

Information about the Survey Study

Study Sponsor: US Department of Transportation (USOT) RITA / National Center for Intermodal Transportation for Economic Competitiveness (NCITEC)

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Project Title: Integrated Intermodal Transportation Corridors for Economically Viable and Safe Global Supply Chain

Project Summary: The global supply chain can be seriously disrupted by natural disasters. For example the earthquake and tsunami disaster that struck Japan in March 2011 even had an effect on car manufacturing facilities in the U.S. that lasted for several months. This problem of disruption in the supply chain can seriously hurt local economies which depend on distribution through surface transportation modes. As recently reported at National Press club on July 17, 2009 and discussed in a report of the National Academies that U.S. companies collectively spend a trillion dollars a year on freight logistics. This is nearly 10% of the nation's gross domestic product (GDP). A recent Commodity Flow Survey (CFS) indicates that, on average, 42 tons of freight worth \$39,000 was delivered per person in the U.S. in 2007. These statistics are indicative of the importance of the lifeline supply chain to support our society and everyday life. The four transportation modes (shipping port, aviation, rail, and highway) are owned and operated by different entities in the U.S. Unlike federal and state funded highway infrastructure freight railroads are privately owned. All these modal networks operate within their own policy frameworks and profit motivations with little or no real operational integration. Financing for preserving and upgrading intermodal infrastructure for both freight and rail is being handled very differently. Transport infrastructure funding crisis is evident on all levels.

The overall objective of this tri-university applied research project is to identify major transportation corridors involving waterways (marine and inland river system), highway network, and rail infrastructure networks and to evaluate the economic viability, safety, disaster resiliency, and revenue/funding aspects of integrating selected segments of the candidate corridors.

Purpose of Survey: The survey of supply chain stakeholders is being conducted to learn their dependence on multimodal transportation needs and assess their willingness to consider the intermodal integration and innovative funding strategies to improve the intermodal infrastructure and economic competitiveness.

The intermodal freight corridor case studies and supply chain survey results will be used to develop a "best practice guide" and intermodal infrastructure bank proposal for consideration by government transportation agencies, private transport operators, and other stakeholders.

(Note: The preliminary results of spatial freight data analysis within the United States and NAFTA corridor, computer modeling of selected highway/waterway/rail corridors, and intermodal integration strategies show: improved freight flow performance with respect to increased average speed on highways, reduced overall travel time, decreased greenhouse gas emissions, and less wastage of fuel.)

Conduct of Survey: This is an anonymous opinion survey where personal info is not used in data analysis. The survey should be completed within 15 minutes. Names, personal data, or physical contact info are solely for the purpose of follow up and sharing the results of the research study. There is no payment and any material benefit for helping us in this study. We are seeking volunteer participation to learn supply chain stakeholders' opinions so that we can formulate our recommendations for implementing intermodal integration strategies.

Drs. Sherry, Uddin, and Eksioglu can be reached by e-mail/phone to answer any queries. We thank you for your time and feedback. **Please email the completed two survey pages to Dr. W. Uddin.** cvuddin@gmail.com

Supply Chain Infrastructure and Intermodal Freight Survey Questionnaire

IRB Approval: *This study has been reviewed by The University of Mississippi's Institutional Review Board (IRB). If you have any questions, concerns, or reports regarding your rights as a participant of research, please contact the IRB at [\(662\) 915-7482](tel:6629157482) or irb@olemiss.edu.*

The survey of supply chain stakeholders is being conducted to learn their dependence on multimodal transportation needs and assess their willingness to consider the intermodal integration and innovative funding strategies to improve the intermodal infrastructure and economic competitiveness. This is an anonymous opinion survey. It should be completed within 15 minutes. *(No personal info will be used in data analysis.)*

1. What type of supply chain business is conducted by your organization? (Please circle only one.)
 - a. Manufacturing b. Wholesale/Retail c. Transport d. Other

If other, describe briefly (e.g., agriculture, fuel/crude oil/coal...) _____

2. What percentage of transportation mode does your organization utilize, compared to all modes?

<ol style="list-style-type: none"> a. Truck (Please circle below) <ol style="list-style-type: none"> i. 0-25% ii. 26-50% iii. 51-75% iv. 76-100% b. Rail (Please circle below) <ol style="list-style-type: none"> i. 0-25% ii. 26-50% iii. 51-75% iv. 76-100% 	<ol style="list-style-type: none"> c. Maritime/waterway (Please circle below) <ol style="list-style-type: none"> i. 0-25% ii. 26-50% iii. 51-75% iv. 76-100% d. Air (Please circle below) <ol style="list-style-type: none"> i. 0-25% ii. 26-50% iii. 51-75% iv. 76-100%
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3. What percentage of your inbound/outbound freight shipments is containerized?

<p><u>Inbound</u></p> <ol style="list-style-type: none"> a. 0%-25% b. 26%-50% c. 51%-75% d. 76%-100% 	<p><u>Outbound</u></p> <ol style="list-style-type: none"> a. 0%-25% b. 26%-50% c. 51%-75% d. 76%-100%
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4. Do you have manufacturing or supply chain operations outside country (a, b)?
 - a. Yes (What percentage of your outbound shipments is containerized?)
 - i) less than 25% ii) 25 – 50% iii) more than 50 to 75% iv) 75 – 100%
 - b. No
 - c. If yes, how much percent of your total ton-mile freight originates from outside country?
 - i) less than 25% ii) 25 – 50% iii) more than 50 to 75% iv) 75 – 100%
 - d. If yes, how much percent of total ton-mile freight is shipped to the country by each mode?
 - i) Truck ii) Rail iii) Maritime/Waterway iv) Air

5. Based on the following map, in the blocks below please indicate what percentage of your freight is shipped to the specific region of the country?

Northwest Region:	
Southwest Region:	
Northeast Region:	
Southeast Region:	
Total:	100%



6. Do you currently believe the freight infrastructure needs improvement by integrating road/rail/waterway & marine transportation modes?
- Yes
 - No
 - If yes, which area of intermodal integration improvement (such as intermodal terminals) will help your business and increase economic competitiveness?
 - Rail/Road
 - Road/Waterway & Port
 - Rail/Road/Waterway & Port
 - None
- Comment: _____
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7. Circle the outcomes that may occur from these suggested intermodal integration improvements (referring to Question 6).

a. Improved commercial operations	b. Greater Speed
c. More reliability	d. Lower transportation cost
e. Changing routings	f. Changing capacity or scale of service
g. Induced service or new competition	h. Declining traffic
i. Reduced overall travel time	j. Reduced vehicle emissions
k. Nothing	l. Other (write):

8. As a private sector stakeholder/participant of the transportation network, would your agency / organization / company be willing to partner with public/government agencies to invest in particular types of infrastructure improvements, such as intermodal terminals for integration of road/rail and road/waterway (barge & ship) transport operations? (Same question to public/government agencies for investment sharing with private transport entities such as PPP, Public-Private-Partnership.)
- Yes
 - No
9. Will you support “dedicated truck lane” initiative on major busy segments of the “National Highway System” and highway bottlenecks in and around congested urban areas?
- Yes
 - No
10. Will you support additional “user fee” based on a just and equitable formula applicable across all transportation modes to preserve and improve freight transport infrastructure?
- Yes
 - No
 - If Yes and an “infrastructure bank” is established to handle the “user fee” revenue, how will you prefer to benefit from this “infrastructure bank”?
 - Take loan on easy terms and competitive interest rates.
 - Waive federal business income tax or part of it instead of paying “user fee”.
 - Other *For example: Grant* _____

11. Other comments: