



RSA Media Statement: On Reports that Advocacy on Behalf of CRRC MA in Springfield, MA Could Circumvent Federal Law

The Rail Security Alliance (RSA) today raised concerns over reports that federal and Massachusetts state officials are working to secure additional contracts for CRRC's Springfield manufacturing facility. That could include efforts to revive SEPTA's canceled order for Chinese-built rail cars.

Attributed to Erik Olson, executive director of the Rail Security Alliance

“When the Southeastern Pennsylvania Transportation Authority (SEPTA) terminated its \$185 million contract with Chinese SOE CRRC for cause in 2024, it cited four years of delays, poor workmanship, quality controls and zero deliveries. Ironically, those are the same problems that have plagued the MBTA in its work with CRRC.

Just months ago, CRRC railcars were blocked by U.S. Customs and Border Control over documented concerns about forced child labor and Uyghur labor in CRRC supply chains. Political intervention enabled CRRC to import its railcars again, rather than addressing problematic supply chains.

Those concerns also still stand.

CRRC has been designated time and time again as a Chinese military-controlled company that is directed and supported by the Chinese state. CRRC presents a real threat to our national security. And CRRC's playbook to underbid market competitors, thanks to its massive Chinese state subsidies, threatens our economic security.

CRRC's continued ability to operate in Springfield rests on a narrow legislative exemption under the Transit Infrastructure Vehicle Security Act (TIVSA), enacted as part of the National Defense Authorization Act of 2019. TIVSA bars transit agencies from using federal funds to purchase Chinese state-owned rolling stock. It grandfathered in agencies that had pre-existing contracts: Boston's MBTA, Chicago, SEPTA and LA Metro. That exemption was intended to wind down existing obligations, not serve as a permanent pipeline for new orders.

We understand what's at stake for the few dozen local union workers at Springfield, and we don't take that lightly. But SEPTA canceled its CRRC contract two years ago for good reasons, and



Congress enacted TIVSA because they saw that CRRC is a threat to our national and economic security. We urge Congress to resist any effort to expand TIVSA's exemption or otherwise facilitate new CRRC contracts, including the reported effort to reopen orders at SEPTA."

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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.