

Mary Cox
Democratic Senatorial Campaign Committee
120 Maryland Avenue NE
Washington, DC 20002.
(202) 314-3227
Cox@dsc.org

September 30, 2011

Jacqueline B. Caldwell
FOIA Officer
Office of the United States Trade Representative
1724 F Street, NW
Washington, DC 20508

To Whom It May Concern:

Pursuant to the Freedom of Information Act, 5 U.S.C. §552 et seq. ("FOIA"), I am requesting access to the following public records from the Office of the United States Trade Representative:

- Any correspondence, including electronic, to your agency from or on behalf of Congressman Pete Hoekstra (January 1993-January 2011)
- Any correspondence, including electronic, to your agency from or on behalf of Pete Hoekstra as a private citizen (January 2011-present)

I ask that you state the specific legal and factual grounds for withholding any documents or portions of documents. If possible, please identify each document that falls within the scope of this request but is withheld from release, as well. If requested documents are located in, or originated in, another installation or bureau, please refer this request or any relevant portion of this request to the appropriate installation or bureau. I would like to clarify and reiterate that I am *not* asking for access to any records that are explicitly considered private; rather, I am seeking only those records that are considered to be public information under the Freedom of Information Act.

If the information can be sent through email or digital/electronic format, please send it that way (address provided above), particularly if providing the information reduces the time or expense involved. Otherwise, please send the information in paper form (mailing address also provided above).

To help assess my status for copying and mailing fees, please note that I am a representative of a political organization, gathering information for research purposes only. Disclosure of this information is likely to be in the public interest and is not for commercial activities. I am willing to pay reasonable costs incurred in locating and duplicating these materials. Please contact me prior to processing to approve any fees or charges incurred in excess of \$250.

Thank you for your cooperation with this request. I am willing to discuss ways to make this request more manageable to your office. Please do not hesitate to contact me either via telephone or email.

Sincerely,



Mary Cox

EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE
WASHINGTON, D.C. 20508

October 26, 2011

Ms. Mary Cox
Democratic Senatorial Campaign Committee
120 Maryland Avenue, N.E.
Washington, D.C. 20002

Dear Ms. Cox:

This letter is USTR's response to your Freedom of Information Act request for **“any correspondence, including electronic, to your agency from or on behalf of Congressman Pete Hoekstra (January 1993-January 2011); any correspondence, including electronic, to your agency from or on behalf of Pete Hoekstra as a private citizen (January 2011-present)”**

Please be advised that after a reasonable search we have located fifteen (15) documents within the scope of your request. Of those, we are releasing fifteen (15) documents in full.

Inasmuch as this constitutes a complete response to your request, I am closing your file in this office. In the event that you are dissatisfied with USTR's determination, you may appeal such a denial, within thirty (30) days, in writing to:

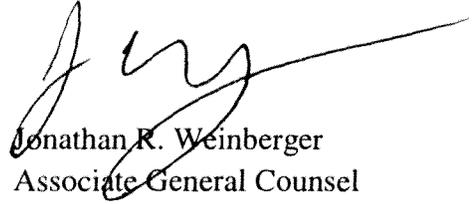
FOIA Appeals Committee
Office of the United States Trade Representative
1724 F Street, N.W.
Washington, DC 20508

Both the letter and the envelope should be clearly marked: “Freedom of Information Act Appeal”. In the event you are dissatisfied with the results of any such appeal, judicial review will thereafter be available to you in the United States District Court for the judicial district in which you reside or have your principal place of business, or in the District of Columbia, where we searched for the records you seek.

Ms. Mary Cox
Page 2

Should you have any questions, please feel free to contact the FOIA Office at (202) 395-3419.

Sincerely,



Jonathan R. Weinberger
Associate General Counsel

Case File # 1101254

EXECUTIVE OFFICE OF THE PRESIDENT
THE UNITED STATES TRADE REPRESENTATIVE
WASHINGTON, D.C. 20508
April 29, 2010

The Honorable Peter Hoekstra
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Hoekstra:

I am responding to your letter to Secretary LaHood and myself, co-signed by 55 of your colleagues, concerning the cross-border trucking issue. As you know, Mexico imposed duties on a wide range of U.S. exports after Congress passed legislation in March 2009 which required the termination of a demonstration program for cross-border trucking with Mexico.

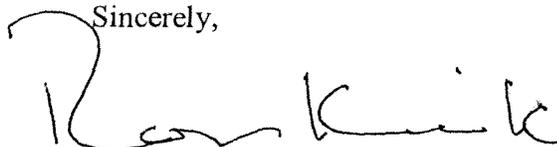
Your letter notes the devastating impact Mexico's tariffs have had on a number of industries and farm sectors. Secretary LaHood and I have heard directly from a number of U.S. farmers and firms on the damage these duties inflict on competitive U.S. exports, and the jobs that have been put at risk at a time when exports should be leading us on the road to economic recovery.

As you know, H.R.3288, the "Consolidated Appropriations Act, 2010," included appropriations for the Department of Transportation and does not include the spending restrictions which had been contained in the March 2009 appropriations legislation. This prior legislation prohibited the use of appropriated funds for a cross-border motor carrier demonstration program with Mexico. Since H.R. 3288 was signed in December 2009, the United States now has the ability to work with the Congress and Mexico to develop a path for resolving our longstanding issues over cross-border transportation services. Such a resolution would contribute to the competitiveness of our economy and benefit our consumers. It would also, of course, result in Mexico ending its retaliation on U.S. goods.

The Obama Administration is committed to working with you and other members of Congress to resolve this dispute in a manner that is consistent with our international obligations and that ensures our roads are safe and that all drivers meet our qualifications.

I also want to explain this Administration's commitment to transparency. While statutory restrictions mandated by the Congress prohibited any work on a new demonstration program until recently, we have nonetheless consulted extensively. For example, USTR conducts monthly briefings through our formal private sector advisory system. The trucking issue has been discussed in nearly all of those briefings over the past year. In addition, we have met directly with firms and farmers that have been adversely impacted by the dispute. USTR and DOT have also met with Members of Congress on several occasions, and understand the diverse points of view that exist on this issue. Both I and USTR staff are of course available to meet with you and the other signatories of your letter as we move forward on this issue.

Sincerely,



Ambassador Ron Kirk

Congress of the United
House of Representatives
Washington, DC 20514

March 1, 2010

The Honorable Ray LaHood
Secretary of Transportation
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Ambassador
United States
600 17th St
Washington

55 add'l co-signers
will AP once cleared
EOP to
L. Summers
Robert E.

Dear Secretary LaHood and Ambassador Kirk:

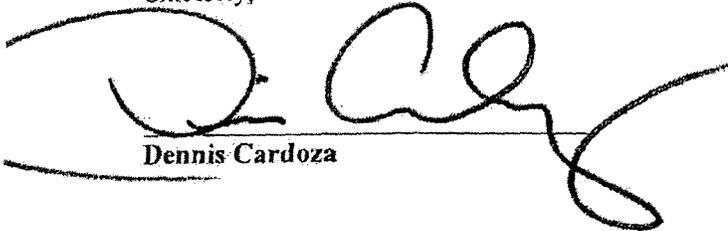
We are writing to express our concern about the lack of action and transparency by the United States Trade Representative and the Department of Transportation to address tariffs imposed by Mexico on U.S. agricultural and manufacturing products in response to the removal of the cross-border trucking pilot program. These tariffs have had a devastating impact on our local industries and area economies. Therefore, given the importance of this matter to our constituents, we urge you to immediately implement a plan of action to rectify this situation.

As you know, Congress terminated funding for the cross-border trucking pilot program with Mexico in the FY2009 Omnibus Appropriations Act. The resulting retaliation from Mexico, including import duties on over 90 products, has left farmers and manufacturers scrambling. These goods have faced Mexican import tariffs between 10 and 45 percent for almost a year.

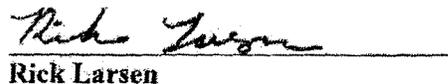
Over the past 11 months, Administration officials have repeatedly expressed confidence that a resolution to the current dispute could be found that would fulfill our obligations to Mexico under the North American Free Trade Agreement. President Obama expressed his commitment to resolving the issue to President Calderon during their meeting in Guadalajara, Mexico in August, 2009. However, to date, the Administration has not shared any of the principles or the parameters of a proposed plan. Finally, in the FY2010 Consolidated Appropriations Bill, Congress chose not to continue the funding limitation for the pilot program.

The current situation is unsustainable and untenable. Our constituents need help immediately and we implore you to work quickly to implement a solution that ensures safety and normalizes trade between the U.S. and Mexico. Please communicate your plans for a solution so that we are better able to understand the Administration's strategy to address this matter and resolve this situation permanently. Our constituents need to move forward.

Sincerely,



Dennis Cardoza



Rick Larsen

Mike Thompson
Mike Thompson

Jeff McNerney
Jeff McNerney

Brian P. Bilbray
Brian P. Bilbray

Henry Cuellar
Henry Cuellar

Judy Biggert
Judy Biggert

Rubén Hinojosa
Rubén Hinojosa

Robert E. Latta
Robert E. Latta

Bobby Bright
Bobby Bright

Jeff Flake
Jeff Flake

Eric J.J. Massa
Eric J.J. Massa

Joseph R. Pitts
Joseph R. Pitts

Daniel E. Lungren
Daniel E. Lungren

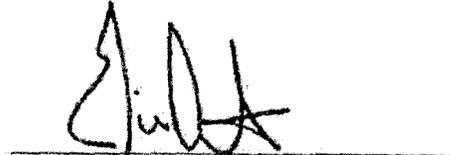
Aaron Schock
Aaron Schock

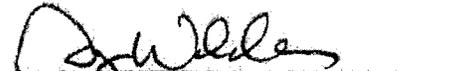
Melissa L. Bean
Melissa L. Bean

Earl Pomeroy
Earl Pomeroy

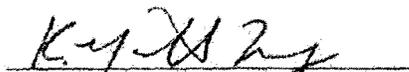
John T. Salazar
John T. Salazar

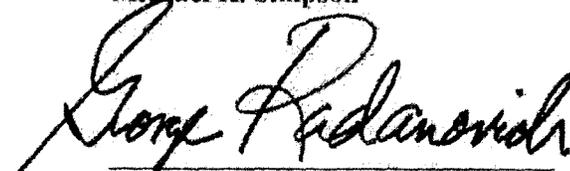

Doc Hastings


Jim Costa


Greg Walden

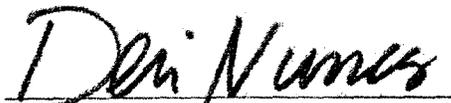

Michael K. Simpson


K. Michael Conaway

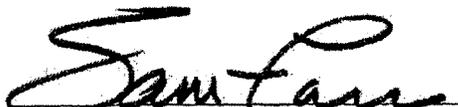

George Radanovich


Jim McDermott


Eddie Bernice Johnson


Devin Nunes

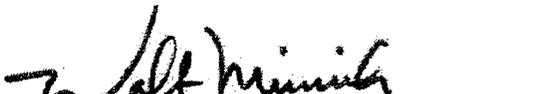

David G. Reichert


Sam Farr

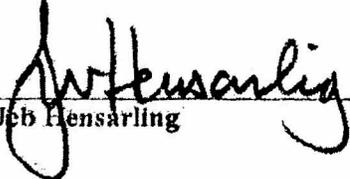

Adam Smith

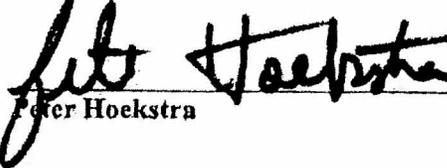

Wally Herger


Randy Neugebauer

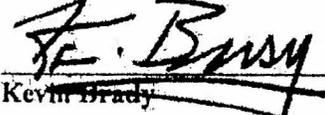

Walt Minnick

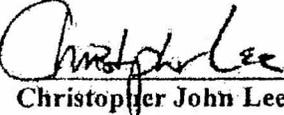

Ron Kind


Jeb Hensarling


Peter Hoekstra


Stephanie Herseth Sandlin


Kevin Brady

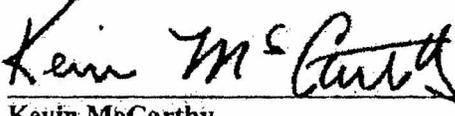

Christopher John Lee

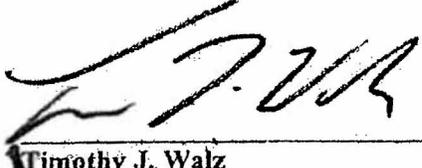

William L. Owens


Steven C. LaFourette

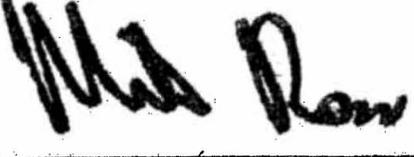

Larry Kissell

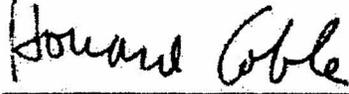

Kurt Schrader

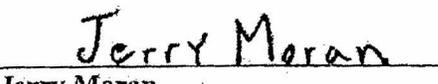

Kevin McCarthy


Timothy J. Walz

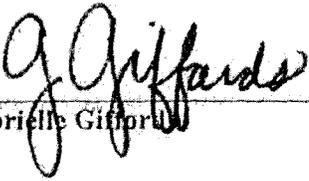

James P. Moran


Mike Ross

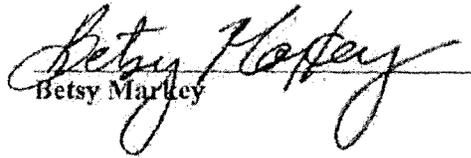

Howard Coble


Jerry Moran


Mary Bono Mack



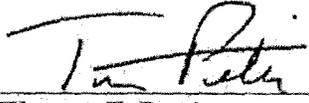
Gabrielle Giffords



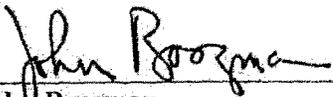
Betsy Markey



Edward R. Royce



Thomas E. Petri



John Boozman



Ralph M. Hill

Cc:

Susan Kurland, Assistant Secretary for International Affairs and Aviation, Department of
Transportation

Miriam Sapiro, Deputy Ambassador for Europe, Middle East and the Americas

2

EXECUTIVE OFFICE OF THE PRESIDENT
THE UNITED STATES TRADE REPRESENTATIVE
WASHINGTON, D.C. 20508

FEB 3 2006

The Honorable Pete Hoekstra
U. S. House of Representatives
Washington, D.C. 20515

Dear Pete,

Thank you for your letter regarding the WTO Doha Round and sharing your concerns regarding automotive and auto parts trade issues. I know this is an important issue for you, and I appreciate the information you provided. I agree with you that it is critical that we include non-tariff barriers (NTBs) as an integral and an equally important component of the Doha Round Non-Agricultural Market Access (NAMA) negotiations. As you know, we led the fight for that at the WTO Hong Kong Ministerial. We know intend to build upon the progress achieved at the Hong Kong Ministerial by tabling detailed negotiating texts and bilateral requests on NTBs by spring 2006.

