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# 1992

# Census of Transportation, Communications, and Utilities

TC92-CF-29

## 1993 COMMODITY FLOW SURVEY

# Nevada

U.S. Department of Commerce
Economics and Statistics Administration
BUREAU OF THE CENSUS

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**Inquiries concerning this report should be addressed to the Commodity Flow Survey Branch, Services Division, Washington, DC 20233, telephone 301-457-2788 or 301-457-2114.**

# Publication Program

## 1992 CENSUS OF TRANSPORTATION, COMMUNICATIONS, AND UTILITIES

Publications of the 1992 Census of Transportation, Communications, and Utilities containing data on: transportation, communications, and utilities establishments; characteristics of trucks; and characteristics of commodity shipments are described below. The first results were issued in press releases. Final detailed statistics are issued in separate paperbound reports and compact disc-read only memory (CD-ROM).

Copies of the reports are available from the Superintendent of Documents, U.S. Government Printing Office, Post Office Box 371954, Pittsburgh, PA 15250-7954. Order forms for the specific reports or CD-ROM's may be obtained from any Department of Commerce district office, any Bureau of the Census State data center or business/ industry data center, or from Data User Services Division, Customer Services, Bureau of the Census, Washington, DC 20233-8300 or call 301-457-4100.

### Final Reports

#### Truck Inventory and Use Survey—52 reports (TC92-T-1 to -52)

This series includes a United States Summary and a separate report for each State and the District of Columbia. Data cover the physical and operational characteristics of the Nation's private and commercial truck resources, such as the number of vehicles, major use, annual miles, model year, body type, vehicle size, fuel type, operator classification, engine size, range of operation, weeks operated, products carried, and hazardous materials carried. The reports show comparative statistics reflecting percent changes in number of vehicles between 1987 and 1992 for all characteristics.

#### 1993 Commodity Flow Survey—141 reports (TC92-CF-1 to -52(P) and TC92-CF-N1 to -89)

This series includes a preliminary United States Summary, a set of National Transportation Analysis Region (NTAR) reports, a set of State reports (including the District of Columbia), and a final, more detailed United States Summary. Data cover the characteristics of commodity shipments initiated by establishments engaged in manufacturing, mining, wholesale, and selected retail, service, and auxiliary activities. The data include tons, ton-miles, average miles and value of shipments, by commodity and transportation mode. The NTAR and State reports include data on NTAR-to-NTAR and State-to-State commodity shipments, respectively. The final United States Summary includes more detailed commodity descriptions, data on containerized and hazardous materials shipments, and supplemental data on availability and use of transportation equipment and facilities.

#### Geographic area series—1 report (UC92-A-1)

The geographic area *Summary* report presents data for the United States and States for establishments with payroll for detailed kind-of-business classifications. Statistics on number of establishments and revenue are also shown for States and selected metropolitan areas (MA's) by kind of business.

For each State, the District of Columbia, and the United States, 1992 data are provided on revenue and employees per establishment and on revenue and payroll per employee. Comparative statistics showing percent changes in revenue and payroll between 1987 and 1992 also are shown for some kind-of-business classifications.

#### Nonemployer statistics series—1 report (UC92-N-1)

The *Nonemployer Statistics* report includes data by kind of business for all establishments, establishments with payroll, and establishments without payroll for the United States and States.

#### Subject series—2 reports (UC92-S-1 to -2)

The *Establishment and Firm Size* report (UC92-S-1) presents data for establishments with payroll, based on size of establishment, size of company or firm, and legal form of organization. Establishment statistics are presented by revenue size and by employment size; statistics for firms, by revenue size (including concentration by largest firms), by employment size, and by number of establishments operated (single units and multiunits). These data are presented for the United States.

The *Miscellaneous Subjects* report (UC92-S-2) presents data for the United States as a whole and, where feasible, for States and MA's for establishments with payroll. Data are provided for some kinds of business on major sources of revenue; purchased transportation; cost of purchased travel; revenue by class of customer; and other miscellaneous subjects.

### Electronic Media

All data included in future printed reports will be available on CD-ROM. For the *Commodity Flow Survey* data, the CD-ROM may provide greater detail than the printed reports with respect to shipment distance, weight ranges, and origin to destination data for the geographic reports. Electronic media products are available for users who wish to summarize, rearrange, or process large amounts of data. In addition to CD-ROM's containing data from printed reports, there is a separate CD-ROM for the *Truck Inventory and Use Survey* which contains microdata information for each truck in the sample. The term microdata refers to the unaggregated records for the individual responses. The records are modified to avoid the possibility of identifying individual households or establishments. These products, with corresponding technical documentation, are sold by Data User Services Division, Customer Services, Bureau of the Census, Washington, DC 20233-8300.

## OTHER ECONOMIC CENSUS REPORTS

Data on retail trade, wholesale trade, service industries, financial, insurance, real estate, construction industries, manufactures, mineral industries, enterprise statistics, minority-owned business enterprises, and women-owned businesses also are available from the 1992 Economic Census. A separate series of reports covers the census of outlying areas—Puerto Rico, Virgin Islands of the United States, Guam, and the Northern Marianas. Separate announcements describing these reports are available free of charge from Data User Services Division, Customer Services, Bureau of the Census, Washington, DC 20233-8300.

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# 1992

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## 1993 COMMODITY FLOW SURVEY

# Nevada

Issued March 1996

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# Introduction to the Economic Census

## PURPOSES AND USES OF THE ECONOMIC CENSUS

The economic census is the major source of facts about the structure and functioning of the Nation's economy. It provides essential information for government, business, industry, and the general public.

The economic census furnishes an important part of the framework for such composite measures as the gross domestic product, input/output measures, production and price indexes, and other statistical series that measure short-term changes in economic conditions.

Policymaking agencies of the Federal Government use the data, especially in monitoring economic activity and providing assistance to business.

State and local governments use the data to assess business activities and tax bases within their jurisdictions and to develop programs to attract business.

Trade associations study trends in their own and competing industries and keep their members informed of market changes.

Individual businesses use the data to locate potential markets and to analyze their own production and sales performance relative to industry or area averages.

## AUTHORITY AND SCOPE

Title 13 of the United States Code (sections 131, 191, and 224) directs the Census Bureau to take the economic census every 5 years, covering years ending in 2 and 7. The 1992 Economic Census consists of the following eight censuses:

- Census of Retail Trade
- Census of Wholesale Trade
- Census of Service Industries
- Census of Financial, Insurance, and Real Estate Industries
- Census of Transportation, Communications, and Utilities
- Census of Manufactures
- Census of Mineral Industries
- Census of Construction Industries

Special programs also cover enterprise statistics and minority-owned and women-owned businesses. (The 1992 Census of Agriculture and 1992 Census of Governments are conducted separately.) The next economic census is scheduled to be taken in 1998 covering the year 1997.

## AVAILABILITY OF THE DATA

The results of the economic census are available in printed reports for sale by the U.S. Government Printing Office and on compact discs for sale by the Census Bureau (this report excluded). Order forms for all types of products are available on request from Customer Services, Bureau of the Census, Washington, DC 20233-8300. A more complete description of publications being issued from this census is on the inside back cover of this document.

Census facts are also widely disseminated by trade associations, business journals, and newspapers. Volumes containing census statistics are available in most major public and college libraries. Finally, State data centers in every State as well as business and industry data centers in many States also supply economic census statistics.

## WHAT'S NEW IN 1992

The 1992 Economic Census covers more of the economy than any previous census. New for 1992 are data on communications, utilities, financial, insurance, and real estate, as well as coverage of more transportation industries. The economic, agriculture, and governments censuses now collectively cover nearly 98 percent of all economic activity.

Among other changes, new 1992 definitions affect the boundaries of about a third of all metropolitan areas. Also, the Survey of Women-Owned Businesses has now been expanded to include all corporations.

## HISTORICAL INFORMATION

The economic census has been taken as an integrated program at 5-year intervals since 1967 and before that for 1963, 1958, and 1954. Prior to that time, the individual subcomponents of the economic census were taken separately at varying intervals.

The economic census traces its beginnings to the 1810 Decennial Census, when questions on manufacturing were included with those for population. Coverage of economic activities was expanded for 1840 and subsequent censuses to include mining and some commercial activities. In 1902, Congress established a permanent Census Bureau and directed that a census of manufactures be taken every 5 years. The 1905 Manufactures Census was the first time a census was taken apart from the regular every-10-year population census.

The first census of business was taken in 1930, covering 1929. Initially it covered retail and wholesale trade and construction industries, but it was broadened in 1933 to include some of the service trades.

The 1954 Economic Census was the first census to be fully integrated—providing comparable census data across economic sectors, using consistent time periods, concepts, definitions, classifications, and reporting units. It was the first census to be taken by mail, using lists of firms provided by the administrative records of other Federal agencies. Since 1963, administrative records also have been used to provide basic statistics for very small firms, reducing or eliminating the need to send them census questionnaires. The Enterprise Statistics Program, which publishes combined data from the economic census, was made possible with the implementation of the integrated census program in 1954.

The range of industries covered in the economic censuses has continued to expand. The census of construction industries began on a regular basis in 1967, and the scope of service industries was broadened in 1967, 1977, and 1987. The census of transportation began in 1963 as a set of surveys covering travel, transportation of commodities, and trucks, but expanded in 1987 to cover business establishments in several transportation industries. For 1992, these statistics are incorporated into a broadened census of transportation, communications, and utilities. Also new for 1992 is the census of financial, insurance, and real estate industries. This is part of a gradual expansion in coverage of industries previously subjected to government regulation.

The Survey of Minority-Owned Business Enterprises was first conducted as a special project in 1969 and was incorporated into the economic census in 1972 along with the Survey of Women-Owned Businesses.

An economic census has also been taken in Puerto Rico since 1909, in the Virgin Islands of the United States and Guam since 1958, and in the Commonwealth of the Northern Mariana Islands since 1982.

Statistical reports from the 1987 and earlier censuses provide historical figures for the study of long-term time series and are available in some large libraries. All of the census data published since 1967 are still available for sale on microfiche from the Census Bureau.

## AVAILABILITY OF MORE FREQUENT ECONOMIC DATA

While the census provides complete enumerations every 5 years, there are many needs for more frequent data as well. The Census Bureau conducts a number of monthly, quarterly, and annual surveys, with the results appearing in publication series such as Current Business Reports (retail and wholesale trade and service industries), the Annual Survey of Manufactures, Current Industrial Reports, and the Quarterly Financial Report. Most of these surveys, while providing more frequent observations, yield less kind-of-business and geographic detail than the census. The County Business Patterns program offers annual statistics on the number of establishments, employment, and payroll classified by industry within each county.

## SOURCES FOR MORE INFORMATION

More information about the scope, coverage, classification system, data items, and publications for each of the economic censuses and related surveys is published in the *Guide to the 1992 Economic Census and Related Statistics*. More information on the methodology, procedures, and history of the census will be published in the *History of the 1992 Economic Census*. Contact Customer Services for information on availability.

# 1993 Commodity Flow Survey

## GENERAL

The 1993 Commodity Flow Survey (CFS) provides data on the movement of goods by mode of transportation. These are the first data of this type published by the Census Bureau since the 1977 Commodity Transportation Survey (see appendix A for a comparison to previous surveys). The data from the CFS are in great demand by transportation analysts and decision makers as they work towards improving the transportation infrastructure.

This report presents data at the State level. There are reports for each of the 50 States and the District of Columbia. The next series of reports to be released will be at the National Transportation Analysis Region (NTAR). There are 89 NTAR's representing one or more Bureau of Economic Analysis economic areas. A final United States Summary report, reflecting all revisions based on the geographic level analyses, will follow these reports.

## COVERAGE

This sample survey produced measures of the movement of goods by major type of commodity shipped and mode(s) of transportation used.

The 1993 CFS covered establishments in mining, manufacturing and wholesale trade, and selected retail and service industries. The survey also covered selected auxiliary establishments (e.g., warehouses) of in-scope multiunit and retail companies. The survey coverage excluded establishments classified as farms, forestry, fisheries, oil and gas extraction, governments, construction, transportation, households, foreign establishments, and most establishments in retail and services.

The industries covered, as defined in the *Standard Industrial Classification Manual: 1987*[1] (SIC), are listed in the following table:

| SIC code | Title |
|---|---|
| 10, ex. 108 | Metal mining (excluding metal mining services) |
| 12, ex. 124 | Coal mining (excluding coal mining services) |
| 14, ex. 148 | Mining and quarrying of nonmetallic minerals, except fuels (excluding nonmetallic minerals services) |
| 20 | Food and kindred products |
| 21 | Tobacco products |
| 22 | Textile mill products |
| 23 | Apparel and other finished products made from fabrics and similar materials |
| 24 | Lumber and wood products, except furniture |
| 25 | Furniture and fixtures |
| 26 | Paper and allied products |
| 27, ex. 279 | Printing, publishing, and allied industries (excluding service industries for the printing trade) |
| 28 | Chemicals and allied products |
| 29 | Petroleum refining and related industries |
| 30 | Rubber and miscellaneous plastics products |
| 31 | Leather and leather products |
| 32 | Stone, clay, glass, and concrete products |
| 33 | Primary metal industries |
| 34 | Fabricated metal products, except machinery and transportation equipment |
| 35 | Industrial and commercial machinery and computer equipment |
| 36 | Electronic and other electrical equipment and components, except computer equipment |
| 37 | Transportation equipment |
| 38 | Measuring, analyzing, and controlling instruments; photographic, medical and optical goods; watches and clocks |
| 39 | Miscellaneous manufacturing industries |
| 50 | Wholesale trade—durable goods |
| 51 | Wholesale trade—nondurable goods |
| 596 | Catalog and mail-order houses |
| 782 | Motion picture and video tape distribution |

[1] *Standard Industrial Classification Manual: 1987.* For sale by Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402. Stock No. 041-001-00314-2.

The source of the frame used for sampling in 1992 was the Standard Statistical Establishment List (SSEL) of separate business locations with paid employees, maintained by the Census Bureau. Establishments in these trade areas that had non-zero payroll in at least one quarter of 1991 were included in the sampling frame of approximately 800,000 establishments.

## MILEAGE CALCULATIONS

The Center for Transportation Analysis (CTA) at Oak Ridge National Laboratory (ORNL) developed an integrated transportation network modeling system to compute shipment mileages for the 1993 CFS. To enable ORNL to compute mileages, the Census Bureau provided files containing ZIP Code origin and destination pairs for all reported shipments. To maintain confidentiality of reported data, no information other than ZIP Codes was provided. A ZIP Code pair was provided only once, regardless of the number of shipments that moved between ZIP Codes. To further protect confidentiality, the Census Bureau also included dummy pairs of ZIP Code origin and destination in the file sent to ORNL. The ORNL system used these five-digit ZIP Codes of the shipment's origin and destination, as input, and assumed the actual origin and destination points to be geographically located at the ZIP Code centroids. The system computed mileages, by mode, for all single modes and selected mode combinations for those ZIP Code pairs we sent to ORNL. The mileages between the origin-destination ZIP Code centroids were computed by finding the minimum impedance path over mathematical representations of the highway, rail, waterway, air, and pipeline networks and summing the lengths of individual links on these paths. Impedance is computed as a weighted combination of distance, time, and cost factors.

The ORNL mileage network is composed of individual modal-specific networks representing each of the major transportation modes — highway, rail, waterway, air, and pipeline. The links on these specific modal networks are the representation of line-haul transportation facilities. The nodes represent intersections and interchanges, and the access points to the transportation network. For each five-digit ZIP Code, dummy links are created from the ZIP Code centroid to the nodes on the network to simulate local access to the network with the objective being to locate the nodes on the network that are the closest to the given centroid. For the truck network, local access is assumed to exist everywhere; however, for the other modes this is not true. Before any dummy links are created for these modes, a decision is made about whether the mode is accessible from the ZIP Code region. For shipments involving more than one mode, such as truck-rail or rail-water, links connecting the individual modal networks are created to represent the transfer of freight between modes. A measure of link impedance is calculated for each link in each modal network based on various link characteristics for the specific mode. For example, the set of link characteristics for the highway network included divided or undivided roadway, degree of access control, rural or urban setting, type of pavement, number of lanes, degree of urban congestion, and length of the link. Link impedance measures are also assigned to the local access links. A minimum path algorithm is used to find the minimum impedance path between the origin ZIP Code centroid and the destination ZIP Code centroid. The cumulative length of the links on this path is the shipment distance.

## DISCLOSURE RULES

In accordance with Federal law governing census reports, no data are published that would disclose the operations of an individual firm or establishment.

## ABOUT THE DATA

This section summarizes key points about the data that will aid the user in analyzing and interpreting the tables contained in this report.

### Coverage Considerations

The CFS captured data on shipments originating from selected types of business establishments located in the 50 States and the District of Columbia. The data do not cover shipments originating from business establishments located in Puerto Rico and other U.S. possessions and territories. Shipments traversing the U.S. from a foreign location to another foreign location (e.g., from Canada to Mexico) are not included, nor are shipments from a foreign location to a U.S. location. Imported products were included in the CFS at the point that they left the importer's domestic location for shipment to another location. Shipments that were shipped through a foreign territory with both the origin and destination in the U.S. were included in the CFS data. The mileages calculated for these shipments exclude the international segments (e.g., shipments from New York to Michigan through Canada do not include any mileages for Canada). Export shipments were included, with the domestic destination defined as the port of exit from the U.S.

The ''Coverage'' section of this report lists the SIC groups covered by the CFS. Other industry areas that were not covered, but may have significant shipping activity, include agriculture, government, and retail (other than warehouses and SIC 5961, Catalog and Mail-Order Houses). For agriculture specifically, this means that the CFS did not cover shipments of agricultural products from the farm site to the processing centers or terminal elevators (most likely short-distance local movements), but did cover the shipments of these products from the initial processing centers or terminal elevators onward.

Within mining, the CFS did not cover shipments from establishments in SIC 13, Oil and Gas Extraction. The majority of these establishments had undeliverable mailing addresses, and due to the mailout/ mailback approach for CFS, could not be included. **Therefore, the CFS data do not represent complete, or even primary, coverage of crude petroleum, or natural gas shipments.** The CFS data most affected by this, other than data for these specific commodities, are data for the pipeline and water modes, given that a significant percentage of the total tonnage moving by these modes are from crude petroleum and/ or natural gas.

## Mileage Data for Pipeline Shipments

In the tables, we do not show ton-miles or average miles per shipment for pipeline shipments. For most of these shipments, the respondents reported the shipment destination as a pipeline facility on the main pipeline network. Therefore, for the majority of these shipments, the resulting mileage represented only the access distance through feeder pipelines to the main pipeline network, and not the actual distance through the main pipeline network. **Pipeline shipments are included in the totals for ton-miles and average miles per shipment.**

## Average Miles Per Shipment

For our calculation of average miles per shipment (tables 1, 2, 4, 5, and 6) we excluded shipments of STCC 27, Printed Matter.

When transporting newspapers, magazines, catalogs, etc., there is great variation in the meaning of ''shipment''. A truckload of magazines traveling to a distribution point may be viewed as one shipment or, as each magazine will eventually be delivered to individual subscribers, thousands of shipments. To avoid overstating the impact of short distance shipments of products in STCC 27, we excluded shipments of STCC 27 from our calculation of average miles.

All other variables in the tables (value, tons, and ton-miles) include shipments of STCC 27.

## EXPLANATION OF TERMS

**Commodity.** Item that an establishment produces, sells, or distributes. This does not include items that are considered as excess or byproducts of the establishment's operation. Respondents reported the description and the five-digit STCC code for the **major** commodity contained in the shipment, defined as the commodity with the greatest weight in the total shipment.

**Distance shipped.** In table 3, shipment data are presented for various ''distance shipped'' intervals. Shipments were categorized into these ''distance shipped'' intervals based on the great circle distance between their origin and destination ZIP Code centroids. All other distance-related data in the tables (i.e., ton-miles and average miles per shipment) are based on the mileage calculations produced by Oak Ridge National Laboratories (see the ''Mileage Calculations'' section for more details).

**Great circle distance.** The shortest distance between two points on the earth's surface.

**Mode of transportation.** The type of transportation used for moving the shipment to its domestic destination. For exports, the domestic destination was the port of exit. On the questionnaire, we defined the possible modes as follows:

1. **Parcel, U.S. Postal Service, or courier.** Delivery services that carry letters, parcels, packages, and other small shipments that typically weigh less than 100 pounds. Includes bus parcel delivery service.

2. **Private truck.** Trucks operated by a temporary or permanent employee of an establishment or the buyer/ receiver of the shipment.

3. **For-hire truck.** Trucks that carry freight for a fee collected from the shipper, recipient of the shipment, or an arranger of the transportation.

4. **Railroad.** Any common carrier or private railroad.

5. **Inland water and/ or Great Lakes.** Barges, ships, or ferries operating primarily on rivers and canals; on harbors, the Great Lakes, the Saint Lawrence Seaway; the Intracoastal Waterway, the Inside Passage to Alaska, major bays and inlets; or on the ocean close to the shoreline.

6. **Deep sea water.** Barges, ships, or ferries operating primarily on the open ocean. Shipping on the Great Lakes and the Saint Lawrence Seaway is classified with inland water. [**Note:** As part of the mileage calculation operations, deep sea water shipments were reclassified to more accurately reflect a shipment's route rather than vessel type. Therefore, in the tables, ''deep sea water'' as a single mode describes shipments moving **only** on the open waters of the oceans or the Gulf of Mexico. Using this definition, deep sea as a single mode (i.e., without an inland water component) is nearly impossible. Most shipments moving primarily on the open ocean are tabulated under ''inland water and deep sea.'']

7. **Pipeline.** Movements of oil, petroleum, gas, slurry, etc., through pipelines that extend to other establishments or locations beyond the shipper's establishment. Aqueducts for the movement of water are not included.

8. **Air.** Movements using commercial or private aircraft, and all air service for shipments that typically weigh more than 100 pounds. Includes air freight and air express.

9. **Other mode.** Any mode not listed above.

10. **Mode unknown.** The shipment was not carried by a parcel delivery/ courier/ U.S. Postal Service, and the respondent could not determine what mode of transportation was used.

In the tables, the above modes appear, as well as the following additional mode descriptions:

1. **Single modes.** Shipments using only one of the above-listed modes, except other and unknown.

2. **Multiple modes.** Shipments for which two or more of the following modes of transportation were used:

   a. Private truck.

   b. For-hire truck.

   c. Air.

   d. Rail.

   e. Inland water.

   f. Great Lakes.

   g. Deep sea water.

   h. Pipeline.

   We did not allow for multiple modes in combination with ''parcel delivery, U.S. Postal Service, or courier'', ''unknown'', or ''other'', which, by their nature, may already include various kinds of multiple-mode activity. For example, if the respondent reported a shipment's mode of transportation as parcel and air, we treated the shipment as parcel only.

3. **Other modes.** Shipments for which mode was not reported, or was recorded as ''Other'' or ''Unknown.'' Also, shipments using any other mode or mode combinations not specifically listed in the table.

4. **Truck.** For-hire truck and/ or private truck.

5. **Water.** Inland water and/ or Great Lakes and/ or deep sea water.

6. **Great Lakes.** On the questionnaire, ''Inland water and/ or Great Lakes'' appeared as one mode. In the tables in this publication, ''Great Lakes'' appears as a separate mode. The transportation network and mileage calculation system that Oak Ridge National Laboratories developed for this survey allowed for separate mileage calculations for inland water and Great Lakes between the origin and destination ZIP Codes (see the ''Mileage Calculations'' section for more details). Therefore, a shipment reported as using inland water and/ or Great Lakes can appear in the tables as a single mode inland water shipment, or a single mode Great Lakes shipment, or a multiple mode inland water and Great Lakes shipment.

7. **Inland water.** On the questionnaire, ''Inland water and/ or Great Lakes'' appeared as one mode. In the tables in this publication, ''Inland water'' appears as a separate mode. See the ''Great Lakes'' section above for the explanation.

**Shipment.** A shipment (or delivery) is an individual movement of commodities from an establishment to a customer or to another location of the originating company (including a warehouse, distribution center, retail or wholesale outlet). A shipment uses one or more modes of transportation including parcel delivery, U.S. Postal Service, courier, private truck, for-hire truck, rail, water, pipeline, air, and other modes.

**Standard Transportation Commodity Classification (STCC).** A commodity coding system that the Association of American Railroads developed and maintains. The 1993 Commodity Flow Survey used this classification system at the five-digit level.

**Ton-miles.** The weight times the mileage for a shipment. The respondents reported shipment weight in pounds, as described below. Mileage was calculated as the distance between the shipment origin and destination ZIP Codes. For shipments by truck, rail, or inland water/ Great Lakes, the mileage excludes international segments. For example, mileages from Alaska to the continental United States exclude any mileages through Canada (see the ''Mileage Calculations'' section for more details). Aggregated pound-miles were converted to ton-miles. The tables in this publication show ton-miles in millions.

**Tons shipped.** The total weight of the entire shipment. Respondents reported the weight in pounds. Aggregated pounds were converted to short-tons (2,000 pounds). The tables in this publication show tons in thousands.

**Total modal activity.** The overall activity (e.g., ton-miles) of a specific mode of transportation, whether used in a single-mode shipment, or as part of a multiple-mode shipment. For example, the total modal activity for private truck is the total ton-miles carried by private truck in single-mode shipments, combined with the total ton-miles carried by private truck in all multiple-mode shipments that include private truck (private truck and for-hire truck, private truck and rail, private truck and air, etc.). ''Total modal activity'' appears in table 2 of this publication.

**Value of shipments.** The dollar value of the entire shipment. This was defined as the net selling value, f.o.b. plant, exclusive of freight charges and excise taxes. The tables in this publication show value in millions of dollars.

## ABBREVIATIONS AND SYMBOLS

The following abbreviations and symbols are used in this publication:

| | |
|---|---|
| – | Represents zero or less than 1 unit of measure. |
| (D) | Denotes figures withheld to avoid disclosing data for individual companies. |
| (S) | Data do not meet publication standards due to high sampling variability or other reasons. |
| CFS | Commodity Flow Survey. |
| CTS | Commodity Transportation Survey. |
| CV | Coefficient of Variation. |
| lb | Pounds. |
| N.E.C. | Not Elsewhere Classified. |
| NTAR | National Transportation Analysis Region. |
| SIC | Standard Industrial Classification. |
| SSEL | Standard Statistical Establishment List. |
| STCC | Standard Transportation Commodity Classification. |

# Users' Guide for Locating Statistics in This Report by Table Number

| Information shown in tables | Tables | | | | | | |
|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Value | X | | X | X | X | X | X |
| Tons | X | | X | X | X | X | X |
| Ton-miles | X | X | X | X | X | X | X |
| Average miles per shipment | X | X | | X | X | X | |
| Mode of transportation | X | X | X | X | | X | |
| Distance shipped | | | X | | | | |
| Shipment size | | | | X | | | |
| Commodity | | | | | X | X | |
| State of destination | | | | | | | X |

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## Nevada

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## Table 1. **Shipment Characteristics by Mode of Transportation for State of Origin: 1993**

[For explanation of terms and meaning of abbreviations and symbols, see introductory text. Detail may not add to total because of rounding]

| Mode of transportation | Value | | Tons | | Ton-miles[1] | | Average miles per shipment[1] |
|---|---|---|---|---|---|---|---|
| | Number (million dollars) | Percent | Number (thousands) | Percent | Number (millions) | Percent | |
| **All modes** | **19 597** | **100.0** | **30 871** | **100.0** | **3 690** | **100.0** | **495** |
| **SINGLE MODES** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 2 270 | 11.6 | 100 | .3 | 78 | 2.1 | 804 |
| Private truck | 5 224 | 26.7 | 22 743 | 73.7 | 947 | 25.7 | 37 |
| For-hire truck | 10 561 | 53.9 | 5 371 | 17.4 | 1 657 | 44.9 | 678 |
| Air | (S) | (S) | 2 | – | 3 | .1 | 1 876 |
| Rail | 179 | .9 | 1 361 | 4.4 | 782 | 21.2 | 631 |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **MULTIPLE MODES** | | | | | | | |
| Private truck and for-hire truck | (S) | – | – | – | – | – | (S) |
| Truck and air | 790 | 4.0 | 12 | – | 22 | .6 | 1 827 |
| Truck and rail | 34 | .2 | (S) | – | (S) | (S) | (S) |
| Truck and water | (S) | – | – | – | – | – | (S) |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **OTHER MODES** | | | | | | | |
| Other and unknown modes | 361 | 1.8 | (S) | (S) | 58 | 1.6 | 552 |

Note: "Deep sea water" as a single mode describes shipments moving only on the open waters of the oceans or the Gulf of Mexico. Most shipments moving primarily on the open ocean are tabulated under "Inland water and deep sea".

