

As a member of the House Trade Working Group, DeFazio has been a leader in fighting "free" trade agreements that have led to massive job loss, the withering of the U.S. manufacturing base, soaring trade deficits (\$497 billion in 2010 alone), and the erosion of U.S. sovereignty, among other problems. He has voted against every free trade agreement and was a lead opponent of NAFTA.□

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Major Accomplishments

Emergency Trade Deficit Commission Act

DeFazio authored legislation, which became law in 1998, to establish an Emergency Commission to End the Trade Deficit. The law established a panel to examine the failures of U.S. trade policy and suggest policy changes. The Commission split on ideological lines and issued its final report in November, 2000.

Since then the trade deficit has swelled to record highs, as U.S. manufacturing has waned. DeFazio reintroduced the legislation and in July of 2010 it passed the house with overwhelming bipartisan support. DeFazio has again reintroduced this legislation with a clause that places a moratorium on new Free Trade Agreements until the Commission has issued a final report and Congress has conducted hearings on the Commission recommendations.

Buy American

DeFazio authored legislation H.R. 3684, to amend the Buy American Act to include services. This legislation prohibits a foreign construction firm from bidding on federally financed projects when that firm's government prohibits foreign firms from competing in its own markets. The bill was included in the 1987 Omnibus Trade Bill, H.R.4848, which was signed into law on August 23, 1988.

Log Export Ban

Early in his congressional career when Oregon was suffering from a recession DeFazio proposed legislation, which was signed into law, to ban the export of raw logs from federal lands. The ban remains in place and has saved thousands of family-wage jobs.

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Mexican Trucks

In 2007, the Secretary of Transportation announced the Administration's intent to implement a one-year pilot program to allow up to 100 trucking companies from Mexico full access to U.S. highways. The Department of Transportation made clear that at the conclusion of the one-year pilot program, the US-Mexico border would be permanently open to Mexican trucks without any analysis of the impacts of the program.

During his tenure as the Chairman of the House Subcommittee on Highways and Transit, DeFazio has been the most outspoken member of Congress in opposition to the Administration's Mexican truck program. DeFazio led successful congressional efforts to block the pilot program in 2007, 2008 and 2009. The Mexican government retaliated by slapping \$2.4 billion in tariffs on American exports to Mexico. DeFazio asked the Obama Administration to renegotiate Article 1202 of NAFTA, which would eliminate the requirement to open our borders to Mexican trucks and would eliminate the retaliatory tariffs imposed by Mexico on the U.S.

The Obama Administration ignored the intent of Congress and recently announced that it is moving forward with the program. DeFazio still has concerns about the safety and security of allowing Mexican trucks on U.S. highways as well as the associated job loss in the U.S. trucking industry. He will continue to fight to block implementation of the program.

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Leading the Opposition to Free Trade Agreements (FTA)

DeFazio Opposed NAFTA and the creation of the WTO and is an original sponsor of bipartisan legislation to require the withdrawal of the U.S. from NAFTA. He has voted against every free trade agreement. He also led the opposition to "permanent normal trade relations" for China.

Congress will soon consider three free trade agreements. DeFazio is leading the opposition to the South Korea, Colombia, and Panama FTAs, which will ship more jobs overseas and increase the U.S. trade deficit. He will continue to fight for a fair trade policy that benefits American workers, protects consumers, and increases U.S. GDP.

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Fighting Fast Track Trade Authority

DeFazio was part of the team in the House that defeated legislation to grant "fast track" trade authority to President Clinton. He also led the fight to stop President George W. Bush from receiving fast track authority.

Fast track authority grants power to the executive branch to negotiate free trade agreements with little congressional input. When a free trade agreement is submitted under fast track procedures Congress must pass it within 90 days with an up or down vote, no amendments, and limited debate. In the absence of fast track authority, Congress can fully consider these agreements, determine the economic impacts, and amend them to protect American jobs and workers.

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Must Reads

[These Three Free Trade Agreements Are Clunkers -- and They Need Some Courage](#) - 7.12.11
Huffington Post

[Business is Booming](#) - 1.28.11 *The American Prospect*

[The Plight of American Manufacturing](#) - 12.21.09 *The American Prospect*

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Press Releases

[04.13.11 DEFAZIO DEFENDS AMERICAN WORKERS; INTRODUCES BILL TO RETHINK JOB-KILLING TRADE AGREEMENTS](#)

[11.19.10 DEFAZIO MEETS WITH PRESIDENT OBAMA ON TRADE](#)

[09.29.10 DEFAZIO STANDS UP FOR U.S. WORKERS, AMERICAN MANUFACTURING](#)

[07.28.10 DEFAZIO BILL TO REDUCE U.S. TRADE DEFICIT PASSES HOUSE](#)

0 [7.22.10 DEFAZIO DEFENDS AMERICAN JOBS; SECURES HOUSE VOTE ON TRADE BILL NEXT WEEK](#)

[04.13.11 DEFAZIO LEADS BIPARTISAN LETTER URGING REPEAL OF MEXICAN TRUCK PROGRAM AND ADDRESSES RETALITORY TARIFFS](#)

[04.07.09 DeFazio Applauds USTR Decision to Protect US Timber Industry From Unfair Canadian Trade Practices](#)

[03.23.09 DeFazio Urges President Obama to Stand up to Mexico's Illegal Tariffs](#)

[11.08.07 DeFazio Opposes Peru Free Trade Agreement](#)

[01.18.07: DeFazio Introduces Bill to Create Congressional Trade Office](#)

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