AMERICAN AUTOMOBILE AND TRUCK INDUSTRY—CONGRESSIONAL SUPPORT

June 24, 1980
[S. Con. Res. 101]

Whereas, the American automobile and truck industry produces one million seven hundred and fifty thousand jobs, or one out of every twelve manufacturing jobs in the United States and also supports thousands of jobs in other key industries such as steel, rubber, glass, plastics, aluminum, copper, malleable iron, textiles and electronics; and

Whereas, the American automobile and truck industry is a major customer for fifty thousand small and medium size businesses located in every State, and a healthy and strong domestic automobile industry is necessary to the livelihood of twenty-seven thousand domestic auto dealers; and

Whereas, the domestic automobile manufacturers have undertaken an all-out effort to retool facilities for the production of small, fuel efficient autos and trucks in response to the sudden and unprecedented shift in consumer demand that occurred in 1979; and

Whereas, in the spirit of free trade, the United States has provided an open door to automobile and truck imports regardless of domestic content while most other countries including Japan have virtually closed their auto markets to United States produced vehicles through local content requirements, tariffs, or elaborate and indirect taxes; and

Whereas, Japanese automobile manufacturers, confronted with slack Japanese demand and tight import restrictions in other countries, have increased overtime and added auto production capacity in Japan in a massive effort to expand auto exports to the United States, raising their market share from 12 per centum in 1978 to over 21 per centum in the first quarter of 1980 with an eventual market target of 30 per centum or greater; and

Whereas, the United States incurred an auto trade deficit with Japan of more than $9,000,000,000 in 1979 with estimates that the deficit will exceed $10,000,000,000 in auto and truck trade in 1980, thereby worsening inflation in the United States; and

Whereas, the massive unemployment resulting from the decline in United States auto production has imposed major costs on Federal, State, and local governments across the country in the form of trade adjustment assistance, unemployment benefits, social services, and large losses in tax revenues; and

Whereas, the present economic difficulty in the American automobile and truck industry results from more than a downturn in the business cycle, is not self-correcting and threatens to inflict lasting structural deterioration and dislocation on the industrial base of the United States: Now, therefore, be it

Resolved by the Senate (the House of Representatives concurring), That—

(1) it is a goal of the United States to achieve technological superiority in the world automobile and truck industry; and

(2) the American automobile and truck industry is a strategic national industry that is essential to the economic stability and national security of the United States; and

(3) economic, fiscal, and import policies should be designed to create adequate capital and to produce a climate for the American automobile and truck industry to achieve a rapid conversion of plant capacity to the production of increasingly safe, high

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quality, fuel efficient automobiles and trucks; and, in addition, the Administration and the Congress should review regulatory and import policies to assess their possible effect on the efforts of United States industry to retool for lighter, fuel efficient cars; and

(4) it is in the national interest of the United States to reduce substantially the high level of unemployment in the automobile, truck, and related industries; and the Congress therefore calls on the Administration, foreign governments, foreign and domestic manufacturers and affected labor unions to take immediate steps to alleviate short-range unemployment in the United States and to encourage these basic industries to build United States employment for the future; and

(5) during this period of transition for the United States auto industry, reasonable restraint should be exercised by all affected parties with respect to prices and wages so as not to place an undue burden on American consumers.

Agreed to June 24, 1980.

July 1, 1980
[S. Con. Res. 104]

ALASKA NATURAL GAS TRANSPORTATION SYSTEM

Whereas, the Alaska Natural Gas Transportation System is a critically important energy project that will tap Alaska's North Slope natural gas reserves which constitute more than 10 percent of this Nation's entire proven natural gas reserves;

Whereas, the System, when complete, will supply the United States with 5 percent of its annual natural gas demand, displacing over four hundred thousand barrels of oil, thereby greatly reducing this Nation's excessive dependence on foreign oil;

Whereas, the Congress has already expressed its overwhelming support for the System in approving by joint resolution the President's 1977 Decision on the Alaska Natural Gas Transportation System;

Whereas, a portion of the System known as prebuild can be constructed by the end of 1981 to bring Canadian gas to this Nation until the entire System is complete in 1985;

Whereas, prebuild will contribute to completion of the entire System by spreading demand for capital, labor and materials over several years, and will enable this Nation to obtain Canadian natural gas to displace two hundred thousand barrels of foreign oil a day;

Whereas, the Federal Energy Regulatory Commission has issued decisions granting certificates for the prebuild facilities in the United States;

Whereas, the sponsors of the Alaskan segment of the System and the North Slope natural gas producers have entered into an agreement to fund and manage jointly the design, engineering and cost estimation for the Alaskan segment and have made a joint Statement of Intention to work to develop a financing plan for the Alaskan segment with the object of completing construction by the end of 1985: Now, therefore, be it

Resolved by the Senate (the House of Representatives concurring), That it is the sense of the Congress that the System remains an