README text file for “Commodity Flow Survey (CFS)” dataset.
Office of Survey Programs (OSP),
Bureau of Transportation Statistics (BTS),
U.S. Department of Transportation (USDOT)
2018-10-17
https://www.bts.gov/surveys/commodity-flow-survey/commodity-flow-survey-overview

This bts_osp_commodity_flow_survey_README_20180824.txt file was generated on 2018024 by Laura Farley, https://orcid.org/0000-0002-9980-6850, Analytics & User Experience Fellow, laura.farley.ctr@dot.gov

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A. GENERAL INFORMATION
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0. Title of Dataset: Commodity Flow Survey (CFS)

1. Description of Dataset:
The Commodity Flow Survey (CFS), a component of the Economic Census, is conducted every five years by the U.S. Census Bureau in partnership with the U.S. Department of Transportation’s Bureau of Transportation Statistics. The 2012 CFS is the fifth survey in the program that began in 1993. The CFS is a shipper survey of approximately 100,000 establishments from the industries of mining, manufacturing, wholesale trade, auxiliaries (i.e. warehouses and distribution centers), and select retail and service trade industries that ship commodities. Data requested by the CFS includes the type of commodities shipped, their origin and destination, their value and weight, and mode(s) of transport. The CFS provides a comprehensive multimodal picture of national freight flows and represents the only publicly available source of data for the highway mode. Results from the CFS are used to analyze trends in the movement of goods, mapping spatial patterns of commodity and vehicle flows, forecasting demands for the movement of goods, and for guiding management and investment decisions on transportation

infrastructure. Researchers, transportation planners, transportation advocacy and non-profit groups, policymakers, state DOT's, etc. represent some of the data users who benefit from the CFS. Additionally, roughly 70% of the FHWA Freight Analysis Framework (FAF) is derived from CFS data.

2. Dataset homepage link:
https://www.bts.gov/surveys/commodity-flow-survey/commodity-flow-survey-overview

3. Authorship Information

Principal Data Creator or Data Manager Contact Information

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4. Date of data collection: 2012

5. Geographic location of data collection: United States

B. SHARING/ACCESS INFORMATION
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0. Recommended citation for the data: [make as granular as needed, in the following format]
U.S. Department of Transportation, Bureau of Transportation Statistics, Office of Survey Programs. (2012). Commodity Flow Survey, 2012. [Data file type]. Archive/Source. [Accessed date from:] Persistent identifier or URL

From BTS website:
U.S. Department of Transportation, Bureau of Transportation Statistics, Office of Survey Programs. (2012). Commodity Flow Survey, 2012. Bureau of Transportation Statistics. [Accessed date] from: https://www.bts.gov/surveys/commodity-flow-survey/commodity-flow-survey overview

1. Licenses/restrictions placed on the data:

BTS datasets are in the Public Domain.

2. Links to other publicly accessible locations of the data:
https://www.census.gov/programs-surveys/cfs.html

3. This dataset and its documentation was created and shared to meet the requirements enumerated in the U.S. Department of Transportation's "Plan to Increase Public Access to the Results of Federally-Funded Scientific Research" Version 1.1
<https://www.transportation.gov/sites/dot.gov/files/docs/Official%20DOT%20Public%20Access%20Plan%20ver%201.1.pdf > and guidelines
suggested by the DOT Public Access website < https://ntl.bts.gov/publicaccess/ >, in effect and current as of 2018-07-31.

C. DATA FILE & RELATED FILES OVERVIEW
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A.131 Filename: bts_osp_commodity_flow_survey_Hazmat_9b.csv
bts_osp_commodity_flow_survey_Hazmat_9b.xlsx
A.132 Filename: bts_osp_commodity_flow_survey_Hazmat_9c.csv
bts_osp_commodity_flow_survey_Hazmat_9c.xlsx
A.133 Filename: bts_osp_commodity_flow_survey_Hazmat_9d.csv
bts_osp_commodity_flow_survey_Hazmat_9d.xlsx
A.134 Filename: bts_osp_commodity_flow_survey_Hazmat_9e.csv
bts_osp_commodity_flow_survey_Hazmat_9e.xlsx
A.135 Filename: bts_osp_commodity_flow_survey_Hazmat_9f.csv
bts_osp_commodity_flow_survey_Hazmat_9f.xlsx
A.136 Filename: bts_osp_commodity_flow_survey_Hazmat_10.csv
bts_osp_commodity_flow_survey_Hazmat_10.xlsx
A.137 Filename: bts_osp_commodity_flow_survey_Hazmat_11a.csv
bts_osp_commodity_flow_survey_Hazmat_11a.xlsx
A.138 Filename: bts_osp_commodity_flow_survey_Hazmat_11b.csv
bts_osp_commodity_flow_survey_Hazmat_11b.xlsx
A.139 Filename: bts_osp_commodity_flow_survey_Hazmat_11c.csv
bts_osp_commodity_flow_survey_Hazmat_11c.xlsx
A.140 Filename: bts_osp_commodity_flow_survey_Hazmat_12a.csv
bts_osp_commodity_flow_survey_Hazmat_12a.xlsx
A.141 Filename: bts_osp_commodity_flow_survey_Hazmat_12b.csv
bts_osp_commodity_flow_survey_Hazmat_12b.xlsx
A.142 Filename: bts_osp_commodity_flow_survey_Hazmat_12c.csv
bts_osp_commodity_flow_survey_Hazmat_12c.xlsx
A.143 Filename: bts_osp_commodity_flow_survey_Hazmat_13a.csv
bts_osp_commodity_flow_survey_Hazmat_13a.xlsx
A.144 Filename: bts_osp_commodity_flow_survey_Hazmat_13b.csv
bts_osp_commodity_flow_survey_Hazmat_13b.xlsx
A.145 Filename: bts_osp_commodity_flow_survey_Hazmat_13c.csv
bts_osp_commodity_flow_survey_Hazmat_13c.xlsx

A.146 Filename: bts_osp_commodity_flow_survey_Hazmat_14a.csv
bts_osp_commodity_flow_survey_Hazmat_14a.xlsx
A.147 Filename: bts_osp_commodity_flow_survey_Hazmat_14b.csv
bts_osp_commodity_flow_survey_Hazmat_14b.xlsx
A.148 Filename: bts_osp_commodity_flow_survey_Hazmat_15a.csv
bts_osp_commodity_flow_survey_Hazmat_15a.xlsx
A.149 Filename: bts_osp_commodity_flow_survey_Hazmat_15b.csv
bts_osp_commodity_flow_survey_Hazmat_15b.xlsx
A.150 Filename: bts_osp_commodity_flow_survey_Hazmat_16a.csv
bts_osp_commodity_flow_survey_Hazmat_16a.xlsx
A.151 Filename: bts_osp_commodity_flow_survey_Hazmat_16b.csv
bts_osp_commodity_flow_survey_Hazmat_16b.xlsx
A.152 Filename: bts_osp_commodity_flow_survey_Hazmat_16c.csv
bts_osp_commodity_flow_survey_Hazmat_16c.xlsx
A.153 Filename: bts_osp_commodity_flow_survey_Hazmat_17.csv
bts_osp_commodity_flow_survey_Hazmat_17.xlsx
A.154 Filename: bts_osp_commodity_flow_survey_Hazmat_18.csv
bts_osp_commodity_flow_survey_Hazmat_18.xlsx
A.155 Filename: bts_osp_commodity_flow_survey_Hazmat_19.csv
bts_osp_commodity_flow_survey_Hazmat_19.xlsx
A.156 Filename: bts_osp_commodity_flow_survey_Hazmat_20.csv
bts_osp_commodity_flow_survey_Hazmat_20.xlsx
A.157 Filename: bts_osp_commodity_flow_survey_Hazmat_B1a.csv
bts_osp_commodity_flow_survey_Hazmat_B1a.xlsx
A.158 Filename: bts_osp_commodity_flow_survey_Hazmat_B1b.csv
bts_osp_commodity_flow_survey_Hazmat_B1b.xlsx
A.159 Filename: bts_osp_commodity_flow_survey_Hazmat_B1c.csv
bts_osp_commodity_flow_survey_Hazmat_B1c.xlsx
A.160 Filename: bts_osp_commodity_flow_survey_Hazmat_B2a.csv
bts_osp_commodity_flow_survey_Hazmat_B2a.xlsx
A.161 Filename: bts_osp_commodity_flow_survey_Hazmat_B2b.csv
bts_osp_commodity_flow_survey_Hazmat_B2b.xlsx
A.162 Filename: bts_osp_commodity_flow_survey_Hazmat_B2c.csv
bts_osp_commodity_flow_survey_Hazmat_B2c.xlsx
A.163 Filename: bts_osp_commodity_flow_survey_Hazmat_B3.csv
bts_osp_commodity_flow_survey_Hazmat_B3.xlsx
A.164 Filename: bts_osp_commodity_flow_survey_Hazmat_B4.csv
bts_osp_commodity_flow_survey_Hazmat_B4.xlsx
A.165 Filename: bts_osp_commodity_flow_survey_Hazmat_B5a.csv
bts_osp_commodity_flow_survey_Hazmat_B5a.xlsx
A.166 Filename: bts_osp_commodity_flow_survey_Hazmat_B5b.csv
bts_osp_commodity_flow_survey_Hazmat_B5b.xlsx
A.167 Filename: bts_osp_commodity_flow_survey_Hazmat_B6.csv
bts_osp_commodity_flow_survey_Hazmat_B6.xlsx

A.168 Filename: bts_osp_commodity_flow_survey_Hazmat_B7.csv
bts_osp_commodity_flow_survey_Hazmat_B7.xlsx
A.169 Filename: bts_osp_commodity_flow_survey_Hazmat_B8.csv
bts_osp_commodity_flow_survey_Hazmat_B8.xlsx
A.170 Filename: bts_osp_commodity_flow_survey_Hazmat_B9a.csv
bts_osp_commodity_flow_survey_Hazmat_B9a.xlsx
A.171 Filename: bts_osp_commodity_flow_survey_Hazmat_B9b.csv
bts_osp_commodity_flow_survey_Hazmat_B9b.xlsx
A.172 Filename: bts_osp_commodity_flow_survey_Hazmat_B9c.csv
bts_osp_commodity_flow_survey_Hazmat_B9c.xlsx
A.173 Filename: bts_osp_commodity_flow_survey_Hazmat_B9d.csv
bts_osp_commodity_flow_survey_Hazmat_B9d.xlsx
A.174 Filename: bts_osp_commodity_flow_survey_Hazmat_B9e.csv
bts_osp_commodity_flow_survey_Hazmat_B9e.xlsx
A.175 Filename: bts_osp_commodity_flow_survey_Hazmat_B9f.csv
bts_osp_commodity_flow_survey_Hazmat_B9f.xlsx
A.176 Filename: bts_osp_commodity_flow_survey_Hazmat_B10.csv
bts_osp_commodity_flow_survey_Hazmat_B10.xlsx
A.177 Filename: bts_osp_commodity_flow_survey_Hazmat_B11a.csv
bts_osp_commodity_flow_survey_Hazmat_B11a.xlsx
A.178 Filename: bts_osp_commodity_flow_survey_Hazmat_B11b.csv
bts_osp_commodity_flow_survey_Hazmat_B11b.xlsx
A.179 Filename: bts_osp_commodity_flow_survey_Hazmat_B11c.csv
bts_osp_commodity_flow_survey_Hazmat_B11c.xlsx
A.180 Filename: bts_osp_commodity_flow_survey_Hazmat_B12a.csv
bts_osp_commodity_flow_survey_Hazmat_B12a.xlsx
A.181 Filename: bts_osp_commodity_flow_survey_Hazmat_B12b.csv
bts_osp_commodity_flow_survey_Hazmat_B12b.xlsx
A.182 Filename: bts_osp_commodity_flow_survey_Hazmat_B12c.csv
bts_osp_commodity_flow_survey_Hazmat_B12c.xlsx
A.183 Filename: bts_osp_commodity_flow_survey_Hazmat_B13a.csv
bts_osp_commodity_flow_survey_Hazmat_B13a.xlsx
A.184 Filename: bts_osp_commodity_flow_survey_Hazmat_B13b.csv
bts_osp_commodity_flow_survey_Hazmat_B13b.xlsx
A.185 Filename: bts_osp_commodity_flow_survey_Hazmat_B13c.csv
bts_osp_commodity_flow_survey_Hazmat_B13c.xlsx
A.186 Filename: bts_osp_commodity_flow_survey_Hazmat_B14a.csv
bts_osp_commodity_flow_survey_Hazmat_B14a.xlsx
A.187 Filename: bts_osp_commodity_flow_survey_Hazmat_B14b.csv
bts_osp_commodity_flow_survey_Hazmat_B14b.xlsx
A.188 Filename: bts_osp_commodity_flow_survey_Hazmat_B15a.csv
bts_osp_commodity_flow_survey_Hazmat_B15a.xlsx
A.189 Filename: bts_osp_commodity_flow_survey_Hazmat_B15b.csv
bts_osp_commodity_flow_survey_Hazmat_B15b.xlsx