Your letter notes the need for a "vertical initiative" on NTBs within the NAMA talks that would integrate our approach on NTBs with other areas of the negotiations affecting automotive and auto parts trade. The Hong Kong Ministerial Declaration recognized that WTO Members are developing bilateral, vertical, and horizontal approaches to the NTB negotiations. In January 2005, the United States tabled a proposal to address NTBs in the auto sector. The senior U.S. negotiating team hosted a series of six meetings in Geneva between January and October 2005 to which we invited WTO Members expressing interest in addressing NTBs in the automotive sector.

Throughout this process, we have consulted closely with representatives of the U.S. auto industry to identify the types of NTBs they face. We now are working with our industry to determine what solutions they are seeking and their target markets. We will continue to work closely with industry and strive to integrate its views as we develop the U.S. automotive sector negotiating positions.

The work of the U.S. industry to help build global industry support to address auto NTBs will be very helpful to our ability to successfully conclude these negotiations. We welcome U.S. industry's organization of the Global Auto Industry Dialogue (GAID), which has met three times in Geneva and identified a range of NTBs that the global industry would like governments to address. While the identification of common concerns has been an important step, we encourage further efforts by the GAID to broaden the coalition of international industry support for addressing NTBs, as well as an indication of how the global automotive industry would like to see these NTBs resolved. Such inputs, along with detailed information from our domestic industry on its target markets, will be of great value as we work to develop our NTB negotiating texts and bilateral requests over the next few months.

The Honorable Pete Hoekstra
Page Two

As you know, our trade agenda seeks to achieve trade liberalization both multilaterally through WTO negotiations and bilaterally through new Free Trade Agreements (FTAs) with countries ready and able to enter into agreements with us that meet our stringent requirements for broad trade liberalization. The potential FTAs that may be launched in 2006 offer another avenue to address automotive NTBs, and I hope you will work with us on these important agreements.

With respect to exchange rates, I am aware of the automotive industry's interest in addressing this issue. However, the WTO negotiations do not include this issue. In addition, as you know, the Treasury Department leads the effort to address the exchange rate and currency issues you raised. I have taken the liberty of sharing your views on the exchange rate and currency issues with the Treasury Department.

Thanks again to you and your colleagues for expressing your views on this vital issue. Please stay in touch as we continue to move forward in fulfilling the President's trade agenda.

Sincerely,

A handwritten signature in black ink, appearing to read 'R Portman', written in a cursive style.

Rob Portman

Congress of the United States

Washington, DC 20515

12446/

December 12, 2005

*a; Dworkin
C; Broadbent
Mendenhall
Niemeyer*

The Honorable Robert J. Portman
United States Trade Representative
Office of the U.S. Trade Representative
600 17th Street, NW
Washington, DC 20508

Dear Mr. Ambassador:

In advance of the upcoming WTO Ministerial in Hong Kong, we write to urge invigorated efforts as to the objectives and desired outcome of the United States regarding Non-Tariff Barriers (NTBs) in the automobile sector within the context of the Non-Agricultural Market Access (NAMA) negotiations. In particular, we are writing to express to you the need for the Doha Round to result in a clear, positive outcome for the U.S. automotive sector and the need for a defined, measurable beneficial result.

A strong automotive industry is vital to the U.S. economy overall and a critical part of the U.S. manufacturing sector. The forthcoming WTO negotiations provide an opportunity for the U.S. to take meaningful and concrete action to benefit this critical sector in the global marketplace. Specifically, the NAMA negotiations present an important opportunity to seek a more level global playing field for U.S. auto and auto parts companies by increasing access to foreign markets for U.S. exports of these products.

As you are well aware, NTBs pose a far greater impediment to market access than tariffs for the automotive industry. On previous occasions, we have noted with approval USTR's pursuit of a vertical NTB initiative in the automobile sector. We are pleased that USTR has taken steps to mobilize this initiative through a series of informal meetings to identify NTBs and discuss potential solutions. We are also encouraged by language in Chairman Johansson's progress report of the NAMA negotiation, which not only re-affirms, but also expands upon the principle that NTBs are an "integral" and "equally important" part of the NAMA negotiations. While we acknowledge that progress has been made in underscoring the importance of this issue, we continue to have a number of concerns regarding the direction in which the current negotiations are headed and their possible outcome.

Based on the Doha progress to date, we see emerging a disturbing trend that is likely to further substantial opening of the U.S. auto market to imports, with little change in access for U.S. auto and auto parts with our major competitors like Japan and Korea whose respective markets remain virtually closed to our products. Further exacerbating this trend is Asia's policy of "mercantilist" exchange rate management, particularly the massive intervention by Japan stretching back a decade that has acted as a subsidy to its exports and a barrier to U.S. auto manufacturers efforts to compete fairly. The U.S. automotive industry views this as the most significant NTB and has sought to have this issue addressed within the WTO negotiations. We are very disappointed that the Administration has declined to raise currency manipulation within this multilateral context. Failure to act on this issue will result in further job cuts, further plant

closures, and a continuing erosion of the U.S. automotive and broader national manufacturing base.

As to the NTBs that the Administration has agreed to pursue, we have previously noted a number of concerns with USTR's Draft Proposal on Negotiating NTBs, one of which was the proposal's lack of an explicit call for a single package of commitments in this area. This issue continues to be a major concern. While much of USTR's focus to date has been on party consensus building and identification of NTBs – both of which are important and necessary to advancing this issue – there has been no indication that USTR has included, or is willing to include as part of its strategy, the pursuit of a package of NTB commitments in the automotive sector.

Another concern is USTR's failure to propose or push for parties to specifically link progress on NTBs to tariff rate reduction. Trade in the automobile sector is restricted globally by a variety of NTBs. Experience has demonstrated that the benefits of tariff reduction should be linked to progress on NTBs. This is especially true, as in the case of Japan, where tariffs on autos and auto parts either are low or duty free. Within the context of the NAMA negotiations and the broader Doha Round overall, NTBs appear to be a "back-burner" issue to which parties will turn only after ironing out differences in tariff-rate reduction formulas. We believe that such a strategy is short sighted and could potentially compromise the U.S. negotiation position on NTBs.

If NTBs are truly an "integral" and "equally important" part of the NAMA negotiations, any agreement on a tariff-rate reduction formula should take into account the impact on automobile or auto parts tariffs, and how such reductions may, in turn, shape or influence NTB negotiations. NTBs should be considered in tandem with, and not after, tariff reduction formula negotiations have concluded. Specifically, USTR should seek flexible formulas and provide assurance that tariff reduction concessions will be balanced against a meaningful NTB package, which guarantees that U.S. automotive companies will have access to foreign markets where U.S. import penetration has been substantially low, or even declining.

Another area of concern outside of the NAMA discussions that could negatively impact the U.S. auto industry involves Trade Related Investment Measures (TRIMs). The WTO TRIMs agreement is the single most important achievement for the auto sector that emerged from the Uruguay Round. We are surprised and troubled to see language in the Ministerial draft that allows developing countries to maintain existing TRIMs and to introduce new TRIMs, as we have been told throughout this Round that no language re-opening agreements, such as the TRIMs agreement, would be permitted.

During the Hong Kong Ministerial, it is critical that the U.S. takes a position that will further advance this important issue and achieve an outcome that is beneficial to the U.S. automotive sector. We stand ready to assist you in moving forward on this issue, which will help strengthen U.S. auto and auto parts companies by opening markets and leveling the global playing field for their products.

Sincerely,



Carl Levin
United States Senator



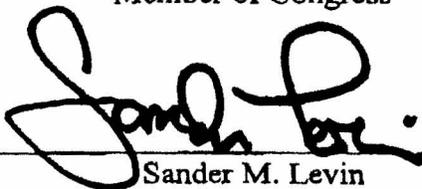
Debbie Stabenow
United States Senator



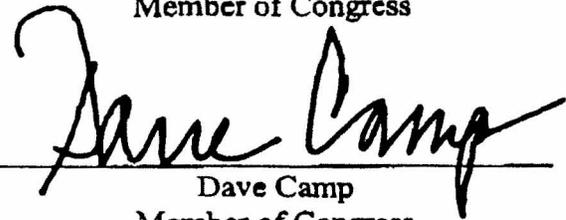
John D. Dingell
Member of Congress



Fred Upton
Member of Congress



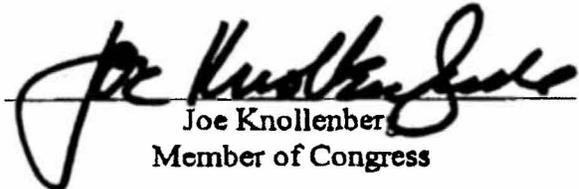
Sander M. Levin
Member of Congress



Dave Camp
Member of Congress



Dale E. Kildee
Member of Congress



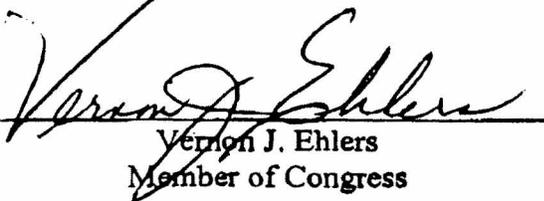
Joe Knollenberg
Member of Congress



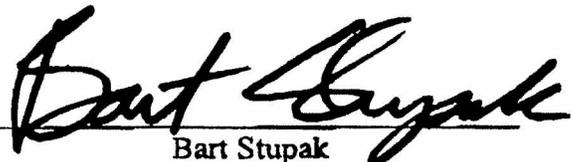
Candice S. Miller
Member of Congress



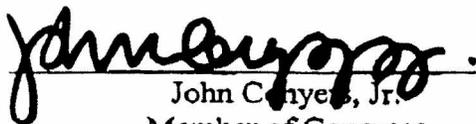
Carolyn Cheeks Kilpatrick
Member of Congress



Vernon J. Ehlers
Member of Congress



Bart Stupak
Member of Congress



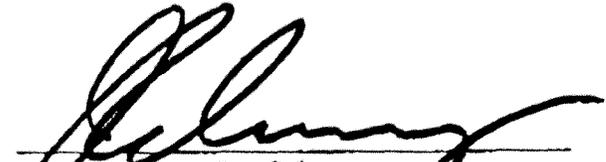
John Conyers, Jr.
Member of Congress



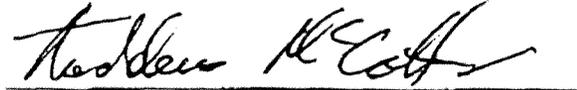
Pete Hoekstra
Member of Congress



Mike Rogers
Member of Congress



Joe Schwarz
Member of Congress



Thaddeus McCotter
Member of Congress

3

EXECUTIVE OFFICE OF THE PRESIDENT
THE UNITED STATES TRADE REPRESENTATIVE
WASHINGTON, D.C. 20508

February 18, 2005

The Honorable Peter Hoekstra
U.S. House of Representatives
Washington, D.C. 20515

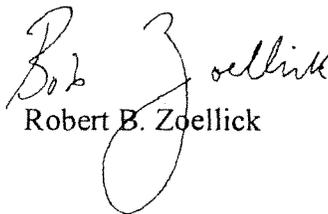
Dear Congressman Hoekstra:

As you know, the Administration has been engaged in an intensive effort to reach an agreement with the European Union (EU) to end EU subsidies to Airbus. Given your previous interest in this issue, I thought you would appreciate an update on the progress we have made toward achieving this goal.

On January 11, the United States and the EU reached agreement on the terms for a negotiation that would end subsidies for the development and production of large civil aircraft. The EU's previous reluctance to commit to this goal was the immediate catalyst for our decision last October to terminate the 1992 U.S.-E.U. Agreement on Large Civil Aircraft and to seek consultations at the World Trade Organization (WTO). The EU has also agreed that we will use the definition of "subsidy" in the WTO Subsidies Agreement as the basis for the disciplines in the new agreement. The EU's acceptance of these terms marks the first time in this long-standing dispute that Europe has agreed that the goal of our negotiation should be to end subsidies.

The United States and the EU have set a three-month time line for concluding our negotiations. We have also agreed that, during the negotiations, neither side will commit any new government support for large civil aircraft (such as the proposed Airbus A350), and each side will refrain from taking additional steps in the WTO process. If our efforts to reach an agreement do not bear fruit, however, the Administration is prepared to return to the WTO. The Administration is committed to eliminating further subsidies to Airbus either through the negotiation of a new agreement or through WTO dispute settlement.

Sincerely,


Robert B. Zoellick

Congress of the United States
Washington, DC 20515

November 18, 2004

The Honorable Robert B. Zoellick
United States Trade Representative
600 17th Street, N.W.
Washington, DC 20508



Dear Ambassador Zoellick,

We write to commend you for your dedication to ensuring that U.S. companies can compete on a level playing field. We strongly support your decision to withdraw from the outdated 1992 United States-European Union Agreement on Trade in Large Civil Aircraft and your decision to file a trade case at the World Trade Organization over continued European government subsidization of its commercial aircraft manufacturer, Airbus.

There is broad, bipartisan support in Congress for your efforts to challenge the massive subsidies that European governments have been giving to Airbus for decades.

As you are well aware, Airbus has received about \$15 billion in launch aid, which, if borrowed commercially, would have added \$35 billion in additional debt to its books. This subsidy offers a significant advantage for Airbus over its sole competitor, U.S. aerospace company Boeing.

