

## FOREIGN PRODUCERS'/EXPORTERS' QUESTIONNAIRE

### CERTAIN FREIGHT RAIL COUPLERS AND PARTS THEREOF FROM CHINA AND MEXICO

This questionnaire must be received by the Commission by **April 3, 2023**  
*See last page for filing instructions.*

The information called for in this questionnaire is for use by the United States International Trade Commission in connection with its antidumping and countervailing duty investigations concerning certain freight rail couplers and parts thereof ("freight rail couplers") from China and Mexico (Inv. Nos. 701-TA-682 and 731-TA-1592-1593 (Final)). The information requested in the questionnaire is requested under the authority of the Tariff Act of 1930, title VII.

Name of firm \_\_\_\_\_

Address \_\_\_\_\_

Website \_\_\_\_\_

Has your firm produced or exported freight rail couplers (as defined on next page) at any time since January 1, 2020?

☐ **NO** (Sign the certification below and promptly return **only** this page of the questionnaire to the Commission)

☐ **YES** (Complete all parts of the questionnaire, and return the entire questionnaire to the Commission)

Data reported in this questionnaire relate to (Check one):

☐ **China** ☐ **Mexico**

Return questionnaire via the Commission *Drop Box* by clicking on the following link:

<https://dropbox.usitc.gov/oinv/>. (PIN: **RAIL**)

#### CERTIFICATION

*I certify that the information herein supplied in response to this questionnaire is complete and correct to the best of my knowledge and belief and understand that the information submitted is subject to audit and verification by the Commission. By means of this certification I also grant consent for the Commission, and its employees and contract personnel, to use the information provided in this questionnaire and throughout this proceeding in any other import-injury proceedings conducted by the Commission on the same or similar merchandise.*

*I, the undersigned, acknowledge that information submitted in response to this request for information and throughout this proceeding or other proceedings may be disclosed to and used: (i) by the Commission, its employees and Offices, and contract personnel (a) for developing or maintaining the records of this or a related proceeding, or (b) in internal investigations, audits, reviews, and evaluations relating to the programs, personnel, and operations of the Commission including under 5 U.S.C. Appendix 3; or (ii) by U.S. government employees and contract personnel, solely for cybersecurity purposes. I understand that all contract personnel will sign appropriate nondisclosure agreements.*

\_\_\_\_\_  
Name of Authorized Official

\_\_\_\_\_  
Title of Authorized Official

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Email address

**PART I.—GENERAL INFORMATION**

**Background.** -- This proceeding was instituted in response to petitions filed on September 28, 2022, by McConway & Torley LLC, Pittsburgh, Pennsylvania, and the United Steel, Paper and Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International Union, AFL-CIO, CLC. Antidumping and countervailing duties may be assessed on the subject imports as a result of these proceedings if the Commission makes an affirmative determination of injury, threat, or material retardation, and if the U.S. Department of Commerce (“Commerce”) makes an affirmative determination of subsidization and/or dumping. Questionnaires and other information pertinent to this proceeding are available at <https://ids.usitc.gov/case/8085/investigation/8331>.

**Freight rail couplers** covered by these investigations are certain freight railcar couplers (also known as “fits” or “assemblies”) and parts thereof. Freight railcar couplers are composed of two main parts, namely knuckles and coupler bodies but may also include other items (e.g., coupler locks, lock lift assemblies, knuckle pins, knuckle throwers, and rotors). The parts covered by these investigations include: (1) E coupler bodies; (2) E/F coupler bodies; (3) F coupler bodies; (4) E knuckles; (5) F knuckles; as set forth by the Association of American Railroads (AAR). The freight rail coupler parts are included within the scope of these investigations when imported individually.

Subject freight railcar couplers and parts are included within the scope whether finished or unfinished, whether imported individually or with other subject or nonsubject parts, whether assembled or unassembled, whether mounted or unmounted, or if joined with nonsubject merchandise, such as other nonsubject parts or a completed railcar. Finishing includes, but is not limited to, arc washing, welding, grinding, shot blasting, heat treatment, machining, and assembly of various parts. When a subject coupler or subject parts are mounted on or to other nonsubject merchandise, such as a railcar, only the coupler or subject parts are covered by the scope.

