



**The International  
Brotherhood of Teamsters**



**The International Union,  
United Automobile, Aerospace  
and Agricultural Implement Workers  
of America**

His Excellency  
Yukio Hatoyama  
Prime Minister of Japan  
1-6-1 Nagata-cho, Chiyoda-ku  
Tokyo, 100-8968  
Japan

January 28, 2010

Dear Prime Minister Hatoyama,

On behalf of more than three million active and retired members of the United Auto Workers and the International Brotherhood of Teamsters, we wish to alert you to a dramatic shift in Toyota Motor Company's manufacturing and auto transport policies in the United States. These changes are likely to affect consumer attitudes not only toward Toyota, but toward all products manufactured in Japan.

We appeal to you for timely intervention in these matters, which are critical to both our countries' interests. We are prepared to meet to review the issues outlined in this letter, with an eye to a constructive resolution.

If Toyota follows through with its plan to abandon loyal employees, contractors and communities in America, the fallout will reach far beyond the tens of thousands of jobs Toyota will destroy. Toyota's plan will alter America's perception of Japan's approach to trade. This could force our political leaders to revise their legislative and regulatory approaches as they continue to develop tools to move the United States out of our current economic downturn.

It is outrageous that Toyota, the automobile company that gained the most from U.S. taxpayers' Cash for Clunkers bailout funds, has announced plans to close one of its most productive, award-winning manufacturing plants in California, Toyota's largest market. The announcement, we might add, flew in the face of a congressional warning of the criticism the closing would evoke. In closing the NUMMI plant – Toyota's only plant closing in its 73-year history – Toyota is walking away from its top sales market in the United States, a decision with far-reaching business and political implications.

It is likewise unconscionable that after receiving American taxpayer-funded largess, Toyota is abandoning a network of professional, unionized auto-transport contractors – destroying more good American jobs - for a savings estimated by some of only \$10 per automobile.

Beyond the abandonment of the workers and communities directly affected by Toyota's decisions, the company will do more damage by increasing its carbon footprint and causing significant environmental damage as it begins to ship across the Pacific Ocean tens of thousands of vehicles historically manufactured in the United States. Americans will see this as another betrayal by the company and the country that brought us the much-acclaimed Prius.

Often corporate giants attempting to respond to changing economic conditions have abandoned promises to their employees and customers, only to reassess and reverse those decisions when confronted by a powerful backlash that threatens their future viability.

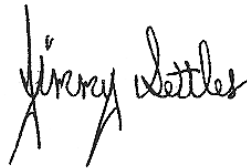
We don't know what is happening internally that is driving the corporation down this dangerous path, but something has clearly gone wrong at Toyota. To see why, one need only consider the serious and enduring setbacks in Toyota's safety record; the decision to close its productive manufacturing plant in California; and its decision to substitute low-road transporters for long-term, high-quality partners.

The trade and financial policy implications of Toyota's plan to abandon high-road practices are likely to spill over and affect the relationship between our countries for a long time to come. We urge you to open and facilitate a dialogue with Toyota management at the highest level. Nothing good can come from the company's current reckless course.

Sincerely,



James P. Hoffa  
General President  
International Brotherhood of Teamsters



Jimmy Settles  
Vice President  
United Auto Workers

cc: Ichiro Fujisaki, Ambassador of Japan