

# Congress of the United States

Washington, DC 20515

November 7, 2025

The Honorable Russell Vought  
Director  
U.S. Office of Management and Budget  
725 17<sup>th</sup> St. NW  
Washington, DC 20503

The Honorable Jamieson Greer  
United States Trade Representative  
600 17th St NW  
Washington, DC 20508

Dear Director Vought and Ambassador Greer:

We write to express our profound concern regarding this Administration’s recent decision to suspend and further weaken protective measures against the People’s Republic of China’s (PRC) distortive and anticompetitive practices in the shipbuilding sector. In a significant backtracking on recent bipartisan efforts to reinvigorate this critical American industry, after meeting with Chinese Communist Party (CCP) General Secretary Xi Jinping in South Korea, President Trump granted the PRC a one-year pause on the implementation of Section 301 port fees on PRC vessels taken under the United States Trade Representative’s (USTR) investigation into Beijing’s anticompetitive practices in the shipbuilding, maritime, and logistics sectors.<sup>1</sup> Further, the Trump Administration has indicated it plans to continue negotiating with the PRC over these measures, raising serious questions about its previously stated commitment to addressing the PRC’s state-engineered dominance of global shipbuilding. As such, we ask that this Administration lay out its strategy for negotiating with the PRC on this issue as well as its plans to cooperate with allied nations to rebuild the U.S. shipbuilding industry.

The Section 301 investigation into the PRC’s policies in the maritime, logistics, and shipbuilding sectors—as well as the resulting actions—cannot be a bargaining chip to simply trade away in negotiations with Beijing. This effort was launched when five of the United States’ leading industrial labor unions petitioned USTR in March 2024. The ensuing evidence-based review by USTR found that the PRC has “employed increasingly aggressive and specific targets in pursuing dominance of the maritime, logistics, and shipbuilding sectors,” and has done so by “severely disadvantaging U.S. companies, workers, and the U.S. economy generally through lessened competition and commercial opportunities and through the creation of economic security risks.”<sup>2</sup>

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<sup>1</sup> The White House. *Fact Sheet: President Donald J. Trump Strikes Deal on Economic and Trade Relations with China*. 1 Nov. 2025, [www.whitehouse.gov/fact-sheets/2025/11/fact-sheet-president-donald-j-trump-strikes-deal-on-economic-and-trade-relations-with-china/](https://www.whitehouse.gov/fact-sheets/2025/11/fact-sheet-president-donald-j-trump-strikes-deal-on-economic-and-trade-relations-with-china/)

<sup>2</sup> Office of the United States Trade Representative. *Section 301 Investigation—China’s Acts, Policies, and Practices Targeting the Maritime, Logistics, and Shipbuilding Sectors for Dominance*. Apr. 2024, U.S. Trade Representative, <https://ustr.gov/sites/default/files/enforcement/301Investigations/USTRRReportChinaTargetingMaritime.pdf>

In an effort to correct these market distortions and level the playing field for U.S. shipbuilders, USTR finalized tonnage-based port fees on PRC-owned or -operated ships in April 2025. Shortly before the Section 301 actions were finalized, President Trump signed Executive Order 14269, titled “Restoring America’s Maritime Dominance,” which laid out a comprehensive approach to addressing the PRC’s predatory practices in the shipbuilding sector. And yet, this Administration seems to have hamstrung this early momentum by granting the PRC a stay on the implementation of these hard-won protective measures. It appears the President has not secured any meaningful commitments from Beijing on terminating its nonmarket practices in the shipbuilding sector in exchange for delaying implementation of port fees. Meanwhile, American workers and industry will continue to feel the economic pain of the PRC’s unfair and anticompetitive practices.

Furthermore, the Trump Administration has stated that it plans to “negotiate with China” over these Section 301 measures, indicating that these protective measures may be weakened even more than they already have been.<sup>3</sup> The PRC’s clear desire for the United States to discontinue these measures is a clear sign of how effective they would have been had the Administration implemented them in full. A pause or reduction in the collection of port fees established under Section 301 will only further delay progress on rebuilding this critical sector in the U.S.

This reactive concession undermines this Administration’s stated intention to rebuild an industry vital to our economic and national security. Willingly engaging in negotiations with Beijing while simultaneously suspending enforcement diminishes our position, allows for continued PRC dominance, and endangers U.S. progress on shipbuilding.

These recent commitments to the PRC government have not been part of a coherent or publicly available strategy. This raises questions about where the Administration is heading on shipbuilding policy despite a strong start. We respectfully request answers to the following questions:

- What meaningful concessions was the Trump Administration able to secure from the PRC by trading away a year delay in the implementation of Section 301 measures?
- What is the Administration’s negotiating strategy with the PRC regarding the maritime, logistics, and shipbuilding sectors? Please provide the explicit objectives, timelines, benchmarks, and enforcement strategies.
- How will the United States ensure that these negotiations do not displace or delay the rebuilding of our domestic shipbuilding industrial base (e.g., U.S. shipyards, domestic suppliers of steel, propulsion systems, maritime electronics, and logistics infrastructure)?
  - How does cooperation with allies such as the Korea and Japan fit into this strategy? Specifically, how do we prevent allied collaboration from becoming a substitute for domestic U.S. shipbuilding capacity, rather than a complement?

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<sup>3</sup> The White House. *Fact Sheet: President Donald J. Trump Strikes Deal on Economic and Trade Relations with China*. 1 Nov. 2025, [www.whitehouse.gov/fact-sheets/2025/11/fact-sheet-president-donald-j-trump-strikes-deal-on-economic-and-trade-relations-with-china/](https://www.whitehouse.gov/fact-sheets/2025/11/fact-sheet-president-donald-j-trump-strikes-deal-on-economic-and-trade-relations-with-china/)

- What is the Administration's plan to ensure stable and available funding for the United States maritime industry in the absence of a revenue stream from port fees?

Thank you for your attention to this matter. We look forward to your prompt response.

Sincerely,



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Raja Krishnamoorthi  
Ranking Member  
House Select Committee on the CCP



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John Garamendi  
Member of Congress