The finished products covered by the scope of these investigations meet or exceed the AAR specifications of M-211, “Foundry and Product Approval Requirements for the Manufacture of Couplers, Coupler Yokes, Knuckles, Follower Blocks, and Coupler Parts” and/or AAR M-215 “Coupling Systems,” or other equivalent domestic or international standards (including any revisions to the standard(s)).

The country of origin for subject couplers and parts thereof, whether fully assembled, unfinished or finished, or attached to a railcar, is the country where the subject coupler parts were cast or forged. Subject merchandise includes coupler parts as defined above that have been further processed or further assembled, including those coupler parts attached to a railcar in third countries. Further processing includes, but is not limited to, arc washing, welding, grinding, shot blasting, heat treatment, painting, coating, priming, machining, and assembly of various parts. The inclusion, attachment, joining, or assembly of nonsubject parts with subject parts or couplers either in the country of manufacture of the in-scope product or in a third country does not remove the subject parts or couplers from the scope.

Freight rail couplers are provided for in HTS subheading 8607.30.10. Unfinished subject merchandise (that does not have the essential character of a finished coupler) may also be reported under HTSUS statistical reporting number 7326.90.8688. Subject merchandise attached to finished railcars may be imported under HTSUS statistical reporting numbers 8606.10.0000, 8606.30.0000, 8606.91.0000, 8606.92.0000, 8606.99.0130, 8606.99.0160, or under subheading 9803.00.5000 if imported as an Instrument of International Traffic. Subject merchandise may also be imported under HTSUS subheading 7325.99.50. The HTSUS provisions are for convenience and customs purposes; the written description of the scope is dispositive.

**Reporting of information.**--If information is not readily available from your records, provide carefully prepared estimates. If your firm is completing more than one questionnaire (i.e., a producer, importer, purchaser and/or foreign producer questionnaire), you need not respond to duplicated questions.

**Confidentiality.**--The commercial and financial data furnished in response to this questionnaire that reveal the individual operations of your firm will be treated as confidential by the Commission to the extent that such data are not otherwise available to the public and will not be disclosed except as may be required by law (see 19 U.S.C. §1677f). Such confidential information will not be published in a manner that will reveal the individual operations of your firm; however, general characterizations of numerical business proprietary information (such as discussion of trends) will be treated as confidential business information only at the request of the submitter for good cause shown.

**Verification.**--The information submitted in this questionnaire is subject to audit and verification by the Commission. To facilitate possible verification of data, please keep all files, worksheets, and supporting documents used in the preparation of the questionnaire response. Please also retain a copy of the final document that you submit.

**Release of information.**--The information provided by your firm in response to this questionnaire, as well as any other business proprietary information submitted by your firm to the Commission in connection with this proceeding, may become subject to, and released under, the administrative protective order provisions of the Tariff Act of 1930 (19 U.S.C. § 1677f) and section 207.7 of the Commission's Rules of Practice and Procedure (19 CFR § 207.7). This means that certain lawyers and other authorized individuals may temporarily be given access to the information for use in connection with this proceeding or other import-injury proceedings conducted by the Commission on the same or similar merchandise; those individuals would be subject to severe penalties if the information were divulged to unauthorized individuals.

**Valid number error messages.**--If you are completing this form in a country that uses periods (".") to delineate multiples of 1000 (e.g., one million would appear as \$1.000.000 rather than \$1,000,000), you may be unable to enter in numbers greater than 999 in numeric form fields. The solution to this data entry issue is to temporarily change your operating system's number formatting to be consistent with the U.S. number formatting system while you complete this form. Detailed instructions on how to resolve this issue is provided at the end of this questionnaire and is available upon request from Ahdia Bavari ([ahdia.bavari@usitc.gov](mailto:ahdia.bavari@usitc.gov)).

- I-1. **OMB statistics.**--Please report below the actual number of hours required and the cost to your firm of completing this questionnaire.

Hours	Dollars

The questions in this questionnaire have been reviewed with market participants to ensure that issues of concern are adequately addressed and that data requests are sufficient, meaningful, and as limited as possible. Public reporting burden for this questionnaire is estimated to average 20 hours per response, including the time for reviewing instructions, gathering data, and completing and reviewing the questionnaire.

We welcome comments regarding the accuracy of this burden estimate, suggestions for reducing the burden, and any suggestions for improving this questionnaire. Please attach such comments to your response or send to the Office of Investigations, USITC, 500 E St. SW, Washington, DC 20436.

- I-2. **Establishments covered.**--Provide the name and address of establishment(s) covered by this questionnaire.

