

Survey Responses (37)

1. Which of the following best describes your organization? (Circle one.)

- a. Railroad company 21
 # of locomotives in operation:
 Average annual trips per locomotive:
- b. Trucking company 4
 # of commercial vehicles in fleet:
 Average annual trips per vehicle:
- c. Maritime company 1
 Total annual (2002) volume carried:
- d. Logistics company 3
 # of employees:
- e. Industrial shipper 3
 Total annual (2002) volume shipped:
- f. Retail shippers 2
 Total annual (2002) volume shipped:
- g. Port authority 7
 Annual tonnage (2002):
- h. Other 2

OTHER: AGRICULTURAL/FOOD; BROKER/AGENT

2. Please indicate which of the following Midwestern states/provinces you operate in (have offices, terminals, or other facilities in), ship to or from, or travel through. (Check all that apply.)

a. Operate In

IL	IN	IA	MI	MN	OH	WI	MB	ON

b. Ship To (shippers only)

IL	IN	IA	MI	MN	OH	WI	MB	ON

c. Ship From (shippers only)

IL	IN	IA	MI	MN	OH	WI	MB	ON

d. Travel To, From, or Through (carriers only)

IL	IN	IA	MI	MN	OH	WI	MB	ON

#2: Answers omitted; do not meet survey reporting standards

3. Does your organization handle hazardous materials or waste in any of the states/provinces you marked? (Circle one.)

- a. Hazardous materials. 16
- b. Hazardous waste. 0
- c. Both hazardous materials and hazardous waste. 2
- d. No (Please go to question #6). 18

4. Do any of these hazardous materials or waste shipments cross state/province lines? (Circle all that apply.)

- a. Yes, hazardous materials cross state/province lines. 16
- b. Yes, hazardous waste crosses state/province lines. 2
- c. No 2

5. If you carry hazardous materials or waste, please indicate the top three problematic regulations. (Please indicate 1, 2, 3, with 1 being the most problematic.)

- a. Permitting and registration
- b. Fees and fee scheduling
- c. Transporter personnel licensing
- d. Manifest requirements
- e. Placarding and identification of materials
- f. Other

6. At a recent workshop of freight transportation stakeholders, the following items were identified as being important in the movement of freight. Please rank them in terms of importance to your operations, with one as the most important and seven as the least.

- a. Economic efficiency, the cost of transportation to the total economy. 3.66
- b. Operational efficiency, the cost of specific trips or activities, including terminal operations or intermodal transfers. 3.83
- c. Safety of employees, the safety record for employees and operations. 1.72
- d. Security of shipments, the ability to move freight free from natural or human (terrorist or other) incidents. 5.11
- e. Environmental impacts, the detrimental impacts of vehicle emissions, noise, etc. 6.03
- f. Reliability, the ability to make or receive deliveries on a planned schedule consistently. 3.53
- g. Operating margin/Return on investment. 3.94

7. What other issues would you add to those listed under #6 as being important to the success of the freight industry?

#07
Avoiding over-regulation
Increase of truck size and weight
Reliability and safety first, cost second
Connectivity of facilities and infrastructure.
Less urban traffic congestion
Lack of competent and reliable operators
Rail transit times; Class 1 service
Each mode should reflect its true cost in its pricing including the cost of right of way
Maintaining the inland waterway system in top repair and enhancing its efficiency
Fuel cost, rail, bridge upgrades to higher weight limits
Predictability
uniform length and weight laws across country
Less government intrusion on all levels
Infrastructure improving access and connectivity between modes

8. Does your company or organization use performance measures, or operational standards, to manage or evaluate your freight operations?

- a. Yes 12
- b. No (please go to #10) 24

9. If the answer to #8 is yes, please list your top three measures utilized.

#09
Do not wish to discuss in public
Cycle times

Safety; labor productivity; equipment productivity
Dwell time; Thru put; Cost per car
Cost and revenue per mile; Equipment utilization factors; Dock wait time/loading time
Interchange received to placed at customer; adherence to schedule; labor cost per car
On time performance; Competitive rates; Safety an overwhelming factor
Car days on line; fuel and labor cost per carload; profitability
Turn time (per cycle); fleet maintenance; base rates
Cost/hundred weight; Cost/mile; Utilization/power unit; accidents/mile
On time pick-up; on time delivery; damage; \$
Labor productivity handling freight; volume in tons; revenue based on return on investment, before and after depreciation
Operating cost by department/KGTM; Net tons hauled/MH; Personal injury frequency ratio

10. If government agencies involved in freight transportation programs were to use one performance area to focus their activities, which would you suggest they use? (Circle one.)

