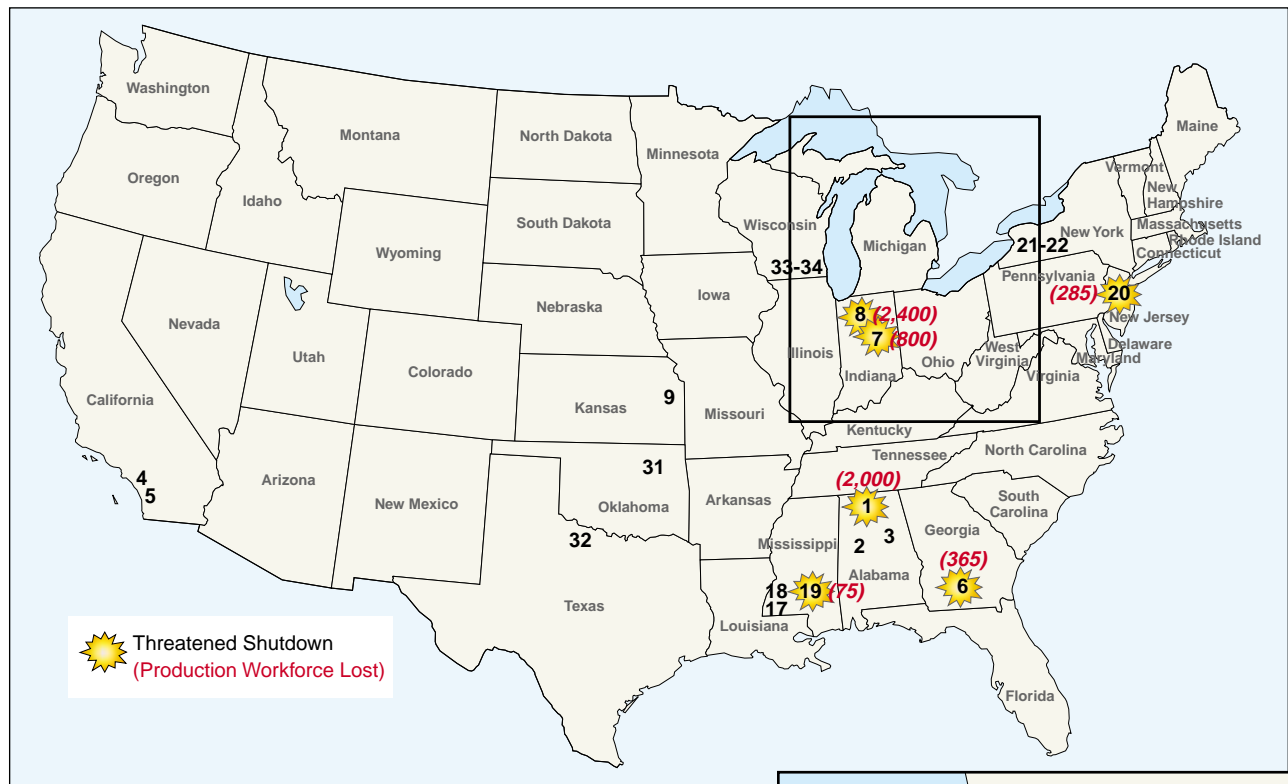


FIGURE 2

Critical Auto Capacity To Be Saved: Delphi's Threatened Shutdowns



Sources: Delphi Automotive; Anderson Associates; EIR.

Clearly threatened Delphi shutdowns are shown here, but virtually every one of its plants in the U.S. should be considered under threat of closure. The rash bankruptcy filing and demand for contract abrogation—intended to end in the sell-off of pieces of Delphi's capacity to financial interests—could easily fail and end in the firm's complete liquidation. Congressional intervention to protect and use this capacity, is urgent.

ReTool and Save Auto: LaRouche's Seven Points

1. The implementation of what I outline as the diversification of the application of the auto industry's capacity, implies the adoption of a general policy of integrated development of the nation's public air, rail, or maglev transport, and waterborne inland and foreign transport.
2. It implies a rebuilding of the nation's power grid, with heavy emphasis on high-temperature gas-cooled nuclear-fission reactors (of approximately the Jülich type), and the shift of highway-vehicular and air-flight power to generation of hydrogen-based fuels regionally/locally, where petroleum-based fuels are employed today.
3. It anticipates a return to emphasis on adoption of targets of high standards for physical-economic output, per capita and per square kilometer, for each county of the United States.
4. It requires a return to a "fair trade" marketing policy in domestic