**"Establishment"**--Each facility of a firm in China or Mexico involved in the production or export of freight rail couplers, including auxiliary facilities operated in conjunction with (whether or not physically separate from) such facilities. Firms operating more than one establishment in China or Mexico should combine the data for all establishments into a single report.

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***“Related firm”*** –A firm that your firm solely or jointly owned, managed, or otherwise controlled; a firm that solely or jointly owned, managed, or otherwise controlled your firm; and/or a firm that was solely or jointly owned, managed, or otherwise controlled by a firm that also solely or jointly owned, managed, or otherwise controlled your firm.

- I-3. **Related producers.**--Does your firm or any related firm produce, have the capability to produce, or have any plans to produce freight rail couplers in the United States or other countries?

<b>No</b>	<b>Yes</b>	<b>If yes, please name the firm(s) and country(ies) below and, if U.S. producer(s), ensure that they complete the Commission’s producer questionnaire.</b>
<input type="checkbox"/>	<input type="checkbox"/>	

- I-4. **Related U.S. importers.**--Does your firm or any related firm import or have any plans to import freight rail couplers into the United States?

<b>No</b>	<b>Yes</b>	<b>If yes, please name the firm(s) below and ensure that they complete the Commission’s importer questionnaire.</b>
<input type="checkbox"/>	<input type="checkbox"/>	

- I-5. **Stock symbol information.**-- If your firm or any of the entities reported in questions I-2 through I-4 are publicly traded in the United States, please specify the stock exchange and trading symbol (including American Depositary Receipts, if applicable): \_\_\_\_\_.

- I-6. **External counsel.**-- If your firm or parent firm is represented by external counsel in relation to this proceeding, please specify the name of the law firm and the lead attorney(s).

Law firm:	
Lead attorney(s):	

I-7. **U.S. importers.**--Please provide the names, contacts, telephone numbers, and e-mail addresses of the **FIVE** largest U.S. importers of your firm's freight rail couplers in 2022.

Importer's name		Contact person	Email	Telephone	Share of your firm's 2022 U.S. exports (%)
1					
2					
3					
4					
5					

**PART II.--TRADE AND RELATED INFORMATION**

Further information on this part of the questionnaire can be obtained from Ahdia Bavari ([ahdia.bavari@usitc.gov](mailto:ahdia.bavari@usitc.gov)). **Supply all data requested on a calendar-year basis.**

- II-1. **Contact information.**--Please identify the responsible individual and the manner by which Commission staff may contact that individual regarding the confidential information submitted in part II.

Name	
Title	
Email	
Telephone	

- II-2a. **Changes in operations.**--Please indicate whether your firm has experienced any of the following changes in relation to the production of freight rail couplers since January 1, 2020.

<i>(check as many as appropriate)</i>		<i>(If checked, please describe the nature, date(s), and significance of any such reported changes as well as the business reasons for them; leave completely blank if not applicable)</i>
<input type="checkbox"/>	plant openings	
<input type="checkbox"/>	plant closings	
<input type="checkbox"/>	relocations	
<input type="checkbox"/>	expansions	
<input type="checkbox"/>	acquisitions	
<input type="checkbox"/>	consolidations	
<input type="checkbox"/>	prolonged shutdowns or production curtailments	
<input type="checkbox"/>	Weather-related or force majeure events	
<input type="checkbox"/>	other (e.g., revised labor agreements, technology)	

- II-2b. **COVID-19 pandemic.**—Since January 1, 2020, has the COVID-19 pandemic or any government actions taken to contain the spread of the COVID-19 virus resulted in changes in your firm's supply chain arrangements, production, and shipments (including exports to the United States) relating to freight rail couplers? In your response, please discuss the duration and timing of any such changes as they relate to your firm's operations.

No	Yes	If yes, describe these changes including a separate discussion of the (a) supply chain impact and (b) production and shipments (including exports to the United States) impact
<input type="checkbox"/>	<input type="checkbox"/>	

- II-2c. **Anticipated changes in operations.**—Does your firm anticipate any changes in the character of its operations or organization (as noted above) relating to the production of freight rail couplers in the future?