Because launch aid and other subsidies shield Airbus from the full assumption of commercial risk, it can pursue more aggressive pricing and financing practices than a non-subsidized competitor such as Boeing.

It is time to put a stop to this anti-competitive behavior. Boeing, the nation's largest exporter of manufactured goods, has paid a heavy price: a loss of 20 percentage points of market share in just the last five years; significant sales losses due to Airbus' ability to use its subsidized advantage to dramatically undercut pricing on airplanes; and the loss of tens of thousands of high-paying American manufacturing jobs.

America's aerospace workers deserve a level playing field. Your decision to pursue this course of action is based on clear evidence that Airbus has received an unfair advantage, not any outside motives, as suggested by your counterparts in Europe.

The future of a critical American industry hangs in the balance, and we are solidly behind your efforts to stop Europe's unfair subsidies. We are determined to see this case through to the end, and we look forward to giving you any assistance necessary.

Very truly yours,
W. Steele
W. Steele

✓ Bill Paswell Jr.

Stewart Price

✓ Ted Stuckland

Ch. ...

Russ Maki

Robert Menden

✓ Howard L. Brown ✓ James E. Watson

Michael E. ...

~~James E. Watson~~

Maureen ...

Ral ...

John ...

B. ...

W. Gold ...

~~Jim V. Galt~~

✓ ~~Cliff Payne~~

✓ ~~James Sun~~

~~John~~

~~John Collins~~

~~Gregory~~

~~Richard Lane~~

~~Ruth Weston~~

✓ ~~Jo M. O'Neil~~

~~Richard~~

✓ ~~Shelley Bailey~~

~~Richard~~

✓ ~~John Lewis~~

~~Jim Moran~~

~~John~~

~~John~~

✓ James E. Clyburn

T. Holden ✓

✓ Ben Chandler

Wm. Lacy Clay ✓

✓ Sam Lan

Jefferson

✓ James Camp

Zoe Loper ✓

✓ Tom Jefferson

Ed. B. Schiff ✓

✓ Shirley H. Pugh

John Edweeney

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Sam Star

✓ Bob Filner

Mr. Fife

✓ Eddie Bernice Johnson

César Rodríguez ✓

✓ Jerry Moran

Alan Oster

Ann Durn

Darryl K. Davis

✓ Judy Biggert

R.

✓ Brad Sherman

Ellen Causey

✓ John B. Ruan

John Edmundo

✓ Ron Kind

Robert Stankus

✓ Bobby L. Lusk

Randy Luke Cunningham ✓

Marjorie

Pauli Hayes ✓

✓ Denise Rehberg

Mike Doyle ✓

John Doyle

Jo Berman ✓

John Kim

Kendrick B. Meul ✓

[Signature]

Linda J. Somers ✓

✓ Ann Houghton

Cal Dooley ✓

✓ Loretta Sanchez

John E. Peterson ✓

✓ Cindy Brown-White

Michael [Signature]

✓ John Booyman

✓ Peter Ditzgen

✓ Wally Hergen

✓ Ken Calvert

✓ Ken Cordin

✓ Andy B. Maloney

✓ Bart Gordon

✓ Ed Pastor

Vernon J. Ehlers ✓

Fred Upton ✓

Concepcion ✓

Joe Pitt ✓

Donald A. Manzullo ✓

Jerrold Nadler ✓

Ben Rayburn ✓

Curt Weldon ✓

✓ Norm Richards

Earl Blumenauer ✓

[Signature]

Corrine Brown ✓

Rep. [Signature]

James Garamendi ✓

✓ Harold Rogers

Tom Lantos ✓

✓ Mary [Signature]

Allen Boyd ✓

✓ Philip M. Crane

Hilda L. Solis ✓

✓ Lamar Smith

Chah Fakh ✓

✓ Jane Harman

Bob Ney ✓

✓ Rich Scarp ✓ John [unclear]

✓ Ray Blunt

✓ John Emerson

✓ Pete Sessions

✓ Neil Kinnock

✓ Scott [unclear]

✓ 1998 Treaty

✓ Patrick Adair

✓ Jim [unclear]

✓ Scott [unclear]

✓ J. [unclear]

✓ Mike Ryan (CAL)

✓ Greg Walden

✓ Greg [unclear]

✓ John Davis

✓ Bire Shuster

J. McCreary ✓

✓ Don Young

Pete Hoekstra ✓

✓ Gene Taylor

Terry Everts ✓

✓ Dave Hobson

Howard P. Babiak ✓

✓ Solomon P. Ortiz

Greg N. Costello ✓

Proffitt

John Layman ✓

Alan Bosh

Katherine Harris ✓

✓ Joe Wilson

J. Saxton ✓

✓ Jim Gibbons

Ralph M. Hall ✓

✓ Richard Tombo

Bieby

✓ Ralph M. Hall

Eltor Galleghy ✓

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✓ Bob Eckhardt

Sam D

Virgil Bruce

Mark Kennedy ✓

✓ Sam Johnson

Bill Johnson ✓

✓ Susan A. Davis

Mark Sander ✓

T.J.

Ta T

✓ Tony Baldwin

Rubin Fernandez ✓

Mike Bilirakis

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✓ Martha Bladwin

Bob Byrd ✓

✓ Frank A. McClell

Pat Roberts

Mike Thompson

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✓ John Culberson

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Clayton

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✓ Ed Royce

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✓ Jerry Lewis

Rodney Alexander ✓

✓ Carolyn McCarthy

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✓ Mark Foley

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✓ Chris Bell

Frank Lautenberg ✓

✓ Mike Mentzer

Jim Saxton ✓

✓ Ed Whitfield

Mike Ron ✓

Steff Rampson

G.K. Butterfield ✓

✓ Spum Bohun

Jim Braghall ✓

✓ Genie Davis

John T. Doolittle ✓

✓ Aue Muecke

✓ Jon Schakel

✓ Caroline S. Hill

✓ Max Bunn

✓ Albert R. Gynn

✓ Greg Rowland

✓ Walter B. Orr

✓ Jill Guttentag

✓ Th. G. Tyi

✓ Stephen F. Lynch

✓ David Scott

✓ Paul H. Taylor

✓ Phil Singery

✓ Mair Bony

✓ Henry S. Brown

✓ Cheryl Sings

✓ Ken Sun

Vito Jozella ✓

✓ Kevin M. Hart

Raul M. Hijarwa ✓

✓ Leonard L. Boswell

Tom Udner ✓

✓ Lois Cappon

Arlene Hunt

✓ Alan Ekels

Jane Brown ✓

Tom

Tom Angell

✓ Mary Kaptur

Cliff Stens ✓

✓ Michael A. Sun

Betsy Scott

U.S. Trade Representative Robert Zoellick
WTO - Airbus Subsidies
Congressional Letter of Support; Nov. 18, 2004
242 Co-signers (124 Dems, 118 GOP)

Abercrombie, Neil	Crowley, Joseph	Hayworth, J. D.
Ackerman, Gary L.	Culberson, John Abney	Herger, Wally
Aderholt, Robert B.	Cunningham, Randy "Duke"	Hinchey, Maurice D.
Akin, W. Todd	Davis, Danny K.	Hinojosa, Rubén
Alexander, Rodney	Davis, Jo Ann	Hobson, David L.
Baca, Joe	Davis, Lincoln	Hoekstra, Peter
Bachus, Spencer	Davis, Susan A.	Holden, Tim
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Baldwin, Tammy	Diaz-Balart, Lincoln	Hooley, Darlene
Ballenger, Cass	Diaz-Balart, Mario	Houghton, Amo
Bartlett, Roscoe G.	Dicks, Norman D.	Hoyer, Steny H.
Beauprez, Bob	Dingell, John D.	Hulshof, Kenny C.
Becerra, Xavier	Dooley, Calvin M.	Hunter, Duncan
Bell, Chris	Doolittle, John T.	Hyde, Henry J.
Berkley, Shelley	Doyle, Michael F.	Inslee, Jay
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Brady, Robert A.	Foley, Mark	Kind, Ron
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Brown, Sherrod	Frost, Martin	Knollenberg, Joe
Brown-Waite, Ginny	Gallegly, Elton	LaHood, Ray
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Capito, Shelley Moore	Graves, Sam	Lewis, John
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Cardin, Benjamin L.	Grijalva, Raúl M.	Lofgren, Zoe
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Chandler, Ben	Gutknecht, Gil	Lynch, Stephen F.
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Cramer, Robert E. (Bud) Jr.	Hastings, Doc	McCarthy, Carolyn
Crane, Philip M.	Hayes, Robin	McCarthy, Karen

McCollum, Betty
McCotter, Thaddeus G.
McCrery, Jim
McDermott, Jim
McGovern, James P.
McIntyre, Mike
McKeon, Howard P. "Buck"
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Meeks, Gregory W.
Menendez, Robert
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Miller, Candice S.
Miller, George
Miller, Jeff
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Moore, Dennis
Moran, James P.
Moran, Jerry
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Nadler, Jerrold
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Ortiz, Solomon P.
Pascrell, Bill Jr.
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Pombo, Richard W.
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Renzi, Rick

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Rush, Bobby L.
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Sanchez, Loretta
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Scott, Robert C.
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Sherman, Brad
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Simpson, Michael K.
Skelton, Ike
Smith, Adam
Smith, Lamar S.
Solis, Hilda L.
Souder, Mark E.
Stearns, Cliff
Strickland, Ted

Sullivan, John
Sweeney, John E.
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Tanner, John S.
Tauscher, Ellen O.
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Taylor, Gene
Thompson, Mike
Tiahrt, Todd
Tierney, John F.
Towns, Edolphus
Turner, Michael R.
Udall, Mark
Udall, Tom
Upton, Fred
Walden, Greg
Wamp, Zach
Watson, Diane E.
Weiner, Anthony D.
Weldon, Curt
Weller, Jerry
Wexler, Robert
Whitfield, Ed
Wilson, Joe
Wu, David
Wynn, Albert Russell
Young, C. W. Bill
Young, Don

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EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE
WASHINGTON, D.C. 20508

AUG 06 2004

The Honorable Peter Hoekstra
U.S. House of Representatives
Washington, DC 20515

Dear Congressman Hoekstra:

Thank you for your letter regarding the trade-related priorities of U.S. pork producers and the need to open new markets for their products through the U.S.-Central American Free Trade Agreement (CAFTA). Please accept my apologies for the delay in my response.

We achieved significant market access for U.S. pork and agricultural products in this agreement and worked closely with the U.S. pork industry throughout the CAFTA negotiations. Prior to CAFTA, our Central American partners maintained tariffs of 15 to 47 percent on most pork products and had the ability to raise these tariffs to their World Trade Organization bound rates of 35 to 60 percent.

Under CAFTA, tariffs on bacon and some offal products will be eliminated immediately. Tariffs on other U.S. pork products will be eliminated within 15 years. Tariff-rate quotas (TRQs) will be established for U.S. pork cuts, which will grow 5 percent to 15 percent annually, depending on the country.

The CAFTA parties also agreed to use the science-based disciplines of the WTO Agreement on the Application of Sanitary and Phytosanitary (SPS) Measures. An SPS working group will be established to expedite resolution of technical issues. We have already begun parallel discussions with Central American SPS officials so that unscientific restrictions on imports of meat and other products into the CAFTA countries will be eliminated as quickly as possible.

It may be useful to point out that a number of U.S. farm groups have expressed strong support for the CAFTA agreement, including the American Farm Bureau Federation (AFBF). The AFBF economic analysis of CAFTA stated that "United States agriculture has much to gain from the CAFTA." It also indicated that "the CAFTA will be overall, long-term benefit to American agriculture and to the [AFBF] membership." The AFBF report estimates that U.S. agricultural producers will increase their exports by \$1.5 billion as a result of the CAFTA Agreement (with inclusion of the Dominican Republic.)

I look forward to working with you as we prepare to send this agreement to Congress for consideration. Please contact me should you wish to discuss this.

Sincerely,



James M. Murphy, Jr.
Assistant U.S. Trade Representative
for Agricultural Affairs

Congress of the United States

Washington, DC 20515

November 18, 2003

03112004

received 11-19-03

The Honorable Robert Zoellick
United States Trade Representative
600 17th Street Northwest
Washington, D C. 20508-0002

Dear Mr. Ambassador:

As Members of Congress from pork producing states, we support your efforts to open new markets for American agricultural products through negotiation of the Central American Free Trade Agreement (CAFTA). However, we are concerned that CAFTA nations appear reluctant to provide meaningful market access for U.S. pork exports

On behalf of the pork producers in our states, we respectfully urge you to keep in mind two priorities as you continue negotiations

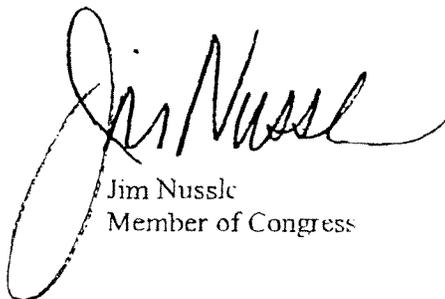
First, we urge you to maintain the U.S. position of reducing tariffs on pork and pork products to zero, as it does with other agricultural commodities. Current barriers and quotas are unreasonably high and burdensome to pork exports, which totaled over \$1.5 billion last year. While a short phase-in period toward zero tariffs may be acceptable, careful attention should be paid to obtaining an uninterrupted free exchange of commercial trade

Second, it is important you press efforts to remove barriers to trade based on sanitation concerns in USDA-approved facilities. Unlike virtually all countries to which the U.S. exports pork, some CAFTA countries do not accept pork from these facilities. Rather, these countries insist on sending their own inspectors to U.S. pork processing plants. With the most comprehensive and effective system of food safety in the world, the USDA inspection and certification of meat processing facilities is beyond question. The practice of restricting trade based on sanitary concerns operates as a non-tariff barrier to trade and, if left unchecked, sets a threatening precedent

Finally, as you know, America's farmers and ranchers have traditionally been among the most vocal supporters of expanding trade and forging new trade agreements. However, recent tariff and non-tariff trade barriers have dampened some of their enthusiasm, particularly in the case of pork producers. We hope you will communicate to your counterparts that resolving the pork problem will help generate support for these trade agreements.

