



Crawford Bill Fixes Problematic Loophole

Introduced by U.S. Rep. Rick Crawford, the Rolling Stock Protection Act closes FTA loophole allowing Chinese state-owned enterprises to leverage U.S. taxpayer dollars in rolling stock contracts

WASHINGTON, D.C. — The U.S. House of Representatives passed H.R. 3317, the Rolling Stock Protection Act, closing a loophole allowing taxpayer dollars from being used to purchase railcars made by the Chinese military company CRRC.

The bill was introduced by U.S. Rep. Rick Crawford (R-AR-01) last year and was [recommended](#) on May 14 by the House Transportation and Infrastructure Committee for a full vote under suspension. The House passed the bill late Tuesday by a two-thirds vote.

“Rep. Crawford has been instrumental in promoting policies that protect America’s transportation infrastructure from foreign adversaries while securing family-wage jobs in the domestic railcar manufacturing and supply industry — jobs that China no doubt has set its sights on,” RSA Executive Director Erik Olson said. “We are grateful for Rep. Crawford’s leadership on H.R. 3317 as it shuts the door on this particular threat.”

In a February hearing of the Highways and Transit Subcommittee, Rep. Crawford — in his role as chair — said the importance of the Rolling Stock Protection Act is that it “firmly and finally put[s] an end to the practice of sending American taxpayer dollars to Chinese-based manufacturers of rail cars and buses.”

H.R. 3317 builds on the Transit Infrastructure Vehicle Security Act (TIVSA), which was included in the National Defense Authorization Act of 2020. This law also prohibits using federal funds to purchase rolling stock from Chinese-owned manufacturers. Still, a provision allowed by the Federal Transit Administration gives a lifetime exemption to state-owned entities that had secured contracts before December 2019 — CRRC included.

In the U.S., CRRC made quick inroads in the domestic passenger rail market by underbidding on railcar manufacturing contracts for transit agencies from Los Angeles to Boston, reaping \$2.6 billion in contracts and undisclosed millions in subsidies from the Chinese Communist Party; abroad, the European Commission has called CRRC to account for anticompetitive railcar bids that threaten European manufacturers.

Along with Rep. Crawford, Reps. Scott Perry (R-PA-10), Kay Granger (R-TX-12), Tim Ryan (D-OH-13), Eleanor Holmes Norton (D-DC), Randy Weber (R-TX-14) and John Garamendi (D-CA-03) are bill co-sponsors. On TIVSA, U.S. Senators John Cornyn (R-TX); Tammy Baldwin (D-WI); Mike Crapo (R-ID); and Sherrod Brown (D-OH) introduced the bill, which received support from 48 bipartisan cosponsors.



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About the Rail Security Alliance

The [Rail Security Alliance](#) supports and encourages the adoption and enactment of U.S. policies, procedures and laws that promote the security of the railroads and the railroad system of the United States of America. RSA represents 65,000 domestic and North American freight railcar manufacturers and suppliers and an industry that contributes \$6.5 billion annually to the U.S. GDP.