

Rouzer mulls China oversight if he wins T&I gavel

By Sam Ogozalek

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Note: This story is Part 2 of POLITICO's preview of the presumptive Democratic and Republican committee leaders' goals for the next Congress. The [first article](#) was published Wednesday.

Rep. [David Rouzer](#) appears poised to scrutinize China's deep ties to U.S. ports — specifically ship-to-shore cranes — should he win the gavel of the House Transportation Committee.

In a pre-election interview with POLITICO, Rouzer (R-N.C.), the Republican front-runner to lead the panel if the GOP maintains its House majority Nov. 3, hinted at interest in tackling the issue as part of a wider look into China's involvement in the transportation world.

He also laid out other priorities for the committee that track with [many of the goals](#) of Rep. [Rick Larsen](#) (D-Wash.), the current ranking member who wants the top slot if Democrats win back the House.

The panel is set to have a lot on its plate next year. Rouzer said he hopes the next Congress won't have to handle the pending surface reauthorization legislation; current authorities expire Dec. 11. But if it does, that's on the docket. The upcoming FAA bill will be, too; the current one lapses at the end of fiscal 2028. He said overhauling FEMA is also important to him.

Should the surface legislation linger into 2027, Rouzer said he would aim to move fast on it.

He added that much of the reauthorization text would likely stay the same if the GOP keeps control, and he hopes the bill would get done “right after the new year.”

China in the spotlight

In addition to those issues, Rouzer said he thinks there's a lot the panel could do with respect to China, in coordination with the House select committee that focuses on Beijing.

Asked about topics he would want to home in on, such as [China-tied, internet-connected vehicles](#), which have sparked bipartisan concern, Rouzer replied, “All of it.”

“I think there's a whole slew of things that we would probably have jurisdiction over that need to be looked at,” he said.

Rouzer, though, specifically brought up port cranes. He said most of these devices in the U.S. are from China.

Shanghai Zhenhua Heavy Industries Co., known as ZPMC, a Chinese state-owned firm, accounts for nearly 80% of ship-to-shore cranes used at U.S. ports, [according to a 2024 report](#) by the House Homeland Security Committee and the China select committee.

They found the nation's maritime sector is “dangerously reliant on equipment and technology” produced or installed in China and argued that ZPMC, a dominant player globally, poses a risk to national security.

The panels said that cellular modems have been discovered on some ZPMC cranes delivered to the U.S. — calling them unnecessary devices that “created an obscure method to collect information” and “bypass firewalls in a manner that could potentially disrupt port operations.”

ZPMC didn't respond to a request for comment.

In a statement, Sang Yi, president and CEO of the American Association of Port Authorities, said that such facilities are “committed to strengthening domestic crane manufacturing capabilities and enhancing supply chain security by reducing dependence on China.”

But Yi added that federal policy “must consider ports' immediate and long-term needs for safe, reliable, available, and affordable cargo handling equipment.”

A bill by Rouzer, [H.R. 2390](#), which passed the House by voice vote last year and awaits Senate action, would specify that money from a Maritime Administration grant program can be used to replace parts of ports cranes from Chinese government-controlled entities.