We request your careful consideration of this urgent matter

Sincerely,


Jim Nussle
Member of Congress


Byron Hill
Member of Congress

Jerry Moran

Jerry Moran
Member of Congress

Jim Ryan

Jim Ryan
Member of Congress

Todd Tiahrt

Todd Tiahrt
Member of Congress

Dave Camp

Dave Camp
Member of Congress

Charlie Stenholm

Charlie Stenholm
Member of Congress

Mark Kennedy

Mark Kennedy
Member of Congress

John Kluge

John Kluge
Member of Congress

Ike Skelton

Ike Skelton
Member of Congress

Todd Akin

Todd Akin
Member of Congress

Roy Blunt

Roy Blunt
Member of Congress

Jo Ann Emerson

Jo Ann Emerson
Member of Congress

Sam Graves

Sam Graves
Member of Congress

Kenny Hulshof

Kenny Hulshof
Member of Congress

Tom Osborne

Tom Osborne
Member of Congress

Doc Hastings

Doc Hastings
Member of Congress

George R. Nethercutt, Jr.

George R. Nethercutt, Jr
Member of Congress

Tammy Baldwin

Tammy Baldwin
Member of Congress

Mark Green

Mark Green
Member of Congress

Jim Ramstad

Jim Ramstad
Member of Congress

Mac Thornberry

Mac Thornberry
Member of Congress

Lee Terry

Lee Terry
Member of Congress

Bob Etheridge

Bob Etheridge
Member of Congress

John Boehner

John Boehner
Member of Congress

Michael Oxley

Michael Oxley
Member of Congress

Todd R. Platts

Todd R. Platts
Member of Congress

Randy Forbes

Randy Forbes
Member of Congress

Deborah Pryce

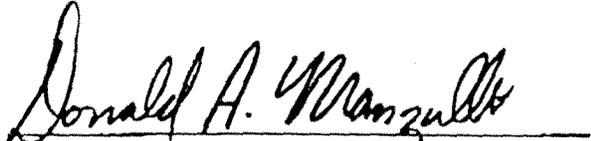
Deborah Pryce
Member of Congress

Frank D. Lucas

Frank D. Lucas
Member of Congress


Timothy Johnson
Member of Congress


Ray LaHood
Member of Congress


Donald Manzullo
Member of Congress


Peter Visclosky
Member of Congress


Dan Burton
Member of Congress

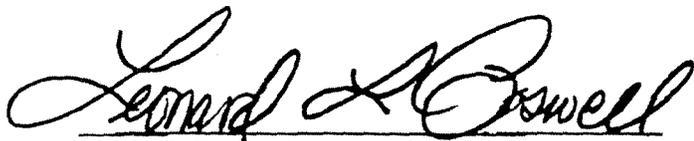

Steve Buyer
Member of Congress

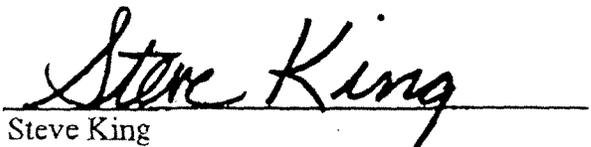

Chris Chocola
Member of Congress

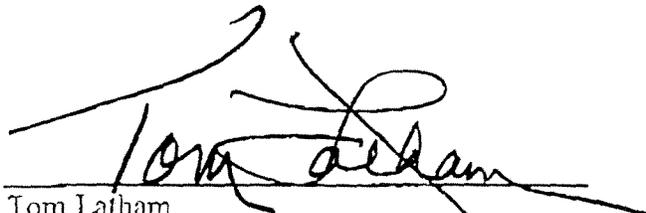

John Hostettler
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Mike Pence
Member of Congress

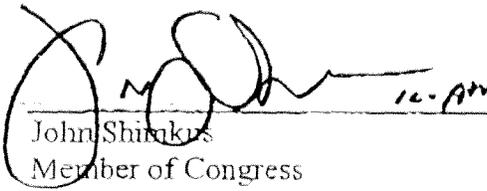

Mark Souder
Member of Congress

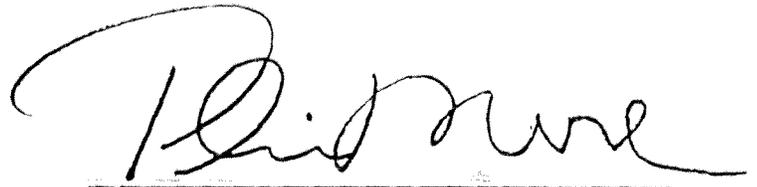

Leonard Boswell
Member of Congress

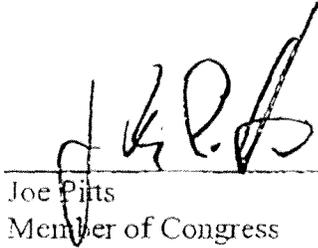

Steve King
Member of Congress

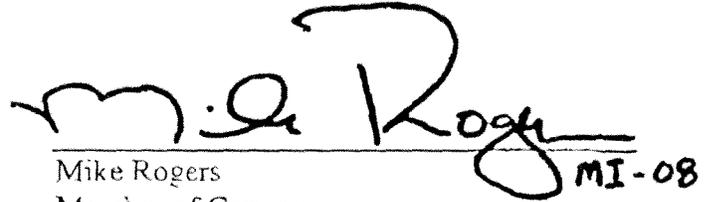

Tom Latham
Member of Congress

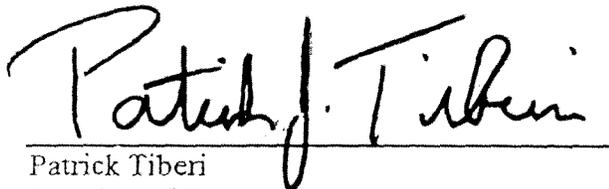

James Leach
Member of Congress

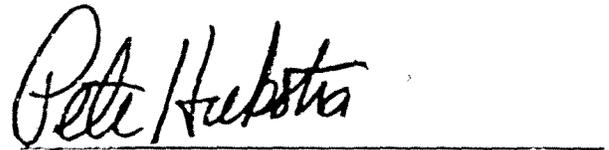

 John Shimkus
 Member of Congress


 Dennis Moore
 Member of Congress

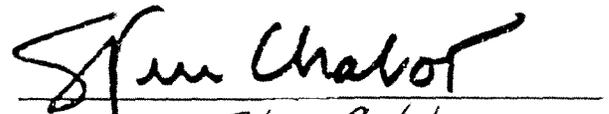

 Joe Pitts
 Member of Congress


 Mike Rogers
 Member of Congress MI-08

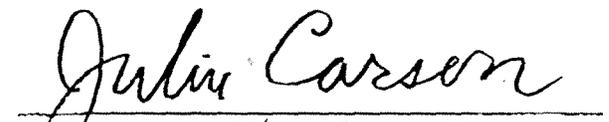

 Patrick Tiberi
 Member of Congress


 Peter Hoekstra
 Member of Congress


 Nick Smith
 Member of Congress


 Steve Chabot


 Robin Hayes


 JULIA CARSON


 Fred Upton


 David Hobson

CC:

Costa Rica—His Excellency Jaime Daremblum
2114 S Street, N.W.
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Phone: (202) 966-7702
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Dominican Republic—His Excellency Hugo Guiliani Cury
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Phone: (202) 332-6280
Fax: (202) 265-8057

EXECUTIVE OFFICE OF THE PRESIDENT
THE UNITED STATES TRADE REPRESENTATIVE
WASHINGTON, D.C. 20508

5

FEB - 3 2004

The Honorable Pete Hoekstra
U.S. House of Representatives
Washington, DC 20515

Dear Congressman Hoekstra:

President Bush asked me to respond to your letter urging that the steel safeguard measures be eliminated.

As you know, on December 4, 2003, the President announced his decision to terminate the temporary steel tariffs. The President took this action pursuant to his authority under Section 204 of the Trade Act of 1974, based on the Administration's thorough monitoring and review of conditions in the steel sector and the economy overall. He determined that as a result of changed economic circumstances, the safeguard measures had achieved their purpose and it was time to lift them.

In the 21 months since the safeguards were imposed, economic conditions have changed significantly. Many steelmakers used the breathing room offered by the tariffs to restructure and consolidate to make them stronger financially. Several major producers negotiated groundbreaking labor contracts with their workers that reduce costs, raise productivity, and provide greater flexibility that will enhance their competitiveness. The Pension Benefit Guarantee Corporation (PBGC) relieved the high pension costs that burdened a large number of steel companies while protecting the pensions of their employees and retirees. The three largest pension plans, with total guaranteed benefit underfunding of nearly \$6.7 billion, belonged to Bethlehem Steel, LTV Corporation, and National Steel. These companies had plants in Illinois, Indiana, Maryland, Ohio, Michigan, and Pennsylvania.

Market conditions have also improved, both domestically and internationally. Domestic prices for key products are recovering as world prices rise and the U.S. economy strengthens. In fact, prices for flat-rolled products are now higher in other important markets than in the United States. While the financial crises in Russia and Southeast Asian countries prompted a surge in U.S. steel imports beginning in 1998, recovery is now apparent in these markets. These favorable conditions have helped to reduce the share of imports in the U.S. market to the lowest level in a decade while boosting exports of U.S. steel mill products to record levels.

As you may have read, subsequent to the termination of the safeguard, on December 12, the International Steel Group became the first U.S. steel company to hold an initial public offering in seven years, and the stock rose 26 percent on its first day of trading. In addition, subsequent to the termination, Nucor and Weirton Steel of West Virginia announced significant price increases on their steel sheet products.

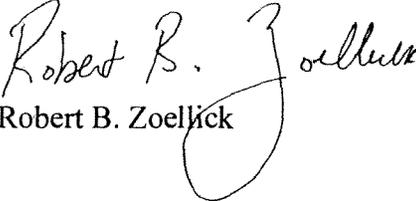
The Honorable Pete Hoekstra
Page Two

The President and Administration will continue to provide opportunity for the steel industry, steelworkers, and steel communities in a number of ways. The Commerce Department will keep monitoring steel imports through the steel licensing program. The Administration will continue to work with state governments to implement the Health Coverage Tax Coverage Credit that helps displaced steelworkers pay for their health insurance premiums.

In addition, the Administration is working in the OECD to conclude an agreement that would provide tough disciplines for government subsidies in the steel sector. Participating governments have reached a consensus on a number of core elements and recently agreed on a schedule of work aimed at producing an advanced negotiating text by the spring of 2004.

Throughout the process of analyzing steel industry issues, the Administration has consulted closely with steel producers, steel consumers, and interested Members of Congress, and we will continue to do so as we work to ensure that U.S. steel producers have every opportunity to compete fairly in a stronger, growing economy. I appreciate hearing your views on this important issue.

Sincerely,


Robert B. Zoellick

OCT-17-2003 16:28
JOSEPH K. KNOLLENBERG
9TH DISTRICT, MICHIGAN

USTR

2023559469 P.02

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SUBCOMMITTEES:

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VA, HUD AND INDEPENDENT AGENCIES
FOREIGN OPERATIONS, EXPORT FINANCING
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JEFFREY M. ONIZUK
ADMINISTRATIVE ASSISTANT

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FARMINGTON HILLS, MI 48334
248-851-1368

312 TOWN CENTER DRIVE
TROY, MI 48064
248-619-0531

Congress of the United States
House of Representatives
Washington, DC 20515-2209

September 16, 2003

631017007

Ambassador Robert B. Zoellick
United States Trade Representative
600 17th Street, N.W.
Washington, DC 20508

Dear Ambassador Zoellick:

Enclosed please find a letter signed by Republican members of the Michigan
Congressional Delegation urging President George W. Bush to repeal the Section 201
steel tariffs imposed on March 5, 2002.

For the sake of the businesses, workers, and economy in Michigan, I urge you to
do whatever you can to ensure these tariffs are repealed.

Sincerely,

Joe Knollenberg
Joe Knollenberg
Member of Congress

CC: Mr. John Veroneau, General Counsel
Ms. Meredith Broadbent, Assistant USTR
Mr. Matt Niemeyer, Assistant USTR

OFFICE OF THE UNITED STATES
TRADE REPRESENTATIVE
2003 OCT 17 PM 3:30
MAIL ROOM

Thaddeus McCotter (2)
 Rep. Thaddeus McCotter

Peter Hoekstra (1) ✓
 Rep. Peter Hoekstra

Fred Upton (2)
 Rep. Fred Upton

Vern Ehlers (2)
 Rep. Vern Ehlers

Mike Rogers (2)
 Rep. Mike Rogers

Nick Smith (2)
 Rep. Nick Smith

6

Congress of the United States
Washington, DC 20515

October 30, 2008

The Honorable Susan Schwab
U.S. Trade Representative
600 17th Street, NW
Washington, DC 20508

U.S. TRADE
REPRESENTATIVE

8
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OFFICE OF
GENERAL COUNSEL

Dear Ambassador Schwab:

We are deeply concerned by actions of the Royal Thai Government to expropriate innovative U.S. pharmaceutical products, especially without meaningful prior consultation with the patent holder, and the announcement earlier this year by the Thai Health Ministry of their intention to continue this policy. We are similarly concerned by the actions of Thailand, Brazil, and other countries to pursue anti-intellectual property policies in international bodies, such as at the World Health Organization, World Intellectual Property Organization, and the World Trade Organization. These actions put American jobs and competitiveness at risk and may compromise the health of patients in Thailand and around the globe. We urge you to take a stronger stand on this important issue.

The innovative suppliers of medicines invest numerous years and millions if not billions of dollars in time, labor, and effort to research, develop, and produce a drug that meets stringent regulatory authority standards. The actions by Thailand and other countries work to undermine the proven system of incentives provided by the patent system that promotes the development of new and safe drugs. Thailand and others thus risk undermining the health of their own patients in the long run.

We understand WTO rules recognize the rights of countries to consider actions, including compulsory licensing, to address urgent public health needs on a case-by-case basis. These rules, however, should not be used to allow compulsory licenses as a matter of routine government cost-containment budgetary measures or industrial policy to promote domestic industries – both of which appear to be the case in Thailand. As we hope you would agree, the United States certainly should not be encouraging foreign governments to seize U.S. intellectual property in this way.

