

# United States Senate

WASHINGTON, DC 20510

March 7, 2024

The Honorable Gina M. Raimondo  
Secretary of Commerce  
U.S. Department of Commerce  
1401 Constitution Avenue NW  
Washington, D.C. 20230

The Honorable Katherine C. Tai  
U.S. Trade Representative  
Office of the U.S. Trade Representative  
600 17th Street NW  
Washington, D.C. 20508

Dear Secretary Raimondo and Ambassador Tai,

We write to express support for this Administration's work to ensure continued U.S. leadership in domestic electric vehicle (EV) automobile manufacturing, and to urge additional action this year to combat the economic and national security threat presented by China's efforts to infiltrate our U.S. market. Over the past three years, we have been proud to work with you to make historic progress with legislation like the Inflation Reduction Act, the Infrastructure Investment and Jobs Act, and the CHIPS and Science Act to boost American manufacturing, rebuild our infrastructure to prepare for the future of mobility, and ensure that the future of the automotive industry is built in America by workers earning fair wages.

In this context, we urge you to take additional steps to combat the threats posed to domestic automotive manufacturing, American consumers, and U.S. national security interests by EVs made by Chinese automakers. Specifically, we urge the Office of the United States Trade Representative (USTR) to resolve its statutory review of existing Section 301 tariffs on Chinese goods and increase existing tariffs on Chinese automobiles. Additionally, we welcome the Bureau of Industry and Security's (BIS) recent advance notice of proposed rulemaking regarding highly connected vehicles from countries of concern. We urge the Department of Commerce to focus its investigation on the national security threat posed by the potential import of highly connected Chinese vehicles and high-risk China-controlled connected and autonomous technologies.

Allowing heavily subsidized Chinese vehicles to enter the U.S. marketplace would endanger American automotive manufacturing. We note that domestic automakers are also investing billions of dollars in the transition to make EVs in the U.S. with American workers. Artificially low-priced Chinese EVs flooding the U.S. would cost thousands of American jobs and endanger the survival of the U.S. automotive industry as a whole. To bolster American manufacturing and protect the domestic EV transition, USTR must move immediately to maintain or increase Section 301 tariffs on Chinese EVs.

We additionally welcome the Department of Commerce's recent advance notice of proposed rulemaking related to foreign adversary involvement in the highly connected vehicle supply chain. This investigation is essential to protect American consumers and critical infrastructure from exploitation or sabotage from Chinese state actors, while also supporting U.S. led innovation in vehicle technology. To achieve this goal, we urge your immediate focus on CCP-backed companies that may seek to circumvent tariffs to export highly connected vehicles while

you work alongside the domestic automotive supply chain to identify high-risk connected and autonomous technologies controlled by our adversaries that could directly harm consumers or pose a risk to our cybersecurity or critical infrastructure.

The Biden administration's leadership has been critical to boosting domestic manufacturing, reducing carbon emissions and securing the continued promise of good-paying automotive jobs in Michigan and Ohio and across the nation. We look forward to continuing to work with you in achieving our mutual economic and national security goals.

Sincerely,



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Gary C. Peters  
United States Senator



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Debbie Stabenow  
United States Senator



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Sherrod Brown  
United States Senator

CC: The Honorable Jake Sullivan, National Security Advisor, National Security Council