– Represents zero or less than 1 unit of measure

(S) Data do not meet publication standards due to high sampling variability or other reasons. Some unpublished estimates can be derived by subtracting published data from their respective totals. However, the figures obtained by such subtraction are subject to these same limitations.

(D) Denotes figures withheld to avoid disclosing data for individual companies.

[1]Average miles and ton-miles are based on the estimated distance traveled, not on Great Circle Distance. See the "Mileage Calculations" section of this report for further explanation. Calculation of average miles per shipment excludes shipments of STCC 27, Printed Matter. See "About the Data" section of this report for further explanation.

[2]CFS data for pipelines exclude most shipments of crude oil. See "About the Data" section for details of CFS coverage.

## Table 2. **Shipment Characteristics by Total Modal Activity for State of Origin: 1993**

[For explanation of terms and meaning of abbreviations and symbols, see introductory text. Detail may not add to total because of rounding]

| Mode of transportation[1] | Ton-miles[2] | | Average miles per shipment[2] |
|---|---|---|---|
| | Number (millions) | Percent | |
| **Total** | **3 690** | **100.0** | **495** |
| Parcel, U.S. Postal Service, or courier, total | 78 | 2.1 | 804 |
| Truck, total | 2 617 | 70.9 | 118 |
| Air, total | 25 | .7 | 1 796 |
| Rail, total | 912 | 24.7 | 703 |
| Inland water, total | – | – | (S) |
| Great Lakes, total | – | – | – |
| Deep sea water, total | – | – | (S) |
| Pipeline, total | – | – | – |
| Other and unknown modes, total | 58 | 1.6 | 552 |

– Represents zero or less than 1 unit of measure

(S) Data do not meet publication standards due to high sampling variability or other reasons. Some unpublished estimates can be derived by subtracting published data from their respective totals. However, the figures obtained by such subtraction are subject to these same limitations.

(D) Denotes figures withheld to avoid disclosing data for individual companies.

[1]Data represent activity for a given mode across single and multiple mode shipments. For example, total truck activity includes private truck and/or for-hire truck single mode combined with private and for-hire truck segments of all multiple mode trips including truck.

[2]Average miles and ton-miles are based on the estimated distance traveled, not on Great Circle Distance. See the "Mileage Calculations" section of this report for further explanation. Calculation of average miles per shipment exclude shipments of STCC 27, Printed Matter. See "About the Data" section of this report for further explanation.



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# Table 3. Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 1993

[For explanation of terms and meaning of abbreviations and symbols, see introductory text. Detail may not add to total because of rounding]

| Mode of transportation and distance shipped (based on Great Circle Distance) | Value | | Tons | | Ton-miles[2] | |
|---|---|---|---|---|---|---|
| | Number (million dollars) | Percent | Number (thousands) | Percent | Number (millions) | Percent |
| **ALL MODES** | | | | | | |
| **Total** | **19 597** | **100.0** | **30 871** | **100.0** | **3 690** | **100.0** |
| Less than 50 miles | 4 324 | 22.1 | 23 880 | 77.4 | 379 | 10.3 |
| 50 to 99 miles | 475 | 2.4 | 1 057 | 3.4 | 107 | 2.9 |
| 100 to 249 miles | 3 548 | 18.1 | 2 749 | 8.9 | 701 | 19.0 |
| 250 to 499 miles | 5 224 | 26.7 | 2 180 | 7.1 | 1 060 | 28.7 |
| 500 to 749 miles | 1 578 | 8.0 | 394 | 1.3 | 312 | 8.5 |
| 750 to 999 miles | 566 | 2.9 | 153 | .5 | 170 | 4.6 |
| 1,000 to 1,499 miles | 677 | 3.5 | 144 | .5 | 229 | 6.2 |
| 1,500 to 1,999 miles | 1 081 | 5.5 | 200 | .6 | 427 | 11.6 |
| 2,000 miles or more | 2 125 | 10.8 | 113 | .4 | 305 | 8.3 |
| **SINGLE MODES** | | | | | | |
| **Parcel, U.S. Postal Service, or courier** | **2 270** | **100.0** | **100** | **100.0** | **78** | **100.0** |
| Less than 50 miles | 76 | 3.3 | 9 | 8.8 | – | .3 |
| 50 to 99 miles | 55 | 2.4 | 2 | 1.7 | – | .3 |
| 100 to 249 miles | 424 | 18.7 | 21 | 20.6 | 5 | 6.5 |
| 250 to 499 miles | 659 | 29.0 | 30 | 29.7 | 15 | 19.4 |
| 500 to 749 miles | 305 | 13.4 | 16 | 15.7 | 13 | 16.0 |
| 750 to 999 miles | 92 | 4.0 | 4 | 3.7 | 4 | 5.0 |
| 1,000 to 1,499 miles | 170 | 7.5 | 8 | 7.8 | 13 | 16.5 |
| 1,500 to 1,999 miles | 232 | 10.2 | 6 | 6.2 | 13 | 16.3 |
| 2,000 miles or more | 258 | 11.4 | 6 | 5.8 | 15 | 19.8 |
| **Private truck** | **5 224** | **100.0** | **22 743** | **100.0** | **947** | **100.0** |
| Less than 50 miles | 3 620 | 69.3 | 20 359 | 89.5 | 318 | 33.6 |
| 50 to 99 miles | 261 | 5.0 | 707 | 3.1 | 71 | 7.5 |
| 100 to 249 miles | 641 | 12.3 | 1 269 | 5.6 | 301 | 31.8 |
| 250 to 499 miles | 425 | 8.1 | 288 | 1.3 | 140 | 14.8 |
| 500 to 749 miles | 126 | 2.4 | 85 | .4 | 69 | 7.2 |
| 750 to 999 miles | 53 | 1.0 | 26 | .1 | 26 | 2.8 |
| 1,000 to 1,499 miles | 10 | .2 | (S) | – | – | (S) |
| 1,500 to 1,999 miles | 22 | .4 | 5 | – | 10 | 1.1 |
| 2,000 miles or more | 67 | 1.3 | 4 | – | 9 | 1.0 |
| **For-hire truck** | **10 561** | **100.0** | **5 371** | **100.0** | **1 657** | **100.0** |
| Less than 50 miles | 524 | 5.0 | 2 306 | 42.9 | 44 | 2.7 |
| 50 to 99 miles | 148 | 1.4 | 347 | 6.5 | 36 | 2.2 |
| 100 to 249 miles | 2 372 | 22.5 | 1 001 | 18.6 | 244 | 14.7 |
| 250 to 499 miles | 3 843 | 36.4 | 1 097 | 20.4 | 489 | 29.5 |
| 500 to 749 miles | 1 101 | 10.4 | 252 | 4.7 | 196 | 11.8 |
| 750 to 999 miles | 411 | 3.9 | 89 | 1.7 | 95 | 5.7 |
| 1,000 to 1,499 miles | 453 | 4.3 | 85 | 1.6 | 124 | 7.5 |
| 1,500 to 1,999 miles | 521 | 4.9 | 134 | 2.5 | 274 | 16.5 |
| 2,000 miles or more | 1 189 | 11.3 | 60 | 1.1 | 155 | 9.3 |
| **Air** | **(S)** | **(S)** | **2** | **100.0** | **3** | **100.0** |
| Less than 50 miles | – | – | – | – | – | – |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | – | (S) | – | (S) | – | – |
| 250 to 499 miles | (D) | (D) | (D) | (D) | (D) | (D) |
| 500 to 749 miles | (D) | (D) | (D) | (D) | (D) | (D) |
| 750 to 999 miles | – | (S) | – | (S) | – | (S) |
| 1,000 to 1,499 miles | (S) | (S) | – | (S) | – | (S) |
| 1,500 to 1,999 miles | (S) | (S) | – | (S) | – | (S) |
| 2,000 miles or more | 47 | 26.4 | (S) | (S) | – | (S) |
| **Rail** | **179** | **100.0** | **1 361** | **100.0** | **782** | **100.0** |
| Less than 50 miles | (D) | (D) | (D) | (D) | (D) | (D) |
| 50 to 99 miles | (S) | (S) | – | – | – | – |
| 100 to 249 miles | 21 | 11.9 | 442 | 32.5 | 146 | 18.6 |
| 250 to 499 miles | 28 | 15.8 | 755 | 55.5 | 410 | 52.4 |
| 500 to 749 miles | 2 | 1.1 | 34 | 2.5 | 30 | 3.8 |
| 750 to 999 miles | (D) | (D) | (D) | (D) | (D) | (D) |
| 1,000 to 1,499 miles | 4 | 2.3 | 45 | 3.3 | 80 | 10.3 |
| 1,500 to 1,999 miles | (S) | (S) | (S) | (S) | (S) | (S) |
| 2,000 miles or more | (S) | (S) | 7 | .5 | 19 | 2.5 |
| **Inland water** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 miles | – | – | – | – | – | – |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | – | – | – | – | – | – |
| 250 to 499 miles | – | – | – | – | – | – |
| 500 to 749 miles | – | – | – | – | – | – |
| 750 to 999 miles | – | – | – | – | – | – |
| 1,000 to 1,499 miles | – | – | – | – | – | – |
| 1,500 to 1,999 miles | – | – | – | – | – | – |
| 2,000 miles or more | – | – | – | – | – | – |
| **Great Lakes** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 miles | – | – | – | – | – | – |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | – | – | – | – | – | – |
| 250 to 499 miles | – | – | – | – | – | – |
| 500 to 749 miles | – | – | – | – | – | – |
| 750 to 999 miles | – | – | – | – | – | – |
| 1,000 to 1,499 miles | – | – | – | – | – | – |
| 1,500 to 1,999 miles | – | – | – | – | – | – |
| 2,000 miles or more | – | – | – | – | – | – |
| **Deep sea water** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 miles | – | – | – | – | – | – |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | – | – | – | – | – | – |
| 250 to 499 miles | – | – | – | – | – | – |



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Table 3. **Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 1993**—Con.

[For explanation of terms and meaning of abbreviations and symbols, see introductory text. Detail may not add to total because of rounding]

| Mode of transportation and distance shipped (based on Great Circle Distance) | Value | | Tons | | Ton-miles[2] | |
|---|---|---|---|---|---|---|
| | Number (million dollars) | Percent | Number (thousands) | Percent | Number (millions) | Percent |
| **SINGLE MODES**—Con. | | | | | | |
| **Deep sea water**—Con. | | | | | | |
| 500 to 749 miles | – | – | – | – | – | – |
| 750 to 999 miles | – | – | – | – | – | – |
| 1,000 to 1,499 miles | – | – | – | – | – | – |
| 1,500 to 1,999 miles | – | – | – | – | – | – |
| 2,000 miles or more | – | – | – | – | – | – |
| **Pipeline**[1] | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 miles | – | – | – | – | – | – |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | – | – | – | – | – | – |
| 250 to 499 miles | – | – | – | – | – | – |
| 500 to 749 miles | – | – | – | – | – | – |
| 750 to 999 miles | – | – | – | – | – | – |
| 1,000 to 1,499 miles | – | – | – | – | – | – |
| 1,500 to 1,999 miles | – | – | – | – | – | – |
| 2,000 miles or more | – | – | – | – | – | – |
| **MULTIPLE MODES** | | | | | | |
| **Private truck and for-hire truck** | **(S)** | **(S)** | **–** | **(S)** | **–** | **(S)** |
| Less than 50 miles | (S) | (S) | – | (S) | – | (S) |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | – | (S) | – | (S) | – | (S) |
| 250 to 499 miles | – | – | – | – | – | – |
| 500 to 749 miles | – | – | – | – | – | – |
| 750 to 999 miles | – | – | – | – | – | – |
| 1,000 to 1,499 miles | – | – | – | – | – | – |
| 1,500 to 1,999 miles | – | – | – | – | – | – |
| 2,000 miles or more | – | – | – | – | – | – |
| **Truck and air** | **790** | **100.0** | **12** | **100.0** | **22** | **100.0** |
| Less than 50 miles | – | – | – | – | – | – |
| 50 to 99 miles | – | – | – | (S) | – | (S) |
| 100 to 249 miles | (D) | (D) | (D) | (D) | (D) | (D) |
| 250 to 499 miles | (S) | (S) | (S) | (S) | – | (S) |
| 500 to 749 miles | (S) | (S) | – | 2.2 | – | (S) |
| 750 to 999 miles | (D) | (D) | (D) | (D) | (D) | (D) |
| 1,000 to 1,499 miles | 23 | 2.9 | – | 3.1 | 1 | 3.5 |
| 1,500 to 1,999 miles | (S) | (S) | (S) | (S) | – | (S) |
| 2,000 miles or more | 382 | 48.3 | 4 | 36.0 | 11 | 48.4 |
| **Truck and rail** | **34** | **100.0** | **(S)** | **(S)** | **(S)** | **(S)** |
| Less than 50 miles | (D) | (D) | (D) | (D) | (D) | (D) |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | (D) | (D) | (D) | (D) | (D) | (D) |
| 250 to 499 miles | (D) | (D) | (D) | (D) | (D) | (D) |
| 500 to 749 miles | (D) | (D) | (D) | (D) | (D) | (D) |
| 750 to 999 miles | – | – | – | – | – | – |
| 1,000 to 1,499 miles | (S) | (S) | (S) | (S) | – | (S) |
| 1,500 to 1,999 miles | (S) | (S) | (S) | (S) | (S) | (S) |
| 2,000 miles or more | (S) | (S) | (S) | (S) | (S) | (S) |
| **Truck and water** | **(S)** | **(S)** | **–** | **(S)** | **–** | **(S)** |
| Less than 50 miles | – | – | – | – | – | – |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | – | – | – | – | – | – |
| 250 to 499 miles | – | – | – | – | – | – |
| 500 to 749 miles | – | – | – | – | – | – |
| 750 to 999 miles | – | – | – | – | – | – |
| 1,000 to 1,499 miles | – | – | – | – | – | – |
| 1,500 to 1,999 miles | – | – | – | – | – | – |
| 2,000 miles or more | (S) | (S) | – | (S) | – | (S) |
| **Truck and pipeline**[1] | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 miles | – | – | – | – | – | – |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | – | – | – | – | – | – |
| 250 to 499 miles | – | – | – | – | – | – |
| 500 to 749 miles | – | – | – | – | – | – |
| 750 to 999 miles | – | – | – | – | – | – |
| 1,000 to 1,499 miles | – | – | – | – | – | – |
| 1,500 to 1,999 miles | – | – | – | – | – | – |
| 2,000 miles or more | – | – | – | – | – | – |
| **Rail and water** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 miles | – | – | – | – | – | – |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | – | – | – | – | – | – |
| 250 to 499 miles | – | – | – | – | – | – |
| 500 to 749 miles | – | – | – | – | – | – |
| 750 to 999 miles | – | – | – | – | – | – |
| 1,000 to 1,499 miles | – | – | – | – | – | – |
| 1,500 to 1,999 miles | – | – | – | – | – | – |
| 2,000 miles or more | – | – | – | – | – | – |
| **Inland water and Great Lakes** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 miles | – | – | – | – | – | – |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | – | – | – | – | – | – |
| 250 to 499 miles | – | – | – | – | – | – |
| 500 to 749 miles | – | – | – | – | – | – |



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## Table 3. **Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 1993**—Con.

[For explanation of terms and meaning of abbreviations and symbols, see introductory text. Detail may not add to total because of rounding]

| Mode of transportation and distance shipped (based on Great Circle Distance) | Value | | Tons | | Ton-miles[2] | |
|---|---|---|---|---|---|---|
| | Number (million dollars) | Percent | Number (thousands) | Percent | Number (millions) | Percent |
| **MULTIPLE MODES**—Con. | | | | | | |
| **Inland water and Great Lakes**—Con. | | | | | | |
| 750 to 999 miles | – | – | – | – | – | – |
| 1,000 to 1,499 miles | – | – | – | – | – | – |
| 1,500 to 1,999 miles | – | – | – | – | – | – |
| 2,000 miles or more | – | – | – | – | – | – |
| **Inland water and deep sea** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 miles | – | – | – | – | – | – |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | – | – | – | – | – | – |
| 250 to 499 miles | – | – | – | – | – | – |
| 500 to 749 miles | – | – | – | – | – | – |
| 750 to 999 miles | – | – | – | – | – | – |
| 1,000 to 1,499 miles | – | – | – | – | – | – |
| 1,500 to 1,999 miles | – | – | – | – | – | – |
| 2,000 miles or more | – | – | – | – | – | – |
| **OTHER MODES** | | | | | | |
| **Other and unknown modes** | **361** | **100.0** | **(S)** | **(S)** | **58** | **100.0** |
| Less than 50 miles | 96 | 26.5 | (S) | (S) | – | (S) |
| 50 to 99 miles | 5 | 1.5 | (S) | (S) | – | (S) |
| 100 to 249 miles | (S) | (S) | 5 | .5 | 1 | 2.2 |
| 250 to 499 miles | 42 | 11.6 | 8 | .8 | – | (S) |
| 500 to 749 miles | (S) | (S) | (S) | (S) | – | (S) |
| 750 to 999 miles | (S) | (S) | – | – | – | (S) |
| 1,000 to 1,499 miles | 4 | 1.1 | (S) | (S) | – | (S) |
| 1,500 to 1,999 miles | (S) | (S) | 2 | .2 | 4 | 7.7 |
| 2,000 miles or more | (S) | (S) | 13 | 1.2 | 34 | 59.5 |

Note: "Deep sea water" as a single mode describes shipments moving only on the open waters of the oceans or the Gulf of Mexico. Most shipments moving primarily on the open ocean are tabulated under "Inland water and deep sea".

– Represents zero or less than 1 unit of measure

(S) Data do not meet publication standards due to high sampling variability or other reasons. Some unpublished estimates can be derived by subtracting published data from their respective totals. However, the figures obtained by such subtraction are subject to these same limitations.

(D) Denotes figures withheld to avoid disclosing data for individual companies.

[1]CFS data for pipelines exclude most shipments of crude oil. See "About the Data" section for details of CFS coverage.

[2]Ton-miles is based on the estimated distance traveled, not on Great Circle Distance. See the "Mileage Calculations" section of this report for further explanation.



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# Table 4. Shipment Characteristics by Mode of Transportation and Shipment Size for State of Origin: 1993

[For explanation of terms and meaning of abbreviations and symbols, see introductory text. Detail may not add to total because of rounding]

| Mode of transportation and shipment size | Value | | Tons | | Ton-miles[1] | | Average miles per shipment[1] |
|---|---|---|---|---|---|---|---|
| | Number (million dollars) | Percent | Number (thousands) | Percent | Number (millions) | Percent | |
| **ALL MODES** | | | | | | | |
| **Total** | **19 597** | **100.0** | **30 871** | **100.0** | **3 690** | **100.0** | **495** |
| Less than 50 lb | 2 256 | 11.5 | 94 | .3 | 47 | 1.3 | 643 |
| 50 to 99 lb | 836 | 4.3 | 79 | .3 | 28 | .8 | 348 |
| 100 to 499 lb | 3 365 | 17.2 | 399 | 1.3 | 96 | 2.6 | 235 |
| 500 to 749 lb | 1 071 | 5.5 | 172 | .6 | 40 | 1.1 | 219 |
| 750 to 999 lb | 797 | 4.1 | 129 | .4 | 23 | .6 | 182 |
| 1,000 to 9,999 lb | 4 950 | 25.3 | 1 850 | 6.0 | 372 | 10.1 | 180 |
| 10,000 to 49,999 lb | 5 126 | 26.2 | 13 286 | 43.0 | 1 541 | 41.8 | 113 |
| 50,000 to 99,999 lb | 1 036 | 5.3 | 11 052 | 35.8 | 698 | 18.9 | 65 |
| 100,000 lb or more | 159 | .8 | 3 811 | 12.3 | 845 | 22.9 | 259 |
| **SINGLE MODES** | | | | | | | |
| **Parcel, U.S. Postal Service, or courier** | **2 270** | **100.0** | **100** | **100.0** | **78** | **100.0** | **804** |
| Less than 50 lb | 1 440 | 63.4 | 51 | 50.6 | 38 | 48.1 | 801 |
| 50 to 99 lb | 346 | 15.2 | 21 | 21.0 | 19 | 23.8 | 875 |
| 100 to 499 lb | 441 | 19.4 | 25 | 24.6 | 20 | 25.5 | 772 |
| 500 to 749 lb | 35 | 1.5 | 3 | 3.3 | 2 | 2.2 | 494 |
| 750 to 999 lb | 8 | .4 | 1 | .5 | – | .4 | 771 |
| 1,000 to 9,999 lb | – | – | – | – | – | – | – |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Private truck** | **5 224** | **100.0** | **22 743** | **100.0** | **947** | **100.0** | **37** |
| Less than 50 lb | 342 | 6.6 | 36 | .2 | 1 | .1 | 34 |
| 50 to 99 lb | 282 | 5.4 | 52 | .2 | 2 | .2 | 30 |
| 100 to 499 lb | 965 | 18.5 | 297 | 1.3 | 11 | 1.2 | 38 |
| 500 to 749 lb | 289 | 5.5 | 130 | .6 | 7 | .7 | 51 |
| 750 to 999 lb | 171 | 3.3 | 96 | .4 | 3 | .3 | 32 |
| 1,000 to 9,999 lb | 1 635 | 31.3 | 1 332 | 5.9 | 80 | 8.5 | 47 |
| 10,000 to 49,999 lb | 869 | 16.6 | 10 624 | 46.7 | 381 | 40.3 | 38 |
| 50,000 to 99,999 lb | 647 | 12.4 | 7 852 | 34.5 | 418 | 44.2 | 55 |
| 100,000 lb or more | 24 | .5 | 2 325 | 10.2 | 43 | 4.6 | (S) |
| **For-hire truck** | **10 561** | **100.0** | **5 371** | **100.0** | **1 657** | **100.0** | **678** |
| Less than 50 lb | 72 | .7 | 3 | .1 | 2 | .1 | 767 |
| 50 to 99 lb | 102 | 1.0 | 3 | .1 | 3 | .2 | 817 |
| 100 to 499 lb | 1 661 | 15.7 | 69 | 1.3 | 55 | 3.3 | 787 |
| 500 to 749 lb | 596 | 5.6 | 34 | .6 | 26 | 1.6 | 744 |
| 750 to 999 lb | 608 | 5.8 | 30 | .6 | 19 | 1.2 | 664 |
| 1,000 to 9,999 lb | 3 052 | 28.9 | 484 | 9.0 | 260 | 15.7 | 574 |
| 10,000 to 49,999 lb | 4 090 | 38.7 | 2 379 | 44.3 | 1 002 | 60.5 | 426 |
| 50,000 to 99,999 lb | 308 | 2.9 | 2 233 | 41.6 | 254 | 15.3 | (S) |
| 100,000 lb or more | 73 | .7 | (S) | (S) | (S) | (S) | (S) |
| **Air** | **(S)** | **(S)** | **2** | **100.0** | **3** | **100.0** | **1 876** |
| Less than 50 lb | (S) | (S) | – | 29.9 | 1 | 29.1 | 1 862 |
| 50 to 99 lb | (S) | (S) | – | 25.5 | (S) | (S) | (S) |
| 100 to 499 lb | 1 | .8 | – | 6.7 | – | 3.5 | 707 |
| 500 to 749 lb | – | .1 | – | .8 | – | (S) | (S) |
| 750 to 999 lb | – | – | – | – | – | – | – |
| 1,000 to 9,999 lb | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Rail** | **179** | **100.0** | **1 361** | **100.0** | **782** | **100.0** | **631** |
| Less than 50 lb | – | – | – | – | – | – | – |
| 50 to 99 lb | (S) | (S) | – | – | – | – | (S) |
| 100 to 499 lb | – | – | – | – | – | – | – |
| 500 to 749 lb | – | – | – | – | – | – | – |
| 750 to 999 lb | – | – | – | – | – | – | – |
| 1,000 to 9,999 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 10,000 to 49,999 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | 62 | 34.7 | 1 349 | 99.1 | 764 | 97.7 | 584 |
| **Inland water** | **–** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 lb | – | – | – | – | – | – | – |
| 50 to 99 lb | – | – | – | – | – | – | – |
| 100 to 499 lb | – | – | – | – | – | – | – |
| 500 to 749 lb | – | – | – | – | – | – | – |
| 750 to 999 lb | – | – | – | – | – | – | – |
| 1,000 to 9,999 lb | – | – | – | – | – | – | – |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Great Lakes** | **–** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 lb | – | – | – | – | – | – | – |
| 50 to 99 lb | – | – | – | – | – | – | – |
| 100 to 499 lb | – | – | – | – | – | – | – |
| 500 to 749 lb | – | – | – | – | – | – | – |
| 750 to 999 lb | – | – | – | – | – | – | – |
| 1,000 to 9,999 lb | – | – | – | – | – | – | – |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Deep sea water** | **–** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 lb | – | – | – | – | – | – | – |
| 50 to 99 lb | – | – | – | – | – | – | – |
| 100 to 499 lb | – | – | – | – | – | – | – |
| 500 to 749 lb | – | – | – | – | – | – | – |
| 750 to 999 lb | – | – | – | – | – | – | – |



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Table 4. **Shipment Characteristics by Mode of Transportation and Shipment Size for State of Origin: 1993**—Con.