It is critical that the Administration continue to work to keep the U.S. economy and our innovative industries competitive globally. Actions by Thailand and other countries are undermining intellectual property for pharmaceuticals and other industry sectors and putting U.S. jobs at risk. These actions also damage the health of patients by creating a disincentive for producing necessary innovative medicines, especially with respect to those medicines needed most in developing countries. Allowing compulsory licensing as standard policy initiative, as it appears the Thai government is doing, sets a negative precedent and emboldens other governments to consider similar actions.

Page 2

Further, we cannot tolerate the actions of Thailand, Brazil, and other countries, such as India and China, to advance anti-intellectual property policies in international organizations in an effort to make these policies broadly applicable and to advance the interest of their domestic industries. Such policies threaten the incentive mechanism of the intellectual property system that is critical in promoting new life-saving medicines in the first place.

USTR's position in the 2008 National Trade Estimate, that Thailand should carefully weigh and "address judiciously the complexities of the relationship between health and intellectual property policy and... do so in ways that recognize the role of intellectual property in the development of new drugs," is a good first step in ensuring that Thailand and other countries do not adopt a standard policy of compulsory licensing, especially for government cost-containment or industrial policy reasons. However, more must be done. Such a disregard for patent rights on medicines in Thailand or other countries must be met with a stronger response from the Administration.

We urge USTR and the Administration to develop a more multi-faceted and coordinated strategy to combat the global threats to intellectual property protection for innovative American products, such as pharmaceuticals. These threats, especially by "middle-income" countries, are becoming more wide-spread and are now being contemplated for a variety of innovative products, including medical devices and patented environmental technologies.

Innovative U.S. industries are the very source of American global competitiveness. Strong intellectual property protections are essential to ensuring continued investments in scientific discovery, including those that care for the sick and improve lives globally, and promote innovation in the United States, which creates jobs and strengthens our economy.

Thank you for your efforts and attention to this important and complex issue. We look forward to working with you to protect patients and support America's innovation-based economy.

Sincerely,


KEVIN BRADY

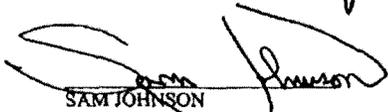

TOM FEENEY

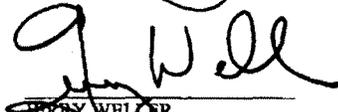

JIM MCCRERY


WALLY HERGER

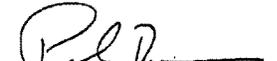

JOHN BOEHNER


DAVE CAMP

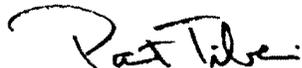

SAM JOHNSON

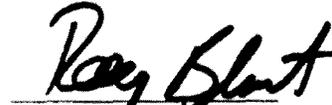

PERRY WELLER


RON LEWIS


PAUL RYAN


JOHN LINDER

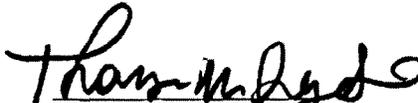

PATRICK TIBERI


ROY BLUNT


JIM RAMSTAD


PHIL ENGLISH


KENNY HULSHOF

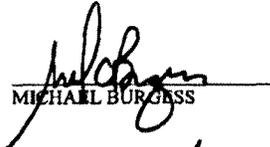

TOM REYNOLDS


ERIC CANTOR


DEVIN NUNES


JON PORTER


JOHN CARTER


MICHAEL BURGESS


JOHN CAMPBELL


CHARLES BOUSTANY


HENRY BROWN


MICHAEL McCAUL


VIRGINIA FOXX

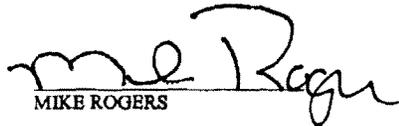

DARRELL ISSA


SUE MYRICK

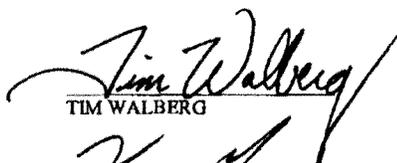

MIKE PENCE

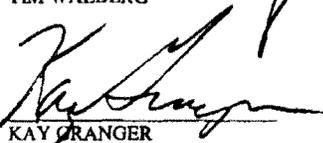

PETE SESSIONS

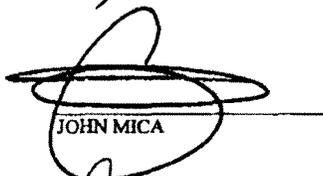

JOSEPH PITTS

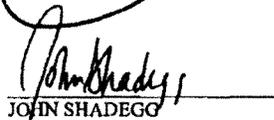

MIKE ROGERS


JIM SAXTON


TIM WALBERG


KAY GRANGER


JOHN MICA

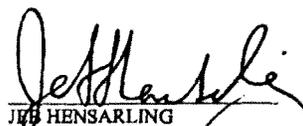

JOHN SHADEGG


RALPH HALL


JOE BARTON


MICHAEL CONAWAY

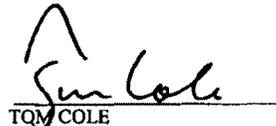

LAMAR SMITH

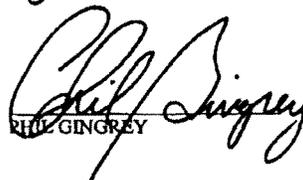

JEFF HENSARLING

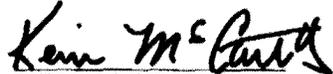

BILL SALI


JOHN SHIMKUS


MARSHA BLACKBURN


TOM COLE

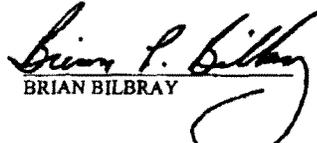

PHIL GINGREY


KEVIN McCARTHY


DONALD MANZULLO


MICHELE BACHMANN


JUDY BIGGERT


BRIAN BILBRAY

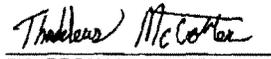

ROB BISHOP


MARY BONO MACK


JOE WILSON

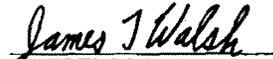

EDWARD WHITFIELD

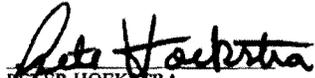

KENNY MARCHANT


THADDEUS McCOTTER


PATRICK McHENRY

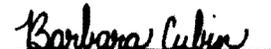

LYNN WESTMORELAND


JAMES WALSH

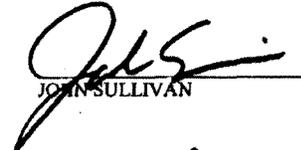

PETER HOEKSTRA


TIM JOHNSON


TOM LATHAM

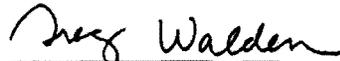

BARBARA CUBIN


CONNIE MACK


JOHN SULLIVAN

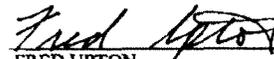

CLIFF STEARNS

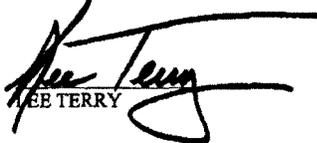

JEAN SCHMIDT


GREG WALDEN


TIM MURPHY


CHRISTOPHER SHAYS


FRED UPTON


LEE TERRY

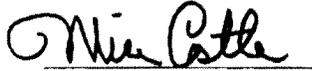

NATHAN DEAL

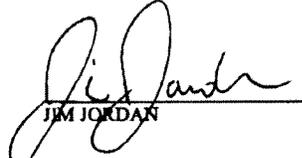

PETER KOSKAM


MARK SOUDER


TODD AKIN

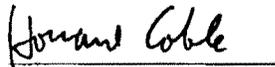

PAUL BROWN


MICHAEL CASTLE

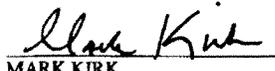

JIM JORDAN


FRANK LOBIONDO


DOUG LAMBORN

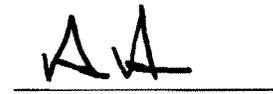

HOWARD COBLE


SCOTT GARRETT


MARK KIRK


BOB LATTA

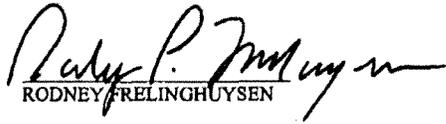

DAVID HOBSON


RALPH REGULA

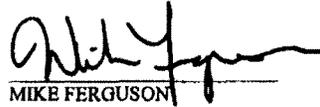

GEORGE RADANOVICH


DAVE REICHERT


LOUIE GOHMERT


RODNEY FRELINGHUYSEN

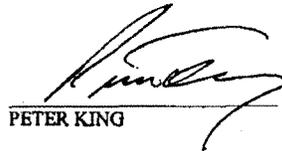

SAM GRAVES


MIKE FERGUSON


RIC KELLER


JIM GERLACH


GEOFF DAVIS


PETER KING

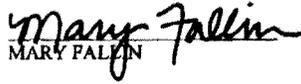

ROBIN HAYES

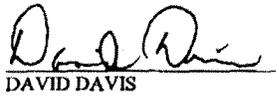

RICK RENZI


GINNY BROWN-WAITE


STEVE CHABOT


ELTON GALLEGLY


MARY FALLIN


DAVID DAVIS


STEPHEN BUYER


VERNON BUCHANAN


KEN CALVERT


JOHN DUNCAN, JR.

Congress of the United States

Washington, D.C. 20515

June 30, 2006

The Honorable Susan Schwab
United States Trade Representative
600 17th Street, N.W.
Washington, DC 20508

Dear Ambassador Schwab:

We are writing to express our strong concerns regarding the U.S.-Korea Free Trade Agreement (FTA) and its impact on the U.S. automotive industry. The U.S.-Korea FTA negotiations will be one of the most important trade negotiations for the U.S. automotive sector. It is one of only a few FTAs the U.S. has negotiated with a major automotive producing and exporting nation, which has actively protected its automotive sector with tariff and non-tariff barriers for decades. Given the deeply frustrating auto trade history with Korea, we are writing to advise you what we believe must be achieved in the negotiations with the Republic of Korea.

Korea has developed a world-class automotive industry that is currently the world's fifth largest producer and the third largest exporter. Korea has become a global automotive powerhouse, exporting seven out of every ten vehicles it builds. But while Korea takes advantage of open markets for its exports, it maintains the most closed automotive market of any of the world's major auto-producing countries. Import market share in Korea from all over the world is less than 3% compared to 37% foreign import share in the United States.

Korea employs a wide variety of non-tariff barriers that have been successful at keeping Korea insulated from import competition from around the world. In an effort to bring down these non-tariff barriers, the United States negotiated two bilateral auto agreements (MOUs) with Korea in the 1990s to open Korea's auto market to imports. These agreements looked good on paper, but they were unsuccessful in opening the Korean auto market. Given this long, difficult, and disappointing auto trade relationship with Korea, we strongly believe a US-Korean FTA that provides preferential tariff benefits to Korean auto imports must create meaningful and sustained auto market access into Korea.

This FTA is the crucial opportunity for the U.S. has to address these auto-trade problems. We believe that the U.S. has to undertake a new approach with Korea. Given our history of two failed auto agreements, Korea must first demonstrate that its market is open by reaching and sustaining specific and measurable benchmarks before the U.S. agrees to preferential access for Korea's vehicles by lowering U.S. auto tariffs. A key benchmark would be significant improvement in import market share that is in the range of the OECD average. To make this happen, Korea will also need to undertake a comprehensive dismantling of its longstanding auto non-tariff barriers. We believe strongly that this type of approach is imperative given Korea's history of one-way automotive trade.

The U.S. auto industry is facing a very difficult period in which the jobs of tens of thousands of hard-working Americans are at risk. It is imperative that a FTA with Korea not harm this important U.S. sector and the contributions it makes to the U.S. economy. We are confident that U.S. auto manufacturers can compete effectively in an open and fair Korean auto market, and we look forward to working with you during this process to achieve a truly open Korean automotive market and more balanced automotive trade with Korea.

Sincerely,

Alan K. ...

John ...

Paul ...

Shawn ...

Jim ...

John ...

John ...

Bob ...

Peter ...

Mark ...

Elip ...

Jim ...

John ...

Tom ...

Betty ...

Chris ...

John ...

Michael ...

Julia Case Vernon E. Ellis Hedrick Holis

Theresa M. ... Barbara Lee Major L. Owens

Carolyn C. Kistner Genevieve Joe Schuyler M.D.

Eddie B. ... Sue Nyrick Candice & Miles

Joe ... Bob Hill Brian Higgins

Walter B. Jones _____

1st Page

1. Dale E. Kildee
4. John Dingell
7. Jim Oberstar
10. John Conyers
13. Mark Souder
16. Michael McNulty
19. Betty McCollum
22. Gwen Moore

2. Fred Upton
5. Gene Green
8. Bill Pascrell
11. Charles Bass
14. Elijah Cummings
17. Edolphus Towns
20. Tammy Baldwin
23. Sam Graves

3. Sander Levin
6. Sherrod Brown
9. Sheila Jackson Lee
12. Peter Hoekstra
15. Jim Moran
18. William Jefferson
21. Russ Carnahan
24. Michael Fitzpatrick

2nd Page

25. Julia Carson
28. Thaddeus McCotter
31. Carolyn Kilpatrick
34. Eddie Bernice Johnson
37. Joe Baca
40. Walter Jones

26. Vernon Ehlers
29. Barbara Lee
32. Steve Buyer
35. Sue Myrick
38. Adam Schiff

27. Hilda Solis
30. Major Owens
33. Joe Schwarz
36. Candice Miller
39. Brian Higgins

Congress of the United States
Washington, DC 20515

March 28, 2006

The Honorable Rob Portman
Ambassador
United States Trade Representative
600 17th Street, NW
Washington, DC 20508

Dear Ambassador Portman,

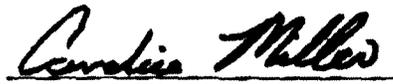
As you know, under the North American Free Trade Agreement (NAFTA), American dry bean shippers will be allowed to access the Mexican dry bean market without duty or restrictions on January 1, 2008. Recently, however, the Mexican Government has expressed concerns over this provision, and has stated that they will ask for a special consideration in the matter. We urge you to reject any requests from the Mexican Government to renegotiate these provisions.

