OHIO RIVER TRANSPORTATION DEMAND SURVEY 2007

The survey instruments will be based on the following version of a mail questionnaire. This form is very similar to those used in surveys of Columbia-Snake Upper Mississippi shipper surveys, and questions are equivalent in most cases. Both the CAD and the on-line versions will include skip logic and modest reformations of the questions below. These adaptations will include changes to accommodate differences for shippers that are receivers rather than originators (this is the design below). Further, the survey instrument will be pre-loaded to every extent possible and other questions will use interactive estimates to pre-load the question before it is asked (i.e., estimates will be formed on the basis of responses to earlier questions and the respondent will be asked to verify or correct. Finally, there may be modest changes in the order and the wording of the questions.

The following will be placed on the title page (with modest revisions, if necessary)

According to the Paperwork Reduction Act of 1995, an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it has a valid Office of Management and Budget (OMB) control number. The valid OMB number for this information collection is OMB 0710-0001and the expiration date is September 2009. The time required to complete this information is estimated to average 15-20 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Your participation is voluntary and all responses will be kept confidential. Send comments regarding this burden estimate or any other aspect of this data collection, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters Services, Executive Services Directorate, Information Management Division, and the Office of Information and Regulatory Affairs, Office of Management and Budget, Washington, D.C. 20503, Attn.: Desk Officer for U.S. Army Corps of Engineers. Respondents should be aware that notwithstanding any other provision of law, an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. Please DO NOT RETURN your completed form to either of these offices.

Q1.	Do you have rail access at your facility?
	☐₁ Yes → Q1b. What is your rail car loading capacity?# of cars → Q1c. When you order rail cars, how long do you wait for equipment?
	Days + Hours □ ₂ No
Q2.	How far is it to the nearest rail facility you use or would use?
	miles (mark zero if you have rail service at your facility)
Q3.	Do you have barge access at this facility?
	\Box_1 Yes \rightarrow Q1c. When you order barges, how long do you wait for equipment?
	Days + Hours
	\square_2 No
Q4.	How far is it to the nearest barge facility you use or would use?
•	miles (mark zero if you have barge service at your facility).
Q5.	Do you have truck access at this facility?
	\square_1 Yes \rightarrow Q1c. When you order trucks, how long do you wait for equipment?
Q5.	How large is your facility?
	<u>«Annual Volumes»</u> Total Amount of Annual Units Shipped
	please check the type of unit for this facility \square_1 Tons \square_2 Cwt. \square_3 Gallons \square_4 Shipment \square_5 Other (specify):
	<u>«Capacity»</u> Total Amount of Storage Capacity
	\square_1 Tons \square_2 Cwt. \square_3 Gallons \square_4 Shipment \square_5 Other (specify):

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Q6.	Where was this commodity shipped to:	city	state
Q7.	What type of destination is this?		
	\square_1 River terminal \square_2 Distribution center \square_3 Railroad terminal \square_4 Processing Pla \square_5 Other (please specify):	ant	
Q8.	How large was your last single outbound shipment (payload we	ight)?	
	payload weight		
	\square_1 Tons \square_2 Cwt. \square_3 Gallons \square_4 Shipment \square_5 Other (specify):		
Q9.	What types of transportation modes were used for this shipmen distance did each travel (in miles), and what was the transportation		imately what
	Mode Distance Transportation Per Unit type for co (check if used) traveled rate Tons Cwt Gallons Sh	mmodity ipment Other	r
	\square Rail miles «Estimate» rate \square_1 \square_2	$\begin{array}{ccc} \blacktriangledown & \blacktriangledown \\ \square_3 & \square_4 \\ \square_3 & \square_4 \\ \square_3 & \square_4 \end{array}$	\square_5
	«Estimate»What were the total transport costs? \Box_1 \Box_2 «Estimate»What was the total shipment distance in miles?	\square_3 \square_4	\square_5
Q10	O.What do you estimate was the shipment time (from the time equal long to transit to destination)	ıipment aı	rrives, how
Q11	L.How reliable is the service? That is, for shipments like this one time do you expect them to arrive on time?	, what pei	rcent of the
	<u>«Estimate»</u> percent on-time arrivals		
Q12	2. What price did you receive for your commodity at the destination	on termina	al?
	_ «Estimate» dollars		
	\square_1 Tons \square_2 Cwt. \square_3 Gallons \square_4 Shipment \square_5 Other (specify):		