No	Yes	If yes, supply details as to the time, nature, and significance of such changes and provide underlying assumptions.
<input type="checkbox"/>	<input type="checkbox"/>	

- II-2d. **AD/CVD investigations on freight rail coupler systems from China: Provisional duties.**— Did the application of provisional AD/CVD duties as a result of the affirmative preliminary determination in Inv. Nos. 701-TA-670 and 731 TA-1570 and the suspension of liquidation of goods subject to the Department of Commerce's preliminary antidumping and countervailing duty margins result in changes in your firm's supply chain arrangements, production, and shipments (including export to the United States) relating to freight rail couplers? In your response, please discuss the duration and timing of any such changes as they relate to your firm's operations, and how these duties impacted your firm's reported data in Part II of this questionnaire.

No	Yes	If yes, please describe.
<input type="checkbox"/>	<input type="checkbox"/>	



- II-3a. **Production using same machinery.**--Please report your firm's production of products using the same equipment, machinery, or employees as used to produce freight rail couplers, and the combined production capacity (both installed and practical capacity) on this shared equipment, machinery, or employees in the periods indicated.

**"Production"** – All production in your U.S. establishment(s), including production consumed internally within your firm and/or production for another firm under a toll agreement.

**"Installed overall capacity"** – The level of production that your establishment(s) could have attained, assuming your firm's *optimal* product mix, and based solely on *existing capital investments*, i.e., machinery and equipment that is in place and ready to operate. This capacity measure is sometimes referred to as "nameplate" or "theoretical" capacity. This capacity measure does not take into account other constraints to production such as existing workforce constraints, availability of raw materials, or downtime for maintenance, repair, and clean-up.

**"Practical overall capacity"** – The level of production that your establishment(s) could reasonably have expected to attain, taking into account your firm's *actual* product mix over the period. This capacity measure is based on not only existing capital investments, i.e., machinery and equipment that is in place and ready to operate; but also non-capital investment constraints, such as (1) normal operating conditions, including normal downtime for maintenance, repair, and cleanup; (2) your firm's existing in place and readily available labor force; (3) availability of material inputs; and (4) any other constraints that may have limited your firm's ability to produce the reported products. Importantly, this capacity measure is the maximum "practical" production your firm could have achieved without hiring new personnel or expanding the number of shifts operated in the period.

**"Practical freight rail coupler capacity"** – The level of production of freight rail couplers that your establishment(s) could reasonably have expected to attain. The same assumptions apply to this capacity measure as for practical overall production capacity, but only includes the portion of practical overall production capacity allocated to the production of freight rail couplers based on the actual product mix experienced over the period.

Takes into account	Installed overall capacity	Practical overall capacity	Practical freight rail coupler capacity
Existing capital investments	Yes	Yes	Yes
Product mix	Yes	Yes	Yes
Normal downtime, maintenance, repair and clean-up	No	Yes	Yes
Existing labor force	No	Yes	Yes
Availability of material inputs	No	Yes	Yes
Actual number of shifts and hours operated	No	Yes	Yes
Limited to freight rail couplers	No	No	Yes

II-3a. **Production using same machinery.—Continued**

Quantity (in 1,000 pounds)			
Item	Calendar year		
	2020	2021	2022
<b>Capacity measures:</b>			
Installed overall capacity <sup>1</sup>			
Practical overall capacity <sup>1 2</sup>			
Practical freight rail coupler capacity <sup>3 4</sup>	0	0	0
<b>Production of:</b>			
Freight rail couplers <sup>3 4</sup>	0	0	0
Other products <sup>5</sup>			
Subtotal, all out-of-scope products	0	0	0
Total production using same machinery or workers	0	0	0

<sup>1</sup> Data reported for both "installed overall" and "practical overall" capacity should each individually be greater than data reported for total production (last line). Additionally, data reported for "installed overall" capacity should be greater than "practical overall" capacity in every period.

<sup>2</sup> Please provide details in your response to the question on capacity constraints in question II-3d below that explain the differences reported between "installed" overall production capacity and "practical" overall production capacity.

<sup>3</sup> Data entered in question II-9 for this indicator will populate here.

<sup>4</sup> Data reported for practical freight rail coupler production capacity should be greater than the data reported for production of freight rail couplers in each period, if not revise prior to submission to the Commission. Additionally, if your firm reports the production of no other products on the same machinery and using the same workers as freight rail couplers then "practical overall" and "practical freight rail couplers" capacity measures should be equal to each other.

<sup>5</sup> Please identify these products: \_\_\_\_\_.

