



RSA Endorses Call for Greater Protection Against Chinese Entities in European Rail Infrastructure

UNIFE urges EU regulators to identify and restrict “high-risk third-country suppliers,” such as Chinese state-owned rail manufacturer CRRC, from critical sectors including rail

(WASHINGTON, DC) — The [Rail Security Alliance](#) has endorsed a call from [UNIFE](#), Europe's rail supply industry association, urging the European Commission and the EU Agency for Cybersecurity ([ENISA](#)) to safeguard critical European rail systems against potential interference from foreign entities—such as China's state-owned CRRC. Such risks could disrupt rail-based transport, threatening European supply chains and defense capabilities.

“We fully support UNIFE’s call to protect EU rail systems from foreign threats. The European Commission has already begun investigating CRRC’s impact on fair competition for European rail manufacturers in public tenders. Addressing the cybersecurity risks posed by these non-market entities is the crucial next step,” said RSA Executive Director Erik Olson.

Title IV of the revised European Cybersecurity Act strengthens the EU's ICT supply chain by enabling the EC to identify and restrict “high-risk third-country suppliers,” such as Chinese state-owned firms, from critical sectors, including rail.

UNIFE also raised the issue with Europe’s Transport Ministers in December, [cautioning](#) them against reliance on Chinese suppliers and manufacturers: *“Europe cannot afford to allow its military mobility capabilities or any security-relevant elements of its railway networks — particularly core infrastructure and signaling systems — to fall outside European control.”*

In the U.S., measures such as the Foreign Investment Risk Review Modernization Act of 2018 (FIRRMA), the Stopping America's Foreign Enemies Through Rail and Infrastructure National Security Act ([SAFE TRAINS](#)), and the Transportation Infrastructure Vehicle Security Act ([TIVSA](#)) have all worked to protect America’s critical transportation infrastructure and rail manufacturing and supply from countries of concern.

Specifically, SAFE TRAINS prohibits railroad freight cars from operating on the U.S. freight railroad interchange system if they are manufactured by or use sensitive technologies from China. This is a law the European Union could easily replicate and would help protect its rail system immediately.

“Given the global interdependence of the passenger and freight railcar manufacturing and supply industry, and the critical role that rail systems play in national and economic security, the recent warnings that European regulators are raising overseas should be equally considered throughout all of North America,” Olson said. “The fact is, when it comes to China, safeguards that make sense in Europe and here in the U.S. also make sense in Canada and Mexico.”

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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.