

June 8, 2026

The Honorable Ted Cruz
Chairman
Senate Committee on Commerce,
Science, and Transportation
Washington, DC 20510

The Honorable Maria Cantwell
Ranking Member
Senate Committee on Commerce,
Science, and Transportation
Washington, DC 20510

The Honorable Todd Young
Chairman
Senate Committee on Commerce,
Science, and Transportation
Subcommittee on Surface Transportation, Freight,
Pipelines, and Safety
Washington, DC 20510

The Honorable Gary Peters
Ranking Member
Senate Committee on Commerce,
Science, and Transportation
Subcommittee on Surface Transportation, Freight,
Pipelines, and Safety
Washington, DC 20510

Re: The Need for Speed: How Technological Advances are Driving Transportation Innovation

Dear Chairman Cruz, Ranking Member Cantwell, Subcommittee Chairman Young, Subcommittee Ranking Member Peters, and Members of the Senate Commerce Subcommittee on Surface Transportation, Freight, Pipelines, and Safety:

As your Committee contemplates a regulatory framework that balances safety and innovation, I write on behalf of the Intermodal Association of North America (IANA) urging a mode-neutral approach to technology.

As the only transportation trade association representing the combined interests of intermodal freight providers and customers, IANA represents more than 1,000 corporate members, including railroads, ocean carriers, ports, intermodal truckers and over-the-road highway carriers, intermodal marketing and logistic companies, and suppliers to the industry. IANA's associate (non-voting) members include shippers (defined as the beneficial owners of the freight to be shipped), academic institutions, government entities, and non-profit trade associations.

IANA's membership spans the supply chain and operates across road, rail, and water. The intermodal freight system is highly efficient, combining the benefits and advantages of each mode to deliver containerized goods safely, reliably, and cost effectively. Our nation's supply chains depend upon these seamless connections between transportation modes.

To ensure the continued success and competitiveness of the freight network, it is essential that policymakers allow industry to advance technology that has a proven record of delivering equivalent – or superior – safety outcomes, regardless of mode. A regulatory framework for technological innovation that favors one mode over another harms supply chain interoperability as well as competition. When developing policies to support innovation, we urge Congress to take a holistic approach to further data-driven technological advancements.


We've recently observed inconsistency across modes in federal policymaking. For example, a single legislative proposal is seeking to advance a framework that identifies pathways for addressing safety-related operational barriers to the deployment of autonomous commercial trucks, while simultaneously codifying a minimum crew-size requirement and limiting the independent utility of automated track inspections for freight railroads. This mismatch pits modes against each other, launching one into the future and keeping another in the past. Parity across all modes is a critical element in advancing a technological

framework.

I appreciate the Committee's dedication to working with industry practitioners as emerging technology presents new policy considerations. As an association that works across all modes, IANA stands ready to be a resource in this important discussion and I hope you'll call on us.

Thank you,

Sincerely,



Anne Reinke
President and CEO
Intermodal Association of North America