

Survey Responses (10)

1. How would you describe your trucking operations? (Circle up to five.)

a. For-hire truckload carrier (TL)	5
b. For-hire less-than-truckload carrier (LTL)	4
c. Private carrier, not for-hire	4
d. Refrigerated, temperature sensitive service	2
e. Tank (liquid, bulk, chemical) carrier	0
f. Intermodal services, including drayage	3
g. Hazardous material or waste carrier	1
h. Warehousing services	1
i. Other	1

OTHER=HOUSEHOLD GOODS MOVING AND STORAGE

2. Please describe your company in terms of:

	Averages
a. Number of truck tractor units:	1057
b. Number of straight trucks:	336
c. # of drivers (include both company and owner-operators):	966
d. Average annual trips per commercial vehicle:	443
e. The average driving distance per trip:	443
f. The average time taken per trip:	12.5
g. The average number of stops made per trip:	1.66

3. Please indicate the total vehicle-miles traveled (2002) in the following Midwestern states/provinces.

- a. Illinois
- b. Indiana
- c. Iowa
- d. Michigan
- e. Minnesota
- f. Ohio
- g. Wisconsin
- h. Manitoba
- i. Ontario

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

If your company does not carry hazardous materials or waste in any of the Midwestern states or provinces listed above, please go to question #6.

4. If you carry hazardous materials or waste, do any of these shipments cross state/province lines? (Circle all that apply.)

a. Yes, hazardous materials cross state/province lines.	3
b. Yes, hazardous waste crosses state/province lines.	0
c. No	1

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	5
b. Fees and fee scheduling	3
c. Transporter personnel licensing	2.6
d. Manifest requirements	2

- e. Placarding and identification of materials 1.33
- f. Other X

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. 5.3
- b. Operational efficiency, the cost of specific trips or activities, including terminal operations or intermodal transfers. 4
- c. Safety of employees, the safety record for employees and operations. 2.44
- d. Security of shipments, the ability to move freight free from natural or human (terrorist or other) incidents. 4.44
- e. Environmental impacts, the detrimental impacts of vehicle emissions, noise, etc. 5.44
- f. Reliability, the ability to make or receive deliveries on a planned schedule consistently. 3.22
- g. Operating margin/Return on investment. 3.11

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

Question07
DOT enforcement, particularly in Iowa, is to the point of costing companies margin, in time, and knit-picking offenses that ties the industry up.
Roadability issue now in Congress. Regulation or help dealing with railroads and steamship lines.
-carrier innovation, creativity -shipper collaboration
The proper maintenance program "PM" very important to setup a good routine.
Clear, accurate communication regarding delay times

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

- a. Yes 4
- b. No (please go to #10) 5

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

Question09
Transit times; claim ratio; # of shipments moving damage free
Cost per standard case delivered; load factor both weight and cube; on time pick ups and deliveries; cost per pound
Daily revenue attainment; daily linehaul miles (loaded and empty); daily hours used in operations (manpower)
Safety; On-time deliveries; Profitability

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. 3
- b. Operational efficiency, the cost of specific trips or activities, including terminal operations or intermodal transfers. 1
- c. Safety of employees, the safety record for employees and operations. 2
- d. Security of shipments, the ability to move freight free from natural or human (terrorist or other) incidents. 1

- 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. 0
 - g. Operating margin/Return on investment. 1
 - h. Other 1
- OTHER=ROADABILITY, RAILROADS, AND STEAMSHIP LINE EQUIPMENT

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. 1
- b. Yes, but only selected items. 1
- c. Yes, but only in a form that would not allow it to be identified with my company. 2
- d. Yes, but only selected items shared anonymously. 2
- e. No. 3

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

- a. Yes (Please go to #14) 1
- b. No 7

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

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

OTHER=UNSURE

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

PRIVATE TRUCK COUNCIL; NFTA; FOOD SHIPPERS ASSOC.

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. 1
- b. Better relationships with other private sector interests. 1
- c. Better understandings of freight issues. 1
- d. Little real benefit. 0
- e. Other 0

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

- a. Improved communication with the private sector. 2
- b. Better commodity flow data. 0
- c. Better understanding of freight industry. 3
- d. Better communication between public agencies. 1
- e. Better communication among the various freight modes. 2
- f. Other 0

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 6
- b. Improving intermodal connectors 0
- c. Improving or providing intermodal facilities 1
- d. Facilitating freight planning efforts 1
- e. Improving inland waterways 0
- f. Other 1

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

- a. Direct provision of infrastructure 2
- b. Legislative mandates 2
- c. Tax incentives or disincentives 3
- d. Facilitators of communication 1
- e. Other 1

19. Please indicate the most problematic regulatory inconsistencies (not dealing with hazardous materials or hazardous waste) from state to state, state to province, or province to province. (Please indicate 1, 2, 3, etc with 1 being the most problematic.)

- a. Truck length 2.375
- b. Truck weight 2.25
- c. Number of trailers 4.1
- d. Insurance requirements 3
- e. Driver/operator licensing 3.8
- f. Other (please describe: _____) 1
- g. Other (please describe: _____)

Question19f
Bridge laws-axle spacing
Hours of service change

20. Please tell us your experience at border crossings that are problematic due to regulatory inconsistencies.

Question20
None for all except Canada, where they were non-applicable
Minn-Wisc: DOT way to strict Wisc-III: DOT way to strict Ill-In: Scales are rough In-Mich: Scales are rough In-Oh: Tolls expensive Oh-Mich: DOT excessive fines on trucks Mi-Ont: Boarder issues
None
n/a
None
None
Mn-Wis: Axle Spacing Mn-Iowa: None Mn-Man: n/a Wis-Mich: n/a Wis-Iowa: Axle spacing Wisc-III: Axle spacing Iowa-III: Axle spacing Ill-In: n/a In-Mich: n/a In-Oh: n/a Oh-Mich: n/a Mi-Ont: n/a Ont-Man: n/a

21. 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 6
- b. 101-250 1
- c. 251-500 0

- d. 501-750
- e. 750+

0
1

22. 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.)

Question22
Get rid of logs it is a joke!
Non-issue
Increase length lawa because our our products are very light weight-only 10-20000 pounds per load
Oversize permits-should be the same in all states
Consistant weight, size and axle spacing in all upper midwest states
Do away with the daily log book. Should be totally up to the owner operator/or business owner of the fleet. The driver knows when he's tired does not need a book to tell him when to sleep.

23. If you put the total number of trips that your company's trucks make in January as 100, please give us an estimate of the total number of trips your company's trucks make for each month in relation to January (for example, if the total number of trips in June is 1.5 times the trips made in January, write 150 in the

#23, #24: Answers omitted; do not meet survey reporting standards

24. If you put the total tonnage of shipment handled by your company in January as 100, please give us an estimate of the total tonnage of shipment handled by your company for each month.

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

- a. No
- b. Yes

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