

## **International Association of Sheet Metal, Air, Rail and Transportation Workers**

1750 New York Avenue, NW  
Suite 600  
Washington, DC 20006



Phone: (202) 662-0843  
Fax: (202) 662-0880  
[jwhite@smart-union.org](mailto:jwhite@smart-union.org)

**James W. White, Jr.**  
Director of Strategic Campaigns

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### **Re: Support family wage jobs at in Springfield, MA and Chicago, IL**

Dear Members of Congress,

I am writing to ask for your support to oppose legislation that would effectively ban local transit agencies in the U.S. from purchasing passenger railcars from CRRC, even if they are sourced from factories located in the U.S., namely CRRC Sifang America and CRRC MA.

Since there is not a single U.S. company that manufactures passenger railcars, eliminating the largest and most coveted passenger railcar manufacturer from contract consideration by transit agencies will inevitably result in the loss of good-paying union manufacturing jobs as well as stifle competition, increase costs, compromise product quality, and ultimately impact public transportation and the people who are most dependent on this form of transportation.

Although the legislation would negatively affect CRRC Sifang America Incorporated and CRRC MA Corporation, **the greatest impact of the legislation would be on the current SMART and IBEW employees of the two U.S. subsidiaries, on U.S. transit agencies, and on U.S. taxpayers who ultimately bear the financial burden of modernizing passenger railcar fleets.**

This will impact almost 250 families in both Chicago and Springfield

From the beginning CRRC Sifang America partnered with SMART Local 73 and IBEW Local 134 to hire and train manufacturing professionals from the community to build safe, reliable and efficient railcars.

Headquartered in Chicago, CRRC Sifang America recently completed a \$100 million state-of-the-art production facility on city's southeast side, returning passenger railcar manufacturing to Chicago after a 50-year absence. In 2016, CRRC Sifang America was awarded a contract by the Chicago Transit Authority (CTA) to supply more than 840 new 7000 Series railcars, which will replace approximately half of the agency's current fleet.

In Chicago there are approximately 35 union employees building the first ten 7000 Series railcars. Earlier this year, nineteen electrical and sheet metal workers went to Qingdao, China for a month of in-depth railcar manufacturing training at CRRC's parent company. In turn, these CRRC employees will be able to train future production employees who will be building CTA railcars.

CRRC Sifang America plans to hire approximately an additional 90 union employees for the second phase of the CTA 7000 Series Railcar Project. And these are not minimum wage jobs – they are head of household jobs with benefits. And additional transit procurements result in more union jobs.

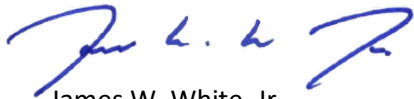
CRRC MA, the other U.S. CRRC subsidiary, headquartered in Springfield, Massachusetts, has 122 union members building railcars for the Massachusetts Bay Transportation Authority.

The Sheet Metal, Air, Rail and Transportation Workers (SMART) understand the need for transparency and security when it comes to our transit systems. However, we think there is a way to achieve this across all suppliers to this industry, rather than interfering in competitive markets. We would like to opportunity to meet with any and all members of Congress you believe would listen to begin that process.

This is about families and good jobs and we need your help on this now more than ever. Actions taken to prohibit transit agencies from buying rolling stock from firms with Chinese investors would undo great progress that has been made to the southeast side of Chicago and Springfield, Massachusetts to grow our communities and support manufacturing jobs.

If you have any questions, please don't hesitate to call me directly at (202) 662-0843.

Sincerely Yours,

A handwritten signature in blue ink, appearing to read "James W. White, Jr.", with a stylized flourish at the end.

James W. White, Jr  
Director of Strategic Campaigns

CC: Steve Dodd-Director of Governmental Affairs (SMART)