[For explanation of terms and meaning of abbreviations and symbols, see introductory text. Detail may not add to total because of rounding]

| Mode of transportation and shipment size | Value | | Tons | | Ton-miles[1] | | Average miles per shipment[1] |
|---|---|---|---|---|---|---|---|
| | Number (million dollars) | Percent | Number (thousands) | Percent | Number (millions) | Percent | |
| **SINGLE MODES**—Con. | | | | | | | |
| **Deep sea water**—Con. | | | | | | | |
| 1,000 to 9,999 lb | – | – | – | – | – | – | – |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Pipeline**[2] | **–** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 lb | – | – | – | – | – | – | – |
| 50 to 99 lb | – | – | – | – | – | – | – |
| 100 to 499 lb | – | – | – | – | – | – | – |
| 500 to 749 lb | – | – | – | – | – | – | – |
| 750 to 999 lb | – | – | – | – | – | – | – |
| 1,000 to 9,999 lb | – | – | – | – | – | – | – |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **MULTIPLE MODES** | | | | | | | |
| **Private truck and for-hire truck** | **(S)** | **(S)** | **–** | **100.0** | **–** | **(S)** | **(S)** |
| Less than 50 lb | – | 6.1 | – | 4.5 | – | (S) | (S) |
| 50 to 99 lb | – | – | – | – | – | – | – |
| 100 to 499 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 500 to 749 lb | – | – | – | – | – | – | – |
| 750 to 999 lb | – | 1.1 | – | 1.9 | – | (S) | (S) |
| 1,000 to 9,999 lb | – | – | – | – | – | – | – |
| 10,000 to 49,999 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Truck and air** | **790** | **100.0** | **12** | **100.0** | **22** | **100.0** | **1 827** |
| Less than 50 lb | 198 | 25.1 | 2 | 19.6 | 4 | 19.8 | 1 764 |
| 50 to 99 lb | 81 | 10.3 | 2 | 15.3 | (S) | (S) | (S) |
| 100 to 499 lb | 249 | 31.6 | 3 | 25.1 | 7 | 30.7 | 2 252 |
| 500 to 749 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 750 to 999 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 1,000 to 9,999 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Truck and rail** | **34** | **100.0** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** |
| Less than 50 lb | – | – | – | – | – | – | – |
| 50 to 99 lb | – | – | – | – | – | – | – |
| 100 to 499 lb | – | – | – | – | – | – | – |
| 500 to 749 lb | – | .4 | – | – | – | – | (S) |
| 750 to 999 lb | – | – | – | – | – | – | – |
| 1,000 to 9,999 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 10,000 to 49,999 lb | 23 | 66.7 | 56 | 29.5 | (S) | (S) | (S) |
| 50,000 to 99,999 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Truck and water** | **(S)** | **(S)** | **–** | **100.0** | **–** | **(S)** | **(S)** |
| Less than 50 lb | – | – | – | – | – | – | – |
| 50 to 99 lb | – | – | – | – | – | – | – |
| 100 to 499 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 500 to 749 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 750 to 999 lb | – | – | – | – | – | – | – |
| 1,000 to 9,999 lb | – | – | – | – | – | – | – |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Truck and pipeline**[2] | **–** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 lb | – | – | – | – | – | – | – |
| 50 to 99 lb | – | – | – | – | – | – | – |
| 100 to 499 lb | – | – | – | – | – | – | – |
| 500 to 749 lb | – | – | – | – | – | – | – |
| 750 to 999 lb | – | – | – | – | – | – | – |
| 1,000 to 9,999 lb | – | – | – | – | – | – | – |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Rail and water** | **–** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 lb | – | – | – | – | – | – | – |
| 50 to 99 lb | – | – | – | – | – | – | – |
| 100 to 499 lb | – | – | – | – | – | – | – |
| 500 to 749 lb | – | – | – | – | – | – | – |
| 750 to 999 lb | – | – | – | – | – | – | – |
| 1,000 to 9,999 lb | – | – | – | – | – | – | – |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Inland water and Great Lakes** | **–** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 lb | – | – | – | – | – | – | – |
| 50 to 99 lb | – | – | – | – | – | – | – |
| 100 to 499 lb | – | – | – | – | – | – | – |
| 500 to 749 lb | – | – | – | – | – | – | – |
| 750 to 999 lb | – | – | – | – | – | – | – |



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## Table 4. **Shipment Characteristics by Mode of Transportation and Shipment Size for State of Origin: 1993**—Con.

[For explanation of terms and meaning of abbreviations and symbols, see introductory text. Detail may not add to total because of rounding]

| Mode of transportation and shipment size | Value | | Tons | | Ton-miles[1] | | Average miles per shipment[1] |
|---|---|---|---|---|---|---|---|
| | Number (million dollars) | Percent | Number (thousands) | Percent | Number (millions) | Percent | |
| **MULTIPLE MODES**—Con. | | | | | | | |
| **Inland water and Great Lakes**—Con. | | | | | | | |
| 1,000 to 9,999 lb | – | – | – | – | – | – | – |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Inland water and deep sea** | **–** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 lb | – | – | – | – | – | – | – |
| 50 to 99 lb | – | – | – | – | – | – | – |
| 100 to 499 lb | – | – | – | – | – | – | – |
| 500 to 749 lb | – | – | – | – | – | – | – |
| 750 to 999 lb | – | – | – | – | – | – | – |
| 1,000 to 9,999 lb | – | – | – | – | – | – | – |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **OTHER MODES** | | | | | | | |
| **Other and unknown modes** | **361** | **100.0** | **(S)** | **(S)** | **58** | **100.0** | **552** |
| Less than 50 lb | 63 | 17.5 | 1 | .1 | (S) | (S) | (S) |
| 50 to 99 lb | 5 | 1.3 | – | – | – | .1 | (S) |
| 100 to 499 lb | 48 | 13.2 | 5 | .5 | (S) | (S) | (S) |
| 500 to 749 lb | 2 | .6 | 2 | .2 | – | .1 | (S) |
| 750 to 999 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 1,000 to 9,999 lb | 113 | 31.4 | 31 | 2.8 | 28 | 48.5 | 743 |
| 10,000 to 49,999 lb | 49 | 13.5 | (S) | (S) | 10 | 17.4 | (S) |
| 50,000 to 99,999 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 100,000 lb or more | – | – | (S) | (S) | (S) | (S) | (S) |

Note: "Deep sea water" as a single mode describes shipments moving only on the open waters of the oceans or the Gulf of Mexico. Most shipments moving primarily on the open ocean are tabulated under "Inland water and deep sea".

– Represents zero or less than 1 unit of measure

(S) Data do not meet publication standards due to high sampling variability or other reasons. Some unpublished estimates can be derived by subtracting published data from their respective totals. However, the figures obtained by such subtraction are subject to these same limitations.

(D) Denotes figures withheld to avoid disclosing data for individual companies.

[1]Average miles and ton-miles are based on the estimated distance traveled, not on Great Circle Distance. See the "Mileage Calculations" section of this report for further explanation. Calculation of average miles per shipment excludes shipments of STCC 27, Printed Matter. See "About the Data" section of this report for further explanation.

[2]CFS data for pipelines exclude most shipments of crude oil. See "About the Data" section for details of CFS coverage.



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# Table 5. **Shipment Characteristics by Commodity for State of Origin: 1993**

[For explanation of terms and meaning of abbreviations and symbols, see introductory text. Detail may not add to total because of rounding]

| STCC code | Commodity description | Value (million dollars) | Tons (thousands) | Ton-miles[1] (millions) | Average miles per shipment[1] |
|---|---|---|---|---|---|
| | **ALL COMMODITIES** | | | | |
| | **Total** | **19 597** | **30 871** | **3 690** | **495** |
| 01 | Farm products | 223 | 360 | 81 | (S) |
| 08 | Forest products | (D) | (D) | (D) | (D) |
| 09 | Fresh fish or other marine products | (D) | (D) | (D) | (D) |
| 10 | Metallic ores | 2 558 | 51 | 95 | 1 583 |
| 11 | Coal | – | – | – | – |
| 13 | Crude petroleum, natural gas, or gasoline | (S) | (S) | (S) | (S) |
| 14 | Nonmetallic minerals | 170 | 11 765 | 850 | (S) |
| 19 | Ordnance or accessories | (S) | (S) | – | (S) |
| 20 | Food or kindred products | 1 824 | 1 413 | 176 | 38 |
| 21 | Tobacco products, excluding insecticides | 228 | 7 | – | (S) |
| 22 | Textile mill products | 422 | (S) | (S) | (S) |
| 23 | Apparel or other finished textile products | 2 856 | 100 | 95 | 823 |
| 24 | Lumber or wood products, excluding furniture | 183 | 219 | 43 | 88 |
| 25 | Furniture or fixtures | 720 | 102 | 48 | 549 |
| 26 | Pulp, paper, or allied products | 325 | 194 | 27 | 276 |
| 27 | Printed matter | (S) | (S) | (S) | – |
| 28 | Chemicals or allied products | 1 645 | 1 315 | 593 | 439 |
| 29 | Petroleum or coal products | 953 | 3 422 | 251 | 61 |
| 30 | Rubber or miscellaneous plastics products | 413 | 131 | 67 | 490 |
| 31 | Leather or leather products | 7 | – | – | 595 |
| 32 | Clay, concrete, glass, or stone products | 498 | 10 132 | 781 | (S) |
| 33 | Primary metal products | 369 | 171 | 58 | 405 |
| 34 | Fabricated metal products | 1 074 | 183 | 97 | 533 |
| 35 | Machinery, excluding electrical | 868 | 83 | 34 | 633 |
| 36 | Electrical machinery, equipment, or supplies | 741 | 71 | 37 | 776 |
| 37 | Transportation equipment | 1 142 | 46 | 42 | 882 |
| 38 | Instruments, photographic goods, optical goods, watches, or clocks | 180 | (S) | 2 | 902 |
| 39 | Miscellaneous products of manufacturing | 1 172 | 99 | 65 | 717 |
| 40 | Waste or scrap materials | 26 | 257 | 102 | 283 |
| 41 | Miscellaneous freight shipments | 27 | (S) | – | (S) |
| 42 | Containers, carriers or devices, shipping, returned empty | (D) | (D) | (D) | (D) |
| 48 | Waste hazardous materials or waste hazardous substances | (S) | (S) | – | (S) |
| — | Commodity unknown | (S) | (S) | – | (S) |

– Represents zero or less than 1 unit of measure

(S) Data do not meet publication standards due to high sampling variability or other reasons. Some unpublished estimates can be derived by subtracting published data from their respective totals. However, the figures obtained by such subtraction are subject to these same limitations.

(D) Denotes figures withheld to avoid disclosing data for individual companies.

[1]Average miles and ton-miles are based on the estimated distance traveled, not on Great Circle Distance. See the "Mileage Calculations" section of this report for further explanation. Calculation of average miles per shipment excludes shipments of STCC 27, Printed Matter. See "About the Data" section of this report for further explanation.



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# Table 6. Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993

[For explanation of terms and meaning of abbreviations and symbols, see introductory text. Detail may not add to total because of rounding]

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles[1] | | Average miles per shipment[1] |
|---|---|---|---|---|---|---|---|
| | Number (million dollars) | Percent | Number (thousands) | Percent | Number (millions) | Percent | |
| **ALL COMMODITIES** | | | | | | | |
| **Total** | **19 597** | **100.0** | **30 871** | **100.0** | **3 690** | **100.0** | **495** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 2 270 | 11.6 | 100 | .3 | 78 | 2.1 | 804 |
| Private truck | 5 224 | 26.7 | 22 743 | 73.7 | 947 | 25.7 | 37 |
| For-hire truck | 10 561 | 53.9 | 5 371 | 17.4 | 1 657 | 44.9 | 678 |
| Air | (S) | (S) | 2 | – | 3 | .1 | 1 876 |
| Rail | 179 | .9 | 1 361 | 4.4 | 782 | 21.2 | 631 |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | (S) | – | – | – | – | – | (S) |
| Truck and air | 790 | 4.0 | 12 | – | 22 | .6 | 1 827 |
| Truck and rail | 34 | .2 | (S) | (S) | (S) | (S) | (S) |
| Truck and water | (S) | – | – | – | – | – | (S) |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | 361 | 1.8 | (S) | (S) | 58 | 1.6 | 552 |
| **STCC 01, FARM PRODUCTS** | | | | | | | |
| **Total** | **223** | **100.0** | **360** | **100.0** | **81** | **100.0** | **(S)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | – | – | – | – | – | – | (S) |
| Private truck | 167 | 74.9 | 340 | 94.2 | (S) | (S) | (S) |
| For-hire truck | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | – | – | (S) | (S) | (S) | (S) | (S) |
| **STCC 08, FOREST PRODUCTS** | | | | | | | |
| **Total** | **(D)** | **(D)** | **(D)** | **(D)** | **(D)** | **(D)** | **(D)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| Private truck | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| For-hire truck | – | – | – | – | – | – | – |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | – | – | – | – | – | – | – |



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Table 6. **Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

[For explanation of terms and meaning of abbreviations and symbols, see introductory text. Detail may not add to total because of rounding]

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles[1] | | Average miles per shipment[1] |
|---|---|---|---|---|---|---|---|
| | Number (million dollars) | Percent | Number (thousands) | Percent | Number (millions) | Percent | |
| **STCC 09, FRESH FISH OR OTHER MARINE PRODUCTS** | | | | | | | |
| **Total** | **(D)** | **(D)** | **(D)** | **(D)** | **(D)** | **(D)** | **(D)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | – | – | – | – | – | – | – |
| Private truck | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| For-hire truck | – | – | – | – | – | – | – |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | – | – | – | – | – | – | – |
| **STCC 10, METALLIC ORES** | | | | | | | |
| **Total** | **2 558** | **100.0** | **51** | **100.0** | **95** | **100.0** | **1 583** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 2 | .1 | – | – | – | – | (S) |
| Private truck | (S) | (S) | – | – | – | – | (S) |
| For-hire truck | 2 341 | 91.5 | 46 | 90.7 | 83 | 87.4 | 1 452 |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | (S) | (S) | – | (S) | – | – | (S) |
| Truck and rail | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | – | – | – | – | – | – | – |
| **STCC 11, COAL** | | | | | | | |
| **Total** | **–** | **–** | **–** | **–** | **–** | **–** | **–** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | – | – | – | – | – | – | – |
| Private truck | – | – | – | – | – | – | – |
| For-hire truck | – | – | – | – | – | – | – |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | – | – | – | – | – | – | – |



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Table 6. **Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

[For explanation of terms and meaning of abbreviations and symbols, see introductory text. Detail may not add to total because of rounding]

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles[1] | | Average miles per shipment[1] |
|---|---|---|---|---|---|---|---|
| | Number (million dollars) | Percent | Number (thousands) | Percent | Number (millions) | Percent | |
| **STCC 13, CRUDE PETROLEUM, NATURAL GAS, OR GASOLINE** | | | | | | | |
| **Total** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | – | – | – | – | – | – | – |
| Private truck | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| For-hire truck | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | – | – | – | – | – | – | – |
| **STCC 14, NONMETALLIC MINERALS** | | | | | | | |
| **Total** | **170** | **100.0** | **11 765** | **100.0** | **850** | **100.0** | **(S)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | – | – | – | – | – | – | (S) |
| Private truck | 57 | 33.2 | 9 786 | 83.2 | 140 | 16.4 | 8 |
| For-hire truck | 85 | 49.7 | 501 | 4.3 | 205 | 24.1 | 468 |
| Air | – | – | – | – | – | – | – |
| Rail | 16 | 9.1 | 764 | 6.5 | 383 | 45.1 | 552 |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| **STCC 19, ORDNANCE OR ACCESSORIES** | | | | | | | |
| **Total** | **(S)** | **(S)** | **(S)** | **(S)** | **–** | **(S)** | **(S)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | (S) | (S) | (S) | (S) | – | (S) | (S) |
| Private truck | – | (S) | – | (S) | – | – | (S) |
| For-hire truck | 2 | 4.2 | – | (S) | – | (S) | (S) |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | – | – | – | – | – | – | – |



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Table 6. **Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

[For explanation of terms and meaning of abbreviations and symbols, see introductory text. Detail may not add to total because of rounding]

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles[1] | | Average miles per shipment[1] |
|---|---|---|---|---|---|---|---|
| | Number (million dollars) | Percent | Number (thousands) | Percent | Number (millions) | Percent | |
| **STCC 20, FOOD OR KINDRED PRODUCTS** | | | | | | | |
| **Total** | **1 824** | **100.0** | **1 413** | **100.0** | **176** | **100.0** | **38** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 2 | .1 | – | – | – | – | 842 |
| Private truck | 1 325 | 72.6 | 1 209 | 85.6 | 34 | 19.6 | 26 |
| For-hire truck | 489 | 26.8 | 199 | 14.1 | 130 | 74.1 | 529 |
| Air | – | – | – | – | – | – | (S) |
| Rail | 3 | .2 | 4 | .3 | 9 | 5.1 | 2 368 |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | 1 716 |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | 5 | .3 | 1 | .1 | (S) | (S) | (S) |
| **STCC 21, TOBACCO PRODUCTS, EXCLUDING INSECTICIDES** | | | | | | | |
| **Total** | **228** | **100.0** | **7** | **100.0** | **(S)** | **(S)** | **(S)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | (S) | (S) | – | (S) | – | (S) | (S) |
| Private truck | 197 | 86.3 | 5 | 80.5 | – | (S) | (S) |
| For-hire truck | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | – | (S) | – | (S) | (S) |
| **STCC 22, TEXTILE MILL PRODUCTS** | | | | | | | |
| **Total** | **422** | **100.0** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Private truck | 272 | 64.5 | (S) | (S) | 5 | 37.0 | (S) |
| For-hire truck | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | (S) |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | – | – | – | – | – | – | (S) |



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Table 6. **Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

[For explanation of terms and meaning of abbreviations and symbols, see introductory text. Detail may not add to total because of rounding]

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles[1] | | Average miles per shipment[1] |
|---|---|---|---|---|---|---|---|
| | Number (million dollars) | Percent | Number (thousands) | Percent | Number (millions) | Percent | |
| **STCC 23, APPAREL OR OTHER FINISHED TEXTILE PRODUCTS** | | | | | | | |
| **Total** | **2 856** | **100.0** | **100** | **100.0** | **95** | **100.0** | **823** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 266 | 9.3 | 9 | 8.6 | 8 | 8.4 | 776 |
| Private truck | 36 | 1.3 | 4 | 3.9 | (S) | (S) | (S) |
| For-hire truck | 2 429 | 85.1 | 84 | 84.5 | 78 | 82.2 | 1 217 |
| Air | (S) | – | – | – | – | – | (S) |
| Rail | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | – | (S) | – | – | (S) |
| **STCC 24, LUMBER OR WOOD PRODUCTS, EXCLUDING FURNITURE** | | | | | | | |
| **Total** | **183** | **100.0** | **219** | **100.0** | **43** | **100.0** | **88** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | – | – | – | – | – | – | (S) |
| Private truck | 104 | 56.8 | 157 | 71.8 | (S) | (S) | (S) |
| For-hire truck | 78 | 42.4 | 61 | 27.9 | 33 | 76.1 | 562 |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| **STCC 25, FURNITURE OR FIXTURES** | | | | | | | |
| **Total** | **720** | **100.0** | **102** | **100.0** | **48** | **100.0** | **549** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 22 | 3.0 | (S) | (S) | (S) | (S) | (S) |
| Private truck | 42 | 5.9 | 6 | 5.6 | 1 | 1.6 | (S) |
| For-hire truck | 650 | 90.3 | 92 | 90.3 | 44 | 92.0 | 546 |
| Air | – | – | – | – | – | – | (S) |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | (S) | – | (S) | – | – | (S) |
| Truck and rail | (S) | (S) | – | (S) | – | – | (S) |
| Truck and water | (S) | (S) | – | – | – | – | (S) |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | – | (S) | – | – | (S) |



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Table 6. **Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

[For explanation of terms and meaning of abbreviations and symbols, see introductory text. Detail may not add to total because of rounding]

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles[1] | | Average miles per shipment[1] |
|---|---|---|---|---|---|---|---|
| | Number (million dollars) | Percent | Number (thousands) | Percent | Number (millions) | Percent | |
| **STCC 26, PULP, PAPER, OR ALLIED PRODUCTS** | | | | | | | |
| **Total** | **325** | **100.0** | **194** | **100.0** | **27** | **100.0** | **276** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 14 | 4.3 | 1 | .7 | 1 | 3.8 | 1 133 |
| Private truck | 116 | 35.8 | 91 | 46.8 | 1 | 3.4 | 12 |
| For-hire truck | 194 | 59.6 | 102 | 52.5 | 25 | 91.9 | (S) |
| Air | – | – | – | – | – | – | – |
| Rail | – | (S) | – | – | – | – | (S) |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | (S) | – | – | – | – | (S) |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | – | – | – | – | – | – | (S) |
| **STCC 27, PRINTED MATTER** | | | | | | | |
| **Total** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** | **–** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | (S) | (S) | (S) | (S) | (S) | (S) | – |
| Private truck | (S) | (S) | (S) | (S) | – | (S) | – |
| For-hire truck | (S) | (S) | (S) | (S) | (S) | (S) | – |
| Air | – | (S) | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | (S) | (S) | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | (S) | (S) | (S) | – | – |
| **STCC 28, CHEMICALS OR ALLIED PRODUCTS** | | | | | | | |
| **Total** | **1 645** | **100.0** | **1 315** | **100.0** | **593** | **100.0** | **439** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 295 | 17.9 | 6 | .5 | 3 | .6 | 517 |
| Private truck | 489 | 29.7 | 569 | 43.2 | 149 | 25.1 | 67 |
| For-hire truck | 762 | 46.3 | 435 | 33.0 | 239 | 40.4 | 841 |
| Air | – | – | – | – | – | – | (S) |
| Rail | 35 | 2.1 | 300 | 22.8 | 190 | 32.0 | (S) |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | (S) | (S) | – | – | – | – | (S) |
| Truck and rail | – | – | – | – | – | – | (S) |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | (S) | (S) | (S) | (S) | (S) |



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Table 6. **Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

[For explanation of terms and meaning of abbreviations and symbols, see introductory text. Detail may not add to total because of rounding]

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles[1] | | Average miles per shipment[1] |
|---|---|---|---|---|---|---|---|
| | Number (million dollars) | Percent | Number (thousands) | Percent | Number (millions) | Percent | |
| **STCC 29, PETROLEUM OR COAL PRODUCTS** | | | | | | | |
| **Total** | **953** | **100.0** | **3 422** | **100.0** | **251** | **100.0** | **61** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | (S) | (S) | – | – | – | – | (S) |
| Private truck | 550 | 57.8 | 2 107 | 61.6 | 174 | 69.4 | 42 |
| For-hire truck | 375 | 39.4 | 1 201 | 35.1 | 69 | 27.7 | 120 |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | (S) | – | (S) |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | (S) |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | (S) | (S) | (S) | – | (S) |
| **STCC 30, RUBBER OR MISCELLANEOUS PLASTICS PRODUCTS** | | | | | | | |
| **Total** | **413** | **100.0** | **131** | **100.0** | **67** | **100.0** | **490** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 62 | 15.1 | 5 | 3.5 | 4 | 5.7 | 734 |
| Private truck | 137 | 33.3 | 46 | 35.2 | 14 | 21.5 | 68 |
| For-hire truck | 204 | 49.3 | 79 | 60.5 | 47 | 69.5 | 604 |
| Air | – | – | – | – | – | – | (S) |
| Rail | (S) | (S) | – | (S) | (S) | (S) | (S) |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| Truck and rail | (S) | (S) | – | (S) | – | – | (S) |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| **STCC 31, LEATHER OR LEATHER PRODUCTS** | | | | | | | |
| **Total** | **7** | **100.0** | **–** | **100.0** | **–** | **100.0** | **595** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | (S) | (S) | – | (S) | – | (S) | (S) |
| Private truck | (S) | (S) | – | (S) | – | – | (S) |
| For-hire truck | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (D) | (D) | (D) | (D) | (D) | (D) | (D) |



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Table 6. **Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

[For explanation of terms and meaning of abbreviations and symbols, see introductory text. Detail may not add to total because of rounding]

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles[1] | | Average miles per shipment[1] |
|---|---|---|---|---|---|---|---|
| | Number (million dollars) | Percent | Number (thousands) | Percent | Number (millions) | Percent | |
| **STCC 32, CLAY, CONCRETE, GLASS, OR STONE PRODUCTS** | | | | | | | |
| **Total** | **498** | **100.0** | **10 132** | **100.0** | **781** | **100.0** | **(S)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | (S) | (S) | (S) | – | (S) | – | (S) |
| Private truck | 301 | 60.4 | 7 668 | 75.7 | 264 | 33.8 | 31 |
| For-hire truck | 145 | 29.2 | 1 786 | 17.6 | 322 | 41.2 | 215 |
| Air | – | – | – | – | – | – | (S) |
| Rail | 11 | 2.1 | 268 | 2.6 | 175 | 22.4 | 672 |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | (S) |
| Truck and air | (S) | (S) | – | – | – | – | (S) |
| Truck and rail | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | (S) | (S) | (S) | – | (S) |
| **STCC 33, PRIMARY METAL PRODUCTS** | | | | | | | |
| **Total** | **369** | **100.0** | **171** | **100.0** | **58** | **100.0** | **405** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Private truck | 127 | 34.3 | 96 | 56.0 | 10 | 17.0 | (S) |
| For-hire truck | 186 | 50.3 | 71 | 41.3 | 47 | 79.9 | 541 |
| Air | – | – | – | – | – | – | (S) |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | (S) |
| Truck and air | (S) | (S) | – | (S) | (S) | – | (S) |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | (S) | (S) | – | – | (S) |
| **STCC 34, FABRICATED METAL PRODUCTS** | | | | | | | |
| **Total** | **1 074** | **100.0** | **183** | **100.0** | **97** | **100.0** | **533** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 290 | 27.1 | 14 | 7.6 | 9 | 8.9 | 677 |
| Private truck | 204 | 19.0 | 31 | 17.1 | (S) | (S) | (S) |
| For-hire truck | 526 | 49.0 | 124 | 67.9 | 66 | 68.3 | 579 |
| Air | – | – | – | – | – | – | (S) |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | 11 | 1.0 | – | .1 | 1 | .5 | 1 979 |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | (S) | – | – | (S) |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | 41 | 3.8 | 13 | 7.2 | 15 | 15.2 | 493 |



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Table 6. **Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

[For explanation of terms and meaning of abbreviations and symbols, see introductory text. Detail may not add to total because of rounding]

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles[1] | | Average miles per shipment[1] |
|---|---|---|---|---|---|---|---|
| | Number (million dollars) | Percent | Number (thousands) | Percent | Number (millions) | Percent | |
| **STCC 35, MACHINERY, EXCLUDING ELECTRICAL** | | | | | | | |
| **Total** | **868** | **100.0** | **83** | **100.0** | **34** | **100.0** | **633** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 231 | 26.6 | 18 | 21.4 | 14 | 40.0 | 694 |
| Private truck | 217 | 25.0 | 33 | 39.2 | (S) | (S) | (S) |
| For-hire truck | 308 | 35.5 | 28 | 33.8 | 14 | 41.0 | 677 |
| Air | (S) | (S) | – | (S) | – | – | (S) |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| **STCC 36, ELECTRICAL MACHINERY, EQUIPMENT, OR SUPPLIES** | | | | | | | |
| **Total** | **741** | **100.0** | **71** | **100.0** | **37** | **100.0** | **776** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 218 | 29.4 | 5 | 7.7 | 5 | 12.7 | 1 042 |
| Private truck | 157 | 21.2 | 21 | 30.0 | 1 | 2.1 | (S) |
| For-hire truck | 279 | 37.7 | 40 | 56.6 | 26 | 71.1 | 687 |
| Air | (S) | (S) | – | (S) | (S) | (S) | (S) |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | (S) | – | (S) | – | – | (S) |
| Truck and air | 32 | 4.3 | (S) | (S) | (S) | (S) | (S) |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | (S) |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | 36 | 4.9 | (S) | (S) | (S) | (S) | (S) |
| **STCC 37, TRANSPORTATION EQUIPMENT** | | | | | | | |
| **Total** | **1 142** | **100.0** | **46** | **100.0** | **42** | **100.0** | **882** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 201 | 17.6 | 7 | 14.3 | 8 | 19.2 | 1 327 |
| Private truck | 90 | 7.9 | 10 | 22.4 | 1 | 1.4 | (S) |
| For-hire truck | (S) | (S) | 20 | 44.5 | 16 | 38.9 | 746 |
| Air | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Rail | – | – | – | (S) | – | – | (S) |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | 378 | 33.1 | (S) | (S) | (S) | (S) | (S) |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | 4 | .3 | – | (S) | – | – | (S) |