As you may know, dry beans are a major commodity export to Mexico, and we are very concerned about Mexico's call to modify this provision within NAFTA. Our home state of Michigan is the second largest producer of dry beans in the United States, accounting for fifteen percent of the U.S. total. Black beans make up thirty-eight percent of Michigan's dry bean production, representing sixty-four percent of the total U.S. production and making Michigan the national leader in black bean production. Over 2003 and 2004 alone, black beans yielded \$18 million in revenue.

Permitting Mexico to renegotiate sections of NAFTA will put the American dry bean industry at a clear disadvantage, and could potentially open up the floodgates for other industries to request similar "special considerations."

NAFTA has been in effect for nearly ten years and we urge you to reject any "special consideration" or side "renegotiations" requests regarding dry beans from the Mexican Government.

Sincerely,


Candice Miller, M.C.

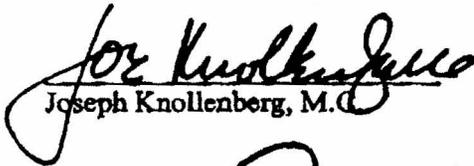

Dave Camp, M.C.


John D. Dingell, M.C.


Vernon Ehlers, M.C.

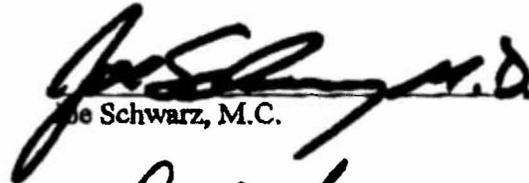

Peter Hoekstra, M.C.


Dale E. Kildee, M.C.


Joseph Knollenberg, M.C.


Thaddeus G. McCotter, M.C.


Michael J. Rogers, M.C.


Joe Schwarz, M.C.


Bart Stupak, M.C.


Carl Levin, U.S. Senator


Debbie Stabenow, U.S. Senator

Congress of the United States
Washington, D.C. 20515
OFFICE OF THE UNITED STATES
LEGISLATIVE REPRESENTATIVE
2006 JAN 13 PM 1:37

December 15, 2005

Ambassador Rob Portman
United States Trade Representative
600 17th Street, NW
Washington, DC 20508

Dear Ambassador Portman:

We wish to express our concern regarding the potentially negative impact of a United States-Thailand Free Trade Agreement (FTA) on pickup truck manufacturing employment in Michigan and the United States. For many of us, our potential support of the U.S.-Thailand FTA hinges on whether a rollback or phase-out of the current twenty-five percent tariff on imported pickup trucks is included.

At risk are the ten pickup truck assembly plants in eight states which employ approximately 20,000 Americans. Thousands more jobs are dependent on this domestically based truck production. These jobs would be jeopardized as a result of a U.S.-Thailand FTA that eliminates the U.S. tariff.

Thailand is already the world's second largest producer of pickup trucks. The expected surge in pickup truck imports from Japanese, Korean and Indian nameplates in Thailand, in the absence of a tariff, could swamp the U.S. market, displacing domestic pickup truck production and the employees that make them. This would be disastrous for U.S. automotive employment, especially at a time when the sector can least afford to sustain additional job losses.

The American automobile industry is a major driver of the United States economy – leading all U.S. industries in annual research and development spending, directly employing over 500,000 highly skilled and efficient workers, supporting the jobs of over 7 million other workers and playing a critical role in reviving the United States economy.

Once again, we strongly support maintaining the current twenty-five percent pickup truck tariff in the U.S.-Thailand FTA. We would appreciate hearing more about your strategy to address this critical concern to American industry so that we might be better informed prior to being asked to cast our votes on the U.S.-Thailand FTA. Thank you for your consideration of this request.

Sincerely,

Ole E. Kildee Frank Lautenberg Carl Levin

Nikki Stabenow Tom Harkin John Conyers

Pete Hoekstra John Dingell George C. Kilpatrick

Lamar Smith Bob Stupak Candice Miller

Tim Wirth

Signers: Rep. Conyers, Rep. Dingell, Rep. Ehlert, Rep. Hoekstra, Rep. Kildee,
Rep. Kilpatrick, Rep. Levin, Sen. Levin, Rep. Candice Miller,
Rep. Schwarz, Sen. Stabenow, Rep. Stupak, Rep. Upton

Congress of the United States

Washington, DC 20515

December 12, 2005

The Honorable Robert J. Portman
United States Trade Representative
Office of the U.S. Trade Representative
600 17th Street, NW
Washington, DC 20508

Dear Mr. Ambassador:

In advance of the upcoming WTO Ministerial in Hong Kong, we write to urge invigorated efforts as to the objectives and desired outcome of the United States regarding Non-Tariff Barriers (NTBs) in the automobile sector within the context of the Non-Agricultural Market Access (NAMA) negotiations. In particular, we are writing to express to you the need for the Doha Round to result in a clear, positive outcome for the U.S. automotive sector and the need for a defined, measurable beneficial result.

A strong automotive industry is vital to the U.S. economy overall and a critical part of the U.S. manufacturing sector. The forthcoming WTO negotiations provide an opportunity for the U.S. to take meaningful and concrete action to benefit this critical sector in the global marketplace. Specifically, the NAMA negotiations present an important opportunity to seek a more level global playing field for U.S. auto and auto parts companies by increasing access to foreign markets for U.S. exports of these products.

As you are well aware, NTBs pose a far greater impediment to market access than tariffs for the automotive industry. On previous occasions, we have noted with approval USTR's pursuit of a vertical NTB initiative in the automobile sector. We are pleased that USTR has taken steps to mobilize this initiative through a series of informal meetings to identify NTBs and discuss potential solutions. We are also encouraged by language in Chairman Johannesson's progress report of the NAMA negotiation, which not only re-affirms, but also expands upon the principle that NTBs are an "integral" and "equally important" part of the NAMA negotiations. While we acknowledge that progress has been made in underscoring the importance of this issue, we continue to have a number of concerns regarding the direction in which the current negotiations are headed and their possible outcome.

Based on the Doha progress to date, we see emerging a disturbing trend that is likely to further substantial opening of the U.S. auto market to imports, with little change in access for U.S. auto and auto parts with our major competitors like Japan and Korea whose respective markets remain virtually closed to our products. Further exacerbating this trend is Asia's policy of "mercantilist" exchange rate management, particularly the massive intervention by Japan stretching back a decade that has acted as a subsidy to its exports and a barrier to U.S. auto manufacturers efforts to compete fairly. The U.S. automotive industry views this as the most significant NTB and has sought to have this issue addressed within the WTO negotiations. We are very disappointed that the Administration has declined to raise currency manipulation within this multilateral context. Failure to act on this issue will result in further job cuts, further plant

closures, and a continuing erosion of the U.S. automotive and broader national manufacturing base.

As to the NTBs that the Administration has agreed to pursue, we have previously noted a number of concerns with USTR's Draft Proposal on Negotiating NTBs, one of which was the proposal's lack of an explicit call for a single package of commitments in this area. This issue continues to be a major concern. While much of USTR's focus to date has been on party consensus building and identification of NTBs – both of which are important and necessary to advancing this issue – there has been no indication that USTR has included, or is willing to include as part of its strategy, the pursuit of a package of NTB commitments in the automotive sector.

Another concern is USTR's failure to propose or push for parties to specifically link progress on NTBs to tariff rate reduction. Trade in the automobile sector is restricted globally by a variety of NTBs. Experience has demonstrated that the benefits of tariff reduction should be linked to progress on NTBs. This is especially true, as in the case of Japan, where tariffs on autos and auto parts either are low or duty free. Within the context of the NAMA negotiations and the broader Doha Round overall, NTBs appear to be a "back-burner" issue to which parties will turn only after ironing out differences in tariff-rate reduction formulas. We believe that such a strategy is short sighted and could potentially compromise the U.S. negotiation position on NTBs.

If NTBs are truly an "integral" and "equally important" part of the NAMA negotiations, any agreement on a tariff-rate reduction formula should take into account the impact on automobile or auto parts tariffs, and how such reductions may, in turn, shape or influence NTB negotiations. NTBs should be considered in tandem with, and not after, tariff reduction formula negotiations have concluded. Specifically, USTR should seek flexible formulas and provide assurance that tariff reduction concessions will be balanced against a meaningful NTB package, which guarantees that U.S. automotive companies will have access to foreign markets where U.S. import penetration as been substantially low, or even declining.

Another area of concern outside of the NAMA discussions that could negatively impact the U.S. auto industry involves Trade Related Investment Measures (TRIMs). The WTO TRIMs agreement is the single most important achievement for the auto sector that emerged from the Uruguay Round. We are surprised and troubled to see language in the Ministerial draft that allows developing countries to maintain existing TRIMs and to introduce new TRIMs, as we have been told throughout this Round that no language re-opening agreements, such as the TRIMs agreement, would be permitted.

During the Hong Kong Ministerial, it is critical that the U.S. takes a position that will further advance this important issue and achieve an outcome that is beneficial to the U.S. automotive sector. We stand ready to assist you in moving forward on this issue, which will help strengthen U.S. auto and auto parts companies by opening markets and leveling the global playing field for their products.

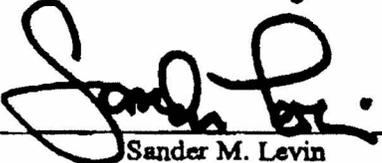
Sincerely,

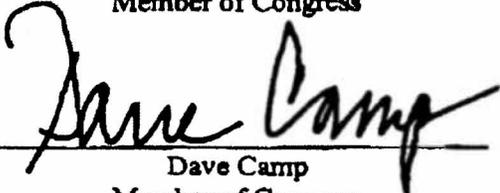

 Carl Levin
 United States Senator


 Debbie Stabenow
 United States Senator

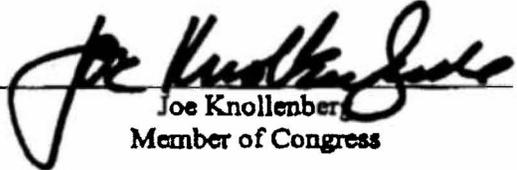

 John D. Dingell
 Member of Congress


 Fred Upton
 Member of Congress


 Sander M. Levin
 Member of Congress


 Dave Camp
 Member of Congress


 Dale E. Kildee
 Member of Congress

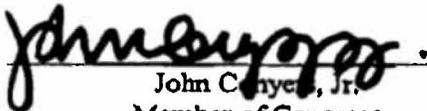

 Joe Knollenberg
 Member of Congress


 Candice S. Miller
 Member of Congress


 Carolyn Cheeks Kilpatrick
 Member of Congress


 Vernon J. Ehlers
 Member of Congress

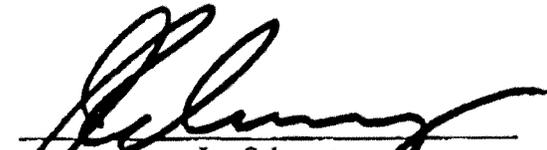

 Bart Stupak
 Member of Congress


 John Conyers, Jr.
 Member of Congress

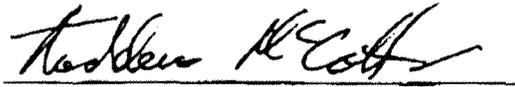

 Pete Hoekstra
 Member of Congress



Mike Rogers
Member of Congress



Joe Schwarz
Member of Congress



Thaddeus McCotter
Member of Congress

Congress of the United States

Washington, DC 20515

November 18, 2005
OFFICE OF UNITED STATES
TRADE REPRESENTATIVE

2005 DEC -2 PM 3:28

The Honorable Rob Portman
U.S. Trade Representative
600 17th Street, N.W.
Washington, DC 20508

Dear Ambassador Portman:

We understand that negotiations on the Andean Free Trade Agreement (AFTA) have renewed momentum and that movement on this issue may come at any time. We are writing to bring your attention to our concerns about the domestic asparagus industry.

As your staff is fully aware, since the implementation of the Andean Trade Preferences Act (ATPA), imports of fresh Peruvian asparagus have increased from 2,800 metric tons in 1991 to over 55,631 metric tons in 2004. Similarly, imports of frozen asparagus have increased from 175 metric tons in 1991 to over 4,000 MT last year. These duty-free imports have injured US asparagus growers and decimated much of our country's asparagus processing capacity. For example, before ATPA the State of Washington had three major processing plants: Chiquita, Del Monte, and Seneca. Today, none of those plants remain – they have all moved to Peru. The collapse of the processing sector is forcing producers to sell on the fresh market, competing directly with Peruvian fresh imports.

We remind you that the Andean Trade Preferences Act is not a trade agreement, but part of our nation's anti-drug policy. We do not believe the unilateral policies extended under ATPA in 1991 should be used as the starting point for the AFTA negotiations – the domestic asparagus industry has already suffered tremendously from the current one-sided trade arrangement. American asparagus growers are forced to compete at a disadvantage, and addressing this unfair trade policy must be a priority.

We request your strong advocacy of the following conditions in the AFTA talks:

1. U.S. tariffs on Peruvian fresh asparagus may remain at zero for the period during which over 70 percent of Peruvian fresh asparagus is imported into the United States (August-January), but between February and July the U.S. tariff on fresh asparagus starts at the Most Favored-Nation (MFN) rate and is phased out over the longest period possible.
2. Safeguards are to be included in the agreement such that the MFN rate snaps into effect once imports of canned or frozen asparagus exceed the level that was imported the year prior to the passage of the Andean Trade Preferences Act.

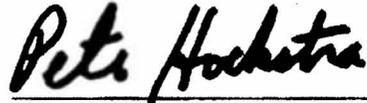
These conditions would provide U.S. asparagus producers some relief during their largest production times, allowing the industry to continue production in the acreage that remains.

Thank you for your consideration of our requests. We look forward to continuing to work with you to find a solution beneficial to the U.S. asparagus industry.