A.190 Filename: bts_osp_commodity_flow_survey_Hazmat_B16a.csv
bts_osp_commodity_flow_survey_Hazmat_B16a.xlsx
A.191 Filename: bts_osp_commodity_flow_survey_Hazmat_B16b.csv
bts_osp_commodity_flow_survey_Hazmat_B16b.xlsx
A.192 Filename: bts_osp_commodity_flow_survey_Hazmat_B16c.csv
bts_osp_commodity_flow_survey_Hazmat_B16c.xlsx
A.193 Filename: bts_osp_commodity_flow_survey_Hazmat_B17.csv
bts_osp_commodity_flow_survey_Hazmat_B17.xlsx
A.194 Filename: bts_osp_commodity_flow_survey_Hazmat_B18.csv
bts_osp_commodity_flow_survey_Hazmat_B18.xlsx
A.195 Filename: bts_osp_commodity_flow_survey_Hazmat_B19.csv
bts_osp_commodity_flow_survey_Hazmat_B19.xlsx
A.196 Filename: bts_osp_commodity_flow_survey_Hazmat_B20.csv
bts_osp_commodity_flow_survey_Hazmat_B20.xlsx
Short description:
The data files are categized in three (3) groups: Export, GAS (geographic area series), and Hazmat. All files are available in .csv and .xlsx format. The .csv files are between 1 kb and 45 kb each. The .xlsx files are between 1 kb and 67 kb each.

B. Filename: bts_osp_commodity_flow_survey_2012_README_20181017.txt
Short description:
The README.txt file that includes human-readable information about the data, variable definitions, contact information, and other contextual information. The file you are reading now.

C. Filename: bts_osp_commodity_flow_survey_2012_METADAYA_20181017.json
Short description:
The machine-readable .json metadata file based on Project Open Data metadata schema v1.1.

D. Filename: bts_osp_commodity_flow_survey_2012_DMP_20181017.txt
bts_osp_commodity_flow_survey_2012_DMP_20181017.pdf
bts_osp_commodity_flow_survey_2012_DMP_20181017.docx
Short description:
The human-readable data management plan associated with this dataset. Available in .txt, .pdf. and .docx formats

2. Additional related data collected that was not included in the current data package: N/A

3. Are there multiple versions of the dataset? No

D. METHODOLOGICAL INFORMATION

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1. Description of methods used for collection/generation of data:

The survey year represents the year of data collection. Data is collected from shippers during the survey year on a quarterly basis using a questionnaire. The questionnaire asks for a sample of their shipments for a specified reporting week within that quarter. The respondents are given the option to report either electronically or through paper form. The CFS is administered as a mail-out, mail-back survey. The Census Bureau is responsible for the mailing of survey forms (either electronically or via paper mail) and the data collection. The questionnaire is mailed on a quarterly basis during the survey year. Returned questionnaires are received, edited, and processed by the Census Bureau. Respondents have the option to report electronically or by paper. Collected data, the raw data, is stored in a secure environment at the Census Bureau to protect the confidentiality of the data. Only the aggregated data, absent of any establishment identifiers, are released outside the Census Bureau.

2. Methods for processing the data:
For BTS, the final estimates (published, aggregated data) are made available on the CFS webpage as Microsoft Excel spreadsheet and HTML tables. The Methodology <https://www.bts.gov/archive/publications/commodity_flow_survey/methodology_2012> tab on the CFS webpage provides a thorough overview of the survey and the methodology used. The methodology is updated as needed with each new survey while older versions can still be referenced. Additionally, the CFS webpage provides an FAQ page <https://www.bts.gov/surveys/commodity-flow-survey/commodity-flow-survey-cfs-help-data> and a Key Terms page <https://www.bts.gov/archive/publications/commodity_flow_survey/def_terms>. Both pages are also updated as needed.

3. Instrument- or software-specific information needed to interpret the data:
The data files are in comma-separated value (.csv) format. The .csv files can be read with any basic text editor. Excel files downloaded from the BTS website require Microsoft Excel to open and read the files.

The README.txt file is a plain-text file and can be opened with any basic text editor.

The metadata file is in .json format and can be opened with any basic text editor, but is better viewed in a metadata editor or more advance text editor, such as Notepad++.

PDF files can be opened by web browsers or with PDF readers.

4. Standards and calibration information, if appropriate: N/A

5. Environmental/experimental conditions: N/A

6. Describe any quality-assurance procedures performed on the data:
Before each data release the data is closely analyzed and measured against outside data sources for comparability purposes. The webpage is monitored on a regular basis to ensure access to the data, metadata, and supporting materials is not interrupted.

7. People involved with sample collection, processing, analysis and/or submission: Ryan Grube and The Census Bureau

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E. DATA-SPECIFIC INFORMATION FOR: Representation of null values in Export, GAS, and Hazmat
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0 indicates zero.
S indicates withheld because estimate did not meet publication standards.
X indicates not applicable.
Z indicates rounds to zero.

F. DATA-SPECIFIC INFORMATION FOR: List of variables in Export, GAS, and Hazmat
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1. Name: Average miles per shipment
Full name: Average miles per shipment
Variable Definition or Description: The average miles a shipment traveled by NAICs code.
Data units: miles
Data format: numeric
Field length: 4

2. Name: Average miles per shipment
Full name: Average miles per shipment 2007
Variable Definition or Description: The average miles a shipment traveled in 2007.
Data units: miles
Data format: numeric
Field length: 4

3. Name: Average miles per shipment
Full name: Average miles per shipment 2012
Variable Definition or Description: The average miles a shipment traveled for 2012.
Data units: miles
Data format: numeric
Field length: 4

4. Name: Average miles per shipment
Full name: Average miles per shipment coefficient of variation of numbers
Variable Definition or Description: The sampling error of estimates of the average mileage traveled by the shipment.
Data units: percentage
Data format: numeric
Field length: 2

5. Name: Average miles per shipment

Full name: Average miles per shipment coefficient of variation of numbers 2012
Variable Definition or Description: The sampling error of estimates of the average mileage traveled by the shipment.
Data units: percentage
Data format: numeric
Field length: 3

6. Name: Average miles per shipment
Full name: Average miles per shipment coefficient of variation of numbers 2007
Variable Definition or Description: The sampling error of estimates of the average mileage traveled by the shipment.
Data units: percentage
Data format: numeric
Field length: 3

7. Name: Average miles per shipment
Full name: Average miles per shipment Percent change
Variable Definition or Description: The percentage of change in the average miles a shipment traveled from 2007 to 2012.
Data units: percentage
Data format: numeric
Field length: 3

8. Name: Commodity description
Full name: Commodity description
Variable Definition or Description: A human-readable description of the SCTG code.
Data format: character
Field length: 150
Notes: Estimates exclude shipments of crude petroleum (SCTG 16).

9. Name: Commodity description and distance shipped
Full name: Commodity description and distance shipped
Variable Definition or Description: A human-readable description of the SCTG code and the distance of shipment travelled in miles.
Data unit: miles
Data format: character
Field length: 150
Notes: Estimates exclude shipments of crude petroleum (SCTG 16).

10. Name: Country of destination
Full name: Country of destination
Variable Definition or Description: The country of destination for an export shipment.
Data format: character
Field length: 150

11. Name: Destination state
Full name: Destination state
Variable Definition or Description: The state for the United States where a shipment was delivered.
Data format: character
Field length: 150

12. Name: Distance shipped
Full name: Distance shipped
Variable Definition or Description: The distance a shipment traveled for the United States for 2012.
Data format: character
Data Format: miles
Field length: 150
Notes: Shipments are grouped into distance categories based on Great Circle Distance (GCD). GCD is the shortest distance between two points on the surface of a sphere over the surface of that sphere. Distances shipped are based on Great Circle Distance.

13. Name: Distance Shipped
Full name: Distance Shipped (Based on Great Circle Distance)
Variable Definition or Description: The total distance a shipment travels to its destination in miles.
Data unit: miles
Data format: character
Field length: 150
Notes: Shipments are grouped into distance categories based on Great Circle Distance (GCD). GCD is the shortest distance between two points on the surface of a sphere over the surface of that sphere.

14. Name: Domestic mode of transportation
Full name: Domestic mode of transportation
Variable Definition or Description: The domestic mode of transportation for an export shipment.
Data format: character
Field length: 150
Notes: “Truck” as a single mode includes shipments that were made by only private truck or only for-hire truck. Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

15. Name: Export mode of transportation
Full name: Export mode of transportation
Variable Definition or Description: The mode of transportation for a shipment.
Data format: character
Field length: 150
Note: “Truck” as a single mode includes shipments that were made by only private truck or only for-hire truck. Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

16. Name: Export mode of transportation and country of destination
Full name: Export mode of transportation and country of destination

Variable Definition or Description: The destination country of an export shipment and the mode of transportation for shipment delivery.
Data format: character
Field length: 150
Notes: “Truck” as a single mode includes shipments that were made by only private truck or only for-hire truck. Estimates for pipeline exclude shipments of crude petroleum (SCTG 16). “Truck,” “Rail,” and “Pipeline” single-mode categories are not valid modes of transportation for export shipments to “All Other Countries.”

17. Name: Hazard class and description
Full name: Hazard class and description
Variable Definition or Description: The class code of hazardous material and human readable description of the class code.
Data format: character
Field length: 150

18. Name: NAICS code
Full name: NAICS code
Variable Definition or Description: North American Industry Classification System (NAICS) - The North American Industry Classification System (NAICS) is the standard used by federal statistical agencies in classifying business establishments for the purpose of collecting, analyzing, and publishing statistical data related to the U.S. economy.
Data format: numeric
Field length: 4
Notes: NAICS is a hierarchical classification system. A 2-digit NAICS code identifies an industry sector, the 3rd digit identifies the subsector, the 4th digit designates the industry group, and the 6-digit code identifies a specific industry. There are currently 1,065 industries designated in the NAICS.