- a. Economic efficiency, the cost of transportation to the total economy. 11
- b. Operational efficiency, the cost of specific trips or activities, including terminal operations or intermodal transfers. 6
- c. Safety of employees, the safety record for employees and operations. 10
- d. Security of shipments, the ability to move freight free from natural or human (terrorist or other) incidents. 3
- e. Environmental impacts, the detrimental impacts of vehicle emissions, noise, etc. 0
- f. Reliability, the ability to make or receive deliveries on a planned schedule consistently. 8
- g. Operating margin/Return on investment. 1
- h. Other 1

OTHER: DESIGN OF INFRASTRUCTURE REVITALIZATION PROGRAMS

11. Since most of the information on the movement of freight resides with private companies, would you be willing to share your company's information if you thought it would improve the operations of governmental transportation programs? (Circle one.)

- a. Yes. 7
- b. Yes, but only selected items. 7
- c. Yes, but only in a form that would not allow it to be identified with my company. 11
- d. Yes, but only selected items shared anonymously. 6
- e. No. 5

12. Has your organization been an active participant in governmental freight planning efforts?

- a. Yes (Please go to #14) 20
- b. No 16

13. If the answer to #12 is no, why have you not participated? (Circle all that apply, go to #16.)

- a. Not asked. 14
- b. Too time-consuming. 3
- c. No pay-off. 2
- d. Not interested. 1
- e. Other 1

OTHER: DON'T TRUST THE MOTIVES OF GOVERNMENTAL PLANNERS

14. If the answer to #12 is yes, what is the most recent effort you or your organization participated in?

Superior Port Plan
MN Freight Advisory Council
Upper Midwest Freight Corridor Study; FHWA meeting in Detroit, MI
Upper Midwest Freight Corridor Study - 2000
Chicago CREATE Project
Delta Regional Authority Grant
We are active members of local MPO and serve on various transportation committees, including Freight Planning Committee
Center for Transportation Studies, U of MN; MNDot committees
Local, regional planning commissions
Done at corporate HQ in Panama City, FL
Answering INDOT and ORDC regarding assistance needs. Working with nine state regional consortium on high-speed rail planning
Advisory committee to department of transportation
Regional Planning Commission for Highway
Maritime Administration; Corps of Engineers; IL DOT
This study; MN Freight Advisory Committee; MN Governor's Task Force on Forestry; Forest Products Competitiveness
MN Freight Advisory Council
Transportation Corridor Planning Board
MPO meetings, interagency/bistate discussions
Ongoing modifications to the state rail revitalization program
WISDOT Translink 21; WI State Rail Plan

15. If the answer to #12 is yes, what benefit has your organization received from this participation? (Circle all that apply.)

- | | |
|--|----|
| a. Better relationships with the public sector. | 11 |
| b. Better relationships with other private sector interests. | 7 |
| c. Better understandings of freight issues. | 13 |
| d. Little real benefit. | 0 |
| e. Other | 4 |

Better interaction with federal government
Effectively communicate our needs to the public sector
Prep for combined Duluth-Superior Port Plan
Project in progress

16. What do you see as the greatest need in improving governmental freight planning efforts? (Circle one.)

- | | |
|--|----|
| a. Improved communication with the private sector. | 8 |
| b. Better commodity flow data. | 1 |
| c. Better understanding of freight industry. | 16 |
| d. Better communication between public agencies. | 3 |
| e. Better communication among the various freight modes. | 4 |
| f. Other | 3 |

I think maybe a little bit of all of the above
--

no government

17. What would you recommend the focus of programs and efforts of government transportation agencies be in the area of freight? (Circle one.)

- a. Managing highway systems 3
- b. Improving intermodal connectors 3
- c. Improving or providing intermodal facilities 7
- d. Facilitating freight planning efforts 14
- e. Improving inland waterways 2
- f. Other 7

Does not apply on our railroad
Figuring out a way to enhance rail traffic. The country is in the "I need it yesterday" mode
Improve shorline track conditions
Improving railroad infrastructure
Quit pumping 90% of funds into least efficient mode (trucks)
Railroad infrastructure
remove freeze on size and weight of trucks

18. What form of government program would be most effective in improving the movement of freight? (Circle one.)

- a. Direct provision of infrastructure 15
- b. Legislative mandates 3
- c. Tax incentives or disincentives 12
- d. Facilitators of communication 3
- e. Other 2

More direct private industry oversight in freight planning and project prioritization
remove freeze on size and weight of trucks and give the states more control on that issue

19. Please describe the biggest regulatory barriers (not dealing with hazardous materials or hazardous waste) facing your company/organization in regards to freight transportation? (Please attach materials if it is more convenient for you.)

