

Congress of the United States
Washington, DC 20515

February 23, 2010

Ambassador Ichiro Fujisaki
Embassy of Japan in the United States
2520 Massachusetts Avenue, NW
Washington, D.C. 20008

Dear Ambassador Fujisaki:

Many of us wrote to you on January 15 of this year to raise concerns over discriminatory trade practices in Japan's Eco-friendly Vehicle Purchase Program, or scrappage program. When we wrote you last, government policies designed to implement Japan's vehicle scrappage program had classified all U.S.-based automaker vehicles exported to Japan as ineligible.

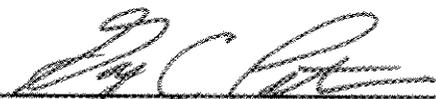
We were pleased when Japan's Ministry of Economy, Trade and Industry announced on January 19 that the scrappage program would include opportunities for vehicles imported using the PHP import certification process to qualify, thereby allowing vehicles produced by U.S.-based automakers to participate. This announcement suggested that Japan's program would be more inclusive, as the U.S. program that Congress enacted in 2009 was. The open, inclusive, and transparent U.S. program developed and approved by Congress specifically allowed all global automakers to have vehicles eligible for vehicle purchases incentives, including Japanese automakers.

Despite the January 19 announcement that Japan's program would be open to U.S.-based automakers, Japan recently released a severely limited list of U.S. auto models that qualify for its program. We are disappointed that Japan has unfortunately decided to use EPA "city" mileage ratings instead of EPA "combined city/highway" mileage ratings as the basis for determining eligibility. This significantly limits the eligibility of U.S. auto models for the Eco-friendly Vehicle Purchase Program, and is not in keeping with the earlier announcement that this program would be inclusive and non-discriminatory.

We urge you to reconsider the decision to use EPA "city" mileage ratings, as the "combined city/highway" mileage ratings provide a more accurate rating of vehicles' overall fuel efficiency. We hope that you will reverse this decision, and implement the Eco-friendly Vehicle Purchase Program in a transparent manner that is as inclusive of U.S. autos as possible. Our nation's open-market, free-trade policies and practices must have reciprocal application with our key global trading partners.

We look forward to continuing to work with you on this important trade issue.

Sincerely,



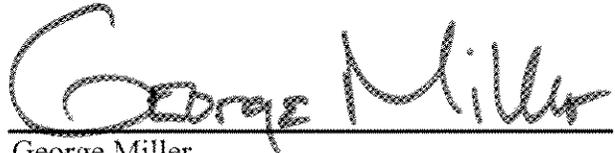
Gary C. Peters
Member of Congress



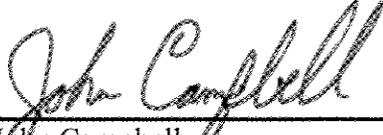
Chris Van Hollen
Member of Congress



Xavier Becerra
Member of Congress



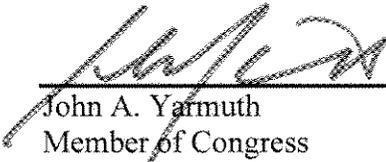
George Miller
Member of Congress



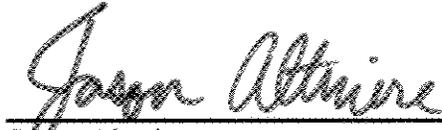
John Campbell
Member of Congress



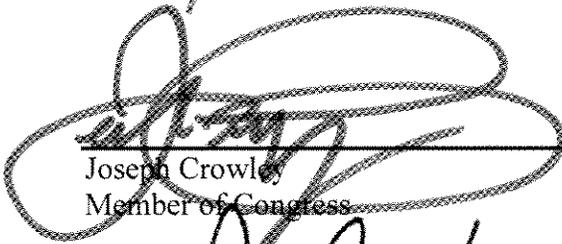
Dennis Moore
Member of Congress



John A. Yarmuth
Member of Congress



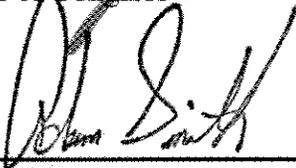
Jason Altmire
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Joseph Crowley
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Allyson Y. Schwartz
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Debbie Wasserman Schultz
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Suzanne M. Kosmas
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James P. Moran
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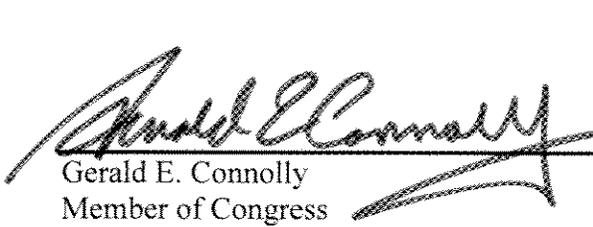
Deborah L. Halvorson
Member of Congress