II-3b. **Operating parameters.**--The *practical* overall capacity reported in II-3a is based on the following operating parameters:

Hours per week	Weeks per year

- II-3c. **Capacity calculations.**--Please describe the methodology used to calculate *installed* and *practical* overall capacities reported in II-3a, and explain any changes in reported capacities.

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- II-3d. **Practical overall production constraints.**--Please describe the constraint(s) that set the limit(s) on your firm's practical overall production capacity over the period reported in question II-3a. If different constraints were binding over different periods reported, please specify when each constraint was limiting your reported practical overall production capacity. If a constraint was not actually binding over the period reported, but was still a constraint to achieving the installed capacity level, indicate at what level it would have been binding.

Constraint (Check as many as appropriate)		Description (If checked, please describe the details, timing, and duration of the constraint; leave completely blank if not applicable)
<input type="checkbox"/>	Production bottlenecks	
<input type="checkbox"/>	Existing labor force	
<input type="checkbox"/>	Supply of material inputs	
<input type="checkbox"/>	Fuel or energy	
<input type="checkbox"/>	Storage capacity	
<input type="checkbox"/>	Logistics/transportation	
<input type="checkbox"/>	Regulatory constraints (e.g., environmental regulations, permitting restrictions)	
<input type="checkbox"/>	Other constraints (e.g., community relations, public perception, or other specified concerns)	

- II-3e. **Reaching installed overall capacity.**--Please describe and quantify the amount of time it would take and the additional actions that would be needed (e.g., hiring new workers, expanding shifts, procuring larger sources of raw material supply, etc.) for your firm to be able to fully utilize the reported installed overall production capacity reported in II-3a.

- II-3f. **Excess capacity:** To the extent that your company is reporting excess capacity, please report, with specificity: (1) which machines or equipment (or other elements of production) would need to be brought back into production for your plant to operate at full capacity, and (2) the specific dates on which such machines or equipment were last used by your plant to produce paper file folders.

- II-4. **Product shifting.**—

- (a) Is your firm able to switch production (capacity) between freight rail couplers and other products using the same equipment and/or labor?

No	Yes (i.e., have produced or are able to produce other products)	If yes—Please identify other actual or potential products.
<input type="checkbox"/>	<input type="checkbox"/>	

- (b) Please describe the factors that affect your firm's ability to shift production capacity between products (e.g., time, cost, relative price change, etc.), and the degree to which these factors enhance or constrain such shifts.

- II-5. **Capacity checklist.**--Please check that the capacity numbers reported in question II-3a follow the Commission's relevant definitions for capacity.

Item	✓ if Yes
Are all three capacity measures reported based on <u>currently installed machinery and equipment</u> (i.e., no additional capital investments required to achieve)?	<input type="checkbox"/>
Are practical overall production capacity and practical freight rail coupler production capacity measures reported based on <u>existing labor force</u> (i.e., the reported capacity level would not require hiring additional production related workers or adding shifts)?	<input type="checkbox"/>
Are practical overall production capacity and practical freight rail coupler production capacity measures based on <u>the actual availability of material inputs</u> ?	<input type="checkbox"/>
Do both practical overall production capacity and practical freight rail coupler production capacity measures account for <u>normal downtime, maintenance, repair and clean-up</u> activities?	<input type="checkbox"/>
Does the difference between practical overall production capacity and practical freight rail coupler production capacity equal the portion of practical overall production capacity that is dedicated to the production of out-of-scope products?	<input type="checkbox"/>

Note: If your firm is not able to answer "yes" to any of the above criteria as it relates to your firm's reported capacity levels, please revise your capacity numbers to conform with the appropriate definition prior to submission to the Commission.

- II-6. **Share of sales.**--What percentage of your firm's total sales in its most recent fiscal year was represented by sales of freight rail couplers? \_\_\_\_\_ percent.
- II-7a. **Firm's estimated share of production.**--Please estimate the percentage of total production of freight rail couplers in the country specified on the certification page accounted for by your firm's production in 2022. \_\_\_\_\_ percent.
- II-7b. **Firm's estimated share of exports.**--Please estimate the percentage of total exports to the United States of freight rail couplers from the country specified on the certification page accounted for by your firm's exports in 2022. \_\_\_\_\_ percent.
- II-8. **Third country trade actions.**--Are the freight rail couplers exported by your firm subject to antidumping/countervailing duty/safeguard findings, remedies, or proceedings?