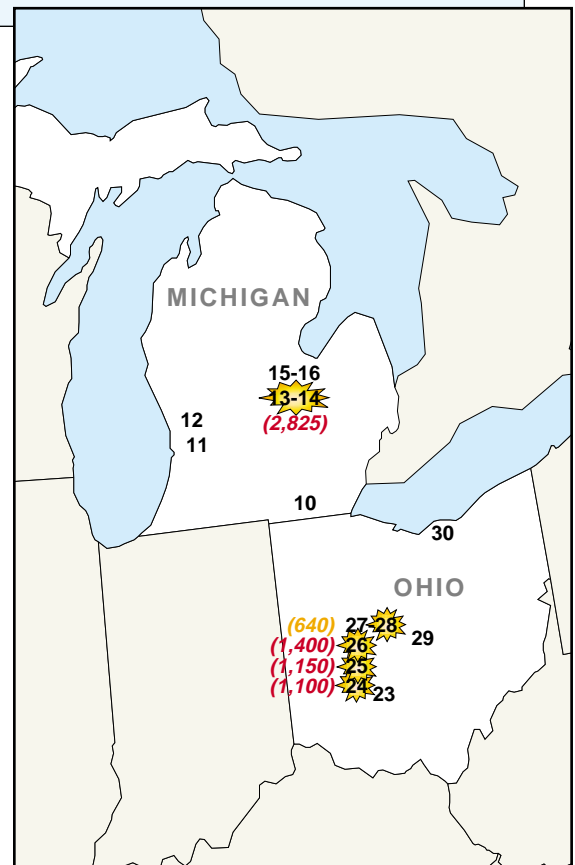


TABLE 2

Delphi Production Facilities, 2005

No.	State	City	Type of Facility	Hourly Workers	Salaried Workers	Plant Million Sq. Feet
1.	Alabama	Athens	Electrical, Steering	2,040	175	0.7
2.		Tuscaloosa	Thermal & Interior	225	40	0.2
3.		Gadsden	Thermal & Interior	185	35	0.3
4.	California	Anaheim	Batteries, Electrical	100	2	0.3
5.		Irvine	Electronic	90	5	0.2
6.	Georgia	Fitzgerald	Batteries	365	20	
7.	Indiana	Anderson	Energy and Chassis	790	90	0.5
8.		Kokomo	Environment & Safety	2,420	2,915	2.3
9.	Kansas	Olathe	Batteries, Electrical	70	5	0.3
10.	Michigan	Adrian	Thermal & Interior	385	65	0.5
11.		Grand Rapids	Energy & Chassis	545	110	1.8
12.		Coopersville	Energy & Chassis	575	95	0.3
13.		Flint East (D)	Exhaust Systems	650	85	1.1
14.		Flint East (E/C)	Energy, Engine	2,175	255	4.2
15.		Saginaw	Energy & Chassis	1,015	180	0.7 (?)
16.		Saginaw	Steering	3,780	1,195	1.0
17.	Mississippi	Brookhaven	Electronic	480	45	0.2
18.		Clinton	Electronic	770	2	0.3 (?)
19.		Laurel	Energy Systems	75	10	0.2
20.	New Jersey	New Brunswick	Batteries	285	30	
21.	New York	Lockport	Thermal & Interior	3,045	719	2.2
22.		Rochester	Energy & Chassis	1,480	630	2.0
23.	Ohio	Warren	Electronic	3,845	1,320	2.6
24.		Kettering	Thermal Systems	1,095	145	2.6
25.		Moraine	Energy & Chassis	1,145	113	0.3
26.		Dayton	Compressors	1,410	250	1.2
27.		Vandalia	Interiors	640	5	0.7
28.		Vandalia	Thermal & Interior	235	140	0.5
29.		Columbus	Thermal & Interior	735	105	1.4
30.		Sandusky	Energy & Chassis	930	210	1.3
31.	Oklahoma	Tulsa	ASEC	120	5	
32.	Texas	Wichita Falls	Energy & Chassis	200	30	0.5
33.	Wisconsin	Milwaukee	Energy & Chassis	485	70	0.5
34.		Milwaukee	Environment & Safety	755	145	0.6

Sources: Delphi Automotive Corp., *EIR*.

trade, and import-export tariff- and quota-regulation in foreign trade and public transportation of passengers and freight.

5. This implies a set of emergency and continuing reforms of the international monetary-financial system, based on a) a return to an international fixed-exchange-rate, carefully regulated system; b) this means a reversal of a "free trade" policy, back to a global "fair trade" policy, consistent with low-cost long-term credit for physical capital improvements over spans of a quarter- to a half-century physical-investment-depreciation cycles in both domestic and foreign affairs.
6. Special attention must be given to the crucial ratio of physical output and standard of household consumption per capita and per square kilometer for the entirety of the population and territory of each sovereign national economy. This means that nations with relatively higher average national values of this type must feed the technological

upgrading of economies downstream, and that more advanced economies must specialize in exports and related practices which have the effect of upgrading the physical standards of living and physical-productive output per capita and per square kilometer of downstream nations. This will be fostered largely through the creation of long-term credit for physical-capital improvements at simple interest rates of between 1-2%.

7. Since nearly all leading national banking systems are currently bankrupt, and since the present international monetary-financial system is hopelessly bankrupt under any attempted continuation of current policies, the crucial immediate issue is keeping essential banking institutions functioning, even in a state of bankruptcy, to such effect that the resolution of bankrupted institutions' honorable debts occurs over the span of some reasonable horizon, and that worthless claims, such as financial-derivatives speculation, are debrided as uncollectible gambling debts.