19. Name: NAICS title
Full name: NAICS title
Variable Definition or Description: The human-readable description of the NAICS code.
Data format: character
Field length: 150

20. Name: NAICS title and distance shipped
Full name: NAICS title and distance shipped
Variable Definition or Description: The human-readable description of the NAICS code and distance shipped in miles for the shipment.
Data unit: miles
Data format: character

21. Name: NAICS title and mode of transportation
Full name: NAICS title and mode of transportation

Variable Definition or Description: The human-readable description of the NAICS code and mode of transportation for the shipment.
Data format: character
Field length: 150

22. Name: NAICS title and shipment weight
Full name: NAICS title and shipment weight
Variable Definition or Description: The human-readable description of the NAICS code and shipment weight in pounds for the shipment.
Data unit: pounds
Data format: character
Field length: 150

23. Name: Origin state
Full name: Origin State
Variable Definition or Description: The state the export shipment shipped from for 2012.
Data format: character
Field length: 150

24. Name: Percent change
Full name: Percent change
Variable Definition or Description: For each mode of transportation the percent of change of ton-miles in millions between 2007 and 2012.
Data units: percentage
Data format: numeric
Field length: 3

25. Name: SCTG code
Full name: SCTG code
Variable Definition or Description: The Standard Classification of Transported Goods (SCTG) code.
Data format: numeric
Field length: 2
Notes: Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in Commodity Code 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to Commodity Code 18. Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in Commodity Code 08. In the 2012 CFS, ethanol moved to Commodity Code 17. Prior to the 2012 CFS, fuel alcohols such as ethanol were included in Commodity Code 08, although not specifically identified. Also, kerosene was included in Commodity Code 19. In the 2012 CFS, ethanol, fuel alcohols and kerosene moved to Commodity Code 17. Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in Commodity Code 07. In the 2012 CFS, biodiesel moved to Commodity Code 18.

26. Name: Shipment weight
Full name: Shipment weight

Variable Definition or Description: The weight of a shipment.
Data units: pounds
Data format: character
Field length: 150

27. Name: Ton-Miles
Full name: Ton-Miles (millions)
Variable Definition or Description: The shipment weight multiplied by the mileage traveled by the shipment in millions of miles for 2012.
Data units: miles
Data format: numeric
Field length: 6
Note: Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See “Mileage Calculations” section for additional information.

28. Name: Ton-Miles
Full name: Ton-Miles 2007
Variable Definition or Description: The percentage of the total shipment weight multiplied by the mileage traveled by the shipment for 2007.
Data units: percentage
Data format: numeric
Field length: 3
Note: Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See “Mileage Calculations” section for additional information.

29. Name: Ton-Miles
Full name: Ton-Miles 2012
Variable Definition or Description: The percentage of the total shipment weight multiplied by the mileage traveled by the shipment for 2012.
Data units: percentage
Data format: numeric
Field length: 3
Note: Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See “Mileage Calculations” section for additional information.

30. Name: Ton-Miles
Full name: Ton-Miles 2007 (millions)
Variable Definition or Description: The shipment weight multiplied by the mileage traveled by the shipment in millions of miles for 2007.
Data units: miles
Data format: numeric
Field length: 7
Note: Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See “Mileage Calculations” section for additional information.

31. Name: Ton-Miles
Full name: Ton-Miles 2012 (millions)
Variable Definition or Description: The shipment weight multiplied by the mileage traveled by the shipment in millions of miles for 2012.
Data units: miles
Data format: numeric
Field length: 7
Note: Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See “Mileage Calculations” section for additional information.

32. Name: Ton-Miles
Full name: Ton-Miles Coefficient of variation of number
Variable Definition or Description: The sampling error of estimates of the shipment weight multiplied by the mileage traveled by the shipment.
Data units: miles
Data format: numeric
Field length: 6
Note: Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See “Mileage Calculations” section for additional information.

33. Name: Ton-Miles
Full name: Ton-Miles Coefficient of variation of number 2007
Variable Definition or Description: The sampling error of estimates of the shipment weight multiplied by the mileage traveled by the shipment. for 2007.
Data format: numeric
Field length: 3

34. Name: Ton-Miles
Full name: Ton-Miles Coefficient of variation of number 2012
Variable Definition or Description: The sampling error of estimates of the shipment weight multiplied by the mileage traveled by the shipment. for 2012.
Data format: numeric
Field length: 3

35. Name: Ton-miles
Full name: Ton-miles Hazardous 2012 (millions)
Variable Definition or Description: The shipment weight multiplied by the mileage traveled by the shipment in millions of miles for hazardous material shipments for 2012.
Data units: miles
Data format: numeric
Field length: 6
Note: Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See “Mileage Calculations” section for additional information.

36. Name: Ton-Miles
Full name: Ton-Miles Hazardous Coefficient of variation of number
Variable Definition or Description: The sampling error of estimates for values.
Data format: numeric
Field length: 2

37. Name: Ton-miles
Full name: Ton-miles Hazardous Percent change
Variable Definition or Description: The percentage of change in ton-miles of a hazardous materials shipment by mode of transportation.
Data units: percentage
Data format: numeric
Field length: 3
Note: Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See “Mileage Calculations” section for additional information.

38. Name: Ton-Miles
Full name: Ton-Miles Hazardous Standard error of percent of total
Variable Definition or Description: The square root of the sampling variance represented as a percentage of the estimate to which it refers.
Data units: percentage
Data format: numeric
Field length: 3

39. Name: Ton-miles
Full name: Ton-miles Intrastate (percent)
Variable Definition or Description: The percentage of the total value of an intrastate shipment.
Data units: percentage
Data format: numeric
Field length: 3
Note: Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See “Mileage Calculations” section for additional information.

40. Name: Ton-miles
Full name: Ton-miles Interstate (percent)
Variable Definition or Description: The percentage of the total value of an interstate shipments.
Data units: percentage
Data format: numeric
Field length: 3
Note: Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See “Mileage Calculations” section for additional information.

41. Name: Ton-miles

Full name: Ton-miles Nonhazardous 2012 (millions)
Variable Definition or Description: The shipment weight multiplied by the mileage traveled by the shipment in millions of miles for non-hazardous material shipments for 2012.
Data units: miles
Data format: numeric
Field length: 7
Note: Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See “Mileage Calculations” section for additional information.

42. Name: Ton-miles
Full name: Ton-miles Nonhazardous Percent change
Variable Definition or Description: The percentage of change in ton-miles of a non-hazardous materials shipment by mode of transportation.
Data units: percentage
Data format: numeric
Field length: 3

43. Name: Ton-miles
Full name: Ton-miles Percent change
Variable Definition or Description: The percentage of change in ton-miles of a shipment by mode of transportation from 2007 to 2012.
Data units: percentage
Data format: numeric
Field length: 3

44. Name: Ton-Miles
Full name: Ton-Miles Percent of total
Variable Definition or Description: The percent of the total shipment weight multiplied by the mileage traveled by the shipment.
Data units: percentage
Data format: numeric
Field length: 3
Note: Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See “Mileage Calculations” section for additional information.

45. Name: Ton-Miles
Full name: Ton-Miles Standard error 2007
Variable Definition or Description: The square root of the sampling variance represented as a percentage of the estimate to which it refers.
Data units: percentage
Data format: numeric
Field length: 2
Note: Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See “Mileage Calculations” section for additional information.

46. Name: Ton-Miles standard error
Full name: Ton-Miles Standard error 2012
Variable Definition or Description: The square root of the sampling variance represented as a percentage of the estimate to which it refers.
Data units: percentage
Data format: numeric
Field length: 2
Note: Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See “Mileage Calculations” section for additional information.

47. Name: Ton-Miles
Full name: Ton-Miles Standard error of percent
Variable Definition or Description: The square root of the sampling variance represented as a percentage of the estimate to which it refers.
Data units: percentage
Data format: numeric
Field length: 2
Note: Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See “Mileage Calculations” section for additional information.

48. Name: Tons
Full name: Ton-Miles Standard error of percent change
Variable Definition or Description: The square root of the sampling variance represented as a percentage of the estimate to which it refers.
Data units: percentage
Data format: numeric
Field length: 3

49. Name: Tons
Full name: Tons (thousands)
Variable Definition or Description: The shipment weight in tons per thousands for 2012.
Data units: tons
Data format: numeric
Field length: 6

50. Name: Tons
Full name: Tons 2007 (thousands)
Variable Definition or Description: The shipment weight in tons per thousands in 2007.
Data units: tons
Data format: numeric
Field length: 8

51. Name: Tons

Full name: Tons 2012 (thousands)
Variable Definition or Description: The shipment weight in tons per thousands for 2012 per mode of transportation.
Data units: tons
Data format: numeric
Field length: 6

52. Name: Tons
Full name: Tons 2007
Variable Definition or Description: The percentage of the total tonnage of an export shipment to the destination country in 2007.
Data units: tons
Data format: numeric
Field length: 3

53. Name: Tons
Full name: Tons 2012
Variable Definition or Description: The total tonnage in thousands of tons by mode of transportation.
Data units: tons
Data format: numeric
Field length: 6

54. Name: Tons
Full name: Tons Coefficient of variation of number
Variable Definition or Description: The sampling error of estimates for tonnage.
Data format: numeric
Field length: 2

55. Name: Tons
Full name: Tons Coefficient of variation of number 2007
Variable Definition or Description: The sampling error of estimates for tonnage for 2007.
Data format: numeric
Field length: 2

56. Name: Tons
Full name: Tons Hazardous 2012 (thousands)
Variable Definition or Description: The total tonnage in thousands of tons by mode of transportation for hazardous material shipments.
Data units: tons
Data format: numeric
Field length: 7

57. Name: Tons
Full name: Tons Hazardous Coefficient of variation of number

Variable Definition or Description: The sampling error of estimates for values.
Data format: numeric
Field length: 2

58. Name: Tons
Full name: Tons Hazardous Percent change
Variable Definition or Description: The percentage of change of the total tonnage of a hazardous material shipment by mode of transportation.
Data units: percent
Data format: numeric
Field length: 3

59. Name: Tons
Full name: Tons Hazardous Standard error of percent of total
Variable Definition or Description: The square root of the sampling variance represented as a percentage of the estimate to which it refers.
Data units: percentage
Data format: numeric
Field length: 3

60. Name: Tons
Full name: Tons Intrastate (percent)
Variable Definition or Description: The percentage of the total value of an intrastate shipment.
Data units: percentage
Data format: numeric
Field length: 3

61. Name: Tons
Full name: Tons Interstate (percent)
Variable Definition or Description: The percentage of the total value of an interstate shipments.
Data units: percentage
Data format: numeric
Field length: 3

62. Name: Tons
Full name: Tons Nonhazardous 2012 (thousands)
Variable Definition or Description: The total tonnage in thousands of tons by mode of transportation for non-hazardous material shipments.
Data units: tons
Data format: numeric
Field length: 7

63. Name: Tons
Full name: Tons Nonhazardous Percent change

Variable Definition or Description: The percentage of change of the total tonnage of a non-hazardous material shipment by mode of transportation.
Data units: percent
Data format: numeric
Field length: 3

64. Name: Tons
Full name: Tons Percent change
Variable Definition or Description: The percentage of change of the total tonnage of an export shipment by mode of transportation between 2012 and 2007.
Data units: percent
Data format: numeric
Field length: 3

65. Name: Tons
Full name: Tons Percent of total
Variable Definition or Description: The percentage of the total shipment weight in tons by mode of transportation for 2012.
Data units: tons
Data format: numeric
Field length: 6

66. Name: Tons
Full name: Tons standard error 2007
Variable Definition or Description: The square root of the sampling variance represented as a percentage of the estimate to which it refers.
Data units: percent
Data format: numeric
Field length: 3

67. Name: Tons
Full name: Tons standard error 2012
Variable Definition or Description: The square root of the sampling variance represented as a percentage of the estimate to which it refers.
Data units: percent
Data format: numeric
Field length: 3

68. Name: Tons
Full name: Tons Standard error of percent
Variable Definition or Description: The square root of the sampling variance represented as a percentage of the estimate to which it refers.
Data units: percentage
Data format: numeric

Field length: 2

69. Name: UN number
Full name: UN number
Variable Definition or Description: The four-digit number that identifies hazardous materials assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods.
Data format: numeric
Field length: 4

70. Name: UN description
Full name: UN description
Variable Definition or Description: The human readable description of the UN number that identifies hazardous materials assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods.
Data format: character
Field length: 150

71. Name: Value
Full name: Value 2007
Variable Definition or Description: The percentage of the total value of an export shipment to the destination country in 2007.
Data units: percent
Data format: numeric
Field length: 3

72. Name: Value
Full name: Value 2012
Variable Definition or Description: The percentage of the total value of an export shipment to the destination country for 2012.
Data units: percent
Data format: numeric
Field length: 3

73. Name: Value
Full name: Value (millions dollars)
Variable Definition or Description: The value of the shipment in millions of dollars.
Data units: dollar
Data format: numeric
Field length: 7

74. Name: Value
Full name: Value 2007 (millions dollars)
Variable Definition or Description: The value of an export shipment by mode of transportation in millions of dollars.