Choice: Consider your last shipment of <u>«Commodity»</u> from this or your major facility at

_<u>«Location»</u>

SHIPPING ALTERNATIVES

We want to know what options you could take if the mode and destination you used for your last shipment had not been available and would never be available. For example, if the rail system were shut down, shippers who used rail could use truck instead of rail, or could use barge with truck access to a barge loading facility, or could have sent the shipment to a different destination. We need to know what these alternatives are for you. Nearly everyone has some kind of shipping alternatives. If not, then the only alternative is to shut down and go out of business. Please provide us with information on these alternatives for you.

alternatives for you.
Q13. First, do you have any shipping alternatives?
———□ ₁ Yes → skip to Q11 Q8b. Please explain why you have no shipping alternatives.
Q14. Does this mean you could not ship to any other locations or that you have no other transportation mode options? (Check all that apply)
\square_1 Could not ship to other locations \square_2 Do not have other transportation modes Q9b. If either or both boxes are checked, please explaining
Q15. If the shipment you made could not have been made, i.e., the mode, the location, or both were not available for a lengthy time period and you have no alternatives, does this mean your establishment would go out-of-business and cease operations? (e.g., Katrina shut down the river and New Orleans for a lengthy time period.) \[\begin{align*} \text{T} & Yes \\ \text{D}_2 & No \end{align*} \] skip to Q25
FIRST SHIPPING ALTERNATIVE
Q16. Where would it be shipped to? city state
Q16b. What type of destination is this?
□¹ River terminal □² Distribution center □₃ Railroad terminal □⁴ Processing Plant □⁵ Other (please specify): Q17. What types of transportation modes would be used for this shipment, approximately what distance did each travel (in miles), and what was the transportation rate?
Mode Distance Transportation Per Unit type for commodity (check if used) traveled rate Tons Cwt Gallons Shipment Other ▼ ▼ ▼ ▼ ▼ ▼ ▼ ▼ ▼ ▼
What would be the <i>total</i> transport costs? \square_1 \square_2 \square_3 \square_4 \square_5

-	imate would be the shipment timg to transit to destination)	e (from the time equipment
<u>«Estimate</u>	e» days + <u>«Estimate»</u> h	ours.
	is the service? That is, for shipm ou expect them to arrive on time	nents like this one, what percent of ?
<u>«Estimate»</u>	percent on-time arrivals	
	d your shipment be (payload weig payload weight	ght)?
\square_1 Tons \square_2 Cwt.	\square_3 Gallons \square_4 Shipment \square	5 Other (specify):
Q21. What price woul	d you receive for your commodit	y at the destination terminal?
_«Estimate	e»dollars	
\square_1 Tons \square_2 Cwt.	\square_3 Gallons \square_4 Shipment \square	5 Other (specify):
	OTHER SHIPPING ALTERNAT	TVES
If you have any other skip to QXX.	shipping alternatives, please con	nplete the table below, otherwise
	Second Alternative	Third Alternative
Q22. Where would it be shipped to?	city state	citystate
Q23. What type of destination is this?	\square_1 River terminal \square_2 Distribution center \square_3 Railroad terminal \square_4 Processing Plant \rightarrow Type $___$ \square_5 Other (specify):	\square_1 River terminal \square_2 Distribution center \square_3 Railroad terminal \square_4 Processing Plant \rightarrow Type $_$ \square_5 Other (specify):
Q24. What type of transportation modes would be used for this shipment?	Mode Distance Transportation (Check if used) traveled rate «Estimate»	Mode Distance Transportation (Check if used) traveled rate «Estimate»
	Truckmilesrate □ Railmilesrate □ Bargemilesrate □ 1 Tons □ 2 Cwt. □ 3 Gallons □ 4 Shipment □ 5 Other (specify):	$\begin{array}{ c c c c c }\hline Truck & \underline{\qquad} miles & \underline{\qquad} rate \\ \hline Rail & \underline{\qquad} miles & \underline{\qquad} rate \\ \hline Barge & \underline{\qquad} miles & \underline{\qquad} rate \\ \hline \\ \Box_1 Tons & \Box_2 Cwt. & \Box_3 Gallons \\ \hline \\ \Box_4 Shipment & \Box_5 Other (specify): \\ \hline \end{array}$
Q25. What do you estimate would be the shipment time?	<u>«Estimate»</u>	<pre>«Estimate» days + hours</pre>
		i l
	days + hours	
Q26. How reliable is the service?	days+hours «Estimate»	estimate»% on-time arrivals

