LOCK CLOSURE SURVEY

(Personal Interview)

OMB 0710-0001

Expires: 30 September 2012

The public report burden for this information collection is estimated to average 20 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining data needed, and completing and reviewing the collection of information. 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.

LOCKS CLOSURE SHIPPER SURVEY

Date:	
Firm:	
	FAX:
Point of Contact:	E-Mail
Title:	
-	oducts Produced:
NOTE: ALL RESPONSE	S WILL BE TREATED AS CONFIDENTIAL
2 2	nt notice of the scheduled (lock name) closure to prepar e preplanned or was it designed for this particular
was your company's response? a. No change in proceduresb. Stockpiled product and waitec. Switched to all-overland modd. Switched to different waterwe. Switched product source to af. Ceased operations during theg. Altered production during theh. Switched production to anothi. Purchased intermediate or fin	le for product delivery from existing sources. ay routing for product delivery from existing sources n entirely new source. period of closure. e period of closure.

(2.j. cont'd.)	 	

3. If you have checked "c" or "d" in question 2, please complete the following table:

					Delivered	Delivered
		Affected	Origin	Destination	Cost Per Ton	Cost Per Ton
Movement	Commodity	Tonnage	(City, State)	(City, State)	Prior to Closure	During Closure
Examples:]	
1	coke	8000	Louisville, KY	Weirton, WV	\$95	\$105
2	scrap iron	4000	Cincinnati, OH	Weirton, WV	\$251	\$271

4. If you checked "e" in question 1, please complete the following table:

			Original	New		Delivered	Delivered
		Affected	Origin	Origin	Destination	Cost Per Ton	Cost Per Ton
Movement	Commodity	Tonnage	(City, State)	(City, State)	(City, State)	Prior to Closure	During Closure
Examples:							
1	chemicals	5000	New Orleans, LA	Kenova, WV	Marietta, OH	\$110	\$115
2	steel	1500	Cincinnati, OH	Pittsburgh, PA	Wellsville, OH	\$300	\$335

5. If you checked response "a" or "b" under question 2, how were your total production costs affected during the period of closure (total increase in cost, if applicable)? Please explain.

10. If you checked response "j" under question 2, to what extent did the other measures or combination of measures undertaken as a result of the closure increase your company's total production costs during the period of closure?
11. Has the closure at the (lock name) Locks caused your company to alter its long-term transportation strategy (e.g. switch to all-overland modes, increase stockpiles, etc.)? How will this impact your total commodity transportation or other costs (per year). Please explain.
12. Has the closure at the (lock name) Locks caused your company to take any other long-term permanent measures? Please explain. How will this affect your company's long-term operating costs (per year)?
13. As you may be aware, the original closure period for the main chamber at (lock name) was 3 weeks. This closure period was unexpectedly extended an additional 4 weeks. Did your company alter its plans in anticipation of the original closure? Did your company alter its plans in response to the additional delay? Please explain.

	•	npacted by other navigation solock name) closure?	system disruptions? Did they
		ienced significant navigation nplete the following table:	n disruptions (FN1) prior to the
Event	Date	Short-Term Response (FN2)	Long-Term Response (FN3)
Example:			
McAlpine closure	2 Sep 99- 18-Sep-99	diverted to overland modes	none
			s disruptions that result in delays to y ck outages, accidents, and low and hi
OOTNOTE 2. Short to	erm response	refers to the response actions deta	iled in question 2.
a. No change in pro	cedures.	for (lock name) traffic to clear.	
c. Switched to all-o	verland mode	for product delivery from existing routing for product delivery from	
e. Switched productionf. Ceased operation	t source to an	entirely new source.	, and the second
g. Altered production h. Switched produc	on during the p	period of closure.	
	ediate or final	product, rather than produced.	
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FOOTNOTE 3. Long term response refers to a modification of your long term business plan to include altering your long-term transportation strategy (e.g. switch to all-overland modes, increase stockpiles, etc.). Other long term responses might include sourcing commodities at alternate sites or moving production activities to a different location.