Data units: dollars
Data format: numeric
Field length: 7

75. Name: Value
Full name: Value 2012 (million dollars)
Variable Definition or Description: The value of the shipment in millions of dollars by mode of transportation for 2012.
Data units: dollar
Data format: numeric
Field length: 7
Representation of null values: S indicates withheld because estimate did not meet publication standards.

76. Name: Value
Full name: Value Coefficient of variation of number
Variable Definition or Description: The sampling error of estimates for values.
Data format: numeric
Field length: 2

77. Name: Value
Full name: Value Coefficient of variation of number 2007
Variable Definition or Description: The sampling error of estimates for values for 2007.
Data format: numeric
Field length: 2

78. Name: Value
Full name: Value Coefficient of variation of number 2012
Variable Definition or Description: The sampling error of estimates for values for 2012.
Data format: numeric
Field length: 2

79. Name: Value
Full name: Value Hazardous 2012 (million dollars)
Variable Definition or Description: The value of the hazardous materials shipment in millions of dollars.
Data units: dollar
Data format: numeric
Field length: 7

80. Name: Value
Full name: Value Hazardous Coefficient of variation of number
Variable Definition or Description: The sampling error of estimates for values.
Data format: numeric
Field length: 2

81. Name: Value
Full name: Value Hazardous Percent of total
Variable Definition or Description: The percentage of the total value of a hazardous materials shipment.
Data units: percentage
Data format: numeric
Field length: 3

82. Name: Value
Full name: Value Hazardous Standard error of percent of total
Variable Definition or Description: The square root of the sampling variance represented as a percentage of the estimate to which it refers.
Data units: percentage
Data format: numeric
Field length: 3

83. Name: Value
Full name: Value Intrastate (percent)
Variable Definition or Description: The percentage of the total value of an intrastate shipment.
Data units: percentage
Data format: numeric
Field length: 3

84. Name: Value
Full name: Value Interstate (percent)
Variable Definition or Description: The percentage of the total value of an interstate shipments.
Data units: percentage
Data format: numeric
Field length: 3

85. Name: Value
Full name: Value Percent change
Variable Definition or Description: The percentage of change of the total value of an export shipment between 2012 and 2007.
Data units: percent
Data format: numeric
Field length: 3

86. Name: Value
Full name: Value Percent of total
Variable Definition or Description: The percentage of the total value shipment by mode of transportation for 2012.
Data units: percentage
Data format: numeric

Field length: 3

87. Name: Value standard error
Full name: Value standard error 2007
Variable Definition or Description: The square root of the sampling variance represented as a percentage of the estimate to which it refers.
Data units: percent
Data format: numeric
Field length: 2

88. Name: Value
Full name: Value standard error 2012
Variable Definition or Description: The square root of the sampling variance represented as a percentage of the estimate to which it refers.
Data units: percent
Data format: numeric
Field length: 3

89. Name: Value
Full name: Value Standard error of percent
Variable Definition or Description: The square root of the sampling variance represented as a percentage of the estimate to which it refers.
Data units: percentage
Data format: numeric
Field length: 3

G. DATA-SPECIFIC INFORMATION FOR: Export

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1. bts_osp_commodity_flow_survey_Export_1a.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The value and tons of a shipment by export mode of transportation for 2012.

2. bts_osp_commodity_flow_survey_Export_1b.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:

10 rows
D. Each row represents:
The value and tons of a shipments by export mode of transportation for 2012 and 2007.

3. bts_osp_commodity_flow_survey_Export_1c.csv
A. Notes on table structure: N/A
B. Number of variables:
4 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The percentage of the total value and tons for 2012 and 2007 of a shipment by export mode of transportation.

4. bts_osp_commodity_flow_survey_Export_2a.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
19 rows
D. Each row represents:
The value, tons, and ton-miles of an export shipment by domestic mode of transportation for 2012.

5. bts_osp_commodity_flow_survey_Export_2b.csv
A. Notes on table structure: N/A
B. Number of variables:
10 variables
C. Number of cases/rows:
19 rows
D. Each row represents:
The value, tons, and ton-miles of an export shipment by a domestic mode of transportation for 2012 and 2007.

6. bts_osp_commodity_flow_survey_Export_2c.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
19 rows
D. Each row represents:
The percentage of the total value, tons, and ton-miles for 2012 and 2007 for an export shipment by domestic mode of transportation.

7. bts_osp_commodity_flow_survey_Export_3a.csv

A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
4 rows
D. Each row represents:
The value and tons of an export shipment by a country of destination for 2012.

8. bts_osp_commodity_flow_survey_Export_3b.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
4 rows
D. Each row represents:
The total and percent change of value and tons of an export shipment by a country of destination for 2012 and 2007.

9. bts_osp_commodity_flow_survey_Export_3c.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
4 rows
D. Each row represents:
The percentage of the total value and tons for 2012 and 2007 of an export shipment by a country of destination.

10. bts_osp_commodity_flow_survey_Export_4a.csv
A. Notes on table structure: Column A is first separated by county of destination then mode of

transportation.
B. Number of variables:
5 variables
C. Number of cases/rows:
32 rows
D. Each row represents:
The value and tons of an export shipment by export mode of transportation and country destination for 2012.

11. bts_osp_commodity_flow_survey_Export_4b.csv
A. Notes on table structure: Column A is first separated by county of destination then mode of

transportation.

B. Number of variables:
7 variables
C. Number of cases/rows:
32 rows
D. Each row represents:
The value and tons of an export shipment by a country of destination and export mode of transportation for 2012 and 2007.

12. bts_osp_commodity_flow_survey_Export_4c.csv
A. Notes on table structure: Column A is first separated by county of destination then mode of

transportation.
B. Number of variables:
5 variables
C. Number of cases/rows:
32 rows
D. Each row represents:
The percentage total for 2012 and 2007 of the value and tons of an export shipment by a country of destination and export mode of transportation.

13. bts_osp_commodity_flow_survey_Export_5a.csv
A. Notes on table structure: N/A
B. Number of variables:
6 variables
C. Number of cases/rows:
43 rows
D. Each row represents:
The value and tons of an export shipment by two-digit SCTG code and commodity description 2012.

14. bts_osp_commodity_flow_survey_Export_5b.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
43 rows
D. Each row represents:
The value and tons of an export shipment by two-digit SCTG code and commodity description for 2012 and 2007.

15. bts_osp_commodity_flow_survey_Export_5c.csv
A. Notes on table structure: N/A
B. Number of variables:
6 variables
C. Number of cases/rows:

43 rows
D. Each row represents:
The percent of total for 2012 and 2007 of the value and tons of an export shipment by two-digit SCTG code and commodity description for 2012 and 2007.

16. bts_osp_commodity_flow_survey_Export_6.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
52 rows
D. Each row represents:
The value and tons of an export shipment by origin state for 2012.

17. bts_osp_commodity_flow_survey_Export_7.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
52 rows
D. Each row represents:
The value, tons, and ton-miles of an export shipment by NAICS code and NAICS title for 2012. NAICS codes shown are those covered in the Commodity Flow Survey.

18. bts_osp_commodity_flow_survey_Export_B1a.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
14 rows
D. Each row represents:
The estimated measures of reliability for an export shipment value and tons by export mode of transportation for 2012.

19. bts_osp_commodity_flow_survey_Export_B1b.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The estimated measures of reliability for an export shipment value and tons by export mode of transportation for 2012 and 2007.

20. bts_osp_commodity_flow_survey_Export_B1c.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The percentage of total for 2012 and 2007 of the estimated standard errors of percentage for export shipment values and tons by the export mode of transportation for 2012 and 2007.

21. bts_osp_commodity_flow_survey_Export_B2a.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
19 rows
D. Each row represents:
The estimated measure of reliability for an export shipment value, tons, and ton-miles by domestic mode of transportation for 2012.

22. bts_osp_commodity_flow_survey_Export_B2b.csv
A. Notes on table structure: N/A
B. Number of variables:
10 variables
C. Number of cases/rows:
19 rows
D. Each row represents:
The estimated measures of reliability for an export shipment value, tons, and ton-miles by domestic mode of transportation for 2012 and 2007.

23. bts_osp_commodity_flow_survey_Export_B2c.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
19 rows
D. Each row represents:
The percentage of the total for 2012 and 2007 of the estimated standard errors of percentage for export shipment value, tons, and ton-miles by domestic mode of transportation.

24. bts_osp_commodity_flow_survey_Export_B3a.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables

C. Number of cases/rows:
44 rows
D. Each row represents:
The estimated measures of reliability for an export shipment value and tons by country of destination for 2012.

25. bts_osp_commodity_flow_survey_Export_B3b.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
4 rows
D. Each row represents:
The estimated measures of reliability for an export shipment value and tons by country of destination for 2012 and 2007.

26. bts_osp_commodity_flow_survey_Export_B3c.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
4 rows
D. Each row represents:
The percentage of the total for 2012 and 2007 for the estimated standard errors of percentage for export shipment value and tons by country of destination.

27. bts_osp_commodity_flow_survey_Export_B4a.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
31 rows
D. Each row represents:
The estimated measures of reliability for an export shipment value and tons by export mode of transportation and country of destination for 2012.

28. bts_osp_commodity_flow_survey_Export_B4b.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
30 rows
D. Each row represents:

The estimated measures of reliability for an export shipment value and tons by export mode of transportation and country of destination for 2012 and 2007.

29. bts_osp_commodity_flow_survey_Export_B4c.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
31 rows
D. Each row represents:
The percentage of the total for 2012 and 2007 of the estimated standard errors of percentage for export shipment value and tons by export mode of transportation and country of destination.

30. bts_osp_commodity_flow_survey_Export_B5a.csv
A. Notes on table structure: N/A
B. Number of variables:
6 variables
C. Number of cases/rows:
43 rows
D. Each row represents:
The estimated measure of reliability for an export shipment by two-digit SCTG code and commodity description for 2012.

31. bts_osp_commodity_flow_survey_Export_B5b.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
43 rows
D. Each row represents:
The estimated measure of reliability for an export shipment by two-digit SCTG code and commodity description for 2012 and 2007.

32. bts_osp_commodity_flow_survey_Export_B5c.csv
A. Notes on table structure: N/A
B. Number of variables:
6 variables
C. Number of cases/rows:
43 rows
D. Each row represents:
The total percentage for 2012 and 2007 of the estimated standard error of percentage for export shipment value and tons by two-digit SCTG code and commodity description.

33. bts_osp_commodity_flow_survey_Export_B6.csv

A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
51 rows
D. Each row represents:
The estimated measures of reliability for an export shipment value and tons by selected state of origin for 2012.

34. bts_osp_commodity_flow_survey_Export_B7.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
50 rows
D. Each row represents:
The estimated measures of reliability for an export shipment value, tons, and ton-miles by NAICS code and NAICS title for 2012. NAICS codes shown are those covered in the Commodity Flow Survey.

H. DATA-SPECIFIC INFORMATION FOR: GAS
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35. bts_osp_commodity_flow_survey_GAS_1a.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
20 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment of a shipment by mode of transportation for the United States for 2012.

36. bts_osp_commodity_flow_survey_GAS_1b.csv
A. Notes on table structure: N/A
B. Number of variables:
13 variables
C. Number of cases/rows:
20 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment of a shipment by mode of transportation for the United States for 2012 and 2007.

37. bts_osp_commodity_flow_survey_GAS_1c.csv
A. Notes on table structure: N/A
B. Number of variables:
4 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The percentage of the total for 2012 and 2007 of the value, tons, and ton-miles per shipment of a shipment by mode of transportation for the United States for 2012 and 2007.

