

Appendix 2

Company Characteristics

q1: Which role applies to your company?

- Shippers and carry out transports themselves
- Shippers and outsource the majority of orders to external parties
- Logistics service provider/freight forwarder
- We do not ship goods and do not carry out transports.

q2: How many employees does your company employ?

- 1 to 9 employees
- 10 to 49 employees
- 50 to 249 employees
- 250 or more employees
- I cannot judge.

q3: Is your company nationally or internationally oriented, i.e., is the focus of your company primarily on the Swiss market or on a larger market?

- The focus is on the Swiss market
- We are internationally oriented.
- I cannot judge.

Q4: Are the decisions on modal choice for Swiss domestic transport made within Switzerland?

- And
- No
- I cannot judge

Q5: In which geographical area does your company carry out transports?

- Regional
- Switzerland-wide
- Switzerland-wide and neighboring countries
- Europe
- The Global
- Can't judge

Please answer all of the following questions from the perspective of domestic transport (excluding import, export, and transit traffic).

q6: Please estimate the share of domestic transport in the transported tonnage in relation to your activity in Switzerland in percent.
Click on "Schüretim" and "Ratter nur im 100%" here)

97: Which modalities are used by your company within Switzerland

?

You can find my modalities [en](#).

- Road
- Rail
- Water
- Air

q8: What types of goods are loaded or transported by your company in domestic transport?

You can wave several times. The modal groups are based on the NST [pt](#)

- Products of agriculture, hunting, forestry, and fishing (raw products)
- Coal, crude oil, and natural gas
- Ores, minerals, and other mining products
- Food and beverages
- Textiles and clothing, leather and leather goods
- Rohholz
- Wood products: paper; printed matter
- Coke products and mineral oil products
- Chemical products and chemical fibers: rubber and plastic products
- Other mineral products (processed building materials, glass, etc.)
- Metals and semi-finished products thereof, metal products (excluding machinery and equipment)
- Machinery and equipment, electronic devices
- Vehicles
- Furniture, other products
- Secondary raw materials, waste
- Mail, parcels
- Equipment and materials for the transport of goods
- Non-market goods (vehicles for repair, removal goods, etc.)

- Groupage
- Unidentifiable goods (e.g., goods in containers)
- Other goods

q9: Which type of freight does your company transport most frequently? If you transport containers, please think about the contents.

As a quantity, goods in containers can be transported up to 10,000 items that are suitable for bulk loading and transport. Oil, fats, sawdust, gravel, etc. Not considered bulk goods are heavy goods in bulk form (e.g., bulk cargo, etc.)

- Bulk
- General cargo (also palletized)
- Refrigerated general cargo (also palletized)

Parcels

Other _____

q10: Please provide an estimate of the share of rail transport in your company's total inland transport volume

Click the slider to place the order from 05 to 100%

Q11: Does your company transport dangerous goods or load goods belonging to a dangerous goods group?

- And
- No
- I cannot judge.

Q12: Does the dangerous goods classification influence the choice of modality?

No

Yes Can you explain the influence? _____



Actors Involved in the Modal Choice Decision in Domestic Transport

q13: What influence does the customer have on the modal choice?

- The customer is not directly involved.
- The customer is directly involved in the decision.
- The customer determines the modal choice.
- I cannot judge.

q14: Which department in your company is involved in the modal choice decision? involved?

There are several answers

- Procurement
- Logistics
- Marketing (Product Manager)
- Production
- Quality and Safety
- Site Management
- Top Management (GL)
- Sales
- External (Customer 4PL)
- Others? _____
- I cannot judge.*

q15: Which department decides on the modal choice?

Decision Criteria and Drivers for Modal Choice in Domestic Transport

q16a: Please rate the following criteria according to their importance for modal choice.

	unimportant	less important	important	sehr important	moderately important	I can not assess
Price	<input type="radio"/>					
Transportmenge	<input type="radio"/>					
Transportdistanz	<input type="radio"/>					
Transportgut	<input type="radio"/>					
Speed of transport	<input type="radio"/>					
Regularity of delivery	<input type="radio"/>					
Infrastructure (e.g., available loading infrastructure, rail connection at both the sender and the recipient)	<input type="radio"/>					
Reliability (the transport takes place)	<input type="radio"/>					
Punctuality	<input type="radio"/>					
Flexibility (time and/or quantity)	<input type="radio"/>					
Sustainability	<input type="radio"/>					
Shipment Monitoring	<input type="radio"/>					
Security for valuable goods, theft protection	<input type="radio"/>					
Security in hazardous areas	<input type="radio"/>					
Friendliness/easy access to the transport system	<input type="radio"/>					

Subjective Influence/Attitude of the Company

<input type="radio"/>					
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q16b: In your opinion, are there one or more criteria that were not listed in the previous question? If so, which ones?
If the question is "Weather Pieces"

q17a: The requirements for a transport result from several factors. Please assess the following factors for their influence on the modal choice.

	unimportant	less important	important	sehr important	Extremely important	I cannot judge
Demand structure (e.g., geographical distribution, very concentrated/very dense)	<input type="radio"/>					
Own logistics concept	<input type="radio"/>					
Contract structure with (hikarigam) logistics partner	<input type="radio"/>					
Experience with transports carried out	<input type="radio"/>					
To monoculture/hutung	<input type="radio"/>					
Environmental friendliness requirements	<input type="radio"/>					

q17b: In your opinion, are there one or more factors that were not listed in the previous question? If so, which ones? You can skip the question

q18a: A number of factors define the transport offer. Please rate the following factors for their influence on modal choice.

	unimportant	less important	important	very important	extremely important	I cannot judge
Availability and accessibility of loading and unloading infrastructure	<input type="radio"/>					
Availability of and capacity of transport infrastructure	<input type="radio"/>					
Alternative routes, and adaptation options in the event of disruptions	<input type="radio"/>					

Modal Choice in Freight Transport



Availability and Suitability of Transport Means

Organizational Effort

Service Provided by the Service Provider: Storage, Order Picking

Comparison Opportunities During the Quotation Process

q18b: In your opinion, are there one or more factors that were not listed in the previous question? If so, which ones?

You answer the questions, in which winter pressures

Conclusion

q19: Do you have some time? Then we would also like to understand a typical process for a modal choice decision. Please briefly describe a typical decision-making process for modal choice in your company (e.g., how is the decision made? Is the process always similar? What decision-making stages are there?)

q20: Are you interested in the results of the study?

Yes

No

q21: Please provide your contact details in case we have any further questions and so that we can send you the results of the study if you are interested.

(validation: email)

Thank you for your support! Your answers have been saved in full.

You can download your answers using the following link

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