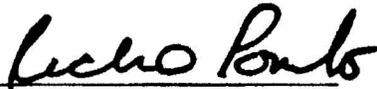
Sincerely,



Doc Hastings
Member of Congress



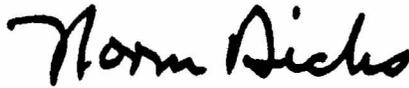
Peter Hoekstra
Member of Congress



Richard Pombo
Member of Congress



Dennis Cardoza
Member of Congress



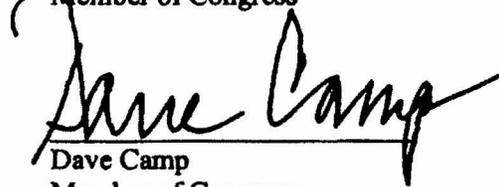
Norm Dicks
Member of Congress



Fred Upton
Member of Congress



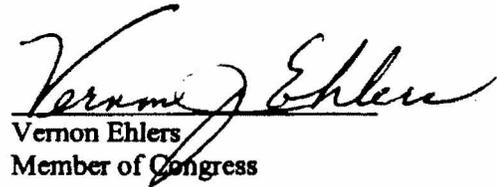
George Miller
Member of Congress



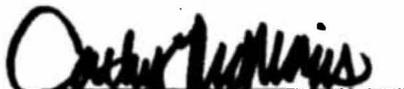
Dave Camp
Member of Congress



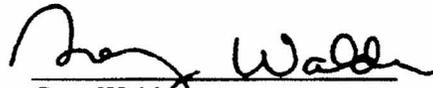
Rick Larsen
Member of Congress



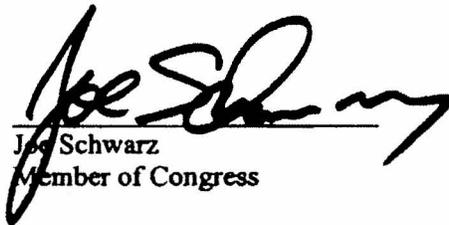
Vernon Ehlers
Member of Congress



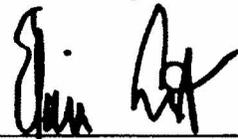
Cathy McMorris
Member of Congress



Greg Walden
Member of Congress



Joe Schwarz
Member of Congress



Jim Costa
Member of Congress


Devin Nunes
Member of Congress

**Congress of the United States
House of Representatives
Washington, DC 20515**

April 12, 2005

Ambassador Allen F. Johnson
Chief Agricultural Negotiator
Executive Office of the President
Office of the United States Trade Representative
600 17th Street, N.W.
Washington, D.C. 20508

Dear Ambassador Johnson:

We appreciate the Administration's efforts to negotiate an Andean free trade agreement that strengthens our ties to this important region, opens new opportunities for U.S. exporters, and recognizes particular needs for orderly transition and adjustment.

As you and your negotiators know, the U.S. asparagus industry needs this agreement to alleviate injury suffered as a result of unforeseen consequences of the Andean Trade Preferences Act. When the Andean Trade Preferences Act extended duty free status to imports of fresh Peruvian asparagus, such imports accounted for only slightly more than 4 million pounds. In the absence of a U.S. tariff however, one of the world's largest asparagus industries was created, and U.S. asparagus growers found themselves without any period for planning or adjustment, competing against lower priced, duty free asparagus imports. In 2004, U.S. fresh asparagus imports from Peru exceeded 87 million pounds. Imports of frozen Peruvian asparagus that just exceeded 200,000 pounds in 1990, last year exceeded 3 million pounds.

The Andean Trade Preferences Act is not a trade agreement, but part of our nation's anti-dumping policies. The current trade negotiations present an opportunity to fairly address this trade problem. It is clear that asparagus growing communities in this country are facing unfair challenges and deserve to have this matter be a focus of trade agreement negotiations.

As of June 2005, all buyers of canned asparagus operating in Washington state will have relocated to Peru. As a result, buyers of Michigan asparagus have lowered their price by 25% to keep their buyers from securing product from Peru. Therefore, asparagus growers will either need to put more of their production onto the fresh market, that is already experiencing import pressures, or reduce their acreage. Many U.S. growers are leaving the business. In Washington state, for example, asparagus acreage has dropped from 32,000 before the Andean Trade Preferences Act to just under 12,000 acres in 2004. This reduced acreage translates into layoffs at canneries and increased stress on certain rural communities.

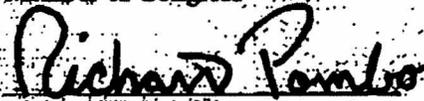
In similar circumstances some industries might be clamoring for total protection from imports. The U.S. asparagus industry, however, is merely asking that the unilateral policies extended in 1991 not be used as the starting point for the Andean free trade agreement negotiations, and that the negotiations begin at the MFN rate rather than zero. For the fresh asparagus industry, this is particularly critical during the production months of March through June. Given that in 2004, only between 5 and 10% of the value of Peruvian asparagus was imported during this interval, it would appear there is room for some meaningful accommodation. Of course, such an accommodation will not provide any transition period for what remains of the U.S. processing industry and for those growers who supply product to U.S. processors. These sectors will need some sort of TRQ that will at least curb annually increasing surges of asparagus imports.

We understand and appreciate that USTR negotiators have listened to the industry's concerns, and have set this issue aside until late in the negotiations. However, as we approach the end of these negotiations, we wanted to thank you for your support on this matter to date, and to communicate our intense interest in having the needs of the U.S. asparagus industry addressed in the course of this trade agreement.

Sincerely,



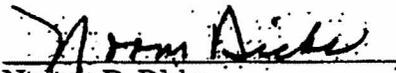
Doc Hastings
Member of Congress



Richard W. Pombo
Member of Congress



Cathy McMorris
Member of Congress



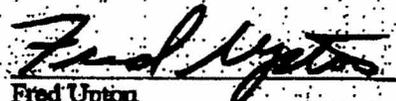
Norman D. Dieks
Member of Congress



Rick Larsen
Member of Congress



Peter Heckstra
Member of Congress



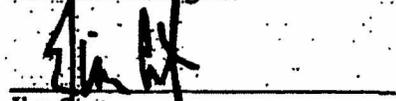
Fred Upton
Member of Congress



Vernon J. Ehlers
Member of Congress



Greg Walden
Member of Congress



Jim Costa
Member of Congress

Congress of the United States
Washington, DC 20515

November 18, 2004

The Honorable Robert B. Zoellick
United States Trade Representative
600 17th Street, N.W.
Washington, DC 20508



Dear Ambassador Zoellick,

We write to commend you for your dedication to ensuring that U.S. companies can compete on a level playing field. We strongly support your decision to withdraw from the outdated 1992 United States-European Union Agreement on Trade in Large Civil Aircraft and your decision to file a trade case at the World Trade Organization over continued European government subsidization of its commercial aircraft manufacturer, Airbus.

There is broad, bipartisan support in Congress for your efforts to challenge the massive subsidies that European governments have been giving to Airbus for decades.

As you are well aware, Airbus has received about \$15 billion in launch aid, which, if borrowed commercially, would have added \$35 billion in additional debt to its books. This subsidy offers a significant advantage for Airbus over its sole competitor, U.S. aerospace company Boeing.

Because launch aid and other subsidies shield Airbus from the full assumption of commercial risk, it can pursue more aggressive pricing and financing practices than a non-subsidized competitor such as Boeing.

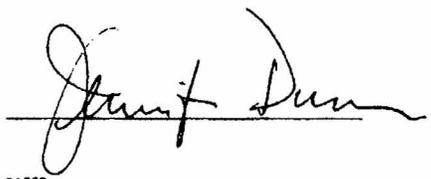
It is time to put a stop to this anti-competitive behavior. Boeing, the nation's largest exporter of manufactured goods, has paid a heavy price: a loss of 20 percentage points of market share in just the last five years; significant sales losses due to Airbus' ability to use its subsidized advantage to dramatically undercut pricing on airplanes; and the loss of tens of thousands of high-paying American manufacturing jobs.

America's aerospace workers deserve a level playing field. Your decision to pursue this course of action is based on clear evidence that Airbus has received an unfair advantage, not any outside motives, as suggested by your counterparts in Europe.

The future of a critical American industry hangs in the balance, and we are solidly behind your efforts to stop Europe's unfair subsidies. We are determined to see this case through to the end, and we look forward to giving you any assistance necessary.

Very truly yours,
JW Steele
Eustee





✓ Bill Russell Jr.

Stanwood Beck

✓ Ted Strickland

John E. ...

Russell M. ...

Robert M. ...

✓ Howard L. Berner James E. Watson

Michael E. ...

James E. ...

Maureen ...

Ral ...

...

John Sullivan

B. ...

W. Todd ...

~~Tom V. Galt~~

✓ Cliff Rapp

✓ James R...

John B...

John C...

~~John C...~~

Richard Y...

Paul W...

✓ John M. O...

Richard M...

Shelley B...

John D...

✓ John Lewis

Jim Moran

John G...

John G...

✓ James E. Clyburn

T. Holden ✓

✓ Ben Chandler

Wm. Lacy Clay ✓

✓ Sam Lane

John R. Lujan

✓ Jane Cunningham

Zoe Lofgren ✓

✓ Herb Jefferson

Alan B. Luff ✓

✓ Charles E. Schumer

John E. Sununu

Brad Lomax

Sam Star

✓ Bob Filner

Mike Fris

✓ Eddie Bernice Johnson

Oliver Rodriguez ✓

✓ Jerry Moran

Blue Water

Ann Durn

Darryl K. Davis

✓ Judy Biggert

R.

✓ Bud Sherr

Ellen Coussler

✓ John B. Lewis

John Edmundo

✓ Kon Kind

Robert Stank

✓ Bobby L. West

Randy Blake Cunningham ✓

Ma Oledall

Poli Hayes ✓

✓ Jenny Reberg

Mike Doyle ✓

Lydia Dwyer

Jo Berman ✓

Alan Kimm

Frank B. Maul ✓

[Signature]

Linda J. Somers ✓

✓ Ann Houghton

Cal Dooley ✓

✓ Loretta Sanchez

John E. Peterson ✓

✓ Cindy Brown-White

Michael M. [Signature]

✓ John Boyzman

✓ Peter Ditzin

✓ Wally Hergen

✓ Ken Calvert

✓ Ken Cardin

✓ Andy B. Mayhew

✓ Bart Gordon

✓ Ed Pastor

Kenneth Ehlers ✓

Fred Upton ✓

Conrad Burns ✓

Joe Barton

Donald A. Manzullo ✓

Jerrold Nadler ✓

Ben Rayburn ✓

Curt Weldon ✓

✓ Norm Richards

Earl Blumenauer ✓

~~[Signature]~~

Corine Brown ✓

Carl Albert

James Greenwood ✓

✓ Harold Rogers

Tom Lantos ✓

✓ Mary Jo

Allen Boyd ✓

✓ Philip M. Crane

Hilda L. Adams ✓

✓ Lamar Smith

Chet Fulk ✓

✓ Jane Harman

Bob Ney ✓

Rich Jones John [unclear]

✓ Ray Blunt

John Emerson ✓

✓ Pete Sessions

Neil Kinnear ✓

Scott [unclear]

1997 Tichet ✓

✓ Robert Adair

Jim [unclear] ✓

Scott [unclear]

John [unclear]

✓ Mike Ryan (CA)

Ray Walden ✓

✓ Jeff Wall

John Davis ✓

✓ Bire Shuter

J. McCreary ✓

✓ Don Young

Pete Hoekstra ✓

✓ Gene Taylor

Terry Everts ✓

✓ Dave Hobson

Sam P. Baker ✓

✓ Sam P. Ortiz

Greg V. Costello ✓

Pattee

John Layman ✓

Alan Bosh

Katherine Harris ✓

✓ Joe Wilson

J. Saxton ✓

✓ Jim Gibbons

Ralph M. Hall ✓

✓ Richard Lombo

Bieby

✓ Ralph M. Hall

Elton Gallegly ✓

✓ Dalme Hovley

Zach Wamp ✓

Jim Siment

Howard Coble ✓

✓ Joe Kerola

J. G. [unclear]

✓ George Miller

Ernie L. Enge ✓

Steve Buyer

Nancy Hironaka ✓

✓ Case Ballenge

C.A. Pitcher

✓ Bob Eckert

Sam D.

✓ Vigil Bruce

Mark Kennedy ✓

✓ Sam Johnson

Bill Johnson ✓

✓ Susan A. Davis

Mark Anderson ✓

✓ T.J.

Ta. T.

✓ Tony Balch

Rubin Anzures ✓

Mike Biljakis

Alan B. Mullen ✓

✓ Martha Blackman

Bob Bunting ✓

✓ Frank A. Miller

Pat R. R.

Mike Thompson

John F. Tenny ✓

✓ John Culberson

Shelley Moore Capito ✓

Clayton

Bobby McCall ✓

✓ Jack Kingston

Richard J. Durbin

✓ Ed Royce

William R. Linnick ✓

✓ Jerry Lewis

Rodney Alexander ✓

✓ Carolyn McCarthy

Jim Gibbons ✓

✓ Mark Foley

Pat A. Brady ✓

✓ Clint Bell

Frank Lautenberg ✓

✓ Mike Mastroye

Jim Saxton ✓

✓ Ed Whitfield

Mik Row ✓

Steff Rampson

G.K. Butterfield ✓

✓ Spencer Bachus

Jim Marshall ✓

✓ Gene Dani

John T. Doolittle ✓

Aue Mezick

Jan Schak ✓

✓ Cardinal Hill

Max Baum ✓

Albert R. Glyn

Greg Rowan ✓

✓ Walter B. Gyr

Jill Gurnea ✓

Al G. Gyr

Stephen F. Lynch ✓

✓ David Scott

Robert Taylor ✓

✓ Phil Singery

Mani B. Singh ✓

✓ Henry S. Brown

Anthony S. Sings ✓

✓ Karlson

Vito Zucchi ✓

✓ Karen M. Bell

Rail M. Hijiwa ✓

✓ Lincoln L. Bassell

Von Udoe ✓

✓ Lois Cappon

Arlene Hunt

✓ Ado K. K. K. K.

Jane Loman ✓

Ernie

Paul Sturgell

✓ Mary Kether

Cliff Jones ✓

✓ Michael A. Lee

Betsy Scott

EXECUTIVE OFFICE OF THE PRESIDENT
THE UNITED STATES TRADE REPRESENTATIVE
WASHINGTON, D.C. 20508

14

AUG 27 2003

The Honorable Pete Hoekstra
U.S. House of Representatives
Washington, DC 20515

Dear Congressman Hoekstra:

Thank you for your letter of April 10, 2003, concerning U.S. efforts to comply with the World Trade Organization (WTO) ruling dealing with the Extraterritorial Income Exclusion Act of 2000 (ETI Act). I appreciate your support for compliance with this ruling, and I understand your desire to do so in a manner that also assists U.S. manufactures.