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Table 6. **Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

[For explanation of terms and meaning of abbreviations and symbols, see introductory text. Detail may not add to total because of rounding]

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles[1] | | Average miles per shipment[1] |
|---|---|---|---|---|---|---|---|
| | Number (million dollars) | Percent | Number (thousands) | Percent | Number (millions) | Percent | |
| **STCC 38, INSTRUMENTS, PHOTOGRAPHIC GOODS, OPTICAL GOODS, WATCHES, OR CLOCKS** | | | | | | | |
| **Total** | **180** | **100.0** | **(S)** | **(S)** | **2** | **100.0** | **902** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 91 | 50.6 | 2 | 35.4 | 1 | 67.2 | 1 040 |
| Private truck | (S) | (S) | (S) | (S) | – | (S) | (S) |
| For-hire truck | 14 | 7.5 | – | 7.7 | 1 | 27.8 | 1 295 |
| Air | – | – | – | – | – | – | (S) |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | (S) | (S) | – | (S) | – | (S) | (S) |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | 3 | 1.4 | – | .5 | – | 1.4 | (S) |
| **STCC 39, MISCELLANEOUS PRODUCTS OF MANUFACTURING** | | | | | | | |
| **Total** | **1 172** | **100.0** | **99** | **100.0** | **65** | **100.0** | **717** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 217 | 18.5 | 6 | 6.5 | 7 | 10.1 | 747 |
| Private truck | 118 | 10.1 | (S) | (S) | 2 | 2.5 | 45 |
| For-hire truck | 720 | 61.4 | 73 | 73.9 | 53 | 81.5 | 1 055 |
| Air | (S) | (S) | – | (S) | – | – | (S) |
| Rail | (S) | (S) | – | (S) | – | – | (S) |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | (S) | (S) | – | .2 | – | – | (S) |
| Truck and rail | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| **STCC 40, WASTE OR SCRAP MATERIALS** | | | | | | | |
| **Total** | **26** | **100.0** | **257** | **100.0** | **102** | **100.0** | **283** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | – | – | – | – | – | – | (S) |
| Private truck | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| For-hire truck | 21 | 83.1 | 182 | 70.9 | (S) | (S) | (S) |
| Air | – | – | – | – | – | – | – |
| Rail | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | – | – | – | – | – | – | – |



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Table 6. **Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

[For explanation of terms and meaning of abbreviations and symbols, see introductory text. Detail may not add to total because of rounding]

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles[1] | | Average miles per shipment[1] |
|---|---|---|---|---|---|---|---|
| | Number (million dollars) | Percent | Number (thousands) | Percent | Number (millions) | Percent | |
| **STCC 41, MISCELLANEOUS FREIGHT SHIPMENTS** | | | | | | | |
| **Total** | **27** | **100.0** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| Private truck | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| For-hire truck | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | – | (S) | – | (S) | – | – | (S) |
| **STCC 42, CONTAINERS, CARRIERS OR DEVICES, SHIPPING, RETURNED EMPTY** | | | | | | | |
| **Total** | **(D)** | **(D)** | **(D)** | **(D)** | **(D)** | **(D)** | **(D)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | – | – | – | – | – | – | – |
| Private truck | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| For-hire truck | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | – | – | – | – | – | – | – |
| **STCC 48, WASTE HAZARDOUS MATERIALS OR WASTE HAZARDOUS SUBSTANCES** | | | | | | | |
| **Total** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| Private truck | – | (S) | – | (S) | – | – | (S) |
| For-hire truck | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | – | – | – | – | – | – | – |



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## Table 6. **Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

[For explanation of terms and meaning of abbreviations and symbols, see introductory text. Detail may not add to total because of rounding]

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles[1] | | Average miles per shipment[1] |
|---|---|---|---|---|---|---|---|
| | Number (million dollars) | Percent | Number (thousands) | Percent | Number (millions) | Percent | |
| **COMMODITY UNKNOWN** | | | | | | | |
| **Total** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 5 | 2.5 | 1 | 1.9 | – | 2.9 | 831 |
| Private truck | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| For-hire truck | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Air | – | – | – | – | – | – | – |
| Rail | (S) | (S) | – | – | – | – | (S) |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline[2] | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline[2] | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | (S) | (S) | (S) | (S) | (S) |

Note: "Deep sea water" as a single mode describes shipments moving only on the open waters of the oceans or the Gulf of Mexico. Most shipments moving primarily on the open ocean are tabulated under "Inland water and deep sea".

– Represents zero or less than 1 unit of measure

(S) Data do not meet publication standards due to high sampling variability or other reasons. Some unpublished estimates can be derived by subtracting published data from their respective totals. However, the figures obtained by such subtraction are subject to these same limitations.

(D) Denotes figures withheld to avoid disclosing data for individual companies.

[1]Average miles and ton-miles are based on the estimated distance traveled, not on Great Circle Distance. See the "Mileage Calculations" section of this report for explanation. Calculation of average miles per shipment excludes shipments of STCC 27, Printed Matter. See "About the Data" section of this report for further explanation.

[2]CFS data for pipelines exclude most shipments of crude oil. See "About the Data" section for details of CFS coverage.



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# Table 7. **Shipment Characteristics by State of Destination for State of Origin: 1993**

[For explanation of terms and meaning of abbreviations and symbols, see introductory text. Detail may not add to total because of rounding]

| State of Destination | Value | | Tons | | Ton-miles[1] | |
|---|---|---|---|---|---|---|
| | Number (million dollars) | Percent | Number (thousands) | Percent | Number (millions) | Percent |
| Total | 19 597 | 100.0 | 30 871 | 100.0 | 3 690 | 100.0 |
| **NEW ENGLAND STATES** | | | | | | |
| Connecticut | 293 | 1.5 | 5 | – | 13 | .3 |
| Maine | 7 | – | – | – | 1 | – |
| Massachusetts | 414 | 2.1 | 6 | – | 18 | .5 |
| New Hampshire | 3 | – | – | – | (S) | – |
| Rhode Island | 17 | .1 | – | – | (S) | – |
| Vermont | 4 | – | – | – | – | – |
| **MIDDLE ATLANTIC STATES** | | | | | | |
| New Jersey | 41 | .2 | 9 | – | 28 | .7 |
| New York | 654 | 3.3 | 20 | .1 | 52 | 1.4 |
| Pennsylvania | 189 | 1.0 | 24 | .1 | 59 | 1.6 |
| **EAST NORTH CENTRAL STATES** | | | | | | |
| Illinois | 127 | .6 | 44 | .1 | 85 | 2.3 |
| Indiana | 87 | .4 | (S) | – | (S) | – |
| Michigan | 96 | .5 | 12 | – | 27 | .7 |
| Ohio | 189 | 1.0 | 29 | .1 | 66 | 1.8 |
| Wisconsin | 40 | .2 | (S) | – | (S) | – |
| **WEST NORTH CENTRAL STATES** | | | | | | |
| Iowa | 22 | .1 | 9 | – | 15 | .4 |
| Kansas | 29 | .1 | 5 | – | 8 | .2 |
| Minnesota | 36 | .2 | 2 | – | 3 | .1 |
| Missouri | 103 | .5 | 26 | .1 | 41 | 1.1 |
| Nebraska | 14 | .1 | (S) | (S) | (S) | (S) |
| North Dakota | (S) | (S) | 4 | – | 7 | .2 |
| South Dakota | 8 | – | (S) | – | (S) | – |
| **SOUTH ATLANTIC STATES** | | | | | | |
| Delaware | 3 | – | (S) | – | (S) | – |
| District of Columbia | 1 | – | – | – | – | – |
| Florida | 155 | .8 | (S) | – | (S) | (S) |
| Georgia | 49 | .2 | (S) | – | (S) | – |
| Maryland | 23 | .1 | 3 | – | 7 | .2 |
| North Carolina | 135 | .7 | 14 | – | 37 | 1.0 |
| South Carolina | (S) | (S) | (S) | – | (S) | – |
| Virginia | 40 | .2 | (S) | – | (S) | – |
| West Virginia | 4 | – | 1 | – | 1 | – |
| **EAST SOUTH CENTRAL STATES** | | | | | | |
| Alabama | (S) | (S) | 18 | .1 | (S) | (S) |
| Kentucky | 17 | .1 | 3 | – | 6 | .2 |
| Mississippi | 21 | .1 | 3 | – | 5 | .1 |
| Tennessee | 75 | .4 | 42 | .1 | 88 | 2.4 |
| **WEST SOUTH CENTRAL STATES** | | | | | | |
| Arkansas | 20 | .1 | 4 | – | 7 | .2 |
| Louisiana | 37 | .2 | (S) | – | (S) | – |
| Oklahoma | 48 | .2 | 23 | .1 | 38 | 1.0 |
| Texas | 608 | 3.1 | 58 | .2 | 93 | 2.5 |
| **MOUNTAIN STATES** | | | | | | |
| Arizona | 837 | 4.3 | 435 | 1.4 | 160 | 4.3 |
| Colorado | 435 | 2.2 | 116 | .4 | 102 | 2.8 |
| Idaho | 79 | .4 | 133 | .4 | 88 | 2.4 |
| Montana | 198 | 1.0 | 24 | .1 | 23 | .6 |
| Nevada | 5 081 | 25.9 | 25 010 | 81.0 | 624 | 16.9 |
| New Mexico | 79 | .4 | 59 | .2 | 48 | 1.3 |
| Utah | 1 384 | 7.1 | 486 | 1.6 | 152 | 4.1 |
| Wyoming | 76 | .4 | 69 | .2 | (S) | (S) |
| **PACIFIC STATES** | | | | | | |
| Alaska | 48 | .2 | 2 | – | 3 | .1 |
| California | 6 022 | 30.7 | 3 543 | 11.5 | 1 106 | 30.0 |
| Hawaii | 106 | .5 | 10 | – | 27 | .7 |
| Oregon | 561 | 2.9 | 291 | .9 | 177 | 4.8 |
| Washington | 869 | 4.4 | 234 | .8 | 181 | 4.9 |

– Represents zero or less than 1 unit of measure

(S) Data do not meet publication standards due to high sampling variability or other reasons. Some unpublished estimates can be derived by subtracting published data from their respective totals. However, the figures obtained by such subtraction are subject to these same limitations.

(D) Denotes figures withheld to avoid disclosing data for individual companies.

[1]Ton-miles based on the estimated distance traveled, not on Great Circle Distance. See the "Mileage Calculations" section of this report for further explanation.



TIPS UPF [DMD_PSYS,R_HEMMIG] 3/14/96 14:54:40 DPVX01 TLP:BTI.T;1 11/29/95 10:29:07 DATA:TIPS.INP;5 3/13/96 15:22:37 UPF:GPO_T_7_32 PAGE: 1
TSF:TIPS92-14543015.DAT;1 3/14/96 14:54:31 UTF:TIPS93-14543015.DAT;1 3/14/96 14:54:31 META:TIPS96-14543015.DAT;1 3/14/96 14:54:38

# Appendix A.
# Comparability With Previous Surveys

The Commodity Flow Survey (CFS) restores a data program on commodity flows that the Census Bureau conducted as a part of its 5-year economic census program from 1963 through 1977. The Census Bureau last published commodity flow data for the 1977 Commodity Transportation Survey (CTS). Data collected for a modified 1983 CTS did not meet the Census Bureau quality standards, and were not published. Funding was not available to conduct the 1987 CTS. The following table shows a comparison of the 1977, 1983, and 1993 surveys. For the 1993 CFS, the Census Bureau incorporated improvements identified from the evaluation of previous surveys and additional research.

| Item | 1977 | 1983[1] | 1993 |
|---|---|---|---|
| 1. Industry coverage | All manufacturers | All manufacturers<br>Selected mining establishments<br>Grain wholesalers<br>Petroleum bulk plants | Manufacturers (minor exceptions)<br>Mining (except mining services and oil and gas extraction)<br>All wholesale<br>Video tape distributers<br>Catalog mail-order houses<br>Auxiliaries (e.g., warehouses) |
| 2. Sample size | Approximately 20,000 establishments selected from the Census of Manufactures' universe of 350,000 | Approximately 71,000 establishments selected from a universe of approximately 339,000 in-scope establishments on the 1982 SSEL | Approximately 200,000 establishments selected from a universe of approximately 800,000 in-scope establishments on the 1992 SSEL |
| 3. Survey methodology | Respondents took a sample of all shipments for the previous year.<br>For each sampled shipment, respondents reported data, including commodity code | Respondents summarized data on their shipments for the previous year<br>No shipment sample<br>No reporting of commodity | Respondents took a sample of their individual outbound shipments for a 2-week period during each of the four calendar quarters of 1993<br>For each sampled shipment, respondents reported data, including commodity code |
| 4. Mode of transportation | Rail | Piggyback rail<br>Rail | Rail |
| | For-hire motor carrier, ICC<br>For-hire motor carrier, non-ICC | Motor carrier | For-hire truck |
| | Private truck | Private truck | Private truck |
| | Air | Air | Air |
| | Water | Water | Inland water and/ or Great Lakes<br>Deep sea water |
| | Pipeline | | Pipeline |
| | Parcel delivery | Parcel delivery | Parcel delivery<br>Courier<br>U.S. Postal Service |
| | Other | Other | Other/ unknown |

| Item | 1977 | 1983[1] | 1993 |
|---|---|---|---|
| 5. Data items requested on questionnaire | For **each** shipment:<br>Total value<br>Value of each commodity<br>Total weight<br>Weight of each commodity<br>**All** commodities<br>**Primary** mode of transportation<br>Origin (considered as establishment's mailing address)<br>Destination | **Aggregated** data for 1983:<br>Total value of products shipped and services<br>Total weight of products shipped<br>Total percent of weight exported<br>Total percent of weight shipped < 25 miles<br>Origin (considered as establishment's mailing address)<br>For each State of destination:<br>Total weight shipped<br>Percent of weight, by mode<br>Percent of weight exported | For **each** shipment:<br>Total value<br>Total weight<br>**Major** commodity<br>**All** modes of transportation<br>Origin (respondent provided; could be other than mailing address)<br>Destination<br>Containerized (Y/N)<br>Hazardous material (Y/N)<br>Export (Y/N) |

[1]The 1983 survey results were not published because post survey evaluation uncovered significant deficiencies in the quality of the data.

# Appendix B.
# Reliability of the Data

## RELIABILITY OF THE ESTIMATES

An estimate based on a sample survey potentially contains two types of errors—sampling and nonsampling. Sampling errors occur because the estimate is based on a sample, not on the entire universe. Nonsampling errors can be attributed to many sources in the collection and processing of the data. The accuracy of a survey result is affected jointly by the two types of errors. The following is a description of the sampling and nonsampling errors associated with the estimates computed from the 1993 Commodity Flow Survey (CFS).

## MEASURES OF SAMPLING VARIABILITY

Because the estimates were based on a sample, exact agreement with the results that would be obtained from a complete census of establishments in the CFS frame using the same enumeration procedure was not expected. However, because each establishment in the Standard Statistical Establishment List (SSEL) in the specified Standard Industrial Classifications (SIC) had a known probability of being selected into the sample, it is possible to estimate the sampling variablity of the estimates.

The standard error of the estimate is a measure of the variability among the values of the estimate computed from all possible samples of the same size and design. Thus, it is a measure of the precision with which an estimate from a particular sample approximates the results of a complete enumeration. The coefficient of variation is the standard error of the estimate divided by the value being estimated. It is expressed as a percent. Note that measures of sampling variablity, such as the standard error or coefficient of variation, are estimated from the sample and are also subject to sampling variability. Coefficients of variation for number of shipments, dollar value, shipment weight (tons), and ton-miles estimates are shown in tables B-1 through B-7 in this appendix. Standard errors for the corresponsing percentage estimates are also shown there.

The standard errors and coefficients of variation presented in these tables permit certain confidence statements about the sample estimates. The particular sample used in this survey was one of a large number of samples of the same size that could have been selected using the same design. In about 9 out of 10 (90 percent) of these samples, the estimates would differ from the results of a complete enumeration by less than 1.65 times the standard error of the estimate. In about 19 out of 20 (95 percent) of the samples, the estimates would differ from the result of a complete enumeration by less than twice the standard error of the estimate.

To illustrate the computations involved in the above confidence statements as related to the dollar value estimates, assume that an estimate of shipment value published in table 6 is $10,750 million for a particular commodity and mode of transportation, and that the coefficient of variation for this estimate, as given in appendix A, table B-6 is 1.8 percent, or 0.018. Multiplying $10,750 million by 0.018 yields the standard error, $194 million. Typical practice is to construct a 90- or 95-percent confidence interval. Multiplying $194 million by 1.65 gives $320 million. Therefore, a 90-percent confidence interval is $10,430 million to $11,070 million ($10,750 million plus or minus $320 million). If corresponding confidence intervals were constructed for all possible samples of the same size and design, approximately 9 out of 10 (90 percent) of the intervals would contain the figure obtained from a complete enumeration. Similarly, a 95-percent confidence interval is $10,362 million to $11,138 million ($10,750 million plus or minus $388 million).

To illustrate the computations involved related to the percentage estimates, assume that the percentage estimate of shipment value published in table 6 is 25 percent for a particular commodity and mode of transportation, and that the standard error of this estimate, as given in appendix A, table B-6 is 2.2 percent, or 0.022. Multiplying 2.2 percent by 1.65 gives 3.6 percent. So a 90-percent confidence interval is 21.4 percent to 28.6 percent (25 percent plus or minus 3.6 percent.) If corresponding confidence intervals were constructed for all possible samples of the same size and design, approximately 9 out of 10 (90 percent) of the intervals would contain the figure obtained from a complete enumeration.

## NONSAMPLING ERRORS

As calculated for this report, the standard error and coefficient of variation measures sampling errors but does not measure any systematic biases in the data. Bias is the difference, averaged over all possible samples of the same size and design, between the estimate and the true value being estimated.

In the CFS as in other surveys nonsampling errors can be attributed to many sources: (1) inability to obtain information about all cases in the sample, (2) response errors, (3) definitional difficulties, (4) differences in the interpretation of questions, (5) mistakes in coding or recoding the data obtained, and (6) other errors of collection, response, coverage, and estimation. These nonsampling errors also occur in complete censuses.

Some sources of error are specific to the CFS: (1) Some respondents may have sampled incorrectly when selecting a sample of their documents, (2) some reporters may have used but not reported other units for their measurements—tons instead of pounds, dollars instead of thousands of dollars, etc., (3) on any shipment selected for sample, only the major commodity (by weight) was reported; secondary commodities within shipments were not recorded. Although unlikely, this might lead to a net undercoverage of some secondary commodities. These and other problems could yield a bias of undetermined amount in certain estimates.

Another possible source of bias in estimating the number of shipments, value, shipment weight (tons), and ton-miles is the imputation of missing data and for data which fail edit. Any systematic error in the imputation procedure can introduce bias into the estimates.

Although no direct measurement of the biases due to nonsampling error has been obtained, precautionary steps were taken in all phases of the collection, processing, and tabulation of the data in an effort to minimize their influence.

Biases in the published estimates are due in large part to imputing data for nonrespondents and for data which fail edit. The overall imputation rate for the survey was 30 to 40 percent.

## Table B–1. Measures of Reliability for Shipment Characteristics by Mode of Transportation for the State of Origin: 1993

| Mode of transportation | Value | | Tons | | Ton-miles | | Average miles per shipment—coefficient of variation |
|---|---|---|---|---|---|---|---|
| | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | |
| **All modes** | **6.9** | **–** | **13.7** | **–** | **6.8** | **–** | **8.5** |
| **SINGLE MODES** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 12.7 | 1.4 | 13.1 | .1 | 12.7 | .4 | 6.7 |
| Private truck | 6.2 | 2.3 | 19.4 | 5.5 | 4.7 | 2.0 | 30.4 |
| For-hire truck | 9.6 | 2.5 | 13.6 | 3.9 | 6.7 | 2.8 | 7.3 |
| Air | (S) | (S) | 40.6 | – | 48.7 | – | 8.0 |
| Rail | 49.5 | .4 | 25.2 | 1.7 | 23.1 | 3.9 | 38.8 |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **MULTIPLE MODES** | | | | | | | |
| Private truck and for-hire truck | (S) | – | 71.3 | – | 72.4 | – | (S) |
| Truck and air | 26.6 | .8 | 33.7 | – | 35.5 | .3 | 8.3 |
| Truck and rail | 42.9 | .1 | (S) | .4 | (S) | (S) | (S) |
| Truck and water | (S) | – | 77.9 | – | 75.1 | – | (S) |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **OTHER MODES** | | | | | | | |
| Other and unknown modes | 27.5 | .5 | (S) | (S) | 26.3 | .6 | 22.3 |

Note: For description of the development and uses of measures of reliability, see Appendix B, Reliability of the Data.

(S) Data do not meet publication standards due to high sampling variability or other reasons.

(D) Denotes figures withheld to avoid disclosing data for individual companies.

– Represents date cells equal to zero or less than 1 unit of measure

## Table B–2. Measures of Reliability for Shipment Characteristics by Total Modal Activity for State of Origin: 1993

| Mode of transportation | Ton-miles | | Average miles per shipment—coefficient of variation |
|---|---|---|---|
| | Coefficient of variation of number | Standard error of percentage | |
| **Total** | **6.8** | **–** | **8.5** |
| Parcel, U.S. Postal Service, or courier, total | 12.7 | .4 | 6.7 |
| Truck, total | 4.6 | 3.6 | 10.0 |
| Air, total | 33.6 | .3 | 8.5 |
| Rail, total | 22.2 | 4.3 | 37.7 |
| Inland water, total | 76.5 | – | (S) |
| Great Lakes, total | – | – | – |
| Deep sea water, total | 75.0 | – | (S) |
| Pipeline, total | – | – | – |
| Other and unknown modes, total | 26.3 | .6 | 22.3 |

Note: For description of the development and uses of measures of reliability, see Appendix B, Reliability of the Data.

(S) Data do not meet publication standards due to high sampling variability or other reasons.

(D) Denotes figures withheld to avoid disclosing data for individual companies.

– Represents data cell equal to zero or less than 1 unit of measure



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TSF:TIPS92-14345029.DAT;1 3/14/96 14:34:51 UTF:TIPS93-14345029.DAT;1 3/14/96 14:34:52 META:TIPS96-14345029.DAT;1 3/14/96 14:35:01

Table B–3. **Measures of Reliability for Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 1993**

| Mode of transportation and distance shipped (based on Great Circle Distance) | Value | | Tons | | Ton-miles | |
|---|---|---|---|---|---|---|
| | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage |
| **ALL MODES** | | | | | | |
| **Total** | **6.9** | **–** | **13.7** | **–** | **6.8** | **–** |
| Less than 50 miles | 6.4 | 2.6 | 19.5 | 6.1 | 16.4 | 1.9 |
| 50 to 99 miles | 12.3 | .3 | 13.2 | 1.2 | 11.7 | .4 |
| 100 to 249 miles | 13.5 | 1.8 | 9.0 | 2.7 | 9.2 | 2.0 |
| 250 to 499 miles | 10.3 | 1.7 | 19.1 | 2.6 | 17.9 | 3.9 |
| 500 to 749 miles | 15.4 | 1.1 | 12.7 | .3 | 13.1 | 1.1 |
| 750 to 999 miles | 22.1 | .5 | 20.1 | .1 | 19.5 | .8 |
| 1,000 to 1,499 miles | 16.9 | .6 | 10.7 | .1 | 9.7 | .5 |
| 1,500 to 1,999 miles | 18.7 | .8 | 22.8 | .1 | 24.0 | 2.2 |
| 2,000 miles or more | 13.9 | .9 | 18.9 | .1 | 20.4 | 1.3 |
| **SINGLE MODES** | | | | | | |
| **Parcel, U.S. Postal Service, or courier** | **12.7** | **–** | **13.1** | **–** | **12.7** | **–** |
| Less than 50 miles | 17.4 | .6 | 41.7 | 3.3 | 30.0 | .1 |
| 50 to 99 miles | 28.1 | .7 | 23.2 | .5 | 23.8 | .1 |
| 100 to 249 miles | 13.7 | 2.2 | 13.1 | 3.3 | 15.1 | 1.2 |
| 250 to 499 miles | 23.9 | 3.6 | 21.8 | 4.1 | 22.3 | 3.2 |
| 500 to 749 miles | 19.6 | 1.4 | 23.9 | 2.1 | 24.0 | 2.5 |
| 750 to 999 miles | 18.8 | 1.0 | 14.3 | .8 | 13.8 | 1.0 |
| 1,000 to 1,499 miles | 25.3 | 1.6 | 44.3 | 2.4 | 46.1 | 4.0 |
| 1,500 to 1,999 miles | 10.2 | 1.4 | 13.6 | .7 | 13.6 | 1.9 |
| 2,000 miles or more | 16.3 | 1.5 | 13.0 | 1.0 | 13.2 | 3.1 |
| **Private truck** | **6.2** | **–** | **19.4** | **–** | **4.7** | **–** |
| Less than 50 miles | 6.1 | 2.8 | 22.2 | 4.2 | 18.2 | 5.6 |
| 50 to 99 miles | 13.5 | .8 | 15.2 | 1.4 | 14.5 | 1.3 |
| 100 to 249 miles | 24.8 | 2.9 | 13.4 | 2.8 | 14.5 | 5.3 |
| 250 to 499 miles | 22.4 | 1.6 | 18.2 | .5 | 20.7 | 3.1 |
| 500 to 749 miles | 27.7 | .7 | 34.9 | .2 | 36.9 | 2.3 |
| 750 to 999 miles | 38.3 | .4 | 45.0 | .1 | 44.5 | 1.1 |
| 1,000 to 1,499 miles | 49.2 | .1 | (S) | – | 54.0 | (S) |
| 1,500 to 1,999 miles | 42.5 | .1 | 36.1 | – | 35.6 | .5 |
| 2,000 miles or more | 36.4 | .4 | 42.4 | – | 42.7 | .4 |
| **For-hire truck** | **9.6** | **–** | **13.6** | **–** | **6.7** | **–** |
| Less than 50 miles | 21.4 | 1.9 | 32.8 | 7.8 | 36.1 | 1.0 |
| 50 to 99 miles | 37.0 | .4 | 20.3 | 1.5 | 18.5 | .4 |
| 100 to 249 miles | 18.4 | 3.0 | 12.4 | 3.1 | 12.4 | 1.9 |
| 250 to 499 miles | 14.6 | 3.3 | 14.2 | 3.3 | 12.3 | 2.9 |
| 500 to 749 miles | 18.3 | 2.3 | 13.1 | 1.3 | 13.8 | 1.4 |
| 750 to 999 miles | 25.7 | .8 | 28.7 | .9 | 27.0 | 1.3 |
| 1,000 to 1,499 miles | 24.5 | 1.0 | 20.8 | .5 | 20.0 | 1.1 |
| 1,500 to 1,999 miles | 24.5 | 1.1 | 14.8 | .7 | 14.8 | 1.9 |
| 2,000 miles or more | 18.2 | 1.7 | 18.5 | .4 | 18.3 | 1.4 |
| **Air** | **(S)** | **(S)** | **40.6** | **–** | **48.7** | **–** |
| Less than 50 miles | – | – | – | – | – | – |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | 99.5 | (S) | 98.2 | (S) | 97.7 | – |
| 250 to 499 miles | (D) | (D) | (D) | (D) | (D) | (D) |
| 500 to 749 miles | (D) | (D) | (D) | (D) | (D) | (D) |
| 750 to 999 miles | 66.7 | (S) | 65.2 | (S) | 65.2 | (S) |
| 1,000 to 1,499 miles | (S) | (S) | 62.1 | (S) | 63.4 | (S) |
| 1,500 to 1,999 miles | (S) | (S) | 54.0 | (S) | 52.3 | (S) |
| 2,000 miles or more | 47.9 | 12.1 | (S) | (S) | 55.8 | (S) |
| **Rail** | **49.5** | **–** | **25.2** | **–** | **23.1** | **–** |
| Less than 50 miles | (D) | (D) | (D) | (D) | (D) | (D) |
| 50 to 99 miles | (S) | (S) | 66.7 | – | 66.7 | – |
| 100 to 249 miles | 28.6 | 7.5 | 18.8 | 8.9 | 16.6 | 7.2 |
| 250 to 499 miles | 30.1 | 8.2 | 34.7 | 10.5 | 31.6 | 8.6 |
| 500 to 749 miles | 47.8 | .3 | 42.9 | 2.1 | 40.5 | 2.3 |
| 750 to 999 miles | (D) | (D) | (D) | (D) | (D) | (D) |
| 1,000 to 1,499 miles | 44.0 | 1.7 | 36.9 | 1.2 | 34.7 | 3.0 |
| 1,500 to 1,999 miles | (S) | (S) | (S) | (S) | (S) | (S) |
| 2,000 miles or more | (S) | (S) | 49.3 | 1.0 | 48.2 | 1.5 |
| **Inland water** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 miles | – | – | – | – | – | – |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | – | – | – | – | – | – |
| 250 to 499 miles | – | – | – | – | – | – |
| 500 to 749 miles | – | – | – | – | – | – |
| 750 to 999 miles | – | – | – | – | – | – |
| 1,000 to 1,499 miles | – | – | – | – | – | – |
| 1,500 to 1,999 miles | – | – | – | – | – | – |
| 2,000 miles or more | – | – | – | – | – | – |
| **Great Lakes** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 miles | – | – | – | – | – | – |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | – | – | – | – | – | – |
| 250 to 499 miles | – | – | – | – | – | – |
| 500 to 749 miles | – | – | – | – | – | – |
| 750 to 999 miles | – | – | – | – | – | – |
| 1,000 to 1,499 miles | – | – | – | – | – | – |
| 1,500 to 1,999 miles | – | – | – | – | – | – |
| 2,000 miles or more | – | – | – | – | – | – |
| **Deep sea water** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 miles | – | – | – | – | – | – |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | – | – | – | – | – | – |
| 250 to 499 miles | – | – | – | – | – | – |
| 500 to 749 miles | – | – | – | – | – | – |



