

Congress of the United States

Washington, DC 20515

June 28, 2024

600 17th St NW
Washington, DC 20508

Ambassador Tai,

We write today pursuant to the recently published Docket Number USTR-2024-0007, Request for Comments on Proposed Modifications and Machinery Exclusion Process in Four-Year Review of Actions Taken in the Section 301 Investigation: China's Acts, Policies, and Practices Related to Technology Transfer, Intellectual Property, and Innovation. We applaud the decision to defend American workers and businesses by imposing tariffs on imports of electric vehicles from China. Today our country faces a deluge of imported vehicles from China being sold at artificially low prices, allowing heavily subsidized Chinese manufacturers to capture market share at an alarming rate. This market capture threatens the viability of the domestic manufacturing base, and we strongly believe that China should not continue to reap the unjustified rewards of unfair trade practices.

As you work to define "electric vehicle" in the forthcoming tariff definition, we believe that definition should include small electric utility vehicles for personal use. Vehicles such as golf carts, Personal Transportation Vehicles (PTVs), and Low Speed Vehicles (LSVs) should all be captured within the scope of those tariffs, whereas the proposed rule would only capture LSVs.

Although golf carts were originally designed for golf courses, more Americans are now using them as alternative transportation in their communities instead of traditional passenger vehicles. In fact, today these vehicles are overlapping significantly with similarly designed vehicles labeled as PTVs which are authorized for use on state and county roads, with speeds limited to 20 miles per hour (mph) or less. In addition, LSVs, which are also similarly designed, are federally regulated vehicles under National Highway Traffic Safety Administration's Federal Motor Vehicle Safety Standards, and legal for use on roads with a posted limit of 35mph or less.

The Central Savannah River Area, encompassing Georgia and South Carolina, has long been the epicenter of U.S. golf cart manufacturing. It is home to two large producers that deliver electric vehicle models for personal as well as recreational transportation – PTVs, LSVs, as well as golf carts. They produce these types of vehicles for sale, domestically as well as globally, and both have been heavily impacted by low-cost Chinese imports.

Chinese models of these vehicles are being imported under each of these categories, using the corresponding Harmonized Tariff Schedule codes, and are being used by consumers principally as on-road passenger vehicles – including those being imported as "golf carts." In fact, Chinese imports, priced well below market rates, labelled as golf carts have surged in recent years, increasing by 104% to 117,382 units from 2021 to 2023.

Without specific action, we believe the growth of imports in this class of electric vehicles over the past two years is a foreshadowing of the erosion of domestic market share and the jobs associated with their production that will continue. Tariffs on these Chinese subsidized imports would ensure fair competition, provided the USTR ensures that the definition of electric vehicle includes golf carts, PTVs and LSVs.

We thank you for your full and fair consideration of our request, and we look forward to working with you and your team to prevent further injury from unfair trade policies and practices from the People's Republic of China.

Sincerely,



Rick W. Allen
Member of Congress



Raphael Warnock
United States Senator



Joe Wilson
Member of Congress



Lindsey O. Graham
United States Senator



Tim Scott
United States Senator