38. bts_osp_commodity_flow_survey_GAS_2a.csv
A. Notes on table structure: N/A
B. Number of variables:
4 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The ton-miles and average miles per shipment of a shipment by total modal activity for the United States for 2012.

39. bts_osp_commodity_flow_survey_GAS_2b.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The ton-miles, average miles per shipment, and percent change between 2012 and 2007 of a shipment by total modal activity for the United States.

40. bts_osp_commodity_flow_survey_GAS_2c.csv
A. Notes on table structure: N/A
B. Number of variables:
3 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The percentage of the total for 2012 and 2007 of ton-miles for a shipment by total modal for the United States for 2012 and 2007.

41. bts_osp_commodity_flow_survey_GAS_3a.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables

C. Number of cases/rows:
10 rows
D. Each row represents:
The value, tons, and ton-miles of a shipment by distance shipped for the United States for 2012.

42. bts_osp_commodity_flow_survey_GAS_3b.csv
A. Notes on table structure: N/A
B. Number of variables:
10 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The value, tons, and ton-miles of a shipment by distance shipped for the United States for 2012 and 2007.

43. bts_osp_commodity_flow_survey_GAS_3c.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The percentage of total for 2012 and 2007 of the value, tons, and ton-miles of a shipment by distance shipped for the United States.

44. bts_osp_commodity_flow_survey_GAS_4a.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for a shipment by weight for the United States for 2012.

45. bts_osp_commodity_flow_survey_GAS_4b.csv
A. Notes on table structure: N/A
B. Number of variables:
13 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for a shipment by weight for the United States for 2012 and 2007.

46. bts_osp_commodity_flow_survey_GAS_4c.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The percentage of total for 2012 and 2007 for the value, tons, and ton-miles of a shipment by weight for the United States.

47. bts_osp_commodity_flow_survey_GAS_5a.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
46 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipments of a shipment by two-digit SCTG code and commodity description for the United States for 2012.

48. bts_osp_commodity_flow_survey_GAS_5b.csv
A. Notes on table structure: N/A
B. Number of variables:
14 variables
C. Number of cases/rows:
50 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipments of a shipment by two-digit SCTG code and commodity description for the United States for 2012 and 2007.

49. bts_osp_commodity_flow_survey_GAS_5c.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
43 rows
D. Each row represents:
The percentage of the total for 2012 and 2007 of the value, tons, ton-miles, and average miles per shipments of a shipment by two-digit SCTG code and commodity description for the United States.

50. bts_osp_commodity_flow_survey_GAS_6.csv
A. Notes on table structure: N/A
B. Number of variables:

9 variables
C. Number of cases/rows:
145 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment of a shipment by three-digit SCTG code and commodity description for the United States for 2012, continued.

51. bts_osp_commodity_flow_survey_GAS_7.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
145 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment of a shipment by two-digit SCTG code, commodity description, and mode of transportation for the United States for 2012, continued.

52. bts_osp_commodity_flow_survey_GAS_8.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
473 rows
D. Each row represents:
The value, tons, and ton-miles of a shipment by two-digit SCTG code, commodity description, and distance shipped for the United States for 2012, continued.

53. bts_osp_commodity_flow_survey_GAS_9.csv
A. Notes on table structure: N/A
B. Number of variables:
6 variables
C. Number of cases/rows:
475 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment of a shipment by two-digit SCTG code, commodity description, and weight for the United States for 2012, continued.

54. bts_osp_commodity_flow_survey_GAS_10a.csv
A. Notes on table structure: N/A
B. Number of variables:
6 variables
C. Number of cases/rows:
49 rows
D. Each row represents:

Shipment value, tons, ton-miles, and average miles per shipment by NAICS code and NAICS title for the United States for 2012. NAICS codes shown are those covered in the Commodity Flow Survey.

55. bts_osp_commodity_flow_survey_GAS_10b.csv
A. Notes on table structure: N/A
B. Number of variables:
16 variables
C. Number of cases/rows:
50 rows
D. Each row represents:
Shipment value, tons, ton-miles, and average miles per shipment by NAICS code and NAICS title for the United States for 2012 and 2007. NAICS codes shown are those covered in the Commodity Flow Survey.

56. bts_osp_commodity_flow_survey_GAS_11.csv
A. Notes on table structure: N/A
B. Number of variables:
6 variables
C. Number of cases/rows:
1032 rows
D. Each row represents:
Shipment value, tons, ton-miles, and average miles per shipment by NAICS code, NAICS title, and mode of transportation for the United States for 2012, continued. NAICS codes shown are those covered in the Commodity Flow Survey.

57. bts_osp_commodity_flow_survey_GAS_12.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
539 rows
D. Each row represents:
Shipment value, tons, and ton-miles per shipment by NAICS code, NAICS title, and distance shipped for the United States for 2012, continued. NAICS codes shown are those covered in the Commodity Flow Survey.

58. bts_osp_commodity_flow_survey_GAS_13.csv
A. Notes on table structure: N/A
B. Number of variables:
6 variables
C. Number of cases/rows:
540 rows
D. Each row represents:

Shipment value, tons, ton-miles, and average miles per shipment by NAICS code, NAICS title, and shipment weight for the United States for 2012, continued. NAICS codes shown are those covered in the Commodity Flow Survey.

59. bts_osp_commodity_flow_survey_GAS_14.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
52 rows
D. Each row represents:
Shipment value, tons, ton-miles, and average miles per shipment by origin state for the United States for 2012.

60. bts_osp_commodity_flow_survey_GAS_15.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
52 rows
D. Each row represents:
Shipment value, tons, ton-miles, and average miles per shipment by destination state for the United States for 2012.

61. bts_osp_commodity_flow_survey_GAS_16.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
20 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for temperature controlled shipments by mode of transportation for the United States for 2012. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

62. bts_osp_commodity_flow_survey_GAS_17.csv
A. Notes on table structure: N/A
B. Number of variables:
4 variables
C. Number of cases/rows:
10 rows
D. Each row represents:

The ton-miles and average miles per shipments for temperature controlled shipments by total modal activity for the United States for 2012. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

63. bts_osp_commodity_flow_survey_GAS_18.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for temperature controlled shipments by distance shipped for the United States for 2012. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

64. bts_osp_commodity_flow_survey_GAS_19.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for temperature controlled shipments by shipment weight for the United States for 2012. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

65. bts_osp_commodity_flow_survey_GAS_20.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
47 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for temperature controlled shipments by two-digit SCTG code and commodity description for the United States for 2012. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

66. bts_osp_commodity_flow_survey_GAS_21.csv
A. Notes on table structure: N/A
B. Number of variables:

5 variables
C. Number of cases/rows:
472 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for temperature controlled shipments by two-digit SCTG code, commodity description, and mode of transportation for the United States for 2012, continued. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

67. bts_osp_commodity_flow_survey_GAS_22.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
472 rows
D. Each row represents:
The value, tons, and ton-miles for temperature controlled shipments by two-digit SCTG code, commodity description, and distance shipped for the United States for 2012, continued. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

68. bts_osp_commodity_flow_survey_GAS_23.csv
A. Notes on table structure: N/A
B. Number of variables:
6 variables
C. Number of cases/rows:
472 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for temperature controlled shipments by two-digit SCTG code, commodity description, and shipment weight for the United States for 2012, continued. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

69. bts_osp_commodity_flow_survey_GAS_24.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
147 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for temperature controlled shipments by three-digit SCTG code and commodity description for the United States for 2012, continued. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

70. bts_osp_commodity_flow_survey_GAS_25.csv
A. Notes on table structure: N/A
B. Number of variables:
6 variables
C. Number of cases/rows:
50 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for a temperature controlled shipment by NAICS code and NAICS title for the United States for 2012. NAICS codes shown are those covered in the Commodity Flow Survey. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

71. bts_osp_commodity_flow_survey_GAS_26.csv
A. Notes on table structure: N/A
B. Number of variables:
6 variables
C. Number of cases/rows:
1031 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for a temperature controlled shipment by NAICS code, NAICS title, and mode of transportation for the United States for 2012, continued. NAICS codes shown are those covered in the Commodity Flow Survey. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

72. bts_osp_commodity_flow_survey_GAS_27.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
539 rows
D. Each row represents:
The value, tons, and ton-miles per shipment for a temperature controlled shipment by NAICS code, NAICS title, and distance shipped for the United States for 2012, continued. NAICS codes shown are those covered in the Commodity Flow Survey. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

73. bts_osp_commodity_flow_survey_GAS_28.csv
A. Notes on table structure: N/A
B. Number of variables:
6 variables
C. Number of cases/rows:

1031 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for a temperature controlled shipment by NAICS code, NAICS title, and shipment weight for the United States for 2012, continued. NAICS codes shown are those covered in the Commodity Flow Survey. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

74. bts_osp_commodity_flow_survey_GAS_29.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
52 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for a temperature controlled shipment by origin state for the United States for 2012. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

75. bts_osp_commodity_flow_survey_GAS_30.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
52 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for a temperature controlled shipment by destination state for the United States for 2012. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

76. bts_osp_commodity_flow_survey_GAS_B1a.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
14 rows
D. Each row represents:
The estimated measures of reliability for value, tons, ton-miles, and average miles per shipment for a shipment by mode of transportation for the United States for 2012.

77. bts_osp_commodity_flow_survey_GAS_B1b.csv
A. Notes on table structure: N/A
B. Number of variables:

13 variables
C. Number of cases/rows:
19 rows
D. Each row represents:
The estimated measures of reliability for value, tons, ton-miles, and average miles per shipment for a shipment by mode of transportation for the United States for 2012 and 2007.

78. bts_osp_commodity_flow_survey_GAS_B1c.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
20 rows
D. Each row represents:
The percentage total for 2012 and 2007 of the estimated measures of reliability for value, tons, and ton-miles per shipment for a shipment by mode of transportation for the United States for 2012.

79. bts_osp_commodity_flow_survey_GAS_B2a.csv
A. Notes on table structure: N/A
B. Number of variables:
4 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The estimated measures of reliability for ton-miles and average miles per shipment for a shipment by total modal activity for the United States for 2012.

80. bts_osp_commodity_flow_survey_GAS_B2b.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The estimated measures of reliability for ton-miles and average miles per shipment for a shipment by total modal activity for the United States for 2012.

81. bts_osp_commodity_flow_survey_GAS_B2c.csv
A. Notes on table structure: N/A
B. Number of variables:
3 variables
C. Number of cases/rows:
10 rows
D. Each row represents:

The percentage of total for 2012 and 2007 of the standard errors for ton-miles shipment for a shipment by total modal activity for the United States.

82. bts_osp_commodity_flow_survey_GAS_B3a.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The estimated measures of reliability for value, ton, and ton-miles for a shipment by distance shipped for the United States for 2012.

83. bts_osp_commodity_flow_survey_GAS_B3b.csv
A. Notes on table structure: N/A
B. Number of variables:
10 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The estimated measures of reliability for value, ton, and ton-miles for a shipment by distance shipped for the United States for 2012 and 2007.

84. bts_osp_commodity_flow_survey_GAS_B3c.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
9 rows
D. Each row represents:
The percentage of total for 2012 and 2007 for the estimated standard errors for value, ton, and ton-miles for a shipment by distance shipped for the United States.

85. bts_osp_commodity_flow_survey_GAS_B4a.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The estimated measures of reliability for value, ton, ton-miles, and average miles per shipment for a shipment by weight for the United States for 2012.

86. bts_osp_commodity_flow_survey_GAS_B4b.csv

A. Notes on table structure: N/A
B. Number of variables:
13 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The estimated measures of reliability for value, ton, ton-miles, and average miles per shipment for a shipment by weight for the United States for 2012 and 2007.