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TSF:TIPS92-14345029.DAT;1 3/14/96 14:34:51 UTF:TIPS93-14345029.DAT;1 3/14/96 14:34:52 META:TIPS96-14345029.DAT;1 3/14/96 14:35:01

Table B–3. **Measures of Reliability for Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 1993**—Con.

| Mode of transportation and distance shipped (based on Great Circle Distance) | Value | | Tons | | Ton-miles | |
|---|---|---|---|---|---|---|
| | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage |
| **SINGLE MODES**—Con. | | | | | | |
| **Deep sea water**—Con. | | | | | | |
| 750 to 999 miles | – | – | – | – | – | – |
| 1,000 to 1,499 miles | – | – | – | – | – | – |
| 1,500 to 1,999 miles | – | – | – | – | – | – |
| 2,000 miles or more | – | – | – | – | – | – |
| **Pipeline** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 miles | – | – | – | – | – | – |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | – | – | – | – | – | – |
| 250 to 499 miles | – | – | – | – | – | – |
| 500 to 749 miles | – | – | – | – | – | – |
| 750 to 999 miles | – | – | – | – | – | – |
| 1,000 to 1,499 miles | – | – | – | – | – | – |
| 1,500 to 1,999 miles | – | – | – | – | – | – |
| 2,000 miles or more | – | – | – | – | – | – |
| **MULTIPLE MODES** | | | | | | |
| **Private truck and for-hire truck** | **(S)** | **(S)** | **71.3** | **(S)** | **72.4** | **(S)** |
| Less than 50 miles | (S) | (S) | 72.0 | (S) | 71.3 | (S) |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | 100.0 | (S) | 100.0 | (S) | 100.0 | (S) |
| 250 to 499 miles | – | – | – | – | – | – |
| 500 to 749 miles | – | – | – | – | – | – |
| 750 to 999 miles | – | – | – | – | – | – |
| 1,000 to 1,499 miles | – | – | – | – | – | – |
| 1,500 to 1,999 miles | – | – | – | – | – | – |
| 2,000 miles or more | – | – | – | – | – | – |
| **Truck and air** | **26.6** | **–** | **33.7** | **–** | **35.5** | **–** |
| Less than 50 miles | – | – | – | – | – | – |
| 50 to 99 miles | 100.0 | .4 | 100.0 | (S) | 100.0 | (S) |
| 100 to 249 miles | (D) | (D) | (D) | (D) | (D) | (D) |
| 250 to 499 miles | (S) | (S) | (S) | (S) | 77.1 | (S) |
| 500 to 749 miles | (S) | (S) | 40.8 | 2.2 | 50.9 | (S) |
| 750 to 999 miles | (D) | (D) | (D) | (D) | (D) | (D) |
| 1,000 to 1,499 miles | 42.5 | 2.0 | 31.0 | 4.5 | 35.2 | 5.1 |
| 1,500 to 1,999 miles | (S) | (S) | (S) | (S) | 63.1 | (S) |
| 2,000 miles or more | 30.3 | 9.3 | 33.2 | 9.2 | 31.9 | 8.8 |
| **Truck and rail** | **42.9** | **–** | **(S)** | **(S)** | **(S)** | **(S)** |
| Less than 50 miles | (D) | (D) | (D) | (D) | (D) | (D) |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | (D) | (D) | (D) | (D) | (D) | (D) |
| 250 to 499 miles | (D) | (D) | (D) | (D) | (D) | (D) |
| 500 to 749 miles | (D) | (D) | (D) | (D) | (D) | (D) |
| 750 to 999 miles | – | – | – | – | – | – |
| 1,000 to 1,499 miles | (S) | (S) | (S) | (S) | 94.0 | (S) |
| 1,500 to 1,999 miles | (S) | (S) | (S) | (S) | (S) | (S) |
| 2,000 miles or more | (S) | (S) | (S) | (S) | (S) | (S) |
| **Truck and water** | **(S)** | **(S)** | **77.9** | **(S)** | **75.1** | **(S)** |
| Less than 50 miles | – | – | – | – | – | – |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | – | – | – | – | – | – |
| 250 to 499 miles | – | – | – | – | – | – |
| 500 to 749 miles | – | – | – | – | – | – |
| 750 to 999 miles | – | – | – | – | – | – |
| 1,000 to 1,499 miles | – | – | – | – | – | – |
| 1,500 to 1,999 miles | – | – | – | – | – | – |
| 2,000 miles or more | (S) | (S) | 77.9 | (S) | 75.1 | (S) |
| **Truck and pipeline** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 miles | – | – | – | – | – | – |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | – | – | – | – | – | – |
| 250 to 499 miles | – | – | – | – | – | – |
| 500 to 749 miles | – | – | – | – | – | – |
| 750 to 999 miles | – | – | – | – | – | – |
| 1,000 to 1,499 miles | – | – | – | – | – | – |
| 1,500 to 1,999 miles | – | – | – | – | – | – |
| 2,000 miles or more | – | – | – | – | – | – |
| **Rail and water** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 miles | – | – | – | – | – | – |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | – | – | – | – | – | – |
| 250 to 499 miles | – | – | – | – | – | – |
| 500 to 749 miles | – | – | – | – | – | – |
| 750 to 999 miles | – | – | – | – | – | – |
| 1,000 to 1,499 miles | – | – | – | – | – | – |
| 1,500 to 1,999 miles | – | – | – | – | – | – |
| 2,000 miles or more | – | – | – | – | – | – |
| **Inland water and Great Lakes** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 miles | – | – | – | – | – | – |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | – | – | – | – | – | – |
| 250 to 499 miles | – | – | – | – | – | – |
| 500 to 749 miles | – | – | – | – | – | – |



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Table B–3. **Measures of Reliability for Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 1993**—Con.

| Mode of transportation and distance shipped (based on Great Circle Distance) | Value | | Tons | | Ton-miles | |
|---|---|---|---|---|---|---|
| | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage |
| **MULTIPLE MODES**—Con. | | | | | | |
| **Inland water and Great Lakes**—Con. | | | | | | |
| 750 to 999 miles | – | – | – | – | – | – |
| 1,000 to 1,499 miles | – | – | – | – | – | – |
| 1,500 to 1,999 miles | – | – | – | – | – | – |
| 2,000 miles or more | – | – | – | – | – | – |
| **Inland water and deep sea** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 miles | – | – | – | – | – | – |
| 50 to 99 miles | – | – | – | – | – | – |
| 100 to 249 miles | – | – | – | – | – | – |
| 250 to 499 miles | – | – | – | – | – | – |
| 500 to 749 miles | – | – | – | – | – | – |
| 750 to 999 miles | – | – | – | – | – | – |
| 1,000 to 1,499 miles | – | – | – | – | – | – |
| 1,500 to 1,999 miles | – | – | – | – | – | – |
| 2,000 miles or more | – | – | – | – | – | – |
| **OTHER MODES** | | | | | | |
| **Other and unknown modes** | **27.5** | **–** | **(S)** | **(S)** | **26.3** | **–** |
| Less than 50 miles | 35.1 | 9.6 | (S) | (S) | 58.6 | (S) |
| 50 to 99 miles | 45.1 | 1.0 | (S) | (S) | 81.7 | (S) |
| 100 to 249 miles | (S) | (S) | 48.2 | 5.6 | 49.7 | 2.3 |
| 250 to 499 miles | 28.6 | 4.9 | 48.1 | 5.7 | 50.6 | (S) |
| 500 to 749 miles | (S) | (S) | (S) | (S) | 73.3 | (S) |
| 750 to 999 miles | (S) | (S) | 78.9 | .6 | 79.8 | (S) |
| 1,000 to 1,499 miles | 48.6 | 1.1 | (S) | (S) | 58.5 | (S) |
| 1,500 to 1,999 miles | (S) | (S) | 42.2 | 1.2 | 42.5 | 2.7 |
| 2,000 miles or more | (S) | (S) | 36.5 | 5.8 | 36.7 | 11.8 |

Note: For description of the development and uses of measures of reliability, see Appendix B, Reliability of the Data.

(S) Data do not meet publication standards due to high sampling variability or other reasons.

(D) Denotes figures withheld to avoid disclosing data for individual companies.

– Represents data cell equal to zero or less than 1 unit of measure



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Table B–4. **Measures of Reliability for Shipment Characteristics by Mode of Transportation and Shipment Size for State of Origin: 1993**

| Mode of transportation and shipment size | Value | | Tons | | Ton-miles | | Average miles per shipment—coefficient of variation |
|---|---|---|---|---|---|---|---|
| | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | |
| **ALL MODES** | | | | | | | |
| **Total** | **6.9** | **–** | **13.7** | **–** | **6.8** | **–** | **8.5** |
| Less than 50 lb | 14.5 | 1.5 | 9.1 | .1 | 11.9 | .2 | 9.0 |
| 50 to 99 lb | 8.8 | .2 | 10.2 | .1 | 21.9 | .3 | 20.3 |
| 100 to 499 lb | 9.9 | .9 | 8.9 | .3 | 10.1 | .3 | 14.0 |
| 500 to 749 lb | 31.8 | 1.2 | 7.5 | .1 | 17.9 | .2 | 22.6 |
| 750 to 999 lb | 20.5 | .8 | 6.4 | .1 | 20.8 | .1 | 24.7 |
| 1,000 to 9,999 lb | 8.0 | 1.8 | 9.1 | .8 | 9.6 | 1.3 | 10.2 |
| 10,000 to 49,999 lb | 11.5 | 2.1 | 16.8 | 2.9 | 9.1 | 2.3 | 23.9 |
| 50,000 to 99,999 lb | 18.1 | 1.1 | 15.8 | 3.1 | 12.5 | 2.7 | 20.5 |
| 100,000 lb or more | 19.0 | .2 | 28.2 | 2.1 | 22.6 | 4.2 | 29.1 |
| **SINGLE MODES** | | | | | | | |
| **Parcel, U.S. Postal Service, or courier** | **12.7** | **–** | **13.1** | **–** | **12.7** | **–** | **6.7** |
| Less than 50 lb | 13.1 | 3.5 | 15.3 | 4.9 | 10.3 | 3.7 | 7.0 |
| 50 to 99 lb | 14.5 | 1.9 | 22.3 | 3.4 | 27.5 | 3.6 | 8.7 |
| 100 to 499 lb | 23.6 | 2.8 | 15.7 | 2.6 | 14.8 | 2.2 | 8.3 |
| 500 to 749 lb | 35.2 | .4 | 39.0 | .9 | 37.5 | .7 | 29.2 |
| 750 to 999 lb | 29.1 | .1 | 35.0 | .2 | 34.2 | .2 | 35.3 |
| 1,000 to 9,999 lb | – | – | – | – | – | – | – |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Private truck** | **6.2** | **–** | **19.4** | **–** | **4.7** | **–** | **30.4** |
| Less than 50 lb | 8.1 | .6 | 10.2 | .1 | 33.2 | – | 41.4 |
| 50 to 99 lb | 12.3 | .5 | 13.1 | .1 | 32.7 | – | 47.2 |
| 100 to 499 lb | 12.4 | 1.4 | 12.7 | .6 | 21.4 | .2 | 35.2 |
| 500 to 749 lb | 15.3 | .5 | 12.0 | .2 | 29.8 | .3 | 33.5 |
| 750 to 999 lb | 17.0 | .4 | 10.4 | .1 | 16.6 | .1 | 19.0 |
| 1,000 to 9,999 lb | 8.2 | 1.8 | 10.7 | 1.3 | 16.6 | 1.3 | 14.8 |
| 10,000 to 49,999 lb | 9.2 | 1.3 | 22.1 | 4.0 | 9.5 | 3.0 | 34.6 |
| 50,000 to 99,999 lb | 17.9 | 2.3 | 21.1 | 3.6 | 11.4 | 4.5 | 30.6 |
| 100,000 lb or more | 29.2 | .1 | 49.7 | 2.9 | 47.1 | 2.1 | (S) |
| **For-hire truck** | **9.6** | **–** | **13.6** | **–** | **6.7** | **–** | **7.3** |
| Less than 50 lb | 19.9 | .2 | 30.5 | – | 33.0 | – | 18.0 |
| 50 to 99 lb | 23.9 | .3 | 29.4 | – | 34.4 | – | 13.5 |
| 100 to 499 lb | 20.6 | 1.8 | 12.3 | .4 | 18.0 | .4 | 10.5 |
| 500 to 749 lb | 37.1 | 1.4 | 16.9 | .2 | 19.6 | .3 | 18.7 |
| 750 to 999 lb | 24.8 | 1.9 | 13.5 | .1 | 25.0 | .2 | 19.5 |
| 1,000 to 9,999 lb | 12.2 | 3.1 | 11.9 | 1.5 | 11.4 | 2.2 | 7.9 |
| 10,000 to 49,999 lb | 14.5 | 3.3 | 12.2 | 4.0 | 8.0 | 2.3 | 9.8 |
| 50,000 to 99,999 lb | 30.5 | 1.5 | 26.2 | 5.7 | 22.9 | 3.0 | (S) |
| 100,000 lb or more | 33.0 | .2 | (S) | (S) | (S) | (S) | (S) |
| **Air** | **(S)** | **(S)** | **40.6** | **–** | **48.7** | **–** | **8.0** |
| Less than 50 lb | (S) | (S) | 43.8 | 11.2 | 48.8 | 13.1 | 9.3 |
| 50 to 99 lb | (S) | (S) | 71.7 | 7.9 | (S) | (S) | (S) |
| 100 to 499 lb | 40.4 | 6.3 | 59.2 | 5.8 | 43.6 | 5.7 | 41.9 |
| 500 to 749 lb | 78.7 | 2.7 | 69.8 | 1.9 | 70.3 | (S) | (S) |
| 750 to 999 lb | – | – | – | – | – | – | – |
| 1,000 to 9,999 lb | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Rail** | **49.5** | **–** | **25.2** | **–** | **23.1** | **–** | **38.8** |
| Less than 50 lb | – | – | – | – | – | – | – |
| 50 to 99 lb | (S) | (S) | 70.6 | – | 87.0 | – | (S) |
| 100 to 499 lb | – | – | – | – | – | – | – |
| 500 to 749 lb | – | – | – | – | – | – | – |
| 750 to 999 lb | – | – | – | – | – | – | – |
| 1,000 to 9,999 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 10,000 to 49,999 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | 25.4 | 16.7 | 25.5 | 2.1 | 23.8 | 2.5 | 32.9 |
| **Inland water** | **–** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 lb | – | – | – | – | – | – | – |
| 50 to 99 lb | – | – | – | – | – | – | – |
| 100 to 499 lb | – | – | – | – | – | – | – |
| 500 to 749 lb | – | – | – | – | – | – | – |
| 750 to 999 lb | – | – | – | – | – | – | – |
| 1,000 to 9,999 lb | – | – | – | – | – | – | – |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Great Lakes** | **–** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 lb | – | – | – | – | – | – | – |
| 50 to 99 lb | – | – | – | – | – | – | – |
| 100 to 499 lb | – | – | – | – | – | – | – |
| 500 to 749 lb | – | – | – | – | – | – | – |
| 750 to 999 lb | – | – | – | – | – | – | – |
| 1,000 to 9,999 lb | – | – | – | – | – | – | – |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Deep sea water** | **–** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 lb | – | – | – | – | – | – | – |
| 50 to 99 lb | – | – | – | – | – | – | – |
| 100 to 499 lb | – | – | – | – | – | – | – |
| 500 to 749 lb | – | – | – | – | – | – | – |
| 750 to 999 lb | – | – | – | – | – | – | – |



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Table B–4. **Measures of Reliability for Shipment Characteristics by Mode of Transportation and Shipment Size for State of Origin: 1993**—Con.

| Mode of transportation and shipment size | Value | | Tons | | Ton-miles | | Average miles per shipment—coefficient of variation |
|---|---|---|---|---|---|---|---|
| | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | |
| **SINGLE MODES**—Con. | | | | | | | |
| **Deep sea water**—Con. | | | | | | | |
| 1,000 to 9,999 lb | – | – | – | – | – | – | – |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Pipeline** | **–** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 lb | – | – | – | – | – | – | – |
| 50 to 99 lb | – | – | – | – | – | – | – |
| 100 to 499 lb | – | – | – | – | – | – | – |
| 500 to 749 lb | – | – | – | – | – | – | – |
| 750 to 999 lb | – | – | – | – | – | – | – |
| 1,000 to 9,999 lb | – | – | – | – | – | – | – |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **MULTIPLE MODES** | | | | | | | |
| **Private truck and for-hire truck** | **(S)** | **(S)** | **71.3** | **–** | **72.4** | **(S)** | **(S)** |
| Less than 50 lb | 100.0 | 1.9 | 100.0 | 1.4 | 100.0 | (S) | (S) |
| 50 to 99 lb | – | – | – | – | – | – | – |
| 100 to 499 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 500 to 749 lb | – | – | – | – | – | – | – |
| 750 to 999 lb | 100.0 | .5 | 100.0 | .7 | 100.0 | (S) | (S) |
| 1,000 to 9,999 lb | – | – | – | – | – | – | – |
| 10,000 to 49,999 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Truck and air** | **26.6** | **–** | **33.7** | **–** | **35.5** | **–** | **8.3** |
| Less than 50 lb | 32.5 | 7.8 | 41.8 | 6.8 | 44.0 | 7.1 | 8.2 |
| 50 to 99 lb | 47.9 | 2.6 | 46.8 | 4.4 | (S) | (S) | (S) |
| 100 to 499 lb | 27.1 | 8.5 | 47.8 | 8.4 | 47.2 | 8.7 | 6.4 |
| 500 to 749 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 750 to 999 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 1,000 to 9,999 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Truck and rail** | **42.9** | **–** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** |
| Less than 50 lb | – | – | – | – | – | – | – |
| 50 to 99 lb | – | – | – | – | – | – | – |
| 100 to 499 lb | – | – | – | – | – | – | – |
| 500 to 749 lb | 100.0 | 1.1 | 100.0 | .1 | 100.0 | .1 | (S) |
| 750 to 999 lb | – | – | – | – | – | – | – |
| 1,000 to 9,999 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 10,000 to 49,999 lb | 49.1 | 15.4 | 48.2 | 18.6 | (S) | (S) | (S) |
| 50,000 to 99,999 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Truck and water** | **(S)** | **(S)** | **77.9** | **–** | **75.1** | **(S)** | **(S)** |
| Less than 50 lb | – | – | – | – | – | – | – |
| 50 to 99 lb | – | – | – | – | – | – | – |
| 100 to 499 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 500 to 749 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 750 to 999 lb | – | – | – | – | – | – | – |
| 1,000 to 9,999 lb | – | – | – | – | – | – | – |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Truck and pipeline** | **–** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 lb | – | – | – | – | – | – | – |
| 50 to 99 lb | – | – | – | – | – | – | – |
| 100 to 499 lb | – | – | – | – | – | – | – |
| 500 to 749 lb | – | – | – | – | – | – | – |
| 750 to 999 lb | – | – | – | – | – | – | – |
| 1,000 to 9,999 lb | – | – | – | – | – | – | – |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Rail and water** | **–** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 lb | – | – | – | – | – | – | – |
| 50 to 99 lb | – | – | – | – | – | – | – |
| 100 to 499 lb | – | – | – | – | – | – | – |
| 500 to 749 lb | – | – | – | – | – | – | – |
| 750 to 999 lb | – | – | – | – | – | – | – |
| 1,000 to 9,999 lb | – | – | – | – | – | – | – |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Inland water and Great Lakes** | **–** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 lb | – | – | – | – | – | – | – |
| 50 to 99 lb | – | – | – | – | – | – | – |
| 100 to 499 lb | – | – | – | – | – | – | – |
| 500 to 749 lb | – | – | – | – | – | – | – |
| 750 to 999 lb | – | – | – | – | – | – | – |



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Table B–4. **Measures of Reliability for Shipment Characteristics by Mode of Transportation and Shipment Size for State of Origin: 1993**—Con.

| Mode of transportation and shipment size | Value | | Tons | | Ton-miles | | Average miles per shipment—coefficient of variation |
|---|---|---|---|---|---|---|---|
| | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | |
| **MULTIPLE MODES**—Con. | | | | | | | |
| **Inland water and Great Lakes**—Con. | | | | | | | |
| 1,000 to 9,999 lb | – | – | – | – | – | – | – |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **Inland water and deep sea** | **–** | **–** | **–** | **–** | **–** | **–** | **–** |
| Less than 50 lb | – | – | – | – | – | – | – |
| 50 to 99 lb | – | – | – | – | – | – | – |
| 100 to 499 lb | – | – | – | – | – | – | – |
| 500 to 749 lb | – | – | – | – | – | – | – |
| 750 to 999 lb | – | – | – | – | – | – | – |
| 1,000 to 9,999 lb | – | – | – | – | – | – | – |
| 10,000 to 49,999 lb | – | – | – | – | – | – | – |
| 50,000 to 99,999 lb | – | – | – | – | – | – | – |
| 100,000 lb or more | – | – | – | – | – | – | – |
| **OTHER MODES** | | | | | | | |
| **Other and unknown modes** | **27.5** | **–** | **(S)** | **(S)** | **26.3** | **–** | **22.3** |
| Less than 50 lb | 46.3 | 4.8 | 36.7 | 1.6 | (S) | (S) | (S) |
| 50 to 99 lb | 20.7 | .6 | 36.9 | .2 | 40.8 | – | (S) |
| 100 to 499 lb | 42.5 | 4.1 | 39.5 | 2.0 | (S) | (S) | (S) |
| 500 to 749 lb | 35.8 | .5 | 38.7 | 1.2 | 43.5 | .1 | (S) |
| 750 to 999 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 1,000 to 9,999 lb | 40.4 | 7.1 | 18.6 | 12.4 | 38.7 | 10.0 | 36.9 |
| 10,000 to 49,999 lb | 37.4 | 6.1 | (S) | (S) | 40.0 | 6.8 | (S) |
| 50,000 to 99,999 lb | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| 100,000 lb or more | 100.0 | .1 | (S) | (S) | (S) | (S) | (S) |

Note: For description of the development and uses of measures of reliability, see Appendix B, Reliability of the Data.

(S) Data do not meet publication standards due to high sampling variability or other reasons.

(D) Denotes figures withheld to avoid disclosing data for individual companies.

