



May 9, 2025

The Honorable Marco Rubio
Secretary
U.S. Department of State
2201 C Street, NW
Washington, D.C. 20451

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

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

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

Dear Secretary Rubio, Secretary Lutnick, Secretary Bessent, and Ambassador Greer:

On behalf of the country's leading automakers and automotive parts suppliers, we write to inform the Trump administration of a serious and looming disruption in the supply of rare earth elements and magnets essential to domestic automotive production.

Without swift intervention from the administration, we anticipate this to impact and potentially interrupt U.S. auto production in just a matter of weeks.

As you know, on April 4, 2025, China's Ministry of Commerce and General Administration of Customs imposed export restrictions on several rare earth elements.

The Chinese government now requires companies to obtain a special export license before exporting samarium, gadolinium, terbium, dysprosium, lutetium, scandium and yttrium and their oxides, alloys, compounds, mixtures and magnets from China to other countries, including the U.S.

Unfortunately, the Chinese government is not issuing the required export licenses for the elements in a timely manner. We also have reports this is impacting elements that are not subject to the export restrictions but processed in the same facility as the controlled elements, such as neodymium. Taken together, this is leading to major disruptions in the global supply of needed elements.

Without reliable access to these elements and magnets, automotive suppliers will be unable to produce critical automotive components, including automatic transmissions, throttle bodies, alternators, various motors, sensors, seat belts, speakers, lights, motors, power steering, and cameras.

And without those essential automotive components, it will only be a matter of time – before the end of this month, most likely – until vehicle assembly in the U.S. is disrupted. In severe cases, this could include the need for reduced production volumes or even a shutdown of vehicle assembly lines.

China currently dominates the supply chain for these rare earth elements and there are few, if any, alternative sources. While efforts are underway to bolster supply chains and suppliers of these elements outside of China, this will take additional time and will not alleviate the immediate shortage of elements vital for automotive components used to produce vehicles here at home.

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

We share the administration's concern regarding China's unfair trade practices and goals to build robust and resilient domestic supply chains, which we are working to develop.

With your leadership and attention to this pressing international commerce and trade issue, we believe this situation can be resolved before it shatters global automotive supply chains and slows down auto production in the U.S.

Sincerely,



John Bozzella
President and CEO
Alliance for Automotive Innovation



Bill Long
President and CEO
MEMA, The Vehicle Suppliers Association

Cc: David Copley, U.S. National Energy Dominance Council