87. bts_osp_commodity_flow_survey_GAS_B4c.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The percentage of total for 2012 and 2007 for the estimated standard errors for value, ton, and ton-miles for a shipment by weight for the United States.

88. bts_osp_commodity_flow_survey_GAS_B5a.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
46 rows
D. Each row represents:
The estimated measures of reliability for value, tons, ton-miles, and average miles per shipment by two-digit SCTG code and commodity description for the United States for 2012.

89. bts_osp_commodity_flow_survey_GAS_B5b.csv
A. Notes on table structure: N/A
B. Number of variables:
14 variables
C. Number of cases/rows:
47 rows
D. Each row represents:
The estimated measures of reliability for value, tons, ton-miles, and average miles per shipment by two-digit SCTG code and commodity description for the United States for 2012 and 2007.

90. bts_osp_commodity_flow_survey_GAS_B5c.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:

43 rows
D. Each row represents:
The percentage of total for 2012 and 2007 for the estimated standard errors for value, ton, and ton-miles for a shipment by two-digit SCTG code and commodity description for the United States.

91. bts_osp_commodity_flow_survey_GAS_B6.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
148 rows
D. Each row represents:
The estimated measures of reliability for value, tons, ton-miles, and average miles per shipment for a shipment by three-digit SCTG code and commodity description for the United States for 2012.

92. bts_osp_commodity_flow_survey_GAS_B7.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
905 rows
D. Each row represents:
The estimated measures of reliability for value, tons, ton-miles, and average miles per shipment for a shipment by two-digit SCTG code, commodity description, and mode of transportation for the United States for 2012, continued.

93. bts_osp_commodity_flow_survey_GAS_B8.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
473 rows
D. Each row represents:
The estimated coefficients of variation for value, tons, and ton-miles for a shipment by two-digit SCTG code, commodity description, and distance shipped for the United States for 2012, continued.

94. bts_osp_commodity_flow_survey_GAS_B9.csv
A. Notes on table structure: N/A
B. Number of variables:
6 variables
C. Number of cases/rows:
475 rows
D. Each row represents:

The estimated coefficients of variation for value, tons, ton-miles, and average miles per shipment for a shipment by two-digit SCTG code, commodity description, and shipment weight for the United States for 2012, continued.

95. bts_osp_commodity_flow_survey_GAS_B10a.csv
A. Notes on table structure: N/A
B. Number of variables:
6 variables
C. Number of cases/rows:
50 rows
D. Each row represents:
The estimated coefficients of variation for value, tons, ton-miles, and average miles per shipment for a shipment by NAICS code for the United States for 2012. NAICS codes shown are those covered in the Commodity Flow Survey.

96. bts_osp_commodity_flow_survey_GAS_B10b.csv
A. Notes on table structure: N/A
B. Number of variables:
16 variables
C. Number of cases/rows:
50 rows
D. Each row represents:
The estimated measures of reliability for value, tons, ton-miles, and average miles per shipment for a shipment by NAICS code for the United States for 2012 and 2007. NAICS codes shown are those covered in the Commodity Flow Survey.

97. bts_osp_commodity_flow_survey_GAS_B11.csv
A. Notes on table structure: N/A
B. Number of variables:
6 variables
C. Number of cases/rows:
1031 rows
D. Each row represents:
The estimated coefficients of variation for value, tons, ton-miles, and average miles per shipment for a shipment by NAICS code, NAICS title, and mode of transportation for the United States for 2012, continued. NAICS codes shown are those covered in the Commodity Flow Survey.

98. bts_osp_commodity_flow_survey_GAS_B12.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
539 rows
D. Each row represents:

The estimated coefficients of variation for value, tons, and ton-miles for a shipment by NAICS code, NAICS title, and distance shipped for the United States for 2012, continued. NAICS codes shown are those covered in the Commodity Flow Survey.

99. bts_osp_commodity_flow_survey_GAS_B13.csv
A. Notes on table structure: N/A
B. Number of variables:
6 variables
C. Number of cases/rows:
540 rows
D. Each row represents:
The estimated coefficients of variation for value, tons, ton-miles, and average miles per shipment for a shipment by NAICS code, NAICS titles, and shipment weight for the United States for 2012, continued.

100. bts_osp_commodity_flow_survey_GAS_B14.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
52 rows
D. Each row represents:
The estimated coefficients of variation for value, tons, ton-miles, and average miles per shipment for a shipment by origin state for the United States for 2012.

101. bts_osp_commodity_flow_survey_GAS_B15.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
51 rows
D. Each row represents:
The estimated coefficients of variation for value, tons, ton-miles, and average miles per shipment for a shipment by destination state for the United States for 2012.

102. bts_osp_commodity_flow_survey_GAS_B16.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
20 rows
D. Each row represents:
The estimated measures of reliability for value, tons, ton-miles, and average miles per shipment for a temperature controlled shipments by mode of transportation for the United States for 2012. Shipments

that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

103. bts_osp_commodity_flow_survey_GAS_B17.csv
A. Notes on table structure: N/A
B. Number of variables:
4 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The estimated measures of reliability for ton-miles and average miles per shipment for temperature controlled shipments by total modal activity for the United States for 2012. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

104. bts_osp_commodity_flow_survey_GAS_B18.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The estimated measures of reliability for value, tons, and ton-miles for temperature controlled shipments by distance shipped for the United States for 2012. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

105. bts_osp_commodity_flow_survey_GAS_B19.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
9 rows
D. Each row represents:
The estimated measures of reliability for value, tons, ton-miles, and average miles per shipment for temperature controlled shipments by weight for the United States for 2012. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

106. bts_osp_commodity_flow_survey_GAS_B20.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:

93 rows
D. Each row represents:
The estimated measures of reliability for value, tons, ton-miles, and average miles per shipment for temperature controlled shipments by two-digit SCTG code and commodity description for the United States for 2012. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

107. bts_osp_commodity_flow_survey_GAS_B21.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
903 rows
D. Each row represents:
The estimated measures of reliability for value, tons, ton-miles, and average miles per shipment for temperature controlled shipments by two-digit SCTG code, commodity description, and mode of transportation for the United States for 2012, continued. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

108. bts_osp_commodity_flow_survey_GAS_B22.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
472 rows
D. Each row represents:
The estimated coefficients of variation for value, tons, and ton-miles for temperature controlled shipments by two-digit SCTG code, commodity description, and distance shipped for the United States for 2012, continued. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

109. bts_osp_commodity_flow_survey_GAS_B23.csv
A. Notes on table structure: N/A
B. Number of variables:
6 variables
C. Number of cases/rows:
372 rows
D. Each row represents:
The estimated coefficients of variation for value, tons, ton-miles, and average miles per shipment for temperature controlled shipments by two-digit SCTG code, commodity description, and shipment weight for the United States for 2012, continued. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

110. bts_osp_commodity_flow_survey_GAS_B24.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
147 rows
D. Each row represents:
The estimated measures of reliability for value, tons, ton-miles, and average miles per shipment for temperature controlled shipments by three-digit SCTG code and commodity description for the United States for 2012, continued. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

111. bts_osp_commodity_flow_survey_GAS_B25.csv
A. Notes on table structure: N/A
B. Number of variables:
6 variables
C. Number of cases/rows:
50 rows
D. Each row represents:
The estimated coefficients of variation for value, tons, ton-miles, and average miles per shipment for temperature controlled shipments by NAICS code and NAICS title for the United States for 2012. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination. NAICS codes shown are those covered in the Commodity Flow Survey.

112. bts_osp_commodity_flow_survey_GAS_B26.csv
A. Notes on table structure: N/A
B. Number of variables:
6 variables
C. Number of cases/rows:
1029 rows
D. Each row represents:
The estimated coefficients of variation for value, tons, ton-miles, and average miles per shipment for temperature controlled shipments by NAICS code, NAICS title, and mode of transportation for the United States for 2012, continued. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination. NAICS codes shown are those covered in the Commodity Flow Survey.

113. bts_osp_commodity_flow_survey_GAS_B27.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:

539 rows
D. Each row represents:
The estimated coefficients of variation for value, tons, and ton-miles for temperature controlled shipments by NAICS code, NAICS title, and distance shipped for the United States for 2012, continued. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination. NAICS codes shown are those covered in the Commodity Flow Survey.

114. bts_osp_commodity_flow_survey_GAS_B28.csv
A. Notes on table structure: N/A
B. Number of variables:
6 variables
C. Number of cases/rows:
539 rows
D. Each row represents:
The estimated coefficients of variation for value, tons, ton-miles, and average miles per shipment for temperature controlled shipments by NAICS code, NAICS title, and weight for the United States for 2012, continued. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination. NAICS codes shown are those covered in the Commodity Flow Survey.

115. bts_osp_commodity_flow_survey_GAS_B29.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
52 rows
D. Each row represents:
The estimated coefficients of variation for value, tons, ton-miles, and average miles per shipment for temperature controlled shipments by origin state for the United States for 2012. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

116. bts_osp_commodity_flow_survey_GAS_B30.csv
A. Notes on table structure: N/A
B. Number of variables:
5 variables
C. Number of cases/rows:
52 rows
D. Each row represents:
The estimated coefficients of variation value, tons, ton-miles, and average miles per shipment for temperature controlled shipments by destination state for the United States for 2012. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

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117. bts_osp_commodity_flow_survey_Hazmat_1a.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
20 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for a hazardous material shipment by mode of transportation for the United State for 2012.

118. bts_osp_commodity_flow_survey_Hazmat_1b.csv
A. Notes on table structure: N/A
B. Number of variables:
13 variables
C. Number of cases/rows:
20 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for a hazardous material shipment by mode of transportation for the United State for 2012 and 2007.

119. bts_osp_commodity_flow_survey_Hazmat_1c.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
20 rows
D. Each row represents:
The percentage of total for 2012 and 2007 of the value, tons, and ton-miles per shipment for a hazardous material shipment by mode of transportation for the United States.

120. bts_osp_commodity_flow_survey_Hazmat_2a.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
10 rows
D. Each row represents:

The value, tons, ton-miles, and average miles per shipment for a hazardous material shipment by hazard class for the United State for 2012.

121. bts_osp_commodity_flow_survey_Hazmat_2b.csv
A. Notes on table structure: N/A
B. Number of variables:
13 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The value, tons, ton-miles, and average mile per shipments for a hazardous material shipment by hazard class for the United State for 2012 and 2007.

122. bts_osp_commodity_flow_survey_Hazmat_2c.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The percentage total for 2012 and 2007 of the value, tons, and ton-miles for hazardous material shipments by hazard class for the United States.

123. bts_osp_commodity_flow_survey_Hazmat_3.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
22 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipments for a hazardous material shipment by UN number and UN description for the United State for 2012. UN numbers shown had the highest estimated weight without considering sampling variability. Since an “All other UN numbers” line is not shown, estimates do not add to total.

124. bts_osp_commodity_flow_survey_Hazmat_4.csv
A. Notes on table structure: N/A
B. Number of variables:
11 variables
C. Number of cases/rows:
20 rows
D. Each row represents:
A comparison tons and ton-miles for hazardous material and non-hazardous material shipments by mode of transportation for the United States for 2012.

125. bts_osp_commodity_flow_survey_Hazmat_5a.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
21 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for hazardous material shipments by selected origin state for the United States for 2012. The states selected have the highest estimated weight without considering sampling variability and are shown in descending order. Since an “All other states” line is not shown, estimates do not add to total.

126. bts_osp_commodity_flow_survey_Hazmat_5b.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
21 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for hazardous material shipments by selected destination state for the United States for 2012. The states selected have the highest estimated weight without considering sampling variability and are shown in descending order. Since an “All other states” line is not shown, estimates do not add to total.

127. bts_osp_commodity_flow_survey_Hazmat_6.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
191 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipments for hazardous material shipments by hazard class and mode of transportation for the United States for 2012.

128. bts_osp_commodity_flow_survey_Hazmat_7.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
337 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for hazardous material shipments by hazard class division and mode of transportation for the United States for 2012, continued.

