

Congress of the United States
Washington, DC 20515

April 10, 2020

The Honorable Robert Lighthizer
United States Trade Representative
600 17th St. NW
Washington DC 20508

Dear Ambassador Lighthizer,

We strongly supported the bipartisan United States-Mexico-Canada agreement (USMCA) and look forward to seamless entry into force of the new agreement in the near future. We write to respectfully request flexibility in the planned entry into force for USMCA's automotive Rules of Origin (ROO) requirements. This targeted extension is necessary to allow the auto industry an appropriate adjustment period and account for delays caused by the COVID-19 pandemic. Alternatively, we ask that you seriously consider other accommodations or flexibilities that will allow the automotive sector to avoid being penalized by the new requirements upon the agreement's entry into force.

The ongoing global COVID-19 pandemic is causing severe consequences for supply chains as manufacturing companies rapidly adjust to protect their workers and mitigate production disruption. Many automakers and suppliers announced facility closures in North America in response to the pandemic, the adverse economic impacts of which cannot yet be fully calculated. Also, many are joining the effort to manufacture life-saving equipment.

Amidst the economic hardship created from the current public health crisis, the industry is attempting to modify their production to comply with new ROO requirements in the USMCA. In order to comply, companies must complete complex and extensive solicitations throughout their multi-tiered supply chains. Manufacturers also need to invest in new training and software systems necessary to certify compliance with the new ROO requirements. We understand that companies throughout the auto supply chain have made substantial progress in conducting the necessary solicitations and investments. However, a substantial lack of clarity remains around the Uniform Regulations that are necessary for the U.S. auto industry to determine whether their supply chains comply with the USMCA. It is crucial that industry stakeholders have the opportunity to understand these details and ensure full compliance.

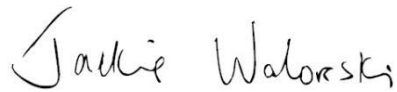
We were happy to support the bipartisan passage of the USMCA and look forward to implementation of the modernized agreement. However, we encourage you to consider options

that will allow the automotive sector to meet the rules of origin requirements of the agreement in an orderly, successful manner. Taking the time to do this process right will allow manufacturers and their workforces across the country to maximize the intended benefits of the agreement and will minimize disruption during a particularly challenging time for the industry. We look forward to continuing to work with you to find creative solutions for automobile manufacturers and workers while ensuring that full USMCA implementation is a success.

Sincerely,



Haley M. Stevens
Member of Congress



Jackie Walorski
Member of Congress



Terri A. Sewell
Member of Congress



James R. Baird
Member of Congress

Joe Cunningham
Member of Congress

Susan Brooks
Member of Congress

Donald S. Beyer, Jr.
Member of Congress

Darin LaHood
Member of Congress

Colin Allred
Member of Congress

Jim Banks
Member of Congress

A. Drew Ferguson, IV
Member of Congress

Bill Johnson
Member of Congress

Adrian Smith
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Jeff Duncan
Member of Congress

Trey Hollingsworth
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Sanford D. Bishop, Jr.
Member of Congress

Kathleen M. Rice
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Suzan K. DelBene
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Kenny Marchant
Member of Congress

Eddie Bernice Johnson
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Vicente Gonzalez
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John Shimkus
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Joaquin Castro
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David Schweikert
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Brenda L. Lawrence
Member of Congress

Mike Kelly
Member of Congress

Van Taylor
Member of Congress

Charles Fleischmann
Member of Congress

André Carson
Member of Congress