

Congress of the United States
Washington, DC 20515

September 21, 2026

The White House
Office of the President
1600 Pennsylvania Avenue NW
Washington, DC 20500

Dear Mr. President:

As you prepare for your upcoming meeting with Chinese President Xi Jinping, we write to emphasize the importance of protecting the United States automotive industry, its workers, and our economic and national security from the growing threat posed by China. We urge you to maintain strong protections against Chinese automobiles and connected vehicle technologies and ensure that China does not gain access to our market through direct imports, local production, and other avenues of circumvention.

China is rapidly expanding its global automotive presence through massive government subsidies, state-directed investment, below-market financing, and other non-market policies and practices. These policies and practices have incentivized Chinese automakers to build significant excess production capacity to aggressively expand overseas, including through opaque corporate structures and partnerships. These subsidized Chinese automakers sell vehicles globally at unfair, artificially low prices that American manufacturers simply cannot compete with. In addition to government financing, Chinese automotive manufacturing relies on forced labor and other exploitative labor practices.

From January through August 2026, China exported more than 6.2 million passenger vehicles, exceeding its passenger vehicle exports for all of 2025.¹ In August 2026 alone, Chinese passenger vehicle exports increased more than 67 percent from the previous year.² Electric and plug-in hybrid vehicle exports have grown even more rapidly, even as China's domestic automotive market has weakened. These trends demonstrate the growing importance of overseas markets to China's automotive sector and the scale of the challenge facing American manufacturers and workers.

¹ Ho-Him, C. "China's car exports in first 8 months surpass 2025 total, as EV sales soar." *Washington Post*. 9 Sept. 2026. Retrieved from: https://www.washingtonpost.com/business/2026/09/10/china-autos-exports-evs-cars/3a63de0c-acf0-11f1-b498-8697f35a6743_story.html.

² *ibid*

Chinese automotive brands accounted for approximately 17 percent of new vehicle sales in Mexico during the first half of 2026, up from 14 percent a year earlier, with sales reaching 137,525 vehicles.³ At the same time, Chinese manufacturers continue to explore investment and production opportunities in Mexico. Canada has also established an annual quota of 49,000 Chinese electric vehicles at a 6.1 percent tariff rate, with the quota set to increase by 6.5 percent annually.⁴

These developments underscore the need to ensure that our trade laws and North American agreements cannot become pathways for Chinese automakers to circumvent U.S. protections. A vehicle assembled in Canada or Mexico must not be considered free of the risks associated with Chinese ownership, control, technology, software, hardware, or supply chains. We must ensure that Chinese companies cannot establish a foothold elsewhere in North America and use that presence to gain access to the U.S. market, undermining our trade protections and exposing American workers and manufacturers to the same heavily subsidized, non-market competition we are seeking to address. Nor would a Chinese-owned or controlled manufacturing plant in the United States, even one employing American workers, eliminate the broader economic and national security risks posed by China.⁵ Moreover, we urge you not to open the U.S. market to Chinese automobile imports as part of ongoing U.S.-China trade discussions. Securing our North American supply chains through the USMCA review will mean little if Chinese vehicles are permitted to enter the U.S. market directly through our front door.

This is not just a matter of economics but of national security as well. As you know, modern automobiles are increasingly connected computing platforms, incorporating cameras, microphones, sensors, telecommunications equipment, software, and other technologies capable of collecting and transmitting significant amounts of information. Connected vehicles can collect troves of sensitive data about occupants, locations, surroundings, and infrastructure. Connected vehicles and technologies developed or produced by foreign adversaries present a myriad of opportunities for misuse of data or sabotage, such as through indirect or alternative connections that enable remote access or interference. There is a heightened risk when these technologies are controlled by a foreign adversary with a demonstrated interest in undermining democracy and exerting its strategic and economic position.⁶

³ Green, E. "Chinese car sales in Mexico surge despite new tariffs." *Reuters*. 20 Jul. 2026. Retrieved from: <https://www.reuters.com/business/autos-transportation/chinese-car-sales-mexico-surge-despite-new-tariffs-2026-07-20/>.

⁴ Thurton, D. "Chinese-made electric vehicles start arriving in Canada." *CBC News*. 3 Jun. 2026. Retrieved from: <https://www.cbc.ca/news/politics/chinese-made-evs-arrive-canada-9.7219356>.

⁵ Ezell, S. & Ostertag, M. "America Needs an Industrial Strategy for Motor Vehicles." *Information Technology and Innovation Foundation*. 11 May 2026. Retrieved from: <https://itif.org/publications/2026/05/11/america-needs-an-industrial-strategy-for-motor-vehicles/>.

⁶ China's National Intelligence Law of 2017, Data Security Law of 2020, and Cryptology Law of 2020 require Chinese companies and citizens to support and facilitate the government's access to data collection, transmission, and storage, meaning these laws compel Chinese companies to provide the Chinese Communist Party (CCP) with access to the data they collect. [Harrell, P. "Managing the Risks of China's Access to U.S. Data and Control of Software and Connected Technology." *Carnegie Endowment for International Peace*. 30 Jan. 2025. Retrieved from: <https://carnegieendowment.org/research/2025/01/managing-the-risks-of-chinas-access-to-us-data-and-control-of-software-and-connected-technology>.]