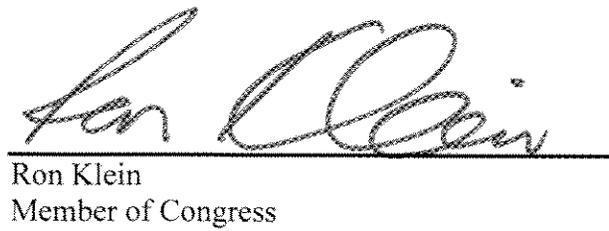


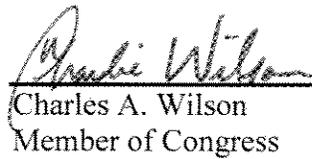
Bill Foster
Member of Congress

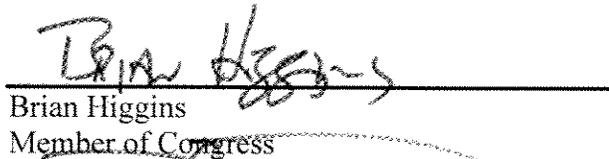


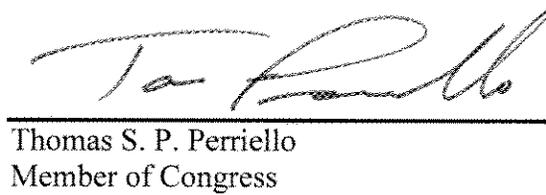
Bobby Bright
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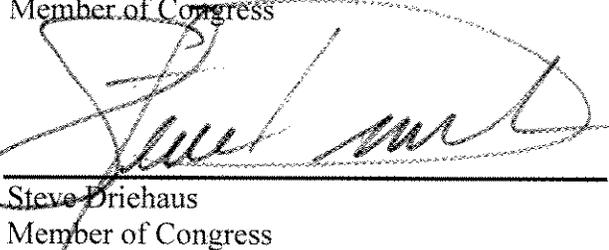

Gerald E. Connolly
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Ron Klein
Member of Congress


Charles A. Wilson
Member of Congress

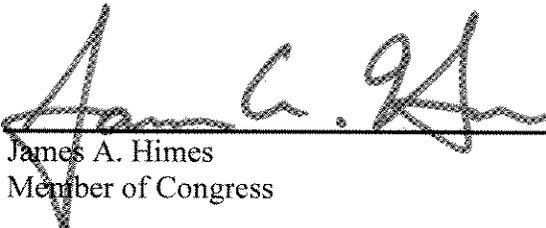

Brian Higgins
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Thomas S. P. Perriello
Member of Congress

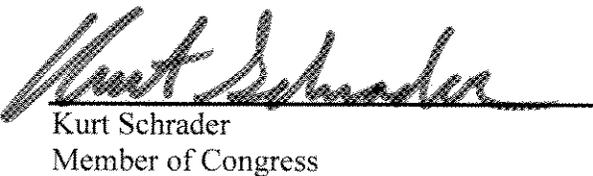

Steve Driehaus
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Bob Etheridge
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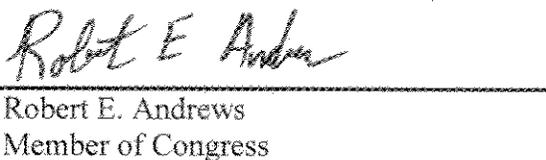

Scott Murphy
Member of Congress

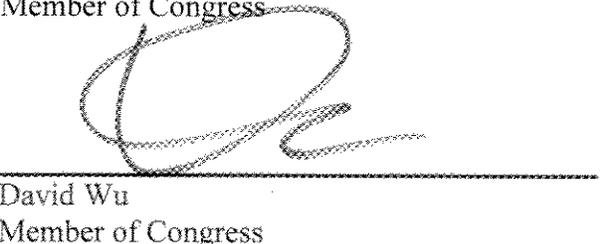

James A. Himes
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Robert E. Andrews
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David Wu
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Bill Owens
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Chellie Pingree
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Paul Tonko
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Larry Kissell
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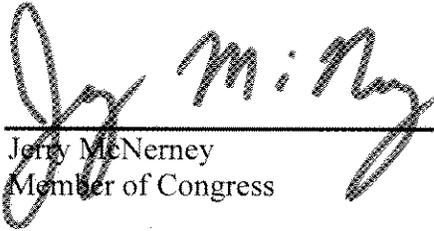
John A. Boccieri
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Albio Sires
Member of Congress



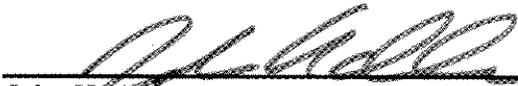
Michael E. McMahon
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Jerry McNerney
Member of Congress



Mark H. Schauer
Member of Congress



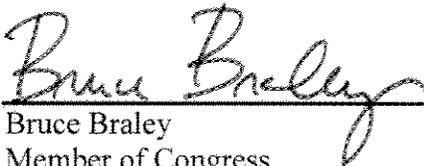
John H. Adler
Member of Congress



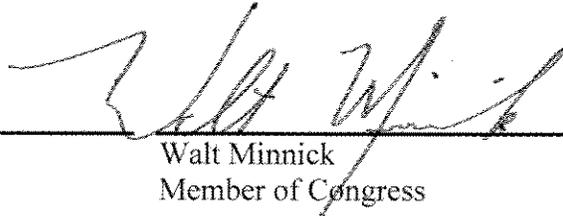
Russ Carnahan
Member of Congress



Betty Sutton
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Bruce Braley
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Walt Minnick
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