Secretary Snow and I look forward to continuing to work with you and your colleagues to comply with this ruling in a way that best serves U.S. economic interests.

Thank you for your views on this important matter.

Sincerely,



Robert B. Zoellick

Congress of the United States

Washington, DC 20515

April 10, 2003

OFFICE OF UNITED STATES
TRADE REPRESENTATIVE

2003 APR 14 PM 12:25

030414002

The Honorable Robert B. Zoellick
Office of the U.S. Trade Representative
600 17th Street, N.W.
Washington, D.C. 20508

Dear Ambassador Zoellick:

We are writing to you regarding efforts of the United States to comply with the World Trade Organization (WTO) ruling dealing with the Extraterritorial Income Exclusion (ETI) rules adopted by the United States in 2000. We support the commitment of the President and the Administration to comply with the WTO ruling. Nevertheless, we are very concerned about the manner in which compliance to the current WTO decision is achieved.

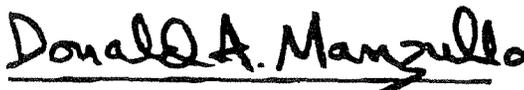
We believe that any legislative solution to the current WTO dispute should embody the following principles. First, the central focus of any bill should be to address the WTO decision. Extraneous and divisive issues not addressing the question of compliance should not be a part of the bill. Second, any legislative solution should provide appropriate transition relief. *Third, and most importantly, every penny of the cost of repeal of the ETI rules should redound to the benefit of domestic manufacturers. The converse is also true, and we hope that you would oppose any proposal that might have the effect of encouraging employers to move overseas.*

According to a recent PriceWaterhouseCoopers study, roughly 3.5 million jobs are attributable to exports that benefit from ETI. As you well know, repeal of the ETI rules, taken alone, represents a tax increase of over \$50 billion over the next ten years on our nation's manufacturing base. This includes not just large companies but many small and medium-sized manufacturers who directly benefit from ETI and thousands more who indirectly benefit as suppliers to larger firms. The United States has already lost approximately two million manufacturing jobs in the last two years. Our country cannot afford to lose any more of these vital jobs, especially as we are engaged in military conflicts overseas.

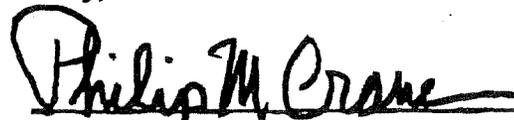
As you continue to work this year with Congress and the European Community to bring the United States into compliance with the WTO ruling on ETI, we would respectfully ask that you carefully consider all legislative proposals that may be advanced and that you not commit prematurely to any particular approach. Most importantly, we ask that you give particular regard to those proposals that assist domestic manufacturers.

Thank you for your assistance in this vitally important issue. We, the undersigned Members of Congress are anxious to receive your reply.

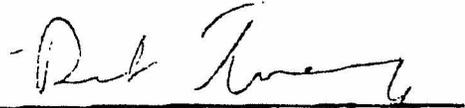
Respectfully,



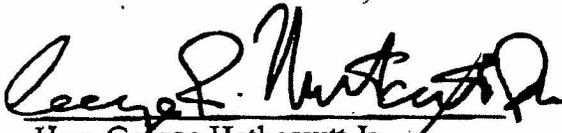
Hon. Donald A. Manzullo

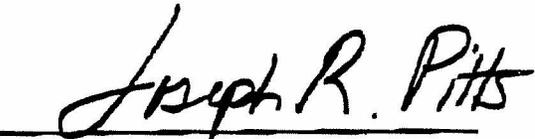


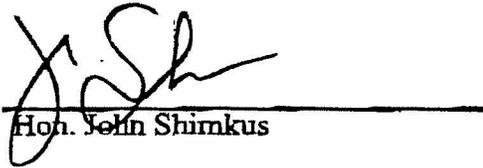
Hon. Philip M. Crane


Hon. Patrick J. Toomey


Hon. Curt Weldon

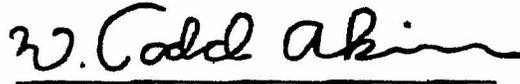

Hon. George Hethercutt Jr.


Hon. Joseph R. Pitts


Hon. John Shimkus


Hon. Fred Upton


Hon. Rob Simmons


Hon. W. Todd Akin


Hon. Bill Shuster


Hon. Steve King


Hon. Robin Hayes


Hon. Tom Cole


Hon. John R. Carter

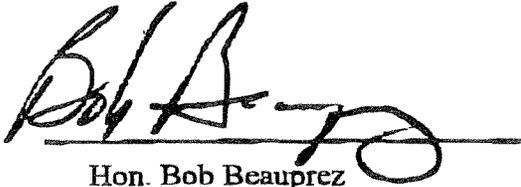

Hon. Mike Pence



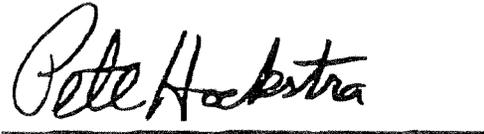
Hon. Dave Weldon



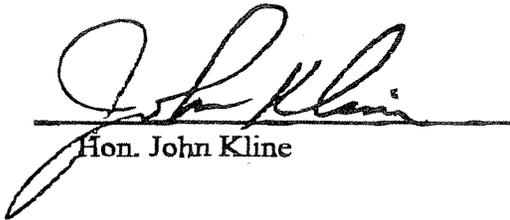
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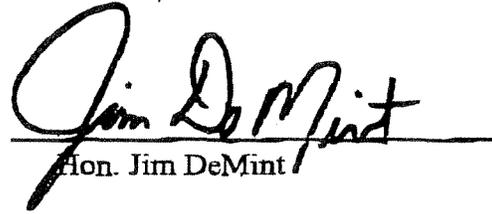
Hon. Bob Beauprez



Hon. Pete Hoekstra



Hon. John Kline



Hon. Jim DeMint



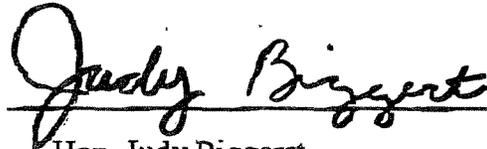
Hon. Trent Franks



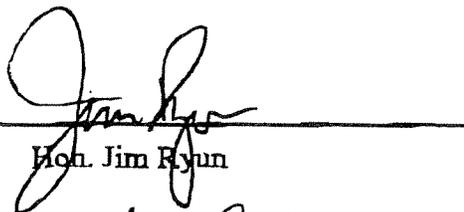
Hon. John T. Doolittle



Hon. Roscoe Bartlett



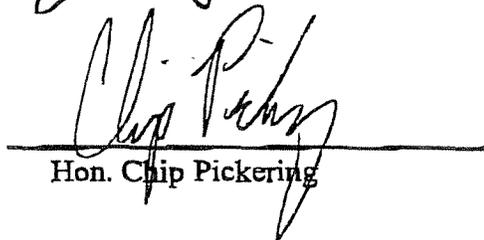
Hon. Judy Biggert



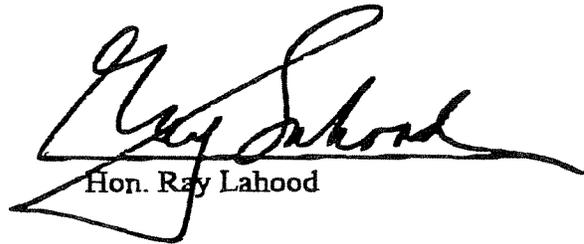
Hon. Jim Ryan



Hon. Steve Chabot



Hon. Chip Pickering



Hon. Ray Lahood



Hon. Mary Bono



Hon. Tom Feeney

EXECUTIVE OFFICE OF THE PRESIDENT
THE UNITED STATES TRADE REPRESENTATIVE
WASHINGTON, D.C. 20508

AUG 20 2001

The Honorable Peter Hoekstra
U.S. House of Representatives
Washington, DC 20515

Dear Congressman Hoekstra:

Thank you for your cosigned letter of July 23 opposing the Generalized System of Preferences (GSP) petition filed by Turkey's Aegean Fresh Fruit and Vegetable Exporters' Union. The petition requests that cherries in brine (HTS 0812.10.00) be designated as an eligible product to receive GSP duty-free treatment.

An identical petition was submitted in the 1997 Annual GSP Product Review. While the 1997 petition was accepted for formal review, the request to designate cherries in brine ultimately was denied. We now must determine whether to grant the petitioner an opportunity for another formal review. Since three years have passed since the denial of the last request, the GSP statute does not bar the initiation of the review process. On the other hand, to grant a review is discretionary.

Italy and Greece currently are the major sources of imported cherries in brine, with small amounts entering from Turkey and El Salvador. Duty-free treatment is accorded to cherries in brine under the North American Free Trade Agreement, the Caribbean Basin Initiative, the Israel Free Trade Agreement, the African Growth and Opportunity Act, and the Andean Trade Preferences Act. Duty-free treatment also has been accorded to the least developed beneficiary countries of the GSP program.

The inter-agency Trade Policy Staff Committee is developing its recommendations on the petitions received in the 2001 Annual GSP Product Review. The Committee will submit its views to me in the next few weeks.

You make some important arguments in your letter, and I will consider them carefully when determining whether or not to accept the cherry petition for formal review. I appreciate your writing to me about your concerns regarding the domestic cherry industry and look forward to working with you on our country's many international trade issues.

Sincerely,



Robert B. Zoellick

Congress of the United States
Washington, DC 20515

2001-5

010725001

July 23, 2001

Robert B. Zoellick
United States Trade Representative
600 17th Street, N.W.
Washington, D.C. 20506

Dear Ambassador Zoellick:

On behalf of the U.S. sweet cherry industry we urge you to reject the Republic of Turkey's request to review the Generalized System of Preferences (GSP) petition filed by the Turkish fruit exporters union requesting GSP duty-free access to the U.S. market for "cherries in brine" (H.S. 0812.10.00).

Like many processed fruit sectors in the United States, the U.S. brined cherry sector faces serious financial circumstances that include flat demand for brined cherries in the U.S. market, a growing supply of fresh sweet cherries, and increasing competition from low-priced imports. Last year, U.S. imports of brined cherries reached a record high level and U.S. growers received some of the lowest prices in nearly a decade for their cherries sold to the brine market. Because the market for brined cherries is extremely price sensitive, GSP duty-free treatment for brined cherries from Turkey and other GSP-producer countries will result in an increased supply of low-priced brined cherries and substantial additional losses for U.S. growers and processors.

Brined cherries are the principal processed outlet for U.S. sweet cherries. Approximately 30 percent of the annual sweet cherry crop is processed into brined cherries. Some 90 percent of that production is sold in the U.S. market.

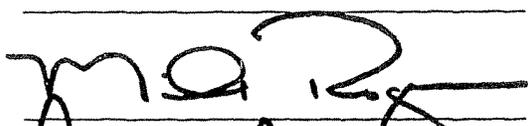
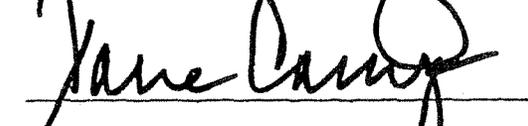
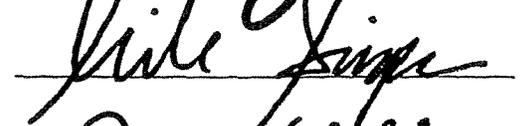
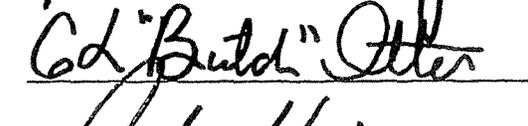
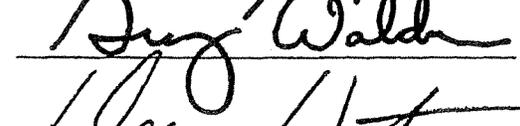
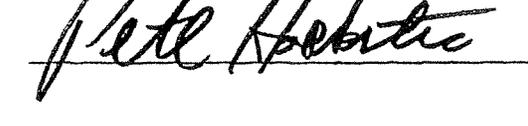
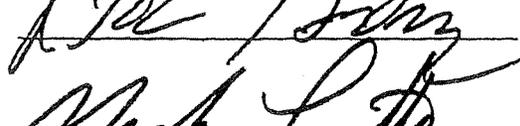
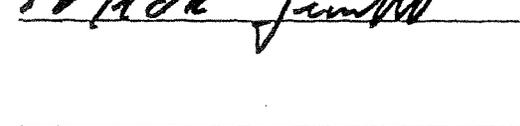
It is clear from the GSP petition that Turkey will target the U.S. market for its brined cherry production if the current 13.4 cents per kilogram U.S. duty is removed. There is concern too that Turkey will increase its production of brined cherries over current levels. If Turkey's petition on brined cherries is accepted by the GSP Subcommittee for review and as a result of that review GSP treatment is granted for brined cherries, the GSP duty-free access for brined cherries will apply to all GSP beneficiary countries (i.e., Bulgaria, Hungary, Chile), not just Turkey.

Because the brined market is a critical outlet for some 30 percent of the total U.S. sweet cherry crop and accounts for nearly all of the sweet cherry production in Michigan, losses incurred in the brined cherry sector will have long-term consequences for the entire U.S. sweet cherry industry.

Page 2
July 23, 2001

In light of the above circumstances, we urge you to recognize the import-sensitivity of the U.S. brined cherry industry without requiring the industry to participate in a full GSP review. We therefore ask that the pending GSP petition requesting duty-free treatment for brined cherries (H.S. 0812.10.00) be denied for review.

Sincerely,

cc: The Honorable Ann E. Veneman

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|-----------------------|------------|
| ✓ Dave Camp | Michigan |
| ✓ Vernon Ehlers | Michigan |
| ✓ Doc Hastings | Washington |
| ✓ Peter Hoekstra | Michigan |
| ✓ C. L. "Butch" Otter | Idaho |
| ✓ Mike Rogers | Michigan |
| ✓ Michael Simpson | Idaho |
| ✓ Nick Smith | Michigan |
| ✓ Greg Walden | Oregon |