129. bts_osp_commodity_flow_survey_Hazmat_8.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
420 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipments for hazardous material shipments by UN number and mode of transportation for the United State for 2012, continued. UN numbers shown had the highest estimated weight without considering sampling variability. Since an “All other UN numbers” line is not shown, estimates do not add to total.

130. bts_osp_commodity_flow_survey_Hazmat_9a.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
21 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for hazardous material shipments by for-hire truck for selected UN numbers and UN description for the United State for 2012. UN numbers shown had the highest estimated weight without considering sampling variability. Since an “All other UN numbers” line is not shown, estimates do not add to total.

131. bts_osp_commodity_flow_survey_Hazmat_9b.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
21 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for hazardous material shipments by private truck for selected UN numbers and UN descriptions for the United State for 2012. UN numbers shown had the highest estimated weight without considering sampling variability. Since an “All other UN numbers” line is not shown, estimates do not add to total.

132. bts_osp_commodity_flow_survey_Hazmat_9c.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
22 rows
D. Each row represents:

The value, tons, ton-miles, and average miles per shipments for hazardous material shipments by rail for selected UN numbers and UN description for the United State for 2012. UN numbers shown had the highest estimated weight without considering sampling variability. Since an “All other UN numbers” line is not shown, estimates do not add to total.

133. bts_osp_commodity_flow_survey_Hazmat_9d.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
21 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for hazardous material shipments by water for selected UN numbers and UN description for the United State for 2012. UN numbers shown had the highest estimated weight without considering sampling variability. Since an “All other UN numbers” line is not shown, estimates do not add to total.

134. bts_osp_commodity_flow_survey_Hazmat_9e.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
21 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for hazardous material shipments by air, including truck and air, for selected UN numbers and UN description for the United State for 2012. UN numbers shown had the highest estimated weight without considering sampling variability. Since an “All other UN numbers” line is not shown, estimates do not add to total.

135. bts_osp_commodity_flow_survey_Hazmat_9f.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
21 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for hazardous material shipments by pipeline for selected UN numbers and UN description for the United State for 2012. UN numbers shown had the highest estimated weight without considering sampling variability. Since an “All other UN numbers” line is not shown, estimates do not add to total.

136. bts_osp_commodity_flow_survey_Hazmat_10.csv
A. Notes on table structure: N/A
B. Number of variables:

11 variables
C. Number of cases/rows:
7 rows
D. Each row represents:
The value, tons, and ton-miles for hazardous material shipments by selected SCTG code and commodity description for the United State for 2012. Commodity codes shown had the highest estimated weight without considering sampling variability. Since an “All other SCTG” line is not shown, estimates do not add to total.

137. bts_osp_commodity_flow_survey_Hazmat_11a.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
8 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for hazardous material shipments by selected SCTG code and commodity descriptions for the United State for 2012. Commodity codes shown had the highest estimated weight without considering sampling variability. Since an “All other SCTG” line is not shown, estimates do not add to total.

138. bts_osp_commodity_flow_survey_Hazmat_11b.csv
A. Notes on table structure: N/A
B. Number of variables:
14 variables
C. Number of cases/rows:
8 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment for hazardous material shipments by selected SCTG code and commodity description for the United State for 2012 and 2007. Commodity codes shown had the highest estimated weight without considering sampling variability. Since an “All other SCTG” line is not shown, estimates do not add to total.

139. bts_osp_commodity_flow_survey_Hazmat_11c.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
8 rows
D. Each row represents:
The value, tons, and ton-miles for hazardous material shipments by selected SCTG code and commodity description for the United State for 2012 and 2007. Commodity codes shown had the highest estimated weight without considering sampling variability. Since an “All other SCTG” line is not shown, estimates do not add to total.

140. bts_osp_commodity_flow_survey_Hazmat_12a.csv
A. Notes on table structure: N/A
B. Number of variables:
11 variables
C. Number of cases/rows:
8 rows
D. Each row represents:
A comparison of value, tons, and ton-miles for intrastate and interstate hazardous material shipments by truck for selected SCTG code and commodity description for the United State for 2012. Commodity codes shown had the highest estimated weight without considering sampling variability.

141. bts_osp_commodity_flow_survey_Hazmat_12b.csv
A. Notes on table structure: N/A
B. Number of variables:
11 variables
C. Number of cases/rows:
8 rows
D. Each row represents:
A comparison of value, tons, and ton-miles for intrastate and interstate hazardous material shipments by for-hire truck for selected SCTG code and commodity description for the United State for 2012. Commodity codes shown had the highest estimated weight without considering sampling variability.

142. bts_osp_commodity_flow_survey_Hazmat_12c.csv
A. Notes on table structure: N/A
B. Number of variables:
11 variables
C. Number of cases/rows:
8 rows
D. Each row represents:
A comparison of value, tons, and ton-miles for intrastate and interstate hazardous material shipments by private truck for selected SCTG code and commodity description for the United State for 2012. Commodity codes shown had the highest estimated weight without considering sampling variability.

143. bts_osp_commodity_flow_survey_Hazmat_13a.csv
A. Notes on table structure: N/A
B. Number of variables:
11 variables
C. Number of cases/rows:
22 rows
D. Each row represents:
A comparison of value, tons, and ton-miles for intrastate and interstate hazardous material shipments by truck for selected UN number and UN description for the United State for 2012. UN numbers shown

had the highest estimated weight without considering sampling variability. Since an “All other UN numbers” line is not shown, estimates do not add to total.

144. bts_osp_commodity_flow_survey_Hazmat_13b.csv
A. Notes on table structure: N/A
B. Number of variables:
11 variables
C. Number of cases/rows:
24 rows
D. Each row represents:
A comparison of value, tons, and ton-miles for intrastate and interstate hazardous material shipments by for-hire truck for selected UN number and UN description for the United State for 2012. UN numbers shown had the highest estimated weight without considering sampling variability. Since an “All other UN numbers” line is not shown, estimates do not add to total.

145. bts_osp_commodity_flow_survey_Hazmat_13c.csv
A. Notes on table structure: N/A
B. Number of variables:
11 variables
C. Number of cases/rows:
22 rows
D. Each row represents:
A comparison of value, tons, and ton-miles for intrastate and interstate hazardous material shipments by private truck for selected UN number and UN description for the United State for 2012. UN numbers shown had the highest estimated weight without considering sampling variability. Since an “All other UN numbers” line is not shown, estimates do not add to total.

146. bts_osp_commodity_flow_survey_Hazmat_14a.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
2 rows
D. Each row represents:
The value, tons, and ton-miles for toxic by inhalation (TIH) hazardous material shipments for the United State for 2012.

147. bts_osp_commodity_flow_survey_Hazmat_14b.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
2 rows
D. Each row represents:

The value, tons, and ton-miles for toxic by inhalation (TIH) hazardous material shipments for the United State for 2012 and 2007.

148. bts_osp_commodity_flow_survey_Hazmat_15a.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
2 rows
D. Each row represents:
The value, tons, and ton-miles for Packing Group I hazardous material shipments for the United State for 2012.

149. bts_osp_commodity_flow_survey_Hazmat_15b.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
2 rows
D. Each row represents:
The value, tons, and ton-miles for Packing Group I hazardous material shipments for the United State for 2012 and 2007.

150. bts_osp_commodity_flow_survey_Hazmat_16a.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
4 rows
D. Each row represents:
The value, tons, and ton-miles for export hazardous material shipments by country of destination for 2012.

151. bts_osp_commodity_flow_survey_Hazmat_16b.csv
A. Notes on table structure: N/A
B. Number of variables:
10 variables
C. Number of cases/rows:
4 rows
D. Each row represents:
The value, tons, and ton-miles for export hazardous material shipments by country of destination for 2012 and 2007.

152. bts_osp_commodity_flow_survey_Hazmat_16c.csv

A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
4 rows
D. Each row represents:
The percentage of the total for 2012 and 2007 of the value, tons, and ton-miles for export hazardous material shipments by country of destination.

153. bts_osp_commodity_flow_survey_Hazmat_17.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
7 rows
D. Each row represents:
The value, tons, ton-miles, and average miles per shipment of hazardous material shipments by selected NAICS codes and NAICS title for the United States for 2012. NAICS codes shown had the highest estimated weight without considering sampling variability and are shown in descending order.

154. bts_osp_commodity_flow_survey_Hazmat_18.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
146 rows
D. Each row represents:
The value, tons, and ton-miles for hazardous material shipments by NAICS code, NAICS title, and mode of transportation for the United States for 2012, continued.

155. bts_osp_commodity_flow_survey_Hazmat_19.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
20 rows
D. Each row represents:
The value, tons, ton-mils, and average miles per shipment for temperature controlled hazardous material shipments by mode of transportation for the United States for 2012. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

156. bts_osp_commodity_flow_survey_Hazmat_20.csv
A. Notes on table structure: N/A

B. Number of variables:
9 variables
C. Number of cases/rows:
22 rows
D. Each row represents:
The value, tons, ton-mils, and average miles per shipment for temperature controlled hazardous material shipments by selected UN number and UN descriptions for the United States for 2012. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination. UN numbers shown had the highest estimated weight without considering sampling variability. Since an "All other UN numbers" line is not shown, estimates do not add to total.

157. bts_osp_commodity_flow_survey_Hazmat_B1a.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
20 rows
D. Each row represents:
The estimated measures of reliability for hazardous material shipment value, tons, ton-miles, and average mile per shipment by mode of transportation for the United States for 2012.

158. bts_osp_commodity_flow_survey_Hazmat_B1b.csv
A. Notes on table structure: N/A
B. Number of variables:
13 variables
C. Number of cases/rows:
20 rows
D. Each row represents:
The estimated measures of reliability for hazardous material shipment value, tons, ton-miles, and average miles per shipment by mode of transportation for the United States for 2012 and 2007.

159. bts_osp_commodity_flow_survey_Hazmat_B1c.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
20 rows
D. Each row represents:
The percentage of the total for 2012 and 2007 for the estimated measures of reliability for hazardous material shipment value, tons, and ton-miles by mode of transportation for the United States.

160. bts_osp_commodity_flow_survey_Hazmat_B2a.csv
A. Notes on table structure: N/A

B. Number of variables:
8 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The estimated measures of reliability for hazardous material shipment value, tons, ton-miles, and average miles per shipment by hazard class for the United States for 2012.

161. bts_osp_commodity_flow_survey_Hazmat_B2b.csv
A. Notes on table structure: N/A
B. Number of variables:
13 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The estimated measures of reliability for hazardous material shipment value, tons, ton-miles, and average miles per shipment by hazard class for the United States for 2012 and 2007.

162. bts_osp_commodity_flow_survey_Hazmat_B2c.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
10 rows
D. Each row represents:
The percentage of the total for 2012 and 2007 for the estimated measures of reliability for hazardous material shipment value, tons, and ton-miles by hazard class for the United States.

163. bts_osp_commodity_flow_survey_Hazmat_B3.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
22 rows
D. Each row represents:
The estimated measures of reliability for hazardous material shipment value, tons, ton-miles, and average miles per shipment by selected UN number and UN description for the United States for 2012. UN numbers shown had the highest estimated weight without considering sampling variability. Since an "All other UN numbers" line is not shown, estimates do not add to total.

164. bts_osp_commodity_flow_survey_Hazmat_B4.csv
A. Notes on table structure: N/A
B. Number of variables:
11 variables

C. Number of cases/rows:
20 rows
D. Each row represents:
A comparison of the estimated measures of reliability for tons and ton-miles for hazardous material and non-hazardous material shipments by mode of transportation for the United States for 2012.

165. bts_osp_commodity_flow_survey_Hazmat_B5a.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
21 rows
D. Each row represents:
The estimated measures of reliability for hazardous materials shipment value, tons, and ton-miles by selected origin state for 2012. Selected states shown had the highest estimated weight without considering sampling variability and are shown in descending order. Since an “All other states” line is not shown, estimates do not add to total.

