



May 7, 2026

The Honorable Jamieson Greer
United States Trade Representative
Office of the United States Trade Representative
600 17th Street, NW
Washington, D.C. 20508

Dear Ambassador Greer,

We appreciate President Donald Trump and the administration's unwavering support of the U.S. vehicle sector, consisting of vehicle manufacturers, vehicle parts manufacturers (suppliers) and dealers, and for the President's leadership in promoting its global competitiveness. A cornerstone of this success is the United States-Mexico-Canada Agreement (USMCA), which has been a driver of economic growth and job creation in the United States. Therefore, we write to express our strong support for preserving the trilateral framework of the agreement while pursuing targeted improvements during the upcoming 2026 joint review. A stable, modern, and unified North American trade architecture is essential to the continued strength of the overall U.S. automotive industry, which remains one of the leading sectors for employment and investment across the country.

For more than three decades, the United States, Mexico, and Canada have jointly built the world's most deeply integrated automotive and vehicle parts production that allows the industry to deliver safe, affordable vehicles to American consumers. Vehicles and components cross our borders multiple times before final assembly. This efficient and cost-effective system enables American manufacturers, suppliers, and workers to compete globally, while keeping costs down for consumers. The USMCA's trilateral design—with a unified set of automotive rules of origin—reflects this reality. Extending USMCA would send a clear signal that companies need to invest, innovate, and grow jobs here at home.

The collective industry, including vehicle manufacturers and suppliers, has made significant investments to comply with USMCA's strengthened regional content requirements, labor value rules, and steel and aluminum sourcing provisions. A majority of these investments have been made right here in the United States. These U.S.-based expenditures were made with the understanding that the agreement would remain a stable, trilateral framework and compliance with it would yield specific benefits. Splitting USMCA into separate bilateral agreements with

significant differences in compliance and certification rules would introduce unnecessary complexity, increase administrative burden, create divergent regulatory regimes, and undermine the very supply chains the agreement was designed to strengthen.

It is important to highlight that the agreement is still in its infancy. The new automotive rules of origin became effective in 2020 and the phase-in schedule for light vehicles was completed in July 2023. Consequently, the full economic effects of USMCA have yet to be realized. Even so, the United States has already benefitted enormously from a strong, unified North American automotive ecosystem. Since the USMCA entered into force, the U.S. automotive industry has added 19 new production facilities and invested \$335 billion dollars. Our industry supports over 10 million American jobs, drives innovation in advanced manufacturing, and underpins our nation's leadership in emerging and advanced manufacturing technologies.

A strong trilateral USMCA is also a strategic asset in addressing the growing competitive pressures posed by non-market economies. The United States, Mexico, and Canada share an interest in ensuring that North American industries are not undermined by unfair trade practices, industrial overcapacity, or state-directed investment strategies originating outside the region. A unified USMCA framework provides the most effective platform for coordinating national and economic security policies, optimizing resilient regional supply chains, and ensuring that North America remains a reliable and secure production base for advanced automotive technologies. Working together, the three USMCA partners can better promote fair competition, safeguard critical industries, and protect consumer affordability.

Preserving the trilateral USMCA framework—while making targeted improvements that strengthen its implementation—will help ensure that the United States remains a globally competitive production base at a time of rapid technological change and intensifying international competition. Keeping the automotive industry competitive while maintaining consumer choice and access to affordable transportation is a critical USMCA objective.

We support U.S.-Mexico bilateral engagement and encourage trilateral discussions to support an efficient and effective review that will ultimately extend USMCA as a trilateral agreement. We respectfully urge you and your team to work closely with Canada and Mexico to ensure that the 2026 review strengthens, rather than fragments, this critical economic foundation.

Thank you for your attention to this matter and for your continued support of American manufacturing and its workers.

Sincerely,



Jennifer Safavian
President and CEO
Autos Drive America



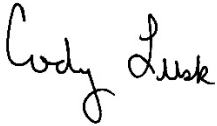
Matt Blunt
President
American Automotive Policy Council



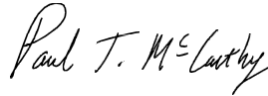
John Bozzella
President and CEO
Alliance for Automotive Innovation



Albert Gore
Executive Director
Zero Emission Transportation Association



Cody Lusk
President and CEO
American International Automobile Dealers
Association



Paul McCarthy
President and CEO
MEMA. The Vehicle Suppliers Association



Mike Stanton
President and CEO
National Automobile Dealers Association