

## Statement on the Death of George R. Tiller

*May 31, 2009*

I am shocked and outraged by the murder of Dr. George Tiller as he attended church services this morning. However profound our

differences as Americans over difficult issues such as abortion, they cannot be resolved by heinous acts of violence.

## Remarks on the United States Automobile Industry

*June 1, 2009*

Good morning, everybody. Just over 2 months ago, I spoke with you in this same spot about the challenges facing our auto industry, and I laid out what needed to be done to save two of America's most storied automakers, General Motors and Chrysler. These companies were facing a crisis decades in the making, and having relied on loans from the previous administration, were asking for more.

From the beginning, I made it clear that I would not put any more tax dollars on the line if it meant perpetuating the bad business decisions that had led these companies to seek help in the first place. I refused to let these companies become permanent wards of the state, kept afloat on an endless supply of taxpayer money. In other words, I refused to kick the can down the road.

But I also recognized the importance of a viable auto industry to the well-being of families and communities across our industrial Midwest and across the United States. In the midst of a deep recession and financial crisis, the collapse of these companies would have been devastating for countless Americans and done enormous damage to our economy beyond the auto industry. It was also clear that if GM and Chrysler remade and retooled themselves for the 21st century, it would be good for American workers, good for American manufacturing, and good for America's economy. I decided then that if GM and Chrysler and their stakeholders were willing to sacrifice for their companies' survival and success, if they were willing to take the difficult but necessary steps to restructure and make themselves stronger, leaner, and more competitive, then the United States Government would stand behind them.

The original restructuring plans submitted by GM and Chrysler earlier this year did not call for the sweeping changes these companies needed to survive, and I couldn't in good conscience proceed on that basis. So we gave them a chance to develop a stronger plan that would put them on a path toward long-term viability. The 60 days GM had to submit its revised plans have now elapsed, and I want to say a few words about where we are and what steps will be taken going forward. But before I do, I want to give you an update on where things stand with Chrysler.

When my administration took office and began going over Chrysler's books, the future of this great American car company was uncertain. In fact, it was not clear whether it had any future at all. But after consulting with my Auto Task Force, industry experts, and financial advisers, and after asking many tough questions, I became convinced that if Chrysler were willing to undergo a restructuring, and if it were able to form a partnership with a viable global car company, then Chrysler could get a new lease on life.

Well, that more promising scenario has now come to pass. Today, after taking a number of painful steps and moving through a quick, efficient, and fair bankruptcy process, a new, stronger Chrysler is poised to complete its alliance with Fiat. Just 31 days after Chrysler's Chapter 11 bankruptcy filing, a court has approved the Chrysler/Fiat alliance, paving the way for a new Chrysler to emerge from bankruptcy in the next few days.

What happens next is in the hands of their executives, managers, and workers, as it is for any private company. But what the completion of this alliance means is that tens of thousands