166. bts_osp_commodity_flow_survey_Hazmat_B5b.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
21 rows
D. Each row represents:
The estimated measures of reliability for hazardous material shipment value, tons, ton-miles, and average miles per shipment by selected destination state for 2012. Selected states shown had the highest estimated weight without considering sampling variability and are shown in descending order. Since an “All other states” line is not shown, estimates do not add to total.

167. bts_osp_commodity_flow_survey_Hazmat_B6.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
191 rows
D. Each row represents:
The estimated measures of reliability for hazardous material shipment value, tons, ton-miles, and average miles per shipment by hazard class and mode of transportation for 2012.

168. bts_osp_commodity_flow_survey_Hazmat_B7.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables

C. Number of cases/rows:
338 rows
D. Each row represents:
The estimated measures of reliability for hazardous material shipment value, tons, ton-miles, and average miles per shipment by hazard class division and mode of transportation.

169. bts_osp_commodity_flow_survey_Hazmat_B8.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
420 rows
D. Each row represents:
The estimated measures of reliability for hazardous material shipment value, tons, ton-miles, and average miles per shipment by selected UN number and mode of transportation for 2012, continued. UN numbers shown had the highest estimated weight without considering sampling variability. Since an "All other UN numbers" line is not shown, estimates do not add to total.

170. bts_osp_commodity_flow_survey_Hazmat_B9a.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
21 rows
D. Each row represents:
The estimated measures of reliability for for-hire truck hazardous material shipment value, tons, ton-

miles, and average miles per shipment by selected UN number and UN description for the United States for 2012. UN numbers shown had the highest estimated weight without considering sampling variability. Since an "All other UN numbers" line is not shown, estimates do not add to total.

171. bts_osp_commodity_flow_survey_Hazmat_B9b.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
21 rows
D. Each row represents:
The estimated measures of reliability for private truck hazardous material shipment value, tons, ton-miles, and average miles per shipment by selected UN number and UN description for the United States for 2012. UN numbers shown had the highest estimated weight without considering sampling variability. Since an "All other UN numbers" line is not shown, estimates do not add to total.

172. bts_osp_commodity_flow_survey_Hazmat_B9c.csv

A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
22 rows
D. Each row represents:
The estimated measures of reliability for hazardous material shipment by rail value, tons, ton-miles, and average miles per shipment by selected UN number and UN description for the United States for 2012. UN numbers shown had the highest estimated weight without considering sampling variability. Since an "All other UN numbers" line is not shown, estimates do not add to total.

173. bts_osp_commodity_flow_survey_Hazmat_B9d.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
21 rows
D. Each row represents:
The estimated measures of reliability for hazardous material shipments by water value, tons, ton-miles, and average miles per shipment by selected UN number and UN description for the United States for 2012. UN numbers shown had the highest estimated weight without considering sampling variability. Since an "All other UN numbers" line is not shown, estimates do not add to total.

174. bts_osp_commodity_flow_survey_Hazmat_B9e.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
22 rows
D. Each row represents:
The estimated measures of reliability for hazardous material shipments by air, including truck and air, value, tons, ton-miles, and average miles per shipment by selected UN number and UN description for the United States for 2012. UN numbers shown had the highest estimated weight without considering sampling variability. Since an "All other UN numbers" line is not shown, estimates do not add to total.

175. bts_osp_commodity_flow_survey_Hazmat_B9f.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
22 rows
D. Each row represents:
The estimated measures of reliability for hazardous material shipment by pipeline value, tons, ton-miles, and average miles per shipment for selected UN number and UN descriptions for the United States for

2012. UN numbers shown had the highest estimated weight without considering sampling variability. Since an “All other UN numbers” line is not shown, estimates do not add to total.

176. bts_osp_commodity_flow_survey_Hazmat_B10.csv
A. Notes on table structure: N/A
B. Number of variables:
11 variables
C. Number of cases/rows:
8 rows
D. Each row represents:
The estimated measure of reliability for value, tons, and ton-miles by selected SCTG code and commodity description for hazardous materials shipments for the United States for 2012. Commodity codes shown had the highest estimated weight without considering sampling variability. Since an “All other SCTG” line is not shown, estimates do not add to total.

177. bts_osp_commodity_flow_survey_Hazmat_B11a.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
8 rows
D. Each row represents:
The estimated measure of reliability for hazardous material shipment value, tons, ton-miles, and average miles per shipment by selected SCTG code and commodity description for the United Sates for 2012. Commodity codes shown had the highest estimated weight without considering sampling variability. Since an “All other SCTG” line is not shown, estimates do not add to total.

178. bts_osp_commodity_flow_survey_Hazmat_B11b.csv
A. Notes on table structure: N/A
B. Number of variables:
14 variables
C. Number of cases/rows:
8 rows
D. Each row represents:
The estimated measure of reliability for hazardous material shipment value, tons, ton-miles, and average miles per shipment by selected SCTG code and commodity description for the United Sates for 2012 and 2007. Commodity codes shown had the highest estimated weight without considering sampling variability. Since an “All other SCTG” line is not shown, estimates do not add to total.

179. bts_osp_commodity_flow_survey_Hazmat_B11c.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:

7 rows
D. Each row represents:
The percentage of total for 2012 and 2007 of value, tons, and ton-miles for the estimated standard error of hazardous materials shipments by SCTG codes and commodity description for the United States. Since an “All other SCTG” line is not shown, estimates do not add to total.

180. bts_osp_commodity_flow_survey_Hazmat_B12a.csv
A. Notes on table structure: N/A
B. Number of variables:
11 variables
C. Number of cases/rows:
8 rows
D. Each row represents:
A comparison estimated measure of reliability of intrastate and interstate hazardous material shipment by truck value, tons, and ton-miles for the United States for 2012. Commodity codes shown had the highest estimated weight without considering sampling variability. Since an “All other SCTG” line is not shown, estimates do not add to total.

181. bts_osp_commodity_flow_survey_Hazmat_B12b.csv
A. Notes on table structure: N/A
B. Number of variables:
11 variables
C. Number of cases/rows:
8 rows
D. Each row represents:
A comparison estimated measure of reliability of intrastate and interstate hazardous material shipment by for-hire truck value, tons, and ton-miles for the United States for 2012. Commodity codes shown had the highest estimated weight without considering sampling variability. Since an “All other SCTG” line is not shown, estimates do not add to total.

182. bts_osp_commodity_flow_survey_Hazmat_B12c.csv
A. Notes on table structure: N/A
B. Number of variables:
11 variables
C. Number of cases/rows:
7 rows
D. Each row represents:
A comparison estimated measure of reliability of intrastate and interstate hazardous material shipment by private truck value, tons, and ton-miles for the United States for 2012. Commodity codes shown had the highest estimated weight without considering sampling variability. Since an “All other SCTG” line is not shown, estimates do not add to total.

183. bts_osp_commodity_flow_survey_Hazmat_B13a.csv
A. Notes on table structure: N/A

B. Number of variables:
11 variables
C. Number of cases/rows:
8 rows
D. Each row represents:
A comparison estimated measure of reliability of intrastate and interstate hazardous material shipment by truck value, tons, and ton-miles by UN number and UN description for the United States for 2012. Commodity codes shown had the highest estimated weight without considering sampling variability. Since an “All other UN numbers” line is not shown, estimates do not add to total.

184. bts_osp_commodity_flow_survey_Hazmat_B13b.csv
A. Notes on table structure: N/A
B. Number of variables:
11 variables
C. Number of cases/rows:
24 rows
D. Each row represents:
A comparison estimated measure of reliability of intrastate and interstate hazardous material shipment by for-hire truck value, tons, and ton-miles by UN number and UN description for the United States for 2012. Commodity codes shown had the highest estimated weight without considering sampling variability. Since an “All other UN numbers” line is not shown, estimates do not add to total.

185. bts_osp_commodity_flow_survey_Hazmat_B13c.csv
A. Notes on table structure: N/A
B. Number of variables:
11 variables
C. Number of cases/rows:
22 rows
D. Each row represents:
A comparison estimated measure of reliability of intrastate and interstate hazardous material shipment by private truck value, tons, and ton-miles by UN number and UN description for the United States for 2012. Commodity codes shown had the highest estimated weight without considering sampling variability. Since an “All other UN numbers” line is not shown, estimates do not add to total.

186. bts_osp_commodity_flow_survey_Hazmat_B14a.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
2 rows
D. Each row represents:
The estimated measure of reliability for Toxic by Inhalation (TIH) hazardous material shipment value, tons, and ton-miles for the United States.

187. bts_osp_commodity_flow_survey_Hazmat_B14b.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
2 rows
D. Each row represents:
The percentage of the total for 2012 and 2007 of the estimated standard errors for Toxic by Inhalation (TIH) hazardous material shipment value, tons, and ton-miles for the United States.

188. bts_osp_commodity_flow_survey_Hazmat_B15a.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
2 rows
D. Each row represents:
The estimated measure of reliability for Packaging Group I hazardous material shipment value, tons, and ton-miles for the United States for 2012.

189. bts_osp_commodity_flow_survey_Hazmat_B15b.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
2 rows
D. Each row represents:
The percentage of the total for 2012 and 2007 of the estimated standard errors for Packaging Group I hazardous material shipment value, tons, and ton-miles for the United States.

190. bts_osp_commodity_flow_survey_Hazmat_B16a.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
4 rows
D. Each row represents:
The estimated measure of reliability for hazardous material shipment value, tons, and ton-miles for export by country of destination for 2012.

191. bts_osp_commodity_flow_survey_Hazmat_B16b.csv
A. Notes on table structure: N/A
B. Number of variables:
10 variables

C. Number of cases/rows:
4 rows
D. Each row represents:
The estimated measure of reliability for hazardous material shipment value, tons, and ton-miles for export by country of destination for 2012 and 2007.

192. bts_osp_commodity_flow_survey_Hazmat_B16c.csv
A. Notes on table structure: N/A
B. Number of variables:
7 variables
C. Number of cases/rows:
4 rows
D. Each row represents:
The percentage of total for 2012 and 2007 of the estimated standard errors for hazardous material shipment value, tons, and ton-miles by export country of destination.

193. bts_osp_commodity_flow_survey_Hazmat_B17.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
7 rows
D. Each row represents:
The estimated measure of reliability for hazardous material shipment value, tons, ton-miles, and average miles per shipment for selected NAICS codes and NAICS titles for the United States for 2012. NAICS codes shown are those covered in the Commodity Flow Survey.

194. bts_osp_commodity_flow_survey_Hazmat_B18.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
147 rows
D. Each row represents:
The estimated measure of reliability for hazardous material shipment value, tons, and ton-miles for selected NAICS codes, NAICS titles, and mode of transportation for the United States for 2012. NAICS codes shown are those covered in the Commodity Flow Survey.

195. bts_osp_commodity_flow_survey_Hazmat_B19.csv
A. Notes on table structure: N/A
B. Number of variables:
8 variables
C. Number of cases/rows:
20 rows

D. Each row represents:
The estimated measure of reliability for temperature controlled hazardous material shipment value, tons, ton-miles, and average miles per shipment by mode of transportation for the United States for 2012. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination.

196. bts_osp_commodity_flow_survey_Hazmat_B20.csv
A. Notes on table structure: N/A
B. Number of variables:
9 variables
C. Number of cases/rows:
22 rows
D. Each row represents:
The estimated measure of reliability for of temperature controlled hazardous material shipment value, tons, ton-miles, and average miles per shipment by selected UN Number and UN description for the United States for 2012. Shipments that are temperature controlled are transported in a vehicle or container that regulates or maintains the temperature when en route to its destination. UN numbers shown had the highest estimated weight without considering sampling variability. Since an “All other UN numbers” line is not shown, estimates do not add to total.

UPDATE LOG

2018-08-24: Initial README created by Laura Farley