technological, and human creative potential that create value in a society, and these have been embodied in the physical economy of the machine-tool sector, notably in the automotive industry and aerospace. These were the resources that were mobilized during World War II, making Detroit the "Arsenal of Democracy" for defeating fascism.

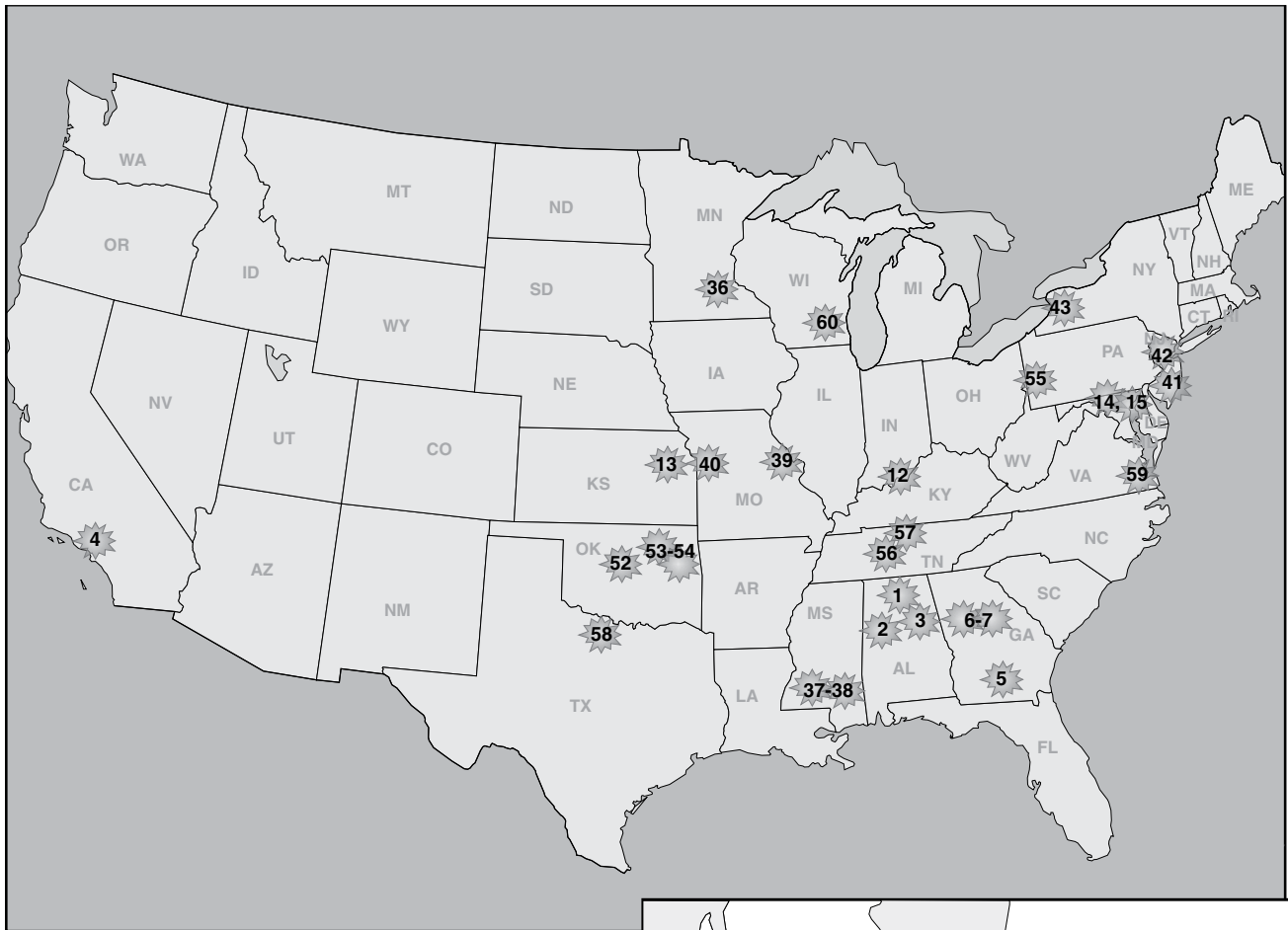
Identifying "the urgent first step" in restoring the machine-tool sector, LaRouche called for creation of a Federal Infrastructure Corporation to save and adapt the elements of the automotive industry that were being discarded by the automobile corporations.

As of this 2006 program, he listed some of the elements that "must be taken over immediately by the U.S. Federal government. Their essential productive personnel and present facilities must be promptly assigned to suitable categories of work consonant with the special capabilities of a modern, machine-tool-design-driven engineering and manufacturing function." The list includes:

"1.) *Ocean ports and inland waterways of transpor-*

FIGURE 1

64 'Excess' Auto Plants for Operation by a Federal Infrastructure Corporation



Industrial Capacity Challenges Congress: Use It or Lose It

The vast auto-industry capacity whose near-term closing or sell-off had already been announced when LaRouche's 2006 study was released, comprised some 73 million square feet, much of it richly supplied with machine tools and machines of high precision and flexibility. The shutdowns, EIR wrote, would eliminate 75,000 skilled industrial jobs directly, with radiating effects on feeder industries adding 300,000 more. The numbers on the maps refer to a list of the major affected auto plants, not republished here (EIR, May 12, 2006, p. 13).