Most regulation by the FRA involves safety. It is not a barrier.
DOT regulations
33CFR Part 105 Harbor maintenance tax
Security requirement mandates
Water - environmental issues; Trucks - congestion
Weight and size of loads
Small railroad company w/4 fte Making sure we are in compliance with all the FRA safety regulations that are the same for us as for Class 1's is very difficult. Have received 4 straight safety awards, so we value safety.
False publicity by the railroad and rail funded organizations, such as CRASH, against the trucking industry. Freeze on size and weight has a great impact on cost to the input and output of ag related products.
As a broker or third party, entry too easy as regard bonding, 10,000 too low, 100,000 could be better qualify Government should consider expanding highway system for more trucks and possibly carrier only roads.
Policy of government to favor highway mode almost exclusively in all areas (freight and passenger).
Being a public agency, we find funding of infrastructure to be the biggest challenge to our overall mission. There is never enough money to provide all of the necessary improvements to the system.
Our company is minimally affected
For the rail industry it would be the inability to serve customers, and the Class 1 railroad's "I could care less" attitude toward the shipping. We are losing market share in the short line industry because of our larger railroads.
The incredibly stupid regulations surrounding government financial assistance
The politics of the situation on the inland waterway system is the sing most important issue we face
Paper barriers with Class 1 railroads
Weights
Environmental regulatory restrictions; multiplicity of agencies with differing and overlapping rules
Weight restrictions; Hours of service
New HOS regulation will increase our costs; No consistent standards for lenghts and weights between neighboring states
FRA requirements
Too many governmental agencies--too much regulation, etc. On all levels of government too much paperwork, etc. One hand usually doesn't even know what the other is doing. Waste and abuse of the tax payer on all levels of government.
Cabetage; Harmonizing of regulations
Weight limits for highway GVWR; Speed limits
Environmental issues involving air pollution at bulk material handling facilities
Restrictive road weight and size regulations; Jones Act; US Cargo Preference Laws

20. If applicable, please estimate your company's annual effort in time spent (person hours per vehicle) to complete the paperwork needed to comply with vehicle regulations.

a. 0-100 hours/vehicle	24
b. 101-250	1
c. 251-500	1
d. 501-750	0
e. 750+	2

21. If you could change one regulation of interstate transport of freight in this region, what would you change and why? (Please attach materials if it is more convenient for you.)

Work towards having regulations uniform among all states
Tailor safety regulations to fit small operations
Again, what is needed is carrier only highway system
Enforce truck weight laws and driver hours of service
Long Combination Vehicles (LCV) regulation. It is too restrictive and limits productivity.
How about if trucks pay the incremental cost of building highways to handle 80,000+lb trucks as opposed to 5,000lb or less passenger vehicles
Fully fund the inland waterway system to keep the nation's bulk commodities competitive in the world market. Lack of funding is a regulation.
Weight restrictions--Congestion is a major issue. Tractor/trailers using modern technology can handle vehicle weights much higher than allowed. In many cases a 50% increase load capacity is possible. Even at 33% that takes 1 truck of 3 off the road.
Consistent length and weight standards between states. At present our next door states all have different length laws for straight trucks
Higher taxes on trucks to help with cost of massive damage they do to roads. Also farmers need to pay more. Vehicles don't even have to be registered and plated. No off-road fuel for farmers as they drive equipment on roads--usually overloaded!
Cabotage

22. If your business makes projection(s) for transportation needs (for example tons of shipments, vehicles needed, drivers needed, etc.), please describe: type (what is being projected), timeframe of projection, and data used to make

#22: Answers omitted; do not meet survey reporting standards

23. Many studies have revealed that there is a relationship between various characteristics of a business establishment and the number of truck trips that depart or arrive at the establishment. From your perspective, which of the following characteristics do you think will be the most useful for making accurate estimates of the number of truck trips to/from your business? (Circle one.)

- a. Number of trucks based at the business 5
- b. Number of employees 0
- c. Total acreage of the site 0
- d. Total acreage of floor space 1
- e. Number of drivers 2
- f. Annual revenue 3
- g. Other - please specify 12

Annual revenue as an indicator of business level
annual revenue by type of business
Ease of access to and from highway systems
freight tonnage demand
number of annual railcar loads
number of tons or pounds shipped or received
Production and sales
Production capacity
Shipping volume
Tonnage moved

Tonnage throughput
tons handled

24. May we contact you again about the impacts of government regulations in freight transportation?

- a. No
- b. Yes

16

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