

An appeal to Congress: Save Main Street manufacturing

“Rescuing the auto industry is not, as so many people suppose, a question of giving Detroit one extra shot at transformation. It’s a question of giving Detroit a chance to finish a transformation that was already under way.”

– THE NEW REPUBLIC, NOV. 14, 2008

As Congress considers aid for America’s auto industry, here’s what is happening in the auto plants that anchor Main Street economies in cities and towns across America:

- Our vehicles are winning recommendations and **quality awards** from industry analysts such as J.D. Power and Consumer Reports.¹
- Our plants are **more efficient** than factories run by our nonunion counterparts, including nine of the 10 most efficient plants in North America.²
- Our recent labor contracts largely or even completely **eliminate the labor cost gap** with Japanese and European automakers.³

Indeed, one analyst has estimated that as a result of the landmark 2007 UAW auto negotiations, GM could soon enjoy a cost advantage over Toyota.⁴

Imagine: GM producing American cars in American plants at a lower cost than Toyota!

But this hopeful future will never arrive if Congress stands idly by while the global economic crisis forces GM, Ford or Chrysler to cease operations. Unless Congress acts, the total liquidation of a major auto company – not a bankruptcy reorganization – is a real possibility.

The costs of failure:⁵

- **3 million lost jobs.**
- Thousands of small- and medium-sized businesses at risk.
- Communities shattered by billions in lost tax revenue for schools, public safety, sanitation and other services.

At **no extra cost to taxpayers**, Congress can prevent this economic catastrophe now by including automakers in the financial rescue package passed earlier this year.

Main Street, no less than Wall Street, deserves our support – and the transformation of Main Street manufacturing will pay long-term dividends throughout the U.S. economy.

**A message
from the men
and women
of the UAW**

