



Committee: House Select Committee on the Chinese Communist Party (CCP)

Event: [Trojan Horse: China's Auto Threat to America](#)

Date: December 11, 2025

Executive Summary:

The House Select Committee on the CCP hearing focused on the economic and national security risks posed by China's rapid expansion in the global auto industry. Members from both parties agreed that China's auto dominance threatens U.S. manufacturing and creates serious data and security vulnerabilities through connected vehicles. Republicans emphasized tightening trade and security restrictions to keep Chinese vehicles and components out of the U.S. market, while Democrats stressed pairing enforcement with sustained domestic and allied investment to protect recent gains in U.S. auto manufacturing as the industry transitions to electrification.

Member Toplines:

*Chair John Moolenaar (R-MI-02)*¹: Moolenaar warned that China has become the world's largest auto exporter through subsidization and state control of supply chains, undercutting U.S. manufacturers and risking renewed American dependence on China. He underscored the national security dangers of Chinese vehicles and components, citing their data collection risks and the potential use of malware. Moolenaar called for stronger trade enforcement, expanded connected vehicle rules, and protections against vehicles tied to foreign entities of concern.

*Ranking Member Raja Krishnamoorthi (D-IL-08)*²: Krishnamoorthi stressed that as the global auto market shifts toward electrification, the U.S. must stop China from stealing American intellectual property (IP), flooding markets with artificially cheap vehicles, and relying on forced labor. He argued that the U.S. must accept that electric vehicles (EVs) are the future of the auto industry and make generational investments in its workforce and technology now to compete with China.

Witness Toplines:

[Charles Parton, Senior Associate Fellow, Royal United Services Institute](#): Parton warned that China is seeking to dominate the cellular module market, giving it potential control over how vehicles connect to networks. He emphasized that these modules could be used to remotely disable vehicles or cranes during a crisis and to collect vast amounts of sensitive data, including through advanced vehicle cameras capable of facial recognition. Parton noted his support for the Department of Commerce's vehicle connectivity rule and urged Congress to codify it.

¹ Opening statement was not available online at the time of this memo's distribution

² Opening statement was not available online at the time of this memo's distribution

[Peter Ludwig, Co-Founder and Chief Technology Officer, Applied Intuition](#): Ludwig stressed that vehicles are rapidly becoming the most pervasive application of artificial intelligence in Americans' daily lives, raising new economic and security risks. He warned that Chinese automakers are producing intelligent vehicles capable of collecting vast amounts of data and argued that Chinese vehicles should not have unrestricted access to the U.S. market.

[Elaine Dezenski, Senior Director and Head of the Center on Economic and Financial Power, Foundation for Defense of Democracies](#): Dezenski highlighted that Chinese companies are executing a state-backed strategy to dominate global auto production by flooding markets with both EVs and traditional vehicles through massive overcapacity. She pointed out risks including IP theft, forced technology transfer, forced labor, price manipulation, and China's control over critical minerals. Dezenski urged the U.S. government to strategically decouple from China, emphasizing the need for unified tariffs with allies and stronger enforcement of the Connected Vehicle Rule to protect U.S. manufacturing and supply chains.

Major Takeaways

- **Chinese Auto Dominance and Security Risks**
 - Moolenaar highlighted that China has already displaced the U.S. in multiple industries and stressed that Chinese vehicles could be weaponized during a crisis.
 - Rep. **Shontel Brown** (D-OH-11) explained that China has built a coordinated strategy to dominate the global auto industry through massive subsidies, forced technology transfers, and control of mineral supply chains.
 - She raised concerns with the ability of today's vehicles to collect extensive personal and location data, echoing the privacy and foreign surveillance risks if Chinese vehicles flood the U.S. market.
 - Rep. **Ashley Hinson** (R-IA-02) highlighted concerns over Zoox's efforts to deploy autonomous vehicles in DC, noting their reliance on Chinese data technologies.
 - Rep. **Dusty Johnson** (R-SD) highlighted his legislation, the Securing Infrastructure from Adversaries Act ([H.R.4802](#)) to prohibit the Department of Transportation from using Chinese-linked 3D mapping, light detection, and radar technologies in vehicles.
 - Rep. **Haley Stevens** (D-MI-11) reiterated concerns about Chinese parts being used in U.S. vehicles and highlighted the importance of including her No Chinese Cars Act ([H.R.4736](#)) in future U.S.-Mexico-Canada Agreement (USMCA) negotiations.
- **Forced Labor, Tariffs, and Trade Enforcement**:
 - Krishnamoorthi highlighted that thousands of forced laborers are used in Chinese car manufacturing and called for aggressive enforcement of U.S. laws against forced labor. He stressed the importance of Section 301 tariffs on Chinese products, including auto parts, and the need to prevent the transshipment of Chinese goods into the U.S.
 - Brown added that the U.S. cannot allow China's unfair trade practices to undercut the gains of U.S. automakers, particularly in the EV industry.

- Rep. **Young Kim** (R-CA-40) highlighted China’s “backdoor” tactics to evade U.S. tariffs, including investing billions in Mexico’s auto sector and purchasing automobile plants there. She emphasized the importance of strengthening USMCA rules of origin requirements in future renegotiations.
- Rep. **Darin LaHood** (R-IL-16) agreed with Kim’s call to strengthen restrictions on Chinese investment in North America during future USMCA renegotiations.
- Decoupling from China
 - Rep. **Ritchie Torres** (D-NY-15) warned that the U.S. has become “dangerously reliant” on China’s “electric tech stack,” including batteries, chips, magnets, and rare earths.
 - Rep. **Jill Tokuda** (D-HI-02) emphasized that the U.S. needs allied cooperation to curb Chinese dominance and decouple from Chinese vehicles, auto parts, advanced chips, and cellular modules.
 - She noted her support for the passage of a second *Chips and Science Act* and investing in a wireless innovation fund.