



Infrastructure Investment and Jobs Act: A Win for Rail Security

The bipartisan infrastructure bill includes an important provision that safeguards the North American freight rail industry and critical rail infrastructure

(Washington, D.C.) — Today, the President signed the bipartisan infrastructure bill. Included in that bill is a new provision that will safeguard the North American freight rail industry and critical rail infrastructure at a time when it is vulnerable to foreign threats.

The bill passed the House with a vote of 228-106. This follows the passage in the Senate this summer by a vote of 69-30.

This critical freight rail provision was included during the Senate Committee on Commerce, Science and Transportation markup of the surface transportation bill earlier this year. Sens. Tammy Baldwin (D-WI) and Jerry Moran (R-KS) sponsored the previously introduced “Stopping America’s Foreign Enemies Through Rail and Infrastructure National Security (SAFE TRAINS) Act of 2021”, introduced by Sens. Cornyn (R-TX) and Baldwin (D-WI), as an amendment to the surface transportation bill.

Erik Olson, vice president of the Rail Security Alliance, thanked the leadership in the House and Senate for including the SAFE TRAINS Act in the bipartisan infrastructure package.

“We are grateful to the House leadership and Sens. Baldwin, Cornyn and Moran for advancing and enacting a bill that protects the North American freight rail industry and its 65,000 family-wage jobs,” Olson said.

“For too long, our nation’s freight rail manufacturers and suppliers, and our critical rail infrastructure, have been vulnerable to a growing threat from foreign state-owned enterprises, including China’s CRRC, as it seeks to dominate key industries and markets in the U.S. With the SAFE TRAINS Act, we can better ensure that freight railcars are manufactured and built in North America, not by state-owned enterprises (SOE), as is happening in the domestic passenger rail market.”

The SAFE TRAINS Act also prohibits sensitive technologies to be applied to a freight railcar when made by SOEs or entities operating in a country of concern. The Act builds on previous legislation that addressed security concerns in our rail market, including the Foreign Investment Risk Review Modernization Act (FIRRMA) introduced by Sen. Cornyn and the Transit Infrastructure Vehicle Security Act (TIVSA), which was introduced by Sens. Cornyn (R-TX) and Baldwin (D-WI).

Chinese state-owned enterprises, including CRRC, are at the forefront of China’s military-civil fusion strategy and have been identified by the Department of Defense as companies backed and supported by the Chinese military. It has also been reported that the state-backed company uses forced child and Uyghur labor in its supply chains.

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About the Rail Security Alliance

The Rail Security Alliance exists to support and encourage the adoption and enactment of U.S. policies, procedures and laws that are designed to promote the security of the railroads and the railroad system of the United States of America.

RSA is a coalition of North American railcar manufacturers, rail component suppliers, unions, and steel interests that are committed to ensuring the economic and national security of the North American passenger and freight rail systems, representing an industry that creates 65,000 family-wage jobs and contributes \$6.5 billion annually to the U.S. GDP. RSA was formed in response to the merging of China's two largest state-owned rail manufacturers into one massive state-owned conglomerate—China Railway Rolling Stock Corporation (CRRC)—in 2015, which is the same year that China announced its military-civil fusion strategy known as Made in China 2025.