



**RSA Media Statement
SEPTA FIRES CRRC
“Terminated with Cause”**

Attributable to [Rail Security Alliance](#) Executive Director Erik Olson:

“Southeastern Pennsylvania Transportation Authority (SEPTA) did the right thing. Given that CRRC is four years behind schedule and does [shoddy work](#), the choice is clear. SEPTA saw it and rightfully terminated its CRRC contract with cause.”

Communist China-owned CRRC [won the original SEPTA procurement](#) bid in 2017, just years after CRRC won its first \$505 million contract with the MBTA. The contract specified that 45 bi-level commuter cars would be built for \$185 million. In spite of not receiving a single car from the Chinese SOE, SEPTA says it has spent \$50 million to date.

“Whether it’s in Boston or Philadelphia, or in Los Angeles, CRRC’s ultra-low procurement bids are being shown for what they are. They’re years behind schedule, and their railcars are known for mechanical and safety issues.”

National security is also an issue with CRRC. Early this year, CRRC was placed on the U.S. Defense Department’s (DOD) [updated entity list](#), which officially designates CRRC as an extension of Communist China’s military. It has also been flagged under Section 805 of the FY 2024 National Defense Authorization Act (NDAA), which prohibits the DOD from purchasing goods or services produced by Chinese military companies identified on the Section 1260H List and entities they control. Bipartisan lawmakers on Capitol Hill have also called out the SOE in numerous congressional and senate hearings about the China threat.

“MBTA should take a hard look at what SEPTA has done and seriously consider taking a similar action. Massachusetts transit riders and taxpayers should demand it.”

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