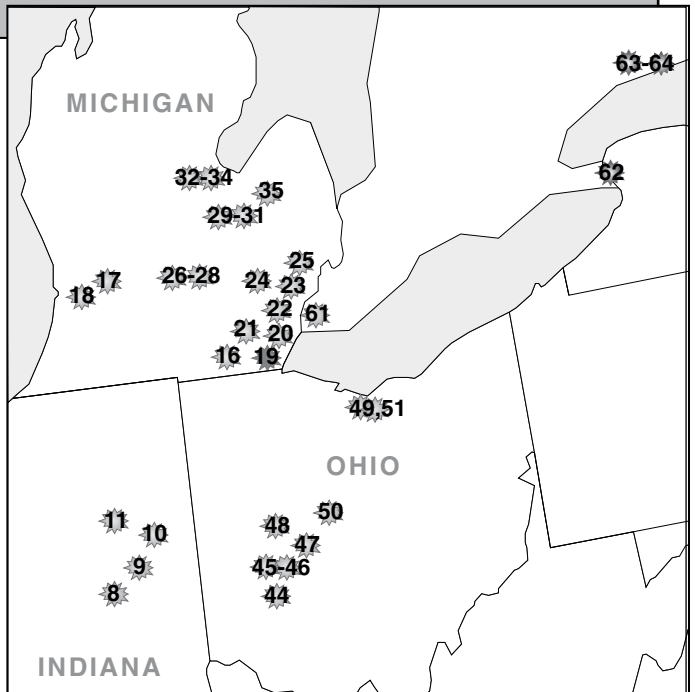


TABLE 1

The Last Decade: 1996-2006

State	City	Type of Facility	Workers	Company	Year Closed
Alabama	Athens	Electrical, Steering	2,037	Delphi	2001
Indiana	Indianapolis	Foundry	881	Chrysler	2005
Maryland	Baltimore	Assembly	883	GM	2005
Michigan	Detroit	McGraw Glass	717	Chrysler	2003
Michigan	Detroit/Mound Rd.	Engine Plant		Chrysler	2002
Michigan	Dearborn	Assembly	2,000	Ford	2004
Michigan	Detroit/Mt. Elliot	Tool & Die	290	Chrysler	2003
Michigan	Dearborn	Vulcan Forge	80	Ford	2003
Michigan	Detroit	Tank	536	Chrysler	1998
Michigan	Flint/		1,200	GM	1999
Michigan	Saginaw	Malleable Iron (PT)	292	GM	
New Jersey	Linden	Assembly	1,654	GM	
New Jersey	Edison	Truck Assembly	900	Ford	2004
New York	Tarrytown		3,456	GM	1996
Ohio	Brook Park/Cleveland	Aluminum Casting	78	Ford	2003
Ohio	Toledo	Machining	1,628	Chrysler	2003
Ontario	Windsor/Pillette Rd.			GM	2001-03
Quebec	St. Therese	Assembly		GM	2002

tation. This indicates an associated role of these adopted industrial capacities, and the U.S. Corps of Engineers. . . .

“2.) *Reversing the depletion of national aquifers, by aid of nuclear-power application to desalination and related water purification programs*, but integrated with the sundry programs complementing development of ocean ports and waterways. . . .

“3.) *Aggressive development of power from sources of high energy-flux density, such as nuclear fission*, and a quarter-century mission to bring functioning thermo-nuclear fusion applications on line. . . .

4.) *Reorganization and Development of Mass Transportation. . . .*

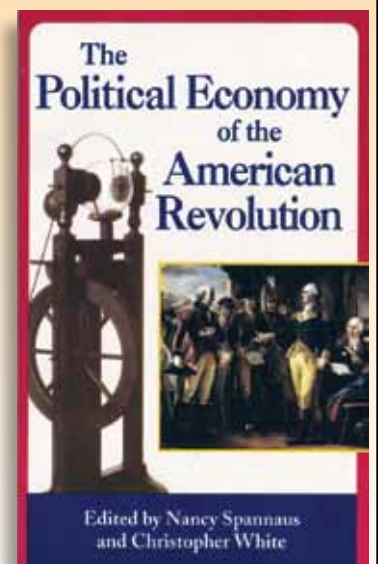
5.) *In principle, the relevant portions of the present automotive sector have an already established overlap with our space and general aeronautics programs.”*

He concluded: “The challenge of industry during coming decades, will be to upgrade the natural potential of all machine-tool-design work to the level of the refined use of those skills in fundamental scientific discovery. This is work to be carried forth in ways which echo the mobilization of the automobile industry for victory against Hitler’s warfare.”

An accompanying article, “Use It or Lose It, Auto Capacity 50% Unused and Going, Going, Gone,” from which **Figure 1** and **Table 1** are drawn, documented the vast industrial capability and skilled labor that were

being thrown on the scrap heap, but could be put to work instead for building “a new national infrastructure.”

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