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NITL OPPOSES MORE RAILROAD CONSOLIDATION

April 30, 2026 – Washington, DC - The National Industrial Transportation League ([NITL](#)) is the voice of the shipper since 1907 and its members generate roughly \$878 billion in gross revenues while spending billions of dollars annually on freight transportation.

NITL's mission includes advancing the views of shippers on freight transportation policy matters and in proceedings before federal government agencies. NITL members include U.S. companies across a wide variety of industries who are engaged in shipping an array of bulk and packaged commodities within the United States and beyond. Our members require efficient, competitive, and safe rail, maritime, and highway transportation systems to meet their supply chain requirements and the needs of their customers.

“NITL has consistently been on the record as opposing further consolidation in the freight rail industry,” stated NITL's Executive Director Nancy O'Liddy. “As a result of prior mergers, rail competition has been drastically reduced and many NITL members have facilities that are captive to only a single railroad. Despite past promises that rail customers would benefit from mergers through more efficient service, today captive rail customers pay increasingly higher prices for unreliable and inadequate service,” added O'Liddy.

Today's second merger application by Union Pacific Railroad (UP) and Norfolk Southern Railway (NS) must be denied by the Surface Transportation Board (STB) unless the applicants can transparently demonstrate how the combined railroads will enhance competition and that the benefits of the merger outweigh its harms. O'Liddy added that, “for captive shippers, this means increased *rail-to-rail* competition, not only competition between rail and trucking.” This is critically important because a transcontinental rail merger will result in a single mega-railroad with enormous market share and power from coast to coast.

NITL welcomed the steps the STB took earlier this year to require UP-NS to provide more information and data to better document the expected impact of the merger on competition, service, other railroads, and more. NITL will be carefully evaluating the likely impacts on rail customers to determine whether this merger can serve the public interest and enhance rail-to-rail competition given its broad scope and downstream effects. Freight rail shippers must benefit from guaranteed, long-term improved competitive service—not just empty promises,” concluded O'Liddy.

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