No	Yes	If yes--List the products(s), countries affected, and the date of such findings/remedies/proceedings.
<input type="checkbox"/>	<input type="checkbox"/>	

- II-9. **Trade data**--Report your firm's production capacity, production, shipments, and inventories related to the production of freight rail couplers in your establishment(s) in China or Mexico during the specified periods.

Do not include exports of freight rail couplers that your firm did not produce; those data to the degree they are exported to the United States should only be reported in question II-10.

Do not submit data by manufacturing facility if they are in the same country. If your firm has multiple manufacturing establishments within one country, you are required to combine data for those establishments within one response.

Do not submit data on multiple countries combined. The establishments reported here should all be located in the country of the firm's address reported on the certification page. Multinational companies with production in multiple subject countries should submit separate foreign producer questionnaire responses for each subject country.

***"Shipments"***--Shipments of products produced in your establishment(s) in China or Mexico. Quantities reported should be net of returns.

***"Home market commercial shipments"***--Shipments, other than internal consumption and transfers to related firms, within China or Mexico.

***"Home market internal consumption/transfers to related firms"***--Shipments made to related firms in China or Mexico, including product consumed internally by your firm.

***"Export shipments"***--Shipments to destinations outside of the home market, including shipments to related firms.

***"Inventories"***--Finished goods inventory. Do not include raw materials or unfinished product.

*Note: As requested in Part I of this questionnaire, please keep all supporting documents/records used in the preparation of the trade data, as Commission staff may contact your firm regarding questions on the trade data. The Commission may also request that your company submit copies of the supporting documents/records (such as production and sales schedules, inventory records, etc.) used to compile these data.*

II-9. Trade data.--Continued.

Quantity (in 1,000 pounds)					
Item	Calendar year			Projections <sup>1</sup>	
	2020	2021	2022	2023	2024
<b>Practical freight rail coupler capacity<sup>2</sup> (A)</b>					
<b>Beginning-of-period inventories (B)</b>					
<b>Production<sup>2</sup> (C)</b>					
<b>Home market shipments:</b> Internal consumption/ transfers (D)					
Commercial shipments (E)					
<b>Export shipments:</b> to a related firm in the United States (F) <sup>3</sup>					
to an unrelated firm in the United States (G) <sup>3</sup>					
to Canada (H) <sup>4</sup>					
to Mexico (I) <sup>4</sup>					
to all other markets (J) <sup>5</sup>					
<b>Total exports (K)</b>	0	0	0	0	0
<b>Total shipments (L)</b>	0	0	0	0	0
<b>End-of-period inventories (M)</b>					

<sup>1</sup> Explain the basis of your firm's projections: \_\_\_\_\_.

<sup>2</sup> Data entered for this indicator will populate in question II-3a once reported here.

<sup>3</sup> If your firm exported freight rail couplers produced with raw materials supplied by a U.S. manufacturer in a tolling, *maquiladora*, or similar relationship, identify the overall share for which the U.S.-supplied raw materials accounted (by quantity, relative to the weight of the finished product): \_\_\_\_\_percent in 2020, \_\_\_\_\_percent in 2021, and \_\_\_\_\_percent in 2022.

<sup>4</sup> These shipments should be reported under the destination to which they were shipped, regardless of any further processing, mounting/attachment, or final intended destination.

<sup>5</sup> Identify your firm's principal other export markets: \_\_\_\_\_.

II-9. **Trade data.**--Continued.

**RECONCILIATION OF SHIPMENTS, PRODUCTION, AND INVENTORY.**--Generally, the data reported for the end-of-period inventories (i.e., line R) should be equal to the beginning-of-period inventories (i.e., line B), plus production (i.e., line C), less total shipments (i.e., lines D, F, H, J, L, and N). Please ensure that any differences are not due to data entry errors in completing this form, but rather actually reflect your firm's records; and also provide any likely explanations for any differences (e.g., theft, loss, damage, record systems issues, etc.) if they exist.

Item	Actual experience			Projections	
	Calendar year			Calendar year	
	2020	2021	2022	2023	2024
B + C – D – E – F – G – H – I – J – M = should equal zero ("0") or provide an explanation. <sup>1</sup>	0	0	0	0	0
<sup>1</sup> Explanation if the calculated fields above are returning values other than zero (i.e., "0") but are nonetheless accurate: _____.					

