



President & CEO – Joanne F. Casey

September 8, 2022

The Honorable Nancy Pelosi
Speaker, U.S. House of
Representatives
Washington, DC 20515

The Honorable Charles Schumer
Majority Leader, U.S. Senate
Washington, DC 20510

The Honorable Kevin McCarthy
Minority Leader, U.S. House of
Representatives
Washington, DC 20515

The Honorable Mitch McConnell
Minority Leader, U.S. Senate
Washington, DC 20510

The Honorable Peter DeFazio
Chairman, Committee on T&I
Washington, DC 20515

The Honorable Sam Graves
Ranking Member, Committee on T&I
Washington, DC 20515

The Honorable Patty Murray
Chair, Senate HELP Committee
Washington, DC 20510

The Honorable Richard Burr
Ranking Member, Senate HELP
Committee
Washington, DC 20510

Dear Honorable Members of Congress:

The Intermodal Association of North America (IANA) is North America's leading multimodal transportation trade association representing the combined interests of the intermodal freight industry. IANA's membership roster of over 1,000 corporate members includes intermodal and over-the-road motor carriers, railroads (Class I, short-line and regional), water carriers, port authorities, intermodal marketing and logistics companies, and suppliers to the industry such as equipment manufacturers, equipment leasing companies, and technology firms. The Association's associate members include shippers, academic institutions, government entities, and non-profit associations. The Association has a focus on the complex nature of global and domestic supply chains – stressed in recent years like never before – and the value that policymakers can play in assuring continuity of operations while reducing further complications.

IANA's mission is to promote the growth of efficient intermodal freight transportation through innovation, education, and dialogue. Moving goods in the most efficient and cost-effective way is paramount and a shared goal of industry and policymakers.

To that end, we are writing to you regarding the current state of labor negotiations in the freight rail industry with a specific request to take any appropriate actions to avert the worst possible scenario – a national rail network shutdown as early as mid-September. Failure to reach a reasonable agreement among the parties could result in disruptions not just in the rail industry but the broader supply chain, from manufacturers to retailers to consumers. And Congressional leaders can play an important role to ensure continuity of rail service.

Near term this means that – if necessary – Congress should institute the recommendations by the White House-appointed Presidential Emergency Board (PEB). The PEB's recommendations addressed concerns by both railroads and their employees and have already been endorsed by the Class I railroads and several unions and served as the framework for multiple tentative agreements among the remaining labor unions that are currently bargaining. The bargaining window should not be extended, as this would only increase uncertainty for businesses and could cause additional adverse impacts on supply chains.

The topline goal for policymakers, railroads, rail employees and the overall freight transportation sectors including intermodal providers and its customers, should be to avoid disruption while balancing the needs of rail companies and their employees.

Sincerely,

Joanne F. Casey
President and CEO