



April 21, 2025

The Honorable Scott Bessent  
Secretary  
U.S. Department of the Treasury  
1500 Pennsylvania Avenue, NW  
Washington, D.C. 20220

The Honorable Howard Lutnick  
Secretary  
U.S. Department of Commerce  
1401 Constitution Avenue, NW  
Washington, D.C. 20230

The Honorable Jamieson Greer  
Ambassador  
U.S. Trade Representative  
600 17<sup>th</sup> Street, NW  
Washington, D.C. 20508

Dear Secretary Bessent, Secretary Lutnick and Ambassador Greer:

President Trump understands the importance of a healthy and globally competitive auto industry in America. He also has a deep commitment to the prosperity of American auto workers, vehicle affordability and vehicle choice in our country.

So too do the undersigned organizations that represent automakers, automotive dealers and automotive parts suppliers across America.

Collectively, these companies power the country's No. 1 manufacturing sector, support 10 million American jobs in all 50 states, underpin the industrial base and pump \$1.2 trillion into the economy every year.

The Center for Automotive Research [estimates](#) additional tariffs will impact more than 17 million vehicles.

President Trump has indicated an openness to reconsidering the administration's 25 percent tariffs on imported automotive parts – similar to the tariff relief recently approved for

consumer electronics and semiconductors. That would be a positive development and welcome relief.

As you know, existing automotive supply chains are global and complex. They are also exceedingly fragile.

Supply chains developed under the current rules of the road – notably duty-free trade permitted under the United States-Mexico-Canada agreement – have supported American jobs, automotive manufacturing and affordability for consumers for more than a generation.

Since President Trump negotiated the USMCA agreement, supplier employment has continued to grow, particularly innovation and technology-related jobs.

Tariffs on auto parts will scramble the global automotive supply chain and set off a domino effect that will lead to higher auto prices for consumers, lower sales at dealerships and will make servicing and repairing vehicles both more expensive and less predictable.

Most auto suppliers are not capitalized for an abrupt tariff induced disruption. Many are already in distress and will face production stoppages, layoffs and bankruptcy.

It only takes the failure of one supplier to lead to a shutdown of an automaker's production line. When this happens, as it did during the pandemic, *all* suppliers are impacted, and workers will lose their jobs.

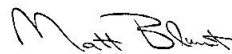
We support more manufacturing and additional supply chains that run through the United States, but it is not possible to reroute global supply chains overnight or even in months. This will take time.

Thank you for your attention and for prioritizing policies – and additional time – to achieve the president's goals while keeping the auto industry in America competitive and in a position to support the country's economic and national security in the years ahead.

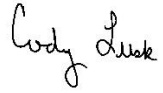
Sincerely,



John Bozzella  
President and CEO  
Alliance for Automotive Innovation



Matt Blunt  
President  
American Automotive Policy Council



Cody Lusk  
President and CEO  
American International Automobile Dealers  
Association



Bill Long  
President and CEO  
MEMA, The Vehicle Suppliers Association



Jennifer Safavian  
President and CEO  
Autos Drive America



Mike Stanton  
President and CEO  
National Automobile Dealers Association