Congress has recognized the need to address these economic and national security risks and is taking bipartisan, bicameral action to strengthen protections against Chinese automobiles and connected vehicle technologies.⁷ Building on existing regulatory restrictions, legislative efforts in both chambers would establish durable safeguards for vehicles, software, hardware, and other technologies linked to China and other foreign adversaries. These initiatives are critical to ensuring the United States has a clear and lasting framework to protect our automotive market, workers, critical supply chains, and national security.

The U.S. automotive industry supports approximately 10 million American jobs and sustains a broad manufacturing ecosystem that includes steel, semiconductors, batteries, electronics, machinery, and thousands of suppliers.⁸ A significant influx of heavily subsidized Chinese vehicles would put substantial pressure on this industrial base and threaten our manufacturing capacity and jobs that depend on it. Once critical manufacturing capacity is lost, rebuilding it becomes impossible without decades of significant public and private investment.

Additionally, China's ambitions extend well beyond finished vehicles. Chinese companies have developed significant positions in batteries, critical minerals, components, software, and other technologies essential to the modern automobile. As China pursues joint ventures, licensing arrangements, supply agreements, and other commercial relationships, we must also consider who owns or controls the underlying company, technology, software, hardware, and critical supply chains.

With that, we urge you to keep these economic and national security considerations in mind as you and your staff prepare to host the Chinese delegation this week. The United States should engage China from a position of strength while maintaining the safeguards necessary to protect our automotive industry, workers, critical supply chains, and national security. Chinese automakers should not be permitted to use Canada, Mexico, USMCA, overseas manufacturing, or ownership and technology arrangements to circumvent U.S. protections.

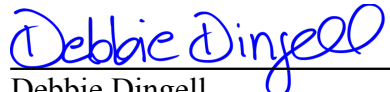
We have an opportunity to establish clear and durable rules so that Chinese automakers cannot deeply embed themselves in our market. We look forward to working with you to ensure that we remain a global leader in automotive manufacturing and connected technology, while protecting our workers, supply chains, and national security that underpin that leadership.

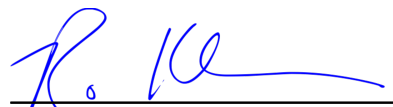
⁷ Congressman John Moolenaar & Congresswoman Debbie Dingell. *H.R.8730, Connected Vehicle Security Act*. [Congress.gov](https://www.congress.gov/bills/119/congress/house/bills/8730). Introduced on 11 May 2026. Retrieved from: <https://www.congress.gov/bills/119/congress/house/bills/8730>.

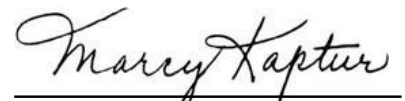
⁸ Ezell, S. & Ostertag, M. "Assessing the Evolving Global Competitiveness of the US Auto Industry." *Information Technology and Innovation Foundation*. 23 Mar. 2026. Retrieved from: <https://itif.org/publications/2026/03/23/assessing-evolving-global-competitiveness-of-us-auto-industry/>.

Thank you.

Sincerely,


Debbie Dingell
Member of Congress

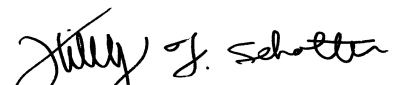

Ro Khanna
Ranking Member
House Select Committee on
the CCP


Marcy Kaptur
Member of Congress


Raja Krishnamoorthi
Member of Congress


Chris Deluzio
Member of Congress


Haley M. Stevens
Member of Congress

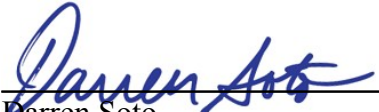

Hillary J. Scholten
Member of Congress


Shri Thanedar
Member of Congress

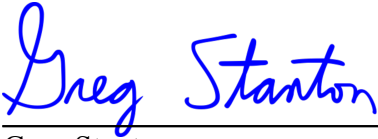

Greg Landsman
Member of Congress



Scott H. Peters
Member of Congress



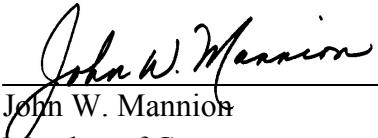
Darren Soto
Member of Congress



Greg Stanton
Member of Congress



Josh Riley
Member of Congress



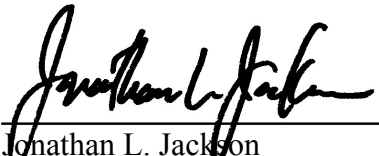
John W. Mannion
Member of Congress



Donald G. Davis
Member of Congress



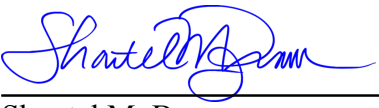
André Carson
Member of Congress



Jonathan L. Jackson
Member of Congress



Eric Sorensen
Member of Congress



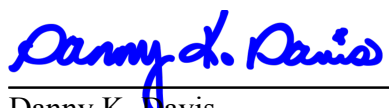
Shontel M. Brown
Member of Congress



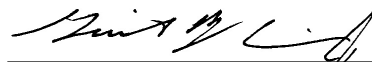
Julie Johnson
Member of Congress



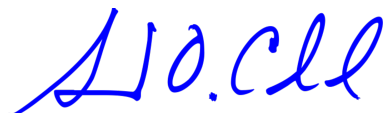
Chrissy Houlahan
Member of Congress



Danny K. Davis
Member of Congress



Gilbert Ray Cisneros, Jr.
Member of Congress



Salud Carbajal
Member of Congress



Andrea Salinas
Member of Congress



Veronica Escobar
Member of Congress



Jim Costa
Member of Congress