II-10. **Production capability and actual production of freight rail couplers using Bedloe technology.**—

Indicate whether your firm has and/or is able to produce freight rail couplers using the production process patented by Bedloe Industries LLC (for example, StratoMax products with Bedloe technology).

Item	(Check one)	Explanation
Able to produce and actually produced	<input type="checkbox"/>	Indicate the quantity produced (1,000 pounds) in 2022: _____.
Able to produce, but did not actually produce	<input type="checkbox"/>	Indicate the reasons your firm did not produce freight rail couplers using Bedloe technology despite having the technical capabilities to do so: _____.
Not able to produce	<input type="checkbox"/>	Indicate the technical reasons your firm is unable to produce freight rail couplers using Bedloe technology with your existing capital investments: _____.  Specify how much new investment it would take for your firm to be able to produce freight rail couplers using Bedloe technology: _____.



- II-11. **Exports to the United States not produced by your firm.**--Report your firm's exports to the United States of freight rail couplers that were produced in China, Mexico, or any other country other than China or Mexico, but not by your firm during the specified periods. Note these data should **not** be included in question II-9.

*Please ensure the data reported below correspond to merchandise manufactured in the country/source identified in each line.*

Quantity (in 1,000 pounds)					
Item	Actual experience			Projections	
	Calendar year			Calendar year	
	2020	2021	2022	2023	2024
Exports of freight rail couplers to the United States not produced by your firm, produced in <b>China</b> <sup>1</sup>					
Exports of freight rail couplers to the United States not produced by your firm, produced in <b>Mexico</b> <sup>2</sup>					
Exports of freight rail couplers to the United States not produced by your firm, produced in <b>all other countries EXCEPT China or Mexico</b> <sup>3</sup>					
<sup>1</sup> List the producer(s) in China. _____. <sup>2</sup> List the producer(s) in Mexico. _____. <sup>3</sup> List the producer(s) in the other countries. _____.					

- II-12. **Other explanations.**--If your firm would like to further explain a response to a question in Part II for which a narrative box was not provided, please note the question number and the explanation in the space provided below. Please also use this space to highlight any issues your firm had in providing the data in this section, including but not limited to technical issues with the MS Word questionnaire.

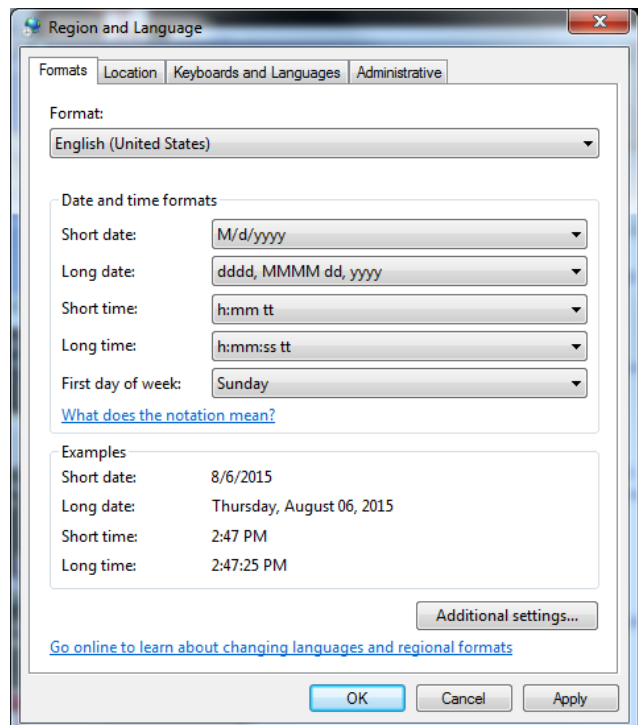
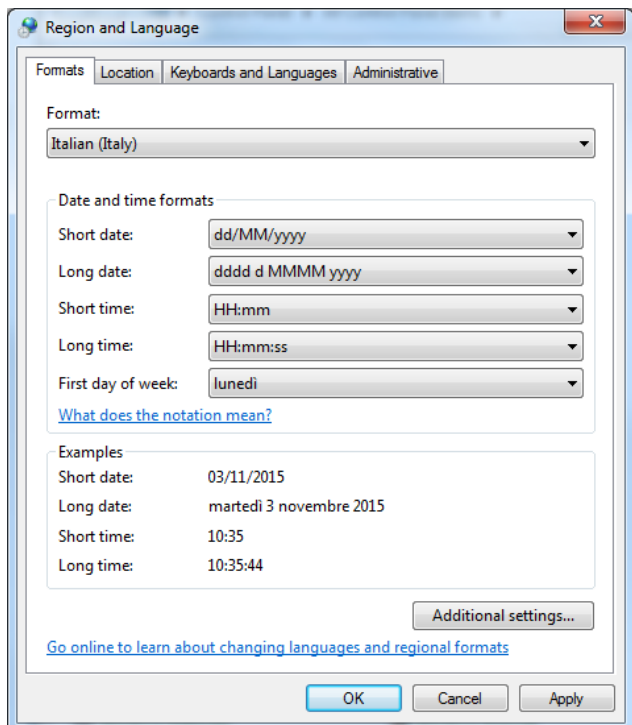
**Correcting valid number error messages.**--If you are completing this questionnaire in a country that uses periods (".") to delineate multiples of 1000 (i.e., one million would appear as \$1.000.000 instead of as \$1,000,000), you may be unable to enter in numbers greater than 999 in the numeric form fields. This issue stems from your computer's number formatting setting (i.e., not the MS Word document itself, but the computer from which you are opening up the document). In the United States commas (",") delineate multiples of 1000 and periods (".") delineate fractions less than one. Many EU and other countries use the reverse where multiples of 1000 are delineated with periods (".") and fractions less than one are delineated with commas (","). The U.S. International Trade Commission's questionnaires are set-up in the United States with the U.S. number formatting. When this formatting interacts with a computer set to EU or other country number formatting, we believe this may cause this issue.

