



## **Announcement on Final Rule from the Federal Railroad Administration Completes Enactment of Legislation to Strengthen Safety of the U.S. Freight Rail Interchange System**

*FRA's final rule on the "Stopping America's Foreign Enemies Through Rail and Infrastructure National Security (SAFE TRAINS Act)"*

(WASHINGTON, DC) — Following an announcement by the U.S. Federal Railroad Administration (FRA) on a final rule that safeguards the U.S. freight rail interchange system from foreign threats, the [Rail Security Alliance](#) thanked the FRA for its important work.

The final rule was required with the Nov. 15, 2021 enactment of the Infrastructure Investment Jobs Act (IIJA), which included a provision known as the "Stopping America's Foreign Enemies Through Rail and Infrastructure National Security (SAFE TRAINS Act)." A backgrounder on the act can be found [here](#).

The Act, implemented in the final FRA rule, prevents foreign manufacturers from countries on U.S. watchlists, including Chinese manufacturers, from producing freight railcars and sensitive technologies for operation within the U.S. freight interchange rail system. Within the rolling stock market, China's state-backed firm CRRC is on that list.

Speaking on behalf of the 65,000 freight railcar manufacturers and suppliers who contribute to the domestic freight railcar industry, RSA Executive Director Erik Olson said, *"We thank FRA Administrator Amit Bose and the entire agency for issuing a final rule that reflects the intent of the SAFE TRAINS Act, as well as facilitates its proper implementation. Their work makes our freight rail interchange safer."*

Olson also thanked the House and Senate members who supported the provision, including: U.S. Rep. Rick Crawford (R-AR), a strong advocate for the safety of the U.S. freight railcar industry and interchange system, as well as U.S. Sen. John Cornyn (R-TX) for introducing the measure, and for Sens. Tammy Baldwin (D-WI) and Jerry Moran (R-KS) for including the legislation as an amendment during Senate Commerce Committee consideration of what became the IIJA.

*"Protecting the constant movement of critical goods and supplies on the U.S. freight rail interchange is not optional," Olson said. "Representative Crawford and Senators Cornyn, Baldwin and Moran understand the urgency, and we have them to thank first and foremost."*

*"Freight rail touches every state and economy in the U.S. It's worth protecting. So, we also look forward to working with the incoming Trump Administration to ensure this regulation remains intact to prevent Chinese incursion in the freight rail interchange. President-elect Trump has*

*already shown a strong commitment to countering China, for which we're thankful," Olson added.*

As noted in its public comment earlier this year, RSA noted that the SAFE TRAINS Act goes beyond other Buy America requirements and closes a gap that would have allowed "*an influx of state-subsidized rolling stock or components*" to take over North American railroad systems.

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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.