– Represents data cell equal to zero or less than 1 unit of measure



TIPS UPF [DMD_PSYS,R_HEMMIG] 3/14/96 14:37:13 DPVX01 TLP:BTI.TCV;1 11/29/95 10:29:21 DATA:TIPS.INP;5 3/13/96 15:22:37 UPF:GPO_TCV_4_32 PAGE: 3
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## Table B–5. **Estimated Coefficients of Variation for Shipment Characteristics by Commodity for State of Origin: 1993**

| STCC code | Commodity description | Value | Tons | Ton-miles | Average miles per shipment |
|---|---|---|---|---|---|
| | **ALL COMMODITIES** | | | | |
| | **Total** | **6.9** | **13.7** | **6.8** | **8.5** |
| 01 | Farm products | 24.7 | 32.3 | 49.8 | (S) |
| 08 | Forest products | (D) | (D) | (D) | (D) |
| 09 | Fresh fish or other marine products | (D) | (D) | (D) | (D) |
| 10 | Metallic ores | 22.9 | 38.4 | 40.9 | 11.4 |
| 11 | Coal | – | – | – | – |
| 13 | Crude petroleum, natural gas, or gasoline | (S) | (S) | (S) | (S) |
| 14 | Nonmetallic minerals | 24.4 | 26.6 | 24.6 | (S) |
| 19 | Ordnance or accessories | (S) | (S) | 62.9 | (S) |
| 20 | Food or kindred products | 7.9 | 16.0 | 14.2 | 8.9 |
| 21 | Tobacco products, excluding insecticides | 28.8 | 35.8 | 82.9 | (S) |
| 22 | Textile mill products | 48.5 | (S) | (S) | (S) |
| 23 | Apparel or other finished textile products | 23.3 | 22.8 | 25.4 | 14.3 |
| 24 | Lumber or wood products, excluding furniture | 23.6 | 33.2 | 38.3 | 48.9 |
| 25 | Furniture or fixtures | 21.2 | 21.0 | 24.2 | 19.5 |
| 26 | Pulp, paper, or allied products | 20.9 | 27.6 | 38.7 | 21.5 |
| 27 | Printed matter | (S) | (S) | (S) | – |
| 28 | Chemicals or allied products | 21.6 | 20.9 | 26.4 | 12.1 |
| 29 | Petroleum or coal products | 19.5 | 17.7 | 16.9 | 32.1 |
| 30 | Rubber or miscellaneous plastics products | 10.7 | 8.4 | 12.6 | 16.3 |
| 31 | Leather or leather products | 38.8 | 38.4 | 42.4 | 27.0 |
| 32 | Clay, concrete, glass, or stone products | 12.4 | 19.3 | 9.9 | (S) |
| 33 | Primary metal products | 12.3 | 23.2 | 19.2 | 19.5 |
| 34 | Fabricated metal products | 19.7 | 16.0 | 21.3 | 12.2 |
| 35 | Machinery, excluding electrical | 29.2 | 26.0 | 45.5 | 14.4 |
| 36 | Electrical machinery, equipment, or supplies | 16.5 | 13.3 | 18.1 | 14.6 |
| 37 | Transportation equipment | 26.1 | 25.0 | 22.1 | 20.8 |
| 38 | Instruments, photographic goods, optical goods, watches, or clocks | 36.8 | (S) | 18.1 | 16.2 |
| 39 | Miscellaneous products of manufacturing | 21.0 | 28.1 | 35.1 | 16.6 |
| 40 | Waste or scrap materials | 35.9 | 46.7 | 48.3 | 28.0 |
| 41 | Miscellaneous freight shipments | 41.2 | (S) | 76.8 | (S) |
| 42 | Containers, carriers or devices, shipping, returned empty | (D) | (D) | (D) | (D) |
| 48 | Waste hazardous materials or waste hazardous substances | (S) | (S) | 99.3 | (S) |
| — | Commodity unknown | (S) | (S) | 68.8 | (S) |

Note: For description of the development and uses of measures of reliability, see Appendix B, Reliability of the Data.

(S) Data do not meet publication standards due to high sampling variability or other reasons.

(D) Denotes figures withheld to avoid disclosing data for individual companies.

– Represents data cell equal to zero or less than 1 unit of measure



TIPS UPF [DMD_PSYS,R_HEMMIG] 3/ 14/ 96 14:42:17 DPVX01 TLP:BTI.TCV;1 11/ 29/ 95 10:29:21 DATA:TIPS.INP;5 3/ 13/ 96 15:22:37 UPF:GPO_TCV_5_32 PAGE: 1
TSF:TIPS92-14420722.DAT;1 3/ 14/ 96 14:42:08 UTF:TIPS93-14420722.DAT;1 3/ 14/ 96 14:42:09 META:TIPS96-14420722.DAT;1 3/ 14/ 96 14:42:16

Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles | | Average miles per shipment—coefficient of variation |
|---|---|---|---|---|---|---|---|
| | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | |
| **ALL COMMODITIES** | | | | | | | |
| **Total** | **6.9** | **–** | **13.7** | **–** | **6.8** | **–** | **8.5** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 12.7 | 1.4 | 13.1 | .1 | 12.7 | .4 | 6.7 |
| Private truck | 6.2 | 2.3 | 19.4 | 5.5 | 4.7 | 2.0 | 30.4 |
| For-hire truck | 9.6 | 2.5 | 13.6 | 3.9 | 6.7 | 2.8 | 7.3 |
| Air | (S) | (S) | 40.6 | – | 48.7 | – | 8.0 |
| Rail | 49.5 | .4 | 25.2 | 1.7 | 23.1 | 3.9 | 38.8 |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | (S) | – | 71.3 | – | 72.4 | – | (S) |
| Truck and air | 26.6 | .8 | 33.7 | – | 35.5 | .3 | 8.3 |
| Truck and rail | 42.9 | .1 | (S) | (S) | (S) | (S) | (S) |
| Truck and water | (S) | – | 77.9 | – | 75.1 | – | (S) |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | 27.5 | .5 | (S) | (S) | 26.3 | .6 | 22.3 |
| **STCC 01, FARM PRODUCTS** | | | | | | | |
| **Total** | **24.7** | **–** | **32.3** | **–** | **49.8** | **–** | **(S)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 64.4 | 5.1 | 97.0 | .6 | 94.4 | 4.3 | (S) |
| Private truck | 29.6 | 10.7 | 35.3 | 10.0 | (S) | (S) | (S) |
| For-hire truck | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | 100.0 | – | (S) | (S) | (S) | (S) | (S) |
| **STCC 08, FOREST PRODUCTS** | | | | | | | |
| **Total** | **(D)** | **(D)** | **(D)** | **(D)** | **(D)** | **(D)** | **(D)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| Private truck | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| For-hire truck | – | – | – | – | – | – | – |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | – | – | – | – | – | – | – |



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TSF:TIPS92-14502847.DAT;1 3/14/96 14:50:30 UTF:TIPS93-14502847.DAT;1 3/14/96 14:50:30 META:TIPS96-14502847.DAT;1 3/14/96 14:50:44

Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles | | Average miles per shipment—coefficient of variation |
|---|---|---|---|---|---|---|---|
| | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | |
| **STCC 09, FRESH FISH OR OTHER MARINE PRODUCTS** | | | | | | | |
| **Total** | **(D)** | **(D)** | **(D)** | **(D)** | **(D)** | **(D)** | **(D)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | – | – | – | – | – | – | – |
| Private truck | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| For-hire truck | – | – | – | – | – | – | – |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | – | – | – | – | – | – | – |
| **STCC 10, METALLIC ORES** | | | | | | | |
| **Total** | **22.9** | **–** | **38.4** | **–** | **40.9** | **–** | **11.4** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 42.0 | .2 | 53.4 | – | 66.7 | – | (S) |
| Private truck | (S) | (S) | 66.9 | – | 66.9 | – | (S) |
| For-hire truck | 25.7 | 7.4 | 37.5 | 9.8 | 39.5 | 11.2 | 11.1 |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | (S) | (S) | 83.1 | (S) | 84.4 | 12.1 | (S) |
| Truck and rail | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | – | – | – | – | – | – | – |
| **STCC 11, COAL** | | | | | | | |
| **Total** | **–** | **–** | **–** | **–** | **–** | **–** | **–** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | – | – | – | – | – | – | – |
| Private truck | – | – | – | – | – | – | – |
| For-hire truck | – | – | – | – | – | – | – |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | – | – | – | – | – | – | – |



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TSF:TIPS92-14502847.DAT;1 3/14/96 14:50:30 UTF:TIPS93-14502847.DAT;1 3/14/96 14:50:30 META:TIPS96-14502847.DAT;1 3/14/96 14:50:44

Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles | | Average miles per shipment—coefficient of variation |
|---|---|---|---|---|---|---|---|
| | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | |
| **STCC 13, CRUDE PETROLEUM, NATURAL GAS, OR GASOLINE** | | | | | | | |
| **Total** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | – | – | – | – | – | – | – |
| Private truck | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| For-hire truck | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | – | – | – | – | – | – | – |
| **STCC 14, NONMETALLIC MINERALS** | | | | | | | |
| **Total** | **24.4** | **–** | **26.6** | **–** | **24.6** | **–** | **(S)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 100.0 | – | 100.0 | – | 100.0 | – | (S) |
| Private truck | 23.6 | 8.0 | 30.8 | 7.5 | 27.5 | 10.4 | 40.6 |
| For-hire truck | 44.1 | 11.8 | 25.5 | 2.2 | 36.8 | 7.0 | 25.3 |
| Air | – | – | – | – | – | – | – |
| Rail | 34.7 | 7.6 | 39.3 | 6.0 | 35.8 | 12.7 | 32.6 |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| **STCC 19, ORDNANCE OR ACCESSORIES** | | | | | | | |
| **Total** | **(S)** | **(S)** | **(S)** | **(S)** | **62.9** | **(S)** | **(S)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | (S) | (S) | (S) | (S) | 67.3 | (S) | (S) |
| Private truck | 100.0 | (S) | 100.0 | (S) | 100.0 | 10.5 | (S) |
| For-hire truck | 46.2 | 17.5 | 54.6 | (S) | 54.2 | (S) | (S) |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | – | – | – | – | – | – | – |



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Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles | | Average miles per shipment—coefficient of variation |
|---|---|---|---|---|---|---|---|
| | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | |
| **STCC 20, FOOD OR KINDRED PRODUCTS** | | | | | | | |
| **Total** | **7.9** | **–** | **16.0** | **–** | **14.2** | **–** | **8.9** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 47.8 | .1 | 44.3 | – | 38.0 | – | 25.2 |
| Private truck | 8.8 | 4.0 | 17.6 | 2.7 | 14.4 | 4.8 | 12.3 |
| For-hire truck | 19.6 | 4.0 | 16.5 | 2.6 | 17.6 | 5.0 | 14.0 |
| Air | 82.7 | – | 74.8 | – | 69.7 | – | (S) |
| Rail | 41.9 | .1 | 41.7 | .1 | 41.7 | 1.9 | 25.8 |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | 52.3 | – | 48.6 | – | 48.7 | – | 24.3 |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | 44.8 | .1 | 42.6 | – | (S) | (S) | (S) |
| **STCC 21, TOBACCO PRODUCTS, EXCLUDING INSECTICIDES** | | | | | | | |
| **Total** | **28.8** | **–** | **35.8** | **–** | **(S)** | **(S)** | **(S)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | (S) | (S) | 98.9 | (S) | 99.4 | (S) | (S) |
| Private truck | 33.0 | 15.2 | 40.1 | 14.6 | 30.9 | (S) | (S) |
| For-hire truck | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | 100.0 | (S) | 100.0 | (S) | (S) |
| **STCC 22, TEXTILE MILL PRODUCTS** | | | | | | | |
| **Total** | **48.5** | **–** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Private truck | 40.9 | 11.1 | (S) | (S) | 33.0 | 12.7 | (S) |
| For-hire truck | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | 77.2 | .2 | 83.1 | – | 94.7 | .1 | (S) |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | 71.0 | .1 | 66.7 | – | 84.5 | – | (S) |



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Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles | | Average miles per shipment—coefficient of variation |
|---|---|---|---|---|---|---|---|
| | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | |
| **STCC 23, APPAREL OR OTHER FINISHED TEXTILE PRODUCTS** | | | | | | | |
| **Total** | **23.3** | **–** | **22.8** | **–** | **25.4** | **–** | **14.3** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 23.6 | 10.6 | 27.6 | 9.1 | 19.0 | 8.2 | 19.4 |
| Private truck | 25.7 | .8 | 40.1 | 1.8 | (S) | (S) | (S) |
| For-hire truck | 26.9 | 10.5 | 27.3 | 9.0 | 29.8 | 8.6 | 11.4 |
| Air | (S) | – | 56.7 | – | 64.2 | – | (S) |
| Rail | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | 64.4 | (S) | 98.4 | .2 | (S) |
| **STCC 24, LUMBER OR WOOD PRODUCTS, EXCLUDING FURNITURE** | | | | | | | |
| **Total** | **23.6** | **–** | **33.2** | **–** | **38.3** | **–** | **48.9** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 62.8 | – | 93.8 | – | 61.8 | – | (S) |
| Private truck | 27.8 | 9.7 | 45.1 | 10.7 | (S) | (S) | (S) |
| For-hire truck | 35.5 | 9.4 | 42.1 | 10.6 | 47.0 | 14.9 | 19.3 |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| **STCC 25, FURNITURE OR FIXTURES** | | | | | | | |
| **Total** | **21.2** | **–** | **21.0** | **–** | **24.2** | **–** | **19.5** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 48.8 | 1.4 | (S) | (S) | (S) | (S) | (S) |
| Private truck | 23.7 | 9.3 | 23.9 | 8.2 | 48.7 | 8.9 | (S) |
| For-hire truck | 22.1 | 9.9 | 22.0 | 9.9 | 25.2 | 10.2 | 13.7 |
| Air | 100.0 | – | 100.0 | – | 100.0 | – | (S) |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | 64.2 | (S) | 71.7 | (S) | 66.1 | .1 | (S) |
| Truck and rail | (S) | (S) | 100.0 | (S) | 100.0 | .6 | (S) |
| Truck and water | (S) | (S) | 100.0 | – | 100.0 | .1 | (S) |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | 71.1 | (S) | 85.8 | .2 | (S) |



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Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles | | Average miles per shipment—coefficient of variation |
|---|---|---|---|---|---|---|---|
| | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | |
| **STCC 26, PULP, PAPER, OR ALLIED PRODUCTS** | | | | | | | |
| **Total** | **20.9** | **–** | **27.6** | **–** | **38.7** | **–** | **21.5** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 19.4 | 3.9 | 26.9 | .8 | 21.9 | 6.3 | 13.4 |
| Private truck | 19.6 | 10.1 | 38.5 | 12.0 | 21.0 | 12.3 | 9.9 |
| For-hire truck | 35.0 | 12.2 | 39.3 | 12.2 | 42.3 | 15.9 | (S) |
| Air | – | – | – | – | – | – | – |
| Rail | 100.0 | (S) | 100.0 | .2 | 100.0 | 1.4 | (S) |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | 78.7 | (S) | 78.9 | – | 72.6 | .6 | (S) |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | 69.7 | – | 64.2 | – | 99.9 | .2 | (S) |
| **STCC 27, PRINTED MATTER** | | | | | | | |
| **Total** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** | **–** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | (S) | (S) | (S) | (S) | (S) | (S) | – |
| Private truck | (S) | (S) | (S) | (S) | 41.6 | (S) | – |
| For-hire truck | (S) | (S) | (S) | (S) | (S) | (S) | – |
| Air | 73.1 | (S) | 68.2 | – | 76.7 | .1 | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | (S) | (S) | 62.0 | .2 | 60.8 | .7 | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | (S) | (S) | (S) | 1.1 | – |
| **STCC 28, CHEMICALS OR ALLIED PRODUCTS** | | | | | | | |
| **Total** | **21.6** | **–** | **20.9** | **–** | **26.4** | **–** | **12.1** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 34.7 | 3.0 | 21.9 | .2 | 14.5 | .4 | 10.6 |
| Private truck | 19.4 | 7.5 | 27.7 | 7.7 | 35.0 | 7.8 | 46.9 |
| For-hire truck | 31.4 | 6.0 | 21.1 | 9.1 | 20.8 | 10.3 | 16.9 |
| Air | 70.4 | – | 66.7 | – | 66.7 | – | (S) |
| Rail | 38.1 | .9 | 41.8 | 6.2 | 39.6 | 7.5 | (S) |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | (S) | (S) | 46.0 | – | 52.7 | – | (S) |
| Truck and rail | 67.0 | – | 66.9 | – | 66.9 | .1 | (S) |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | (S) | (S) | (S) | (S) | (S) |



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Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles | | Average miles per shipment—coefficient of variation |
|---|---|---|---|---|---|---|---|
| | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | |
| **STCC 29, PETROLEUM OR COAL PRODUCTS** | | | | | | | |
| **Total** | **19.5** | **–** | **17.7** | **–** | **16.9** | **–** | **32.1** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | (S) | (S) | 73.3 | – | 64.0 | – | (S) |
| Private truck | 20.8 | 10.8 | 15.5 | 9.3 | 14.3 | 6.4 | 38.6 |
| For-hire truck | 33.6 | 10.6 | 32.8 | 8.6 | 33.7 | 5.9 | 32.6 |
| Air | – | – | – | – | – | – | – |
| Rail | 56.9 | – | 56.3 | – | (S) | .3 | (S) |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | 100.0 | – | 100.0 | – | 100.0 | – | (S) |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | (S) | (S) | (S) | .9 | (S) |
| **STCC 30, RUBBER OR MISCELLANEOUS PLASTICS PRODUCTS** | | | | | | | |
| **Total** | **10.7** | **–** | **8.4** | **–** | **12.6** | **–** | **16.3** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 23.4 | 3.3 | 31.8 | 1.1 | 38.3 | 1.2 | 13.6 |
| Private truck | 21.9 | 5.8 | 18.0 | 6.3 | 21.5 | 4.8 | 18.9 |
| For-hire truck | 17.8 | 5.7 | 14.8 | 5.7 | 15.4 | 4.1 | 13.5 |
| Air | 94.9 | – | 78.9 | – | 71.8 | – | (S) |
| Rail | (S) | (S) | 62.4 | (S) | (S) | (S) | (S) |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| Truck and rail | (S) | (S) | 100.0 | (S) | 100.0 | .6 | (S) |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| **STCC 31, LEATHER OR LEATHER PRODUCTS** | | | | | | | |
| **Total** | **38.8** | **–** | **38.4** | **–** | **42.4** | **–** | **27.0** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | (S) | (S) | 59.8 | (S) | 54.4 | (S) | (S) |
| Private truck | (S) | (S) | 66.7 | (S) | 69.0 | 9.2 | (S) |
| For-hire truck | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (D) | (D) | (D) | (D) | (D) | (D) | (D) |



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Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles | | Average miles per shipment—coefficient of variation |
|---|---|---|---|---|---|---|---|
| | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | |
| **STCC 32, CLAY, CONCRETE, GLASS, OR STONE PRODUCTS** | | | | | | | |
| **Total** | **12.4** | **–** | **19.3** | **–** | **9.9** | **–** | **(S)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | (S) | (S) | (S) | – | (S) | .4 | (S) |
| Private truck | 21.6 | 7.9 | 27.6 | 10.7 | 16.2 | 7.2 | 27.0 |
| For-hire truck | 25.1 | 5.9 | 28.4 | 8.7 | 16.7 | 5.9 | 28.4 |
| Air | 67.2 | – | 67.8 | – | 69.5 | – | (S) |
| Rail | 33.5 | 1.1 | 32.8 | 2.0 | 35.1 | 7.1 | 22.7 |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | 100.0 | – | 100.0 | – | 100.0 | – | (S) |
| Truck and air | (S) | (S) | 64.5 | – | 64.4 | – | (S) |
| Truck and rail | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | (S) | (S) | (S) | .2 | (S) |
| **STCC 33, PRIMARY METAL PRODUCTS** | | | | | | | |
| **Total** | **12.3** | **–** | **23.2** | **–** | **19.2** | **–** | **19.5** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Private truck | 18.2 | 8.0 | 15.4 | 8.8 | 38.2 | 10.1 | (S) |
| For-hire truck | 21.2 | 7.9 | 46.8 | 9.0 | 25.4 | 11.0 | 34.2 |
| Air | 100.0 | – | 100.0 | – | 100.0 | – | (S) |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | 100.0 | – | 100.0 | – | 100.0 | – | (S) |
| Truck and air | (S) | (S) | 60.3 | (S) | (S) | .7 | (S) |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | (S) | (S) | 67.1 | .2 | (S) |
| **STCC 34, FABRICATED METAL PRODUCTS** | | | | | | | |
| **Total** | **19.7** | **–** | **16.0** | **–** | **21.3** | **–** | **12.2** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 43.8 | 6.7 | 31.2 | 2.9 | 30.8 | 3.6 | 11.4 |
| Private truck | 38.0 | 4.4 | 26.1 | 5.6 | (S) | (S) | (S) |
| For-hire truck | 26.7 | 6.0 | 22.1 | 5.7 | 25.4 | 5.2 | 11.7 |
| Air | 100.0 | .1 | 100.0 | .1 | 100.0 | .1 | (S) |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | 38.7 | .3 | 32.3 | .1 | 34.3 | .2 | 20.0 |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | 100.0 | – | 100.0 | (S) | 100.0 | .2 | (S) |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | 37.2 | 1.8 | 45.2 | 2.7 | 35.9 | 5.5 | 34.7 |



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Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles | | Average miles per shipment—coefficient of variation |
|---|---|---|---|---|---|---|---|
| | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | |
| **STCC 35, MACHINERY, EXCLUDING ELECTRICAL** | | | | | | | |
| **Total** | **29.2** | **–** | **26.0** | **–** | **45.5** | **–** | **14.4** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 38.4 | 4.6 | 44.4 | 4.8 | 49.5 | 6.8 | 11.0 |
| Private truck | 26.2 | 8.3 | 34.3 | 8.4 | (S) | (S) | (S) |
| For-hire truck | 44.2 | 6.1 | 31.9 | 7.5 | 49.6 | 9.2 | 12.4 |
| Air | (S) | (S) | 76.5 | (S) | 72.5 | 1.0 | (S) |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| **STCC 36, ELECTRICAL MACHINERY, EQUIPMENT, OR SUPPLIES** | | | | | | | |
| **Total** | **16.5** | **–** | **13.3** | **–** | **18.1** | **–** | **14.6** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 24.9 | 3.6 | 21.1 | 1.0 | 20.6 | 1.5 | 9.1 |
| Private truck | 11.7 | 4.8 | 25.1 | 7.7 | 20.4 | 1.5 | (S) |
| For-hire truck | 24.3 | 4.4 | 18.5 | 7.3 | 20.8 | 5.3 | 15.7 |
| Air | (S) | (S) | 95.6 | (S) | (S) | (S) | (S) |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | 100.0 | (S) | 100.0 | (S) | 100.0 | .1 | (S) |
| Truck and air | 36.2 | 1.1 | (S) | (S) | (S) | (S) | (S) |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | 100.0 | – | 100.0 | – | 100.0 | .2 | (S) |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | 43.4 | 1.6 | (S) | (S) | (S) | (S) | (S) |
| **STCC 37, TRANSPORTATION EQUIPMENT** | | | | | | | |
| **Total** | **26.1** | **–** | **25.0** | **–** | **22.1** | **–** | **20.8** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 37.3 | 4.2 | 45.0 | 2.6 | 38.8 | 5.4 | 7.7 |
| Private truck | 18.9 | 9.4 | 44.5 | 10.0 | 26.2 | 1.9 | (S) |
| For-hire truck | (S) | (S) | 43.0 | 10.0 | 34.6 | 10.2 | 24.9 |
| Air | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Rail | 100.0 | .1 | 100.0 | (S) | 100.0 | .1 | (S) |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | 47.9 | 11.7 | (S) | (S) | (S) | (S) | (S) |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | 43.0 | .2 | 83.9 | (S) | 92.3 | .3 | (S) |



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Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles | | Average miles per shipment—coefficient of variation |
|---|---|---|---|---|---|---|---|
| | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | |
| **STCC 38, INSTRUMENTS, PHOTOGRAPHIC GOODS, OPTICAL GOODS, WATCHES, OR CLOCKS** | | | | | | | |
| **Total** | **36.8** | **–** | **(S)** | **(S)** | **18.1** | **–** | **16.2** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 40.7 | 9.9 | 33.5 | 11.5 | 27.7 | 8.5 | 15.4 |
| Private truck | (S) | (S) | (S) | (S) | 60.1 | (S) | (S) |
| For-hire truck | 28.5 | 5.3 | 29.0 | 7.4 | 36.8 | 8.8 | 15.6 |
| Air | 71.5 | – | 67.4 | – | 66.8 | – | (S) |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | (S) | (S) | 65.6 | (S) | 61.7 | (S) | (S) |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | 38.0 | 3.1 | 35.2 | .8 | 40.5 | 1.5 | (S) |
| **STCC 39, MISCELLANEOUS PRODUCTS OF MANUFACTURING** | | | | | | | |
| **Total** | **21.0** | **–** | **28.1** | **–** | **35.1** | **–** | **16.6** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 40.9 | 5.0 | 37.9 | 2.7 | 26.3 | 5.1 | 23.8 |
| Private truck | 34.8 | 7.2 | (S) | (S) | 38.7 | 3.3 | 28.3 |
| For-hire truck | 33.3 | 8.9 | 36.1 | 8.2 | 41.2 | 8.1 | 11.9 |
| Air | (S) | (S) | 54.2 | (S) | 55.0 | .2 | (S) |
| Rail | (S) | (S) | 100.0 | (S) | 100.0 | 1.0 | (S) |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | (S) | (S) | 50.0 | .3 | 71.3 | .8 | (S) |
| Truck and rail | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| **STCC 40, WASTE OR SCRAP MATERIALS** | | | | | | | |
| **Total** | **35.9** | **–** | **46.7** | **–** | **48.3** | **–** | **28.0** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 100.0 | – | 100.0 | – | 100.0 | – | (S) |
| Private truck | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| For-hire truck | 41.4 | 16.4 | 47.0 | 14.9 | (S) | (S) | (S) |
| Air | – | – | – | – | – | – | – |
| Rail | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | – | – | – | – | – | – | – |



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Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles | | Average miles per shipment—coefficient of variation |
|---|---|---|---|---|---|---|---|
| | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | |
| **STCC 41, MISCELLANEOUS FREIGHT SHIPMENTS** | | | | | | | |
| **Total** | **41.2** | **–** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| Private truck | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| For-hire truck | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | 100.0 | (S) | 100.0 | (S) | 100.0 | – | (S) |
| **STCC 42, CONTAINERS, CARRIERS OR DEVICES, SHIPPING, RETURNED EMPTY** | | | | | | | |
| **Total** | **(D)** | **(D)** | **(D)** | **(D)** | **(D)** | **(D)** | **(D)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | – | – | – | – | – | – | – |
| Private truck | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| For-hire truck | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | – | – | – | – | – | – | – |
| **STCC 48, WASTE HAZARDOUS MATERIALS OR WASTE HAZARDOUS SUBSTANCES** | | | | | | | |
| **Total** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| Private truck | 70.7 | (S) | 90.6 | (S) | 97.8 | 14.8 | (S) |
| For-hire truck | (D) | (D) | (D) | (D) | (D) | (D) | (D) |
| Air | – | – | – | – | – | – | – |
| Rail | – | – | – | – | – | – | – |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | – | – | – | – | – | – | – |



TIPS UPF [DMD_PSYS,R_HEMMIG] 3/14/96 14:50:50 DPVX01 TLP:BTI.TCV;1 11/29/95 10:29:21 DATA:TIPS.INP;5 3/13/96 15:22:37 UPF:GPO_TCV_6_32 PAGE: 11
TSF:TIPS92-14502847.DAT;1 3/14/96 14:50:30 UTF:TIPS93-14502847.DAT;1 3/14/96 14:50:30 META:TIPS96-14502847.DAT;1 3/14/96 14:50:44

Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

| STCC code, description, and mode of transportation | Value | | Tons | | Ton-miles | | Average miles per shipment—coefficient of variation |
|---|---|---|---|---|---|---|---|
| | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | |
| **COMMODITY UNKNOWN** | | | | | | | |
| **Total** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** | **(S)** |
| **Single Modes** | | | | | | | |
| Parcel, U.S. Postal Service, or courier | 24.4 | 10.4 | 27.7 | 6.1 | 47.1 | 14.9 | 25.2 |
| Private truck | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| For-hire truck | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Air | – | – | – | – | – | – | – |
| Rail | (S) | (S) | 100.0 | .2 | 100.0 | .9 | (S) |
| Inland water | – | – | – | – | – | – | – |
| Great Lakes | – | – | – | – | – | – | – |
| Deep sea water | – | – | – | – | – | – | – |
| Pipeline | – | – | – | – | – | – | – |
| **Multiple Modes** | | | | | | | |
| Private truck and for-hire truck | – | – | – | – | – | – | – |
| Truck and air | – | – | – | – | – | – | – |
| Truck and rail | – | – | – | – | – | – | – |
| Truck and water | – | – | – | – | – | – | – |
| Truck and pipeline | – | – | – | – | – | – | – |
| Rail and water | – | – | – | – | – | – | – |
| Inland water and Great Lakes | – | – | – | – | – | – | – |
| Inland water and deep sea | – | – | – | – | – | – | – |
| **Other Modes** | | | | | | | |
| Other and unknown modes | (S) | (S) | (S) | (S) | (S) | (S) | (S) |

Note: For description of the development and uses of measures of reliability, see Appendix B, Reliability of the Data.