The solution to this data entry issue is to temporarily change your operating system's number formatting to be consistent with the U.S. number formatting system while you complete the questionnaire.

To temporarily change your computer's number settings to U.S. settings, please do the following (for Microsoft Windows Operating system):

- START
- Control Panel
- Region and Language (under Clock, Language, and Region category)
- Format tab
- Change the Format from your existing one (e.g., "Italian (Italy)") to "English (United States)" (see screen shots below)

When you do this the number "twelve million dollars and thirty five cents" would change from \$12.000.000,35 (Italy format) to \$12,000,000.35 (U.S. format), and then there will be no conflict with the USITC foreign producer questionnaire form. When you finish reporting the data then you can close the questionnaire and switch back to Italy (or your country) settings.



## HOW TO FILE YOUR QUESTIONNAIRE RESPONSE

This questionnaire is available as a “fillable” form in MS Word format on the Commission’s website at: <https://ids.usitc.gov/case/8085/investigation/8331>

***Please do not attempt to modify the format or permissions of the questionnaire document.*** Please submit the completed questionnaire using one of the methods noted below. If your firm is unable to complete the MS Word questionnaire or cannot use one of the electronic methods of submission, please contact the Commission for further instructions.

- **Upload via Secure Drop Box.**—Upload the MS Word questionnaire along with a scanned copy of the signed certification page (page 1) through the Commission’s secure upload facility:

**Web address:** <https://dropbox.usitc.gov/oinv/>      **Pin:** **RAIL**

- **E-mail.**—E-mail your questionnaire to [ahdia.bavari@usitc.gov](mailto:ahdia.bavari@usitc.gov); include a scanned copy of the signed certification page (page 1). *Submitters are strongly encouraged to encrypt nonpublic documents that are electronically transmitted to the Commission to protect your sensitive information from unauthorized disclosure. The USITC secure drop-box system and the Electronic Document Information System (EDIS) use Federal Information Processing Standards (FIPS) 140-2 cryptographic algorithms to encrypt data in transit. Submitting your nonpublic documents by a means that does not use these encryption algorithms (such as by email) may subject your firm’s nonpublic information to unauthorized disclosure during transmission. If you choose a non-encrypted method of electronic transmission, the Commission warns you that the risk of such possible unauthorized disclosure is assumed by you and not by the Commission.*

**If your firm did not produce or export this product**, please fill out page 1, print, sign, and submit a scanned copy to the Commission.

**Parties to this proceeding.**—If your firm is a party to this proceeding, you are required to serve a copy of the completed questionnaire on parties to the proceeding that are subject to administrative protective order (see 19 CFR § 207.7). A list of such parties may be obtained from the Commission’s Secretary (202-205-1802). A certificate of service must accompany the completed questionnaire you submit (see 19 CFR § 207.7).