

MODERNIZE NAFTA, **YES.** BUT DO NO HARM.

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Open markets and **integrated supply chains** provide the framework for **economic growth** and **jobs** in our industry. **NAFTA** has **served** the **motor vehicle parts supplier industry**, the **American worker**, and the **U.S. economy well**.

MEMA URGES THE TRUMP ADMINISTRATION TO TAKE GREAT CARE IN MODERNIZING NAFTA.

- Encourage more cooperation between the participating countries and the industry to improve international trade
- Create forums for investor-state disputes
- Enforce intellectual property rights
- Promote a harmonized regulatory system

MOTOR VEHICLE PARTS SUPPLIERS DIRECTLY CREATE

871,000 U.S. JOBS

↑ UP 19% SINCE 2012 

Motor vehicle parts suppliers operate in a global industry with **customers** and **facilities worldwide**.

Disruptions to NAFTA could put that all at risk.

KEEP AMERICA COMPETITIVE

- Hindering American competitiveness could drive up costs per vehicle substantially and it would place the U.S. motor vehicle companies at a disadvantage against other countries, which import about the same percentage of components from low-cost countries as their U.S. counterparts do now.

NAFTA WORKS



Automotive Aftermarket Suppliers Association



Heavy Duty Manufacturers Association



Motor & Equipment Manufacturers Association



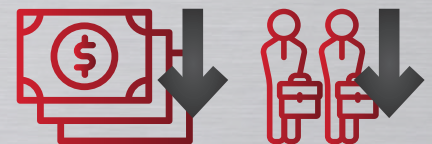
Motor & Equipment Remanufacturers Association



Original Equipment Suppliers Association



KEEP AMERICAN JOBS
U.S. TARIFFS OF **20%**
TO **35%** WOULD ADD
\$16-\$27 BILLION TO
AUTOMOTIVE COSTS
IN THE U.S. MARKET.



25,000-50,000
JOBS COULD BE
LOST
DUE TO INCREASED COSTS
TO MOTOR VEHICLE PARTS**

*From "The Employment and Economic Impact of the Vehicle Supplier Industry in the U.S.," released by MEMA in January 2017.

**From "Impact of BAT and NAFTA Reforms on the U.S. Motor Vehicle Industry," released by the Boston Consulting Group and MEMA in July 2017.