(S) Data do not meet publication standards due to high sampling variability or other reasons.

(D) Denotes figures withheld to avoid disclosing data for individual companies.

– Represents data cell equal to zero or less than 1 unit of measure



TIPS UPF [DMD_PSYS,R_HEMMIG] 3/14/96 14:50:50 DPVX01 TLP:BTI.TCV;1 11/29/95 10:29:21 DATA:TIPS.INP;5 3/13/96 15:22:37 UPF:GPO_TCV_6_32 PAGE: 12
TSF:TIPS92-14502847.DAT;1 3/14/96 14:50:30 UTF:TIPS93-14502847.DAT;1 3/14/96 14:50:30 META:TIPS96-14502847.DAT;1 3/14/96 14:50:44

Table B–7. **Measures of Reliability for Shipment Characteristics by State of Destination for State of Origin: 1993**

| State of Destination | Value | | Tons | | Ton-miles | |
|---|---|---|---|---|---|---|
| | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage | Coefficient of variation of number | Standard error of percentage |
| **Total** | **6.9** | **–** | **13.7** | **–** | **6.8** | **–** |
| **NEW ENGLAND STATES** | | | | | | |
| Connecticut | 46.3 | .6 | 38.8 | – | 38.3 | .2 |
| Maine | 37.1 | – | 32.2 | – | 32.3 | – |
| Massachusetts | 20.0 | .4 | 38.3 | – | 38.1 | .2 |
| New Hampshire | 28.4 | – | 54.9 | – | (S) | – |
| Rhode Island | 44.9 | – | 51.8 | – | (S) | – |
| Vermont | 45.0 | – | 78.6 | – | 78.1 | – |
| **MIDDLE ATLANTIC STATES** | | | | | | |
| New Jersey | 26.7 | .1 | 39.4 | – | 40.8 | .3 |
| New York | 41.0 | 1.1 | 21.5 | – | 22.4 | .3 |
| Pennsylvania | 28.6 | .3 | 21.9 | – | 21.9 | .3 |
| **EAST NORTH CENTRAL STATES** | | | | | | |
| Illinois | 22.5 | .1 | 42.5 | – | 44.0 | .8 |
| Indiana | 41.4 | .1 | (S) | – | (S) | .2 |
| Michigan | 14.7 | .1 | 24.0 | – | 26.9 | .1 |
| Ohio | 25.2 | .2 | 15.6 | – | 17.0 | .3 |
| Wisconsin | 33.8 | .1 | (S) | – | (S) | .2 |
| **WEST NORTH CENTRAL STATES** | | | | | | |
| Iowa | 46.4 | .1 | 41.9 | – | 42.0 | .2 |
| Kansas | 13.8 | – | 40.4 | – | 36.5 | .1 |
| Minnesota | 23.6 | – | 27.4 | – | 27.3 | – |
| Missouri | 37.8 | .2 | 21.9 | – | 22.5 | .2 |
| Nebraska | 21.1 | – | (S) | (S) | (S) | (S) |
| North Dakota | (S) | (S) | 32.7 | – | 31.2 | .1 |
| South Dakota | 22.9 | – | (S) | – | (S) | – |
| **SOUTH ATLANTIC STATES** | | | | | | |
| Delaware | 49.4 | – | (S) | – | (S) | .2 |
| District of Columbia | 26.4 | – | 44.0 | – | 44.9 | – |
| Florida | 20.9 | .2 | (S) | – | (S) | (S) |
| Georgia | 31.4 | .1 | (S) | – | (S) | .4 |
| Maryland | 20.1 | – | 49.7 | – | 48.3 | .1 |
| North Carolina | 37.7 | .3 | 25.6 | – | 27.1 | .3 |
| South Carolina | (S) | (S) | (S) | – | (S) | .3 |
| Virginia | 32.8 | .1 | (S) | – | (S) | .2 |
| West Virginia | 37.1 | – | 39.9 | – | 39.5 | – |
| **EAST SOUTH CENTRAL STATES** | | | | | | |
| Alabama | (S) | (S) | 49.2 | – | (S) | (S) |
| Kentucky | 17.5 | – | 32.1 | – | 32.3 | .1 |
| Mississippi | 34.8 | – | 33.5 | – | 33.7 | .1 |
| Tennessee | 23.6 | .1 | 28.3 | .1 | 27.7 | .8 |
| **WEST SOUTH CENTRAL STATES** | | | | | | |
| Arkansas | 32.9 | – | 36.4 | – | 34.3 | .1 |
| Louisiana | 27.5 | .1 | (S) | – | (S) | .3 |
| Oklahoma | 35.6 | .1 | 33.9 | .1 | 34.3 | .4 |
| Texas | 27.2 | .8 | 13.5 | .1 | 12.3 | .3 |
| **MOUNTAIN STATES** | | | | | | |
| Arizona | 18.8 | .8 | 17.3 | .4 | 16.8 | .6 |
| Colorado | 18.8 | .4 | 33.3 | .1 | 36.5 | 1.1 |
| Idaho | 26.5 | .1 | 29.1 | .2 | 32.2 | .9 |
| Montana | 27.6 | .2 | 26.0 | – | 24.8 | .2 |
| Nevada | 5.1 | 2.5 | 18.7 | 5.2 | 10.0 | 2.3 |
| New Mexico | 22.1 | .1 | 29.3 | .1 | 28.3 | .3 |
| Utah | 18.5 | 1.0 | 30.9 | 1.1 | 29.8 | 1.1 |
| Wyoming | 33.8 | .1 | 48.5 | .1 | (S) | (S) |
| **PACIFIC STATES** | | | | | | |
| Alaska | 46.4 | .1 | 43.5 | – | 43.5 | – |
| California | 10.6 | 2.3 | 16.0 | 3.4 | 17.4 | 3.8 |
| Hawaii | 45.1 | .3 | 39.2 | – | 38.5 | .4 |
| Oregon | 17.8 | .4 | 16.1 | .3 | 17.2 | .9 |
| Washington | 18.1 | .6 | 16.0 | .3 | 15.4 | .9 |

Note: For description of the development and uses of measures of reliability, see Appendix B, Reliability of the Data.

(S) Data do not meet publication standards due to high sampling variability or other reasons.

(D) Denotes figures withheld to avoid disclosing data for individual companies.

– Represents data cell equal to zero or less than 1 unit of measure



TIPS UPF [DMD_PSYS,R_HEMMIG] 3/14/96 14:55:45 DPVX01 TLP:BTI.TCV;1 11/29/95 10:29:21 DATA:TIPS.INP;5 3/13/96 15:22:37 UPF:GPO_TCV_7_32 PAGE: 1
TSF:TIPS92-14553415.DAT;1 3/14/96 14:55:35 UTF:TIPS93-14553415.DAT;1 3/14/96 14:55:36 META:TIPS96-14553415.DAT;1 3/14/96 14:55:43

# Appendix C.
# Sample Design, Survey Methodology, and Estimation

## SAMPLE DESIGN

The sample for the Commodity Flow Survey (CFS) is a stratified three-stage probability design where the first-stage sample units are establishments, the second-stage units are 2-week periods of 1993, and the third-stage units are shipments. In a probability sample, (1) there are distinct samples that can be selected, (2) each sample has a known probability of selection, and (3) one of the distinct samples is chosen.

In the first stage, approximately 200,000 domestic establishments were selected from a universe of 800,000 establishments engaged in mining, manufacturing, wholesale, and selected retail and service activities, as well as auxiliaries (e.g., warehouses) of multiestablishment companies. Establishments classified in farming, forestry, fishing, oil and gas extraction, government, construction, or transportation, and most establishments in retail and services are not covered by the CFS.

Establishments were selected from the 1992 Standard Statistical Establishment List (SSEL) of business establishments with paid employees. The SSEL, maintained by the Bureau of the Census, is a central multipurpose computerized name and address file of all known multiestablishment firms, and single-establishment employer firms. Establishments having 1991 payroll and classified in the kinds of business of interest to the survey were eligible for selection.

The establishments in the survey universe were stratified by Standard Industrial Classification[1] (SIC), National Transportation Analysis Region (NTAR), and Type of Operation Code (TOC). (The Department of Transportation (DOT) developed the NTAR's to create geographic regions that could be used in conjunction with other DOT data to measure and analyze nationwide patterns of transportation demands and activities.) Within each stratum (1) the establishments were divided into certainty and noncertainty establishments based on employment size, (2) certainties (typically large firms) were automatically selected, and (3) a sample of noncertainty establishments was selected with probability proportional to estimated size, where the measure of size was based on annual payroll. The manner in which the sample was selected ensured that, if an establishment was twice as large as another establishment, it would typically have twice the chance of being selected. The final sample contained 106,362 certainty establishments and 90,814 noncertainty establishments.

In the second stage, establishments selected for the CFS were asked to report for a predetermined 2-week period in each of the four quarters of calendar year 1993. Entire 2-week periods were used to reduce the effect of any daily or weekly bias. Each week of the quarter began a different 2-week reporting period, resulting in 13 possible reporting periods originating in the first quarter. Each sampled establishment was randomly assigned one of these thirteen 2-week reporting periods in the first quarter. To avoid potential quarterly cycles, reporting periods in subsequent quarters were assigned so that an establishment did not report at the same time each quarter. In all, responses were obtained for 8 out of 52 weeks during 1993.

In the third stage of sampling, for each of the 2-week periods determined in the second stage, a reporting establishment selected a systematic sample of its shipments from its files. The questionnaire provided sampling instructions that typically resulted in a sample of between 20 and 50 shipments being selected each quarter.

## SURVEY METHODOLOGY

The 1993 Commodity Flow Survey (CFS) is an establishment-based shipper survey that used mailout/ mailback data collection. Respondents were asked to select a sample of their outbound shipments and to report, for each sampled shipment, the major commodity, weight, value, transportation mode(s), origin, destination, and indicators of whether the shipment was an export, hazardous material, or containerized. For exports we also collected the mode of export and city and country of destination. For multicommodity shipments, the respondents were instructed to report the commodity that made up the greatest percentage of the shipment's weight.

Two report forms were used for the survey—the CFS-1000 (the primary questionnaire) and the CFS-2000, which was sent in the fourth quarter to a subsample of establishments. The CFS-2000 contained additional questions about the establishment's transportation equipment and access to shipping facilities. See appendix E for sample questionnaires.

[1] *Standard Industrial Classification Manual: 1987.* For sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C 20402. Stock No. 041-001-00314-2.

## ESTIMATION

Estimates in this survey are derived from weighted shipment data and are then adjusted using several factors to account for nonresponse, undercoverage, and response errors. Selected establishments reported for a sample of their shipments. We weighted these shipments to represent the establishment's shipments for the year. Each establishment's data were then weighted by the inverse of the establishment's probability of being selected into the sample, which allows data from selected establishments to represent nonselected establishments. We also used results from the economic census of Mineral Industries, Manufactures, Wholesale, Retail, and Service to construct adjustment factors at the establishment level and at the SIC level. We adjusted individual establishments to the Census to correct for sampling error and nonsampling error in the selection of shipments within the establishment. We performed the SIC-level adjustment to correct for sampling error in the selection of establishments and to account for undercoverage and establishment nonresponse.

# Appendix D.
# Standard Transportation Commodity Classification Code Information

The commodities shown in this report are classified in accordance with the Standard Transportation Commodity Classification (STCC) system, published by the Association of American Railroads.[1]

[1]For additional information on the STCC system, contact: STCC Technical Committee, c/ o Committee Secretary, Association of American Railroads, 50 F Street, NW, Room 5603, Washington, DC 20001-1564. Telephone number 202-639-2332; fax number 202-639-2312.

We provided respondents with a listing of STCC codes and descriptions at the five-digit level to use in assigning a commodity code for each shipment. For shipments of more than one commodity, we instructed respondents to use the five-digit code for the **major** commodity, defined as the commodity of greatest total weight in the shipment.

For this report, we aggregated the STCC codes to the two-digit level.

The following provides a description of each STCC code presented in this report.

| STCC code | Commodity description | STCC code | Commodity description |
|---|---|---|---|
| 01 | Farm products | 30 | Rubber or miscellaneous plastics products |
| 08 | Forest products | 31 | Leather or leather products |
| 09 | Fresh fish | 32 | Clay, concrete, glass, or stone products |
| | | 33 | Primary metal products |
| 10 | Metallic ores | 34 | Fabricated metal products |
| 11 | Coal | 35 | Machinery, excluding electrical |
| 13 | Crude petroleum, natural gas or gasoline | 36 | Electrical machinery, equipment, or supplies |
| 14 | Nonmetallic ores, minerals, excluding fuels | 37 | Transportation equipment |
| 19 | Ordnance or accessories | 38 | Instruments, photographic goods, optical goods, watches, or clocks |
| 20 | Food and kindred products | 39 | Miscellaneous products of manufacturing |
| 21 | Tobacco products, excluding insecticides | | |
| 22 | Textile mill products | 40 | Waste or scrap materials not identified by producing industry |
| 23 | Apparel or other finished textile products or knit apparel | 41 | Miscellaneous freight shipments |
| 24 | Lumber or wood products, excluding furniture | 42 | Containers, carriers or devices, shipping, returned empty |
| 25 | Furniture or fixtures | | |
| 26 | Pulp, paper, or allied products | 48 | Waste hazardous materials or waste hazardous substances |
| 27 | Printed matter | | |
| 28 | Chemicals or allied products | | |
| 29 | Petroleum or coal products | -- | Commodity unknown |

# Appendix E.
# **Sample Report Forms and Instructions**

The sample report forms and instructions are shown on the following pages.

**Note:** The CFS-2000 was sent to a subsample of establishments to obtain additional information about the use of transportation equipment and facilities.

OMB No. 0607-0753: Approval Expires 12/31/94

FORM **CFS-1000**
(9-2-92)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS

# 1993 COMMODITY FLOW SURVEY
## CENSUS OF TRANSPORTATION

*(Please correct any error in name, address, and ZIP Code)*

**YOUR RESPONSE IS REQUIRED BY LAW.** Title 13, United States Code, requires businesses and other organizations that receive this questionnaire to answer the questions and return the report to the Census Bureau. By the same law, **YOUR CENSUS REPORT IS CONFIDENTIAL.** It may be seen only by Census Bureau employees and may be used only for statistical purposes. Further, copies retained in respondents' files are immune from legal process.

**RETURN TO**

**BUREAU OF THE CENSUS**
**1201 East 10th Street**
**Jeffersonville IN 47132-0001**

**INSTRUCTIONS**

Please read the accompanying instructions before completing this questionnaire. The sampling instructions beginning on page 2 of the questionnaire describe how to take a **sample** of your outbound shipments **covering the two-week period shown above**. You should use your sales invoices, bills of lading, and any other file of shipping documents which represents your total outbound shipments (or deliveries).

**Item F, Shipment Characteristics —** Beginning on page 2, provide the information requested for each of your **sampled** shipments. If book figures are not available for weight, value, etc., please provide an estimate.

**Item A ESTABLISHMENT NAME**

Is the establishment name shown in the mailing address correct?

1 ☐ Yes  2 ☐ No — *Enter correct name.*

**Item B OPERATIONAL STATUS OF ESTABLISHMENT —** *Mark (X) the **ONE** box which best describes this establishment during the 2-week period shown above.*

1 ☐ In operation
2 ☐ Temporarily or seasonally inactive
3 ☐ Ceased operation — *Give date* → Month/Day/Year

**Item C PHYSICAL LOCATION** (PO boxes or rural routes are not physical locations.)

Is this establishment's physical location the same as the address shown in the label?

1 ☐ Yes  2 ☐ No — *Enter physical location below.*

| Number and street | | |
|---|---|---|
| City, town, village, etc. | State | ZIP Code |

**Item D ORIGIN OF SHIPMENTS**

During the two-week period, did any of your shipments (or deliveries) originate from locations other than this physical location?

1 ☐ No — *Skip to Item E on page 2. Enter an "A" as the origin code in column (k) of item F for all shipments.*

2 ☐ Yes — *Enter the City, State, and ZIP Code of these other locations in rows B, C, and D.*

| Origin code | City | State | ZIP Code |
|---|---|---|---|
| **A** | *Location in mailing address or in Item C.* | — | — |
| **B** | | | |
| **C** | | | |
| **D** | | | |

Does your **Census File Number (CFN)** shown in the address box above, begin with a "0" (zero)?

1 ☐ Yes — *Include shipments from those other locations in your sampling, and use the appropriate origin code (A, B, C, or D) in column (k) of item F for all shipments selected. Now skip to Item E.*

2 ☐ No — Do any of these other locations keep their own records for these shipments?

1 ☐ Yes — *Omit shipments from these other locations that maintain their own records from your sampling.*

2 ☐ No — *Include shipments from these other locations in your sample, and place the appropriate origin code (A, B, C, or D) in column (k) of item F for all shipments selected.*

***FOR ASSISTANCE IN COMPLETING THIS FORM, CALL 1-800-528-3049***

***CONTINUE ON PAGE 2***

**Item E** **SOURCE DOCUMENT**

Please mark (X) the **main** document that you will use to obtain the requested information.

1 ☐ Sales invoices
2 ☐ Bills of lading
3 ☐ Other — *Specify*

## SAMPLE SELECTION INSTRUCTIONS

**1.** Enter your total number of shipments for the 2-week period. → ☐

**NOTE —** Remove any voided invoices, credit memoranda, etc. from the files, if possible, before estimating the total number of shipments.

**2.** Find the range in column (1) at right that includes the number entered in 1 above. Put an (X) in column (2) beside it.

**3.** If your total number of shipments is 40 or less, provide data for **every** shipment during the 2-week period in Item F. If the number of shipments is 41 or more, continue with steps 4 and 5 to select the shipments to report.

| Number of shipments (1) | *Mark (X) one* (2) | "Take every" number (3) | Expected sample size (4) |
|---|---|---|---|
| 0–40 | | *Select every shipment* | 1–40 |
| 41—100 | | 2 | 20—50 |
| 101—200 | | 5 | 20—40 |
| 201—400 | | 10 | 20—40 |
| 401—800 | | 20 | 20—40 |
| 801—1600 | | 40 | 20—40 |
| 1601 or more | | *Call Census 1–800–528–3049* | |

***CONTINUE ON NEXT PAGE.***

**Item F** **SHIPMENT CHARACTERISTICS**

| Line No. | Shipment | | | Total | | | | Commodity | |
|---|---|---|---|---|---|---|---|---|---|
| | Number | Date (c) | | Value *(Dollars)* (d) | | | Weight *(Pounds)* | Code | Description *(Largest weight)* |
| (a) | (b) | M | D | Mil. | Thou. | Dol. | (e) | (f) | (g) |
| 1 | | | | | | | | | |
| 2 | | | | | | | | | |
| 3 | | | | | | | | | |
| 4 | | | | | | | | | |
| 5 | | | | | | | | | |
| 6 | | | | | | | | | |
| 7 | | | | | | | | | |
| 8 | | | | | | | | | |
| 9 | | | | | | | | | |
| 10 | | | | | | | | | |
| 11 | | | | | | | | | |
| 12 | | | | | | | | | |
| 13 | | | | | | | | | |
| 14 | | | | | | | | | |
| 15 | | | | | | | | | |

Mode of transport codes for columns (i) and (n) ▶ **1 —** Parcel delivery, courier, or U.S. Postal Service **2 —** Private truck **3 —** For-hire truck **4 —** Railroad

*Continued* →

**SAMPLE SELECTION INSTRUCTIONS — Continued**

**4.** Note the "Take every" number in column (3) next to the "X" you marked in column (2). Beginning with the first shipment in the file for the period, count the shipments until you reach the "Take every" number. Select that shipment as the first one to report on in item F.

Continuing with the next shipment, begin counting from 1 until you reach the "Take every" number again. Select that shipment. Continue this process until you reach the end of the file.

**EXAMPLE:**

If 176 is entered in 1, mark (X) the third row of the table. The "Take every" number is 5. Begin counting with the first shipment in the file and select the 5th shipment to report in Item F. Now beginning with the 6th shipment, count off 5 more, and select the 10th shipment. Resume counting with the 11th and select the 15th, 20th shipment, etc. until you reach the end of the file. You will have selected 35 shipments to report on in Item F.

**NOTE –** If your sample of shipments includes any voided invoices, credit memoranda, etc., write "VOID" in column (b) for that shipment. Leave the rest of the line blank.

**5. Sample validation —** After sample selection is done, compare the number of selected shipments to the expected sample size in column (4). If the number of selected shipments is above or below the range, recheck the sample selection.

| Hazardous material? *(Y/N)* (h) | Domestic mode(s) of transport *Enter all that apply using codes shown below.* (i) | Containerized? *(Y/N)* (j) | Origin code (k) | **Domestic** destination (or port/airport/border crossing of exit for exports) (l) | | | Export? *(Y/N)* (m) | Export mode (n) | **Foreign** destination (for export shipments only) (o) | | Line No. (p) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | City | State | ZIP Code | | | City | Country | |
| | | | | | | | | | | | 1 |
| | | | | | | | | | | | 2 |
| | | | | | | | | | | | 3 |
| | | | | | | | | | | | 4 |
| | | | | | | | | | | | 5 |
| | | | | | | | | | | | 6 |
| | | | | | | | | | | | 7 |
| | | | | | | | | | | | 8 |
| | | | | | | | | | | | 9 |
| | | | | | | | | | | | 10 |
| | | | | | | | | | | | 11 |
| | | | | | | | | | | | 12 |
| | | | | | | | | | | | 13 |
| | | | | | | | | | | | 14 |
| | | | | | | | | | | | 15 |

**5 —** Inland water and/or Great Lakes
**6 —** Deep sea water
**7 —** Pipeline
**8 —** Air
**9 —** Other mode
**0 —** Unknown

FORM CFS-1000 (9-2-92)

***PLEASE CONTINUE ON PAGE 4.***

**Item F** **SHIPMENT CHARACTERISTICS — Continued**

| Line No. | Shipment | | | Total | | | | Commodity | |
|---|---|---|---|---|---|---|---|---|---|
| | Number | Date (c) | | Value *(Dollars)* (d) | | | Weight *(Pounds)* | Code | Description *(Largest weight)* |
| (a) | (b) | M | D | Mil. | Thou. | Dol. | (e) | (f) | (g) |
| **16** | | | | | | | | | |
| **17** | | | | | | | | | |
| **18** | | | | | | | | | |
| **19** | | | | | | | | | |
| **20** | | | | | | | | | |
| **21** | | | | | | | | | |
| **22** | | | | | | | | | |
| **23** | | | | | | | | | |
| **24** | | | | | | | | | |
| **25** | | | | | | | | | |
| **26** | | | | | | | | | |
| **27** | | | | | | | | | |
| **28** | | | | | | | | | |
| **29** | | | | | | | | | |
| **30** | | | | | | | | | |
| **31** | | | | | | | | | |
| **32** | | | | | | | | | |
| **33** | | | | | | | | | |
| **34** | | | | | | | | | |
| **35** | | | | | | | | | |
| **36** | | | | | | | | | |
| **37** | | | | | | | | | |
| **38** | | | | | | | | | |
| **39** | | | | | | | | | |
| **40** | | | | | | | | | |

Mode of transport codes for columns (i) and (n) ▶ **1** — Parcel delivery, courier, or U.S. Postal Service **2** — Private truck **3** — For-hire truck **4** — Railroad

*Continued* ⟶

| Hazardous material? (Y/N) (h) | Domestic mode(s) of transport *Enter all that apply using codes shown below.* (i) | Containerized? (Y/N) (j) | Origin code (k) | **Domestic** destination (or port/airport/border crossing of exit for exports) (l) | | | Export? (Y/N) (m) | Export mode (n) | **Foreign** destination (for export shipments only) (o) | | Line No. (p) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | City | State | ZIP Code | | | City | Country | |
| | | | | | | | | | | | **16** |
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**5 —** Inland water and/or Great Lakes
**6 —** Deep sea water
**7 —** Pipeline
**8 —** Air
**9 —** Other mode
**0 —** Unknown

FORM CFS-1000 (9-2-92)

***PLEASE CONTINUE ON PAGE 6.***

**Item F** **SHIPMENT CHARACTERISTICS — Continued**

| Line No. | Shipment | | | Total | | | | Commodity | |
|---|---|---|---|---|---|---|---|---|---|
| | Number | Date (c) | | Value *(Dollars)* (d) | | | Weight *(Pounds)* | Code | Description *(Largest weight)* |
| (a) | (b) | M | D | Mil. | Thou. | Dol. | (e) | (f) | (g) |
| **41** | | | | | | | | | |
| **42** | | | | | | | | | |
| **43** | | | | | | | | | |
| **44** | | | | | | | | | |
| **45** | | | | | | | | | |
| **46** | | | | | | | | | |
| **47** | | | | | | | | | |
| **48** | | | | | | | | | |
| **49** | | | | | | | | | |
| **50** | | | | | | | | | |

Mode of transport codes for columns (i) and (n) ▶ **1** — Parcel delivery, courier, or U.S. Postal Service **2** — Private truck **3** — For-hire truck **4** — Railroad

*Continued* →

REMARKS

**Item G** **CERTIFICATION**

| Name of person to contact regarding this report – *Please print* | Telephone number – *Include area code* | Date |
|---|---|---|
| Signature | Title | |

| Hazardous material? *(Y/N)* (h) | Domestic mode(s) of transport *Enter all that apply using codes shown below.* (i) | Containerized? *(Y/N)* (j) | Origin code (k) | **Domestic** destination (or port/airport/border crossing of exit for exports) (l) | | | Export? *(Y/N)* (m) | Export mode (n) | **Foreign** destination (for export shipments only) (o) | | Line No. (p) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | City | State | ZIP Code | | | City | Country | |
| | | | | | | | | | | | **41** |
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| | | | | | | | | | | | **50** |

**5 —** Inland water and/or Great Lakes
**6 —** Deep sea water
**7 —** Pipeline
**8 —** Air
**9 —** Other mode
**0 —** Unknown

THANK YOU FOR COMPLETING YOUR REPORT

FORM CFS-1000 (9-2-92)

Page 7

OMB No. 0607-0753: Approval Expires 12/31/94

FORM **CFS-2000**
(7-7-93)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS

# 1993 COMMODITY FLOW SURVEY
## CENSUS OF TRANSPORTATION

*(Please correct any error in name, address, and ZIP Code)*

**YOUR RESPONSE IS REQUIRED BY LAW.** Title 13, United States Code, requires businesses and other organizations that receive this questionnaire to answer the questions and return the report to the Census Bureau. By the same law, **YOUR CENSUS REPORT IS CONFIDENTIAL.** It may be seen only by Census Bureau employees and may be used only for statistical purposes. Further, copies retained in respondents' files are immune from legal process.