Q27. How large would the shipment be?	payload weight	payload weight
	\square_1 Tons \square_2 Cwt. \square_3 Gallons \square_4 Shipment \square_5 Other (specify):	\square_1 Tons \square_2 Cwt. \square_3 Gallons \square_4 Shipment \square_5 Other (specify):
Q28. What estimated price would you receive for your commodity at the destination terminal	<u>«Estimate»</u> dollars	<u>«Estimate»</u> dollars
	\square_1 Tons \square_2 Cwt. \square_3 Gallons \square_4 Shipment \square_5 Other (specify):	\square_1 Tons \square_2 Cwt. \square_3 Gallons \square_4 Shipment \square_5 Other (specify):
	BEST ALTERNATIVE CHOICE	
<u> </u>	e shipments, what is your "prefer oment you made, what shipment v	red alternative"? That is, if you did
	TRANSPORTATION RATE SENS	ITIVITY
how you would react to rate changes, please regard the	and service changes. In each of the nex	e to a shipper. We need to have a sense of t three questions relating to rate and service f you marked you have no alternatives in e.
Q30. For your last sh would you cont alternative choice	inue with the original mode and d	increased <u>«Percent_change1»%</u> , lestination or switch to your best
\square_1 Continue to use \square_2 Switch to Best A \square_3 Go out-of-busing	Alternative Choice → Skip to Q26	
the trans	uld continue to use your Original portation rate would be necessar or transportation mode?	mode, what <u>percentage increase in</u> y to cause you to switch to the
0	6 increase	
	TRANSIT TIME	
Q31. For your last she equipment) for to continue with the location?	ipment, if the transit time (includi the original option increased <u>«Pe</u> ne original mode and destination	ing scheduling and wait for reent change2»%, would you or switch to the alternative at this
\square_1 Continue to use \square_2 Switch to Best A \square_3 Go out-of-busing	Alternative Choice → Skip to QXX	
in the tra	uld continue to use your Original nsit time would be necessary to o	mode, what <u>percentage increase</u> cause you to switch to the

% increase

RELIABILITY

Q32.	For your last shipment, if the reliability (percentage of time shipments arrived ontime) of the original option decreased <u>«Percent_change3»%</u> , would you continue with the original mode and destination or switch to the alternative at this location?
	 □₁ Continue to use Original mode □₂ Switch to Best Alternative Choice → Skip to Qxx □₃ Go out-of-business → Skip to Qxx
	Q32b. If continue to use Original mode, what <u>percentage decrease in the reliability</u> would be necessary to cause you to switch to the Alternative transportation mode?
	% increase

VOLUME SENSTIVITY

Q33.	If the average transportation rate you pay increased by <u>«Percent change4»%</u> , would your annual volume shipped decrease (assume the rate increase applies to <i>BOTH</i> you and to your competitors)?
	\square_1 Yes \square_2 No \Rightarrow Skip to Q29
	Q33b. If yes, by how much would the volume decrease (assuming the rate increase applies to both you and to your competitors)?
	volume decrease
Q34.	If the average transportation rate you pay increased by <u>«Percent_change5»%</u> , would your annual volume decrease (assume that the rate increase applies <i>ONLY</i> to your firm and <i>NOT</i> to your competitors)?
	\square_1 Yes \square_2 No \Rightarrow Skip to Qxx
	Q34b. If yes, by how much would the volume decrease (assuming that the rate increase applies ONLY to your firm and NOT to your competitors)?
	volume decrease
Q35.	If the average time in transit increased by <u>«Percent_change6»%</u> , would your annual volume decrease?
	\square_1 Yes \square_2 No \rightarrow skip to Qxx
	Q35b. If yes, by how much would the volume decrease?
	volume decrease
Q36.	If the average time that shipments arrive on-time decreased by <u>«Percent_change7»%</u> , would your annual volume decrease?
	\square_1 Yes \square_2 No \rightarrow skip to Qxx
	Q36b. If yes, by how much would the volume decrease?
	volume decrease

SHIPPER CHARACTERISTICS

Q37.	How long has this facility been at its current location?
	years
Q38.	Does your firm (or parent firm) own export or import facilities?
	\square_1 Yes \square_2 No
Q39. opera	How many facilities such as this one does your firm own and/orate?
	number of establishments.