**RETURN TO**

**BUREAU OF THE CENSUS**
**1201 East 10th Street**
**Jeffersonville IN 47132-0001**

**INSTRUCTIONS**

**NOTE NEW ITEMS: G, H, I, and J on pages 6 – 8.**
Please complete these items even if you have no shipments to report during the two-week reporting period.

**Item A ESTABLISHMENT NAME**

Is the establishment name shown in the mailing address correct?

1 ☐ Yes  2 ☐ No — *Enter correct name.*

**Item B OPERATIONAL STATUS OF ESTABLISHMENT —** *Mark (X) the **ONE** box which best describes this establishment during the 2-week period shown above.*

1 ☐ In operation
2 ☐ Temporarily or seasonally inactive
3 ☐ Ceased operation — *Give date* → Month/Day/Year

**Item C PHYSICAL LOCATION** (PO boxes or rural routes are not physical locations.)

Is this establishment's physical location the same as the address shown in the label?

1 ☐ Yes  2 ☐ No — *Enter physical location below.*

| Number and street | | |
|---|---|---|
| City, town, village, etc. | State | ZIP Code |

**Item D ORIGIN OF SHIPMENTS**

During the two-week period, did any of your shipments (or deliveries) originate from locations other than this physical location?

1 ☐ No — *Skip to Item E on page 2. Enter an "A" as the origin code in column (k) of item F for all shipments.*

2 ☐ Yes — *Enter the City, State, and ZIP Code of these other locations in rows B, C, and D.*

| Origin code | City | State | ZIP Code |
|---|---|---|---|
| **A** | *Location in mailing address or in Item C.* | — | — |
| **B** | | | |
| **C** | | | |
| **D** | | | |

Does your **Census File Number (CFN)** shown in the address box above, begin with a "0" (zero)?

1 ☐ Yes — *Include shipments from those other locations in your sampling, and use the appropriate origin code (A, B, C, or D) in column (k) of item F for all shipments selected. Now skip to Item E.*

2 ☐ No — Do any of these other locations keep their own records for these shipments?

1 ☐ Yes — *Omit shipments from these other locations that maintain their own records from your sampling.*

2 ☐ No — *Include shipments from these other locations in your sample, and place the appropriate origin code (A, B, C, or D) in column (k) of item F for all shipments selected.*

***FOR ASSISTANCE IN COMPLETING THIS FORM, CALL 1-800-528-3049***

***CONTINUE ON PAGE 2***

**Item E** **SOURCE DOCUMENT**

Please mark (X) the **main** document that you will use to obtain the requested information.

1 ☐ Sales invoices
2 ☐ Bills of lading
3 ☐ Other — *Specify*

## SAMPLE SELECTION INSTRUCTIONS

**1.** Enter your total number of shipments for the 2-week period. → ☐

**NOTE —** Remove any voided invoices, credit memoranda, etc. from the files, if possible, before estimating the total number of shipments.

**2.** Find the range in column (1) at right that includes the number entered in 1 above. Put an (X) in column (2) beside it.

**3.** If your total number of shipments is 40 or less, provide data for **every** shipment during the 2-week period in Item F. If the number of shipments is 41 or more, continue with steps 4 and 5 to select the shipments to report.

| Number of shipments (1) | *Mark (X) one* (2) | "Take every" number (3) | Expected sample size (4) |
|---|---|---|---|
| 0–40 | | *Select every shipment* | 1–40 |
| 41—100 | | 2 | 20—50 |
| 101—200 | | 5 | 20—40 |
| 201—400 | | 10 | 20—40 |
| 401—800 | | 20 | 20—40 |
| 801—1600 | | 40 | 20—40 |
| 1601 or more | | *Call Census 1–800–528–3049* | |

***CONTINUE ON NEXT PAGE.***

**Item F** **SHIPMENT CHARACTERISTICS**

| Line No. | Shipment | | | Total | | | | Commodity | |
|---|---|---|---|---|---|---|---|---|---|
| | Number | Date (c) | | Value *(Dollars)* (d) | | | Weight *(Pounds)* | Code | Description |
| (a) | (b) | M | D | Mil. | Thou. | Dol. | (e) | (f) | (g) |
| 1 | | | | | | | | | |
| 2 | | | | | | | | | |
| 3 | | | | | | | | | |
| 4 | | | | | | | | | |
| 5 | | | | | | | | | |
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| 11 | | | | | | | | | |
| 12 | | | | | | | | | |
| 13 | | | | | | | | | |
| 14 | | | | | | | | | |
| 15 | | | | | | | | | |

Mode of transport codes for columns (i) and (n) ▶ **1 —** Parcel delivery, courier, or U.S. Postal Service **2 —** Private truck **3 —** For-hire truck **4 —** Railroad

*Continued* →

**SAMPLE SELECTION INSTRUCTIONS — Continued**

**4.** Note the "Take every" number in column (3) next to the "X" you marked in column (2). Beginning with the first shipment in the file for the period, count the shipments until you reach the "Take every" number. Select that shipment as the first one to report on in item F.

Continuing with the next shipment, begin counting from 1 until you reach the "Take every" number again. Select that shipment. Continue this process until you reach the end of the file.

**EXAMPLE:**

If 176 is entered in 1, mark (X) the third row of the table. The "Take every" number is 5. Begin counting with the first shipment in the file and select the 5th shipment to report in Item F. Now beginning with the 6th shipment, count off 5 more, and select the 10th shipment. Resume counting with the 11th and select the 15th, 20th shipment, etc. until you reach the end of the file. You will have selected 35 shipments to report on in Item F.

**NOTE –** If your sample of shipments includes any voided invoices, credit memoranda, etc., write "VOID" in column (b) for that shipment. Leave the rest of the line blank.

**5. Sample validation —** After sample selection is done, compare the number of selected shipments to the expected sample size in column (4). If the number of selected shipments is above or below the range, recheck the sample selection.

| Hazardous material? *(Y/N)* (h) | Domestic mode(s) of transport *Enter all that apply using codes shown below.* (i) | Containerized? *(Y/N)* (j) | Origin code (k) | **Domestic** destination (or port/airport/border crossing of exit for exports) (l) City | State | ZIP Code | Export? *(Y/N)* (m) | Export mode (n) | **Foreign** destination (for export shipments only) (o) City | Country | Line No. (p) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | **1** |
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**5 —** Inland water and/or Great Lakes
**6 —** Deep sea water
**7 —** Pipeline
**8 —** Air
**9 —** Other mode
**0 —** Unknown

FORM CFS-2000 (7-7-93)

***PLEASE CONTINUE ON PAGE 4.***

**Item F** **SHIPMENT CHARACTERISTICS — Continued**

| Line No. (a) | Shipment Number (b) | Date (c) M | Date (c) D | Total Value (Dollars) (d) Mil. | Total Value (Dollars) (d) Thou. | Total Value (Dollars) (d) Dol. | Weight (Pounds) (e) | Commodity Code (f) | Commodity Description (g) |
|---|---|---|---|---|---|---|---|---|---|
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| 40 | | | | | | | | | |

Mode of transport codes for columns (i) and (n) ▶ **1** — Parcel delivery, courier, or U.S. Postal Service **2** — Private truck **3** — For-hire truck **4** — Railroad

*Continued* ⟶



FORM CFS-2000 (7-7-93)

| Hazardous material? (Y/N) (h) | Domestic mode(s) of transport *Enter all that apply using codes shown below.* (i) | Containerized? (Y/N) (j) | Origin code (k) | **Domestic** destination (or port/airport/border crossing of exit for exports) (l) | | | Export? (Y/N) (m) | Export mode (n) | **Foreign** destination (for export shipments only) (o) | | Line No. (p) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | City | State | ZIP Code | | | City | Country | |
| | | | | | | | | | | | **16** |
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**5 —** Inland water and/or Great Lakes
**6 —** Deep sea water
**7 —** Pipeline
**8 —** Air
**9 —** Other mode
**0 —** Unknown

FORM CFS-2000 (7-7-93)

***PLEASE CONTINUE ON PAGE 6.***

**Item F** **SHIPMENT CHARACTERISTICS — Continued**

| Line No. (a) | Shipment: Number (b) | Shipment: Date (c) M | Shipment: Date (c) D | Total: Value (Dollars) (d) Mil. | Total: Value (Dollars) (d) Thou. | Total: Value (Dollars) (d) Dol. | Total: Weight (Pounds) (e) | Commodity: Code (f) | Commodity: Description (g) |
|---|---|---|---|---|---|---|---|---|---|
| **41** | | | | | | | | | |
| **42** | | | | | | | | | |
| **43** | | | | | | | | | |
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| **48** | | | | | | | | | |
| **49** | | | | | | | | | |
| **50** | | | | | | | | | |

Mode of transport codes for columns (i) and (n) ▶ **1** — Parcel delivery, courier, or U.S. Postal Service **2** — Private truck **3** — For-hire truck **4** — Railroad

*Continued* →

**Item G** **AVAILABILITY AND USE OF ON-SITE SHIPPING FACILITIES**

In column (b), mark "Yes" or "No" for each type of shipping facility to indicate whether or not this type of facility existed on-site during 1993. For each "Yes" in column (b), mark "Yes" or "No" in column (c) to indicate whether or not you **used** the facility on your premises for **outbound shipments** during 1993.

| Type of shipping facility (a) | Was a shipping facility of this type on your premises during 1993? (b) | Did you **use** this facility on your premises for **outbound shipments** during 1993? (c) |
|---|---|---|
| **1.** Rail siding | 1 ☐ Yes → 2 ☐ No | 1 ☐ Yes 2 ☐ No |
| **2.** Waterway dock, Great Lakes | 1 ☐ Yes → 2 ☐ No | 1 ☐ Yes 2 ☐ No |
| **3.** Waterway dock, inland water | 1 ☐ Yes → 2 ☐ No | 1 ☐ Yes 2 ☐ No |
| **4.** Waterway dock, deep sea water | 1 ☐ Yes → 2 ☐ No | 1 ☐ Yes 2 ☐ No |
| **5.** Airport/landing strip capable of handling your shipments | 1 ☐ Yes → 2 ☐ No | 1 ☐ Yes 2 ☐ No |
| **6.** Pipeline terminal | 1 ☐ Yes → 2 ☐ No | 1 ☐ Yes 2 ☐ No |

| Hazardous material? *(Y/N)* (h) | Domestic mode(s) of transport *Enter all that apply using codes shown below.* (i) | Containerized? *(Y/N)* (j) | Origin code (k) | **Domestic** destination (or port/airport/border crossing of exit for exports) (l) City | State | ZIP Code | Export? *(Y/N)* (m) | Export mode (n) | **Foreign** destination (for export shipments only) (o) City | Country | Line No. (p) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | **41** |
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| | | | | | | | | | | | **49** |
| | | | | | | | | | | | **50** |

**5 —** Inland water and/or Great Lakes **7 —** Pipeline **9 —** Other mode
**6 —** Deep sea water **8 —** Air **0 —** Unknown

## Item H USE OF OFF-SITE SHIPPING FACILITIES

In column (b), mark "Yes" or "No" for each type of shipping facility to indicate whether or not you **used** an off-site facility of that type for **outbound shipments** during 1993. For those marked "Yes", enter the miles to that off-site facility in column (c), and the mode of transport used to reach that facility in column (d). The modes are listed below.

| Type of shipping facility (a) | Did you **use** this type of off-site facility for **outbound shipments** during 1993? (b) | Distance to the off-site facility of this type that you used most in 1993 *(Report in miles - estimates are acceptable)* (c) | Mode of transport used to reach that facility *(Enter a code from the list below)* (d) |
|---|---|---|---|
| **1.** Rail siding | 1 ☐ Yes → 2 ☐ No | | |
| **2.** Waterway dock, deep sea water | 1 ☐ Yes → 2 ☐ No | | |
| **3.** Waterway dock, Great Lakes | 1 ☐ Yes → 2 ☐ No | | |
| **4.** Waterway dock, inland water | 1 ☐ Yes → 2 ☐ No | | |
| **5.** Airport/landing strip capable of handling your shipments | 1 ☐ Yes → 2 ☐ No | | |
| **6.** Pipeline terminal | 1 ☐ Yes → 2 ☐ No | | |

**1 –** Trailer on Flat Car (TOFC) **3 –** For-Hire Truck **5 –** Water **7 –** Air
**2 –** Private Truck **4 –** Rail **6 –** Pipeline **8 –** Other

FORM CFS-2000 (7-7-93)

***PLEASE CONTINUE ON PAGE 8.***

## Item I USE AND AVAILABILITY OF TRANSPORTATION EQUIPMENT

During 1993, did this location use any of the following types of equipment for outbound shipments? Please check yes or no. For each equipment type in Item 1 below enter the approximate percentage of your total outbound rail shipments that used that type of rail car. These percentages should add to 100%. If you had no rail shipments, leave the percentages blank.

| Equipment (a) | Was this type of equipment used for outbound shipments during 1993? (b) | Percentage of total rail shipments (c) |
|---|---|---|
| **1.** Rail cars that: | | |
| **a.** Your company owned/leased | 1 ☐ Yes → 2 ☐ No | |
| **b.** A common carrier owned/leased | 1 ☐ Yes → 2 ☐ No | |
| **c.** Another party owned/leased (e.g. receiver) | 1 ☐ Yes → 2 ☐ No | |
| **2.** Trucks with 6 or more tires or truck-tractors that: | | |
| **a.** Your company owned | 1 ☐ Yes 2 ☐ No | |
| **b.** Your company leased, with driver | 1 ☐ Yes 2 ☐ No | |
| **c.** Your company leased, without driver | 1 ☐ Yes 2 ☐ No | |
| **3.** Truck trailers that your company owned or leased | 1 ☐ Yes 2 ☐ No | |
| **4.** Aircraft that your company owned or leased | 1 ☐ Yes 2 ☐ No | |
| **5.** Barges that your company owned or leased | 1 ☐ Yes 2 ☐ No | |
| **6.** Other equipment that your company owned or leased – *Specify* | 1 ☐ Yes 2 ☐ No | |

## Item J TRANSPORTATION DECISIONS

During 1993, who generally decided on the mode of transportation for your outbound shipments? *Mark (X) appropriate box.*

1 ☐ Your company 2 ☐ Receiver of shipment 3 ☐ Other

Remarks

## Item K CERTIFICATION

| Name of person to contact regarding this report – *Please print* | Telephone number – *Include area code* | Date |
|---|---|---|
| Signature | Title | |

CFS-1100
(9-92)

U.S. Department of Commerce
Economics and Statistics Administration
BUREAU OF THE CENSUS

# Instructions for Completing the Commodity Flow Survey

*NOTE: Some instructions are included on the questionnaire itself. However, due to space limitations, most of the instructions and definitions are included in separate reference materials. These include this instruction guide, and a listing of commodity codes to be used for classifying individual shipments in this survey.*

## Part I – GENERAL INFORMATION

### Purpose of the Survey

The Commodity Flow Survey (CFS) will produce statistics on the movement of commodities and the types of transportation used. It will describe the relationships among shipment characteristics such as weight, value, mileage, type of commodity, and the type of transportation used. The results of this survey will provide a basis for in-depth analyses of policy issues that impact the transportation systems of the United States.

For the Commodity Flow Survey, we are asking you to use all of your basic documents such as sales invoices, bills of lading, shipping logs, etc., to provide the data needed regarding outbound movement of all commodities: date, value, weight, commodity description, hazardous material designation, mode of transport, whether containerized or not, and destination. For exports, we also ask the export mode of transportation, city and country of destination, and the port of exit. You are asked to provide the data only for a **sample** of your outbound shipments. Samples are used because they give valid results while reducing the time and cost involved in completing the questionnaire.

### Your Report is Confidential

By law (Title 13 U.S. Code), the information you provide the Bureau of the Census is **strictly confidential**. Only sworn Census employees will have access to the reports or information obtained from your records. The data you provide will be used solely for statistical purposes and will be published only in summary form that **does not reveal** the operations of an individual company.

## Part II – GENERAL INSTRUCTIONS AND INFORMATION FOR COMPLETING YOUR QUESTIONNAIRE

### Steps in Completing the Survey

1. Fill in the information requested on the front page regarding the name,operational status, physical location of your establishment, and origin of shipments.
2. Gather your files and documents for all shipments/deliveries initiated **during the 2-week period specified on the front page of the questionnaire.**
3. Indicate the main source document used in Item E on page 2 of the questionnaire.
4. Following the Sample Selection Instructions on pages 2 and 3 of the questionnaire, select a sample of your total shipments for the 2-week period.
5. In Item F of the questionnaire, complete one line for each **sampled** shipment/delivery. Use the reference materials provided when completing columns f (commodity code), i (domestic modes of transportation), l (destination), and n (export mode).
6. Complete the contact, date, and signature information requested in Item G on page 6 of the questionnaire.
7. Return the completed questionnaire in the envelope by the due date printed on the front of the questionnaire. If you need additional time to complete your questionnaire, please call the 800 number listed below.
8. Please call 1-800-528-3049 if you have questions or require assistance.
9. If we should have questions regarding your report, a Census Bureau employee may call to ask for clarification. For this reason, we suggest that you retain copies of the documents for the sampled shipments separately from your other shipment documents. You may also find it useful to retain a copy of your completed questionnaire for your own records.

### What We Mean by a "Shipment"

A "shipment" (or "delivery") is an individual movement of commodities **from** your establishment **to** one customer OR **to** another location of your company (including a warehouse, distribution center, retail or wholesale outlet). A shipment uses one or more modes of transportation, including parcel delivery, U.S. Postal Service, courier, private truck, for-hire truck, rail, water, pipeline, air, and other modes.

**Please note** that for this survey:

> A full or partial truckload can be considered **one** shipment **only** if all the commodities are destined for one buyer/receiver at one location. If the truck makes multiple deliveries on a route, **each stop is considered (at least) one shipment.**

We realize that there may not be a one-to-one relationship between your shipments and the main document you use as a reference for this survey (e.g., sales invoice, bill of lading). For example, for some cases there may be more than one shipment per invoice or more than one invoice per shipment. If this is the case for your establishment, please remember to sample actual shipments, and not just documents.

### What We Mean By "Commodities"

"Commodities" refers to items that your establishment produces, sells, or distributes, **not** to items that are considered as excess or by-products of your establishment's operation.

**PLEASE INCLUDE FORM NAME AND NUMBER IN ALL CORRESPONDENCE.**

For example, refuse, scrap paper, and returnable containers are not considered as "commodities", unless your establishment is specifically in the business of selling or otherwise providing scrap, waste, or recyclable materials to others.

### Origin of Shipments – Item D

**IF THIS ESTABLISHMENT ORIGINATES SHIPMENTS FROM OTHER PHYSICAL LOCATIONS**, your completion of Item D is critical in determining which shipments to include and exclude prior to selecting your sample of shipments. Your responses here will also affect the entries you make in column (k) - "Origin Code" - of Item F. Please follow the instructions in this item carefully. The "CFN" is the 11- digit number following the letters "CFN" on the mailing label. If there is not enough space to enter all of your shipment origins in Item D, please call 1-800-528-3049 for assistance.

**IF ALL OF YOUR SHIPMENTS ORIGINATE FROM THE MAILING ADDRESS ON THE QUESTIONNAIRE LABEL OR THE ACTUAL PHYSICAL ADDRESS REPORTED IN ITEM C**, then all of your shipments should be subjected to sampling. Also, when completing Item F, you should enter "A" in column (k) - "Origin Code" - for all shipments.

## Part III – INSTRUCTIONS FOR COMPLETING ITEM F

Complete one line for each selected shipment. Column definitions are provided below.

**SHIPMENT NUMBER** (column b) - Enter the invoice number, shipment number, or some other unique identification number that could be used by your establishment to find this particular shipping document if questions arise regarding your report.

**DATE SHIPPED** (column c) - Enter the month and day of the shipment. If shipment date is not available, use the invoice/shipping document date. Use numbers only. (e.g., use "03" for March)

**TOTAL VALUE** (column d) - Enter the dollar value, in whole dollars, of the entire shipment. The reported value should not include freight charges and excise taxes **(i.e., report the net selling value, f.o.b. plant)**. If the value is not directly available from your records, **please estimate**.

**TOTAL WEIGHT** (column e) - Enter the weight of the total shipment **in whole pounds**. If weight is not available from your records, please estimate.

**COMMODITY CODE** (column f) - Please use the **list of Commodity Codes in the enclosed Commodity Coding Manual** to select the proper code. For shipments with more than one commodity, enter only the code for the commodity with the greatest weight in the total shipment.

**COMMODITY DESCRIPTION** (column g) - Enter a full description of the commodity shipped. For shipments with more than one commodity, describe only the commodity with the greatest weight in the total shipment. Do not use trade names, catalog numbers, or other codes not familiar to persons outside your business.

**HAZARDOUS MATERIALS SHIPMENT** (column h) - Indicate whether or not the shipment **REQUIRED PLACARDING** for hazardous materials by entering **"Y or N"** (yes or no).

**DOMESTIC MODE(S) OF TRANSPORT** (column i) - Enter the code(s) for **all** modes of transport used for the shipment to its **domestic** destination (i.e., the destination reported in column l). For export shipments, this means list only the mode(s) of transport used to reach the port, airport, or border crossing. Codes are located at the bottom of pages 2,3,4 and 5 of the questionnaire. Enter all that apply, based on the definitions below:

- **Parcel Delivery/Courier/U.S. Postal Service** - Delivery services that carry letters, parcels, packages, and other small shipments that typically weigh less than 100 pounds. Includes bus parcel delivery service.
- **Private Truck** - Trucks operated by a temporary or permanent employee of this establishment or the buyer/receiver of the shipment.
- **For-hire Truck** - Trucks that carry freight for a fee collected from the shipper, recipient of the shipment, or an arranger of the transportation.
- **Railroad** - Any common carrier or private railroad.
- **Inland Water and/or Great Lakes** - Barges, ships, or ferries operating primarily on rivers and canals; in harbors, the Great Lakes, the Saint Lawrence Seaway; the Intracoastal Waterway, the Inside Passage to Alaska, major bays and inlets; or in the ocean close to the shoreline.
- **Deep Sea Water** - Barges, ships, or ferries operating primarily in the open ocean. Shipping on the Great Lakes and the Saint Lawrence Seaway is classified with inland water.
- **Pipeline** - Movements of oil, petroleum, gas, slurry, etc. through pipelines that extend to other establishments or locations beyond the shipper's establishment. Aqueducts for the movement of water are not included.
- **Air** - Movements using commercial or private aircraft, and all air service for shipments that typically weigh more than 100 pounds. Includes air freight and air express.
- **Other Mode** - Any mode not listed above.

- **Unknown** - The shipment **was not** carried by a parcel delivery/courier/U.S. Postal service, and you cannot determine what mode of transportation is used.

**Note:** Commodities that are "shipped" under their own power, such as boats, barges, ferries, ships, aircraft, trucks, and trains **should be classified with the appropriate mode above**. Commodities shipped under their own power for which an appropriate mode is not listed (e.g., buses, recreational vehicles) should be listed as "other" mode.

**CONTAINERIZED** (column j) - Indicate whether or not the shipment was containerized by entering **"Y or N"** (yes or no). "Containerized" means that the shipment **left your establishment** in an intermodal container or stackable tank without permanently attached wheels. These containers typically vary from 20 to 53 feet in length, and are carried on truck chassis, trains, and ships.

**ORIGIN CODE** (column k) - Enter the code letter (A,B,C or D) for the location from which the shipment originated (**unless** this establishment initiates/originates shipments from other locations, the origin code will always be "A"). Refer to Item D on the front of the questionnaire and the "Origin of Shipments" section on page 3 of these instructions.

**DOMESTIC DESTINATION: CITY, STATE AND ZIP CODE** (column l) - For domestic shipments, enter the city, state and 5-digit zip code of the buyer/receiver as it appears on the shipping document. Use the **"ship to"** address. Use the two letter state abbreviation shown in Part IV below. For **export shipments**, report the U.S. **port of exit** as the destination city. The port of exit is the port or airport from which the shipment left the country. In the case of land shipments into Mexico or Canada, it is the border crossing.

**EXPORT SHIPMENT** (column m) - Indicate whether or not the shipment is intended for export outside of the United States, by entering a **"Y or N"** (yes or no). For purposes of this survey, shipments to Puerto Rico and U.S. territories and possessions are considered **exports**.

**EXPORT MODE** (column n) - If the shipment is an export, enter the code for the mode of transport by which the shipment left the country. Codes are located at the bottom of pages 2,3,4, and 5 of the questionnaire.

**FOREIGN DESTINATION** (column o) - If the shipment is an export, enter the foreign **city and country of destination**. Be sure that the city reported for these shipments in the "Domestic Destination" column (l) is the U.S. port of exit.

## Part IV – STATE ABBREVIATION LIST

Enter the State abbreviation as shown below in column (l) of the shipment sample form:

| State | Abbrev. | State | Abbrev. |
|---|---|---|---|
| Alabama | AL | Montana | MT |
| Alaska | AK | Nebraska | NE |
| Arizona | AZ | Nevada | NV |
| Arkansas | AR | New Hampshire | NH |
| California | CA | New Jersey | NJ |
| Colorado | CO | New Mexico | NM |
| Connecticut | CT | New York | NY |
| Delaware | DE | North Carolina | NC |
| Dist. of Col. | DC | North Dakota | ND |
| Florida | FL | Ohio | OH |
| Georgia | GA | Oklahoma | OK |
| Hawaii | HI | Oregon | OR |
| Idaho | ID | Pennsylvania | PA |
| Illinois | IL | Rhode Island | RI |
| Indiana | IN | South Carolina | SC |
| Iowa | IA | South Dakota | SD |
| Kansas | KS | Tennessee | TN |
| Kentucky | KY | Texas | TX |
| Louisiana | LA | Utah | UT |
| Maine | ME | Vermont | VT |
| Maryland | MD | Virginia | VA |
| Massachusetts | MA | Washington | WA |
| Michigan | MI | West Virginia | WV |
| Minnesota | MN | Wisconsin | WI |
| Mississippi | MS | Wyoming | WY |
| Missouri | MO | | |

NOTICE - Public reporting burden for this collection of information is estimated to vary from 1.75 to 9 hours per response, with an average of 2.4 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Associate Director of Management Services, Attn: Paperwork Reduction Project 0607-0753, Room 2027, Bureau of the Census, Washington, DC 20233-0001; and to the Office of Information and Regulatory Affairs, Office of Management and Budget, Attn: Paperwork Reduction Project 0607-0753, Washington, DC 20503.

**PLEASE INCLUDE FORM NAME AND NUMBER IN ALL CORRESPONDENCE.**